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When you open a form, required fields are highlighted in yellow with a red border. Optional fields and completed fields are displayed in white. If you enter invalid or incomplete information in a field, you will receive an error message. Additional instructions and FAQs about the Application Package can be found in the Grants.gov Applicants tab.

OPPORTUNITY & PACKAGE DETAILS:

Opportunity Number:	DTOS59-23-RA-RAISE
Opportunity Title:	FY 2023 National Infrastructure Investments
Opportunity Package ID:	PKG00278732
CFDA Number:	20.933
CFDA Description:	National Infrastructure Investments
Competition ID:	RAISE-FY23
Competition Title:	FY23 RAISE Grants
Opening Date:	11/30/2022
Closing Date:	02/28/2023
Agency:	69A345 Office of the Under Secretary for Policy
Contact Information:	Andrea Jacobson RAISE Program Manager E-mail: andrea.jacobson@dot.gov

APPLICANT & WORKSPACE DETAILS:

Workspace ID:	WS01048203
Application Filing Name:	Tranquillity Complete Streets
UEI:	LGJ1SMMN9XR6
Organization:	FRESNO COUNTY OF (INC)
Form Name:	Application for Federal Assistance (SF-424)
Form Version:	4.0
Requirement:	Mandatory
Download Date/Time:	Apr 17, 2023 07:30:50 PM EDT
Form State:	No Errors

FORM ACTIONS:

Application for Federal Assistance SF-424

* 1. Type of Submission:

- ☐ Preapplication
☒ Application
☐ Changed/Corrected Application

* 2. Type of Application:

- ☒ New
☐ Continuation
☐ Revision

* If Revision, select appropriate letter(s):

* Other (Specify):

* 3. Date Received:

Completed by Grants.gov upon submission.

4. Applicant Identifier:

County of Fresno

5a. Federal Entity Identifier:

5b. Federal Award Identifier:

State Use Only:

6. Date Received by State:

7. State Application Identifier:

8. APPLICANT INFORMATION:

* a. Legal Name: County of Fresno

* b. Employer/Taxpayer Identification Number (EIN/TIN):

* c. UEI:

LGJ1SMMN9XR6

d. Address:

* Street1: 2220 Tulare Street

Street2: 6th Floor

* City: Fresno

County/Parish:

* State: CA: California

Province:

* Country: USA: UNITED STATES

* Zip / Postal Code: 93721-2127

e. Organizational Unit:

Department Name:

Public Works and Planning

Division Name:

Design

f. Name and contact information of person to be contacted on matters involving this application:

Prefix:

Ms.

* First Name:

Erin

Middle Name:

* Last Name:

Haagenson

Suffix:

Title: Principal Staff Analyst

Organizational Affiliation:

* Telephone Number: 5596009908

Fax Number:

* Email: ehaagenson@fresnocountyca.gov

Application for Federal Assistance SF-424

* 9. Type of Applicant 1: Select Applicant Type:

B: County Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

* 10. Name of Federal Agency:

69A345 Office of the Under Secretary for Policy

11. Catalog of Federal Domestic Assistance Number:

20.933

CFDA Title:

National Infrastructure Investments

* 12. Funding Opportunity Number:

DTOS59-23-RA-RAISE

* Title:

FY 2023 National Infrastructure Investments

13. Competition Identification Number:

RAISE-FY23

Title:

FY23 RAISE Grants

14. Areas Affected by Project (Cities, Counties, States, etc.):

TRANQUILLITY map.pdf

Add Attachment

Delete Attachment

View Attachment

* 15. Descriptive Title of Applicant's Project:

Tranquillity Complete Streets - Repair Roads, Fill Sidewalk Gaps, Repair Sidewalks, Pedestrian Facility Enhancements, ADA Compliant Curb Ramps, EV Charging Stations

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

Application for Federal Assistance SF-424**16. Congressional Districts Of:*** a. Applicant * b. Program/Project

Attach an additional list of Program/Project Congressional Districts if needed.

17. Proposed Project:* a. Start Date: * b. End Date: **18. Estimated Funding (\$):**

* a. Federal	5,189,000.00
* b. Applicant	0.00
* c. State	458,000.00
* d. Local	427,000.00
* e. Other	4,026,000.00
* f. Program Income	0.00
* g. TOTAL	10,100,000.00

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

- ☐ a. This application was made available to the State under the Executive Order 12372 Process for review on .
- ☐ b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- ☒ c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**☐ Yes ☒ No

If "Yes", provide explanation and attach

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 18, Section 1001)**

☒ ** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: * First Name:

Middle Name:

* Last Name:

Suffix:

* Title: * Telephone Number: Fax Number: * Email: * Signature of Authorized Representative: * Date Signed:

ATTACHMENTS FORM

Instructions: On this form, you will attach the various files that make up your grant application. Please consult with the appropriate Agency Guidelines for more information about each needed file. Please remember that any files you attach must be in the document format and named as specified in the Guidelines.

Important: Please attach your files in the proper sequence. See the appropriate Agency Guidelines for details.

1) Please attach Attachment 1	FY2023 RAISE Project Informa	Add Attachment	Delete Attachment	View Attachment
2) Please attach Attachment 2	Project Description.pdf	Add Attachment	Delete Attachment	View Attachment
3) Please attach Attachment 3	Project Location File.zip	Add Attachment	Delete Attachment	View Attachment
4) Please attach Attachment 4	Project Budget.pdf	Add Attachment	Delete Attachment	View Attachment
5) Please attach Attachment 5	Funding Commitments.pdf	Add Attachment	Delete Attachment	View Attachment
6) Please attach Attachment 6	Merit Criteria Narrative.pdf	Add Attachment	Delete Attachment	View Attachment
7) Please attach Attachment 7	Project Readiness.pdf	Add Attachment	Delete Attachment	View Attachment
8) Please attach Attachment 8	BCA Narrative.pdf	Add Attachment	Delete Attachment	View Attachment
9) Please attach Attachment 9	BCA Calculations.xlsx	Add Attachment	Delete Attachment	View Attachment
10) Please attach Attachment 10	Letters of Support.pdf	Add Attachment	Delete Attachment	View Attachment
11) Please attach Attachment 11	Photos of Existing Conditions	Add Attachment	Delete Attachment	View Attachment
12) Please attach Attachment 12	Healthy-Places-Index.pdf	Add Attachment	Delete Attachment	View Attachment
13) Please attach Attachment 13	Revised Engineers Estimate.xl	Add Attachment	Delete Attachment	View Attachment
14) Please attach Attachment 14		Add Attachment	Delete Attachment	View Attachment
15) Please attach Attachment 15		Add Attachment	Delete Attachment	View Attachment

Total Federal Funding	\$5,189,000	Enter the amount of funds committed to the project from ALL Federal sources including the proposed RAISE amount. <i>This value may not be less than the amount requested.</i> For applications designated as urban, Federal funding cannot exceed 80% of total project cost unless the project is located in a Historically Disadvantaged Community or an Area of Persistent Poverty as defined in the RAISE NOFO. For applications designated as rural, there is no limit to the share of Federal funding.
Total Non-Federal Funding	\$4,911,000	Enter the amount of funds committed to the project from non-Federal sources. For applications designated as urban, the total non-Federal funding amount must be greater than or equal to 20% of the total project cost, unless the project is located in a Historically Disadvantaged Community or an Area of Persistent Poverty as defined in the RAISE NOFO. For applications designated as rural, there is no minimum non-Federal share requirement.
Capital or Planning	Capital	Identify the project as capital or planning. The "capital" designation is for projects that requesting funding for the construction of surface transportation capital infrastructure. (<i>Right-of-way acquisition is capital. Projects that include pre-construction AND right-of-way acquisition, but do <u>not</u> include construction activities will be classified as capital</i>). The "planning" designation is for projects that are requesting funding for planning, preparation, or design of eligible surface transportation capital projects.
Urbanized Area	Not Located in an Urbanized Area	Select the Urbanized Area of the project from the drop down, or if the project is located outside an urbanized area, please select "Not located in an Urbanized Area". Reference the "Urban or Rural Designation" tab in this file for assistance. For more information, see https://www.transportation.gov/RAISEgrants/urbanized-areas. <i>Note: The RAISE 2023 urban/rural designation applies 2010 Census Urbanized Areas since 2020 Census Urbanized Areas have not been published at time of NOFO publication.</i>
Urban/Rural	Rural	Identify whether the project is located in a rural or urban area, using the drop-down menu. For RAISE 2023, a project is designated as urban if it is located within (or on the boundary of) a Census-designated urbanized area that had a population greater than 200,000 in the 2010 Census. If a project is located outside a Census-designated urbanized area with a population greater than 200,000, it is designated as a rural project. Reference the "Urban or Rural Designation" tab in this file for assistance. For more information, see https://www.transportation.gov/RAISEgrants/urbanized-areas. <i>Note 1: The RAISE 2023 urban/rural designation applies 2010 Census Urbanized Areas since 2020 Census Urbanized Areas have not been published at time of NOFO publication.</i> <i>Note 2: This designation is based on the Urbanized Area. It is NOT based on the city or county population count.</i>
Project Location Zip Code	93668	Identify the 5-digit zip code of the project location. If the project is located in more than one zip codes, please identify the zip code in which the majority of the project is located. If the project is in a territory that does not have zip codes, leave this field blank. <i>Project location zip code is NOT the applicant organization zip code.</i>
Project Location County	CA - Fresno County	Identify the county where the project is located in using the drop-down. If the project is located in more than one county, please identify the county in which the majority of the project is located. If the project is in a territory that does not have county designations, leave this field blank.
Additional Project Counties		Identify additional counties separated by a comma. For instance, if the project additionally runs through Polk County and Butler County, please enter 'Polk County, Butler County' in the cell. If the project is in a territory that does not have county designations, leave this field blank.
Project Location Census Tract	82	Identify the census tract number of the project. For example, if the most central tract is Census Tract 93.30, please enter '93.30' into the cell. The last zero may be missing from your response (e.g., 93.30 may display as 93.3). If the project is located in more than one census tract please identify the census tract in which the majority of the project is located. If the project is in a territory that does not have census tract designations, leave this field blank. Please visit USDOT's RAISE webpage (https://www.transportation.gov/RAISEgrants/raise-app-hdc) to review a full list of census tracts by state and county to identify.
Other Project Census Tracts		Identify other census tracts in which the project is located, separated by a comma. For example, if the project is located in Census Tract 93.31, Census Tract 93.32, and Census Tract 94.03, please enter '93.31, 93.32, 94.03' into the cell. If the project is in a territory that does not have census tract designations, leave this field blank.
Project Located in an Area of Persistent Poverty?	Yes- Project is located in a Census Tract that meets the definition	Identify if the project is located in an Area of Persistent Poverty based on the definition in the NOFO. The list of counties and census tracts and areas that meet this definition can be found on USDOT's RAISE webpage (https://www.transportation.gov/RAISEgrants/raise-app-hdc).
Project Located in a Historically Disadvantaged Community?	Yes- Project is located in a Census Tract that meets the definition	Identify if the project is located in a Historically Disadvantage Community based on the definition in the NOFO. The list of census tracts and areas that meet this definition can be found on USDOT's RAISE website. (https://www.transportation.gov/RAISEgrants/raise-app-hdc).
Project Location Latitude	36.65072	Provide the project's latitude coordinates. For projects that are not located at a single set of coordinates, please provide a centralized set of coordinates. Tools such as Google Maps, Google Earth (https://earth.google.com/web) or GEOJSON (https://geojson.io/#map=2/0/20) are recommended to identify the project's coordinates.
Project Location Longitude	-120.24943	Please provide the project's longitude coordinates. For projects that are not located at a single set of coordinates, please provide a centralized set of coordinates. Tools such as Google Maps, Google Earth (https://earth.google.com/web) or GEOJSON (https://geojson.io/#map=2/0/20) are recommended to identify the project's coordinates.

Project Type	Road - Complete Streets	Identify the Primary and Secondary project type combination that most closely aligns with your project from the choices in the drop-down menu. See the "Project Types" tab in this file for further information and project type definitions.
US DOT FY23 Discretionary Application?	No	If the applicant has or will submit this exact project to another FY 2023 USDOT discretionary grant program , please list the name of the program(s).
US DOT FY22 Reconnecting Communities Program Identical Application Submission?	No	If this exact project was submitted in the FY 2022 Reconnecting Communities Program , select "Yes" from the drop-down menu.
US DOT FY22 Reconnecting Communities Program "Reconnecting Extra Designation"?		If your RAISE 2023 application was submitted in the FY2022 Reconnecting Communities Program AND you were notified you received the designation of "Reconnecting Extra" , select "Yes" from the drop-down menu. If you are not sure, or this does not apply to you, please leave blank.
Previous Submission to TIGER/BUILD/RAISE	RAISE 2022	If this exact project was submitted in a previous TIGER, BUILD, or RAISE round, please list the name(s) of the round(s) (e.g TIGER 2015, BUILD 2019, RAISE 2022).
Other Federal Agency Assistance?	2022 Community Project Funding	If this project has applied for another Federal (non-USDOT) financial assistance or capacity-building program , please list the name of the program(s).
Tribal Government?	No	Select "Yes" from the drop-down menu if the applicant is a Federally recognized tribal government .
Tribal Benefits?	Not Applicable	If the applicant is not a Federally recognized tribal government , is the project located on tribal land? And if not, does it have direct tribal benefits? Answer using the drop-down menu.
Private Corporation Involvement	No	Does this project involve (a) private entity(ies) that will receive a direct and predictable financial benefit if the project is selected for award? This includes, but it not limited to, private owners of infrastructure facilities being improved and private freight shippers or carriers directly benefitting from completion of the proposed project.
Private Corporation Name(s)		If this project directly involves or benefits a specific private corporation , please list the corporation(s) separated by a comma.
TIFIA/RRIF?	No	Is the project currently, or does this project anticipate applying for Transportation Infrastructure Finance and Innovation Act (TIFIA) or Railroad Rehabilitation & Improvement Financing (RRIF) loans ? See [https://www.transportation.gov/buildamerica/] for more details.
Department Financing Program?	Yes	If your application is unsuccessful, would you like to be contacted about the Department's financing program ?

COUNTY OF FRESNO 2023 RAISE GRANT APPLICATION

Tranquillity Complete Streets
Submitted February 2023

PROJECT DESCRIPTION

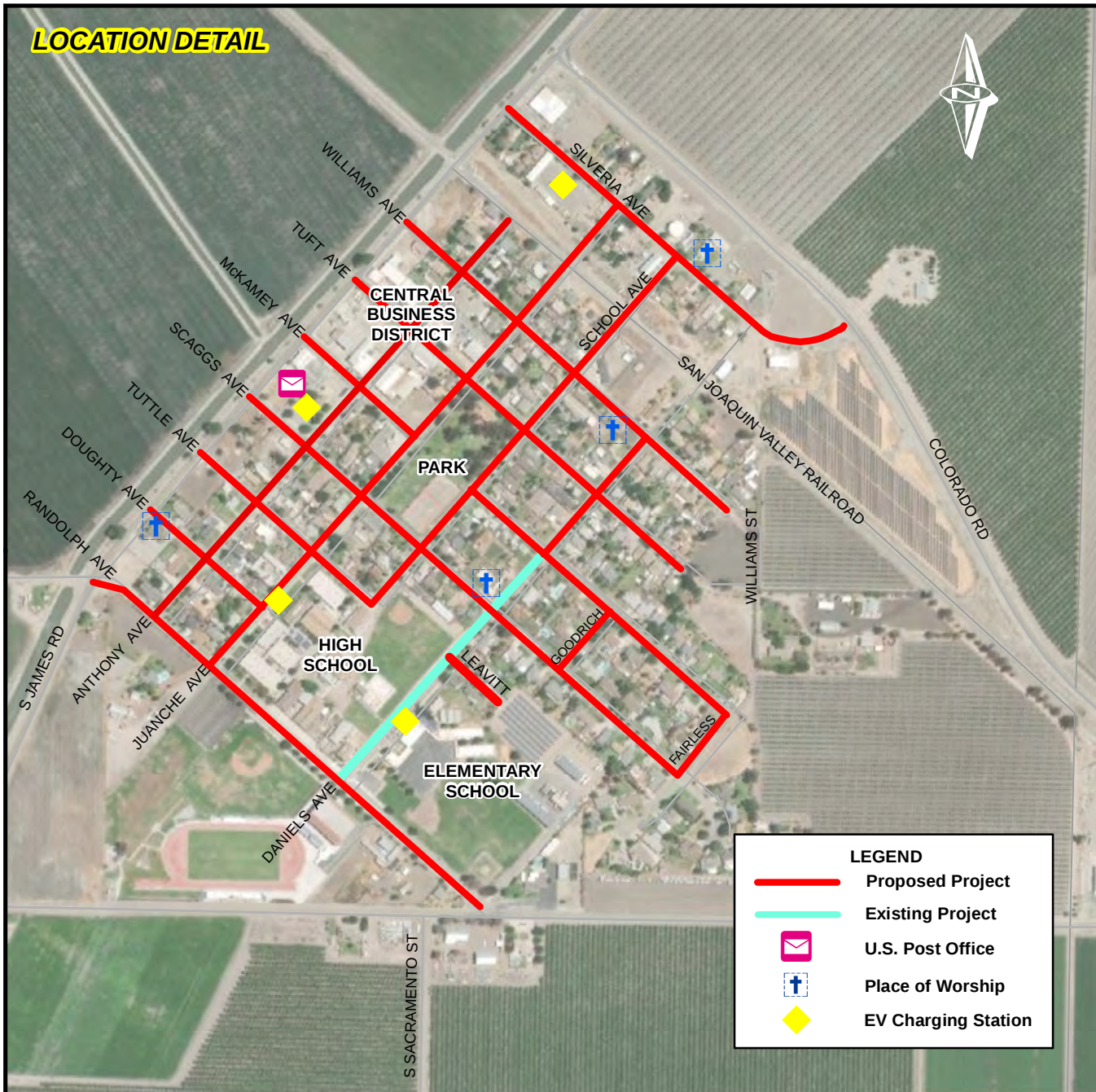
The Tranquillity Complete Streets Project will provide essential community facilities to one of Fresno County's Historically Disadvantaged Communities in an Area of Persistent Poverty. The unincorporated community of Tranquillity is located in the rural, western part of Fresno County, California, in Census Tract 82. It is also a legacy community, as defined by Senate Bill 244 as a disadvantaged unincorporated community, geographically isolated area that has been inhabited for more than 50 years. Surrounded on all sides by agricultural field land, this community is home to around 800 people, with the nearest city of Kerman located 15 miles away, and the city of Fresno located 30 miles to the east. Eighty percent of the residents are Hispanic or Latino, and the majority are Spanish speakers. The project includes reconstructing 4.41 miles of community streets, filling sidewalk gaps and repairing sidewalks where needed, repairing and/or adding Americans with Disabilities Act (ADA) improvements to all infrastructure, and adding four Electric Vehicle (EV) charging stations at local destination points.

In December 2022, a portion of this project was completed that included reconstructing and repaving 0.2 miles of Daniels Avenue from Randolph Avenue to McKamey Avenue. This included fixing slopes, building a sub-base to stabilize the foundation of the road, creating continuous sidewalks, and building ADA compliant curb ramps. Daniels Avenue is situated between Tranquillity High School and Tranquillity Elementary School, and is a busy road during school hours, accommodating roughly 600 students, plus parents and school staff. Children are bussed in from neighboring smaller communities to attend the high school. The improvements have made the area safer to navigate for hundreds of people. The project was also recognized for several awards: a 2022 APWA Project of the Year (Disadvantaged Community) Award, and a 2022 ASCE Outstanding Community Access/Diversity Project Award, for both the Fresno and San Francisco branches.

Unfortunately, the rest of the community still requires repaving of the streets and creation of sidewalks where none currently exist. It is difficult for pedestrians to walk across the community, which is only 0.6 square miles, to access places like schools, churches, markets, the public park, and a post office. The lack of sidewalks and gaps in sidewalk force residents to walk in the road with vehicle traffic or be reliant on cars for travel. As a tight-knit community, this also makes it hard to visit friends and family that live just several blocks away, especially for those who do not own cars or have mobility issues and require wheelchairs, walkers, or other assistive devices. The installation of EV chargers in the community, where currently the nearest EV charger is 16 miles away, will allow residents to participate in reducing greenhouse gas emissions by encouraging use of electric and hybrid vehicles, and set up the possibility of future EV rideshare programs.

The completed portion of Daniels Avenue is roughly 10% of the project. The rest of the project still needs to be designed, although an engineer's estimate has been obtained for the anticipated work. Some plans for sidewalk improvements have also been blocked out for a Caltrans Active Transportation Program grant application submitted by the County of Fresno in 2022. The results for funding for that grant will be announced in Spring 2023, but only planning funding had been requested, not funding for construction. The plans for sidewalk improvements would be incorporated into the final design for this project.

LOCATION DETAIL



	DATE:	SCALE IN FEET		DEPARTMENT OF PUBLIC WORKS & PLANNING
DESIGNED: D.N.	03/15/2022			RAISE GRANT PROGRAM CANDIDATE: TRANQUILLITY COMPLETE STREETS
REVISED D.N.	04/12/2022			
STATE BRIDGE NO. N/A				

PROJECT BUDGET



Tranquillity Complete Streets Budget

Funding Source	Amount
Federal - RAISE Funding Request	\$ 4,189,000
Federal – Congressional Designated Spending Community Facilities FY23 (USDA) (Committed)	\$ 1,000,000
Non-Federal – Active Transportation Program (CA) (Committed)	\$ 458,000
Local Funding (Committed)	\$ 427,000
Non-Federal Active Transportation Program Funding (Future Cycle – Non-Committed) (CA)	\$ 4,026,000
Total:	\$10,100,000

FUNDING COMMITMENTS



CONGRESSIONALLY DIRECTED SPENDING ITEMS—Continued

Account	State	Project	Recipient	Recommendation (\$)	Requestor(s)
Rural Community Facilities Program	WV	Keyser Senior Center	Aging and Family Services of Mineral County, Inc..	127,000.	Manchin
Rural Community Facilities Program	WV	Pendleton County Courthouse Annex	Pendleton County Commission	1,541,000.	Manchin
Rural Community Facilities Program	MA	Franklin County Volunteer Responder Digital Pagers.	Franklin Regional Council of Governments	450,000.	Markey, Warren
Rural Community Facilities Program	MA	Year Round Farming Education for Children	Kistner Foundation Inc. dba Red Gate Farm	150,000.	Markey, Warren
Rural Community Facilities Program	OR	Anahuac Farm & Cultural Center Infrastructure Build.	Capaces Leadership Institute	412,000.	Merkley, Wyden
Rural Community Facilities Program	OR	Mosier Community Center and Fire Station	City of Mosier	975,000.	Merkley, Wyden
Rural Community Facilities Program	KS	Hodgeman County Courthouse	County of Hodgeman	544,000.	Moran
Rural Community Facilities Program	KS	Larned Fire & Emergency Response	City of Larned	1,142,000.	Moran
Rural Community Facilities Program	AK	Arviq Training Center	TKC Fish Wheel	221,000.	Murkowski
Rural Community Facilities Program	AK	Family Promise Childcare Facility	Family Promise Mat-Su	17,000.	Murkowski
Rural Community Facilities Program	AK	Ilisagvik College Campus Improvements	Ilisagvik College	5,000,000.	Murkowski
Rural Community Facilities Program	AK	Kenai Boys & Girls Club Facility Construction ..	Boys & Girls Clubs of the Kenai Peninsula	4,675,000.	Murkowski
Rural Community Facilities Program	AK	Norton Sound Health Childcare Facility	Norton Sound Health Corporation	2,265,000.	Murkowski
Rural Community Facilities Program	AK	Triumvirate Theater Construction	Alaska Childrens Institute for the Performing Arts.	1,000,000.	Murkowski
Rural Community Facilities Program	AK	University of Alaska Fairbanks Chukchi Campus Modernization.	University of Alaska	825,000.	Murkowski
Rural Community Facilities Program	AK	Yuut Eliitnaurviat Campus Expansion	Yuut Eliitnaurviat	9,997,000.	Murkowski
Rural Community Facilities Program	WA	Colville Public Library Facility Improvements ...	Libraries of Stevens County Foundation	300,000.	Murray
Rural Community Facilities Program	WA	Jefferson County Child Care Expansion	Jefferson County	1,375,000.	Murray
Rural Community Facilities Program	WA	Union Gap Library and Community Center	Friends of Union Gap Library and Community Center.	1,000,000.	Murray
Rural Community Facilities Program	GA	Improvements to Allentown Fire Station	City of Allentown	455,000.	Ossoff
Rural Community Facilities Program	GA	New Dublin Fire Station	City of Dublin, Georgia	1,820,000.	Ossoff
Rural Community Facilities Program	GA	Town of Danville Fire Truck	Town of Danville, Georgia	59,000.	Ossoff
Rural Community Facilities Program	CA	Streets Repaving Project in the Community of Tranquility.	County of Fresno	1,000,000.	Padilla
Rural Community Facilities Program	MI	Alpena County Regional MRF, Multi-Stream Recycling Facility.	County of Alpena	2,700,000.	Peters, Stabenow
Rural Community Facilities Program	MI	City of Munising—Washington Street Streetscape.	City of Munising	2,000,000.	Peters, Stabenow
Rural Community Facilities Program	RI	Town of Warren-Police Station	Town of Warren	2,200,000.	Reed

BEFORE THE
FRESNO COUNCIL OF GOVERNMENTS
RESOLUTION NO. 2023-04

IN THE MATTER OF:

**2023 FCOG ACTIVE TRANSPORTATION
PROGRAM CYCLE 6**

RESOLUTION ADOPTING THE 2023 FCOG
ACTIVE TRANSPORTATION PROGRAM
CYCLE 6 – MPO COMPONENT FUNDING
RECOMMENDATIONS

WHEREAS, Fresno Council of Governments (FCOG) is a Metropolitan Planning Organization (MPO) with and urbanized population greater than 200,000; and

WHEREAS, Streets and Highways Code Section 2381 requires that forty percent of the funds appropriated for the Active Transportation Program (ATP) be distributed to metropolitan planning organizations in urban areas with populations greater than 200,000, in proportion to their relative share of population; and

WHEREAS, FCOG's portion of ATP cycle 6 funds to be awarded through the local MPO component is a total of \$18.6 million for programming years 2023-24, 2024-25, 2025-26 and 2026-27; and

WHEREAS, pursuant to Section 2382(c), no less than 25% of the overall program funds will benefit disadvantaged communities during each program cycle; and

WHEREAS, on January 11, 2023 the ATP Multidisciplinary Advisory Group scored and ranked the submitted projects based on criteria adopted by the FCOG Board on May 26, 2022.

NOW, THEREFORE BE IT RESOLVED, that the Fresno Council of Governments hereby adopts the 2023 FCOG Active Transportation Program Cycle 6 - MPO Component Funding Recommendations, as shown on Attachment 1.

THE FOREGOING RESOLUTION was passed and adopted by the Fresno Council of Governments this 23rd day of February, 2023.

Mendota, Parlier, reedley, Sanger, San Joaquin, Selma,
AYES: Clovis, Coalinga, Firebaugh, Fowler, Fresno City, Huron, Kerman, Kingsburg,
NOES: None.

ABSTAIN: None.

ABSENT: Orange Cove, Fresno County.

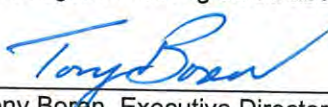
ATTEST: None.

Signed: _____


Alma Beltran, Chair

I hereby certify that the foregoing is a true copy of a resolution of the Fresno Council of Governments duly adopted at a regular meeting dated above.

Signed: _____


Tony Boren, Executive Director

MERIT CRITERIA NARRATIVE



MERIT CRITERIA NARRATIVE

SAFETY

The roads of Tranquillity are in desperate need of repair and reconstruction, and the sidewalks lack connectivity to schools and other destinations in the community. Pavement deterioration is happening at an alarming rate, and most of the community's roads now require complete reconstruction. The pavement is severely cracked with potholes and pavement debris scattered about, making them unsafe to travel on. There are deep dips at some intersections that are very challenging to navigate in a bicycle or vehicle. Potholes and fatigue cracks can be found in abundance throughout Tranquillity, making trips of all types hazardous. This creates a slow rate of travel, causing vehicles to pollute at a much higher rate than they would if able to drive the speed limit. The road improvements would also result in faster response times for emergency vehicles.

Due to the lack of the necessary improvements, pedestrians (including school children) are forced to travel close to or in the roadway to avoid obstacles such as parked vehicles, refuse bins, and uneven, unpaved surfaces. During the rainy winter months, water pools on the shoulders which causes flooding and muddy conditions, forcing pedestrians to travel in the road alongside vehicles. During the dry summer months, wind can cause hazardous conditions by stirring the dirt from the unpaved shoulders, resulting in unhealthy air quality and low visibility for drivers and pedestrians. Part of the improvements would include striping and high visibility of crosswalks, and creating designated walkways, which are Proven Safety Countermeasures identified by the Federal Highway Administration that can reduce crashes involving pedestrians by 65-89%.

According to interviews conducted by County Public Works staff in 2022, residents often walk along the canal just north of the community because it offers the longest expanse of unimpeded surfaces available for recreational exercise. The canal provides no guardrails and can be dangerous when filled with rushing water, and borders busy James Road with passing freight trucks, yet a mother of two young children stated that it still felt safer than walking in the streets of Tranquillity where there are no sidewalks or cracked, crumbling, and missing sections of sidewalk. The speed limit on James Road is 45mph, but because it is a long, straight, rural road that leads to larger cities, cars often drive faster than the limit. Creating safe walkways within the community will encourage residents to stay in areas where the posted speed limits are lower and there are clearly marked paths.

ENVIRONMENTAL SUSTAINABILITY

According to the Healthy Places Index (HPI), which screens locations based on factors such as employment levels, transportation options, and clean environment conditions, Tranquillity's Census Tract (CA-82) scores in the 8.9 percentile, meaning 91.1% of the State lives in healthier conditions than CA-82. The County as a whole scores in the 8.0 percentile, meaning 92% of the state lives in healthier conditions. Fresno County is listed as being located in a PM 2.5 & PM 10 Nonattainment Area due to the levels of particulate matter created by smog, dust, and

agricultural activity. The increased pollution from travel contributes to the effects of climate change and environmental injustice, negatively impacting an already disadvantaged community.

The project improvements are in line with the State of California's climate change goals of reducing greenhouse gas emissions to 40 percent below 1990 levels by 2030, as outlined in the Climate Action Plan for Transportation Infrastructure (CAPTI). The inclusion of electric vehicle (EV) chargers, along with the necessary pedestrian improvements, will encourage residents to choose cleaner energy for their daily travel, thereby reducing emissions and lowering PM 2.5 and PM 10 output. There is no local gas station in Tranquillity; the nearest station is a 5 mile drive away in the small city of San Joaquin, and the nearest EV charger is 16 miles away in Mendota. Installing EV chargers could entice residents to choose to switch to electric or hybrid vehicles, allowing them to charge their cars closer to home.

Repairing sidewalks and building ADA curb ramps or corners will encourage active transportation to nearby destinations instead of driving, thereby reducing vehicle miles traveled and lowering greenhouse gas emissions. Tranquillity is a very walkable community, at just 0.6 square miles. Some examples of this would be children walking to school, residents walking to the U.S. Post Office (there is no mail delivery in the area), and walking or riding a bike to the local park or library.

QUALITY OF LIFE

Although Tranquillity's amenities are minimal, connectivity to them is vital; streets are grid patterned, providing potential ease of access and any point of the community can be reached on foot or bicycle within 20 minutes. With the ability to upgrade infrastructure, residents can enjoy safer and smoother routes to their destinations, improving the air quality and overall physical and mental health of the community. These improvements can provide residents with opportunities for economic growth, equitable job access, and improved safety.

The current state of disrepair of the streets and sidewalks discourages residents from being more physically active than they could be. Increasing accessibility to the local park, in the center of the community, would encourage people of all ages to run, play sports, and host social events, contributing to their overall wellbeing. A small, tight-knit community, this will make it easier to visit friends and family that live just several blocks away, especially for those who do not own cars or have mobility issues and require wheelchairs, walkers, or other assistive devices. One resident who spoke to County staff lamented that he could not see his grandchildren as often as he would like because he cannot drive, and it is too difficult to navigate the cracked sidewalks to make the trip by walking.

Other locations that could be more easily accessed on foot, on bicycle, or wheelchair would be the Tranquillity Public Library, Mom's Drive-In (a local Mexican food restaurant), and Tranquillity Market, a small grocery store, and places of worship. The principal of Tranquillity Elementary estimates that the majority of students walk or bike to school on a daily basis, and designated sidewalks will provide safer routes, especially in the winter when foggy conditions limit visibility.

MOBILITY AND COMMUNITY CONNECTIVITY

The local public library, which was constructed in the past decade and has more up to date infrastructure, will be developed into a hub for electric vehicles with a charging station and potential rideshare program for residents, that will increase access to jobs and healthcare, while reducing the effects of climate change. An EV charging station will be at Tranquillity High School, at Tranquillity Elementary School, and at the Fresno County Road Maintenance Yard, totaling four for the community. Future EV charging stations may be installed as the community grows accustomed to the benefits of using EV transportation.

Fresno County Rural Transit Authority (FCRTA) is currently looking into ways to provide microtransit in several rural communities in western Fresno County, including Tranquillity and nearby Cantua Creek and El Porvenir, with the use of electric vehicles (EVs) in the near future. They are testing out a program that will serve as a bench mark for wider spread projects, so it will be some time before a program will be established in Tranquillity, but by installing EV charging infrastructure, the County will be able to support the project when it is ready to roll out. The on-demand transit service can get residents to jobs and educational opportunities they might not otherwise be able to access.

Improved sidewalk connections to and within the centrally located public park will encourage residents to walk there, increasing their overall health. The park could be a potential location for future community festivals and events. Creating complete streets by installing ADA curb ramps will increase inclusivity and allow residents in wheelchairs to enjoy the facilities as well. Residents can more easily walk to the Valley Health Team clinic, or the local bus stop near Tranquillity High School and catch a ride to neighboring cities for other medical appointments, as the major hospitals are located in downtown Fresno, 30 miles away. Updating the infrastructure will also allow the County to consider future opportunities for sustainable transportation such as an electric bike share.

ECONOMIC COMPETITIVENESS AND OPPORTUNITY

This project has the ability to transform a deteriorating town into one in which residents have pride in their community, access to good-paying jobs, and may create opportunities for historic recognition, such as agricultural festivals, and/or farmers market events that would attract surrounding Central Valley residents. Currently, no such festivals occur, but the community would benefit economically from such events, especially if the infrastructure appeared more inviting to outside visitors. The proposed project would provide residents with a heightened sense of respect for their community and, as a result, inspire a willingness to invite outside visitors into the town for a possible future festival.

Tranquillity has not seen much development in recent years, as it is fairly isolated and distant from larger cities. There are several empty lots that have potential for business development. The area has not experienced population growth, and in fact has seen a slight decrease from 813 in 2000 to 799 in 2010, then up to 805 in 2020, according to U.S. Census data. The community is due for revitalization. Increasing accessibility to the local park provides an ideal location for a farmers market or other outdoor events like a cultural fair or movies in the park. Local vendors

and school groups could sell refreshments for school fundraising opportunities. Residents can have the satisfaction of supporting local businesses, many of which are minority-owned.

The average daily traffic of James Road, the major collector road that connects Tranquillity to larger cities, is 1800. EV chargers may also attract visitors who are passing through to stay a little longer while their vehicles are charging and patronize local businesses.

STATE OF GOOD REPAIR

Tranquillity has been identified in the Fresno County Regional Active Transportation Plan, adopted in 2018 after multiple community-involved meetings, as a place where many sidewalks need to be built, because they do not exist in some places such as in front of homes and businesses. This disrupts connectivity within the community. The Regional Plan was adopted after a thorough planning process that involved input from local jurisdiction staff, representatives of local schools, representatives of community groups, and the public, and is a comprehensive plan for the cities and unincorporated areas of Fresno County.

Fresno County and Tranquillity Public Utility District (TPUD) are currently coordinating the ongoing maintenance of curb, gutter, and sidewalks to be constructed as part of this project. Although TPUD services the area, there is no capital improvement funding mechanism in place to address the needed upgrades to the existing infrastructure. The County recently completed a road reconstruction project on Daniels Ave in Tranquillity, during which necessary repairs to the sewer system were also made in the project area, to prevent future issues from complicating the upgraded work. TPUD will continue to identify any sewer system vulnerabilities that may impact the project going forward. All the streets within the community of Tranquillity have been accepted by the County as a part of County-maintained mileage; therefore, the County is committed to continue providing the necessary maintenance for these roads as stated in California Streets and Highways Code, Section 940.

No new roads are being built as part of this project. The goal is to rehabilitate the existing infrastructure. According to Fresno County Road Operations, the average Pavement Condition Index (PCI) score of the proposed project limit is 6.5 out of 100. The roads are in desperate need of repair, but the County has lacked funding to fix these roads over higher priority areas. With the recent completion of the repairs to Daniels Avenue, which served as a pilot project for stabilizing the foundation that had been built on soil with a high clay content, crews can more easily repair the other roads in the community that are at risk for shifting and degradation.

PARTNERSHIP AND COLLABORATION

Fresno County Rural Transit Authority (FCRTA) is currently looking into ways to provide microtransit in several rural communities in western Fresno County, with the use of Electric Vehicles (EVs) in the near future. They are testing out a program that will serve as a bench mark for wider spread projects, so it will be some time before a program will be established in Tranquillity, but by installing EV charging infrastructure, the County will be able to support the project when it is ready to roll out. The on-demand transit service can get residents to jobs and

educational opportunities they might not otherwise be able to access, including offering jobs to residents as drivers for the service.

In June 2022, County Public Works staff designed a survey to conduct outreach and learn about the transportation concerns that Tranquillity residents have. The survey was made available online and also handed out in person at a food distribution event at St. Paul's Catholic Church, with written and verbal questions in both English and Spanish. The majority of the community members spoken to emphasized the need for improved roads and sidewalk, and that they would choose active transportation options such as walking if those improvements were made. Many were also not aware of how and where to catch the public bus to more metropolitan areas, making them more dependent on cars or on friends and family for rides. This particular survey was distributed in conjunction with the Fresno County Community Development Division, who were polling residents on their housing needs. Continued outreach efforts will be necessary to collaborate with residents and keep them informed of improvements being made in their area, and how the County can better support their unique needs. Future outreach events will take place within the community and have Spanish translators available.

The County is in touch with the Leadership Counsel for Justice and Accountability, a group that advocates for historically excluded communities, to facilitate conversations and ensure that hard to reach stakeholders will be heard. They have built relationships within the rural communities of Fresno County, and teaming with them is essential to gaining trust with residents. Ongoing collaboration with the school district, Golden Plains Unified, also occurs to coordinate construction in school areas and communicate about safety concerns. The County Public Works Department also has ongoing support from the Fresno Board of Supervisors for improvements to this area, because it increases safety and quality of life, and letters of support are attached with this submission.

INNOVATION

The State of California has been the leader in the U.S. for climate sustainability legislation and clean energy policies. In keeping with the State's vision of reducing greenhouse gas emissions to 40 percent below 1990 levels by 2030, the County has been procuring EV charging stations for installation at various County facilities for both future EV fleet vehicles and staff vehicles.

The project in Tranquillity includes four BEAM Solar dual-port EV chargers to be installed in Tranquillity: one each at Tranquillity High School, Tranquillity Elementary School, Tranquillity Branch Library, and at the County's Road Maintenance yard. These solar EV chargers have a patented technology that is 100% renewable, transportable, and off-grid.

These solar EV charging systems generate and store their own clean electricity and deliver that power to EVs regardless of the time of day, weather conditions, or power black-outs. The units are flood proof to 9.5 feet, wind-rated to 125 mph, and may prove useful in the event of an unforeseen natural disaster. The charging system is transportable and can be relocated as the community's charging patterns emerge and change.

PROJECT READINESS



PROJECT READINESS

SCHEDULE

Project included in Regional Transportation Plan (RTP) through Fresno Council of Governments (FCOG)	By September 2023
Project included in revisions to the Fresno County General Plan	By September 2023
Design Phase and NEPA Review	October 2023-September 2026
Right of Way Authorization	By September 2026
Right of Way Phase & Certification	October 2026-April 2027
Construction Authorization	By April 2027
Construction Phase	May 2027-May 2028
Project Closeout	By September 2029

ENVIRONMENTAL RISK

The County recently completed a project on Daniels Ave in Tranquillity, for which CEQA had been completed, and the Notice of Exemption is included attached. NEPA for the project is expected to result in a similar outcome and will commence should the project be awarded.

PUBLIC ENGAGEMENT

Throughout 2020, many community meetings were held County-wide, including specifically in Tranquillity, to update the General Plan, which is a comprehensive, long-term framework for the protection of the county's agricultural, natural, and cultural resources and for development in the county. Designed to meet State general plan requirements, it outlines policies, standards, and programs and sets out plan proposals to guide day-to-day decisions concerning Fresno County's future. Residents gave feedback which was incorporated into the Plan.

In 2021, the Fresno Council of Governments launched outreach events to gather information from the public to incorporate into the Regional Safety Plan, to identify their transportation safety problems, find proven solutions that save lives and reduce injuries, and educate people about ways to prevent crashes from happening. Fresno County is further developing a Local Road Safety Plan, which includes ongoing community outreach and will involve input from residents and community-based organizations.

In June 2022, County Public Works staff designed a survey to conduct outreach and learn about the transportation concerns that Tranquillity residents have. The survey was made available online and also handed out in person at a food distribution event at St. Paul's Catholic Church,

with written and verbal questions in both English and Spanish. The majority of the community members spoken to emphasized the need for improved roads and sidewalk, and that they would choose active transportation options such as walking if those improvements were made. Many were also not aware of how and where to catch the public bus to more metropolitan areas, making them more dependent on cars or on friends and family for rides. This particular survey was distributed in conjunction with the Fresno County Community Development Division, who were polling residents on their housing needs. Continued outreach efforts will be necessary to collaborate with residents and keep them informed of improvements being made in their area, and how the County can better support their unique needs. Future outreach events will take place within the community and have Spanish translators available.

The County is in touch with the Leadership Counsel for Justice and Accountability, a group that advocates for historically excluded communities, to facilitate conversations and ensure that hard to reach stakeholders will be heard. They have built relationships within the rural communities of Fresno County, and teaming with them is essential to gaining trust with residents. Ongoing collaboration with the school district, Golden Plains Unified, also occurs to coordinate construction in school areas and communicate about safety concerns. The County Public Works Department also has ongoing support from the Fresno Board of Supervisors for improvements to this area, because it increases safety and quality of life, and letters of support are attached with this submission.

ASSESSMENT OF PROJECT RISKS AND MITIGATION STRATEGIES

In the event of a minor cost overrun, the costs will be covered by the County Road Fund. For larger issues, the scope would be evaluated for priorities to scale down the work. A contingency amount of 10% is built into the budget estimate for any unforeseen incidents.

During the recent construction of improvements to Daniels Avenue, Fresno County crews and Tranquillity Public Utility District (TPUD) coordinated to identify underground sewer pipes that needed repair in the project area, and a section of the sewer was replaced to reduce the need for future work that would impact the newly constructed area. The County and PUD will continue to work together to identify issues with existing utilities.

TECHNICAL CAPACITY

The County of Fresno Public Works and Planning Department has extensive experience with handling federal awards and delivering projects with similar scope and scale. We comply with all federal rules and regulations, including Civil Rights requirements, Buy America provisions, and ADA regulations. All contractors who perform work for the County must also comply with all applicable requirements. In the past decade, we have completed or are in the process of working on dozens of road and bridge construction projects. We perform regular progress reporting for projects that receive federal or state funding.

Some projects include: the reconstruction of American Ave from SR 99 to Temperance Ave, a combined 3.4 miles of HMA overlay that included realignment and signalization of an

intersection; replacement of Italian Bar Bridge from a single lane to two lane bridge; and constructing sidewalk, curb and gutter, ADA curb ramps, drainage facilities, and a lighted crosswalk in the community of Biola.

Our Public Works Department is an award-winning team. The recently completed project of Daniels Avenue in Tranquillity was recognized for several awards: a 2022 APWA Project of the Year (Disadvantaged Community) Award from the Fresno chapter, and a 2022 ASCE Outstanding Community Access/Diversity Project Award, from both the Fresno and San Francisco branches. The American Ave project listed above was also a 2022 APWA Project of Year (Transportation) from the Fresno chapter. Our team strives for excellence and professionalism and holds itself to the highest standards.



E202110000314

County of Fresno

DEPARTMENT OF PUBLIC WORKS AND PLANNING
STEVEN E. WHITE, DIRECTOR

NOTICE OF EXEMPTION

TO: ☐ Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

☒ County Clerk, County of Fresno
2221 Kern Street
Fresno, CA 93721

FILED
DEC 09 2021
TIME 9:40am
By Jessica Munoz
FRESNO COUNTY CLERK
DEPUTY
For County Clerk's Stamp

FROM: Fresno County Department of Public Works and Planning
Development Services and Capital Projects Division
2220 Tulare Street (corner of Tulare and "M") Suite "A", Fresno, CA 93721

PROJECT TITLE: Environmental Review No. 8155 -Daniels Avenue Road Reconstruction – Randolph to McKamey

PROJECT LOCATION – COUNTY: The project is located on Daniels Ave between Randolph Avenue and W McKamey Avenue in Tranquillity, Fresno County. The project limit is a 0.237-mile-long segment. The unincorporated community of Tranquillity is a Census-designated place located 10 miles southeast of the City of Mendota. Daniels Avenue is a two-lane undivided road that is classified as a local road and has an Average Daily Traffic (ADT) count of 500 between Randolph Ave and McKamey Avenue (Fresno County Road Operations GIS Application, 2021).

DESCRIPTION OF PROJECT: The project's scope of work includes reconstructing the road, installing new sidewalks, repairing existing sidewalks, improving drainage, as well as fixing slopes and curb ramps to meet Americans with Disabilities Act requirements. Within the project limits, Daniels Avenue has a pavement width of approximately 32 feet and a right-of-way width of 60 feet. Right-of-way acquisition is not required. A sewer pipe buried along the centerline of Daniels Avenue will be replaced as needed if damaged during construction. Excavation depth for road work is anticipated to be 2' and 4' if utilities are in conflict. No road closure or off-site detour will occur.

The project will not change the alignment or increase the number of through-lanes; therefore, no permanent noise impacts will occur. The project will not increase capacity of the road. No relocation of buildings, homes, or businesses will be required. The project is consistent with the County of Fresno's General Plan and the Fresno Council of Government's (FCOG) Regional Transportation Plan. Public controversy is not anticipated for this project because of general community support from residents, community leaders, and the local school district. Construction is anticipated to occur between 2022.

NAME OF PUBLIC AGENCY APPROVING PROJECT: Fresno County Board of Supervisors

NAME OF PERSON OR AGENCY CARRYING OUT PROJECT: Fresno County Department of Public Works and Planning, Design Division

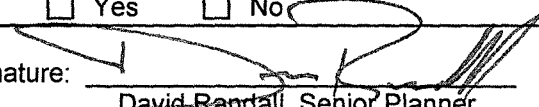
EXEMPT STATUS: Section 15301(c) of CEQA-minor alterations to "existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities".

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REASONS WHY THE PROJECT IS EXEMPT: Under Article 19 of the California Environmental Quality Act (CEQA) Guidelines, a list of Categorical Exemptions for various classes of projects has been identified to not have a significant effect on the environment and therefore are exempt from the provisions of CEQA. It is exempt from CEQA under Section 15301(c) because it involves making minor alterations to "existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities ... , and other alterations such as ... pedestrian crossings." The project would also be exempt from CEQA under Section 15303(d) because it allows for new construction of small facilities or structures including "street improvements, of reasonable length to serve such construction."

LEAD AGENCY**CONTACT PERSON:** Elliot Racusin**AREA CODE/TELEPHONE:** (559) 600-4245**If filed by the applicant:**

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project?
☐ Yes ☐ No

Signature: 

David Randall, Senior Planner

Date: 11.5.21

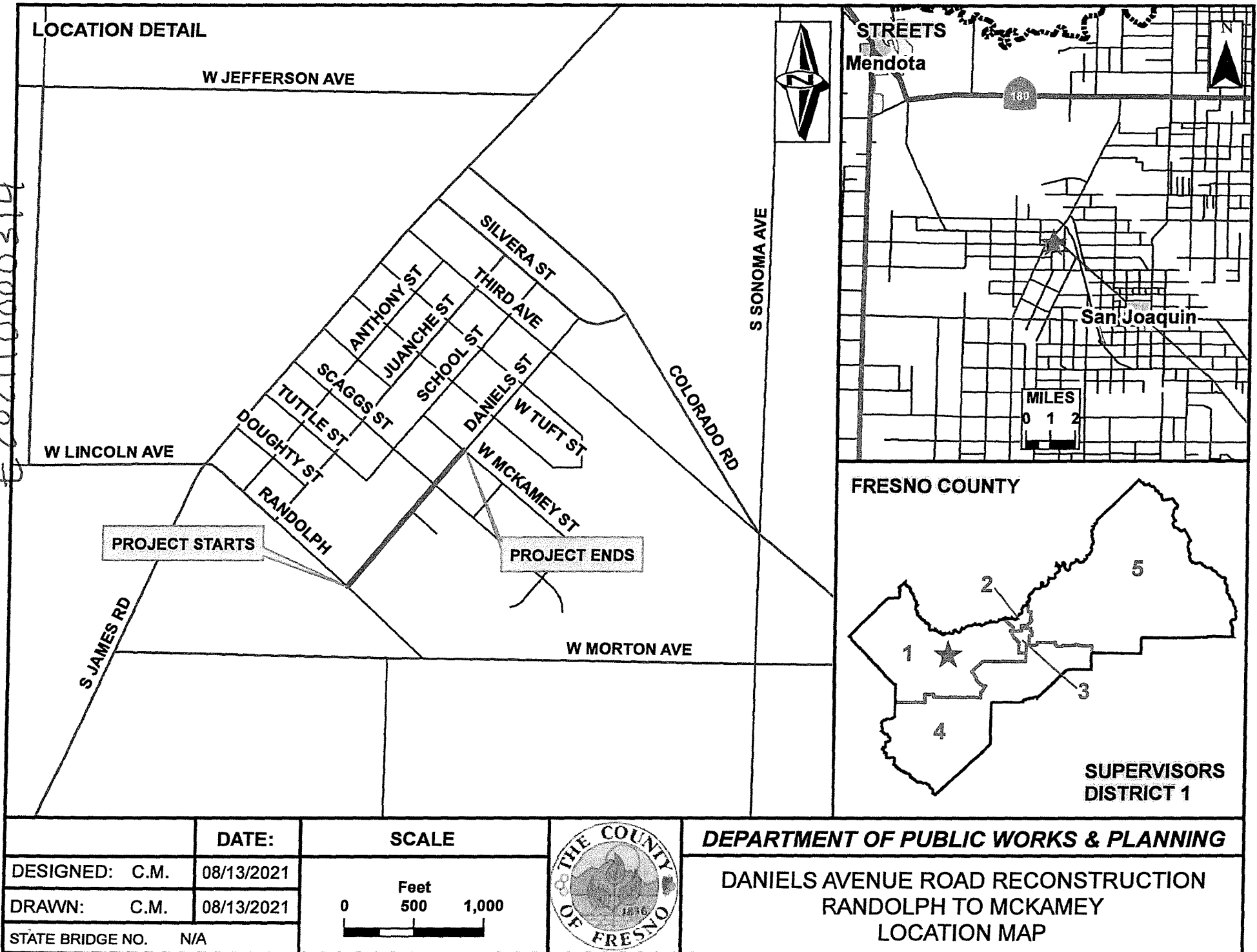
Signed by Lead Agency

Date received for filing at OPR: _____



Signed by Applicant

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BENEFIT COST ANALYSIS



APPENDIX A
BENEFIT-COST ANALYSIS

Introduction

A Benefit-Cost Analysis (BCA) was performed for the County of Fresno “Tranquillity Complete Streets” for submission to the U.S. Department of Transportation (U.S. DOT). A BCA is required as part of the grant submission for the RAISE program. The analysis was completed to determine the benefit-cost of proposed improvements, providing safer trips to all users throughout the community. Recommended U.S. DOT Methodologies for BCA were followed in order to provide the department with project comparisons and to make analysis strategies transparent. BCAs methodologies were outlined in “Benefit-Cost Analysis Guidance for Discretionary Grant Programs.” The BCA covers a 25-year analysis period with 2 years of design/right-of-way, 2 years of construction and 20 years of benefits.

Tranquillity Complete Streets will be located within the full area of the developed unincorporated community, covering 4.1 miles of local road upgrades that will include upgrade/installation of ADA-compliant sidewalks and curb ramps, curb and gutter installation and drainage upgrades, reconstruction of streets, and installation of several Solar EV Chargers. The total estimated costs for the Tranquillity Complete Streets project are provided below in Table 1. Although costs include capital costs, as well as increased operational and maintenance costs estimated for infrastructure improvements, the County of Fresno is only requesting funding for capital costs, and has already secured limited funding for some of the improvements.

Table 1: Tranquillity Complete Streets Project Costs

Cost Category	Costs (2022)	Present Value Costs (discounted at 7%/annum)
Capital Costs ('23-'27)	\$10,100,000	\$6,551,991
Increased O&M Costs	\$200,000	\$ 54,135
Total	\$10,300,000	\$6,606,126

The benefits for the Tranquillity Complete Streets project are shown below in Table 2. The project creates over \$880,098,686 in livability, sustainability, safety, and economic benefits, over 25 years for rural Tranquillity residents. When discounted at seven percent according to the US DOT guidance, the benefit value is \$819,098,686.

Table 2: Tranquillity Complete Streets Project Benefits

Benefit Category	Benefit Type	Total Benefit Value (20 Year)
Emission Reductions	Reductions from EV Transitions	\$ 199,327
Crash Reductions	Safety Savings from 20% Crash Reduction	\$11,945,168
Economic Impacts	Increased Property Value (One-Time Benefit)	\$ 744,000
	Vehicle Operating Costs	\$ 372,600
	Job Creation	\$ 8,608,080
	Mortality Reduction / Induced Active Trans	\$ 2,542,590
Total Benefits	Benefits / 20 Years Post Construction	\$24,411,766
Discounted Benefits	Discounted at 7%/annum / 20 Years Post Construction	\$ 8,232,893

APPENDIX A

BENEFIT-COST ANALYSIS

General Assumptions

Discount Rates

For both project costs and benefits, the monetary values in this analysis are expressed in constant 2021 dollars. The real discount rate used for this analysis is seven percent per annum, consistent with USDOT's Benefit-Cost Analysis Guidance for Discretionary Grant Programs.

Evaluation Period

The period for this BCA is approximately 25 years – 2 years for design/right-of-way, 2 years for construction, and 20 years for post-construction. The post-construction period considered was 20-years of operation and allows for benefit accrual to take place.

Design of Tranquillity Complete Streets began in 2022 and is expected to last until construction begins in 2025. Construction is expected to last approximately 2 years. The 20-year benefit evaluation period will conclude in 2047.

Project Region & Description

Tranquillity sits in rural western Fresno County, about 30 miles west of the city of Fresno. It's population of about 800 people have immediate access to small marketplaces, an elementary and high school, two churches, and a library. Although amenities are minimal, connectivity to them is adequate – streets are grid patterned providing ease of access and any point of the community can be reached on foot within 20 minutes¹. Despite the quality of street connectivity, pavement conditions have fallen into disrepair. Potholes and fatigue cracks can be found in abundance throughout Tranquillity, making trips of all types hazardous, and the existing infrastructure lacks ADA compliance. With the ability to upgrade infrastructure through RAISE, the county can provide residents with opportunities for economic growth, equitable job access, and improved safety.

Results & Methodology

The analysis results in a positive return on investment for the 7%/year discount rate over the evaluation period. The discounted present values are based upon undiscounted costs and undiscounted benefits for the period.

Benefit-Cost Summary in 2022 Dollars	
	7%/year Discounted Value
Total Benefits	\$ 8,232,893
Total Costs	\$ 6,606,126
Benefit-Cost Ratio	1.25

¹ ESRI Walking Times Analysis

APPENDIX A

BENEFIT-COST ANALYSIS

Increased Property Value

Improved roadway/pedestrian-based infrastructure throughout Tranquillity is likely to increase property value throughout the community. The proposed implementation of complete streets will help make the community more accessible for those walking or riding bicycles. The National Complete Streets Coalition states that improved walking conditions lead to increased property values and has showed cases where property value increased by \$700-3,000 as a result of Complete Street type projects². For analysis purposes, an estimate of \$3,000 in increased property values will be applied to the community. An estimate on the high range is justifiable by property values throughout the State of California. With 248 housing units³, the overall increased benefit equates to \$744,000. Property Value benefits are assumed to be one-time benefits and calculated immediately post construction.

As a counter analysis, the current value of property is considered the “no-build” scenario where complete street improvements would not be implemented. With no improves property values remain the same.

Emission Reduction

The evaluated project will implement four electric vehicle chargers available to the community at no cost, contributing to the minimization of greenhouse gas (GHG) emissions. This will result in a significant decrease in emissions when compared to traditional gasoline vehicles. A no-build scenario would result in no decrease in emissions and a likely increase to GHG emissions. Emissions are linked to increased public health risks and contributions to global climate change. Reduction in emissions would offer the community of Tranquillity an increased quality of life due to the improvement of air quality.

Emission reduction benefits were calculated by comparing the cost of emissions for electric vehicles to the cost of emissions for traditional gas vehicles per mile driven provided by USDOT⁴. Summary of Damage Costs for Emissions per Metric Ton through 24-year project analysis can be found in Table 3. According to the United States Environmental Protection Agency⁵, a typical passenger vehicle emits about 8,887 grams of CO₂ per gallon of gasoline, and the average Bureau of Transportation Statistics⁶ exhaust emissions for 2000-2020 model light-duty vehicles NO_x and PM 2.5 equate to 25.15 and 0.725 grams per gallon (using a 25 mpg fuel economy average). The Tranquillity Complete Streets projects includes the deployment of 4 solar-powered EV chargers, each servicing 2 vehicles at a time, in 2-hour blocks. These would be free to the public and encourage them to switch to electric vehicles. Although each charger could serve more than six vehicles in a day, or 24 vehicles total, this analysis uses a more conservative projection that twelve traditional gasoline cars would be upgraded to electric vehicles. In that case, Tranquillity will save \$195,930 in emissions over the analysis period, as shown in Table 3.

² Complete Streets Stimulate the Local Economy <https://smartgrowthamerica.org/wp-content/uploads/2016/08/cs-economic.pdf>

³ US Census Bureau Tranquillity, CDP, 2020 Decennial Census, Table H1, Occupancy Status

<https://data.census.gov/cedsci/profile?g=1600000US0680266>

⁴ Appendix A: Table A-6 Damage Costs for Emissions per Metric Ton [Benefit Cost Analysis Guidance 2023 \(Revised\).pdf \(transportation.gov\)](#)

⁵ USEPA: Greenhouse Gas Emissions <https://www.epa.gov/energy/greenhouse-gases-equivalencies-calculator-calculations-and-references>

⁶ USDOT BTS: Estimated U.S. Average Vehicle Emissions Rates per Vehicle by Vehicle Type <https://www.bts.gov/content/estimated-national-average-vehicle-emissions-rates-vehicle-vehicle-type-using-gasoline-and>

APPENDIX A
BENEFIT-COST ANALYSIS

Table 3: Damage Costs for Emissions per Metric Ton 2027-2048

Emission Type	NOx	SOx	PM2.5	CO2*
	\$67,715		\$35,556	\$96,056
			Total:	\$199,327

Crash Cost Savings

Infrastructure improvements can reduce the likelihood of fatalities, injuries, and property damage resulting from crashes. The BCA assumes a 25% reduction in the number of accidents as a result of safety improvements along local roadways. The complete streets improvements include bicycle lanes and improved pedestrian pathways. USDOT “Complete Streets” case studies showed strong augmentation of collision reduction as a result of complete street programs. Most studies found between 20-70% reduction for collision incidents⁷. A conservative estimate of 25% was used for the analysis due to evidence through Federal Highway Administration documentation. The case studies show how decreased speeding improved pedestrian safety.

All relevant crash data within the community of Tranquillity can be found on Table 4. Within the project’s scope there have been twelve injury-related collisions since 2010. Of these collisions, two included pedestrians. Both collisions including pedestrians occurred just outside a local market along a 270 foot segment on McKamey Avenue between James Road and Anthony Road. Although crash history in the area is minimal, the project will be able to further limit unnecessary and avoidable collisions by providing safety design measures for all users of the street.

Table 4: Tranquillity Crash Data

2012-2021 SWITRS Crash Data	
Crash Type	Incidents
Unknown	0
Possible Injury/Unknown	0
Injury	12
Fatal	0
Total Injury	0
Property Damage Only	0

Calculation on benefits from reduction of collisions was completed by taking the average annual collision rate (1.2), applying the Maximum Abbreviated Injury Scale (MAIS) with monetary values to each accident, provided by the Federal Highway Administration’s Safety Program⁸, which were adjusted into 2021 dollars. Injury calculations for both No-build and reduction rate benefits can be found on Tables 5 & 6. Both scenarios consider available crash data from 2011-2020 obtained from California’s Statewide

⁷ Case Studies Federal Highway Administration

https://safety.fhwa.dot.gov/road_diets/case_studies/roaddiet_cs.pdf

⁸ FHWA Safety Program <https://safety.fhwa.dot.gov/hsip/docs/fhwasa17071.pdf>

APPENDIX A

BENEFIT-COST ANALYSIS

Integrated Traffic Records System (SWITRS)⁹. Annual crash savings in a 25% reduction is \$597,258 and \$11,945,168 in total for the 25-year scope.

Table 5: No-Build Crash Data Conversion Calculations

No-Build	Injury		
MAIS Accident Scale	1.2	Person -Injury Unit Costs	Annualized 2021\$ Crash Values
0	0	-	-
1	0	-	-
2(1)*	0.1	\$515,590	\$51,559
3(6)*	0.6	\$1,280,925	\$768,555
4(5)*	0.5	\$3,137,840	\$1,568,920
5	0	-	-
Fatal	0	-	-
PDO	0	-	-
Total:			\$2,389,034

*Numbers in parenthesis show how many accident types occurred over the 10-year study period.

Table 6: Reduction of 25% Crash Data Conversion Calculations

Reduction of 20%	Injury			
MAIS Accident Scale	25%	Person-Injury Unit Costs	Annualized 2021\$ Crash Reduction Values	Total Benefits over 20 Years, Post Construction
0	0	-	-	-
1	0	-	-	-
2(1)*	0.025	\$515,590	\$12,889.75	\$257,795.09
3(6)*	0.15	\$1,280,925	\$192,138.71	\$3,842,774.18
4(5)*	0.125	\$3,137,840	\$392,229.94	\$7,844,598.75
5	0	-	-	-
Fatal	0	-	-	-
PDO	0	-	-	-
Total:			\$597,258.40	\$11,945,168.03

⁹ Transportation Injury Mapping System <https://tims.berkeley.edu/>

APPENDIX A
BENEFIT-COST ANALYSIS

Vehicle Operating Costs

The evaluated project will reduce the operating costs of privately owned vehicles in Tranquillity by supporting the transition to electric vehicles. Tranquillity Complete Streets will support electric vehicle upgrades by promoting publicly available, free EV chargers. Analysis compares vehicle maintenance in traditional gasoline vehicles to electric vehicles. Vehicle operating costs include a combined estimate of non-fuel costs and fuel-related costs as suggested by US DOT's BCA Guidance.

For this analysis, an average of 13,500 miles per vehicle per year was used. The recommended maintenance value per mile by USDOT is \$0.46, covering operating costs such as gasoline, maintenance, tires, and depreciation. The calculated annual expenditure totals \$5,265 per vehicle, or \$63,180 per year. Fresno Council of Governments (FCOG) has provided an estimated 25% on EV maintenance cost savings¹⁰. If a minimum of twelve vehicles - as studied earlier in the BCA - transition to electric vehicles, there is potential for a total savings of \$1,263,600 through 2047.

Table 7: Annual Maintenance Expenditure

Average Annual Miles/Vehicle	Annual Maintenance/Vehicle	Benefit/Vehicle	Benefit/12 Vehicles
13,500	\$ 6,210	\$ 1,552.50	\$ 18,630.00
20 Year Total	\$ 124,200	\$ 31,050.00	\$ 372,600.00

A "no-build" scenario for the project would equate to the full annual expenditure as found above.

Job Creation

Transportation infrastructure projects can provide high paying jobs and career development opportunities for workers and can support increased economic activity within a region. The evaluated project will help foster economic development in the area by providing ideal infrastructure to support businesses. Due to considerations of population and undeveloped land within Tranquillity, a fair estimate can be made that three additional businesses will materialize post-construction of complete streets.

Calculation of benefits from economic impact by jobs were calculated by estimating a minimum of three businesses and twelve employees total to be created upon project completion. As a conservative approach, California state minimum wage was used as the base salary, and the Mean Usual Hours Worked per Week for the CDP from the American Community Survey's 2021 5-Year Estimates, Table S2303 ("Work Status in the Past 12 Months"), was used for hours/year. Total benefits calculate to \$430,404 in annual salary and \$8,608,080 over the 20-year scope. Because these impacts will not arrive until post-construction, only the 20-year analysis was included in calculations. A breakdown of calculations can be found in Table 8.

Table 8: Job Creation Benefits

Employees	Wage	Hrs/Year	Annual Income	Salary X 12	Salary Over 20 Yrs
12	\$15.50/hr	2,314	\$35,867	\$430,404	\$8,608,080

¹⁰ FCOG's Electric Vehicle Readiness Plan <https://www.fresnocog.org/wp-content/uploads/2017/06/FCOG-EVRP-2021-1.pdf>

APPENDIX A
BENEFIT-COST ANALYSIS

Mortality Reduction Benefits of Induced Active Transportation

The project will induce active transportation for both walking and bicycling, by the inclusion of sidewalks and bicycle facilities. The population of the community is approximately 800, with 97% under 74 and 73% under 64, and approximately 33% under age 20.¹¹ The community will be slowly shifting to a slightly older average age demographic over the next 20 years, but the vast majority of the community will still be of prime age to calculate induced benefits from the installed facilities (under 74 and under 64 and under for cycling benefits, and 64 and under for walking benefits).

Given existing demographic trends for the community, approximately 320 residents are between 20 and 64, and an additional 272 are presumed to be between the ages of 64 and 74, and. Over the next 20 years, approximately 264 residents will age past 20, 88 residents will age past 64, and 216 will age past 74. These cohort adjustments are shown below in Table 9.

Table 9: Tranquillity Age Cohort Trend

	2023	2043
Age 20-64 (Cycling Benefits)	320	496
Age 20-74 (Walking Benefits)	592	640

If we were to assume that 10% of the (overlap) walking/cycling cohort were to be induced to take daily walks or rides, that would amount to approximately 40 daily trips (walking or cycling). For purposes of this analysis, it's presumed that approximately one third of those trips would be cycling trips (15), and the remaining (25) would be walking trips. Additionally, it's assumed that 5% of the non-cycling cohort would also take induced walking trips (averaging 208 persons, or 10 additional daily trips). With the set mortality reduction benefit values of \$7.20/walk and \$6.42/cycling trip, that would amount to \$127,129.50 annual benefits, or \$2,542,590 of 20 years.

Table 10: Mortality Reduction Benefits of Induced Active Transportation

	Walking	Cycling	Aggregate
Induced Trips/Day	35	15	50
Value/Trip	\$7.20	\$6.42	n/a
Value/Year	\$ 91,980.00	\$ 35,149.50	\$ 127,129.50
Total/20 Years	\$ 1,839,600.00	\$ 702,990.00	\$ 2,542,590.00

¹¹ US Census Bureau, 2021 American Community Survey 5-Year Estimates, Table S0101, Age and Sex
<https://data.census.gov/table?g=1600000U0680266&tid=ACST5Y2021.S0101>

BCA CALCULATIONS

CUMULATIVE PROJECT BENEFITS

	Project Costs (\$2021)	Inc. Maintenance Costs	Discounted Costs (7%)	Annual Project Benefits	Discounted Benefits (7%)	Net Project Value
2023	\$ 50,000.00	\$ -	\$ 43,671.94	\$ -	\$ -	\$ (43,671.94)
2024	\$ 200,000.00	\$ -	\$ 163,259.58	\$ -	\$ -	\$ (206,931.51)
2025	\$ 200,000.00	\$ -	\$ 152,579.04	\$ -	\$ -	\$ (359,510.55)
2026	\$ 200,000.00	\$ -	\$ 142,597.24	\$ -	\$ -	\$ (502,107.79)
2027	\$ 4,250,000.00	\$ -	\$ 2,831,954.45	\$ -	\$ -	\$ (3,334,062.24)
2028	\$ 4,700,000.00	\$ -	\$ 2,926,923.79	\$ -	\$ -	\$ (6,260,986.03)
2029	\$ 500,000.00	\$ -	\$ 291,004.55	\$ 1,925,673.25	\$ 1,120,759.36	\$ (5,431,231.22)
2030	\$ -	\$ -	\$ -	\$ 1,181,862.62	\$ 642,854.96	\$ (4,788,376.26)
2031	\$ -	\$ -	\$ -	\$ 1,181,920.21	\$ 600,828.30	\$ (4,187,547.96)
2032	\$ -	\$ -	\$ -	\$ 1,181,977.80	\$ 561,549.14	\$ (3,625,998.82)
2033	\$ -	\$ -	\$ -	\$ 1,182,035.38	\$ 524,837.85	\$ (3,101,160.98)
2034	\$ -	\$ 50,000.00	\$ 20,748.22	\$ 1,182,092.97	\$ 490,526.56	\$ (2,631,382.64)
2035	\$ -	\$ -	\$ -	\$ 1,182,150.56	\$ 458,458.37	\$ (2,172,924.27)
2036	\$ -	\$ -	\$ -	\$ 1,182,265.73	\$ 428,507.51	\$ (1,744,416.76)
2037	\$ -	\$ -	\$ -	\$ 1,182,323.32	\$ 400,493.81	\$ (1,343,922.95)
2038	\$ -	\$ -	\$ -	\$ 1,182,380.91	\$ 374,311.52	\$ (969,611.43)
2039	\$ -	\$ 50,000.00	\$ 14,793.20	\$ 1,182,438.50	\$ 349,840.88	\$ (634,563.74)
2040	\$ -	\$ -	\$ -	\$ 1,182,496.09	\$ 326,970.02	\$ (307,593.72)
2041	\$ -	\$ -	\$ -	\$ 1,182,611.26	\$ 305,609.22	\$ (1,984.50)
2042	\$ -	\$ -	\$ -	\$ 1,182,668.85	\$ 285,630.00	\$ 283,645.50
2043	\$ -	\$ -	\$ -	\$ 1,182,726.44	\$ 266,956.93	\$ 550,602.43
2044	\$ -	\$ 50,000.00	\$ 10,547.34	\$ 1,182,784.02	\$ 249,504.60	\$ 789,559.69
2045	\$ -	\$ -	\$ -	\$ 1,182,841.61	\$ 233,193.23	\$ 1,022,752.92
2046	\$ -	\$ -	\$ -	\$ 1,182,956.79	\$ 217,958.82	\$ 1,240,711.73
2047	\$ -	\$ -	\$ -	\$ 1,183,014.38	\$ 203,709.74	\$ 1,444,421.47
2048	\$ -	\$ -	\$ -	\$ 1,183,071.96	\$ 190,392.21	\$ 1,634,813.68
2049	\$ -	\$ 50,000.00	\$ 7,520.11	\$ 1,183,129.55	\$ 177,945.30	\$ 1,805,238.87
2050	\$ -	\$ -	\$ -	\$ 1,183,187.14	\$ 166,312.12	\$ 1,971,550.99

BCA CALCULATIONS

Emissions Reductions - Fuel Savings

NOx ¹	PM 2.5 ¹	CO2 ²	
25.15	0.725	8887	g/gal
1.006	0.011	355.48	g/mi
13581	148.5	4798980	g/yr/vehicle
0.013581	0.0001485	4.79898	MT/yr/vehicle
0.162972	0.001782	57.58776	MT/yr total

Assumptions

Avg. Miles Traveled/Vehicle/Year	13500
Avg. US Fuel Economy (mi/gal)	25
Induced Transitions to EV	12

¹ Average for 2000-2020 Vehicle Fleet Emissions for Light Duty Exhaust, <https://www.bts.gov/content/estimated-national-average-vehicle-emissions-rates-vehicle-vehicle-type-using-gasoline-and>

² CO2 Calculated per Greenhouse Gases Equivalencies Calculator - Calculations and References | US EPA - <https://www.epa.gov/energy/greenhouse-gases-equivalencies-calculator-calculations-and-references>

Annual Value	NOx	PM 2.5	CO2	Total
2029	\$ 3,031.28	\$ 1,592.04	\$ 3,628.03	\$ 8,251.35
2030	\$ 3,080.17	\$ 1,617.34	\$ 3,743.20	\$ 8,440.72
2031	\$ 3,080.17	\$ 1,617.34	\$ 3,800.79	\$ 8,498.31
2032	\$ 3,080.17	\$ 1,617.34	\$ 3,858.38	\$ 8,555.89
2033	\$ 3,080.17	\$ 1,617.34	\$ 3,915.97	\$ 8,613.48
2034	\$ 3,080.17	\$ 1,617.34	\$ 3,973.56	\$ 8,671.07
2035	\$ 3,080.17	\$ 1,617.34	\$ 4,031.14	\$ 8,728.66
2036	\$ 3,080.17	\$ 1,617.34	\$ 4,146.32	\$ 8,843.83
2037	\$ 3,080.17	\$ 1,617.34	\$ 4,203.91	\$ 8,901.42
2038	\$ 3,080.17	\$ 1,617.34	\$ 4,261.49	\$ 8,959.01
2039	\$ 3,080.17	\$ 1,617.34	\$ 4,319.08	\$ 9,016.60
2040	\$ 3,080.17	\$ 1,617.34	\$ 4,376.67	\$ 9,074.18
2041	\$ 3,080.17	\$ 1,617.34	\$ 4,491.85	\$ 9,189.36
2042	\$ 3,080.17	\$ 1,617.34	\$ 4,549.43	\$ 9,246.95
2043	\$ 3,080.17	\$ 1,617.34	\$ 4,607.02	\$ 9,304.53
2044	\$ 3,080.17	\$ 1,617.34	\$ 4,664.61	\$ 9,362.12
2045	\$ 3,080.17	\$ 1,617.34	\$ 4,722.20	\$ 9,419.71
2046	\$ 3,080.17	\$ 1,617.34	\$ 4,837.37	\$ 9,534.89
2047	\$ 3,080.17	\$ 1,617.34	\$ 4,894.96	\$ 9,592.47
2048	\$ 3,080.17	\$ 1,617.34	\$ 4,952.55	\$ 9,650.06
2049	\$ 3,080.17	\$ 1,617.34	\$ 5,010.14	\$ 9,707.65
2050	\$ 3,080.17	\$ 1,617.34	\$ 5,067.72	\$ 9,765.24
				\$ 199,327.50 Total Benefit

Values ³	NOx	PM 2.5	CO2
2029	\$ 18,600.00	\$ 893,400.00	\$ 63.00
2030	\$ 18,900.00	\$ 907,600.00	\$ 65.00
2031	\$ 18,900.00	\$ 907,600.00	\$ 66.00
2032	\$ 18,900.00	\$ 907,600.00	\$ 67.00
2033	\$ 18,900.00	\$ 907,600.00	\$ 68.00
2034	\$ 18,900.00	\$ 907,600.00	\$ 69.00
2035	\$ 18,900.00	\$ 907,600.00	\$ 70.00
2036	\$ 18,900.00	\$ 907,600.00	\$ 72.00
2037	\$ 18,900.00	\$ 907,600.00	\$ 73.00
2038	\$ 18,900.00	\$ 907,600.00	\$ 74.00
2039	\$ 18,900.00	\$ 907,600.00	\$ 75.00
2040	\$ 18,900.00	\$ 907,600.00	\$ 76.00
2041	\$ 18,900.00	\$ 907,600.00	\$ 78.00
2042	\$ 18,900.00	\$ 907,600.00	\$ 79.00
2043	\$ 18,900.00	\$ 907,600.00	\$ 80.00
2044	\$ 18,900.00	\$ 907,600.00	\$ 81.00
2045	\$ 18,900.00	\$ 907,600.00	\$ 82.00
2046	\$ 18,900.00	\$ 907,600.00	\$ 84.00
2047	\$ 18,900.00	\$ 907,600.00	\$ 85.00
2048	\$ 18,900.00	\$ 907,600.00	\$ 86.00
2049	\$ 18,900.00	\$ 907,600.00	\$ 87.00
2050	\$ 18,900.00	\$ 907,600.00	\$ 88.00

³ Value from Table A-6: Damage Costs for Emissions per Metric Ton, Benefit-Cost Analysis Guidance for Discretionary Grant Programs, USDOT/FHWA

BCA CALCULATIONS

Crash Reduction Impacts

	Annual Crashes ¹	Person-Injury Unit Cost (\$2010) ²	Person-Injury Unit Cost (\$2021) ³	Annualized Value of Crashes (\$2021)	Annualized Value of 25% Crash Reduction	Total Estimated Benefits over 20 Years
MAIS 0	0	\$ 4,380.00	\$ 5,651.00	\$ -	\$ -	\$ -
MAIS 1	0	\$ 43,942.00	\$ 56,693.17	\$ -	\$ -	\$ -
MAIS 2	0.1	\$ 399,626.00	\$ 515,590.18	\$ 51,559.02	\$ 12,889.75	\$ 257,795.09
MAIS 3	0.6	\$ 992,825.00	\$ 1,280,924.73	\$ 768,554.84	\$ 192,138.71	\$ 3,842,774.18
MAIS 4	0.5	\$ 2,432,091.00	\$ 3,137,839.50	\$ 1,568,919.75	\$ 392,229.94	\$ 7,844,598.75
MAIS 5	0	\$ 5,579,614.00	\$ 7,198,716.33	\$ -	\$ -	\$ -
MAIS 6	0	\$ 9,145,998.00	\$ 11,800,000.00	\$ -	\$ -	\$ -
				\$ 2,389,033.61	\$ 597,258.40	\$ 11,945,168.03

¹ 2012-2021 Project Area Data, California's Statewide Integrated Traffic Records System, Transportation Injury Mapping System <https://tims.berkeley.edu/>

² Table 28, MAIS Person-Injury Unit Costs, Crash Costs for Highway Safety Analysis, USDOT/FHWA, <https://safety.fhwa.dot.gov/hsip/docs/fhwasa17071.pdf>

³ Adjusted from Departmental Guidance on Valuation of a Statistical Life in Economic Analysis, <https://www.transportation.gov/office-policy/transportation-policy/revised-departmental-guidance-on-valuation-of-a-statistical-life-in-economic-analysis>

BCA CALCULATIONS

Economic Impacts

Job Creation

New Businesses	Employees	Wage/Hr ¹	Hrs/Yr ²	Annual Income/Ea	Annual Income/Total	Total/20 Years
3	12	\$ 15.50	2314	\$ 35,867.00	\$ 430,404.00	\$ 8,608,080.00

¹ Imputed from CA Minimum Wage

² Uses Mean Usual Hours Worked/Week of 44.5 hrs, from American Community Survey 2021 5-Year Estimates, Table S2303, Work Status in the Past 12 Months, for Tranquility CDP, California

Increased Property Value

Housing Units ³	Avg. Value Increase ⁴	One-Time Benefit
248	\$ 3,000.00	\$ 744,000.00

³ Uses housing units statistic from 2020 Decennial Census, Table H1, Occupancy Status, for Tranquility CDP, California

⁴ Complete Streets Stimulate the Local Economy, National Complete Streets Coalition, <https://smartgrowthamerica.org/wpcontent/uploads/2016/08/cs-economic.pdf>

Vehicle Operating Costs

Average Annual Miles	Maintenance/Vehicle	Benefit/Vehicle	Total Annual Benefit	20-Year Benefit
13500	\$ 6,210.00	\$ 1,552.50	\$ 18,630.00	\$ 372,600.00

Mortality Reduction Benefits of Induced Active Transportation

	Walking	Cycling	Aggregate
Induced Trips/Day	35	15	50
Value/Trip	\$ 7.20	\$ 6.42	n/a
Value/Year	\$ 91,980.00	\$ 35,149.50	\$ 127,129.50
Total/20 Years	\$ 1,839,600.00	\$ 702,990.00	\$ 2,542,590.00

LETTERS OF SUPPORT





County of Fresno

BOARD OF SUPERVISORS
SUPERVISOR BRIAN PACHECO – DISTRICT ONE

May 4, 2021

Senator Dianne Feinstein
2500 Tulare Street, Suite 4290
Fresno, CA 93721

Dear Senator Feinstein:

I am writing you as a member of the Fresno County Board of Supervisors in support of a significant road project in the rural town of Tranquillity, California, a small agricultural community in western Fresno County that I represent.

It has come to my attention that the County of Fresno, on behalf of this unincorporated and socioeconomically disadvantaged community, has an opportunity to get federal funding to fix Daniels Avenue and add pedestrian improvements.

Daniels Avenue is a road that connects the town to its elementary school and high school. It is a road in significant disrepair that lacks consistent sidewalks and has no bicycle lanes, forcing pedestrians - most often children - to walk or ride bicycles to school in the street. Pedestrians also lack accessibility ramps to comply with the Americans with Disabilities Act.

In addition to our schools, Daniels Avenue has residents from about three dozen homes, parishioners from two churches, and workers at a nearby government office who travel on it frequently.

I strongly urge your support in the County of Fresno's effort to obtain funding to improve a major artery through the community of Tranquillity.

Thank you for your consideration.

Sincerely,

Brian Pacheco
Fresno County Board of Supervisors – District 1

Biola • Cantua Creek • Easton • Firebaugh • Five Points • Helm • Herndon • Highway City
Kerman • Mendota • Mercy Hot Springs • Rolinda • San Joaquin • Three Rocks • Tranquillity



May 3rd, 2021

Dear Senator Feinstein,

Martín Macías
Superintendent

As superintendent of Golden Plains Unified School District for the last six years, I would like to share with you that Daniels Avenue in Tranquillity is in need of care to ensure our students are safe getting to our rural schools. Our high school just recently celebrated their centennial anniversary which will help with the context of our roads and sidewalks.

Board Members:

Sal Parra, JR
President / District 1

Daniels Avenue is between our comprehensive high school and our K8 elementary school in Tranquillity. Between both schools, we serve about 750 students. Our district is made up of 96% socially economically disadvantaged families with a significant number of non-English speakers. In essence, our schools are the center of all community activities since there is little to do outside of school. Most of our elementary age children (k-8) walk to and from school daily even when we have foggy and rainy days. The majority of our K8 students walk Daniels Ave to get to school while a significant number of high school student also take the same street to get to the high school. In addition, this past year, a health clinic has opened up on our high school campus providing health access to our community and our students which the community members must travel on Daniels Ave or Randolph.

Tom Fairless
Vice-President /
District 4

Leticia Fernández
Clerk / District 2

Celina Rosetti
Member / District 3

Funding to upgrade and provide our students with safer road access to our schools will allow for a safer walking pathway from home to school. Your continued advocacy and support to ensure our students get a first class education is pivotal while the roads they travel to get to school in a safe manner is also greatly appreciated. Should I be of any service, please let me know.

Kathy Chaffin
Member / District 2

Accordingly,

Maryann Trujillo
Member / District 4

Martín Macías,
Superintendent, Golden Plains Unified School District
559-630-0225 , mmacias@gpusd.org

Leticia Rodríguez
Member / District 3

May 5, 2021

Senator Dianne Feinstein
2500 Tulare Street, Suite 4290
Fresno, CA 93721

Re: Daniels Avenue Project

Dear Senator Feinstein,

Fresno Council of Governments voices its support for the Daniels Avenue project Fresno County is proposing in its application for Community Development Block Grant funding. The project benefits the rural, disadvantaged town of Tranquility, an unincorporated, farming community in west Fresno County.

The project proposes to reconstruct portions of Daniels Avenue between two schools that is in extremely poor condition. The average pavement condition in Tranquility is 6, where the average statewide pavement condition is 65 based on the 2018 statewide needs assessment. The project will also add new sidewalks, repair existing sidewalks, fix slopes and curb ramps to meet ADA requirements, and improve drainage.

This project offers Tranquility's students and residents safer routes for walking and biking. By providing more complete paths and sidewalks in this underserved community, the County will be encouraging providing more consistent, safe access to health services and educational facilities. We support the County's efforts to provide a safe, efficient, and integrated transportation system in Tranquility.

Thank you for your consideration.

Sincerely,



Tony Boren
Executive Director

City of Clovis
City of Coalinga
City of Firebaugh
City of Fowler
City of Fresno
City of Huron
City of Kerman
City of Kingsburg
City of Mendota
City of Orange Cove
City of Parlier
City of Reedley
City of San Joaquin
City of Sanger
City of Selma
County of Fresno

May 1, 2021

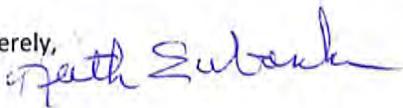
The Honorable Diane Feinstein
Senator, State of California

Attention: Joe Harrell, Supervising Engineer
County of Fresno, California

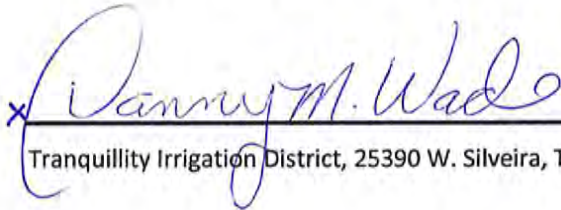
Below, please find the information requested by your e-mail on April 30, 2021.
These signatures represent the citizens and business owners in support of the
Current project: Daniels Avenue Community Development, Tranquillity, California.

The community supports all project regarding roads, sidewalks and curbs and gutters.
Hopefully you will soon be able to undertake the Tuft Street and Williams Street projects,
as they are in dire need of repairs.

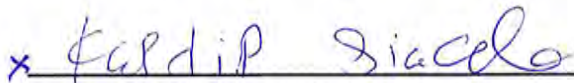
Sincerely,



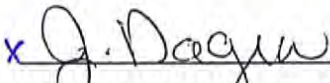
Keith Eubanks, Citizen of Tranquillity-Tranquillity Utility District Board Member

x 

Tranquillity Irrigation District, 25390 W. Silveira, Tranquillity, Ca. 93668

x 

Tranquillity Market, 5789 Anthony St. Tranquillity, Ca. 93668

x 

Valley Family Market, 25560 W. McKamey, Tranquillity, Ca. 93668

x Allice Parnell

Tranquillity High School, 6052 S. Juanche St., Tranquillity, Ca. 93668

x [Signature]

Tranquillity Chevrolet, 5790 Anthony St., Tranquillity, Ca. 93668

x Walter H. [Signature]

NAPA Auto Parts Store, 5586 S. James Road, Tranquillity, Ca. 93668

x Ophe [Signature]

Mom's Drive In, 59223 Juanche St., Tranquillity, Ca. 93668

x [Signature]

Hansen Building Supplies, 5810 Anthony St., Tranquillity, Ca. 93668

x Salvador Garcia Serrano Manager

Vandepol Enterprises, Inc., 25570 W. McKamey, Tranquillity, Ca. 93558

x Beth Stedham, Pastor

First United Methodist Church, 25434 W. Skaggs, Tranquillity, Ca. 93668

x Patricia Casillas Office Sec.

St. Paul's Catholic Church, 25592 W. Dowdy St., Tranquillity, Ca. 93

x Mr. Matthew Kemmer

Tranquillity Elementary School, Corner of Daniels St., Tranquillity, Ca. 93668

x Jeffrey J. Ma

Southern Baptist Church, 25310 W. Silveira St., Tranquillity, Ca. 93668

x Valley Health

Valley Health Clinic, Corner of Daniels St., Tranquillity, Ca. 93668

x Chini Phuy — clerk

United States Post Office, Tranquillity, Ca. 93668

x Michael Pacheco

Tranquillity Public Utility District, PO Box 622, Tranquillity, Cal. 93668

Page 4 CITIZENS SIGNATURES

Jolanda Montalvo

Laura Montalvo

Beth Stuchman

Gene Stuchman

Francisco Jones

Chloe Jones

Patricia Jones

Sonja Jones

Ann Stricklin

James Stricklin

Patricia A. Eubank

Emma J. Carter

Joe Carter

Pauline Beene

Willie Blythe

Penny Blythe

Frank H. H. H.

Rick White

Karen Canfield

Kim H. Canfield

Daylene Marchini

Jimmy Marchini

Anna Rosa Marchini

Walter Marchini

Lee R. Bauler

Barbara Bauler

Tracy C. Orlando

Jean M. Orlando

Thomas P. Pallen

John E. Pundt

Kenneth Pothman

Fred Robbs

Juan I. Rodriguez

Judith M. Rodriguez

Larry Salter

Joe Koon

Mr.

B. J. B. B. B.

Tomie Lee Jones

Linda J. Jones

Esperanza Flores

Carmelo RAMOS

Joe Jim

Rose Cantu

Joe B. B.

Rick Kibacker

Janette Upiares

Jose Rozano

Jermundo Rozano

Mr.

DeDiane Miller

Daneel Miller

Madison Carvalho

Miro Carvalho

Felix Canelby

William P. P.

Kay L. Pucher

Tranquillity Public Utility District

PO Box 622, (209)218-6044, tranquillitypublicutility@gmail.com

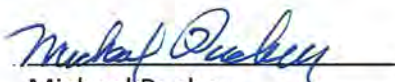
June 7, 2022

Department of Public Works and Planning
2220 Tulare St., 7th Floor
Fresno, CA 93721

To whom it may concern,

The County of Fresno Public Works and Planning Department is pursuing a grant opportunity with the Active Transportation Program sponsored through the California Transportation Commission. This would help fund much needed sidewalk improvements in the community of Tranquillity. The Tranquillity Public Utility District would like to make known their support of the project that the Department of Public Works is undertaking. Tranquillity is in dire need of more pedestrian friendly sidewalks. The city would greatly benefit from the rehabilitation of existing and the creation of new sidewalks, curbs, and gutters. Our community welcomes the improvements that this project would bring as it would enhance public health and increase the safety of pedestrians, cyclist, and wheelchair users, as well as reducing greenhouse gas emissions.

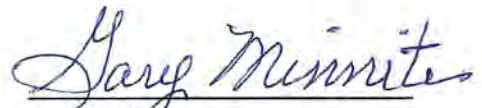
Best regards,



Michael Pucheu,
Board President



Jo Ann Minnite,
Board Member



Gary Minnite,
Board Member



Tranquillity High School

6052 Juanche Avenue
Tranquillity, CA. 93668
(559) 698-7205

8 June 2022

To: County of Fresno Public Works & Planning Department

I am writing this letter in support of much needed sidewalk improvements and curb ramps in the community of Tranquillity, California..

Tranquillity consists of 800 residents in the town. Tranquillity High School has 429 students, who attend and use the roads and sidewalks to arrive at school or visit local stores and restaurants. Unfortunately, residents must use dilapidated and at times dangerous walks throughout their neighborhood. On several streets, the sidewalks are uneven causing a tripping hazard. In 2015, an older lady attending a board member trip over an uneven ledge in front of the school and required an ambulance due to her head injury. Several streets have dips so acute that vehicles have been damaged entering them. .

This grant opportunity to help fund much needed sidewalk improvements and curb ramps would directly meet the needs of the community. Sidewalks would allow students and community members to walk safely to and from school, stores, and shops. Ideally, the sidewalks and roads can be repaired so that more students and families can walk or bike ride through town.

Improved sidewalks in and around Tranquillity could "increase trips made by walking or biking, enhancing public health and safety of non-motorized users, reducing greenhouse gas emissions, and encouraging an active lifestyle, especially for those living in disadvantaged communities."

Thank you,

Joe Trejo
Director of Student Services
Golden Plains Unifood
22000 Nevada St.

•



Martin Macías
Superintendent

Board Members:

Sal Parra, JR
President / District 1

Tom Fairless
Vice-President /
District 4

Celina Rosetti
Clerk / District 3

Leticia Fernández
Member / District 2

Kathy Chaffin
Member / District 2

Maryann Trujillo
Member / District 4

Leticia Rodríguez
Member / District 3

June 13, 2022

Dear ATP Scoring Committee Members:

As superintendent of Golden Plains Unified School District, I am writing in support of the County of Fresno's application for an Active Transportation Program (ATP) grant.

Funding from this grant will build and repair sidewalks and ADA curb ramps throughout Tranquillity, Cantua Creek, and El Porvenir, impacting every student in these small, disadvantaged, rural communities. Students use these streets to get to Tranquillity High School, Tranquillity Elementary School, Cantua Elementary, and nearby locations such as the public library and local parks. It is important to me to see that the students can reach these locations safely and without any barriers.

Many of our students walk or ride bikes to school on a daily basis, and some sidewalks or lack of sidewalks create tripping hazards, or sometimes cause students to walk in the street with vehicle traffic. Student safety is a top priority, and anything we can do to make them safer on their trips to and from school should also be a priority. Sidewalks also promote walking and active lifestyles, and improve community safety, especially for children, both of which accomplish the stated goals of the ATP grant.

I believe this project brings us a step closer to making Tranquillity, Cantua Creek, and El Porvenir more walkable communities and improves the health and social lives of its students.

Thank you for your time and consideration in this matter.

Sincerely,

Martín Macías

Superintendent, Golden Plains Unified School District



County of Fresno

BOARD OF SUPERVISORS
SUPERVISOR BRIAN PACHECO – DISTRICT ONE

June 10, 2022

Dear ATP Scoring Committee Members:

As the county supervisor representing western Fresno County, I am writing in support of the community of Tranquillity's application for an Active Transportation Program (ATP) grant.

Funding from this grant will build sidewalks throughout Tranquillity, impacting almost every street in this small, disadvantaged, rural community. Residents use these streets to get to Tranquillity High School, Tranquillity Elementary School, the U.S. Post Office, two community churches, the public library, and a park. It is important to me to see that the residents can reach their destinations safely and without barriers.

As you are aware, sidewalks promote walking instead of driving, and improve community safety, especially for children, both of which accomplish the stated goals of the ATP grant. Right now, students and residents must walk without the benefit of pedestrian pathways in many areas.

Tranquillity residents tell me they appreciate the enhanced quality of life sidewalks offer. I sincerely believe this project brings us a step closer to making Tranquillity a more walkable community to improve the health and lives of its residents.

Thank you for your time and consideration in this matter.

Sincerely,

Brian Pacheco
Fresno County Board of Supervisors, District 1

Biola • Cantua Creek • Easton • Firebaugh • Five Points • Helm • Herndon • Highway City
Kerman • Mendota • Mercy Hot Springs • Rolinda • San Joaquin • Three Rocks • Tranquillity

PHOTOS OF EXISTING CONDITIONS



TRANQUILLITY COMPLETE STREETS

PHOTOS OF EXISTING CONDITIONS



Figure 1. Juanché Ave and Tuft Ave, looking north from SW corner



Figure 2. Goodrich Ave, looking south from Scaggs Ave

TRANQUILLITY COMPLETE STREETS



Figure 3. Doughty Ave, looking west from Anthony Ave



Figure 4. Doughty Ave, looking east from James Rd

TRANQUILLITY COMPLETE STREETS



Figure 5. Daniels Ave, looking west toward Williams Ave



Figure 6. Daniels Ave, looking south toward Scaggs Ave

TRANQUILLITY COMPLETE STREETS



Figure 7. Daniels Ave, looking north from between the high school and elementary school



Figure 8. Anthony Ave and Williams Ave, looking northwest

TRANQUILLITY COMPLETE STREETS



Figure 9. Anthony Ave and McKamey Ave, looking east



Figure 10. Williams Ave, looking west from School Ave

TRANQUILLITY COMPLETE STREETS



Figure 11. Tuttle Ave and School Ave, looking west



Figure 12. Tuft Ave, looking east from Juanche Ave

TRANQUILLITY COMPLETE STREETS



Figure 13. Tuft Ave, looking east from Daniels Ave

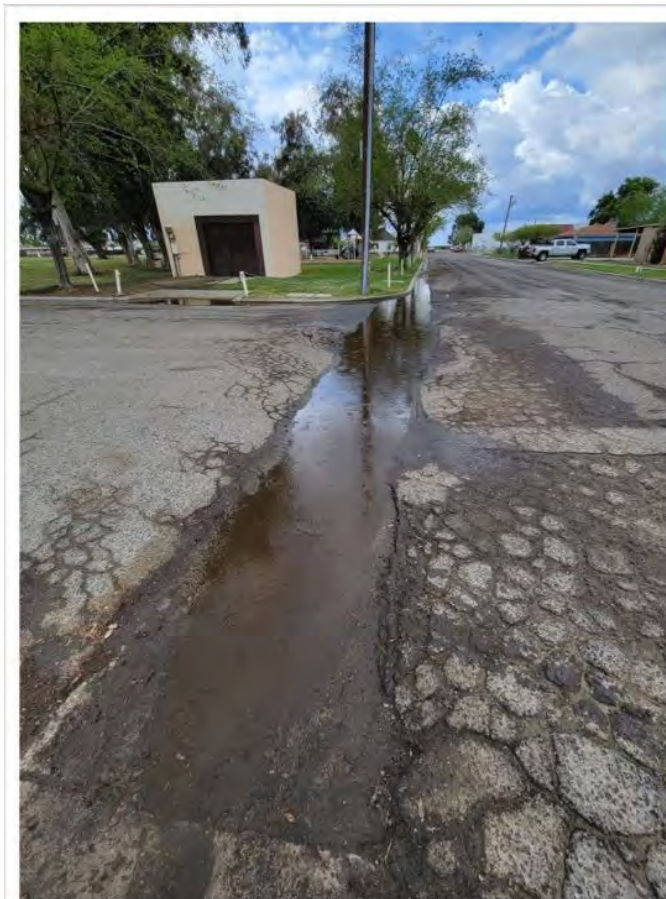


Figure 14. Tuft Ave and School Ave, looking west

TRANQUILLITY COMPLETE STREETS



Figure 15. Northwest corner of Tuft Ave and Anthony Ave



Figure 16. Tuft Ave and Anthony Ave, looking west

TRANQUILLITY COMPLETE STREETS



Figure 17. Silveria Ave, looking west from James Rd



Figure 18. Scaggs Ave, looking east toward Juanche Ave

TRANQUILLITY COMPLETE STREETS



Figure 19. Silveria Ave and Juanche Ave, looking east



Figure 20. Scaggs Ave, looking west from Fairless Ave

TRANQUILLITY COMPLETE STREETS



Figure 21. School Ave, looking east toward Tranquillity Elementary School



Figure 22. Randolph Ave, looking east from Tranquillity Elementary School

TRANQUILLITY COMPLETE STREETS



Figure 23. Scaggs Ave and Anthony Ave, looking west



Figure 24. Randolph Ave, looking west from Anthony Ave

TRANQUILLITY COMPLETE STREETS



Figure 25. Randolph Ave, looking east toward Juanche Ave



Figure 26. McKamey Ave, looking east from Daniels Ave

TRANQUILLITY COMPLETE STREETS



Figure 27. Leviti Ave, looking east from Daniels Ave



Figure 28. Juanche Ave, looking south at McKamey Ave

TRANQUILLITY COMPLETE STREETS

In 2022, the County completed a partial road reconstruction and sidewalk project on Daniels Avenue between Randolph Avenue and McKamey Avenue.

The following pages contain before & after photos from the project.

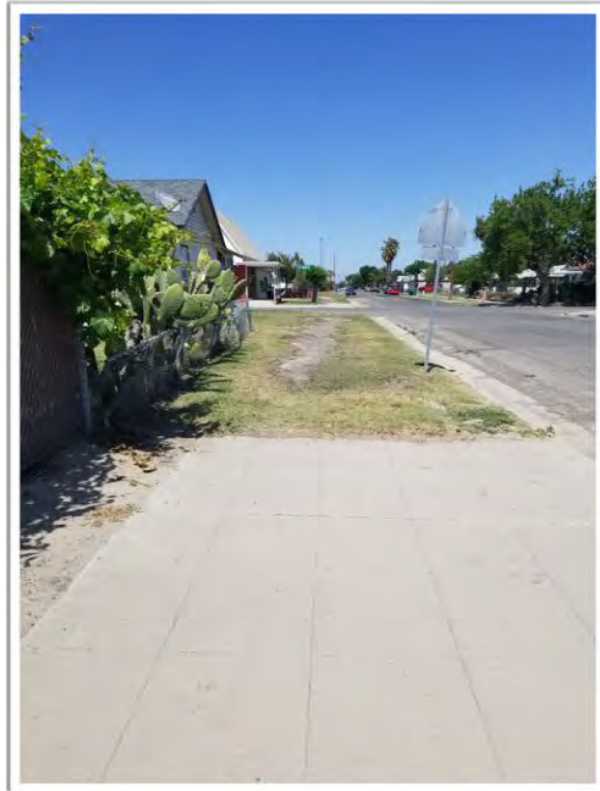
TRANQUILLITY COMPLETE STREETS



Before & After - Intersection of Daniels & Randolph from the NW corner.



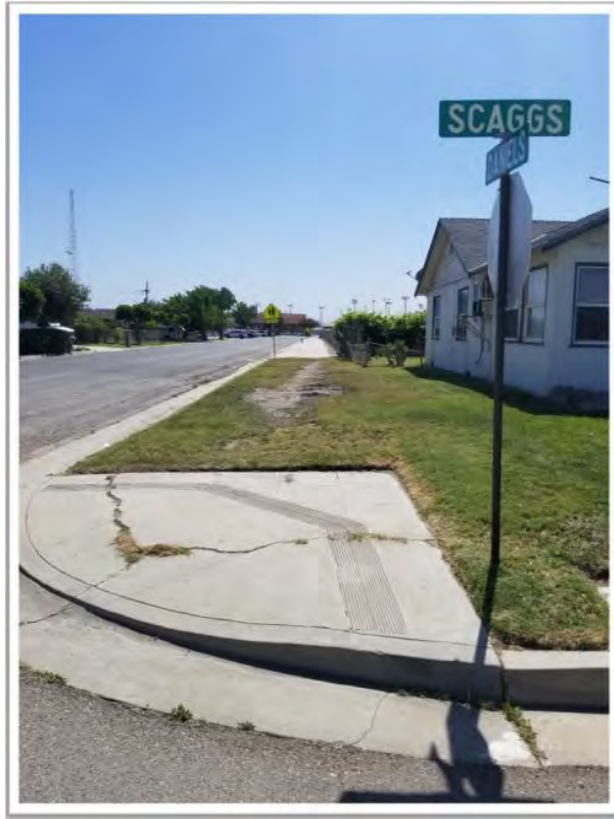
TRANQUILLITY COMPLETE STREETS



Before & After -Sidewalk Gap filled on Daniels looking north from the schools.



TRANQUILLITY COMPLETE STREETS



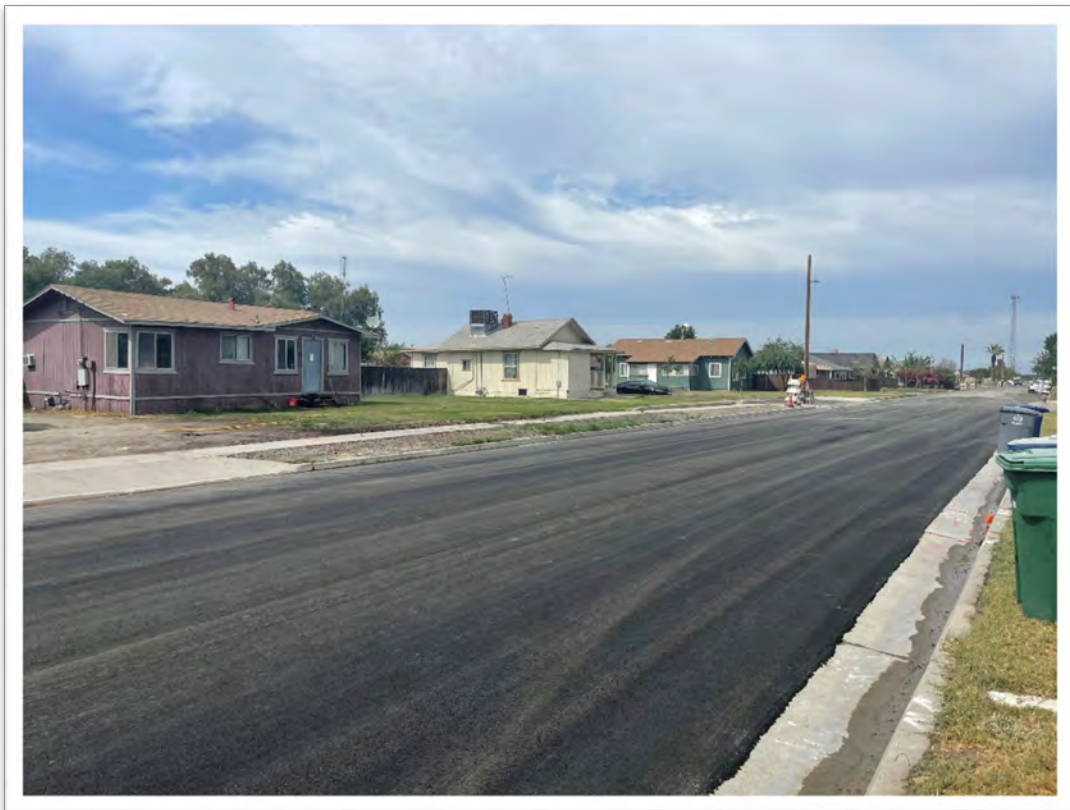
Before & After - SW corner of Daniels & Scaggs facing south toward schools.



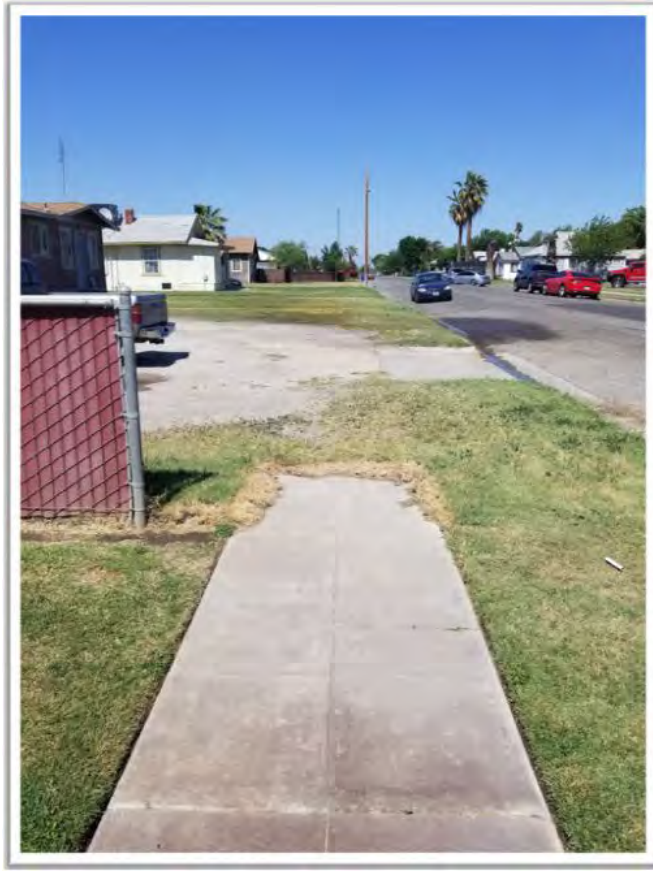
TRANQUILLITY COMPLETE STREETS



Before & After - West side of Daniels between Scaggs and McKamey looking SE.



TRANQUILLITY COMPLETE STREETS



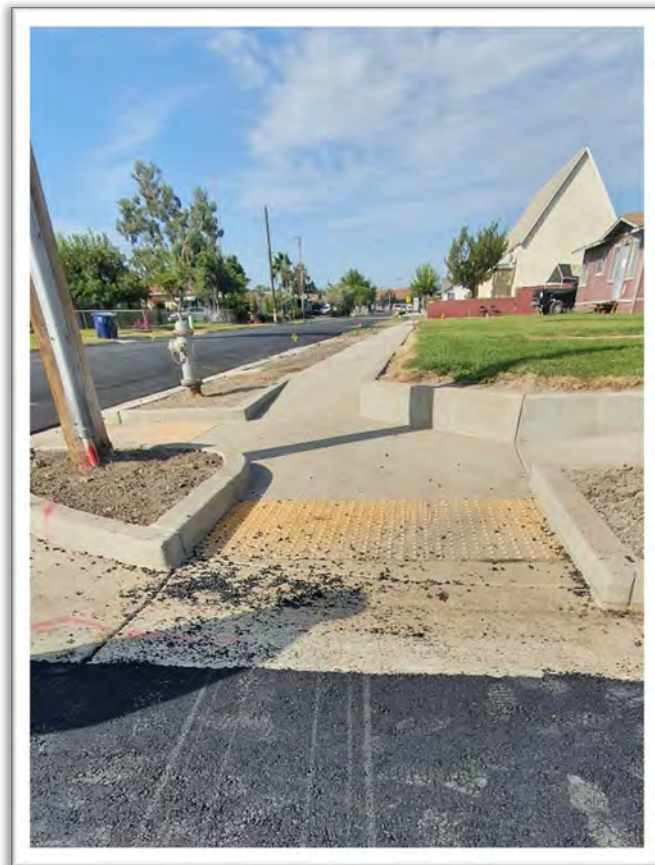
Before & After - SW corner of Daniels & McKamey looking north.



TRANQUILLITY COMPLETE STREETS



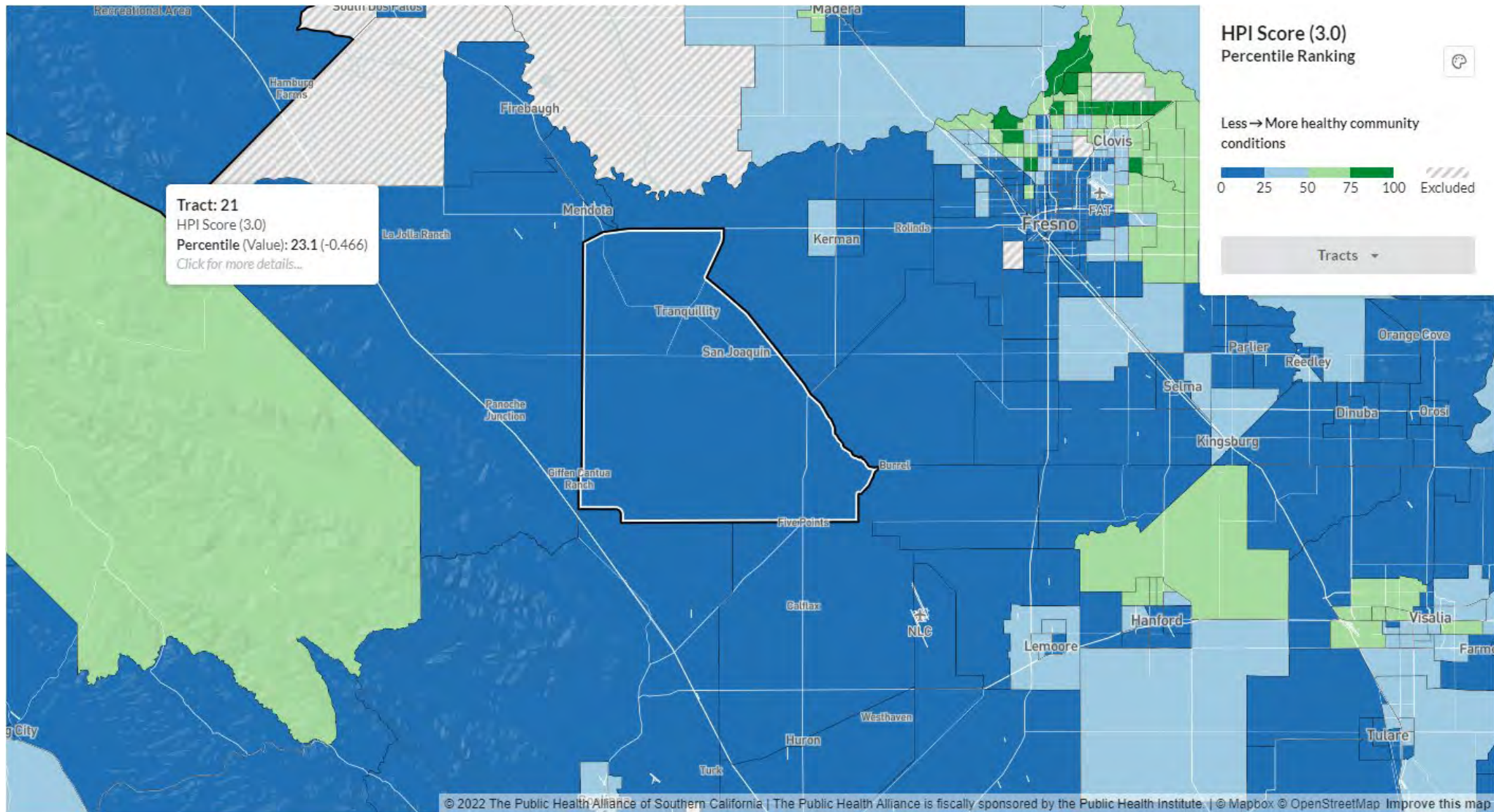
Before & After - SW corner of Daniels & McKamey from the NW corner.



HEALTHY PLACES INDEX ANALYSIS



HEALTHY PLACES INDEX (HPI) TRANQUILLITY COMPLETE STREETS PROJECT TRANQUILLITY, FRESNO COUNTY, CA



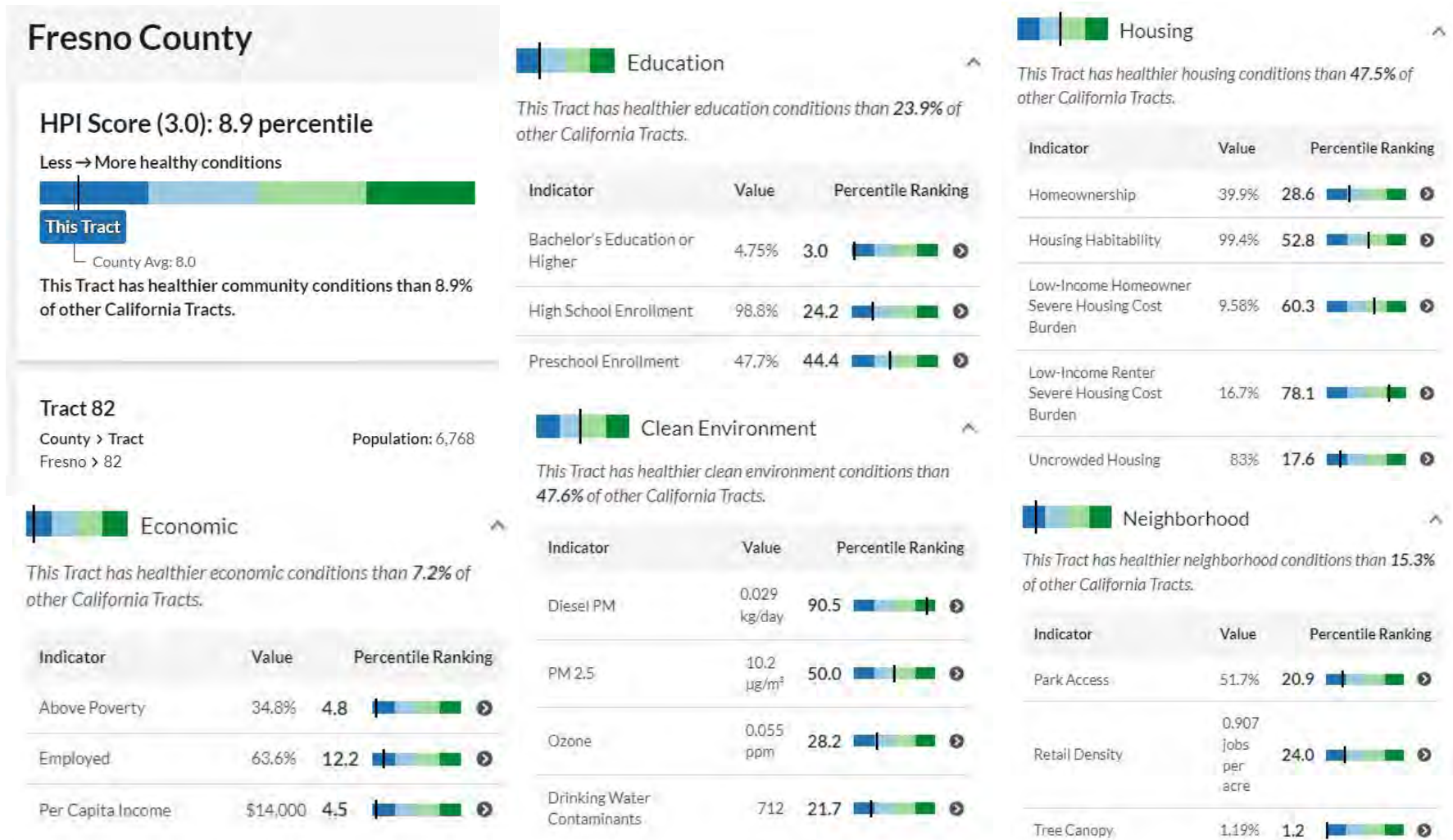
Retrieved April 12, 2022

Source: Healthy Places Index (HPI) < <https://map.healthyplacesindex.org/?redirect=false> >

HEALTHY PLACES INDEX (HPI)

TRANQUILLITY COMPLETE STREETS PROJECT

TRANQUILLITY, FRESNO COUNTY, CA



Retrieved April 12, 2022

Source: Healthy Places Index (HPI) < <https://map.healthyplacesindex.org/?redirect=false> >

HEALTHY PLACES INDEX (HPI)

TRANQUILLITY COMPLETE STREETS PROJECT

TRANQUILLITY, FRESNO COUNTY, CA



Racial Justice and Health Equity

Race/Ethnicity



Equity

Indicator	Value	Percentile Ranking
Race/Ethnicity Diversity Index	11.4%	2.5
Race/Ethnicity Diversity of Electeds (County)	N/A	N/A
Historically Redlined (Tract)	No	N/A

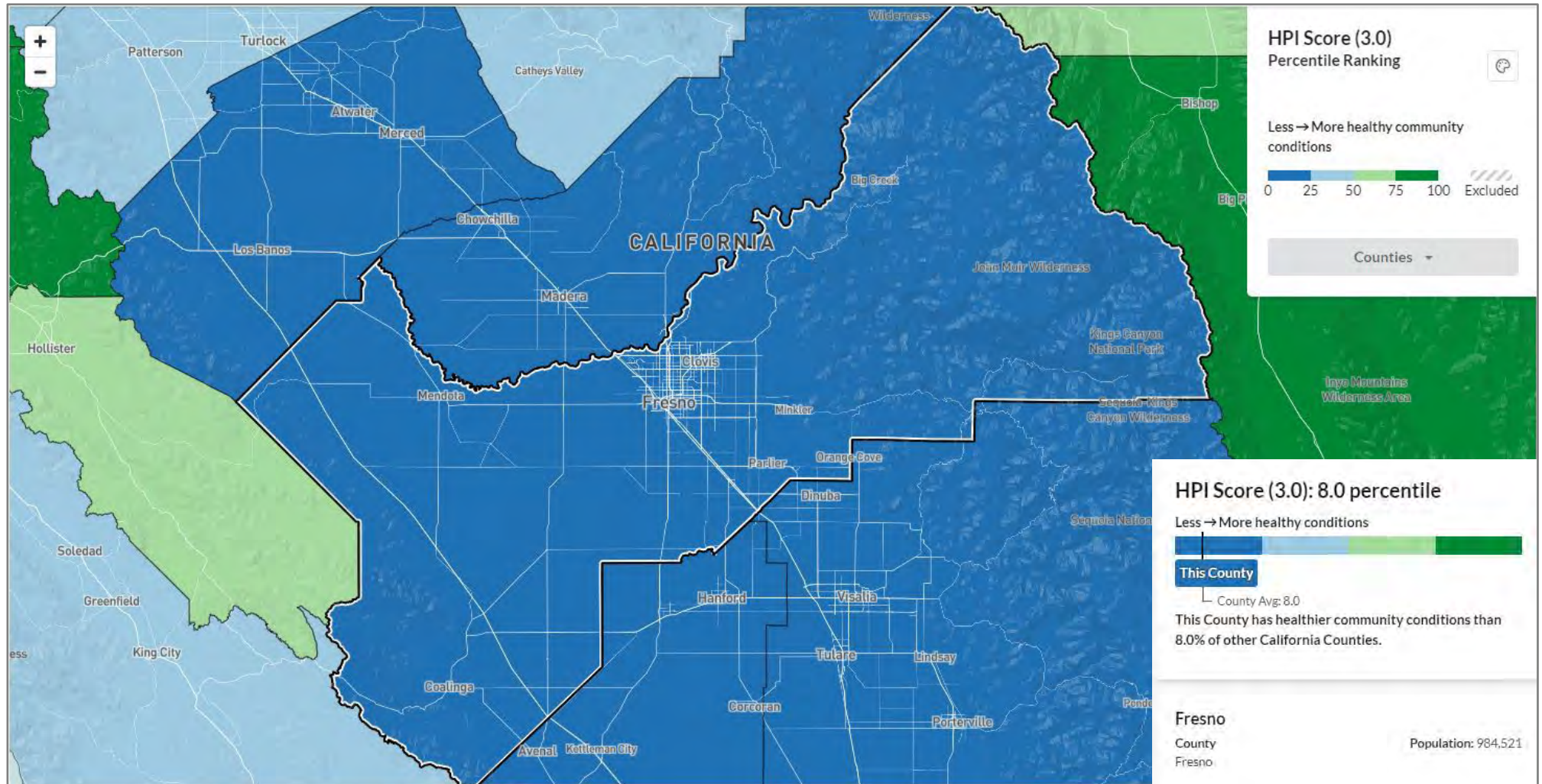
Retrieved April 12, 2022

Source: Healthy Places Index (HPI) < <https://map.healthyplacesindex.org/?redirect=false> >

HEALTHY PLACES INDEX (HPI)

TRANQUILLITY COMPLETE STREETS PROJECT

TRANQUILLITY, FRESNO COUNTY, CA



Retrieved April 12, 2022

Source: Healthy Places Index (HPI) < <https://map.healthyplacesindex.org/?redirect=false> >

ENGINEER'S PROJECT COST ESTIMATE



Tranquility Complete Streets

Engineer's Estimate

County of Fresno

Item No.	Item Description	Estimated Quantity	Unit	Unit Price	Amount
1	Mobilization/Demobilization	1	LS	\$ 250,000.00	\$ 250,000.00
2	Traffic Control	1	LS	\$ 375,000.00	\$ 375,000.00
3	Changeable Message Sign	2	EA	\$ 3,000.00	\$ 6,000.00
4	Prepare SWPPP & DCP	1	LS	\$ 10,000.00	\$ 10,000.00
5	Implement SWPPP	1	LS	\$ 10,000.00	\$ 10,000.00
6	Dust Control	1	LS	\$ 10,000.00	\$ 10,000.00
7	Detectable Warning Devices	1440	SF	\$ 35.00	\$ 50,400.00
8	Concrete Sidewalk	20000	SF	\$ 12.00	\$ 240,000.00
9	Concrete Curb Ramps & Returns	96	EA	\$ 5,000.00	\$ 480,000.00
10	Concrete Valley Gutter	10000	SF	\$ 20.00	\$ 200,000.00
11	Concrete Curd & Gutter	4000	LF	\$ 40.00	\$ 160,000.00
12	Full Depth Reclamation w/ Like Treated Base	760320	SF	\$ 2.40	\$ 1,824,768.00
13	Hot Mix Asphalt Concrete	14770	TON	\$ 90.00	\$ 1,329,300.00
14	Class II Aggregate Base	8739.3	CY	\$ 40.00	\$ 349,572.00
15	Asphalt Concrete Grinding	20000	SY	\$ 6.00	\$ 120,000.00
16	Clearing and Grubbing	1	LS	\$ 50,000.00	\$ 50,000.00
17	Sawcut and Remove Existing Concrete	14400	SF	\$ 4.00	\$ 57,600.00
18	Adjust Storm Drain Manholes to Finished Grade	36	EA	\$ 1,500.00	\$ 54,000.00
19	Adjust Sewer Manholes to Finished Grade	40	EA	\$ 1,500.00	\$ 60,000.00
20	Adjust Water Valve Box Covers to Finished Grade	160	EA	\$ 1,000.00	\$ 160,000.00
21	Adjust Electrical Vaults to Finished Grade	20	EA	\$ 1,000.00	\$ 20,000.00
22	Street Light Relocation	40	EA	\$ 5,000.00	\$ 200,000.00
23	Signing, Striping and Pavement Markings	1	LS	\$ 175,000.00	\$ 175,000.00
24	Utility Relocations, Replacement and Repairs	1	LS	\$ 600,000.00	\$ 600,000.00
25	Miscellaneous Facilities	1	LS	\$ 100,000.00	\$ 100,000.00
26	BEAM Solar EV Chargers and Installation	4	EA	\$ 15,000.00	\$ 60,000.00

Construction Subtotal \$ **6,951,640.00**

10% Contingency \$ 695,164.00

Construction Subtotal w/ Contingency \$ **7,646,804.00**

Escalation Factor (3 years, 3%/yr) \$ 709,065.00

Escalated Construction Subtotal w/ Contingency \$ **8,355,869.00**

Engineering and Administration Costs (12.5% of Construction) \$ 868,955.00

Construction Engineering & Oversight (12.5% of Construction) \$ 868,955.00

PROJECT TOTAL: \$ **10,093,779.00**