

**ATP APPLICATION FORM**

LAPG 25-U (REV 05/2022)

6-Fresno County-4

Cantua Creek and El Porvenir (Three Rocks) Sidewalk Project

For training, resources, and technical assistance that can help with an ATP application, please visit the Active Transportation Resource Center (ATRC) at: <http://caatpresources.org/>

ACTIVE TRANSPORTATION PROGRAM**IMPLEMENTING AGENCY:**

Fresno County

PROJECT TYPE:

Infrastructure - Small

**PROJECT APPLICATION NO.:**

6-Fresno County-4

PROJECT NAME:

Cantua Creek and El Porvenir (Three Rocks) Sidewalk Project

PROJECT DESCRIPTION:

Cantua Creek & El Porvenir (Three Rocks) Sidewalk Project - Pedestrian improvements throughout the communities of Cantua Creek and El Porvenir (Three Rocks)

PROJECT LOCATION:

Various locations in Cantua Creek and El Porvenir (Three Rocks).

ATP FUNDED COMPONENTS

Infrastructure				Non-Infrastructure		Plan
PA&ED	PS&E	R/W	CON			
\$ 50	\$ 311	\$ -	\$ 3,115	\$ -		\$ -
FY 23/24	FY 24/25	FY 24/25	FY 26/27	FY -		FY -

PROJECT FUNDING INFORMATION (1,000s)

Total Project \$	Total ATP \$	Total Non-ATP \$	Past ATP \$	Leveraging \$	Non-Participating \$	Future Local \$
3,476	3,476	-	-	-	-	-



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Part A2: General Project Information

PROJECT NAME: (Max of 10 Words) (To be used in the CTC project list) **Words Remaining:** 1

Cantua Creek and El Porvenir (Three Rocks) Sidewalk Project

PROJECT / APPLICATION NUMBER: 4

SUMMARY OF PROJECT SCOPE: (Max of 300 Words) **Words Remaining:** 1
 (Summary of the Existing Condition, Project Scope, the Expected Benefits)

SUMMARY OF EXISTING CONDITIONS:
 Located within the disadvantaged, rural, agricultural, unincorporated communities of Cantua Creek and El Porvenir (also known as Three Rocks), areas of persistent poverty, the project includes sidewalk improvements with an emphasis on ADA compliance. The project would provide basic amenities such as pedestrian facilities that are ADA compliant to improve community health and encourage active transportation to different destination points, such as Cantua Elementary school, places of worship, local businesses, and the Riverdale Swap Meet (located just outside the project area). Currently, the majority of the proposed project area either lacks sidewalks or has broken and uneven sidewalks. Pedestrians and wheelchair users are forced to either travel on dirt paths or in the street alongside motorized vehicles, instead of having adequate sidewalk and ADA curb ramp facilities.

PROJECT SCOPE:
 Install new concrete sidewalk where missing or replace damaged or non-ADA compliant sidewalks within the communities of Cantua Creek and El Porvenir/Three Rocks. Existing non-ADA compliant ramps will be replaced as part of the work. At some street intersections, pavement will need to be ground and leveled to meet ADA maximum running or cross slopes. Several trees and other vegetation alongside the existing curb and gutter will be removed to allow for sidewalk installation. Water meter boxes and other utilities will also be adjusted or relocated to clear the path of the proposed sidewalks. Curb and gutter will need to be replaced in areas where driveways and curb ramps are being installed/replaced and other areas as needed to develop the project.

EXPECTED BENEFITS:
 Residents and visitors of Cantua Creek and El Porvenir/Three Rocks will enjoy improved access and safety in their journeys around their community without the currently existing barriers. This will encourage them to walk, cycle, or use a wheelchair instead of using a car.

OUTCOME/OUTPUT: (Max of 35 Words) **Words Remaining:** 4
 This outcome/output will appear on your vote boxes when you allocate for funds with the CTC. (Example: Construct 12 curb extensions, 26 crosswalks, 33 curb ramps, 255 feet of widened sidewalk, and 2 speed humps to provide added safety for pedestrians and/or bicyclists.)

Construct 12,055 feet concrete sidewalk, 22 concrete curb ramps and returns, 16,900 square feet concrete driveway approaches, 3,800 sq. ft concrete valley gutter, and 7,200 linear feet concrete curb and gutter.

FTIP PROJECT DESCRIPTION: (Max of 180 Characters) **Characters Remaining:** 24

Cantua Creek & El Porvenir (Three Rocks) Sidewalk Project - Pedestrian improvements throughout the communities of Cantua Creek and El Porvenir (Three Rocks)

PROJECT LOCATION: (Max of 180 Characters) **Words Remaining:** 116

Various locations in Cantua Creek and El Porvenir (Three Rocks).

Is this project located within 500 feet of a freeway or roadway with a traffic volume over 125,000 annual average daily traffic (AADT)? Refer to the CA State Geoportal for traffic volumes found [here](#). Yes No

In addition to the Location Description provided, attach a location map to the application. The location map needs to show the project boundaries in relation to the Implementing Agency's boundaries.

ATTACHMENT C - LOCATION MAP-CC & EP.pdf

CITIES:
 List all cities that this project will affect. All cities must be located within the State of California.

City Code: Other _____ City Name: Cantua Creek and El Porvenir/Three Rocks (unincorporated)

PROJECT COORDINATES:

LOCATION DETAIL



	DATE:	SCALE IN FEET
DESIGNED: D.N.	06/06/2022	
REVISED D.N.	06/08/2022	
STATE BRIDGE NO.	N/A	



DEPARTMENT OF PUBLIC WORKS & PLANNING

ATTACHMENT C
**ACTIVE TRANSPORTATION PROGRAM
 CANTUA CREEK SIDEWALK PROJECT**

LOCATION DETAIL



	DATE:	SCALE IN FEET
DESIGNED: D.N.	06/06/2022	
REVISED D.N.	06/08/2022	
STATE BRIDGE NO.	N/A	



DEPARTMENT OF PUBLIC WORKS & PLANNING

ATTACHMENT C
**ACTIVE TRANSPORTATION PROGRAM
 EL PORVENIR SIDEWALK PROJECT**



ATP APPLICATION FORM

LAPG 25-U (REV 05/2022)

6-Fresno County-4

Cantua Creek and El Porvenir (Three Rocks) Sidewalk Project

For stand-alone Infrastructure, NI or Plan project, only add one set of coordinates for those project types in the corresponding fields.

For Infrastructure + Non-Infrastructure (NI) project types, please add coordinates for both Infrastructure and NI

Infrastructure Project Coordinates: (latitude/longitude in decimal format) Lat. 36.5 N / long. -120.4 W

NI or Plan Project Coordinates: (latitude/longitude in decimal format) Lat. _____ N / long. _____ W

Congressional District(s):

State Senate District(s):

State Assembly District(s):

Caltrans District:

County:

MPO:

RTPA:

Urbanized Zone Area (UZA) Population:

Past Projects: Within the last 10 years, has there been any previous State or Federal ATP, SRTS, SR2S, BTA or other ped/bike funding awards for a project(s) that are adjacent to or overlap the limits of project scope of this application?

Yes No



Part A3: Project Type

PROJECT TYPE: (Use the drop down menu to select.)

Infrastructure - Small

Indicate any of the following plans that your agency currently has: (Check all that apply)

- Bicycle Plan
- Pedestrian Plan
- Safe Routes to School Plan
- Active Transportation Plan
- None
- Other plans that include Bicycle and/or Pedestrian Improvements Regional Transportation Plan

Is your project in a current Plan? Yes No

PROJECT SUB-TYPE (check all Project Sub-Types that apply):

- Bicycle Transportation** % of Project 0 %
- Pedestrian Transportation** % of Project 100 %
- Safe Routes to School** *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

For a project to qualify for Safe Routes to School designation, the project must directly increase safety and convenience for public school students to walk and/or bike to school. Safe Routes to Schools infrastructure projects must be located within two miles of a public school or within the vicinity of a public school bus stop and the students must be the intended beneficiaries of the project. For Safe Routes to School non-infrastructure, the program must benefit school students/parents and primarily be based at the school.

Safe Routes for Seniors

Safe Routes for Seniors projects increase walking, biking, and safety among older adults and create routes that connect to activities that improve quality of life.

Trails (Multi-use and Recreational): *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

Fill out the school information only if you selected the Safe Routes to school project sub-type option above.

How many schools does the project impact/serve: 1

For each school benefited by the project: 1) Fill in the school and student information; and 2) Include the required attachment information.



ATP APPLICATION FORM

LAPG 25-U (REV 05/2022)

School Name: Cantua Creek Elementary School

School Address: 29288 W Clarkson Ave, Cantua Creek, CA 93608

District Name: Golden Plains Unified School District

District Address: 22000 Nevada Street/P.O. Box 937 San Joaquin, CA 93660

Co.-Dist.-School Code: _____

School Type: to

Project improvements maximum distance from school 2.00 mile

Total student enrollment: 185

Approximate # of students living along route proposed for improvement: 110

Percentage of students eligible for free or reduced meal programs** 82 %

**Refer to the California Department of Education website: <https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx>

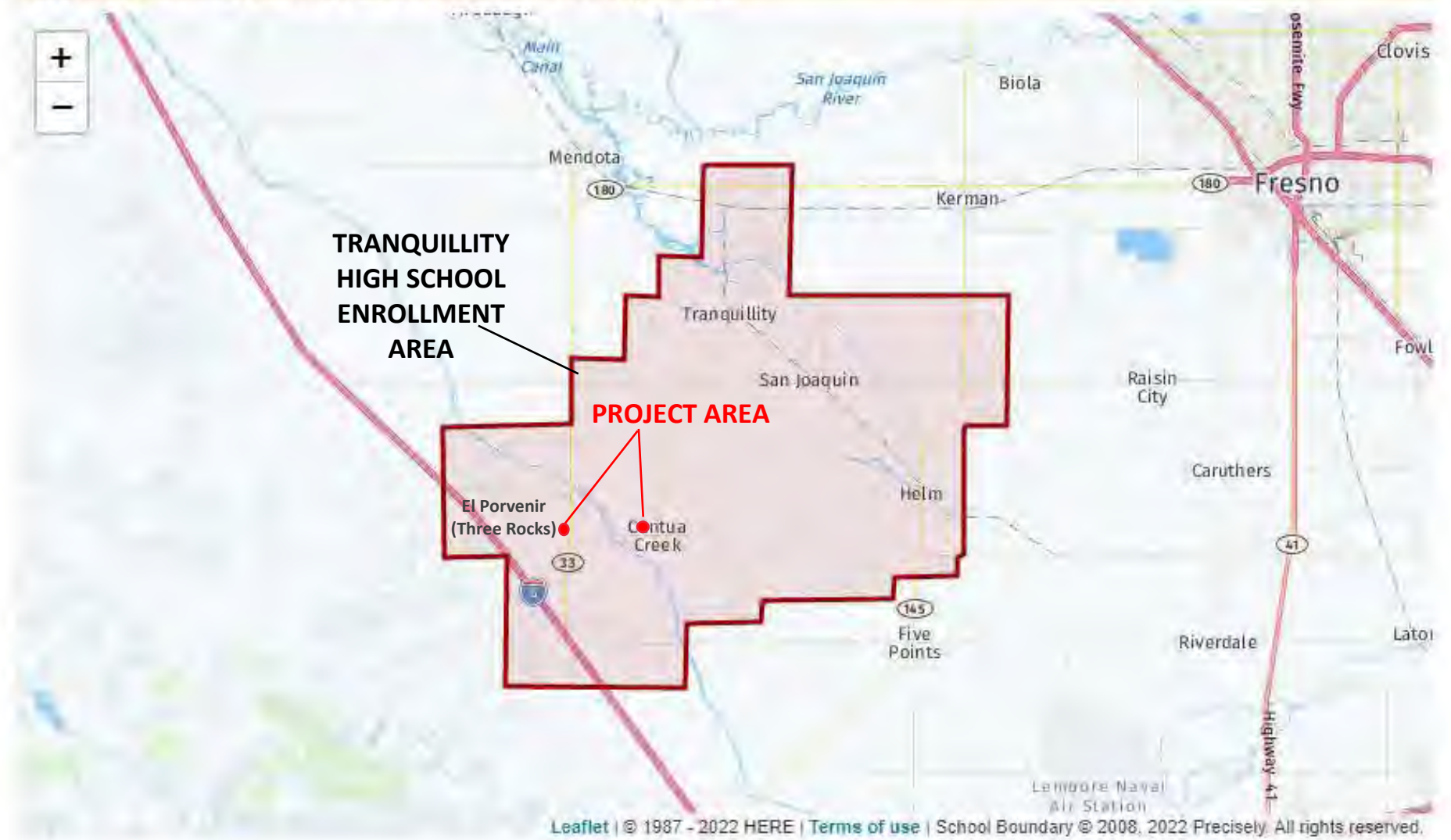
NOTE: Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

Attach the following: A) a map which clearly shows: 1) the student enrollment area, 2) the locations and limits of the proposed project improvements; and B) the contact information/person for the school, and a short statement of support combined with the signature of the school official.

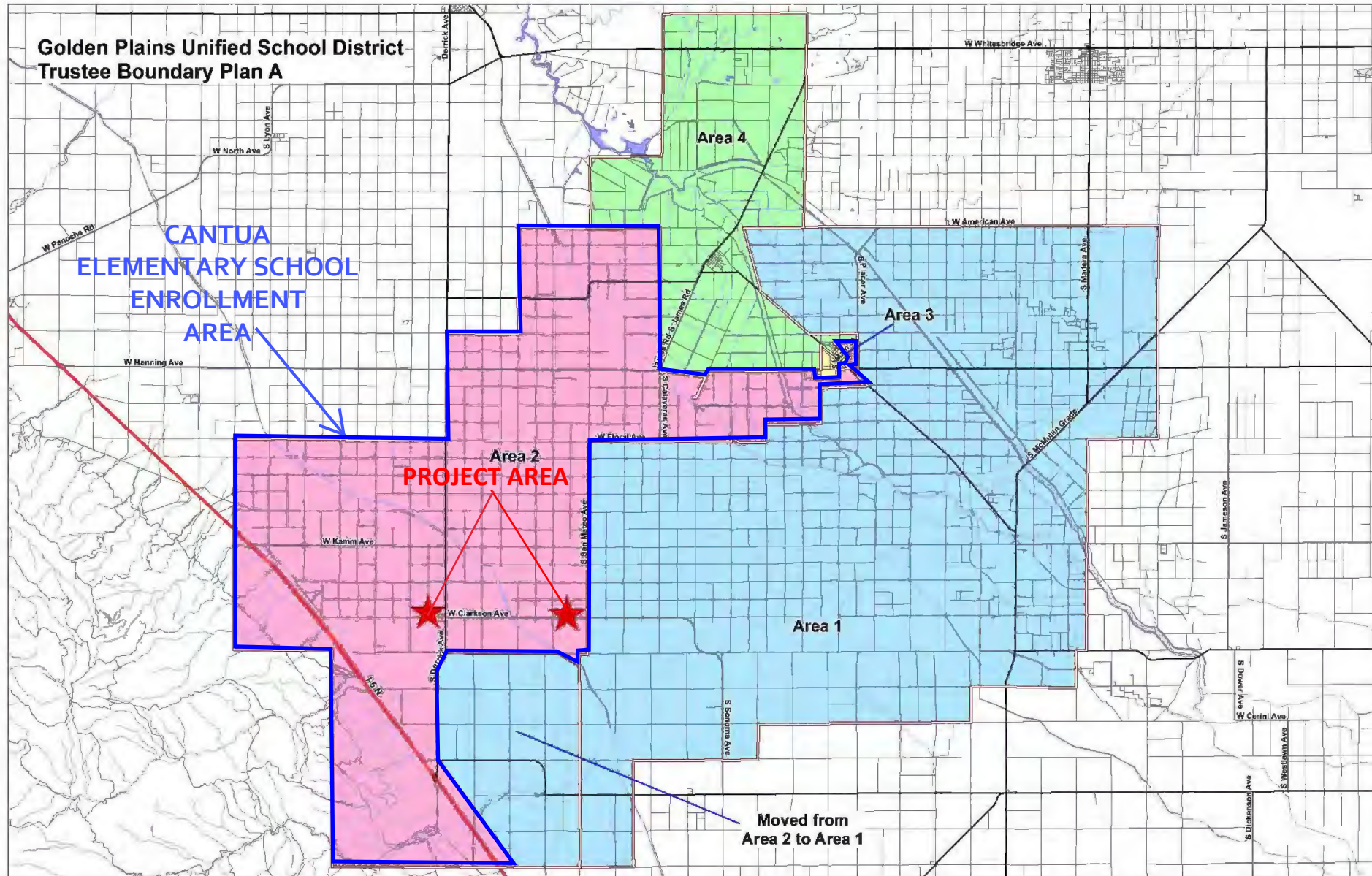
ENROLLMENT AREA.pdf

**ENROLLMENT AREA
GOLDEN PLAINS UNIFIED SCHOOL DISTRICT**

Golden Plains Unified - District Boundary Map



Trustee Area Boundary Map A





CANTUA ELEMENTARY SCHOOL

29288 W. CLARKSON / P.O. BOX 369
CANTUA CREEK, CALIFORNIA 93608
(559) 829-3331 FAX (559) 210-5905

*Mr. Joe Trejo
Principal*

3 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 Cantua Creek.

Cantua Creek consists of roughly 800 residents near Cantua Elementary School. Residents use dilapidated and at times dangerous walks throughout their neighborhood. East of the Elementary School along Clarkson, sidewalks are non-existent, and as a result, children must walk very close to Clarkson Avenue with traffic that speeds by at 60-70 miles per hour during the rainy season because the ground turns to mud.

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 to walk further away from traffic along Clarkson. In addition, in Cantua proper, the town, residents would be able to avoid tripping hazards. If the sidewalk continues west along Clarkson, then residents would be able to bicycle with children instead of using the dangerous highway, Clarkson Avenue. Recently, I had an aunt ask if her nieces could bicycle to school, and I was reluctant to say yes because the path is uneven and close to the busy road. So, lack of walkways certainly reduces the likelihood of bike riding and healthy walks to Cantua Elementary. Many parents drive their vehicles instead of walking!

Sidewalks in and around Cantua 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,

A handwritten signature in black ink, consisting of a large, stylized loop followed by a long horizontal stroke that extends to the right.

Joe Trejo

"ACCOUNTABILITY FOR EVERY CHILD BY NAME"

Serving the communities of Cantua Creek, Helm, San Joaquin, Three Rocks, & Tranquillity



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 Rodriguez
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,

Martin Macías

Superintendent, Golden Plains Unified School District



Part A4: Project Details

Indicate the project details included in the project/program/plan.

Note: When quantifying the amount of Active Transportation improvements proposed by the project, do not double-count the improvements that benefit both Bicyclists and Pedestrians (i.e. new RRFB/Signal should only show as a Pedestrian or Bicycle Improvement).

Bicycle Improvements

Pedestrian Improvements

What % of the PEDESTRIAN related project cost are going towards closing a "Gap" in infrastructure? 100 %

(As opposed to cost going towards "improving" existing pedestrian infrastructure.)

Sidewalks: New (4' to 8' wide): 5,760 Linear Feet; Widen Existing: 0 Linear Feet; New Barrier Protected: 0 Linear Feet; ADA Ramp Improvements: New Ramp: 9 Number; Signalized Intersections: New Crosswalk: 0 Number; Ped-Heads: 0 Number; Timing Improvements: 0 Number; Un-Signalized Intersections: New Traffic Signal: 0 Number; New RRFB/Signal: 0 Number; Shorten Crossing: 0 Number; Mid-Block Crossing: New RRFB/Signal: 0 Number; Lighting: Intersection: 0 Number; Pedestrian Amenities: Benches: 0 Number; Shade Trees: 0 Number; Other Ped Improvements: #1: #2: 0

Multi-use Trail Improvements

Vehicular-Roadway Traffic-Calming Improvements

Non-Infrastructure Components

Plan Type (only intended for Plans)



Right of Way (R/W) Impacts (Check all that apply)

- Project is 100% within the Implementing Agency's R/W and/or is within their control ~~at the time of this application~~ submittal. (This includes temporary construction easements)
- Project will likely require R/W in fee ownership, permanent easements and/or temporary construction easements from private owners and/or will require utility relocations from utility companies outside that implementing agency's governmental control.

The federal R/W process involving private property acquisitions and/or private utility relocations can often take 18 to 24 months after environmental document approval. The project schedule in the application for R/W needs to reflect the necessary time to complete the federal R/W process.

What is the total number of private R/W parcels expected to be impacted? 0

What is the total number of utility companies expected to be impacted? 1

What is the total additional months needed (all project phases) for the expected R/W acquisitions and/or utility relocations? 12

Has the project schedule been developed to account for this time? Yes

- Project will likely encroach into Caltrans R/W requiring easements, encroachment permits and/or other approvals.
- Project will likely require R/W, Easements, encroachment and/or approval involving Governmental (excluding Caltrans - as Caltrans impacts are documented above), Environmental, or Railroad owner's property.
- Program/Plan will likely have an open street/demonstration on state highway.



Part A5: Project Schedule

- NOTES: 1) Per CTC Guidelines, all project applications must be submitted with the expectation of receiving federal funding... 2) Prior to estimating the durations of the project delivery tasks... 3) The proposed CTC Allocation dates must be between July 1, 2023 and June 30, 2027...

INFRASTRUCTURE PROJECTS:

PA&ED Project Delivery Phase:

Will ATP funds be used in this phase of the project? [X] Yes [] No

Proposed CTC "PA&ED Allocation" Date:

8/15/2023

Notice to Proceed with Federally Reimbursable ATP Work:

10/14/2023

Expected or Past Start Date for PA&ED activities:

10/16/2023

Time to complete the separate CEQA & NEPA studies/approvals:

12 months (See note #2, above)

Expected or Past Completion Date for the PA&ED Phase:

10/10/2024

* Applications showing the PA&ED phase as complete, must include/attach the signature pages for the CEQA and NEPA documents, which include project descriptions covering the full scope.

PS&E Project Delivery Phase:

Will ATP funds be used in this phase of the project? [X] Yes [] No

Proposed CTC "PS&E Allocation" Date:

10/11/2024

Notice to Proceed with Federally Reimbursable ATP Work:

12/9/2024

Expected or Past Start Date for PS&E activities:

12/9/2024

Time to complete the final Plans, Specification & Estimate:

24 months

Expected or Past Completion Date for the PS&E Phase:

11/29/2026

* Applications showing the PS&E phase as complete, must include/attach the signed & Stamped Title Sheet for the plans and approval page of the specifications.

Right of Way Project Delivery Phase:

Will ATP funds be used in this phase of the project? [X] Yes [] No

Proposed CTC "R/W Allocation" Date:

6/10/2025

Notice to Proceed with Federally Reimbursable ATP Work:

8/9/2025

Expected or Past Start Date for R/W activities:

8/11/2025

Time to complete the R/W Engineering, Acquisition, and Utilities:

12 months

Expected or Past Completion Date for the R/W Phase:

8/6/2026

* PS&E and Right of Way phases can be allocated at the same CTC meeting.

* Applications showing the R/W phase as complete, must include/attach the Caltrans approved R/W Certification.

Construction Project Delivery Phase:

Will ATP funds be used in this phase of the project? [X] Yes [] No

Proposed CTC "CON Allocation" Date:

6/15/2027

Notice to Proceed with Federally Reimbursable ATP Work:

8/14/2027

Expected Start Date for Construction activities:

8/16/2027

Time to complete the Construction activities:

12 months

Expected or Past Completion Date for the CON Phase:

8/10/2028



Part A6: Project Funding
(1,000s)

Project Phase	Total Project Costs	Total ATP Funding	ATP Allocation Year *	Total Non-ATP Funding **	Non-Participating Funding	"Prior" ATP Funding	Leveraging Funding	Future Local Identified Funding
PA&ED	50	50	23/24	-	-	-	-	-
PS&E	311	311	24/25	-	-	-	-	-
R/W	-	-	24/25	-	-	-	-	-
CON	3,115	3,115	26/27	-	-	-	-	-
NI-CON/ PLAN	-	-		-	-	-	-	-
TOTAL	3,476	3,476		-	-	-	-	-

* The CTC Allocation-Year is calculated based on the information entered into the "Project Schedule" section.

** Applicants must ensure that the "Total Non-ATP Funding" values show in this table match the overall Non-ATP Funding values they enter into Page 2 of the PPR (later in this form)

ATP FUNDING TYPE REQUESTED:

Per the CTC Guidelines, all ATP projects over \$1M must be eligible to receive federal funding. Agencies with projects under \$1M, especially ones being implemented by agencies who are not familiar with the federal funding process, are encouraged to request State funding. A request for State-Only funds does not guarantee it will be received.

Do you believe your project warrants receiving state-only funding? Yes No

ATP PROJECT PROGRAMMING REQUEST (PPR):

Using the Project Schedule, Project Funding, and General Project information provided, this electronic form has automatically prepared the following PPR pages. Applicants must review the information in the PPR to confirm it matches their expectations.



Amendment (Existing Project) Y <input type="checkbox"/> N <input checked="" type="checkbox"/>					Date: 6/15/2022	
District	EA	Project ID		PPNO	MPO ID	Alt Project. ID/prg.
6						ATP
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
FRE				Fresno County		
				MPO	Element	
				COFCG	Capitol	
Project Manager/Contact		Phone		E-mail Address		
Mohammad Alimi, Ph.D., P.E.		(559) 600-4505		malimi@fresnocountyca.gov		
Project Title						
Cantua Creek and El Porvenir (Three Rocks) Sidewalk Project						
Location (Project Limits), Description (Scope of Work)						
Various locations in Cantua Creek and El Porvenir (Three Rocks).						
Component		Implementing Agency				
PA&ED		Fresno County				
PS&E		Fresno County				
Right of Way		Fresno County				
Construction		Fresno County				
Legislative Districts						
Assembly:	27	Senate:	14	Congressional:	13	
Project Benefits (If more space is needed, use the Additional Information field on the next page.)						
Building and repairing sidewalks, ADA curb ramps, and curbs and gutters will allow students to safely use active transportation to travel between school and home, and allow residents to reach important destinations in their community.						
Purpose and Need						
Cantua Creek and El Porvenir/Three Rocks are unincorporated, disadvantaged rural communities. The sidewalks throughout the area need repair or need to be built in order to provide connectivity. There is also a lack of (Continued in Additional Information field)						
Category		Outputs/Outcomes		Unit	Total	
Active Transportation		Sidewalk miles		Feet	12,055	
ADA Improvements		New curb ramp installed		Each	22	
Active Transportation		Crosswalk		Each	2	
NHS Improvements: No		Roadway Class: No		Reversible Lane Analysis: No		
Inc. Sustainable Communities Strategy Goals: Yes			Reduces Greenhouse Gas Emissions: Yes			
Project Milestone				Existing	Proposed	
Project Study Report Approved						
Begin Environmental (PA&ED) Phase					10/16/2023	
Circulate Draft Environmental Document (Document Type)				CE	9/2/2024	
Draft Project Report						
End Environmental Phase (PA&ED Milestone)					10/10/2024	
Begin Design (PS&E) Phase					12/9/2024	
End Design Phase (Ready to List for Advertisement Milestone)					11/29/2026	
Begin Right of Way Phase					8/11/2025	
End Right of Way Phase (Right of Way Certification Milestone)					8/6/2026	
Begin Construction Phase					8/16/2027	
End Construction Phase					8/10/2028	
Begin Closeout Phase					8/11/2028	
End Closeout Phase (Closeout Report)					8/10/2029	



ATP APPLICATION FORM

LAPG 25-U (REV 05/2022)

Additional Information

Date: 6/15/2022

(Continued from Purpose and Need)

ADA compliant curb ramps, which makes active transportation difficult for residents. They need to be able to reach the the nearby school, parks and other locations that provide important resources.



Part A7: Screening Criteria

The following Screening Criteria are requirements for applications to be considered for ATP funding. Failure to demonstrate a project meets these criteria will result in the disqualification of the application.

1. Demonstrated fiscal needs of the applicant:

- Is all or part of the project currently (or has it ever been) formally programmed in an RTPA, MPO and/or Caltrans funding program? Yes No
- Are any elements of the proposed project directly or indirectly related to the intended improvements of a past or future development or capital improvement project? Yes No
- Are adjacent properties undeveloped or under-developed where standard "conditions of development" could be placed on future adjacent redevelopment to construct the proposed project improvements? Yes No

2. Consistency with an adopted regional transportation plan:

- Is the project consistent with the relevant adopted regional transportation plan that has been developed and updated pursuant to Government Code Section 65080? Yes No

The applicant must provide that portion of Regional Transportation Plan showing that the proposed project is consistent. Attach a copy of ONLY the following elements of the plan: cover page and pages linking the proposed project to the plan. Highlighted and/or mark the attachment to clearly identify the connection.

RTP Consistency_v1.pdf

Note: Projects not providing proof will be disqualified and not be evaluated.

3. Is the Implementing Agency Caltrans?

- Yes No

This chapter also describes the programs and actions that Fresno COG, in partnership with other organizations, can advance to further the RTP's goals and assigns implementation responsibilities. Because Fresno COG does not have authority over streets and roads, strong partnerships with local jurisdictions will be necessary to implement the plan.

The actions address all transportation modes (highways, local streets and roads, mass transportation, rail, bicycle, aviation facilities and services) and consist of short- and long-term activities that address regional transportation issues and needs. While the actions are organized by the five key policy areas, many of them are cross-cutting and support multiple goals and policies. Some actions are intended to support the Sustainable Communities Strategy and reduce greenhouse gas emissions directly, while others are focused on the RTP's broader goals. Fresno COG will track implementation progress using the measures included in Appendix C.

Vision

A region of diverse, safe, resilient, and accessible transportation options that improve the quality of life for all residents by fostering sustainability, equity, a vibrant economy, clean air, and healthy communities.

GOAL 1: Improved mobility and accessibility for all

Fresno County's population includes large segments that are likely to be transportation disadvantaged due to circumstances such as: low income, limited English proficiency, not having a vehicle, or being young, elderly or disabled. While exemplary partnerships throughout the county provide an array of mobility services, addressing rural and disadvantaged communities' transportation needs is no simple task.

In addition to enhancing existing transit services, local transit providers are exploring alternatives to traditional fixed-route service, such as on-demand micro transit. Equally important is improving active transportation and ridesharing options. Additionally, expanding resources for meaningful outreach and fully communicating in multilingual and accessible forms the mobility options that are available for transportation disadvantaged population segments is a critical necessity.

Policy 1: Encourage and prioritize full, fair, and equitable participation by all affected communities in transportation decision-making and planning processes.

Policy 2: Actively work to ensure equitable distribution of the benefits and burdens of transportation projects.

The 2022 RTP vision, goals, and policies have been streamlined to focus on five key policy areas:



Equity



Sustainability & Resiliency



Infrastructure & Safety



Economy



Innovation



Policy 3: Promote the improvement and expansion of accessible transportation options to serve the needs of all residents, especially those who have historically faced disproportionate transportation burdens.

Goal 1 Actions	Implementing Parties	Timeframe
Seek funding to address regional, multimodal transportation needs and incentivize transportation investments that benefit disadvantaged communities. Examples include ATP, CMAQ, STBG, TOD.	FCOG, Caltrans, cities and County, transit agencies	Short-term, ongoing
Pursue funding to improve and expand wheelchair accessible, paratransit, and non-emergency transportation services for the elderly and individuals with disabilities.	FCOG, local transit agencies and local community-based organizations	Short-term, ongoing
Coordinate with regional transit providers to seek operational and administrative efficiencies.	Transit agencies	Short-term, ongoing
Annually conduct outreach, through the unmet transit needs process, to identify transit needs that are reasonable to meet throughout the region with an emphasis on disadvantaged communities.	FCOG, transit agencies	Short-term
Partner with community-based organizations serving low-income and communities of color for targeted outreach to limited English proficiencies and hard-to-reach populations. Examples include mini-grant programs; social media posts and advertisements targeted to disadvantaged communities; and translated documents and web-based content.	FCOG, local transit agencies and local community-based organizations	Short-term
Work cooperatively with local tribal officials through regular and meaningful consultation and collaboration in developing Federal policies with tribal implications, to strengthen government-to-government relationships with Native American tribes and to reduce unfunded mandates on local tribes.	FCOG	Ongoing



Vibrant communities that are accessible by sustainable transportation options

Creating built environments with integrated land use and transportation is needed in the near term to create more walkable communities, support multimodal mobility, and improve air quality. Residents continue to identify local air quality as one of their top concerns across various outreach efforts.

Additionally, promoting complete streets that are human scale, and transit-oriented development, will help reduce dependence on single-occupancy vehicle trips.

Neighborhood design and amenities can impact public health outcomes by affecting the likelihood that people will walk or bike to nearby destinations, have access to healthy foods, and opportunities for physical activity.

Improving walkability in existing and new neighborhoods is particularly important due to the aging population and number of seniors who are choosing to age in place. Obesity rates in Fresno County are also relatively high compared to other regions in the state, both in adults and children, increasing the need for more physical activity opportunities. Additionally, employing smart growth principals will help to conserve farmland, open space, and other natural resources, and improve local air quality.

Housing plays an important role in the region's ability to meet greenhouse gas reduction targets. Funding for transportation improvements that support housing, such as increased transit and active transportation opportunities, will help to reduce dependency on single occupancy vehicles. Financial resources and technical assistance will be necessary to meet State goals and address local needs.

Policy 4: Encourage alternatives to single-occupancy vehicles that reduce vehicle miles traveled (VMT) and greenhouse gas emissions.

Policy 5: Support investment in and promotion of active transportation and transit to improve public health and mobility, especially in historically underinvested areas.

Policy 6: Encourage sustainable development that focuses growth near activity centers and mobility options that achieve greater location efficiency.

Policy 7: Support local jurisdictions' efforts to minimize the loss of farmland, environmentally sensitive areas, and natural resources.

Policy 8: Support local jurisdictions' efforts to facilitate the development of diverse housing choices for all income groups.





Policy 9: Facilitate and promote interagency coordination and consistency across planning efforts.

Policy 10: Incentivize and support efforts to improve air quality and minimize pollutants from transportation.

Goal 2 Actions	Implementing Parties	Timeframe
Provide technical assistance, resources, and incentives to support SCS implementation, infill & mixed-use development, equitable revitalization efforts, and conserve natural resources. Examples include SB 743 guidelines and VMT modeling, TOD program, circuit planner program, funding and resources provided through the Regional Early Action Planning (REAP) program, AHSC technical assistance, Blueprint, Greenprint, and GIS support.	FCOG	Short-term
Encourage alternatives to single-occupancy vehicle trips to reduce vehicle miles traveled, such as through continued Measure C carpool program, funding to support vanpool programs, telework, expansion of shared TNC rides, and informational promotion materials for transit, biking, and walking in the region.	FCOG, cities, and County	Short-term
Develop a Regional Housing Needs Allocation Plan and continue to support greater housing choice. Examples include the REAP program, technical assistance with grant applications, and serving as a regional forum for discussing housing issues.	FCOG	Ongoing
Support coordinated transportation planning efforts and interregional projects between and among the eight San Joaquin Valley metropolitan planning organizations (MPOs).	FCOG	Ongoing
Pursue funding to implement projects that are consistent with the Sustainable Communities Strategy. Example: Prioritize projects through the RTP project evaluation criteria that support these goals and policies.	FCOG and RTP Technical Working Group	Ongoing
Promote compatible airport and land use planning throughout the region. Examples include the Airport Land Use Commission, participating in regional events, and coordination among local agencies and stakeholders.	Airports, local agencies, FCOG, ALUC, Caltrans	Ongoing
Support California Air Resources Board and San Joaquin Valley Air Pollution Control District's efforts to reduce pollutants from transportation.	FCOG	Ongoing

GOAL 3: A safe, well-maintained, efficient, and climate-resilient multimodal transportation network

Improved safety for all road users continues to be one of the highest priorities in the region. Fresno County's traffic fatality rate is approximately 50% higher than California overall. Traffic safety has become a growing concern across the state in recent years.

Maintaining existing transportation infrastructure is fundamental to preserving our existing transportation network upon which so many residents and industries rely. Maintenance has continued to be a top concern at both the state and regional level. Strategic investment in improving the existing network is underway, in part thanks to Senate Bill 1 and Fresno County's Measure C sales tax.

Additionally, it is important to invest in infrastructure improvements to increase transportation network resiliency. Hazards caused or exacerbated by climate change are becoming more frequent, such as wildfires, flooding, and drought conditions.

As the region continues to grow, improving efficiencies on the existing system and reducing congestion help to improve air quality and provide a reliable transportation system for residents and goods movement. Transportation Demand Management (TDM) is a set of strategies that aim to reduce single occupancy vehicle trips and reduce congestion. TDM strategies include telecommuting, alternative work schedules, and mode shifts to transit, bicycling, walking, or other micro-mobility options.

Since MAP-21 became law in 2012, Metropolitan Planning Organizations (MPOs) are required to conduct performance-based planning and focus on achieving performance outcomes. Performance measures for safety, congestion, and infrastructure conditions are discussed in more detail later in the chapter and in Appendix C.

Policy 11: Prioritize investment in and promote multimodal safety measures to reduce traffic fatalities and incidents in the region.

Policy 12: Promote enhanced Transportation Systems Management (TSM) and Transportation Demand Management (TDM) strategies to reduce congestion and vehicle miles traveled.

Policy 13: Encourage improvements in travel connections across all modes to create an integrated, accessible, and seamless transportation network.



Policy 14: Maximize the cost-effectiveness of transportation improvements.

Policy 15: Encourage investments that increase the system’s resilience to extreme weather events, natural disasters, and pandemics.

Policy 16: Preserve and maintain existing multimodal transportation assets in a state of good repair.



Goal 3 Actions	Implementing Parties	Timeframe
Support local jurisdictions’ capacity to develop projects and measures that improve the transportation network’s resiliency regarding potential impacts of climate change. Examples include studies, incentives, and resources.	FCOG	Ongoing
Pursue funding to address safety issues and implement transportation projects consistent with the identified issues. Examples include strategies from the Regional Safety Plan; developing a safety education program to reduce traffic injuries and fatalities caused by human behavior; grade separation and railroad crossing projects.	FCOG	Short-term
Incentivize and seek funding for projects that reduce VMT. Examples include ITS, signal synchronization, etc.	FCOG, cities, and County	Short-term
Encourage employers to use Transportation Demand Management strategies to reduce VMT. Examples include encouraging alternatives to single-occupancy vehicle trips, ride sharing, alternative work schedules, and telework.	FCOG	Ongoing
Work with federal and state agencies to set annual safety targets and implement programs to reduce fatalities and serious injuries.	FCOG, Caltrans	Ongoing
Collaborate with the state agencies, MPOs, and other organizations on efforts to study and advocate for a sustainable replacement to fuel taxes.	FCOG, MPOs, Caltrans	Short-term
Maintain the Congestion Management Process (CMP) and implement CMP measures.	FCOG	Ongoing
Seek funding revenues for state-of-good repair improvements, including road maintenance preservation, rehabilitation, and reconstruction.	FCOG, cities, and County	Ongoing
Pursue funding to study a managed lanes program in the Fresno-Clovis Metropolitan Area.	FCOG, Caltrans	Short-term

GOAL 4: A transportation network that supports a sustainable and vibrant economy

The San Joaquin Valley, and Fresno County specifically, has always been California’s agricultural epicenter, generating more than \$45 billion every year in agricultural products. The Fresno region is also becoming a major player in the rapidly growing logistics and distribution industry. State Route 99 and I-5 corridors provide the bulk of the capacity for this essential goods movement. The goods movement industry supports a significant portion of the state’s economy and requires a reliable transportation network to function at its best.

Providing residents with greater mobility increases their access to jobs, education, healthcare, etc. Greater mobility outside the region may be made possible by high-speed rail, which is under construction in the San Joaquin Valley. Should the initial operating segment be completed, Fresno residents will have expanded access to other parts of the state and will attract additional employers and residents to the region.

Policy 17: Support local and regional economic development by leveraging planning and transportation funds that foster public and private investment.

Policy 18: Facilitate efficient, reliable, resilient, and sustainable goods movement.



Goal 4 Actions	Implementing Parties	Timeframe
Work cooperatively with the private sector to ensure that the region’s business community’s mobility needs are addressed.	FCOG, private sector	Long-term
Support efforts to improve efficiency and sustainability and preserve and expand options for goods movement through the region. Examples include the California Inland Port, I-5 Zero Emission Freight Pilot Study, farm-to-market activities.	FCOG, SJV COGs, Caltrans	Ongoing
Support efforts to implement high-speed rail and station-area planning in the region.	FCOG, CAHSRA, City of Fresno	Short-term
Support education and job training programs that address transportation needs. Examples include New Vision Aviation program, Sustainable Aviation Project.	FCOG, community-based organizations, cities, and County	Ongoing



GOAL 5: A region embracing clean transportation, technology, and innovation.

New technologies are rapidly transforming the transportation sector. In the near term, additional outreach, planning, and infrastructure are needed for electric vehicles to ensure residents are aware of the benefits, diminish range anxiety, and support the transition to electric fleets. In addition, the region will need to prepare for: additional micro-mobility options; autonomous vehicles; sustainable and efficient freight movement and broadband internet to support telework.

The COVID-19 pandemic substantially impacted travel in the short-term and increased telework options may have long-term impacts to VMT as well. Most substantial was VMT reduction during 2020 due to lockdowns, which -- compared to an average 2019 level -- decreased daily VMT by approximately 34%, from over 25 million daily VMT to barely 17 million. Based on the results of Fresno COG's online telecommute survey, potentially one-third of Fresno County employers and employees plan to telecommute at least a couple days per week. However, not all communities in Fresno County have access to broadband internet, which is a barrier to telework opportunities, remote learning, and increased access to other resources. Expanding broadband internet across the county will further help reduce vehicle miles traveled. Deploying new technology in a thoughtful manner will help ensure its successful integration into our region. The existing transportation network, when integrated with more innovative solutions, can provide residents more diverse and reliable travel choices.

Policy 19: Support innovative mobility solutions that are accessible, affordable, reduce greenhouse gas emissions, and improve air quality.

Policy 20: Support efforts to expand broadband access throughout the region.



Goal 5 Actions	Implementing Parties	Timeframe
Encourage and support employers who implement telecommute strategies.	FCOG	Short-term
Support electric vehicle (EV) infrastructure deployment throughout the region and seek funding to implement projects that support the Electric Vehicle Readiness Plan. Examples include supporting funding for EV replacement vehicles; electrification of school bus fleets; solar, and EV planes. Pursue power-purchase agreements for microgrid projects in rural Fresno County. Support constructing a new technology maintenance and operations facility maintenance with charging infrastructure, solar and battery storage to enhance rural transit operations and increase resiliency.	FCOG, transit agencies, cities, and County	Short-term
Support efforts to research, plan, and implement pilot projects for micro transit and micro mobility (such as bike and scooter sharing) and deploying other new and innovative technologies to support research, development, demonstration projects, and new and innovative technologies.	FCOG	Short-term
Follow autonomous and connected vehicle development, and plan accordingly for our region.	FCOG	Long-term
Explore regional broadband planning to support future mobility options and transportation networks.	FCOG	Short-term
Support funding for travel surveys and Big Data to help better understand origin and destination travel patterns in the region.	FCOG, transit agencies	Short-term
Explore opportunities to develop a regional vision of transit accessibility that integrates existing service options with new mobility options.	FCOG, transit agencies, cities, and County	Short-term

A Performance Based Approach

The Moving Ahead for Progress in the 21st Century Act (MAP-21, 2012) established new requirements for MPOs to set transportation performance measures (TPM) targets and integrate those targets and plans into their planning documents by certain dates. The Bipartisan Infrastructure Law (BIL, 2021) carries forward performance- planning requirements. Beginning in 2018, federal rules required that state departments of transportation and MPOs implement federal performance measures.

In response, Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have worked with state and regional agencies to identify performance measures that meet the requirements. In California, Caltrans is directly responsible for submitting performance targets and periodic progress reports to federal agencies on a timely manner. MPOs are required to establish targets for the same performance measures on all public roads in the MPO planning area within 180 days after the state

establishes each target. MPOs may elect to support the statewide targets, establish numerical targets specific to their region, or use a combination of both approaches. Furthermore, each MPO must incorporate these short-range targets into their planning and programming processes, including the long-range plan and FTIP. Transportation performance measures are managed through different metrics, including safety, bridge and pavement conditions, congestion/system performance, transit asset management (TAM), and transit agency safety plan, as shown in Figure 4-1.

States and MPOs must integrate performance-based planning and programming into the long-range transportation plans. Regional transportation plans shall include performance measures and targets, as well as a description of progress toward the targets. In addition, the transportation improvement program (TIP) shall provide a description on how investment in the TIP will contribute toward achieving those targets in the RTP.



The FHWA defines transportation performance management as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals by setting and tracking the targets. TPM is systematically applied, a regular ongoing process that provides key information to help decision makers, allowing them to understand the investment consequences across transportation assets or modes. It ensures that the and FTIP. Transportation performance measures are managed through different metrics, including safety, bridge and pavement conditions, congestion/system performance, transit asset management (TAM), and transit agency safety plan, as shown in Figure 4-1.

States and MPOs must integrate performance-based planning and programming into the long-range transportation plans. Regional transportation plans shall include performance measures and targets, as well as a description of progress toward the targets. In addition, the transportation improvement program (TIP) shall provide a description on how investment in the TIP will contribute toward achieving those targets in the RTP.

The FHWA defines transportation performance management as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals by setting and tracking the targets. TPM is systematically applied, a regular ongoing process that provides key information to help decision makers, allowing them to understand the investment consequences across transportation assets or modes. It ensures that the targets and measures are developed in cooperative partnerships among decision makers, stakeholders, and the traveling public, and that those targets are based on data and objective information.

The Statewide and Nonmetropolitan Transportation Planning and Metropolitan Planning Final Rule establishes that states and MPOs must coordinate their respective targets with each other to ensure consistency to the maximum extent practical. The state departments of transportation (DOTs) and MPOs are expected to use information and data generated to inform their transportation planning and programming decisions. TPM will provide a means to achieve national transportation goals and increase Federal aid programs' accountability and transparency, and improve project decision making through performance-based planning and programming.

Fresno COG does and will continue to incorporate TPM in planning and programming activities. We have adopted the statewide targets for safety (2021 PM1), pavement and bridge (2021 PM2), reliability and freight (2021 PM3). While we recognize the difficulty of setting MPO-level targets, this does not exclude Fresno COG from setting its own target in the future. In fact, Fresno COG set its own regional target in 2018 based on the evidence-based targets. Fresno COG also has its own safety steering committee, which reviews the countywide safety analysis every year and recommends setting regional safety targets or following statewide targets.

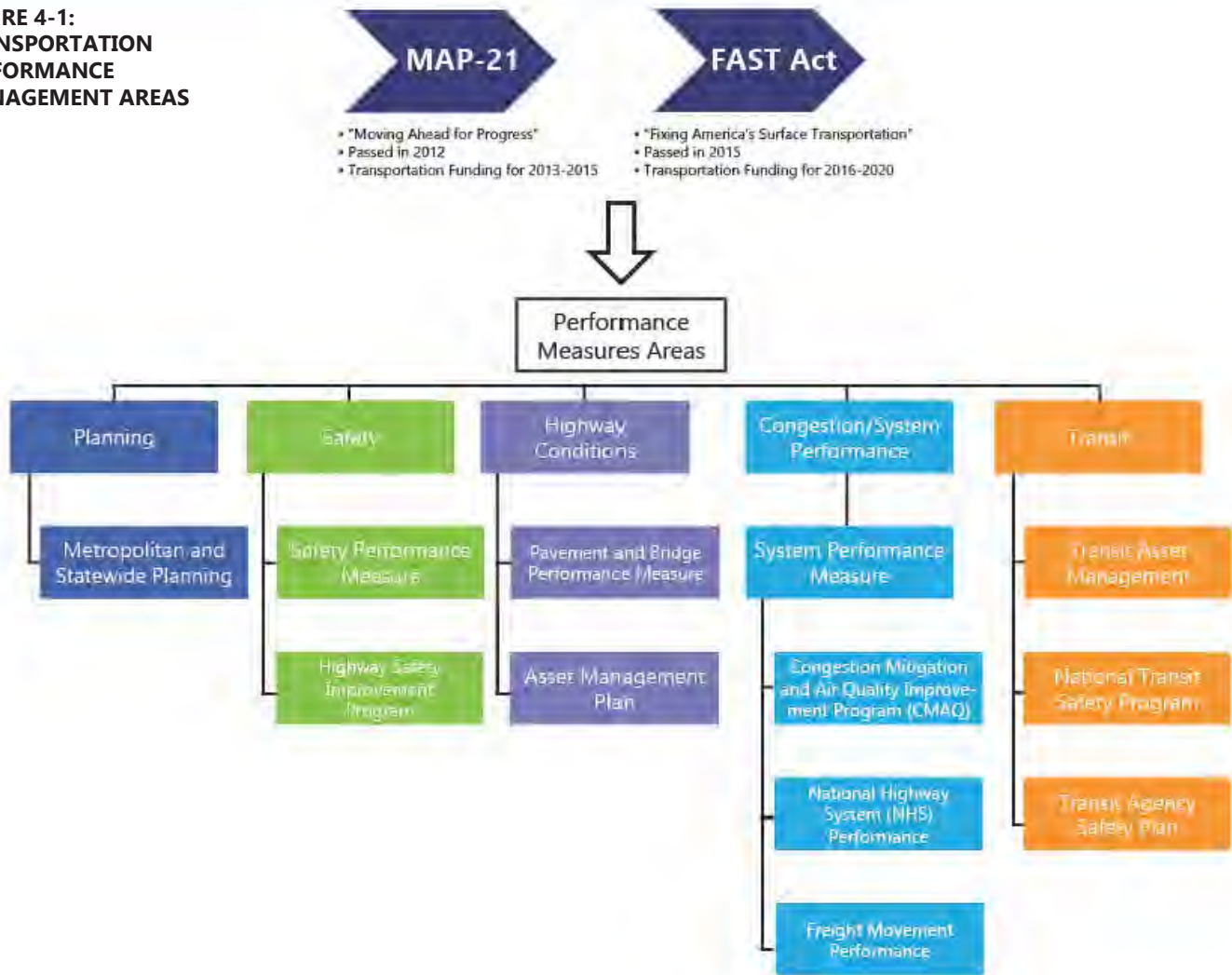
We work with the Caltrans on setting all these three performance measures PM1, PM2, and PM3. Caltrans organize the webinar with the representatives from FHWA and all the MPOs/RTPAs in the California to provide the information about the target setting process. While PM1 targets are set every year, the PM2 and PM3 targets are set every four years. Once the Caltrans comes out with the statewide targets, we have 180 days to either support the statewide targets or set our own

targets. Fresno COG has also developed and adopted transit asset management targets and transit safety targets using the 2021 targets from the transit agencies.

While the brief overview of the different performance metrics is presented in this chapter, the detailed

information on Fresno COG’s statewide targets for Safety (PM1), Pavement and Bridge Conditions (PM2), and the performance of Freight, NHS, and the CMAQ Measures (PM3) are included in Appendix C.

**FIGURE 4-1:
TRANSPORTATION
PERFORMANCE
MANAGEMENT AREAS**



FHWA Performance Measures

The federal performance measures under the FHWA are categorized into three performance management (PM) groups.

- PM 1: Safety
- PM 2: National Highway System Pavement and Bridge Condition
- PM 3: System Reliability, Freight, congestion, and Air Quality

FTA Performance Measures

In addition to the three PM groups, the FTA has established performance measures and reporting requirements for TAM and transit safety.

- Transit Asset Management (TAM)
- Public Transportation Agency Safety Plan (PTASP)



Congestion Management Process

Fresno COG's Congestion Management Process (CMP) was revamped in 2017 following FHWA's "The Congestion Management Process: A Guidebook". Since then, CMP has been integrated into Fresno COG's planning process. Here is a summary of the CMP implementation efforts:

- Fresno COG, along with local jurisdiction staff, have instituted a traffic count program to monitor the traffic conditions in the Fresno County region. City of Fresno, City of Clovis and County have each been receiving funding from Fresno COG to collect traffic counts across more than 750 locations region-wide. Fresno COG has been providing bike/ped counters to local governments in exchange for bike & pedestrian counts. In addition, Fresno COG established an online performance monitoring dashboard in 2017 to monitor traffic conditions on the major freeways in Fresno County. The dashboard has since been replaced by a statewide system as a result of TPM implementation.
- To reduce congestion, Fresno COG operates a travel demand management (TDM) program funded by the Measure C local sales measure. Fresno COG provides ride-matching services through ValleyRides.com and incentivizes carpooling with prizes to carpoolers. In addition, COG offers subsidies to van-pool programs for both commuters and farmworkers, also through Measure C funding.
- To provide alternatives to single-occupancy vehicles, Fresno COG, in partnership with its member jurisdictions, has been working to make active transportation a viable transportation option. As mentioned in Chapter 2, Fresno COG developed a regional ATP plan, and programmed over \$100 million in bike/pedestrian facilities between 2013-2024.
- In an attempt to offer transit as a viable alternative to single-occupancy vehicle trips, Measure C provides about 25% of its revenue to transit services, which totals around \$500 million over its 20-year lifespan. Fresno Area Express in the City of Fresno has opened its bus rapid transit service, adding operation hours and expanded services areas.
- The Fresno County region has instituted a transportation system management (TSM) program. Fresno COG developed its Regional ITS Plan, and funded several operational improvement projects from that plan, such as signal synchronization, traffic operation centers, etc.
- As part of the integrated land use & transportation planning, Fresno COG and its member agencies have been working on developing more location-efficient future land uses that will reduce both the number and length of total trips. The SCS and SB 743 activities are good examples of trip-reduction efforts.
- Reducing traffic accidents and improving safety is another important approach for reducing congestion. Fresno COG incorporated measures in the STBG program to encourage projects that address safety issues.



Part B: Narrative Questions

Question #1

QUESTION #1

DISADVANTAGED COMMUNITIES (0-10 POINTS)

This project does not qualify as a Disadvantaged Community.

A. Map of Project Boundaries, Access and Destination (0 points): Required

Provide a scaled map showing the boundaries of the proposed project/program/plan, the geographic boundaries of the disadvantaged community, and disadvantaged community access point(s) and destinations that the project/program/plan is benefiting.

Destination Points - CC & EP.pdf

B. Identification of Disadvantaged Community: (0 points)

Select one of the following 5 options. Must provide information for all Census Tract/Block Group/Place Number that the project affects.

- Median Household Income
- CalEnviroScreen
- Free or Reduced Priced School Meals - Applications using this measure must demonstrate how the project benefits the school students in the project area.
- Healthy Places Index
- Other

Select Option: Healthy Places Index (HPI)

The Healthy Places Index (HPI) includes a composite score for each census tract in the state. The higher the score, the healthier the community conditions based on 25 community characteristics. The scores are then converted to a percentile to compare it to other tracts in the state. A census tract must be in the 25th percentile or less to qualify as a disadvantaged community. Data and maps found can be found at California Healthy Places Index at <https://healthyplacesindex.org>. Access the map directly at <https://map.healthyplacesindex.org/>. View step-by-step HPI tutorial videos at: <https://healthyplacesindex.org/how-to/>.

Census Tract/Block Group/Place #	Population	HPI Percentile
82 / 83.02	7,928	8

The Lowest HPI Percentile from above (autofill): (to be used for qualifying as benefiting a DAC only) 8

HPI percentile for the community benefited by the project: 8
 (to be used for severity calculation only)

Must attach a copy of the HPI page for each census tract listed above. Attach all pages as one pdf.

HPI MAP-CANTUA CREEK.pdf

C. Direct Benefit: (0 - 4 points)

1. Explain how the project closes a gap, provides connections to, and/or addresses a deficiency in an active transportation network and how the improvements meet an important need of the disadvantaged community. Address any issues of displacement that may occur as a result of this project, if applicable. If displacement is not an issue, explain why it is not a concern for the community.

(Max of 500 Words)

Words Remaining: **218**

The project will create new sidewalks in public areas where none currently exist, and repair broken sidewalks to make active transportation a more viable option to residents. This will make it possible for pedestrians, cyclists, and wheelchair users to make continuous journeys free of obstructions and detours. In Cantua Creek, students and parents walk or bike to the nearby Cantua Elementary School, and this project will make their trip to and from school safer by repairing areas where the sidewalk is cracked, uneven, or missing, and building crosswalks where students logically will be crossing from home to school. In El Porvenir, the project will also build new sidewalks and repair broken and uneven sidewalks, and build ADA curb ramps. This will give residents safer and more convenient access to the neighborhood park, where they can exercise and socialize. By repairing the pedestrian pathways, residents will no longer have to enter the street in any sections, and will not risk getting in the way of vehicle traffic. Fixing or adding sidewalks will encourage residents to walk instead of driving their cars those few blocks to get to their destinations, reducing vehicle miles traveled, and reducing greenhouse gas emissions, a stated goal of the Climate Action Plan for Transportation Infrastructure (CAPTI), thereby creating healthier conditions for residents.

No displacement is expected to occur. Most of the area is zoned for agricultural use, with small sections of residential use. No new growth or development is expected to occur in the near future. All of the work in the project will occur in County right of way, on sidewalks outside of homes and near the park, but no one will be asked to vacate any premises.



CANTUA ELEMENTARY

LEGEND	
PROJECT BOUNDARY	
SIDEWALK EXISTING	
SIDEWALK PROPOSED	
SIDEWALK PROPOSED REPLACEMENT	
EXISTING RIGHT OF WAY	
EXISTING AC PATH	
CURB RAMPS	

DATE SURVEYED	11/11/11
DRAWN	03/2022
CHECKED	
REVISION	

Scale in feet	
FOR BOUNDARY DATA AND ACCURATE ACCESS DETERMINATION SEE R/W RECORDS AT PUBLIC WORKS	

PROJECT	EXHIBIT FOR
SIDEWALK IMPROVEMENTS IN CANTUA, CA.	
EXTENTS OF PROJECT	
Road No.	Bridge No.

--

DEPARTMENT OF PUBLIC WORKS & PLANNING
DESIGN DIVISION
Drawing No. _____ Sheet No. 2 Total 2



LEGEND

- PROJECT BOUNDARY
- SIDEWALK EXISTING
- SIDEWALK PROPOSED
- SIDEWALK PROPOSED RELOCATION
- EXISTING RIGHT OF WAY
- CURB RAMPS



SURVEYED	DATE
DRAWN	03/2022
CHECKED	
REVISION	

Scale in Feet

FOR R.W. SHOWN ACCURATE DIMENSION RECORDS AT PUBLIC WORKS

PROJECT
EXHIBIT FOR
SIDEWALK IMPROVEMENTS IN EL PORVENIR, CA.
EXTENTS OF PROJECT
Road No. Bridge No.

DEPARTMENT OF PUBLIC WORKS & PLANNING	
DESIGN DIVISION	
Drawing No.	Sheet No. 2 Total 2

HEALTHY PLACES INDEX (HPI) CANTUA CREEK & EL PORVENIR SIDEWALK PROJECT CANTUA CREEK, FRESNO COUNTY, CA



Retrieved May 3, 2022

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

HEALTHY PLACES INDEX (HPI) CANTUA CREEK & EL PORVENIR SIDEWALK PROJECT CANTUA CREEK, FRESNO COUNTY, CA

HPI Score (3.0): 8.0 percentile

Less → More healthy conditions



County Avg: 8.0

This County has healthier community conditions than 8.0% of other California Counties.

Fresno

County
Fresno

Population: 984,521

Economic

This Tract has healthier economic conditions than 7.2% of other California Tracts.

Indicator	Value	Percentile Ranking
Above Poverty	34.8%	4.8
Employed	63.6%	12.2
Per Capita Income	\$14,000	4.5

Education

This Tract has healthier education conditions than 23.9% of other California Tracts.

Indicator	Value	Percentile Ranking
Bachelor's Education or Higher	4.75%	3.0
High School Enrollment	98.8%	24.2
Preschool Enrollment	47.7%	44.4

Clean Environment

This Tract has healthier clean environment conditions than 47.6% of other California Tracts.

Indicator	Value	Percentile Ranking
Diesel PM	0.029 kg/day	90.5
PM 2.5	10.2 µg/m ³	50.0
Ozone	0.055 ppm	28.2
Drinking Water Contaminants	712	21.7

Housing

This Tract has healthier housing conditions than 47.5% of other California Tracts.

Indicator	Value	Percentile Ranking
Homeownership	39.9%	28.6
Housing Habitability	99.4%	52.8
Low-Income Homeowner Severe Housing Cost Burden	9.58%	60.3
Low-Income Renter Severe Housing Cost Burden	16.7%	78.1
Uncrowded Housing	83%	17.6

Neighborhood

This Tract has healthier neighborhood conditions than 15.3% of other California Tracts.

Indicator	Value	Percentile Ranking
Park Access	51.7%	20.9
Retail Density	0.907 jobs per acre	24.0
Tree Canopy	1.19%	1.2

Retrieved May 3, 2022

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

HEALTHY PLACES INDEX (HPI)

CANTUA CREEK & EL PORVENIR SIDEWALK PROJECT

CANTUA CREEK, FRESNO COUNTY, CA

Social

This Tract has healthier social conditions than 13.2% of other California Tracts.

Indicator	Value	Percentile Ranking
2020 Census Response Rate	55.3%	9.7
Voting	67%	16.6

Transportation

This Tract has healthier transportation conditions than 32.4% of other California Tracts.

Indicator	Value	Percentile Ranking
Active Commuting	3.06%	31.1
Automobile Access	92.8%	33.6

Racial Justice and Health Equity

Race/Ethnicity

American Indian or Alaska Native alone	0.0%
Asian alone	0.0%
Black or African American alone	0.7%
Hispanic or Latino of any race	94.0%
Native Hawaiian or other Pacific Islander alone	0.0%
Some other race alone	0.0%
Two or more races	0.0%
White alone	5.3%

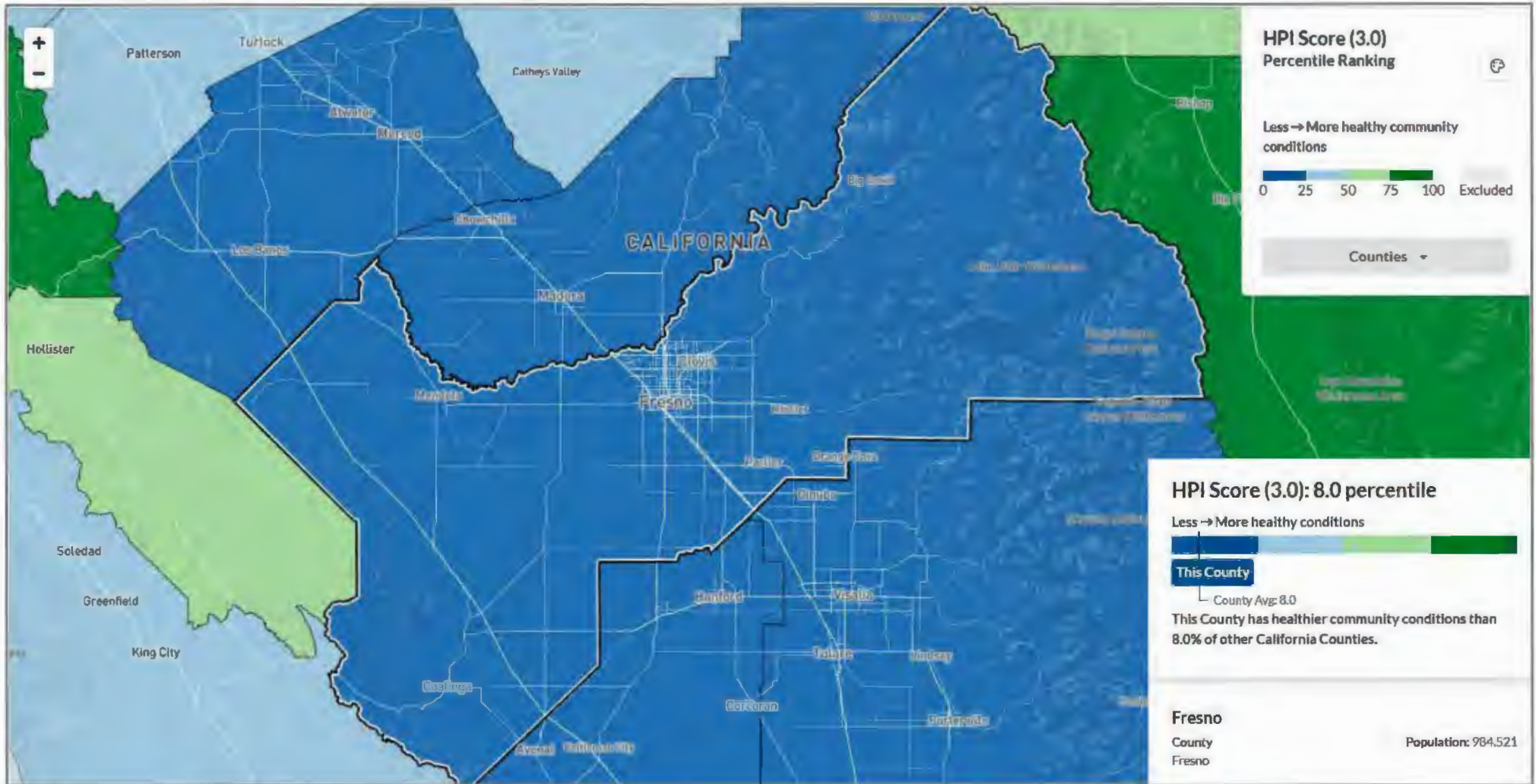
Equity

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 May 3, 2022

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

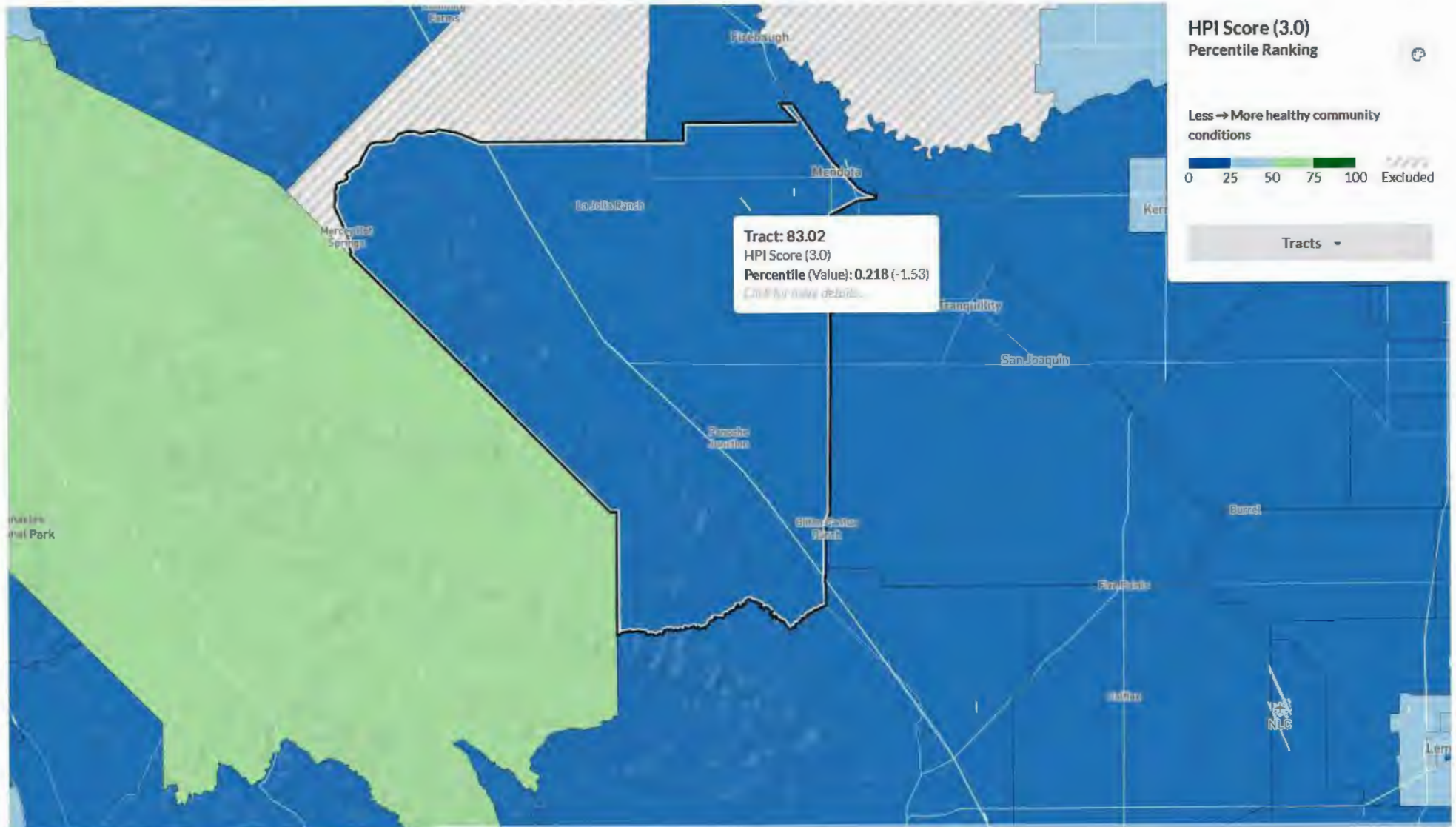
HEALTHY PLACES INDEX (HPI) CANTUA CREEK & EL PORVENIR SIDEWALK PROJECT CANTUA CREEK, FRESNO COUNTY, CA



Retrieved May 3, 2022

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

HEALTHY PLACES INDEX (HPI) CANTUA CREEK & EL PORVENIR SIDEWALK PROJECT EL PORVENIR, FRESNO COUNTY, CA



Retrieved May 3, 2022

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

HEALTHY PLACES INDEX (HPI) CANTUA CREEK & EL PORVENIR SIDEWALK PROJECT EL PORVENIR, FRESNO COUNTY, CA

HPI Score (3.0): 0.2 percentile

Less → More healthy conditions



County Avg: 8.0

This Tract has healthier community conditions than 0.2% of other California Tracts.

Tract 83.02

County > Tract
Fresno > 83.02

Population: 7,406

Policy Action Areas

Economic

This Tract has healthier economic conditions than 0.6% of other California Tracts.

Indicator	Value	Percentile Ranking
Above Poverty	21.4%	0.6
Employed	48.7%	1.0
Per Capita Income	\$10,200	0.3

Education

This Tract has healthier education conditions than 11.8% of other California Tracts.

Indicator	Value	Percentile Ranking
Bachelor's Education or Higher	2.13%	0.5
High School Enrollment	94%	13.9
Preschool Enrollment	29.4%	21.0

Clean Environment

This Tract has healthier clean environment conditions than 52.5% of other California Tracts.

Indicator	Value	Percentile Ranking
Diesel PM	0.042 kg/day	85.5
PM 2.5	9.02 µg/m ³	62.4
Ozone	0.05 ppm	37.3
Drinking Water Contaminants	679	24.9

Housing

This Tract has healthier housing conditions than 22.7% of other California Tracts.

Indicator	Value	Percentile Ranking
Homeownership	36%	24.0
Housing Habitability	97.3%	14.0
Low-Income Homeowner Severe Housing Cost Burden	13.2%	35.6
Low-Income Renter Severe Housing Cost Burden	30.1%	32.0
Uncrowded Housing	75.8%	7.8

Neighborhood

This Tract has healthier neighborhood conditions than 22.6% of other California Tracts.

Indicator	Value	Percentile Ranking
Park Access	66%	27.7
Retail Density	1.67 jobs per acre	36.7
Tree Canopy	1.71%	3.3

Retrieved May 3, 2022

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

HEALTHY PLACES INDEX (HPI)

CANTUA CREEK & EL PORVENIR SIDEWALK PROJECT

EL PORVENIR, FRESNO COUNTY, CA

Social

This Tract has healthier social conditions than 3.9% of other California Tracts.

Indicator	Value	Percentile Ranking
2020 Census Response Rate	44.3%	2.7
Voting	59.5%	5.1

Transportation

This Tract has healthier transportation conditions than 19.2% of other California Tracts.

Indicator	Value	Percentile Ranking
Active Commuting	2.56%	25.9
Automobile Access	86.3%	12.5

Race/Ethnicity

American Indian or Alaska Native alone	0.0%
Asian alone	0.7%
Black or African American alone	4.2%
Hispanic or Latino of any race	93.2%
Native Hawaiian or other Pacific Islander alone	0.0%
Some other race alone	0.0%
Two or more races	0.1%
White alone	1.7%

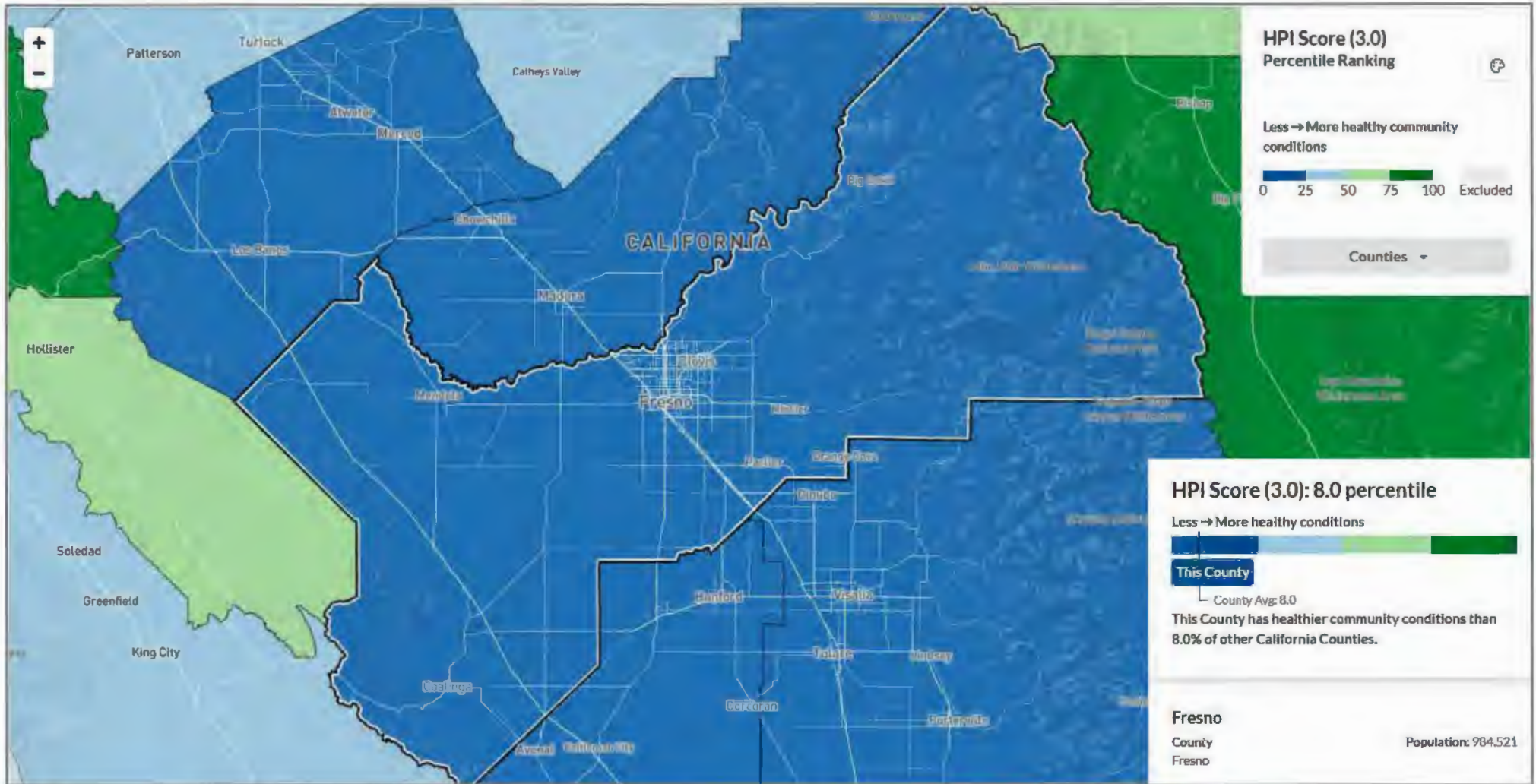
Equity

Indicator	Value	Percentile Ranking
Race/Ethnicity Diversity Index	12.8%	3.0
Race/Ethnicity Diversity of Electeds (County)	N/A	N/A
Historically Redlined (Tract)	No	N/A

Retrieved May 3, 2022

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

HEALTHY PLACES INDEX (HPI) CANTUA CREEK & EL PORVENIR SIDEWALK PROJECT EL PORVENIR, FRESNO COUNTY, CA



Retrieved May 3, 2022

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



ATP APPLICATION FORM

LAPG 25-U (REV 05/2022)

v1.3

6-Fresno County-4

Cantua Creek and El Porvenir (Three Rocks) Sidewalk Project

D. Project Location: (0 - 2 points)

Is your project located within a disadvantaged community? Fully _____

E. Severity: (0 - 4 points)

Auto calculated



Part B: Narrative Questions

Question #2

QUESTION #2

POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS. (0-52 POINTS)

Safe Routes to School projects: The following information related to the Safe Routes to School Projects data was already entered in part 3 of the application.

Table with 3 columns: School, Total Student Enrollment, Approx. # of Students Living Along School Route Proposed. Row 1: Cantua Creek Elementary, 185, 110. Row 2: Total, 185, 110.

A. Statement of project need. Describe the community and the issue(s) that this project will address. How will the proposed project benefit the non-motorized users of all ages and varying abilities, including students, older adults, and persons with disabilities? What is the project's desired outcome and how will the project best deliver that outcome? (0-26 points)

Discuss:

- Destinations and key connectivity the project will achieve
• How the project will increase walking and/or biking
• The lack of mobility if applicable - Does the population have limited access to cars? bikes? and transit?
• The local health concern responses should focus on:
• For combined I/NI projects: Discuss need for an encouragement and education program.

(Max of 900 Words)

Words Remaining: 61

Cantua Creek has been an unincorporated community in Fresno County since 1888, with a current population of 500. El Porvenir, also referred to as Three Rocks, 4 miles to the west of Cantua Creek, has a population of 248. The demographic is 98.9% Hispanic or Latino, and 45% live below the poverty line.

The elementary school in Cantua Creek, Cantua Elementary, serves grades K-8. High school aged students must travel by bus or other means to nearby Tranquillity, about 10 miles away, to attend Tranquillity High School. There is a combination of unpaved sections and an asphalt concrete path on the north side of Clarkson Avenue, the street leading from the neighborhoods west of Cantua Elementary to the school.

The COVID-19 pandemic hit the farmworker community hard, putting many out of work and worsening existing health conditions. The



ATP APPLICATION FORM

LAPG 25-U (REV 05/2022)

6-Fresno County-4

Cantua Creek and El Porvenir (Three Rocks) Sidewalk Project

Healthy Place Index score for El Porvenir is 3.0, and is in the 0.2 percentile, meaning it is a healthier place than only 0.2% of other tracts in California. In Cantua Creek, the former fire station on Latta Avenue is a site where community organizations give out COVID vaccines and flu shots. It is located in the middle of an area of houses, and within a main area of our sidewalk improvement project. In El Porvenir, food distribution from a food bank occurs at the Three Rocks Market on Derrick Avenue, which is located next to Our Lady of Lourdes Catholic Church. These important spots need to be accessible by those without vehicles, but the areas either lack sidewalks or lack continuous sidewalks, making a trip on foot or bike difficult. There is a community park on Juarez Ave and El Progreso Avenue, El Parque de la Comunida El Porvenir, that serves the neighborhoods of El Porvenir. Using funds from the American Rescue Fund Act, the County is starting a project that will update the park facilities, which includes a basketball court, soccer field, and playground equipment. There will be additional ADA accessible tables and paths. For a community that lacks many other amenities and destinations, and is geographically and linguistically isolated, the park is a vital location for socializing and exercise. With ATP grant funding, the County can build and repair the sidewalks that get residents to the park.

LACK OF MOBILITY:

In 2017, a rideshare program was started through grant funding, called Van y Vienen, designed to serve the communities of Cantua Creek and El Porvenir and give rides to people who needed to get to medical appointments and grocery stores. A quarter of residents do not own a car, and many are older and unable to drive, and must rely on neighbors for transportation into larger cities, like Mendota, 22 miles away, or Fresno, 45 miles away. Unfortunately, the rideshare program ended in 2020 during the COVID-19 pandemic when the organization providing the vehicles took them back. Public transportation is too limited and inconvenient for most residents' needs; the Fresno County Rural Transit Authority bus makes stops in Cantua Creek and El Porvenir by appointment only, 24 hours in advance, and only on Tuesdays and Thursdays, 6:30 AM-4:00 PM. If residents' transportation needs fall outside of those hours, they must figure out other accommodations.

B. Describe how the proposed project will address the active transportation need: (0-27 points)

What type of active transportation need will the proposed project directly address (select one or more) of the following elements, and discuss how the project will be meeting the identified need.

1. Proposed project address:

- **Closes a gap?**
Gap closure = Construction of a missing segment of an existing facility in order to make that facility continuous.
- **Creates new routes?**
New Route = Construction of a new facility that did not previously exist that provides a transportation route.
- **Removes barrier to mobility?**
Describe the type of barrier.
- **Other improvements to existing routes?**
- **Implements a non-infrastructure program?**

(Max of 400 words)

Words Remaining: 137

The project will focus on the mobility of residents within their community. Roughly one third of the population of El Porvenir/Three Rocks is aged 64 or older, making physical mobility an issue. Some individuals require a walker or wheelchair and get outdoors for exercise or to visit nearby friends and relatives, and need the sidewalks to be navigable. Building and repairing the sidewalks and installing ADA curb ramps will enable residents to travel to their destinations without barriers and create a continuous path residents can follow without having to enter the street to compete with vehicle traffic. Paving the sidewalk will also prevent vehicles from parking and blocking the pedestrian path, and prevent residents from placing large refuse bins in the way of pedestrian traffic.

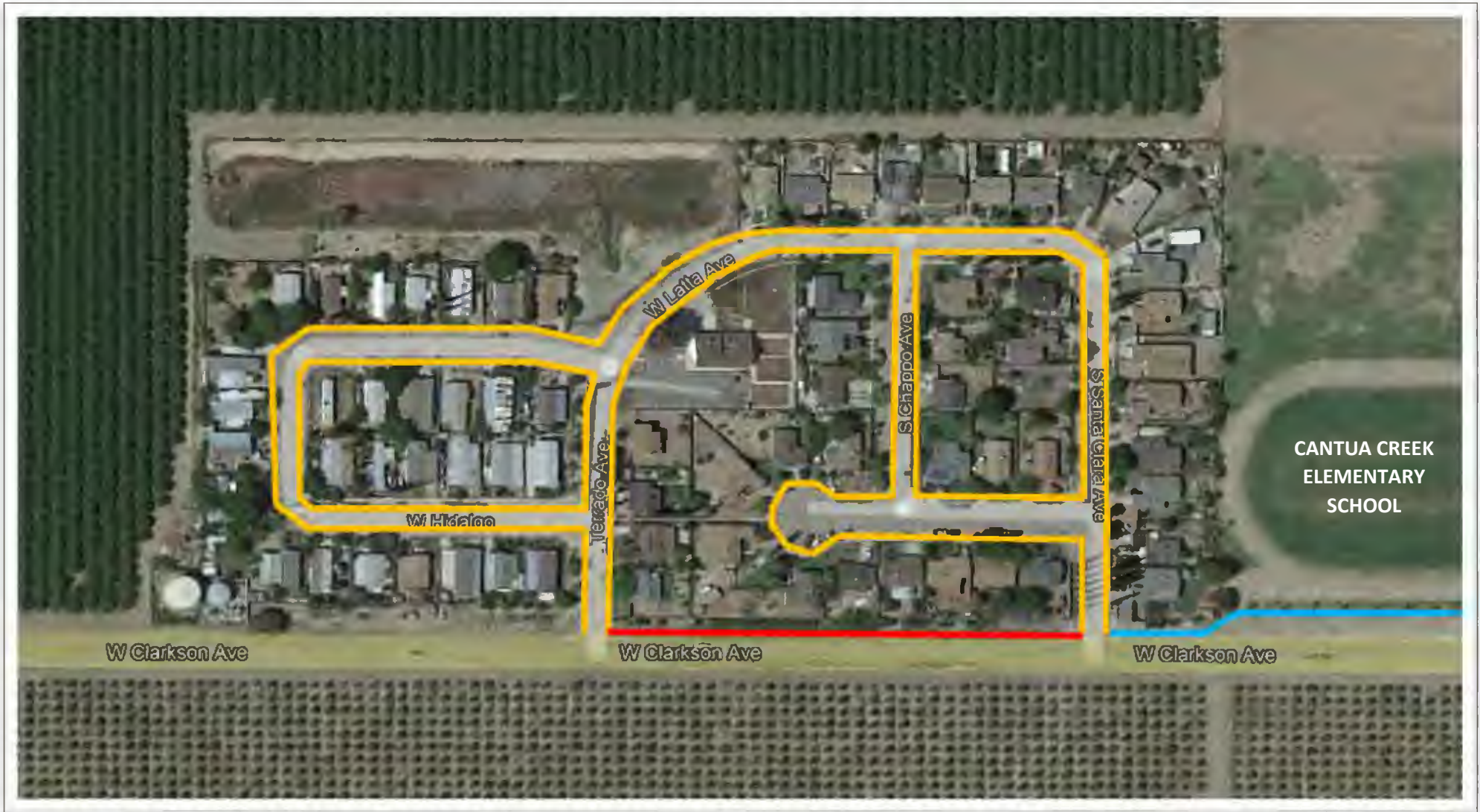
One segment that is currently missing is an ADA curb ramp to help those who are disabled or require assistive devices enter the community park in El Porvenir. The perimeter of the park is also lacking a sidewalk. Building these facilities will ensure residents of all ages and abilities to access this recreational resource.

In Cantua Creek, the stretch of Clarkson Avenue from Terrado Avenue to S Santa Clara Avenue, leading from the neighborhoods to Cantua Elementary school, will be cleared of vegetation and a sidewalk constructed, to help students get to school without having to enter the busy road. There are currently some shrubbery, cacti, and semi-trucks that park along that path, making active transportation extremely difficult and risky. Building the sidewalk will prevent those obstacles from impeding students on their way to and from home.

2. Applicants must provide a map of each gap closure identifying the location of each: gap closures and connections; the new routes; and the barriers and improvements. For projects with non-infrastructure elements, applicants must include the NI program boundaries and if it's a SRTS NI program, identify the school locations.

CC & EP GAP CLOSURE.pdf

CANTUA CREEK & EL PORVENIR SIDEWALK PROJECT CANTUA CREEK - GAP CLOSURES IN THE COMMUNITY



Prepared by Diana Nuttman, Staff Analyst
Department of Public Works and Planning
Design Division
06/11/2022

Legend

-  CONSTRUCT SIDEWALK
-  RECONSTRUCT SIDEWALK
-  EXISTING A/C PATH

**CANTUA CREEK & EL PORVENIR SIDEWALK PROJECT
EL PORVENIR - GAP CLOSURES IN THE COMMUNITY**



Prepared by Diana Nuttman, Staff Analyst
Department of Public Works and Planning
Design Division
06/11/2022

Legend

-  **CONSTRUCT SIDEWALK**
-  **EXISTING A/C PATH**



ATP APPLICATION FORM

3. Referencing this map, describe the existing route(s) that currently connect the affected transportation related and community identified destinations and why the route(s) are not adequate. (Max of 200 words) Words Remaining: 118

The existing routes for both Cantua Creek and El Porvenir are inadequate because of the broken or missing sidewalks, and lack of ADA curb ramps. This creates difficulty for anyone traveling on foot, bicycle, or wheelchair. The unsafe conditions contribute to tripping hazards and pedestrians having to enter the road to maneuver around obstacles, or makes residents overly reliant on vehicles for even short trips. For those who may not have access to vehicles, this creates inequity in an already disadvantaged community.

4. Referencing this map, describe how the project links or connects, or encourages use existing routes to transportation-related and community identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community identified destinations. Specific destinations must be identified.

- For combined I/NI projects: discuss how the encouragement, education, and/or enforcement program will help address the needs.

(Max of 400 words) Words Remaining: 298

By improving upon existing routes, this project will create safe and continuous paths to Cantua Elementary School, bus stops, and locations where resources like food distribution and COVID-19 vaccinations occur. There are few destinations point within the communities, so providing a connection to bus stops are important for those taking public transportation into the larger cities for healthcare needs and accessing social services. The community park in El Porvenir is one location that can more easily be reached by walking or cycling, and once construction is completed on the planned facility upgrades, the County expects residents to visit the park more frequently.



Part B: Narrative Questions

Question #3

QUESTION #3

POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-25 POINTS)

A. Describe the project location’s history of pedestrian and bicycle collisions resulting in fatalities and injuries to non-motorized users, which this project will mitigate. (12 points max)

Applicants are encouraged to use the UC Berkeley SafeTREC TIMS-tool, which was specifically designed for the ATP to produce these documents in an efficient manner. Applicants with access to alternative collision data tools and training can utilize their choice of methods/tools. Applicants must respond to question 1 or 2, and have the option to respond to both.

- 1. For applications using the TIMS ATP tool, attach the following:
a. Collision Heat-map of the area surrounding the project limits - demonstrating the relative collision history of the project limits in relation to the overall jurisdiction/community's collision history
b. Project Area Collision Map - identifying the past crash locations within the project limits
c. Collision Summaries and collision lists/reports - demonstrating collision trends, collision types, and collision details
d. For a Combined I/NI project - If the NI project area is different than the infrastructure portion, the applicant may attach NI related heat-maps, etc. in Attachment J

Combine the various maps/summaries into one PDF file and attach it in the field below.

TIMS DATA-CC & EP.pdf

- 2. Applications that do not have the collision data above OR that prefer to provide additional collision data and/or safety in a different format can provide this data below. (Examples include: Collision Rates, Community Observations, Surveys, Street Story (https://streetstory.berkeley.edu/), Crowd Source, etc.)

The data and corresponding methodologies can be included in written/text form and/or via a separate attachment in the field below.

(Max of 200 Words) (optional)

Words Remaining: 200

Text input field for providing collision data and methodologies.

Data and methodologies Attachment (optional)

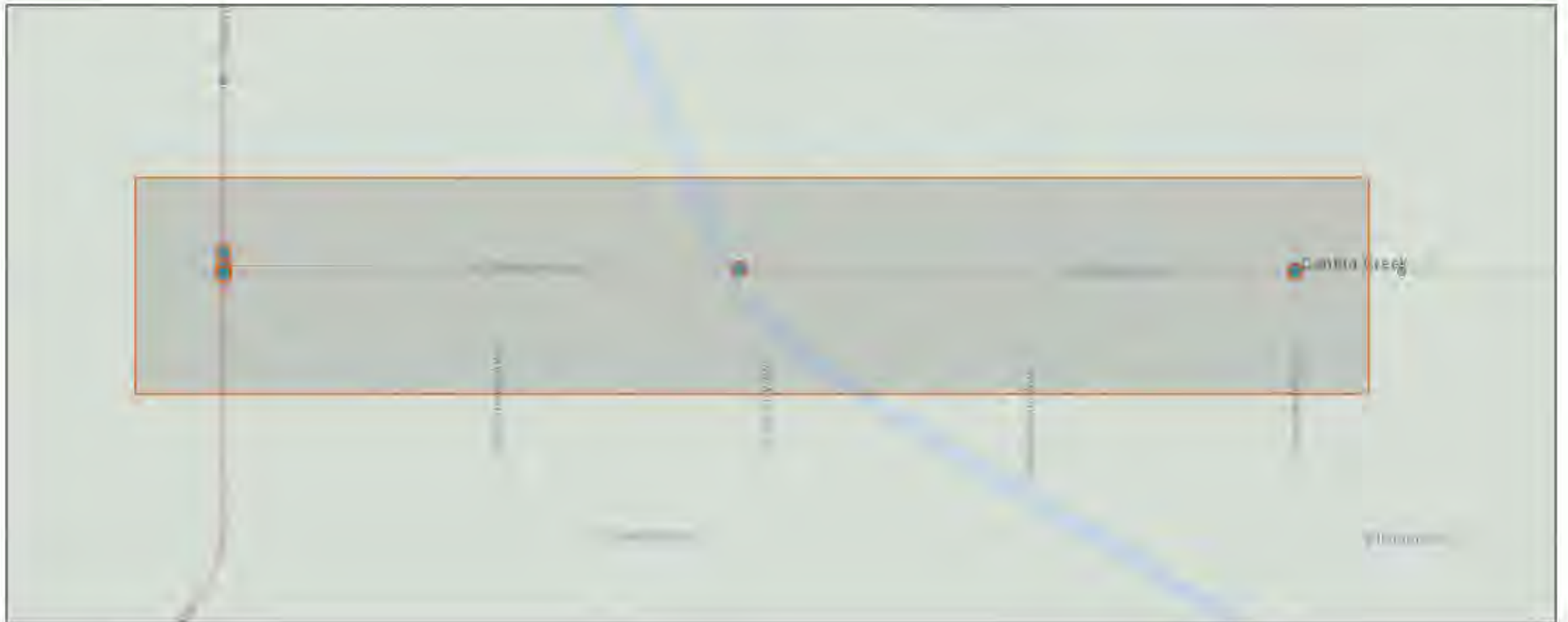
Attachment input field for data and methodologies.

- 3. From the project-area collision summaries/data provided in questions 1 and/or 2, enter the total reported pedestrian and/or bicycle collisions using the most recent 5 to 11 years of available data:

How many years of collision data were used in the Heat Maps and collision summaries: 1

Table with 5 columns: # of Crashes, Pedestrian, Bicycle, Total, Average Per Year. Rows include Fatalities, Injuries, and Total, all showing 0.

**TRANSPORTATION INJURY MAPPING SYSTEM (TIMS)
CANTUA CREEK & EL PORVENIR (THREE ROCKS) SIDEWALK PROJECT
FRESNO COUNTY, CA**



Retrieved June 14, 2022

Date range: 01/01/2011 – 12/31/2020

Source: Transportation Injury Mapping System (TIMS) < <https://tims.berkeley.edu/tools/gismap/> >

TRANSPORTATION INJURY MAPPING SYSTEM (TIMS) CANTUA CREEK & EL PORVENIR (THREE ROCKS) SIDEWALK PROJECT FRESNO COUNTY, CA

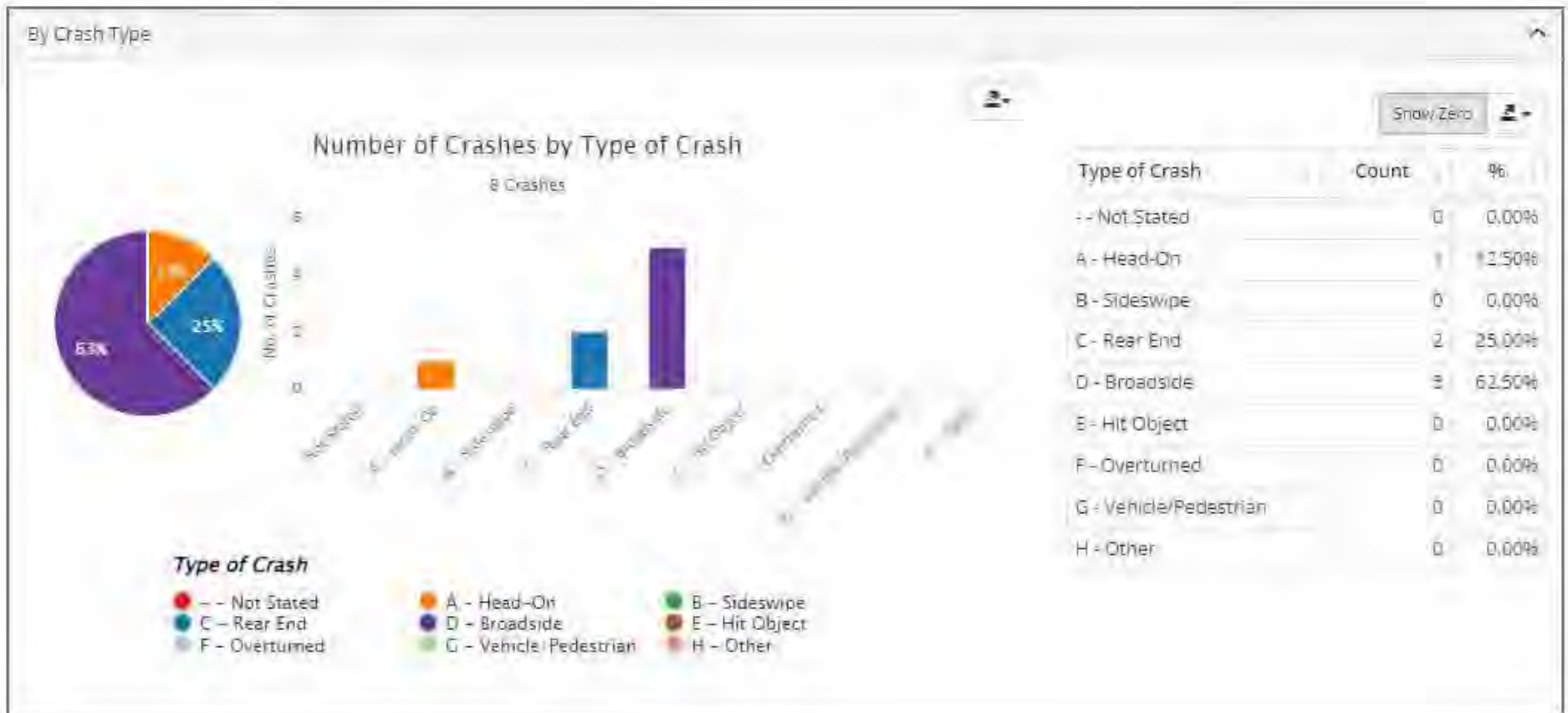


Retrieved June 14, 2022

Date range: 01/01/2011 – 12/31/2020

Source: Transportation Injury Mapping System (TIMS) < <https://tims.berkeley.edu/tools/gismap/> >

**TRANSPORTATION INJURY MAPPING SYSTEM (TIMS)
CANTUA CREEK & EL PORVENIR (THREE ROCKS) SIDEWALK PROJECT
FRESNO COUNTY, CA**

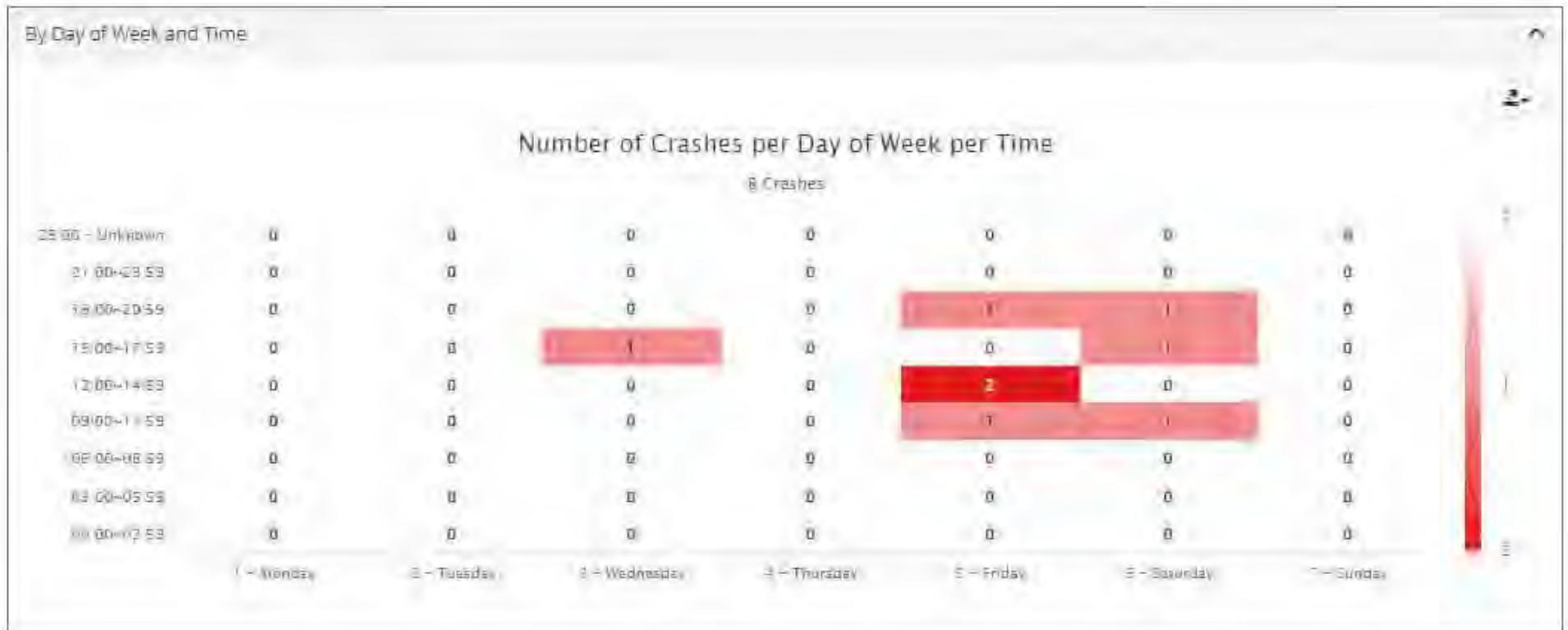


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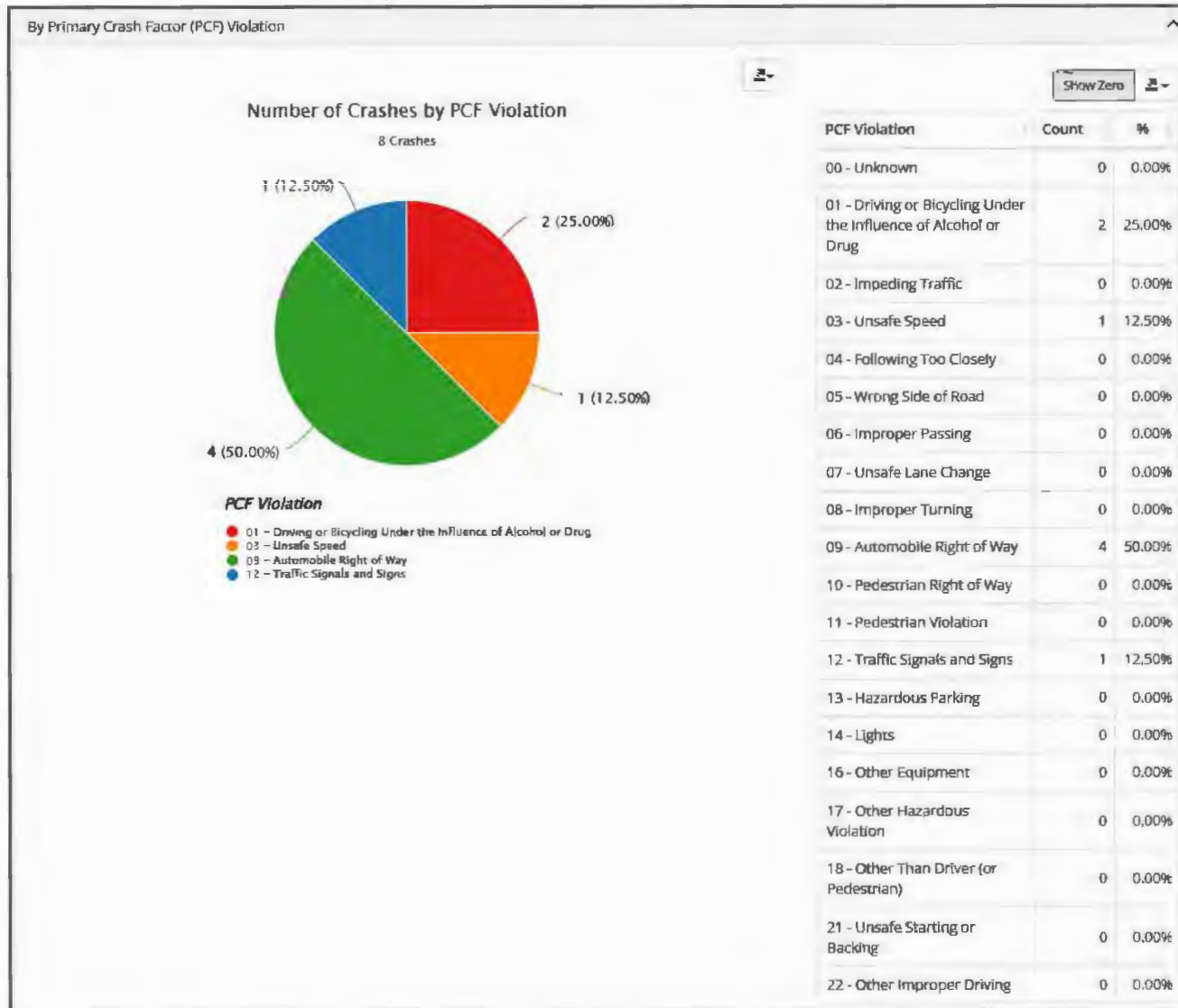


Retrieved June 14, 2022

Date range: 01/01/2011 – 12/31/2020

Source: Transportation Injury Mapping System (TIMS) < <https://tims.berkeley.edu/tools/gismap/> >

TRANSPORTATION INJURY MAPPING SYSTEM (TIMS) CANTUA CREEK & EL PORVENIR (THREE ROCKS) SIDEWALK PROJECT FRESNO COUNTY, CA



Retrieved June 14, 2022

Date range: 01/01/2011 – 12/31/2020

Source: Transportation Injury Mapping System (TIMS) < <https://tims.berkeley.edu/tools/gismap/> >



- 4. Referencing the project-area collision summaries/data provided in questions 1 and/or 2, discuss the extent to which the proposed project limits represents one of the agency's top priorities for addressing ongoing safety and discuss how the proposed safety improvements correspond to the types and locations of the past collisions. Consider the safety concerns of students, older adults, and persons with disabilities in your response.

For Projects with Non-Infrastructure elements (Combined I/NI projects):

As appropriate, describe how the NI program elements:

- educates bicyclists, pedestrians, and/or drivers about safety hazards for pedestrians and bicyclists; and
- encourages safe behavior

(Max of 900 Words)

Words Remaining: 584

The County of Fresno's Department of Public Works and Planning abides by a set of policies, standards, and programs to guide day-to-day decisions concerning the County's future. The Department is committed to delivering quality service, ensuring safety, developing communities, while complying with federal and state laws and regulations. The Active Transportation Program is one which allows Fresno County to meet these standards for countywide disadvantaged communities, such as Cantua Creek and El Porvenir. The goal is to close more gaps in pedestrian service in an effort to increase safety for residents in the community, primarily aimed at students, the elderly, and the disabled. The project will provide the physical separation needed for safety by moving pedestrians away from the roadway and onto a safe walking surface free from loose soil, mud, flooding and away from vehicle traffic.

The project will mainly focus on the neighborhoods where people live, and the collision data shows no pedestrian accidents for this area. The area is so remote that there may be minor accidents that aren't reported to the County sheriff, who have a limited presence in the community and a lengthy response time. In Fresno County, 14 pedestrians or bicyclists are killed each year and 78 are injured. Safety is proactive, and using a Vision Zero approach, we are trying to prevent any future fatalities from occurring. By encouraging residents to choose walking over driving for even short distances, we can reduce the likelihood of accidents because there will be fewer cars on the road. This is especially important for residents who are older or require assistive devices for mobility. In El Porvenir, 25% of the population have ambulatory difficulties, and would need more time to make the same trip as someone walking on foot. By creating safe walkways out of the path of vehicle traffic, conflict points are eliminated and residents can feel safer traveling in their communities.

B. Safety Countermeasures (13 points max)

Referencing the information provided in Part A, demonstrate how the proposed countermeasures directly address (one or more) of the following underlying factors that are contributing to the occurrence (or potential occurrence) of pedestrian and/or bicyclist collisions. Combined I/NI projects should address both infrastructure and non-infrastructure elements.

- a. Reduces speed and/or volume of motor vehicles in the proximity of non-motorized users
- b. Improves sight distance and/or visibility between motorized and non-motorized users
- c. Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users
- d. Improves compliance with local traffic laws for both motorized and non-motorized users
- e. Addresses inadequate vehicular traffic control devices
- f. Addresses inadequate or unsafe bicycle facilities, trails, crosswalks and/or sidewalks
- g. Eliminates or reduces behaviors that lead to collisions involving non-motorized users

(Max of 1500 Words)

Words Remaining: 1276

C. The project will create sidewalks where none currently exist, which will directly benefit students and pedestrians who have been forced to walk in the road with vehicle traffic to reach their destination. Sidewalks will be built behind the existing curb, which separates cars and pedestrians, and they will not have to compete for space. The smooth surfaces of the new sidewalks will encourage pedestrians to stay out of the road.

F. Two crosswalks will be added in Cantua Creek, on Terrado Avenue and S Santa Clara Avenue, along Clarkson Avenue, which will help students safely cross the roads on their way to school. Clearly marking these paths will help drivers know to expect pedestrians at those intersections, and slow down and look before they make a turn. In El Porvenir, ADA compliant curb ramps will be installed at two entrances to the community park, allowing access for those in wheelchairs and the mobility impaired.

G. Pedestrians will no longer have to enter the path of vehicles, because they will have a designated space for traveling. Currently, those traveling by foot or on wheels have to avoid obstacles like the lack of a sidewalk by entering the street or maneuvering around cars parked where a sidewalk should be. There will be more areas to safely cross the street and avoid possible collisions with cars.



Part B: Narrative Questions

Question #4

QUESTION #4

PUBLIC PARTICIPATION and PLANNING (0-10 POINTS)

A. Describe the community based public participation process that culminated in the project. Combined I/NI projects should address both infrastructure and non-infrastructure elements.

Include discussions of:

- What was the process to prepare for existing and future needs of users of this project?
- Who was engaged in the public participation and planning process?
- How will stakeholders continue to be engaged in the implementation of the project?
- What strategies were used to address engagement challenges that arose during the COVID-19 pandemic?
- Describe any unique engagement challenges that the community faced.

(Max of 1200 words)

Words Remaining: 906

The Fresno County Regional Active Transportation Plan was adopted in February 2018, with the goal of identifying bicycle and pedestrian projects based on local needs. It was created to comply with the California Transportation Commission’s 2017 ATP Guidelines. The plan includes sidewalk construction in Cantua Creek. Public participation was solicited through community meetings and workshops that presented maps to record input about suggested improvements. These meetings were attended by local jurisdiction staff, representatives of local schools, representatives of community groups, and the public. Information was also shared on a dedicated website with interactive maps and project details.

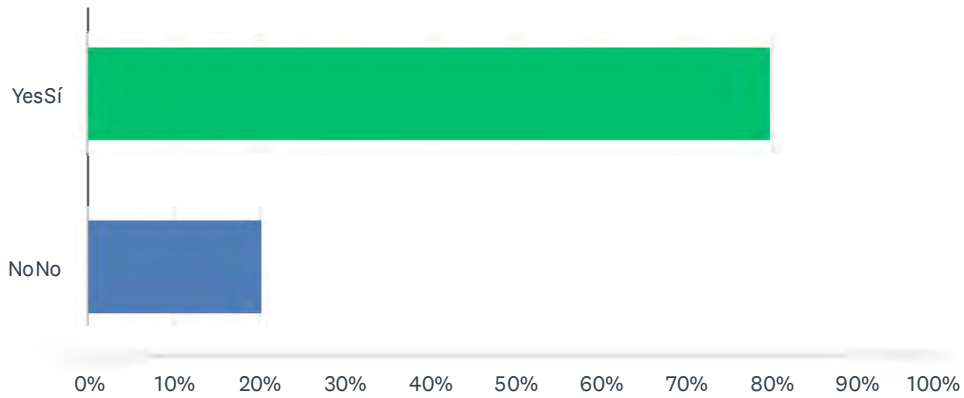
In the development of this grant application, phone conversations between the County Public Works and Planning Department staff with local school officials were held to discuss current concerns in active transportation. The Department also created and distributed a survey, available in English, Spanish, Hmong, and Punjabi that asks residents for feedback about how they use active transportation in their community and what improvements they would like to see. Staff attended local events such as community fairs in the park and food distributions. Conversations were targeted to find out what difficulties residents of all ages experience, from kids getting to school, to seniors navigating sidewalks for exercise. The survey can also be taken online to accommodate COVID-19 restrictions that limit face-to-face interactions. The survey results overwhelmingly showed that residents requested new and improved sidewalks, and a majority of them would use active transportation on a daily basis if improvements were made. The Fresno County Board of Supervisors representative for the district, Brian Pacheco, was also consulted for additional input in the project. If the grant is awarded, there will be additional outreach events, including a project kickoff to introduce it to residents and give details about the construction.

Attach any applicable Public Participation & Planning documents:

SURVEY RESULTS_Summary.pdf

Q1 Do you live in unincorporated Fresno County (not within a City)? ¿Vives en área no incorporada al Condado de Fresno (no dentro de una Ciudad)?

Answered: 74 Skipped: 0



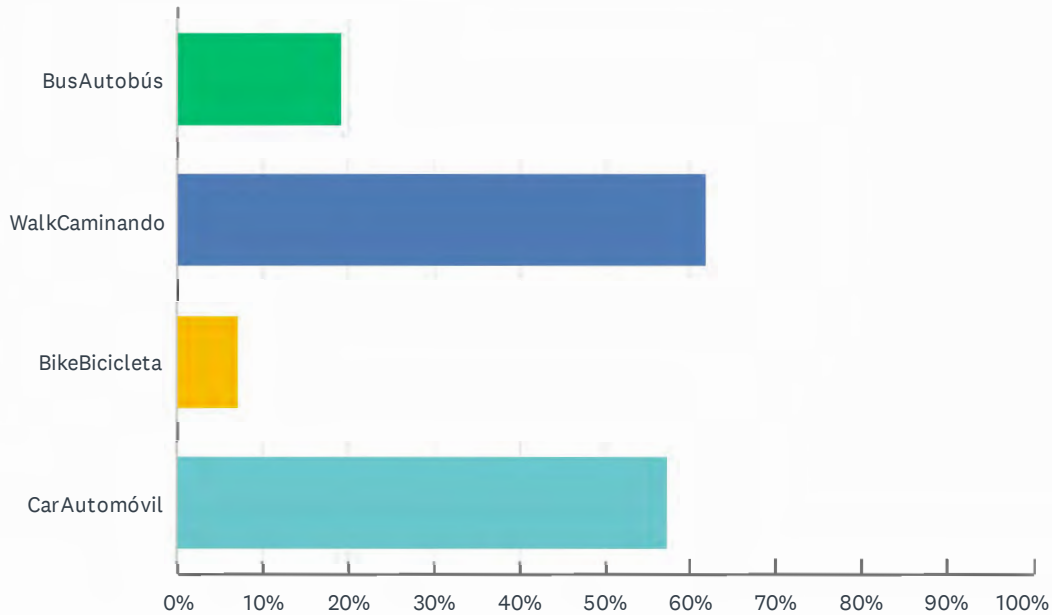
ANSWER CHOICES	RESPONSES	
YesSí	79.73%	59
NoNo	20.27%	15
TOTAL		74

Q2 Which unincorporated community do you live in – or what are your cross streets? ¿En qué comunidad no incorporada vive, o cuáles son sus calles transversales?

Answered: 59 Skipped: 15

Q3 If you have children who attend grades K-12, how do they get to school? Select all that apply. Si tiene hijos que asisten a los grados K-12, ¿cómo llegan a la escuela? Seleccione todas las que correspondan.

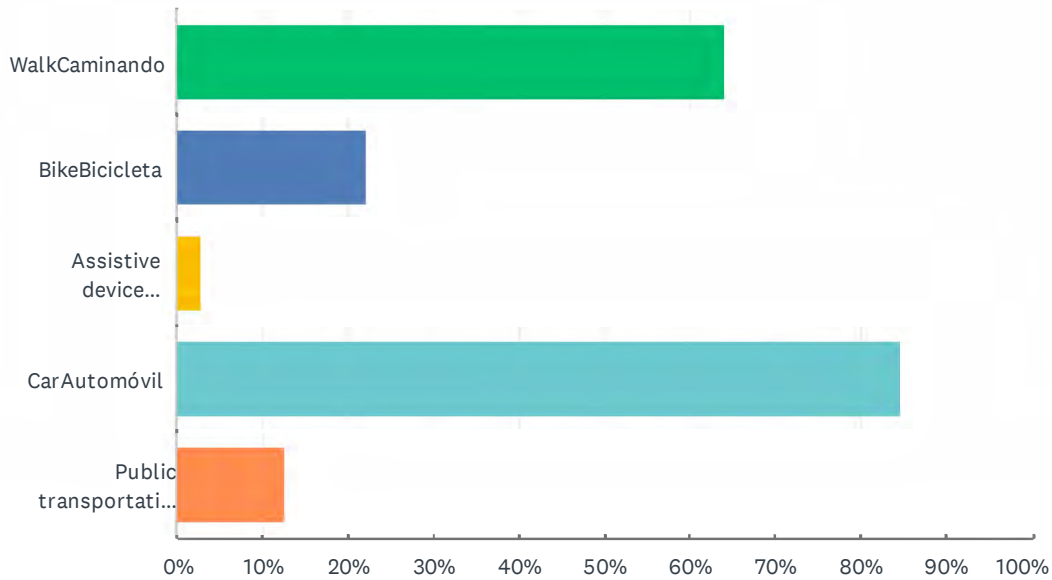
Answered: 68 Skipped: 6



ANSWER CHOICES	RESPONSES	
BusAutobús	19.12%	13
WalkCaminando	61.76%	42
BikeBicicleta	7.35%	5
CarAutomóvil	57.35%	39
Total Respondents: 68		

Q4 What method do you use to travel around your community? Select all that apply. ¿Qué método utiliza para desplazarse por su comunidad? Seleccione todas las que correspondan.

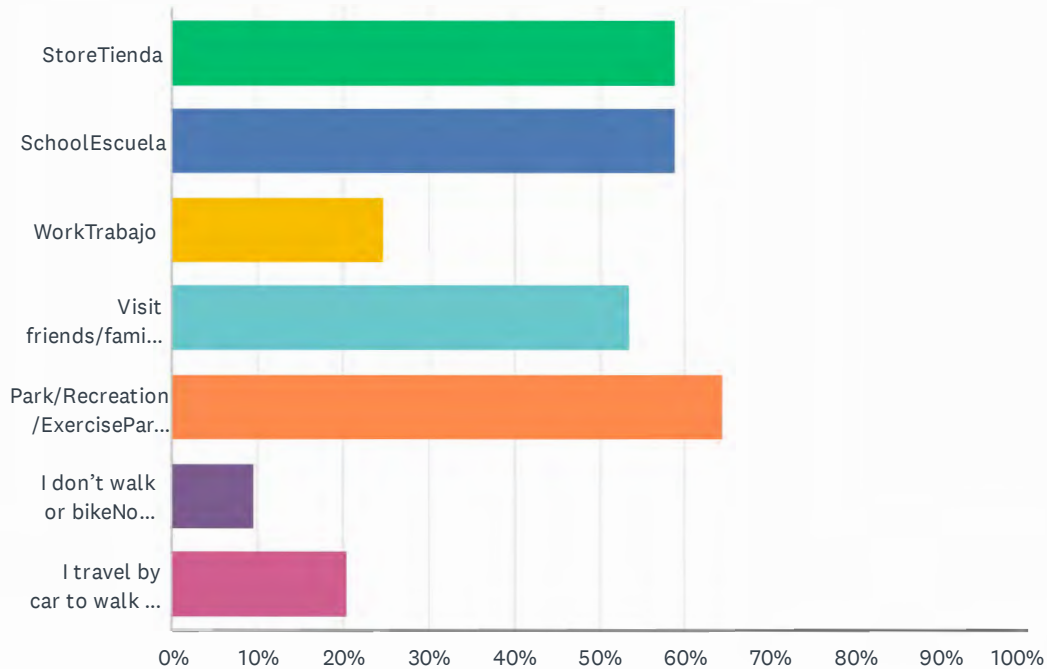
Answered: 72 Skipped: 2



ANSWER CHOICES	RESPONSES
WalkCaminando	63.89% 46
BikeBicicleta	22.22% 16
Assistive device (wheelchair, walker, scooter, etc.)Dispositivo de asistencia (silla de ruedas, caminadora, scooter, etc.)	2.78% 2
CarAutomóvil	84.72% 61
Public transportationTransporte publico	12.50% 9
Total Respondents: 72	

Q5 Where do you walk, bike, or roll to? Select all that apply. ¿Dónde camina, anda en bicicleta o rueda? Seleccione todas las que correspondan.

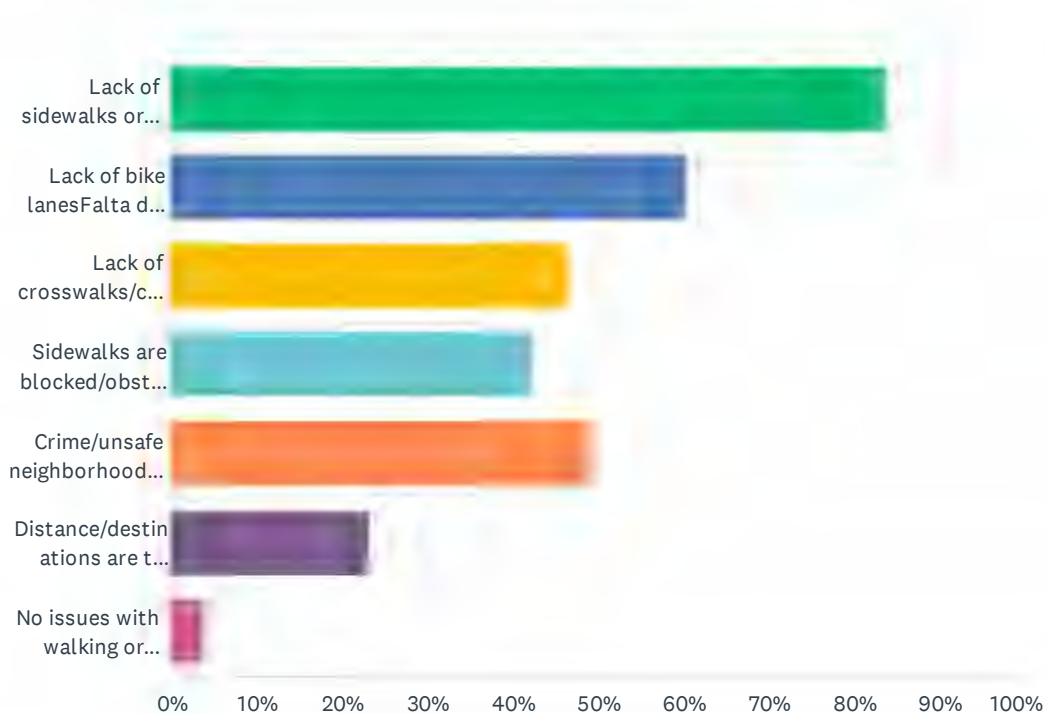
Answered: 73 Skipped: 1



ANSWER CHOICES	RESPONSES
StoreTienda	58.90% 43
SchoolEscuela	58.90% 43
WorkTrabajo	24.66% 18
Visit friends/familyVisitar amigos/familia	53.42% 39
Park/Recreation/ExerciseParque/Recreativo/Ejercicio	64.38% 47
I don't walk or bikeNo camino ni ando en bicicleta	9.59% 7
I travel by car to walk or bike somewhere else for exerciseViajo en auto a otro lugar para hacer ejercicio como caminar o andar en bicicleta	20.55% 15
Total Respondents: 73	

Q6 Are you aware of any obstacles to walking, biking, or traveling by wheelchair in your community? Select all that apply. ¿Conoce algún obstáculo para caminar, andar en bicicleta o viajar en silla de ruedas en su comunidad? Seleccione todas las que correspondan.

Answered: 73 Skipped: 1



ANSWER CHOICES

RESPONSES

Lack of sidewalks or sidewalks in bad condition Faltan aceras o aceras en mal estado	83.56%	61
Lack of bike lanes Falta de carriles para bicicletas	60.27%	44
Lack of crosswalks/crossing lights Falta de cruces peatonales/luces de cruce	46.58%	34
Sidewalks are blocked/obstructed Las aceras están bloqueadas/obstruidas	42.47%	31
Crime/unsafe neighborhood Crimen/vecindario inseguro	49.32%	36
Distance/destinations are too far apart La distancia/los destinos están demasiado separados	23.29%	17
No issues with walking or biking No hay problemas para caminar o andar en bicicleta	4.11%	3

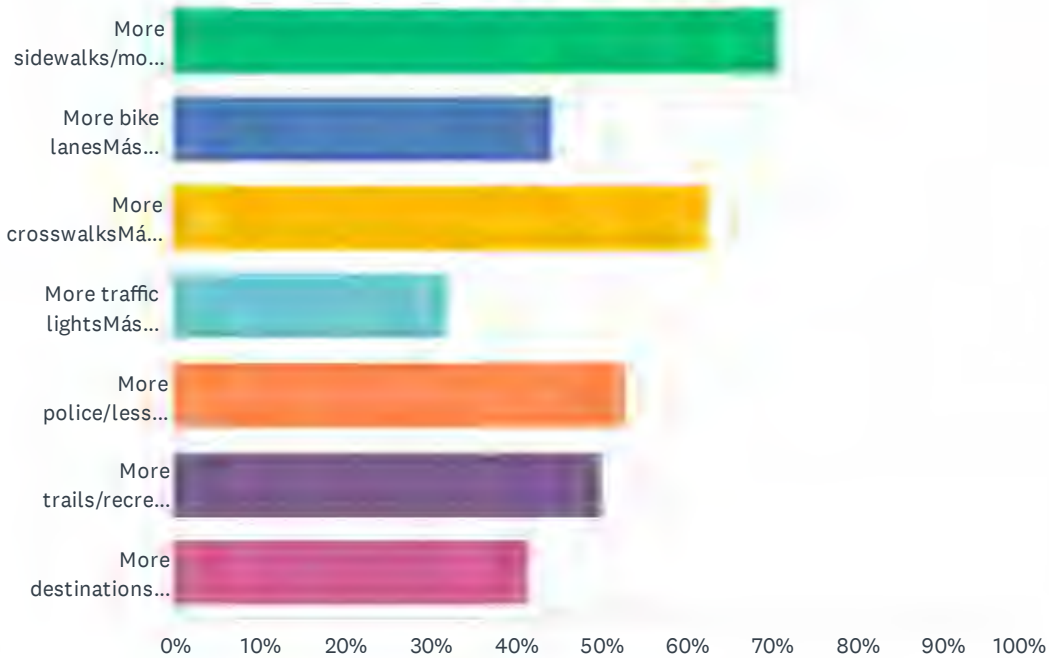
Total Respondents: 73

Q7 Can you name or describe any locations that have obstacles/are unsafe/need improvements? ¿Puede nombrar o describir algún lugar que tenga obstáculos, que no sea seguro o que necesite mejoras?

Answered: 36 Skipped: 38

Q8 What types of improvements would encourage you to walk, bike, or roll more often in your community? Select all that apply. ¿Qué tipo de mejoras lo alentarían a caminar, andar en bicicleta o rodar con más frecuencia en su comunidad? Seleccione todas las que correspondan.

Answered: 72 Skipped: 2



ANSWER CHOICES

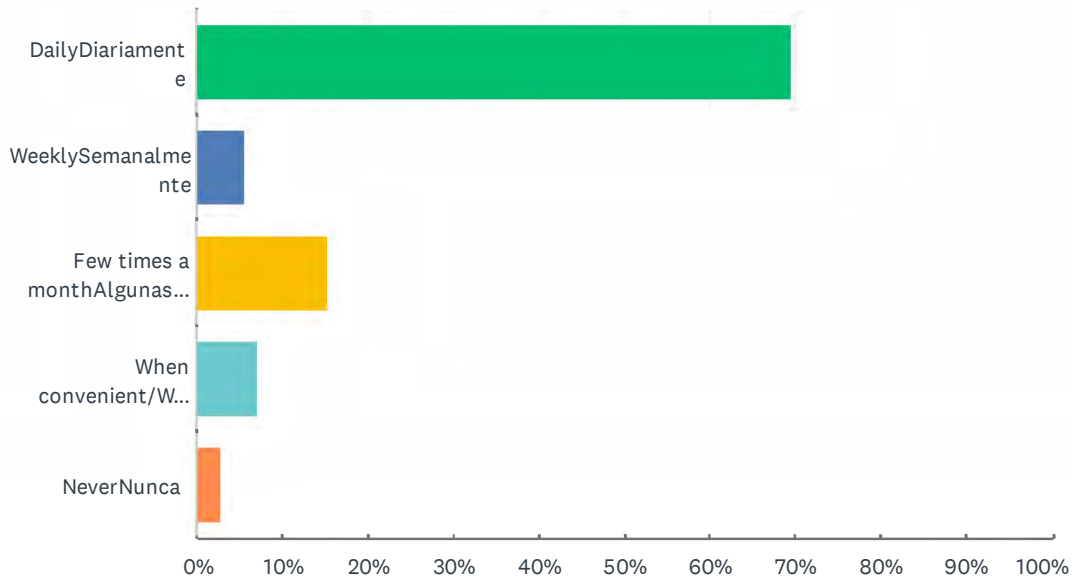
RESPONSES

More sidewalks/more connected sidewalks	Más aceras/más aceras conectadas	70.83%	51
More bike lanes	Más carriles para bicicletas	44.44%	32
More crosswalks	Más cruces de peatones	62.50%	45
More traffic lights	Más semáforos	31.94%	23
More police/less crime	Más policías/menos delincuencia	52.78%	38
More trails/recreational walking paths	Más senderos/senderos recreativos para caminar	50.00%	36
More destinations (stores, libraries, community centers, etc.)	Más destinos (tiendas, bibliotecas, centro comunitarios, etc.)	41.67%	30

Total Respondents: 72

Q9 How often would you walk or bike if local conditions were safer? ¿Con qué frecuencia caminaría o andaría en bicicleta si las condiciones locales fueran más seguras?

Answered: 72 Skipped: 2



ANSWER CHOICES	RESPONSES	
Daily/Diariamente	69.44%	50
Weekly/Semanalmente	5.56%	4
Few times a month/Algunas veces al mes	15.28%	11
When convenient/Weather permitting/Cuando sea conveniente/si el clima lo permite	6.94%	5
Never/Nunca	2.78%	2
TOTAL		72

Q10 If you have any additional comments, please explain here. Si tiene algún comentario adicional, explíquelo aquí.

Answered: 28 Skipped: 46



Part B: Narrative Questions

Question #5

QUESTION #5

SCOPE AND PLAN CONSISTENCY (0 - 3 points)

A. The evaluators will consider the following: (3 points max)

- Consistency between the Layouts/maps, Engineer's estimate and Proposed scope
- Compliance with the Engineer's Checklist
- Complete project schedule

B. For combination I/NI projects, the 25-R will be evaluated for:

- How well it reflects the applicant's responses throughout this application
- How well the overall scope meets the Purpose and Goals for the ATP, as defined by the CTC Guidelines
- Compliance with the ATP Non-Infrastructure Program Guidance



Part B: Narrative Questions

Question #6

**USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR CERTIFIED LOCAL COMMUNITY CONSERVATION CORPS (CALCC)
(-5 to 0 POINTS)**

- Applicant has not coordinated with both corps, or Tribal Corps (if applicable) (-5 points)
- Applicant contacted the corps; but does not intend to partner with any corps (-5 points)
- Applicant is not requesting Construction funds (0 points)

Step 1: The applicant must submit the ATP Corps Consultation Form to both the CCC and CALCC at least ten (10) business days prior to the application submittal to Caltrans. The CCC and CALCC will respond within ten (10) business days from receipt of the information. Links to the ATP Corps Consultation Form, instructions and contact information for submission or questions can be found at:

[California Conservation Corps ATP webpage](#)

Or

[Certified Local Conservation Corps ATP webpage](#)

The applicant must also attach any email correspondence from the CCC and CALCC or Tribal Corps (if applicable) to the application verifying communication/participation. Failure to attach their email responses will result in a loss of 5 points.

Attach submittal email, response email and any attachment(s) from the CCC:

CCC_correspondence.pdf

Attach submittal email, response email and any attachment(s) from the CALCC:

CALCC_correspondence.pdf

Attach submittal email, response email and any attachment(s) from the Tribal Corps (If applicable):

Step 2: The applicant has coordinated with the CCC AND with the CALCC, or the Tribal Corps and determined the following: (check appropriate box)

- Applicant intends to utilize the CCC, CALCC, or the Tribal Corps on the following items listed below. (0 points) (Max of 100 Words)
- No corps can participate in the project. (0 points)
- At the time that the application was submitted, the applicant had not received a response from the following corps: (0 points)
 - the CCC
 - the CALCC
 - the Tribal Corps (if applicable)

From: ATP@CCC
To: [Nuttman, Diana](mailto:Nuttman_Diana)
Cc: [Haagenson, Erin](mailto:Haagenson_Erin); [Artal, Sebastian](mailto:Artal_Sebastian)
Subject: RE: ATP Cycle 6 Applications
Date: Wednesday, June 15, 2022 1:22:16 PM
Attachments: [image002.png](#)
[image003.png](#)

CAUTION!!! - EXTERNAL EMAIL - THINK BEFORE YOU CLICK

Hi Diana,

Thank you for reaching out to the California Conservation Corps. Bryant 'Bry' Dunkle, project manager from our CCC Fresno Center, has indicated that it's not feasible for the CCC to assist with these projects. Please include this email with your application.

Best Regards,

ANTHONY PHAM

Local Corps Grant Coordinator, Environmental Programs
Emergency and Environmental Programs Unit
Pronouns: He/Him/His

1719 24th Street
Sacramento, CA 95816

P: (916) 341-3231

anthony.pham@ccc.ca.gov
ccc.ca.gov

Celebrating **PRIDE** Month



Hard Work. Low Pay.
Miserable Conditions and More

From: Nuttman, Diana <dnuttman@fresnocountyca.gov>
Sent: Monday, June 13, 2022 11:37 AM
To: ATP@CCC <ATP@CCC.CA.GOV>
Cc: Haagenson, Erin <ehaagenson@fresnocountyca.gov>; Artal, Sebastian <sartal@fresnocountyca.gov>
Subject: ATP Cycle 6 Applications

Good Morning,

The County of Fresno will be submitting 4 applications to ATP Cycle 6, due June 15, 2022. Attached are the consultation forms and accompanying attachments. I realize this is late notice, but are you able to get back to us about these projects before the end of the day tomorrow?

Thanks,

Diana Nuttman | Staff Analyst



Department of Public Works and Planning | Design Division

2220 Tulare St. 7th Floor, Fresno, CA 93721

(559) 600-4508

[Your input matters! Customer Service Survey](#)

From: [Nuttman, Diana](#)
To: [Active Transportation Program](#)
Cc: [Haagenson, Erin](#); [Artal, Sebastian](#)
Subject: RE: ATP Cycle 6 Applications
Date: Tuesday, June 14, 2022 1:29:00 PM
Attachments: [image001.png](#)

Thank you, Erika! I appreciate your response and hope to hear back by tomorrow afternoon.



Diana Nuttman | Staff Analyst
Department of Public Works and Planning | Design Division
2220 Tulare St. 7th Floor, Fresno, CA 93721
(559) 600-4508
[Your input matters! Customer Service Survey](#)

From: Active Transportation Program <inquiry@atpcommunitycorps.org>
Sent: Tuesday, June 14, 2022 1:19 PM
To: Nuttman, Diana <dnuttman@fresnocountyca.gov>
Cc: Haagenson, Erin <ehaagenson@fresnocountyca.gov>; Artal, Sebastian <sartal@fresnocountyca.gov>
Subject: Re: ATP Cycle 6 Applications

CAUTION!!! - EXTERNAL EMAIL - THINK BEFORE YOU CLICK

Hello [Diana](#),

My name is Erika Romero, and I am the CALCC representative for the ATP consultation process. Thank you for your inquiry.

Because your request was submitted less than ten business days before your application is due, we cannot guarantee a compliant review process before the deadline. We will do our best to respond to you by the afternoon of 6/15.

Thank you,

On Mon, Jun 13, 2022 at 11:40 AM Nuttman, Diana <dnuttman@fresnocountyca.gov> wrote:

Good Morning,

The County of Fresno will be submitting 4 applications to ATP Cycle 6, due June 15, 2022. Attached are the consultation forms and accompanying attachments. I realize this is late notice, but are you able to get back to us about these projects before the end of the day tomorrow?

Thanks,

Diana Nuttman | Staff Analyst



Department of Public Works and Planning | Design Division

2220 Tulare St. 7th Floor, Fresno, CA 93721

(559) 600-4508

[Your input matters! Customer Service Survey](#)

--

Erika Romero | Program Associate

Environmental & Energy Consulting

1121 L Street, Suite 309

Sacramento, CA 95814

916-426-9170 ext. 701

916-720-0331 Direct Fax

inquiry@atpcommunitycorps.org

Notice: This electronic message, any attachments, or images is for the sole use of the intended recipient(s) and may contain confidential and privileged information. Any unauthorized review, use, disclosure or distribution of this message is prohibited and may be against the law. If you are not the intended recipient, please notify us by telephone at (916) 426-9170 or by replying to the original email, and destroy all copies (electronic and print) of the original message.



Part B: Narrative Questions

Question #7

QUESTION #7

APPLICANT'S PERFORMANCE ON PAST ATP FUNDED PROJECTS (0 to -10 points)

For CTC use only.



Part C: Application Attachments

Applicants must ensure all data in this part of the application is fully consistent with the other parts of the application. See the Application Instructions and Guidance document for more information and requirements related to Part C.

List of Application Attachments

The following attachment names and order must be maintained for all applications. Depending on the Project Type (I, NI or Plans) some attachments will be intentionally left blank. All non-blank attachments must be identified in hard-copy applications using “tabs” with appropriate letter designations.

Application Signature Page (Required for all applications) **Attachment A**
Attachment-A-Signature-Page - signed.pdf

Engineer's Checklist (Required for Infrastructure & Combo Projects) **Attachment B**
Cantua-El Porvenir Attachment-B-Engr-Checklist stamp.pdf

Project Location Map (Required for all applications) **Attachment C**
ATTACHMENT C - LOCATION MAP-CC & EP.pdf

Project Layout/Plans showing existing and proposed conditions (Required for all Infrastructure Projects) **Attachment D**
ATTACHMENT D - PRELIM PLANS -CC & EP.pdf

Photos of Existing Conditions (Required for all applications) **Attachment E**
ATTACHMENT E - PHOTOS-CC & EP.pdf

Project Estimate (Required for all Infrastructure Projects) **Attachment F**
ATTACHMENT F_CC & EP ESTIMATE.pdf

Non-Infrastructure Work Plan (Exhibit 25-R) **Attachment G**
(Required for all projects with Non-Infrastructure Elements)

Plan Scope of Work (Exhibit 25-Plan) **Attachment H**
(Required for all Plan Projects)

Letters of Support (10 maximum) and Support Documentation **Attachment I**
(Required or recommended for all projects as designated in the instructions) (All letters must be scanned into one document.)
Letters of Support - CC & EP.pdf

Exhibit 25-F State Funding **Attachment J**

Additional Attachments **Attachment K**
(Additional attachments may be included. They should be organized in a way that allows application reviewers easy identification and review of the information.) (All additional attachments must be scanned into one document.)


Part C: Attachments

Attachment A: Signature Page

IMPORTANT: Applications will not be accepted without all required signatures.

Implementing Agency: Chief Executive Officer, Public Works Director, or other officer authorized by the governing board.

The undersigned affirms that their agency will be the "Implementing Agency" for the project if funded with ATP funds and they are the Chief Executive Officer, Public Works Director, or other officer **authorized by their governing board with the authority to commit the agency's resources and funds**. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge. For infrastructure projects, the undersigned affirms that they are the manager of the public right-of-way facilities (responsible for their maintenance and operation) or they have authority over this position.

Signature: 	Date: <u>Jun 16, 2022</u>
Name: <u>Mohammad Alimi, PhD, PE</u>	Phone: <u>(559) 600-4505</u>
Title: <u>Design Engineer</u>	e-mail: <u>malimi@fresnocountyca.gov</u>

For projects with a Partnering Agency: Chief Executive Officer or other officer authorized by the governing board. (For use only when appropriate)

The undersigned affirms that their agency is committed to partner with the "Implementing Agency" and agrees to assume the responsibility for the ongoing operations and maintenance of the facility upon completion by the implementing agency and they intend to document such agreement per the CTC guidelines. The undersigned also affirms that they are the Chief Executive Officer, Public Works Director, or other officer **authorized by their governing board with the authority to commit the agency's resources and funds**. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge.

Signature: _____	Date: _____
Name: _____	Phone: _____
Title: _____	e-mail: _____






Attachment-A-Signature-Page

Final Audit Report

2022-06-16

Created:	2022-06-16
By:	Diana Nuttman (dnuttman@fresnocountyca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAGCqZXHa39cP_NvFyk00MXvckEJIFvEHm

"Attachment-A-Signature-Page" History

-  Document created by Diana Nuttman (dnuttman@fresnocountyca.gov)
2022-06-16 - 4:22:09 PM GMT- IP address: 64.171.224.83
-  Document emailed to Alimi Mohammad (malimi@fresnocountyca.gov) for signature
2022-06-16 - 4:23:25 PM GMT
-  Email viewed by Alimi Mohammad (malimi@fresnocountyca.gov)
2022-06-16 - 6:58:37 PM GMT- IP address: 104.47.64.254
-  Document e-signed by Alimi Mohammad (malimi@fresnocountyca.gov)
Signature Date: 2022-06-16 - 6:58:49 PM GMT - Time Source: server- IP address: 64.171.224.83
-  Agreement completed.
2022-06-16 - 6:58:49 PM GMT

ATP Engineer’s Checklist

Required for all Infrastructure Projects

This application checklist is to be used by the engineer in “responsible charge” of the preparation of this ATP application to ensure all of the primary elements of the application are included as necessary to meet the CTC’s requirements for a PSR-Equivalent document (per CTC’s ATP Guidelines and CTC’s Adoption of PSR Guidelines - Resolution G-99-33) and to ensure the application is free of critical errors and omissions; allowing the application to be accurately ranked in the statewide and regional ATP selection processes.

Special Considerations for Engineers before they Sign and Stamp this document attesting to the accuracy of the application:

Chapter 7; Article 3; Section 6735 of the Professional Engineer's Act of the State of California requires engineering calculation(s) or report(s) be either prepared by or under the responsible charge of a licensed civil engineer. Since the corresponding ATP Infrastructure-application defines the scope of work of a future civil construction project and requires complex engineering principles and calculations which are based on the best data available at the time of the application, the application must be signed and stamped by a licensed civil engineer.

By signing and stamping this document, the engineer is attesting to this application's technical information and engineering data upon which local agency's recommendations, conclusions, and decisions are made. This action is governed by the Professional Engineer's Act and the corresponding Code of Professional Conduct, under Sections 6775 and 6735.

❖ **For more assistance, please refer to the Caltrans ATP PSR equivalent [presentation](#) and [slides](#)**

1. **Project Location Map** (Attachment C) **Engineer’s Initials:** MHA

- a. The project limits must be clearly depicted in relation to the overall agency boundary
 - i. Include the scale of the drawing and a north arrow.

2. **Project Layout/Plans** showing **existing and proposed** conditions (Attachment D) **Engineer’s Initials:** MHA

- a. Show project elements at a scale which allows the visual verification of the overall project “construction” limits and limits of each primary element of the project. Scale must be shown on the layout/plans.
- b. Show the full scope of the proposed project.
- c. Show all changes to existing motorized/non-motorized lane and shoulder widths. Label the proposed widths.
- d. Show agency’s right-of-way (R/W) lines when permanent or temporary R/W impacts will occur. (As appropriate, also show Caltrans’, Railroad, and all other government agencies R/W lines.)

Anticipated Number of R/W Takes	Cost	Time needed to Acquire
_____ \$ _____		_____ Months

Anticipated Number of Easements	Cost	Time needed to Obtain
_____ \$ _____		_____ Months

3. **Cross-section(s)** showing **existing and proposed** conditions (Attachment D) **Engineer’s Initials:** MHA

(Must include a cross-section for each segment where the width of improvements or Right-of-way vary significantly if a typical cross section is provided)

- a. Show and dimension: changes in lane widths, **R/W lines**, side slopes, etc.
- b. Show both the width and the depth/thickness for any new pavement.

Note – Separate cross sections for existing and proposed conditions may be needed to clearly show

the before and after pavement widths/thicknesses.

4. **Project Estimate** (Attachment F)

Engineer’s Initials: MHA

- a. The Project Estimate (Attachment F) **must be used** for all applications that are requesting ATP Infrastructure funds. Attachment F shall be completed per the instructions and attached to the application, in the appropriate location.
- b. Each of the main project elements are broken out into separate construction items. The costs for each item are based on calculated quantities and appropriate corresponding unit costs.
 - i. Only items in the “Allowable Lump Sum Items” tab may use Lump Sum as a unit.
- c. All non-participating costs in relation to the ATP funding are clearly identified and accounted for separately from the eligible costs.
- d. Clearly identify and account for all project elements in which the applicant intends to utilize services provided by the CCC, certified community conservation corps, or tribal corps.
- e. **ALL** project development costs (including non-ATP funds) need to be accounted for in the total project cost.

5. **Crash/Safety Data, Collision maps and Countermeasures** (Part B, Question 3)

Engineer’s Initials: MHA

- a. Confirm that crash data shown is depicted accurately, is shown to scale, and occurred within the influence area of proposed improvements.

6. **Project Schedule, Funding, and Programming Request** (Part A6)

Engineer’s Initials: MHA

- a. All applicants with projects over \$1M must anticipate receiving federal ATP funding for the project and therefore the project schedules and programming included in the application must account for all applicable federal requirements and timeframes.
- b. “Completed Dates” for project Milestone Dates shown in the application have been reviewed and verified.
- c. “Expected Dates” for project Milestone Dates shown in the application account for all reasonable project timetables, including: Interagency MOUs, Caltrans agreements, CTC allocations, FHWA authorizations, federal environmental studies and approvals, federal right-of-way acquisitions, federal consultant selections, project permits, etc.
- d. The fiscal year and funding amounts shown in the Project Programming Request (PPR) must be consistent with Implementing Agency’s expected project milestone dates and available matching funds.

Anticipated Environmental Studies	Cost	Time needed for the study
1. _____	\$ 15000 _____	12 _____ Months
2. _____	\$ _____	_____ Months
3. _____	\$ _____	_____ Months

7. **Warrant Studies/Guidance** (Attachment K)

Engineer’s Initials: MHA

(Check if not applicable)

- a. For new Traffic Control Signals – an engineering study that includes analysis of Signal Warrants 1- 9 (CA MUTCD) must be submitted. For ATP funding, warrants 4, 5 or 7 should be met but the final decision to install a signal must be made by the engineer. The engineering study (and any additional documentation of the engineering judgment supporting the Traffic Control Signal, if needed) must include the name and license number of the responsible engineer and must be

attached to the application in the "Additional Attachments" section (Attachment K).

8. Additional Narration and Documentation (Attachment K)

Engineer's Initials: MHA

- a. The text in the "Narrative Questions" in the application must be consistent with and supports the engineering logic and calculations used in the development of the maps, layout/plans, cross sections, schedule and estimate. If non-standard ATP elements are included in the project (i.e. vehicular roadway widening necessary for the construction of the primary ATP elements), attach appropriate documentation demonstrating the engineering decisions and calculations that justify the inclusion of the non-standard elements.

This checklist is to be completed by the engineer in "responsible charge" of defining the project's Scope, Cost and Schedule per the expectations of the CTC's PSR Equivalent. The checklist is expected to be used during the preparation of the documents, but not initialed and stamped by the engineer until the final application and application attachments are complete and ready for submission to Caltrans.

Licensed Engineer Information:

Name (Last, First):

Mohammad Alimi, P.E

Title:

Design Division Manager

Engineer License Number:

67156

Signature and Date:

Mohammad H. Alimi 6/16/2022

Email Address:

malimi@fresnocountyca.gov

Phone:

559-600-4505

Place the Engineer's Stamp below:



LOCATION DETAIL



	DATE:	SCALE IN FEET
DESIGNED: D.N.	06/06/2022	
REVISED D.N.	06/08/2022	
STATE BRIDGE NO.	N/A	



DEPARTMENT OF PUBLIC WORKS & PLANNING

ATTACHMENT C
**ACTIVE TRANSPORTATION PROGRAM
 CANTUA CREEK SIDEWALK PROJECT**

LOCATION DETAIL



	DATE:	SCALE IN FEET
DESIGNED: D.N.	06/06/2022	
REVISED D.N.	06/08/2022	
STATE BRIDGE NO.	N/A	



DEPARTMENT OF PUBLIC WORKS & PLANNING

ATTACHMENT C
**ACTIVE TRANSPORTATION PROGRAM
 EL PORVENIR SIDEWALK PROJECT**



LEGEND

- PROJECT BOUNDARY
- SIDEWALK EXISTING
- SIDEWALK PROPOSED
- SIDEWALK PROPOSED REPLACEMENT
- EXISTING RIGHT OF WAY
- EXISTING AG PATH
- CURB RAMP

DATE

11/11/11

DRAWN

03/2022

CHECKED

REVISION

Scale in Feet

ATTACHMENT D

PROJECT

EXHIBIT FOR
SIDEWALK IMPROVEMENTS IN CANTUA, CA.
EXTENTS OF PROJECT

Road No.

Bridge No.



DEPARTMENT OF PUBLIC WORKS & PLANNING

DESIGN DIVISION

Drawing No.

Sheet No. 1

Total 2

FOR R/W DATA AND ACCURATE ACCESS DETERMINATION SEE R/W RECORDS AT PUBLIC WORKS



EL PROGRESO AVE

HIDALGO AVE

JUAREZ AVE

PROPOSED CURB RAMP

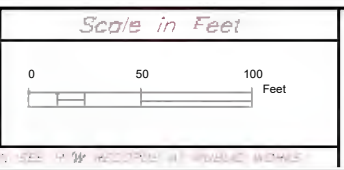
REPLACED VALLEY GUTTER

PROPOSED SIDEWALK

LEGEND

- PROJECT BOUNDARY: - - - - -
- SIDEWALK EXISTING: ————
- SIDEWALK PROPOSED: ————
- SIDEWALK PROPOSED REPLACEMENT: ————
- EXISTING RIGHT OF WAY: - - - - -
- CURB RAMP: [Symbol]

DATE	11/11/11
SURVEYED	
DRAWN	03/2022
CHECKED	



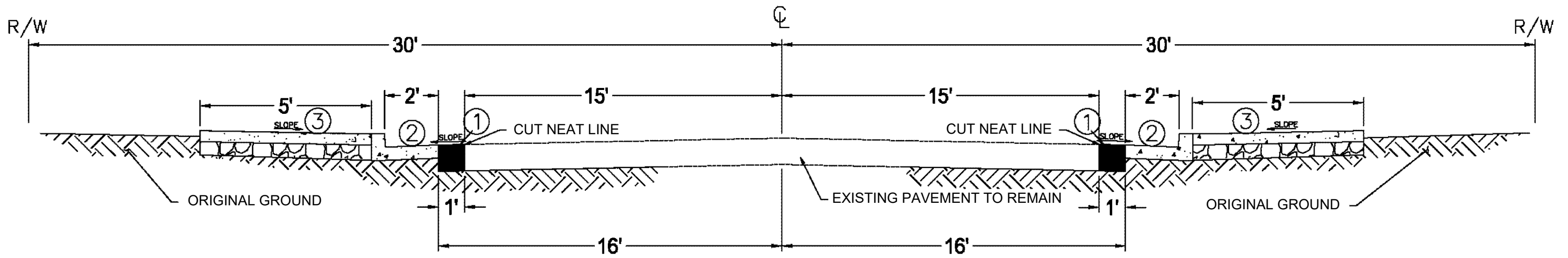
ATTACHMENT D

PROJECT
 EXHIBIT FOR
 SIDEWALK IMPROVEMENTS IN EL PORVENIR, CA.
 EXTENTS OF PROJECT



DEPARTMENT OF PUBLIC WORKS & PLANNING
 DESIGN DIVISION
 Drawing No. Sheet No. 1 Total 2

FOR THE USER MAKE APPROPRIATE ADJUSTMENTS TO THE SCALE OF THE DRAWING AT PUBLIC RISK.



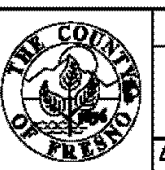
- 1. NEW STRUCTURAL SECTION: HMA / 95% CNS
- 2. REPLACE MONOLITHIC CURB & GUTTER
- 3. NEW 4" THICK SIDEWALK / CNS TO 95% RELATIVE COMPACTION. CROSS SLOPE 1.5% U.N.O.

SURVEYED	N/A	DATE	N/A
DRAWN	R.O.	DATE	08/2022
CHECKED		DATE	08/2022
REVISION			

Scale in Feet	N.T.S.
FOR R/W DATA AND ACCURATE ACCESS DETERMINATION SEE R/W RECORDS AT PUBLIC WORKS	

ATTACHMENT D

PROJECT	
EXHIBIT FOR SIDEWALK IMPROVEMENTS IN EL PORVENIR, CA TYPICAL SECTION	
Road No.	Bridge No.



DEPARTMENT OF PUBLIC WORKS & PLANNING		
DESIGN DIVISION		
Drawing No.	Sheet No.	Total

ATTACHMENT E

PHOTOS OF EXISTING CONDITIONS
CANTUA CREEK & EL PORVENIR COMMUNITY
SIDEWALKS - CANTUA CREEK



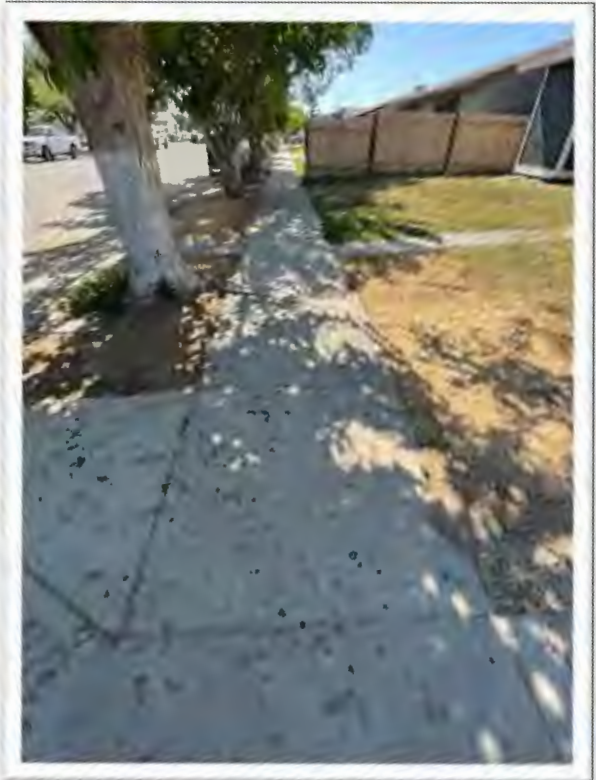
ATTACHMENT E

PHOTOS OF EXISTING CONDITIONS
CANTUA CREEK & EL PORVENIR COMMUNITY
SIDEWALKS - CANTUA CREEK



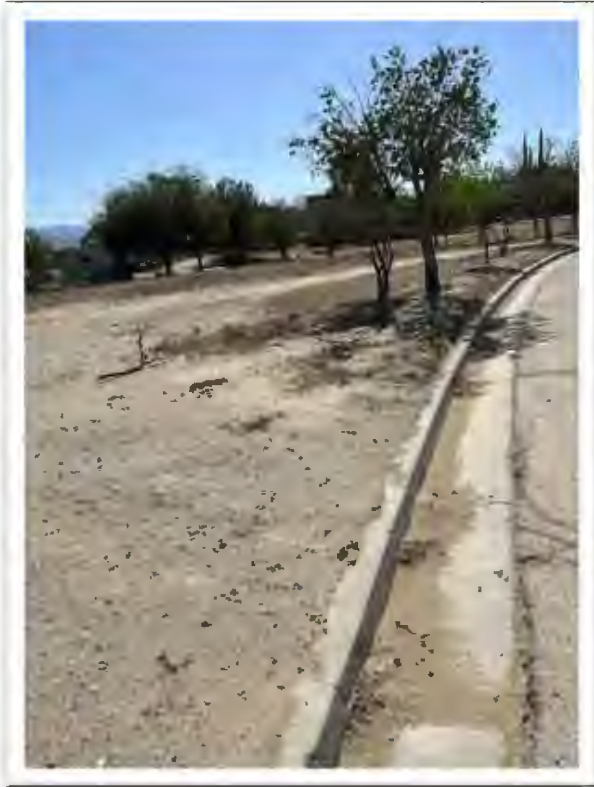
ATTACHMENT E

PHOTOS OF EXISTING CONDITIONS
CANTUA CREEK & EL PORVENIR COMMUNITY
SIDEWALKS - CANTUA CREEK



ATTACHMENT E

PHOTOS OF EXISTING CONDITIONS
CANTUA CREEK & EL PORVENIR COMMUNITY
SIDEWALKS – EL PORVENIR



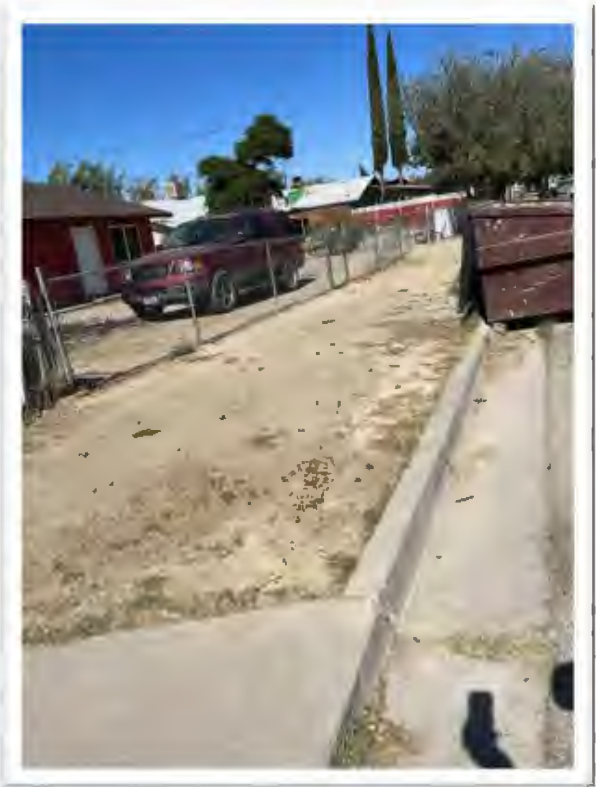
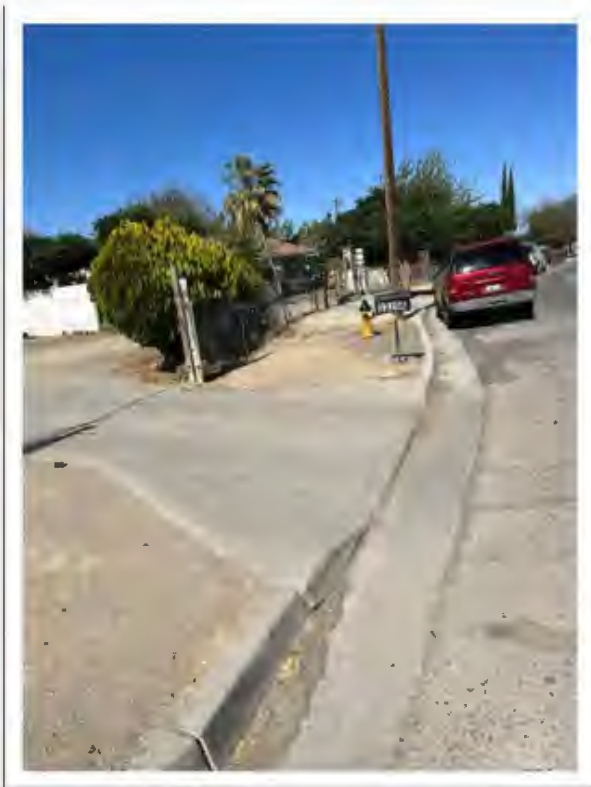
ATTACHMENT E

PHOTOS OF EXISTING CONDITIONS
CANTUA CREEK & EL PORVENIR COMMUNITY
SIDEWALKS – EL PORVENIR



ATTACHMENT E

PHOTOS OF EXISTING CONDITIONS
CANTUA CREEK & EL PORVENIR COMMUNITY
SIDEWALKS – EL PORVENIR



ATTACHMENT F

Detailed Engineer's Estimate and Total Project Costs- Cycle 5

Important: Read the Instructions in the first sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).

Project Information:

Agency: County of Fresno Date: 6/9/2022

Project Description: Install concrete sidewalk, curb, gutter and ADA curb ramps

Project Location: Various locations in the community of Cantua Creek

Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate: Sebastian Artal License #: 76724

Engineer's Estimate and Cost Breakdown:

Engineer's Estimate (for Construction Items Only)

Cost Breakdown

ATP Eligible Costs/Items	ATP Ineligible Costs/Items	Corps/CCC to construct
%	%	%
\$	\$	\$

Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	ATP Eligible		ATP Ineligible		Corps/CCC to construct	
						%	\$	%	\$	%	\$
General Overhead-Related Construction Items											
1	Mobilization	1	LS	\$60,000.00	\$60,000	100%	\$60,000				
2	Construction Area Funding Sign	2	EA	\$1,000.00	\$2,000	100%	\$2,000				
3	Traffic Control	1	LS	\$15,000.00	\$15,000	100%	\$15,000				
4	Job Site Management	1	LS	\$2,500.00	\$2,500	100%	\$2,500				
5	Prepare Implement SWPPP	1	LS	\$2,500.00	\$2,500	100%	\$2,500				
6	Dust Control	1	LS	\$1,200.00	\$1,200	100%	\$1,200				
7	Clearing and Grubbing	1	LS	\$30,000.00	\$30,000	100%	\$30,000				
8	Sawcut and Remove Existing Concrete	36850	SF	\$5.00	\$184,250	100%	\$184,250				
9	Remove and Dispose Existing Concrete Curb & Gutter	2000	LF	\$15.00	\$30,000	100%	\$30,000				
General Construction Items											
10	Finish Roadway	1	LS	\$5,000.00	\$5,000	100%	\$5,000				
11	Class II Aggregate Base	877	CY	\$65.00	\$57,005	100%	\$57,005				
12	Hot Mix Asphalt	205	TON	\$140.00	\$28,700	100%	\$28,700				
13	Tack Coat	2	TON	\$1,500.00	\$3,000	100%	\$3,000				
14	Install Concrete Sidewalk	34500	SF	\$12.00	\$414,000	100%	\$414,000				
15	Install Curb Ramps and Returns	15	EA	\$5,000.00	\$75,000	100%	\$75,000				
16	Install Concrete Driveway Approaches	7200	SF	\$15.00	\$108,000	100%	\$108,000				
17	Install Concrete Valley Gutter	2400	SF	\$20.00	\$48,000	100%	\$48,000				
18	install Concrete Curb and Gutter	2000	LF	\$55.00	\$110,000	100%	\$110,000				
19	Adjust Water Valve Box Covers to Finished Grade	1	LS	\$20,000.00	\$20,000	100%	\$20,000				
20	Paint Striping	1	LS	\$5,000.00	\$5,000	100%	\$5,000				
Subtotal of Construction Items:						\$1,201,155	\$1,201,155				
Construction Item Contingencies (% of Construction Items):						15.00%	\$183,460				
Total (Construction Items & Contingencies) cost:						\$1,384,615	\$1,384,615				

Project Delivery Costs:

Type of Project Cost	Cost \$	ATP Eligible Costs	Non-participating Costs	
Preliminary Engineering (PE)				
Environmental Studies and Permits(PA&ED):	\$ 25,000	\$25,000	-	
Plans, Specifications and Estimates (PS&E):	\$ 170,000	\$170,000	-	"PE" costs / "CON" costs
Total PE:	\$ 195,000	\$195,000	-	14% 25% Max
Right of Way (RW)				
Right of Way Engineering:	\$ -	-	-	
Acquisitions and Utilities:	\$ -	-	-	
Total RW:	\$ -	-	-	
Construction Engineering (CE)				
Construction Engineering (CE):	\$ 183,460	\$183,460	-	"CE" costs / "CON" costs
Total Project Delivery:	\$378,460	\$378,460	-	13% 15% Max
Total Construction Costs:	\$1,384,615	\$1,568,075	-	
Total Project Cost:	\$1,763,075	\$1,763,075	-	

Documentation of Ineligible (Non-Participating) Costs:

The Engineer's logic and/or calculations for splitting costs between ATP-Eligible and Non-participating costs must be documented in this section of the Estimate form.

Separate logic is required for each item which is partly ineligible for ATP funding or is required for the construction of an ineligible item/element of the project.

Item #:	Description of Engineer's Logic: (See examples shown in the Instructions)

ATTACHMENT F

Detailed Engineer's Estimate and Total Project Costs- Cycle 5

Important: Read the Instructions in the first sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).

Project Information:

Agency: County of Fresno	Project Description: Install concrete sidewalk, curb, gutter and ADA curb ramps	Date: 6/9/2022
Project Location: Various locations in the community of El Porvenir		
Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate: Sebastian Artal		License #: 76724

Engineer's Estimate and Cost Breakdown:

Engineer's Estimate (for Construction Items Only)						Cost Breakdown					
						ATP Eligible Costs/Items		ATP Ineligible Costs/Items		Corps/CCC to construct	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$
General Overhead-Related Construction Items											
1	Mobilization	1	LS	\$60,000.00	\$60,000	100%	\$60,000				
2	Construction Area Funding Sign	2	EA	\$1,000.00	\$2,000	100%	\$2,000				
3	Traffic Control	1	LS	\$10,000.00	\$10,000	100%	\$10,000				
4	Job Site Management	1	LS	\$2,500.00	\$2,500	100%	\$2,500				
5	Prepare Implement SWPPP	1	LS	\$2,500.00	\$2,500	100%	\$2,500				
6	Dust Control	1	LS	\$1,200.00	\$1,200	100%	\$1,200				
7	Clearing and Grubbing	1	LS	\$40,000.00	\$40,000	100%	\$40,000				
8	Sawcut and Remove Existing Concrete	9720	SF	\$5.00	\$48,600	100%	\$48,600				
9	Remove and Dispose Existing Concrete Curb & Gutter	5200	LF	\$15.00	\$78,000	100%	\$78,000				
10	Remove Trees	15	EA	\$1,000.00	\$15,000	100%	\$15,000				
General Construction Items											
11	Finish Roadway	1	LS	\$5,000.00	\$5,000	100%	\$5,000				
12	Class II Aggregate Base	774	CY	\$65.00	\$50,310	100%	\$50,310				
13	Hot Mix Asphalt	314	TON	\$140.00	\$43,960	100%	\$43,960				
14	Tack Coat	2	TON	\$1,500.00	\$3,000	100%	\$3,000				
15	Install Concrete Sidewalk	25775	SF	\$12.00	\$309,300	100%	\$309,300				
16	Install Concrete Curb Ramps and Returns	7	EA	\$5,000.00	\$35,000	100%	\$35,000				
17	Install Concrete Driveway Approaches	9720	SF	\$15.00	\$145,800	100%	\$145,800				
18	Install Concrete Valley Gutter	1420	SF	\$20.00	\$28,400	100%	\$28,400				
19	Install Concrete Curb and Gutter	5200	LF	\$55.00	\$286,000	100%	\$286,000				
20	Adjust Water Valve Box Covers to Finished Grade	1	LS	\$20,000.00	\$20,000	100%	\$20,000				
Subtotal of Construction Items:					\$1,186,570		\$1,186,570				
Construction Item Contingencies (% of Construction Items):					15.00%		\$180,236				
Total (Construction Items & Contingencies) cost:					\$1,366,806		\$1,366,806				

Project Delivery Costs:

Type of Project Cost	Cost \$	ATP Eligible Costs	Non-participating Costs	
Preliminary Engineering (PE)				
Environmental Studies and Permits(PA&ED):	\$ 25,000	\$25,000		
Plans, Specifications and Estimates (PS&E):	\$ 140,817	\$140,817		"PE" costs / "CON" costs
Total PE:	\$ 165,817	\$165,817		12% 25% Max
Right of Way (RW)				
Right of Way Engineering:	\$ -			
Acquisitions and Utilities:	\$ -			
Total RW:	\$ -			
Construction Engineering (CE)				
Construction Engineering (CE):	\$ 180,236	\$180,236		"CE" costs / "CON" costs
Total Project Delivery:	\$346,053	\$346,053		13% 15% Max
Total Construction Costs:	\$1,366,806	\$1,547,042		
Total Project Cost:	\$1,712,859	\$1,712,859		

Documentation of Ineligible (Non-Participating) Costs:

The Engineer's logic and/or calculations for splitting costs between ATP-Eligible and Non-participating costs must be documented in this section of the Estimate form. Separate logic is required for each item which is partly ineligible for ATP funding or is required for the construction of an ineligible item/element of the project.

Item #:	Description of Engineer's Logic: (See examples shown in the Instructions)
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TOTAL PA & ED	\$ 50,000.00
TOTAL PS & E	\$ 310,817.00
TOTAL CON	\$ 3,115,117.00
TOTAL PROJECT COSTS	\$ 3,475,934.00



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 to support the Active Transportation Program (ATP) grant application for the communities of Cantua Creek and El Porvenir/Three Rocks.

Funding from this grant will build sidewalks in each of these disadvantaged, rural communities. Residents walk on streets now to get to Cantua Elementary School, the U.S. Post Office, the community church, a park, and access much needed resources. It is important to me to see that the residents can reach these locations 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 have to walk without the benefit of pedestrian pathways in many areas, or along pathways that are in poor condition.

Residents tell me they appreciate the enhanced quality of life sidewalks offer. I sincerely believe this project brings us a step closer to making Cantua Creek and El Porvenir/Three Rocks more walkable communities and will improve the health and lives of residents.

Thank you for your time and consideration in this matter.

Sincerely,

Brian Pacheco
Fresno County Board of Supervisors, District I

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



Martin Macías
Superintendent

Board Members:

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District 4

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Clerk / District 3

Leticia Fernández
Member / District 2

Kathy Chaffin
Member / District 2

Maryann Trujillo
Member / District 4

Leticia Rodriguez
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,

Martin Macías

Superintendent, Golden Plains Unified School District