

**ATP APPLICATION FORM**

LAPG 25-U (REV 05/2022)

6-Fresno County-3
Calwa 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-3

PROJECT NAME:

Calwa Sidewalk Project

PROJECT DESCRIPTION:

Calwa Sidewalk Project - Pedestrian Improvements throughout the community of Calwa.

PROJECT LOCATION:

Various locations in the community of Calwa, CA.

ATP FUNDED COMPONENTS

Infrastructure				Non-Infrastructure	Plan
PA&ED	PS&E	R/W	CON		
\$ 49	\$ 394	\$ -	\$ 2,934	\$ -	\$ -
FY 23/24	FY 24/25	FY -	FY 26/27	FY -	FY -

PROJECT FUNDING INFORMATION (1,000s)

Total Project \$	Total ATP \$	Total Non-ATP \$	Past ATP \$	Leveraging \$	Non-Participating \$	Future Local \$
3,429	3,377	52	-	-	52	-



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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: 7

Calwa Sidewalk Project

PROJECT / APPLICATION NUMBER: 3

SUMMARY OF PROJECT SCOPE: (Max of 300 Words)

Words Remaining: 4

(Summary of the Existing Condition, Project Scope, the Expected Benefits)

Project Description:

Calwa is a disadvantaged community and a Fresno County island within the boundaries of the city of Fresno, and an area 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 alternative transportation to different destination points. These destination points include community centers, places of worship, local businesses, the U.S. Post Office, and an elementary school (located just outside the project area). Currently, the majority of the proposed project area lacks sidewalks. Pedestrians are forced to either walk on a dirt path or in the street alongside motorized vehicles. Wheelchair users are forced to travel in the street alongside traffic instead of having adequate sidewalk and ADA curb ramp facilities.

Project Scope:

Install new concrete sidewalk were missing or replace damaged or non-ADA compliant sidewalks within the community of Calwa. Existing non-ADA compliant ramps will be replaced as part of the work. In some street intersections, pavement will need to be ground and re-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 or replaced and other areas as needed, to develop the project.

EXPECTED BENEFITS:

Residents and visitors of Calwa 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 their wheelchair instead of using a car.

OUTCOME/OUTPUT: (Max of 35 Words)

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.)

Words Remaining: 10

Construct 20,250 lineal feet concrete sidewalk, 30 curb ramps and returns, 12,600 sq. ft. concrete approaches, 2,000 feet concrete curb and gutter, and 2 crosswalks.

FTIP PROJECT DESCRIPTION: (Max of 180 Characters)

Characters Remaining: 97

Calwa Sidewalk Project - Pedestrian Improvements throughout the community of Calwa.

PROJECT LOCATION: (Max of 180 Characters)

Words Remaining: 132

Various locations in the community of Calwa, CA.

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 - CALWA_LOCATION-MAP.pdf

CITIES:

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

City Code: FRE

City Name: Fresno

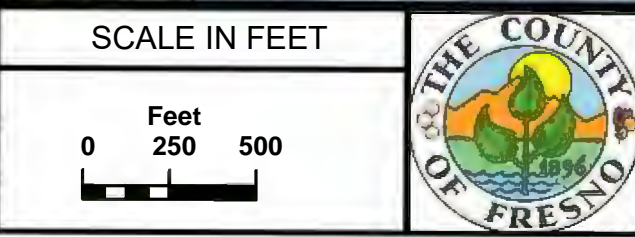
PROJECT COORDINATES:

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.

LOCATION DETAIL



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



DEPARTMENT OF PUBLIC WORKS & PLANNING

**ATTACHMENT C
ACTIVE TRANSPORTATION PROGRAM
CALWA SIDEWALK PROJECT**



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Infrastructure Project Coordinates: (latitude/longitude in decimal format)

Lat. 36.7 N / long. -119.8 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.



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School Name: Calwa Elementary School

School Address: 4303 E Jensen Ave, Fresno, CA 93725

District Name: Fresno Unified School District

District Address: 2309 Tulare Street, Fresno, California 93721

Co.-Dist.-School Code: 10-62166-6006126

School Type: to

Project improvements maximum distance from school 0.50 mile

Total student enrollment: 604

Approximate # of students living along route proposed for improvement: 250

Percentage of students eligible for free or reduced meal programs** 96 %

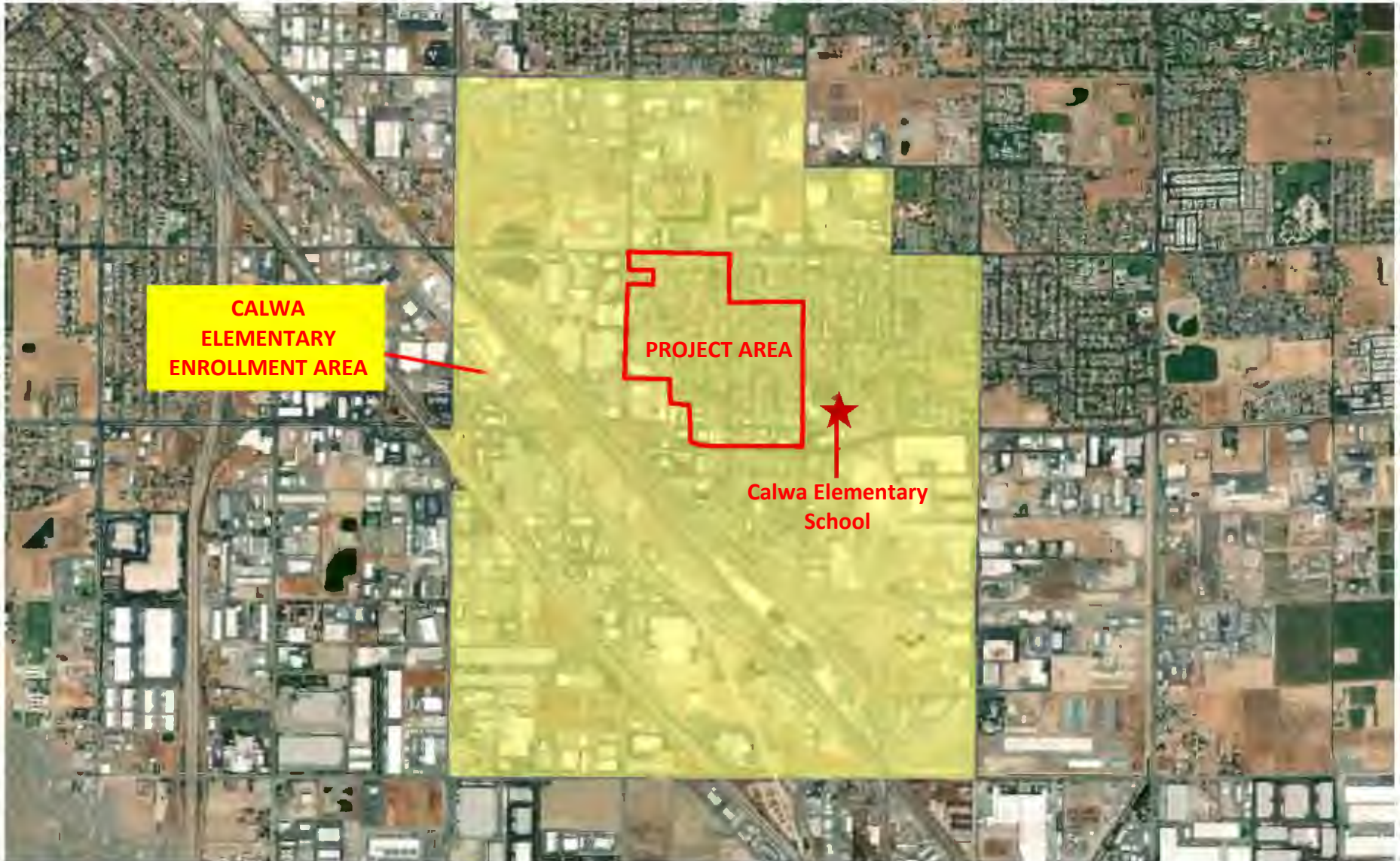
**Refer to the California Department of Education website: <https://www.cde.ca.gov/ds/ad/documents/frpm1920.xlsx>

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 - CALWA.pdf

**ENROLLMENT AREA
GOLDEN PLAINS UNIFIED SCHOOL DISTRICT**





CALWA ELEMENTARY SCHOOL

4303 East Jensen Avenue
Fresno, California 93725
Phone: (559) 457-2610
Fax: (559) 457-2616

Antonio Sanchez
Principal

Curtis Smith
Vice

6-14-2022

Re: Calwa Active Transportation Program Grant

To Whom It May Concern,

On behalf of the families in the Calwa community and Calwa Elementary School, we are requesting that the Calwa area be recognized as a need for transportation improvements. The existing conditions of the streets and sidewalks show gaps, holes, and cracks that make foot traffic and wheelchair transportation unsafe to and from school. In addition, the yellow pads for the blind are in much need of repair. As shown below in the pictures, the pads are bubbling, uneven, and pose as a tripping hazard for all families. Our families deserve better! It would be of great benefit to our community if improvements were made to our sidewalks, streets, and crosswalks.

Mr. Sanchez, Principal

Mr. Smith, Vice Principal



"CALWA ELEMENTARY SCHOOL EXISTS TO ENSURE HIGH LEVELS OF LEARNING AND SUCCESS FOR ALL STUDENTS."

"LA ESCUELA PRIMARIA DE CALWA EXISTE PARA ASEGURAR ALTOS NIVELES DE APRENDIZAJE Y EXITO PARA TODOS LOS ESTUDIANTES."



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): <u>13,470</u> Linear Feet	New (over 8' wide): <u>0</u> Linear Feet
	Widen Existing: <u>0</u> Linear Feet	Reconstruct/Enhance Existing: <u>6,780</u> Linear Feet
	New Barrier Protected (Barrier, parking, functional-planter, etc.): <u>0</u> Linear Feet	
ADA Ramp Improvements:	New Ramp (none exist): <u>20</u> Number	Reconstruct Ramp to Standard: <u>10</u> Number
Signalized Intersections:	New Crosswalk: <u>0</u> Number	Enhance Existing Crosswalk: <u>0</u> Number
	Ped-Heads: <u>0</u> Number	Shorten Crossing: <u>0</u> Number
	Timing Improvements: <u>0</u> Number	
Un-Signalized Intersections:	New Traffic Signal: <u>0</u> Number	Crossing-Surface Improvements: <u>2</u> Number
	New RRFB/Signal: <u>0</u> Number	
	Shorten Crossing: <u>0</u> Number	
Mid-Block Crossing:	New RRFB/Signal: <u>0</u> Number	Crossing-Surface Improvements: <u>0</u> Number
Lighting:	Intersection: <u>0</u> Number	Roadway Segments: <u>0</u> Linear Feet
Pedestrian Amenities:	Benches: <u>0</u> Number	Trash Cans: <u>0</u> Number
	Shade Trees: <u>0</u> Number	Shade Tree Type: _____
Other Ped Improvements:	#1: _____ #:	#2: _____ #: <u>0</u>

Multi-use Trail Improvements

Vehicular-Roadway Traffic-Calming Improvements

Non-Infrastructure Components

Plan Type (only intended for Plans)



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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? 18

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? [] Yes [X] No

Expected or Past Start Date for R/W activities:

8/11/2025

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

18

months

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

2/1/2027

* 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	49	23/24	1	1	-	-	-
PS&E	400	394	24/25	6	6	-	-	-
R/W	-	-		-	-	-	-	-
CON	2,979	2,934	26/27	45	45	-	-	-
NI-CON/ PLAN	-	-		-	-	-	-	-
TOTAL	3,429	3,377		52	52	-	-	-

* 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						
Calwa Sidewalk Project						
Location (Project Limits), Description (Scope of Work)						
Various locations in the community of Calwa, CA.						
Component		Implementing Agency				
PA&ED		Fresno County				
PS&E		Fresno County				
Right of Way		Fresno County				
Construction		Fresno County				
Legislative Districts						
Assembly:	31	Senate:	14	Congressional:	21	
Project Benefits (If more space is needed, use the Additional Information field on the next page.)						
Building and repairing the sidewalks in Calwa will allow students to safely use active transportation to travel between school and home, and allow residents to reach important destinations in their community in a continuous journey free of obstacles and hazards.						
Purpose and Need						
Calwa is an unincorporated, disadvantaged community. The sidewalks throughout the area need repair or need to be built in order to provide connectivity. The community is built in a grid, which allows easy access to most locations such as Calwa Elementary School, two churches, a						
Category		Outputs/Outcomes		Unit	Total	
Active Transportation		Sidewalk miles		Feet	20,250	
ADA Improvements		New curb ramp installed		Each	30	
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		3/13/2024	
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)					2/1/2027	
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," previous page)

The lack of sidewalks near the schools force children and parents to enter the street and walk with traffic. All around Calwa broken sidewalks and a lack of ADA-compliant curb ramps hinder pedestrians' ability to complete their trips to their destinations.



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

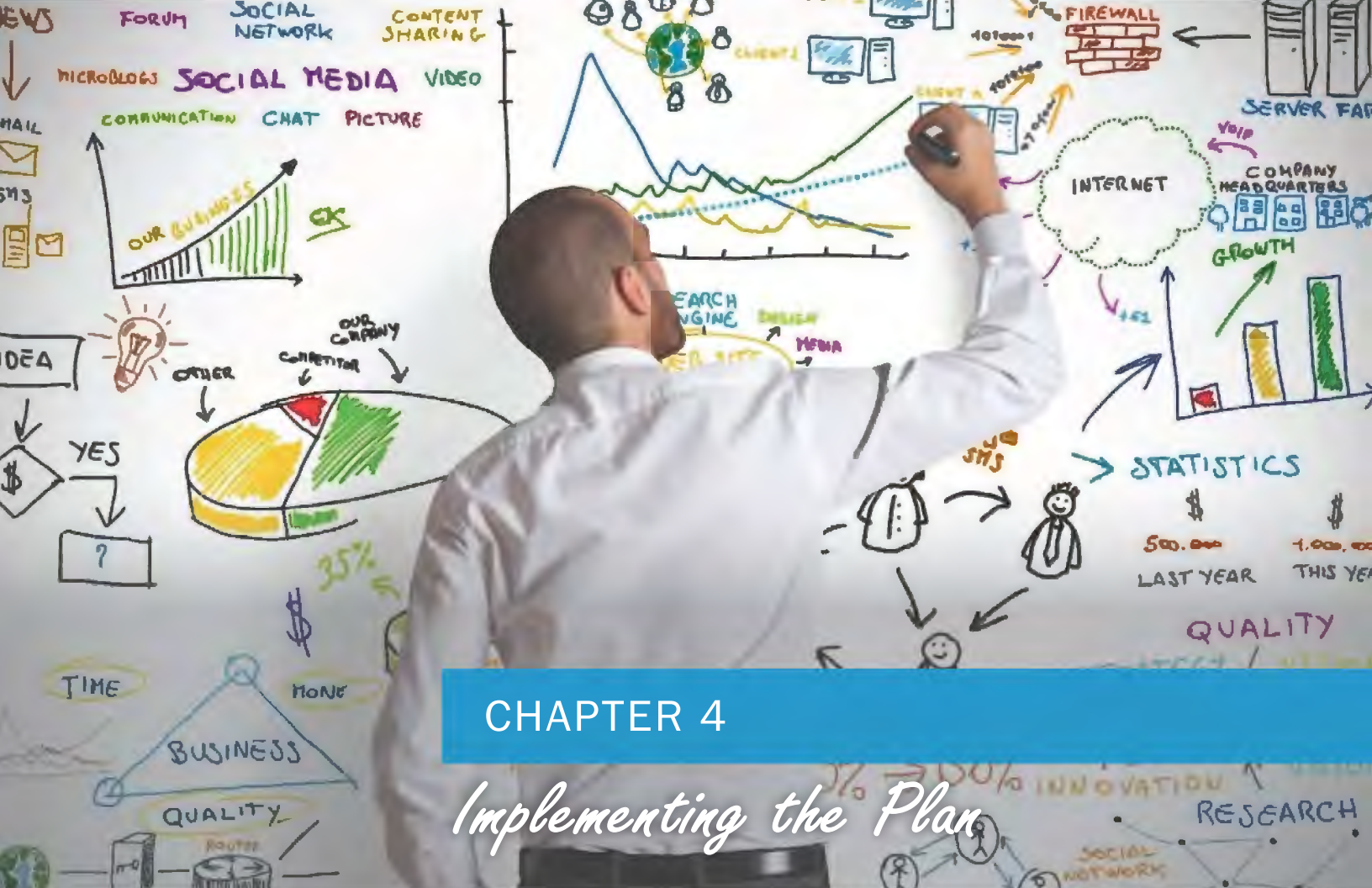
The applicant must provide that portion of Regional Transportation Plan showing that the proposed project is consistent. Attach a copy of ONLY the following elements of the plan: cover page and pages linking the proposed project to the plan. Highlighted and/or mark the attachment to clearly identify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



CHAPTER 4

Implementing the Plan

A vision, overarching goals, and supporting policies are established to direct both the long-term and short-term courses of action to meet the region's needs. A coordinated approach regarding transportation investments and growth across many partners will be necessary to ensure that our region's unique mobility needs are met.

The 2022 RTP reflects transportation planning for Fresno County through 2046. The vision, goals, policies, and actions in this chapter are intended to serve as the foundation for both short and long-term planning and guide implementation activities. While this chapter discusses programs and strategies to implement the RTP, a summary of the regional transportation projects is included in the Financial Element.

Addressing the region's unique mobility needs requires a collaborative effort across many partners and agencies. Public outreach and discussions with stakeholders on Fresno COG's subcommittees helped identify regional needs, which are discussed in more detail in this chapter. At the forefront are calls for more equitable solutions to providing access to safe, clean transportation options that help residents access good jobs, affordable homes, education, and health care. Additionally, recent unprecedented times, both regarding the COVID-19 pandemic and intensifying climate change effects, have demonstrated that our transportation solutions must be resilient to future unknowns to ensure that people and goods can get where they need to go under adverse conditions.

Because Fresno County is one of eight MPOs that make up the San Joaquin Valley air basin, it is linked for regional transportation planning through air quality guidelines. As such, regional transportation needs are discussed further in the San Joaquin Valley Regional Transportation Chapter in Appendix C.

The Policy Element Subcommittee, comprising local government staff and community stakeholders, helped establish the vision, overarching goals, and supporting policies. It convened several times in fall 2020.

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.

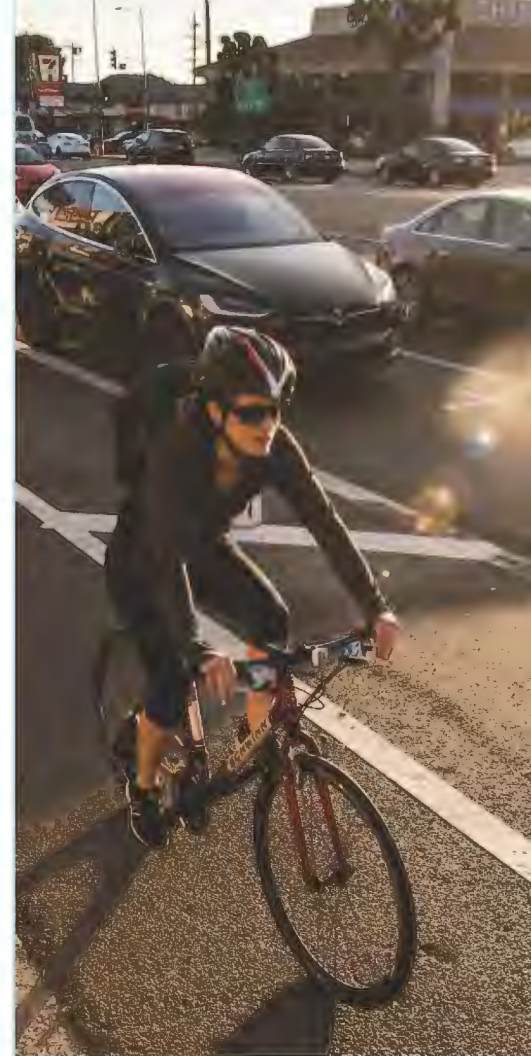
As the region continues to grow, improving efficiencies on the existing system and reducing congestion help to improve air quality and provide a reliable transportation system for residents and goods movement. Transportation Demand Management (TDM) is a set of strategies that aim to reduce single occupancy 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.

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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.

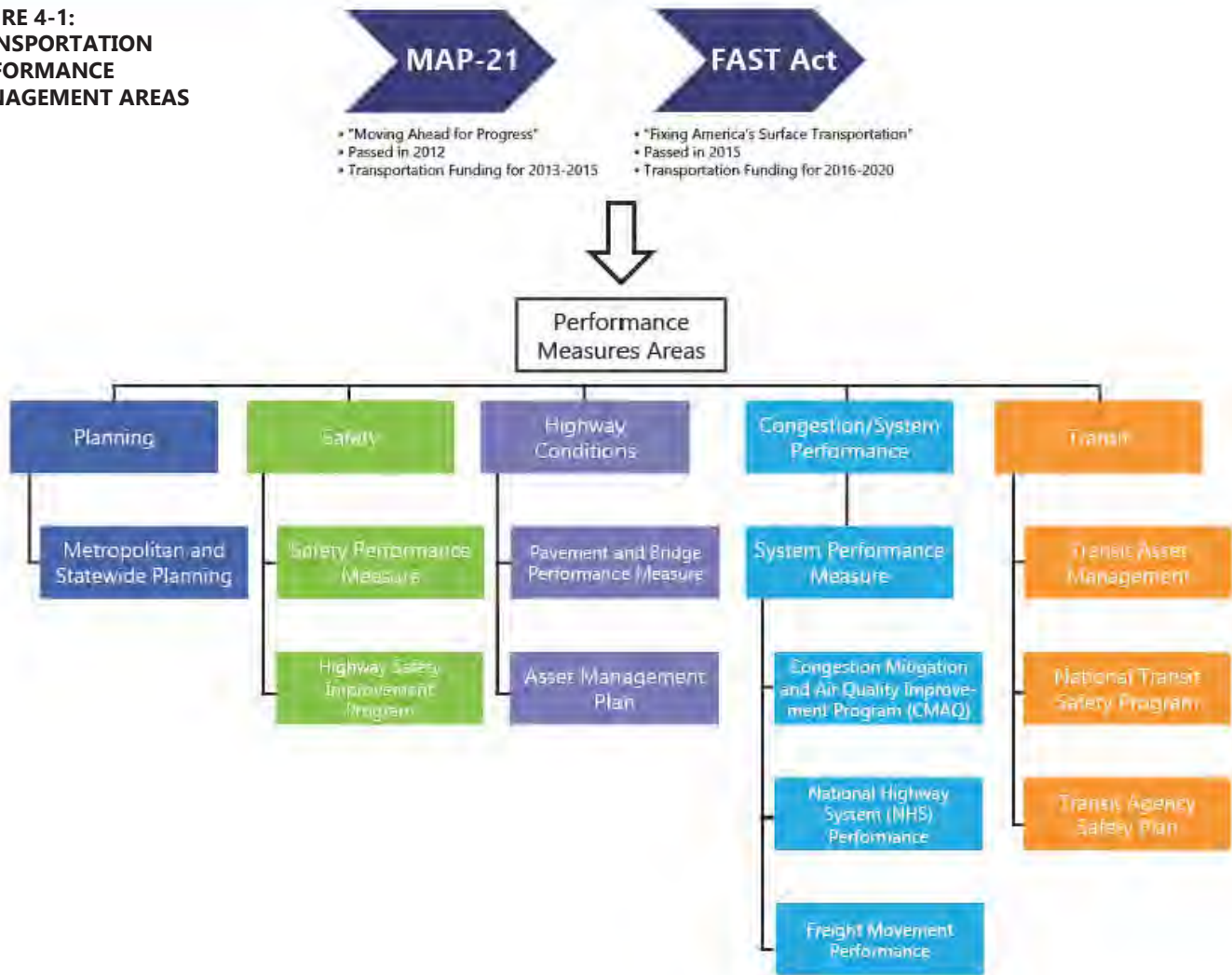
We work with the Caltrans on setting all these three performance measures PM1, PM2, and PM3. Caltrans organize the webinar with the representatives from FHWA and all the MPOs/RTPAs in the California to provide the information about the target setting process. While PM1 targets are set every year, the 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.

Calwa Destination Points Exhibits.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
12.01	5,944	7.5

The Lowest HPI Percentile from above (autofill): (to be used for qualifying as benefiting a DAC only) 7.5

HPI percentile for the community benefited by the project: 7.5
 (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-CALWA.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)

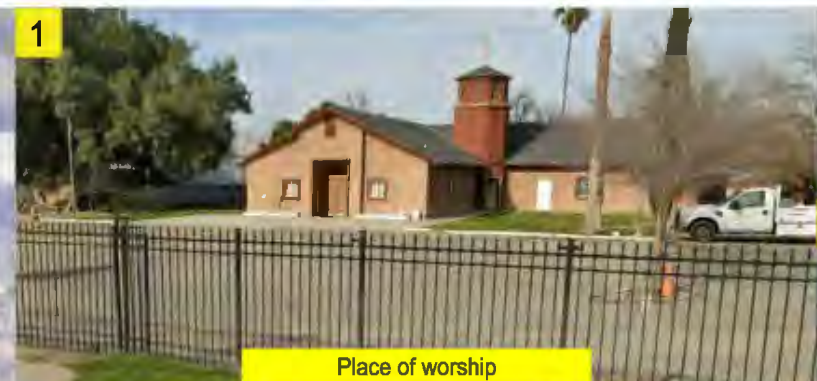
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The proposed project is within the disadvantaged urban community of Calwa, which has a large immigrant Latino population. This is a community of persistent poverty and many reside in multi-member households with one vehicle, so residents must walk or bike to school, area food markets, businesses, and the nearest bus stop.

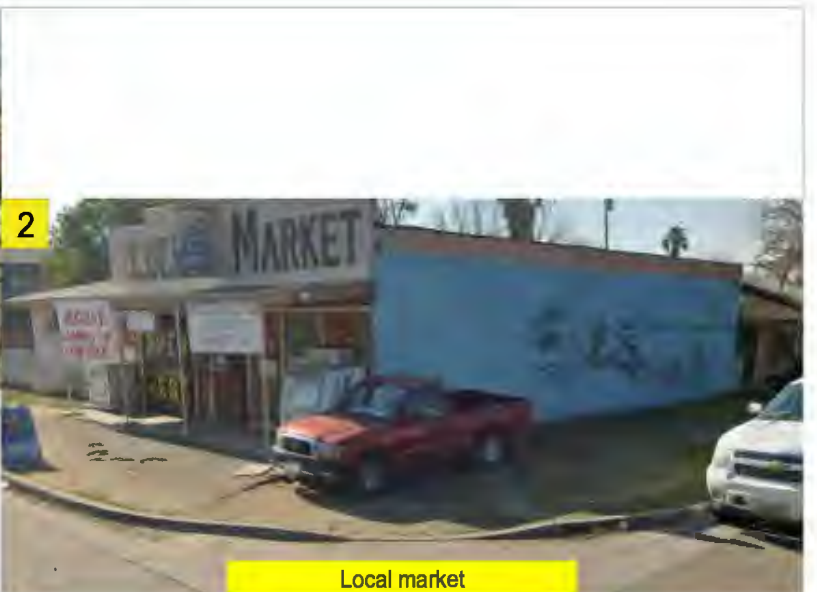
The sidewalk defects in this community are highly visible. Sidewalks are broken, crumbling, uneven, and cracked, making them unsafe and difficult to maneuver, especially for the disabled. Sidewalk gaps are intermittent throughout the community and need to be filled, such as multiple spots on Kaviland Avenue, which is otherwise paved. ADA curb ramps will be installed or upgraded. Curb and gutter repairs, along with improved drainage facilities, will also be included.

Walking routes to Calwa Elementary School should be efficient and accessible to all kinds of pedestrians such as students, those with limited mobility, pregnant women, the vision impaired, and the elderly. Walking to school during wet weather is particularly hazardous, when lacking sidewalk to provide for an unobstructed path of travel. Since students will no longer be forced to walk on the street meant for vehicle use, the proposed project helps protect children from traffic accidents. Fixing the sidewalks and encouraging active transportation will help the community to combat greenhouse gas emissions by reducing the use of vehicles.

No displacement issues are anticipated to occur as a result of the project. Displacement is not an issue in Calwa as the project area is



Place of worship



Local market



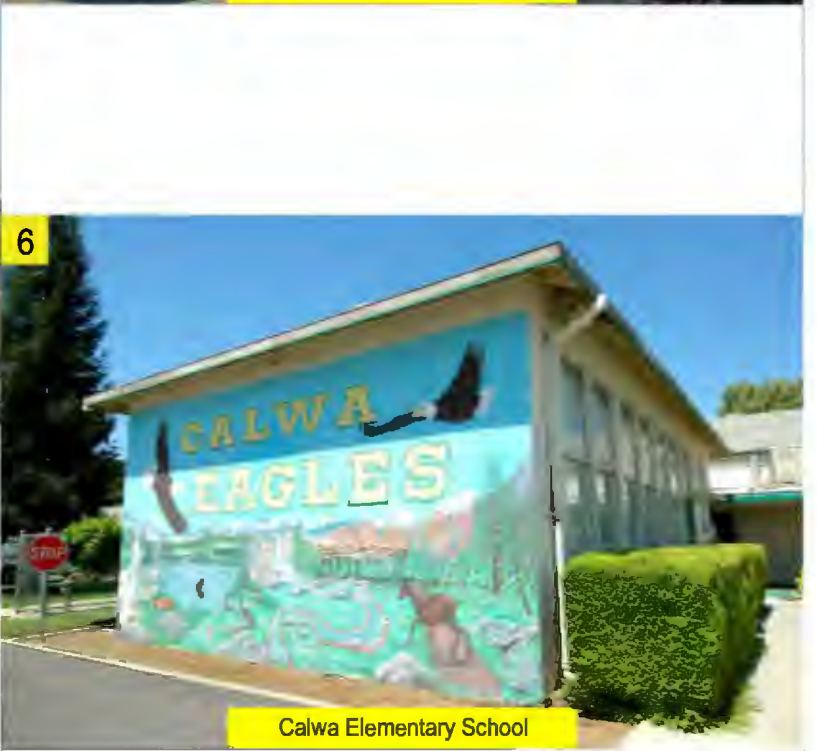
Place of worship



Post office and local businesses



Business district

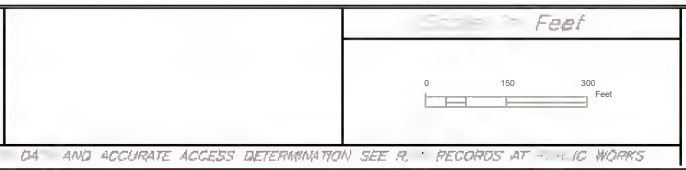


Calwa Elementary School

LEGEND

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

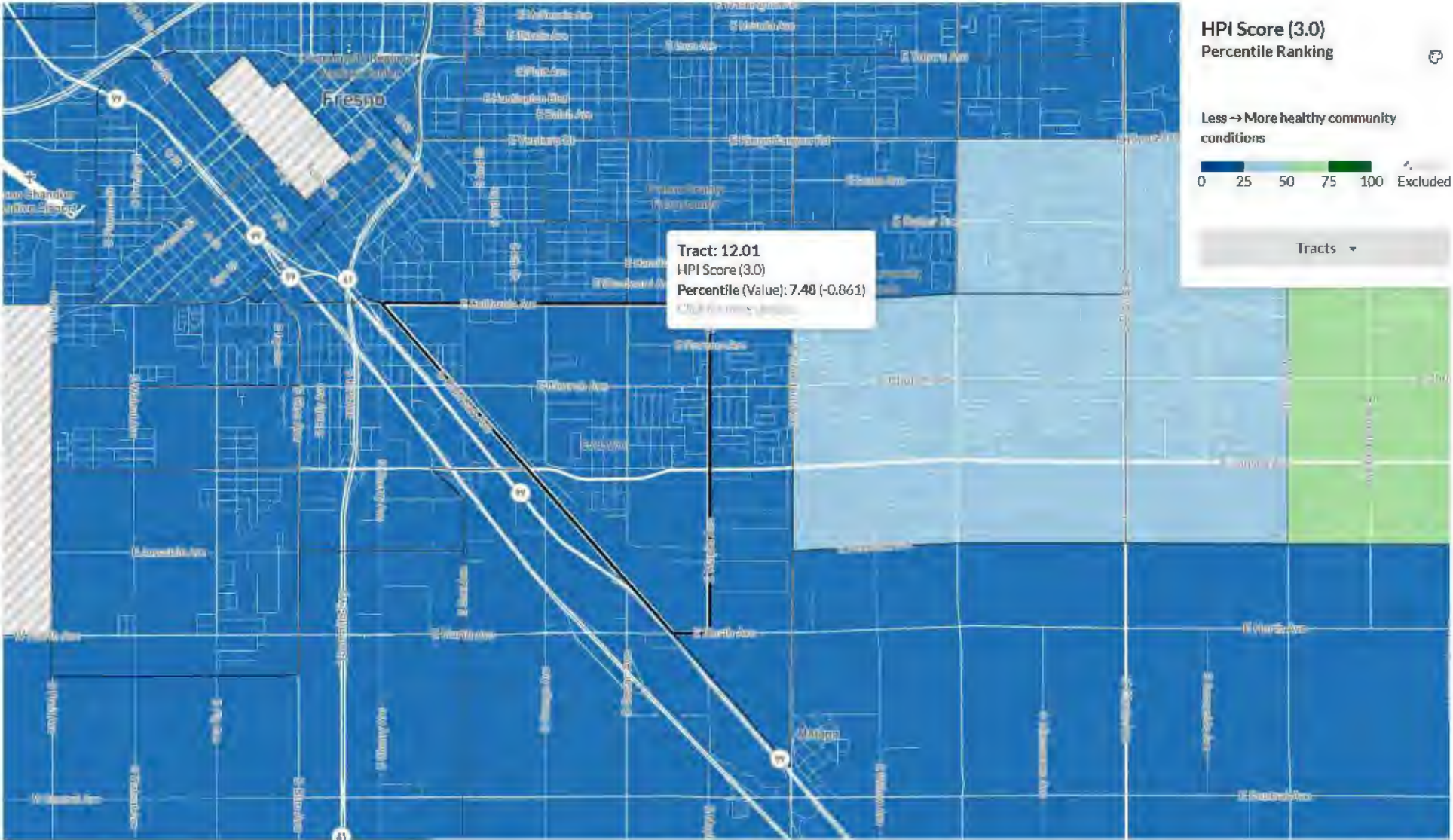
DATE	03/2022
SURVEYED	
DRAWN	
CHECKED	
REVISION	



PROJECT	EXHIBIT FOR
SIDEWALK IMPROVEMENTS IN CALWA, 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) CALWA SIDEWALK PROJECT CALWA, FRESNO COUNTY, CA



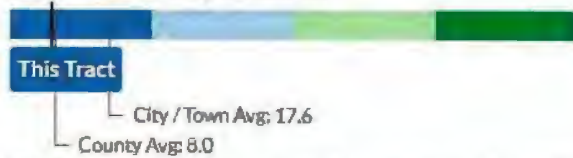
Retrieved May 3, 2022

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

HEALTHY PLACES INDEX (HPI) CALWA SIDEWALK PROJECT CALWA, FRESNO COUNTY, CA

HPI Score (3.0): 7.5 percentile

Less → More healthy conditions



This Tract has healthier community conditions than 7.5% of other California Tracts.

Tract 12.01

County > City / Town > Tract
Fresno > Fresno > 12.01

Population: 5,935

Policy Action Areas

Economic

This Tract has healthier economic conditions than 8.2% of other California Tracts.

Indicator	Value	Percentile Ranking
Above Poverty	40.6%	8.5
Employed	63.5%	12.0
Per Capita Income	\$13,800	4.1

Education

This Tract has healthier education conditions than 41.6% of other California Tracts.

Indicator	Value	Percentile Ranking
Bachelor's Education or Higher	6.36%	6.0
High School Enrollment	100%	63.0
Preschool Enrollment	56.2%	55.7

Clean Environment

This Tract has healthier clean environment conditions than 17.3% of other California Tracts.

Indicator	Value	Percentile Ranking
Diesel PM	0.233 kg/day	32.4
PM 2.5	14 µg/m ³	2.2
Ozone	0.06 ppm	18.6
Drinking Water Contaminants	73 ^d	16.2

Housing

This Tract has healthier housing conditions than 37.3% of other California Tracts.

Indicator	Value	Percentile Ranking
Homeownership	41.7%	30.4
Housing Habitability	98.5%	29.4
Low-Income Homeowner Severe Housing Cost Burden	2.46%	96.7
Low-Income Renter Severe Housing Cost Burden	34.9%	19.0
Uncrowded Housing	78.8%	10.9

Neighborhood

This Tract has healthier neighborhood conditions than 30.8% of other California Tracts.

Indicator	Value	Percentile Ranking
Park Access	62.9%	26.1
Retail Density	1.66 jobs per acre	36.5
Tree Canopy	3.83%	29.6

Retrieved May 3, 2022

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

HEALTHY PLACES INDEX (HPI) CALWA SIDEWALK PROJECT CALWA, FRESNO COUNTY, CA

Social

This Tract has healthier social conditions than 10.9% of other California Tracts.

Indicator	Value	Percentile Ranking
2020 Census Response Rate	61.7%	20.5
Voting	51.8%	1.3

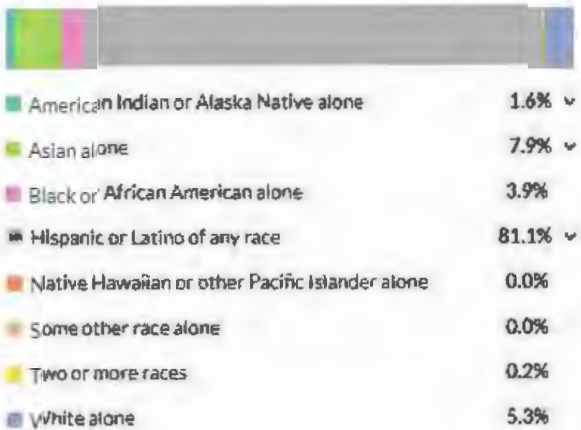
Transportation

This Tract has healthier transportation conditions than 39.2% of other California Tracts.

Indicator	Value	Percentile Ranking
Active Commuting	2.31%	23.3
Automobile Access	95.9%	55.2

Racial Justice and Health Equity

Race/Ethnicity



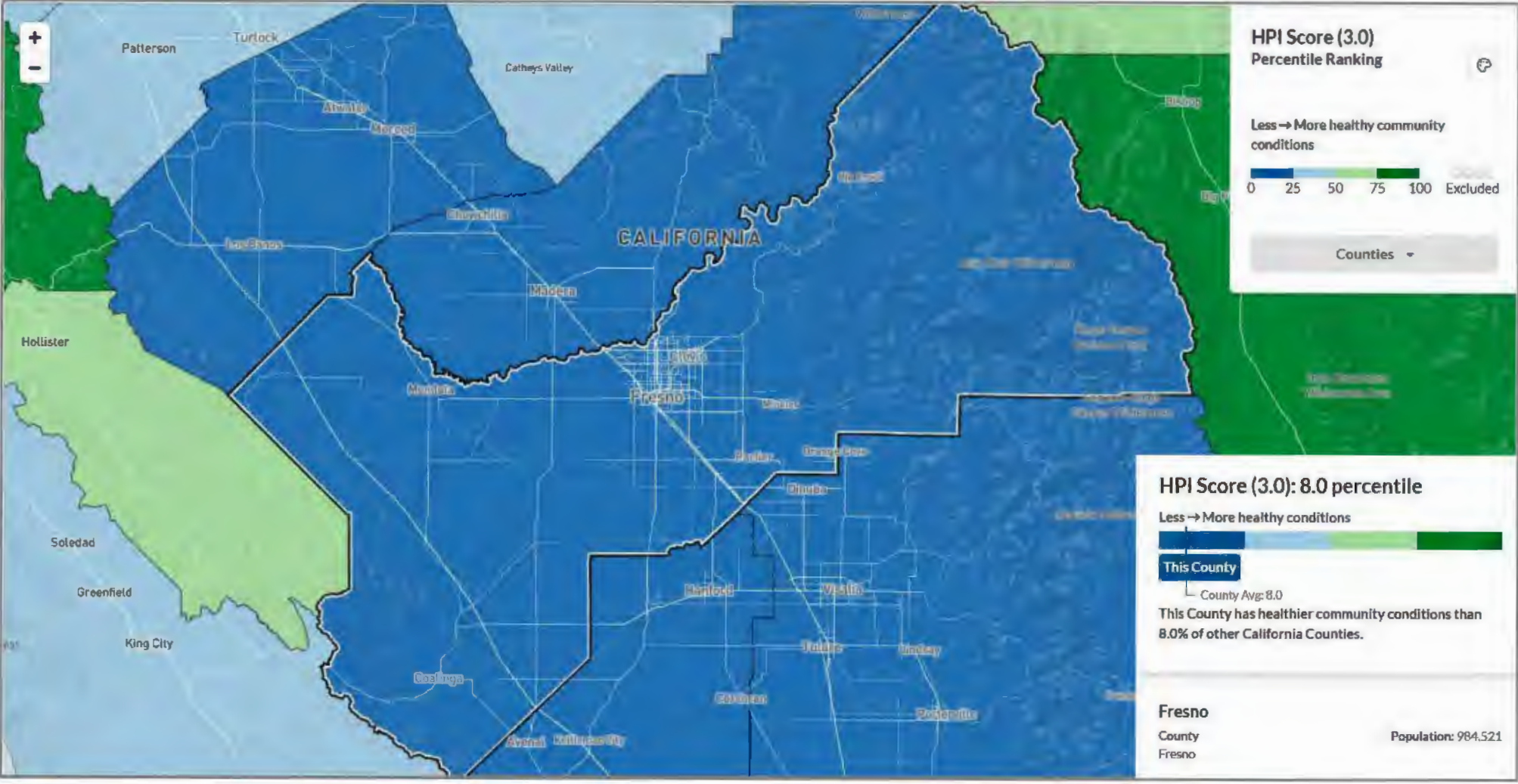
Equity

Indicator	Value	Percentile Ranking
Race/Ethnicity Diversity Index	33.2%	14.7
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) CALWA SIDEWALK PROJECT CALWA, 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-3
Calwa Sidewalk Project

largely zoned as single family residential, limited agriculture, heavy industrial with corresponding land uses and is mostly built out. The City of Fresno does not have plans to annex Calwa thus, leaving zoning up to the County.

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.

School	Total Student Enrollment	Approx. # of Students Living Along School Route Proposed
Calwa Elementary School	604	250
Total	604	250

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?
 - Does the project have an unserved or underserved demand?
- The local health concern responses should focus on:
 - Specific local public health concerns, health disparity, and/or conditions in the built and social environment that affect the project community and can be addressed through the proposed project. Please provide detailed and locally relevant answers instead of general descriptions on the health benefits of walking and biking (i.e. "walking and biking increase physical activity").
 - Local public health data demonstrating the above public health concern or health disparity. Data should be at the smallest geography available (state or national data is not sufficient). One potential source is the Healthy Places Index (HPI) (<http://healthyplacesindex.org>)
- For combined I/NI projects: Discuss need for an encouragement and education program.

(Max of 900 Words)

Words Remaining: 33

Calwa is an unincorporated, disadvantaged community with a large immigrant population of Latino, Punjabi, and Hmong. Situated in a Fresno County Island within the boundaries of the City of Fresno, CA, a major metropolitan area, Calwa's location makes it subject to numerous impacts associated with urban environments, but without the access to typical urban amenities, such as adequate pedestrian facilities and ADA improvements.

The community is chiefly residential with a few small markets and a sizeable industrial presence. The City of Fresno that surrounds the unincorporated County Island is 47% Hispanic/Latino, compared to Calwa which is 90% Hispanic/Latino (2010 Census). The population of Calwa in 2020 was 1,776. Although the 2020 Median Household Income in the Census tract that contains Calwa is \$47,458, most of Calwa's residents live below the poverty line, with 767 of its residents unemployed in 2019. The Census tract represents a larger area that includes higher income residents; therefore, Census data is not a good indicator of Calwa's demographics.

• LACK OF CONNECTIVITY

Connectivity within the project area is significantly restricted. The number of direct routes between places is compromised since existing sidewalks in front of neighborhood homes and businesses (food markets, restaurants, and hair salons) are in disrepair. The uneven sidewalks with many cracks, create obstacles for pedestrians and wheelchairs can even get stuck. This impacts daily activities, such as children traveling safely to school. With the proposed improvements, sidewalks will no longer be missing sections, and will be free of gaps, cracks and be ADA compliant. Access to goods and services is essential and will be protected for all persons using public ways.

• LACK OF MOBILITY

Many Calwa residents reside in multi-member households with one vehicle. The young and the elderly have no choice but to walk to their homes, school, food market, and nearest bus stop. Fresno Area Express, the local city bus operator, serves Calwa with bus route number 41 every two hours with 28 buses daily on weekdays from 6 am to 9 pm and 23 buses daily on weekends from 7 am to 6 pm. Broken or missing sidewalks impact residents' mobility. The proposed project will provide basic amenities such as pedestrian facilities that are ADA



compliant to improve daily life and economic viability.

• **UNSERVED OR UNDERSERVED DEMAND**

The lack of sidewalk access creates issues for students and disabled residents. Pedestrians are forced to use the street alongside traffic regardless of the time of year, but it becomes especially dangerous when visibility is impaired by rainy or foggy weather. The project will ensure that families can allow their children to safely walk to school separated from the hazards of sharing the roadway with traffic. Disabled residents will gain enhanced accessibility, connectivity, and a safe mode of travel between community destinations.

• **LOCAL HEALTH CONCERNS**

According to the Healthy Places Index (HPI), Calwa's census tract rates the Clean Environment in the 7.5 percentiles. This means 92.5% of other California census tracts have healthier clean environment conditions than the community of Calwa. Access to safe drinking water falls in the 16.2 percentile. Access to clean air in the form of ozone free conditions is in the 18.6 percentile. Access to clean air in the PM 2.5 free conditions is in the 2.2 percentile. All of Fresno County falls within the Federal National Ambient Air Quality Standards (NAAQS) PM 10 and PM 2.5 Non-Attainment Area.

The unpaved dirt paths create hazards such as poor air quality in the dry season and flooding in the rainy season. During the dry season, dust is kicked up into the air due to windy conditions. Road dust is known to have harmful effects on the human respiratory system, particularly for children and adults with asthma. During the rainy season, significant flooding occurs. Standing water caused by heavy rainfall can act as breeding sites for bacteria and mosquitoes, and therefore increase the potential for exposure to insect-borne diseases such as West Nile virus and the Zika virus. By providing sidewalks with curb & gutter in this community, these environmental hazards will be reduced, such as standing water carrying potentially harmful pollutants and/or disease-carrying insects, and wind or traffic-driven dust clouds adding unhealthy particulates to an already compromised air quality.

The HPI also indicates that Calwa is in the 15.0 percentile on the Health Care Access indicator. This means 85.0% of California census tracts have better healthcare access than the community of Calwa. By providing adequate pedestrian facilities, residents will be able to improve their health by increased physical activity through walking or biking on a safe path to the nearby park, and could reduce the potential for health care necessity through inactivity or possible traffic related pedestrian injuries.

The HPI's Economic rating puts Calwa in the 8.2 percentile, making the community more economically vulnerable than 91.8% of the state. This means the community of Calwa lacks the resources to provide adequate pedestrian facilities on its own. Unemployment and poverty conditions fall in the 8.5 to 12 percentiles. Calwa's median household income is lower than 95.9% of the rest of state's census tracts. Because Calwa is unincorporated and falls under the umbrella of Fresno County it relies upon public funding for the community's needs.



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: **64**

•**Closure of a gap:**

The proposed project will install a new sidewalk where missing and replace damaged or non-ADA compliant sidewalks. This will close a major sidewalk gap between six significant Calwa destination points: Calwa Elementary School, the Business District (which includes Olivian Barber Shop, Calwa Beauty Shop, Carnitas La Piedad Taqueria, Academy West Insurance, Taqueria Las Plebes), the U.S. Post Office, the local market on 9th Street, and places of worship (the Calwa United Methodist Church on Laurite Avenue and Family Community Church on 10th). It will provide direct continuity from the U.S. Post Office to the Businesses District and to Calwa Elementary. By doing so, the proposed project will increase the proportion of trips accomplished by biking and walking and increase the safety of non-motorized users.

•**Creation of new routes:**

Within the project area, new sidewalks will be installed where needed. For example, the west side of 9th Street between Church and Eugenia does not have a sidewalk. Pedestrians are forced to either walk in the street or cross to the other side, jeopardizing their safety, while hoping that oncoming traffic sees them and steers clear. The new sidewalks will ensure safe pedestrian travel. Students will be given the space to travel separated from motor vehicles. With the creation of new routes, safety of non-motorized users is improved and opportunities for active transportation are increased and public health is enhanced.

•**Removal of barrier to mobility:**

The routes to Calwa Elementary School include sidewalks with cracked, uneven pavement which make it difficult for wheelchairs and mothers with strollers to cross. There is not enough room for two people to walk side by side, which makes it unsafe for group walks, and there is a lack of sidewalks, which forces students to walk on dirt or slippery mud in times of wet weather. Broken or missing sidewalks and unsafe pedestrian facilities impact mobility. By filling the gaps, barriers to mobility will be removed and Calwa residents will gain safer access to goods, services, employment, and schools.

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.

CALWA GAP CLOSURE.pdf

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: **34**

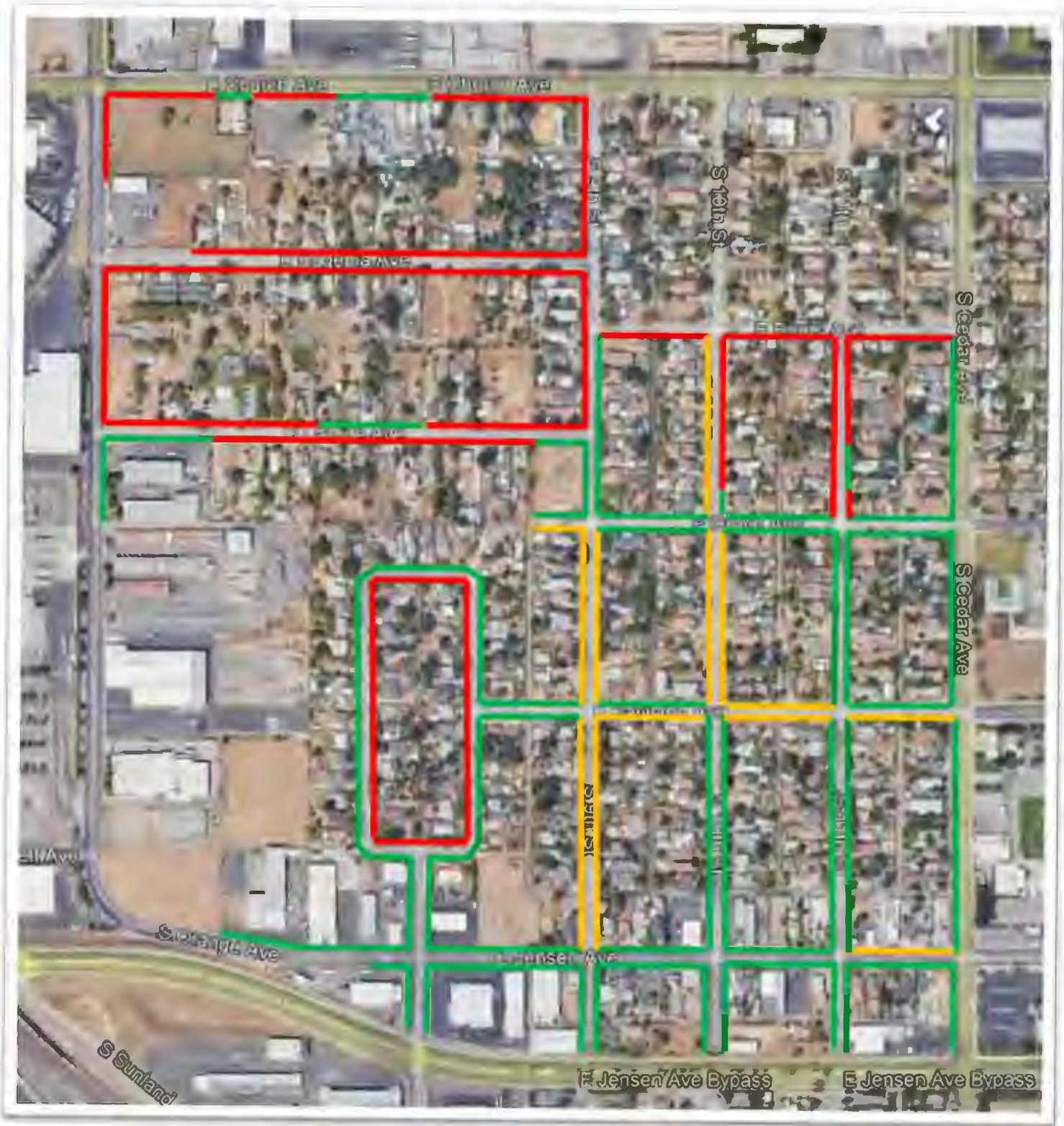
Within the boundaries are residential streets with three primary destinations: the local market on Eugenia, United Methodist Church on Laurite, and Family Community Church on 10th. The boundaries themselves are major transportation streets where a sizeable industrial presence is located. Jensen connects three primary destinations: the U.S. Post Office, the Business District which includes Olivian Barber Shop, Calwa Beauty Shop, Academy West Insurance, and Taqueria Las Plebes.

Most public streets have no sidewalks, or broken ones. The lack of basic amenities such as pedestrian facilities that are ADA compliant, limit connectivity and discourage active transportation. Mobility is negatively impacted since pedestrians are forced to travel on dirt or even on roads with motor vehicles. Kaviland between Cedar and 11th street is missing sections of pavement, creating dirt holes where students have to step in.

The project improvements will remove obstacles and provide a safe, continuous mode of pedestrian travel. The construction of new sidewalks with ADA curb ramps and improved drainage facilities will eliminate mobility barriers.

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.

CALWA SIDEWALK PROJECT GAP CLOSURES IN THE COMMUNITY



Prepared by Diana Nuttman, Staff Analyst
 Department of Public Works and Planning
 Design Division
 06/12/2022

Legend

- EXISTING SIDEWALK
- CONSTRUCT SIDEWALK
- REPLACE SIDEWALK



ATP APPLICATION FORM

LAPG 25-U (REV 05/2022)

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

Words Remaining: 207

(Max of 400 words)

The local market (destination number 2 on the attached map) located at the corner of 9th and Eugenia Avenues, does not have a sidewalk and cars park where the sidewalk would be, blocking the store entrance. The project will install a paved sidewalk and access ramp. Right in front of the market's entrance and throughout the project area, there will no longer be uneven dirt that becomes slippery mud during rainy season. Pedestrians on foot or bike will be safe from ankle rolling hazards and pedestrians with limited mobility, such as those in a wheelchair, will be safe from navigation obstacles. By installing an efficient and accessible sidewalk that serves all pedestrians inclusive of age and physical ability, walking, rolling, or biking among the community's destination points will be easier and safer. The opportunity to walk in one's immediate community is sure to encourage an increased use of active modes of transportation.

The project improvements along Jensen Avenue will offer a continuous and direct connection between the US Post Office, the Business District, and Calwa Elementary School. Access to goods and services will no longer be hindered, regardless of age and physical ability.



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-CALWA.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:

Data and methodologies Attachment (optional)

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:

# of Crashes	Pedestrian	Bicycle	Total	Average Per Year
Fatalities	0	0	0	0
Injuries	4	1	5	0.5
Total	4	1	5	0.5

**TRANSPORTATION INJURY MAPPING SYSTEM (TIMS)
CALWA SIDEWALK PROJECT
CALWA, FRESNO COUNTY, CA**



Retrieved June 14, 2022

Time Period: 01/01/2011 – 12/31/2020

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

TRANSPORTATION INJURY MAPPING SYSTEM (TIMS)

CALWA SIDEWALK PROJECT

CALWA, FRESNO COUNTY, CA

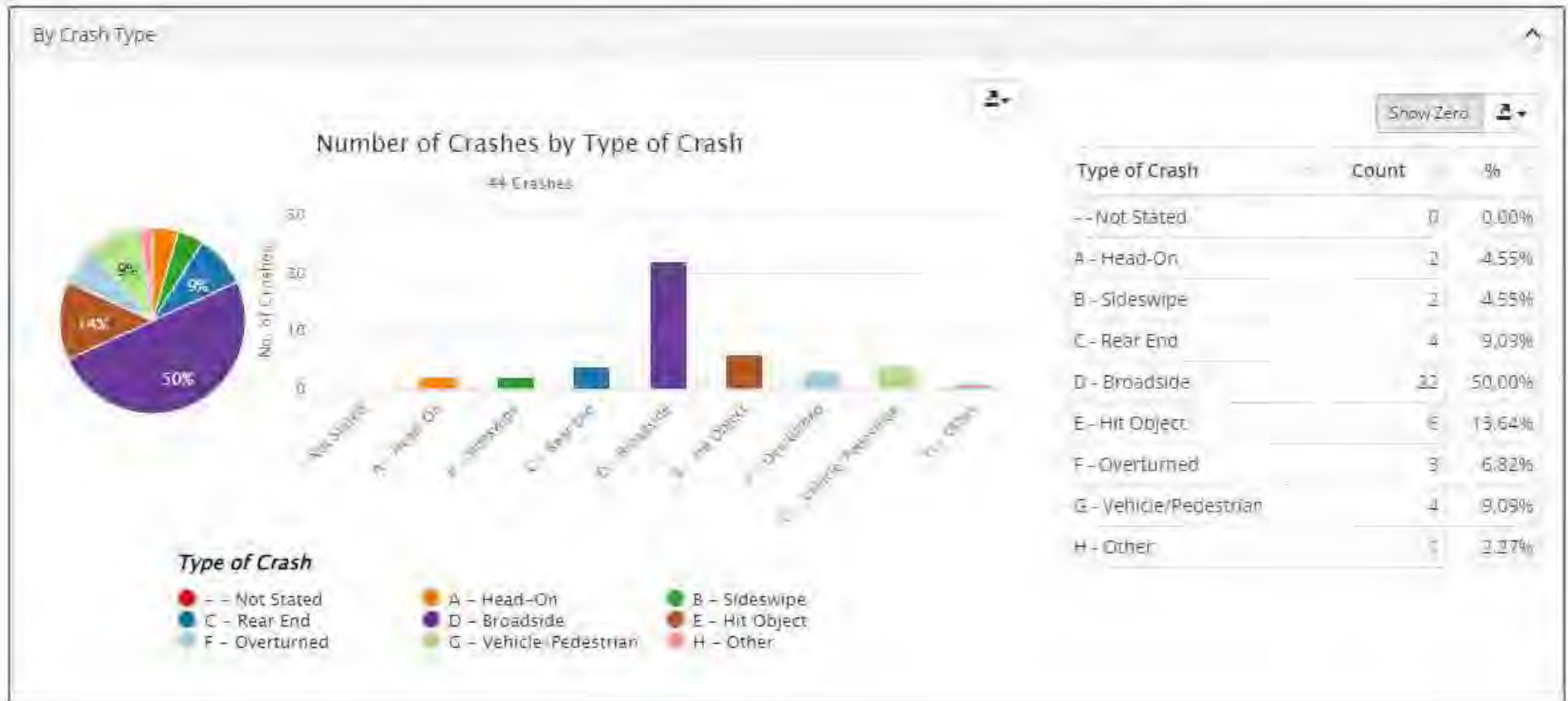


Retrieved June 14, 2022

Time Period: 01/01/2011 – 12/31/2020

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

TRANSPORTATION INJURY MAPPING SYSTEM (TIMS) CALWA SIDEWALK PROJECT CALWA, FRESNO COUNTY, CA

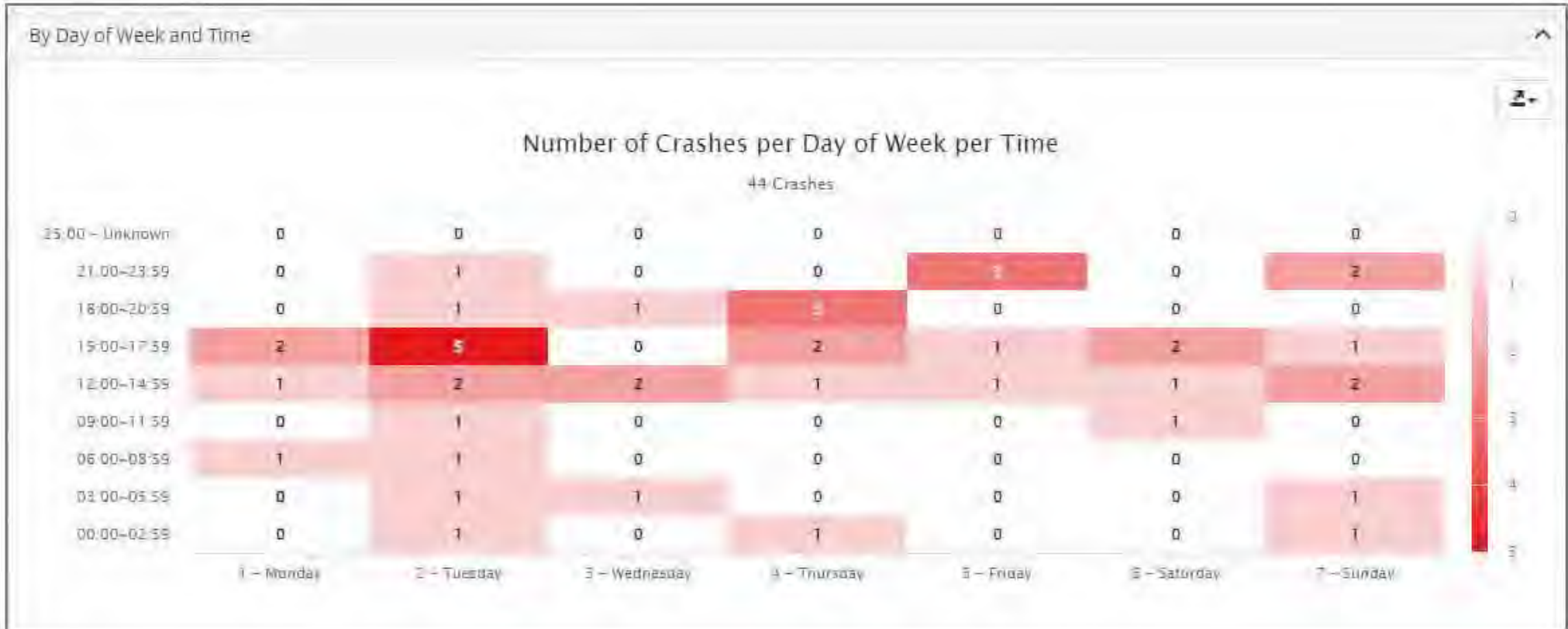


Retrieved June 14, 2022

Time Period: 01/01/2011 – 12/31/2020

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

TRANSPORTATION INJURY MAPPING SYSTEM (TIMS) CALWA SIDEWALK PROJECT CALWA, FRESNO COUNTY, CA



Retrieved June 14, 2022

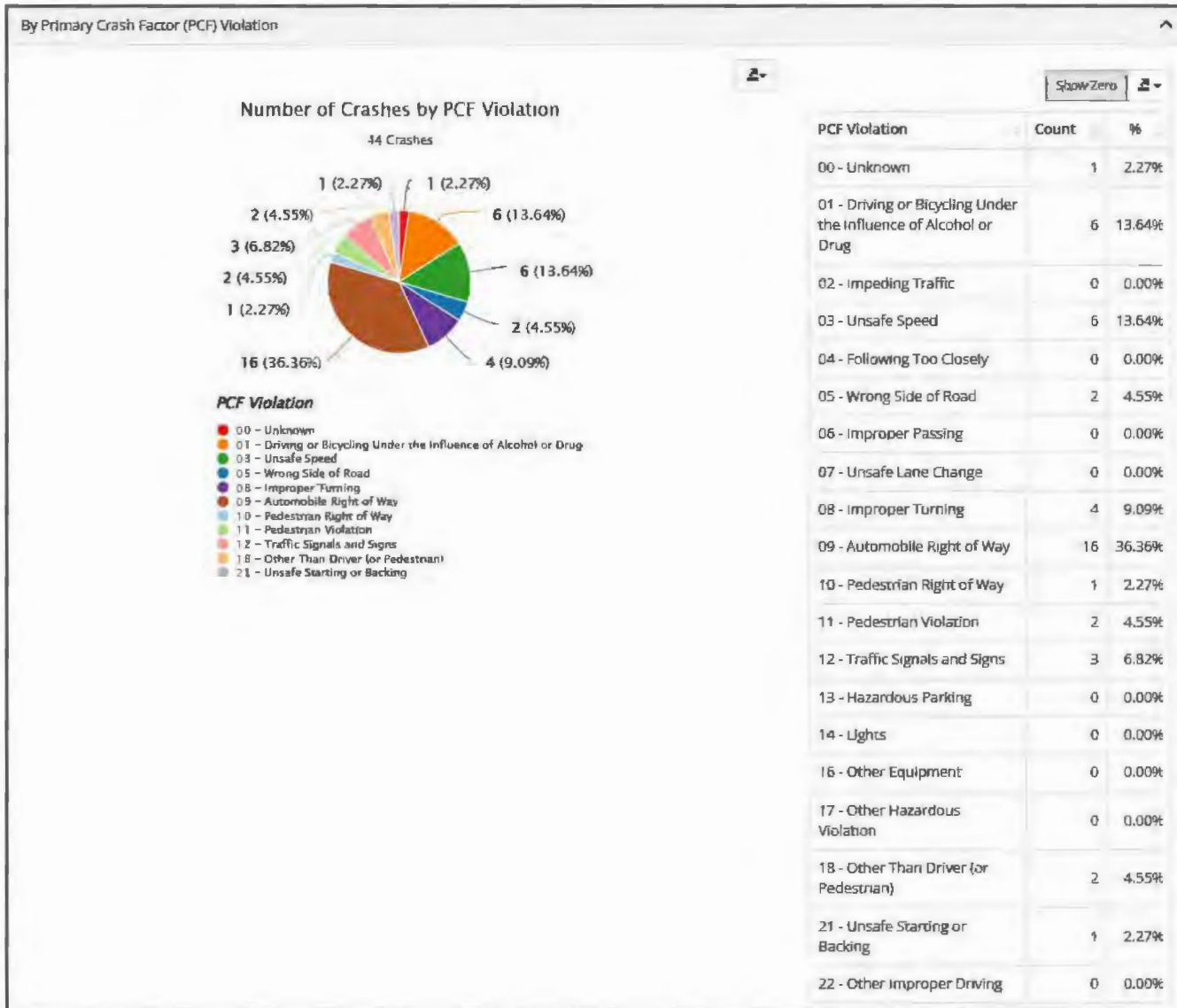
Time Period: 01/01/2011 – 12/31/2020

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

TRANSPORTATION INJURY MAPPING SYSTEM (TIMS)

CALWA SIDEWALK PROJECT

CALWA, FRESNO COUNTY, CA



Retrieved June 14, 2022

Time Period: 01/01/2011 – 12/31/2020

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

ATP Maps & Summary Data

The tool is designed to support the California Active Transportation Program (ATP), as well as active transportation users and practitioners throughout California. The tool utilizes interactive crash maps to allow users to track and document pedestrian and bicycle crashes and generate data summaries within specified project and/or community limits.

Step 1: Select the County/City, Bike/Ped, Severity, and Years

County: FRESNO

City: UNINCORPORATED

Include 1 mile buffer outside of selected County/City

Include State Highway Related Crashes: Yes

Involved With: Pedestrian Bicycle

Crash Severity: Fatal Severe Injury Other Visible Injury Complaint of Pain

year: 2011 - 2020 (2020 - 2021 data is provisional and subject to change.)

Crash Summary for initial parameters defined above:

Number of Crashes by Crash Severity

Involved With	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Total
Bicycle	20	49	118	53	240
Pedestrian	48	66	71	45	230

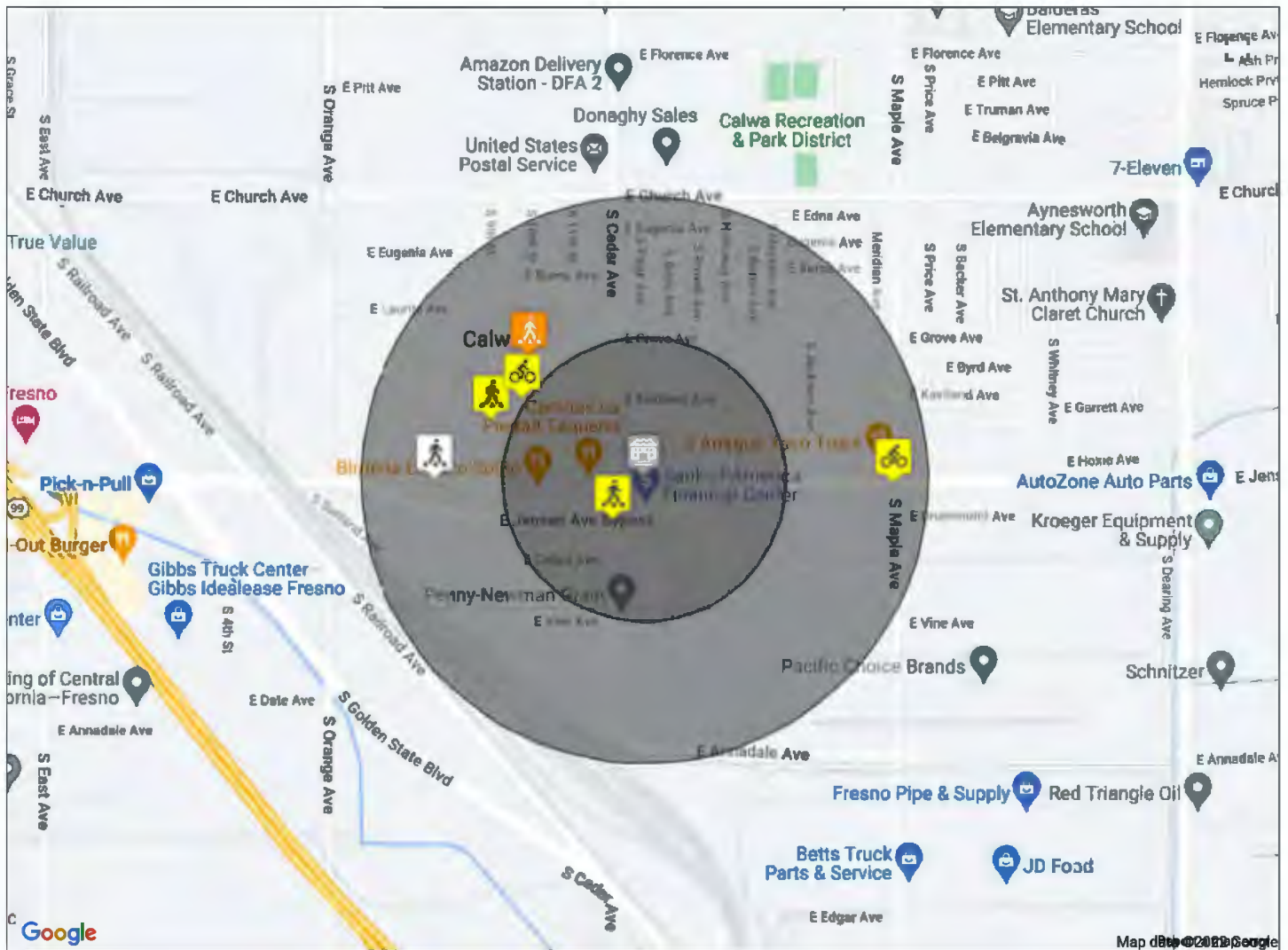
Safe Routes to School Crash Map Viewer

Interactive map and data summaries of bicycle and/or pedestrian crashes around school.

Types of Crashes: Bicycle Pedestrian
Crash Severity: Fatal Severe Injury Other Visible Injury Complaint of Pain
Years: 2011 - 2020 (2020 - 2021 data is provisional and subject to change.)

Calwa Elementary

4303 East Jensen Avenue | Fresno | Fresno County | CDS: 10621666006126



Summary Statistics

Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<i>< ¼ mi.</i>	0	0	1	0	1	0	1
<i>¼ - ½ mi.</i>	0	1	3	1	3	2	5
<i>Total</i>	0	1	4	1	4	2	6

Crash List



- 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: 583

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 Calwa.

TIMS data shows four pedestrian-related and one bicycle-related collisions occurred with the last ten years in the Calwa area. One of the pedestrian-related collisions involved a pedestrian walking on 10th Street between Burns and Grove Avenue, where one side of the road lacks sidewalk, possibly forcing the pedestrian in the way of the oncoming vehicle. Crash severity from pedestrians in these recorded collisions ranged from complaints of pain to visible injuries.

The proposed project's goal is to remove the existing hazardous walkability conditions and enhance safety for students going to and from school by foot, bike, or wheelchair. The proposed improvements will make the necessary repairs to close gaps in pedestrian facilities and make them ADA compliant. Sidewalks that are not ADA compliant can pose great challenges and dangers to the blind, to anyone in a wheelchair, or to anyone using crutches. To remedy the current poor walkability conditions, the County's proposed project will install new sidewalk where missing and replace damaged or non-ADA compliant sidewalks. Also, the project will provide the appropriate space for pedestrians to walk in groups, such as students walking home from school, and not be forced to walk on the road meant for vehicle use. Pedestrians will be separated from the roadway and onto a safe walking surface free from loose soil, mud, flooding, and away from vehicle traffic.

The proposed project will safely provide access to Calwa Elementary School and throughout the project area, foster active transportation, and promote fitness and health.

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: 1109

(c) The project will create sidewalks at multiple points where none currently exist, which will directly benefit students and pedestrians who are forced to walk in the road with vehicle traffic to reach their destination. A buffer will be created by adding sidewalks behind existing curb, separating cars and pedestrians so they will not have to compete for space. A concrete surface will encourage pedestrians to stay out of the road.

The new sidewalks will give students enough space to travel separately from motor vehicles and other road traffic. Keeping pedestrians a safe distance away from vehicles will help prevent injuries. With enough room for two people to walk side by side, parents will be able to accompany their kids to and from school.

(f) To travel safely in their community, pedestrians in Calwa need direct, convenient routes, properly built sidewalks to access their homes, school, neighborhood businesses for goods and services, and nearest bus stops to reach their jobs. Currently, the proposed project area lacks sidewalks or existing sidewalks are broken, raised, cracked, and crumbling with uneven non-ADA compliant curbs. Gaps will be closed and broken or missing sidewalks will be replaced with pedestrian facilities that are ADA compliant. The new sidewalks will help motorized and non-motorized users stay safe from traffic hazards. The project improvements will help protect



children from physical injuries and will allow parents and grandparents to safely accompany their children to school. Those in a wheelchair or using a walker or cane will no longer need to navigate on dirt or uneven surfaces. The project includes ADA compliant curb ramps to ease changes in elevation, aid in safe street crossing at crosswalks, and minimize the risk of injuries or accidents during trips to and from school, local market, and other places.

(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 or obstructed path, 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. As more residents begin to feel comfortable walking or cycling to their destinations, those in vehicles will learn to look out for them.



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: 672

The Fresno County Department of Public Works and Planning participated at the June 4, 2022 “Calwa Park Sports Kick-Off Event.” This was a free community event hosted by the Fresno County Sheriff’s Office. A large portion of the community turned up at Calwa Park, allowing the public to engage with the County in a friendly environment. Families had the opportunity to participate in fun activities and receive free healthy food and drinks. Free books, backpacks, bicycles, a scooter and t-shirts were handed out. The goal was to promote a positive lifestyle for children and families in Calwa. This was a great opportunity for the County to inform the public of the proposed project and request input and support.

To achieve this, County staff engaged in verbal conversations with event goers from Calwa and also requested completion of a eleven-question survey. The survey was available in paper and digital forms. The survey was also posted on the County’s website. Dozens of event goers were willing to complete the survey and share their concerns. Residents immediately expressed safety concerns in the community. Residents of the community are fearful of accident injuries due to the lack of sidewalks and/or deteriorated state of sidewalks. Appreciation was expressed towards the County for its efforts. Survey results showed an overwhelming frustration by the residents for the poor walkability and unsafe pedestrian travel conditions in their community. The survey displayed a lack of sidewalks as the number one concern of the community (see attachment below).

County staff informed Calwa Elementary School, Calwa Park and Recreation District, and Fresno County District 3 Supervisor Sal Quintero. of the proposed project. All provided letters of support, which are attached in the attachments sections of the application.

If awarded the funding to proceed with the proposed improvements, ongoing communication with Calwa residents and community leaders will be critical to achieve successful delivery. Regular public meetings will be held in order to provide project status, respond to any inquiries and concerns, and request residents and local business owners and business leaders’ input. In addition, residents that shared email addresses on the survey will be emailed updates and invitations to upcoming events hosted by the County regarding the project. The County will be proactive in engaging residents with the goal of generating mutual benefit and agreement. Other than residents and community leaders, the County will actively seek to engage advocacy organizations and local businesses. It will seek to engage all residents such as parents of school age children, older adults, and individuals with limited mobility.

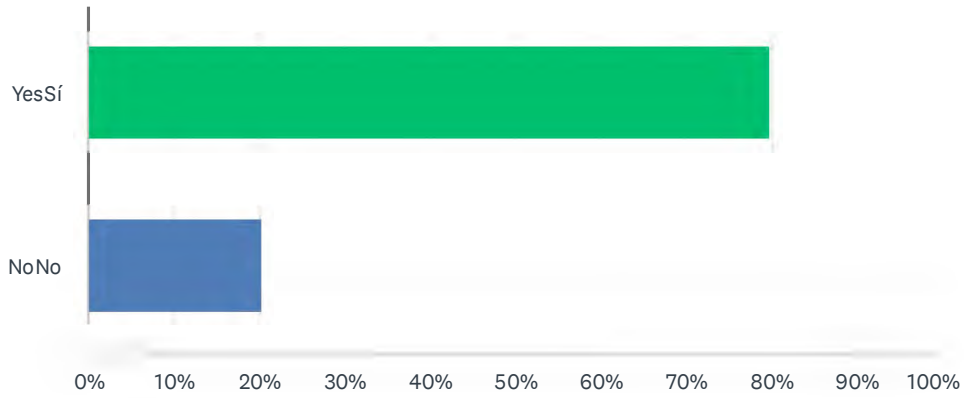
The County of Fresno will be committed to the successful delivery of this project that will help our community members feel safe when traveling by foot, bike, or wheelchair within the community. The new sidewalks will improve the quality of life and health of the urban community of Calwa. Without accessible sidewalks, where and how people can travel is negatively impacted. This is a priority as the County of Fresno has an obligation to provide safe and ADA accessible facilities in its unincorporated communities. With walking, rolling, and bicycling being the most environmentally sustainable forms of transportation, project benefits also include reduction of greenhouse gas emissions.

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



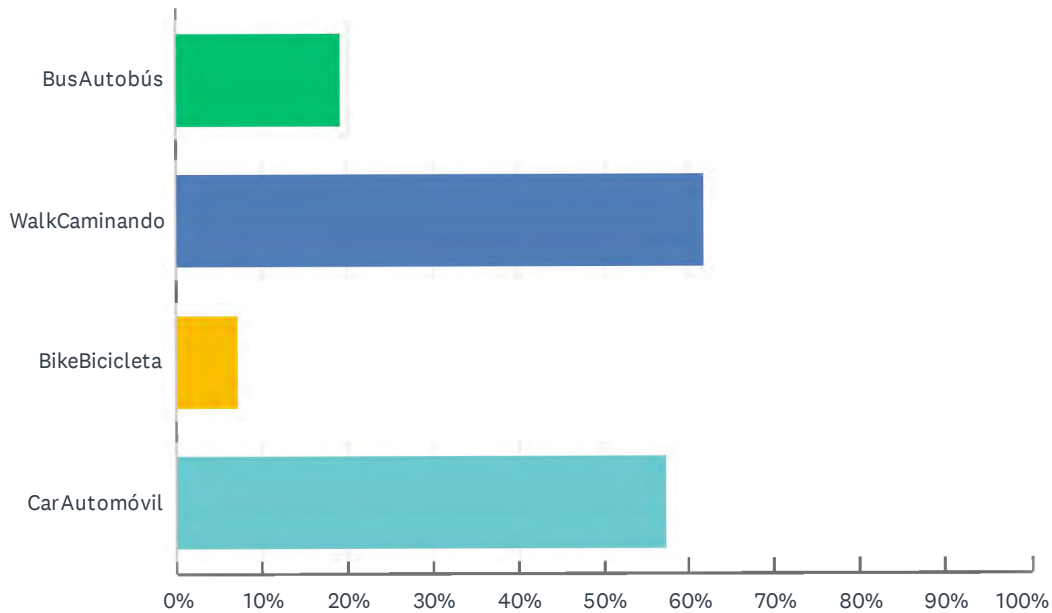
ANSWER CHOICES	RESPONSES	
YesSí	79.73%	59
NoNo	20.27%	15
TOTAL		74

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



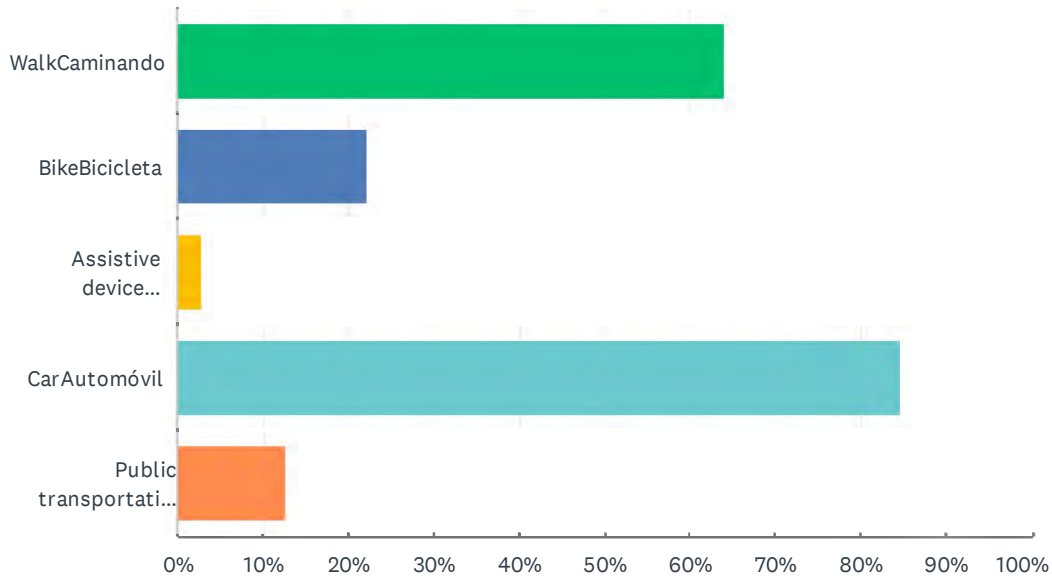
ANSWER CHOICES

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

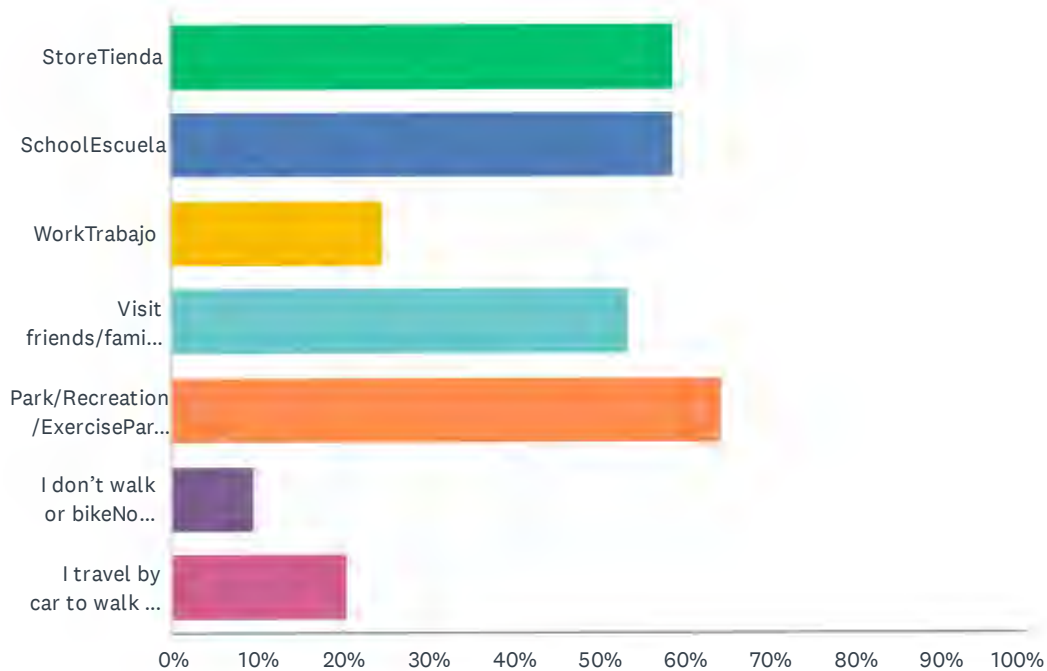
RESPONSES

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.

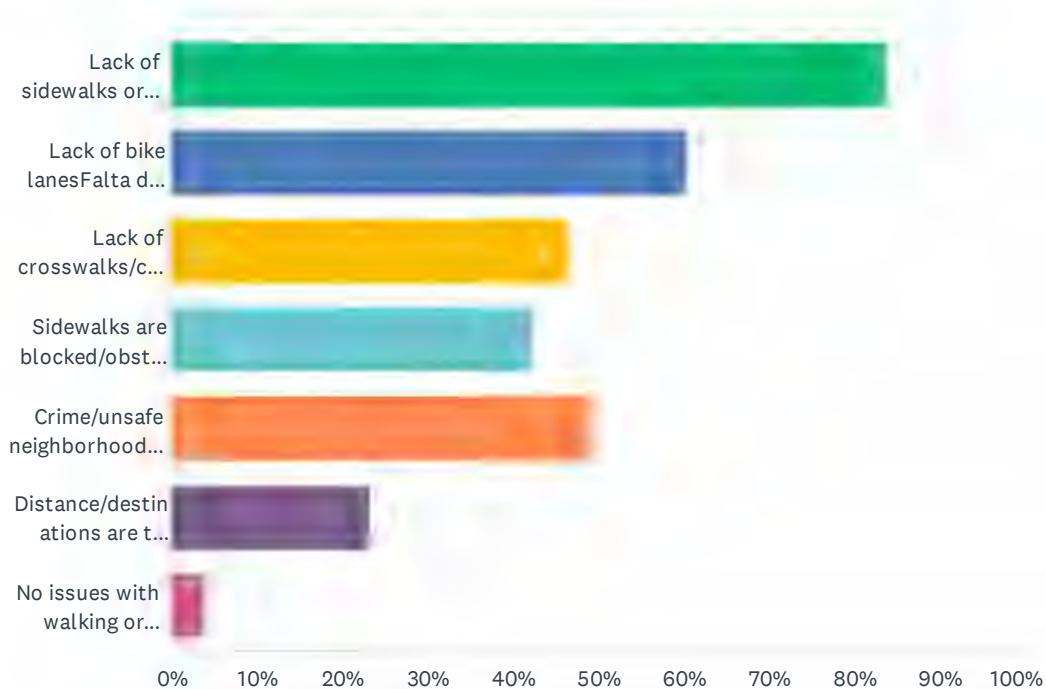
Answered: 73 Skipped: 1



ANSWER CHOICES	RESPONSES
Store/Tienda	58.90% 43
School/Escuela	58.90% 43
Work/Trabajo	24.66% 18
Visit friends/family/Visitar amigos/familia	53.42% 39
Park/Recreation/Exercise/Parque/Recreativo/Ejercicio	64.38% 47
I don't walk or bike/No camino ni ando en bicicleta	9.59% 7
I travel by car to walk or bike somewhere else for exercise/Viaje 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 conditionFaltan aceras o aceras en mal estado	83.56%	61
Lack of bike lanesFalta de carriles para bicicletas	60.27%	44
Lack of crosswalks/crossing lightsFalta de cruces peatonales/luces de cruce	46.58%	34
Sidewalks are blocked/obstructedLas aceras están bloqueadas/obstruidas	42.47%	31
Crime/unsafe neighborhoodCrimen/vecindario inseguro	49.32%	36
Distance/destinations are too far apartLa distancia/los destinos están demasiado separados	23.29%	17
No issues with walking or bikingNo hay problemas paras caminar o andar en bicicleta	4.11%	3

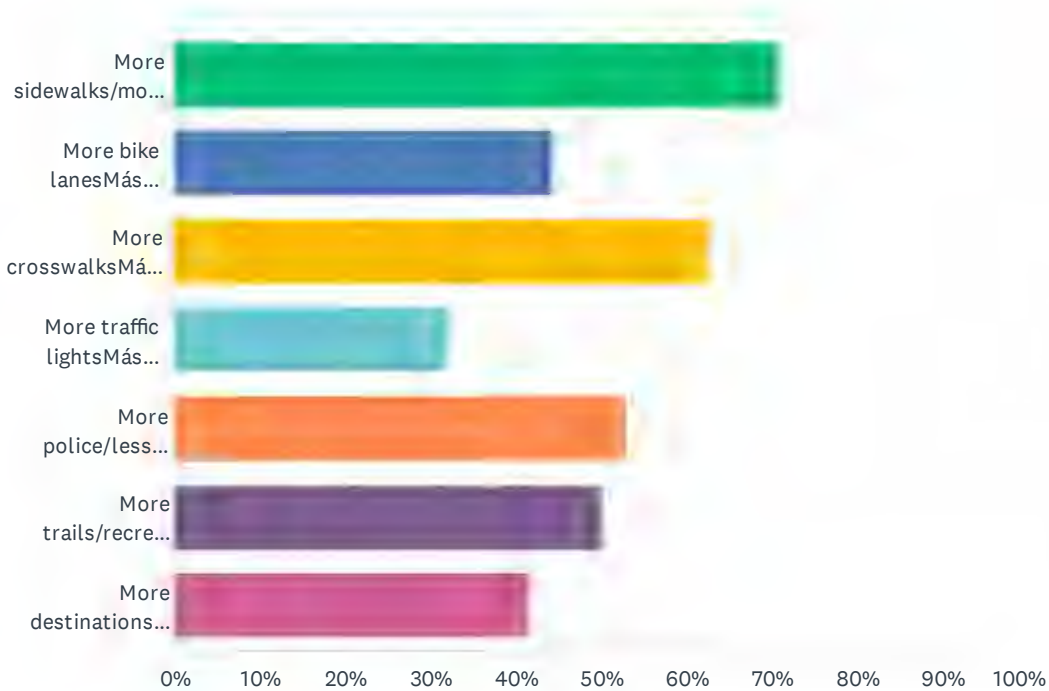
Total Respondents: 73

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

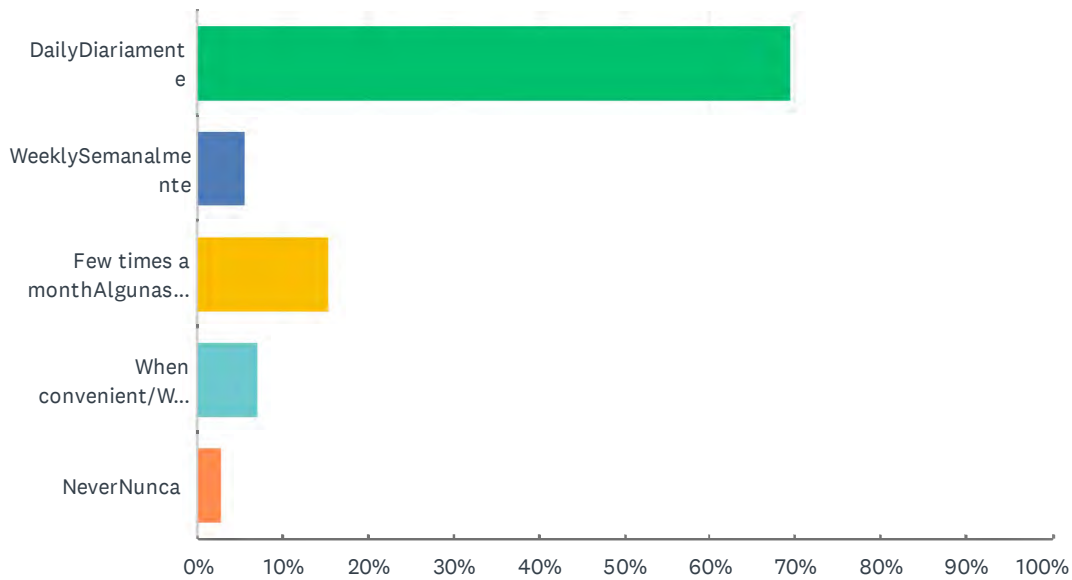


ANSWER CHOICES	RESPONSES	
More sidewalks/more connected sidewalks Más aceras/más aceras conectadas	70.83%	51
More bike lanes Más carriles para bicicletas	44.44%	32
More crosswalks Más cruces de peatones	62.50%	45
More traffic lights Más semáforos	31.94%	23
More police/less crime Más policías/menos delincuencia	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**

Calwa Attachment-B-Engr-Checklist stamp.pdf

Project Location Map (Required for all applications) **Attachment C**

ATTACHMENT C - CALWA_LOCATION-MAP.pdf

Project Layout/Plans showing existing and proposed conditions (Required for all Infrastructure Projects) **Attachment D**

ATTACHMENT D - PRELIM PLANS.pdf

Photos of Existing Conditions (Required for all applications) **Attachment E**

ATTACHMENT E - PHOTOS-CALWA.pdf

Project Estimate (Required for all Infrastructure Projects) **Attachment F**

ATTACHMENT F_ESTIMATE-CALWA.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_Calwa.pdf 1

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:

 **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.	06/06/2022	
STATE BRIDGE NO.	N/A	



DEPARTMENT OF PUBLIC WORKS & PLANNING

**ATTACHMENT C
ACTIVE TRANSPORTATION PROGRAM
CALWA SIDEWALK PROJECT**



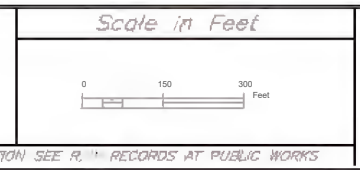
LEGEND

- PROJECT BOUNDARY - - - - -
- SIDEWALK EXISTING — — — — —
- SIDEWALK PROPOSED — — — — —
- SIDEWALK PROPOSED REPLACEMENT — — — — —
- EXISTING RIGHT OF WAY - - - - -
- CURB RAMPS



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

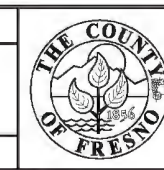
FOR R. DATA AND ACCURATE ACCESS DETERMINATION SEE R. RECORDS AT PUBLIC WORKS



ATTACHMENT D

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

Road No. _____ Bridge No. _____



DEPARTMENT OF PUBLIC WORKS & PLANNING

DESIGN DIVISION

Drawing No. _____ Sheet No. 1 Total 2

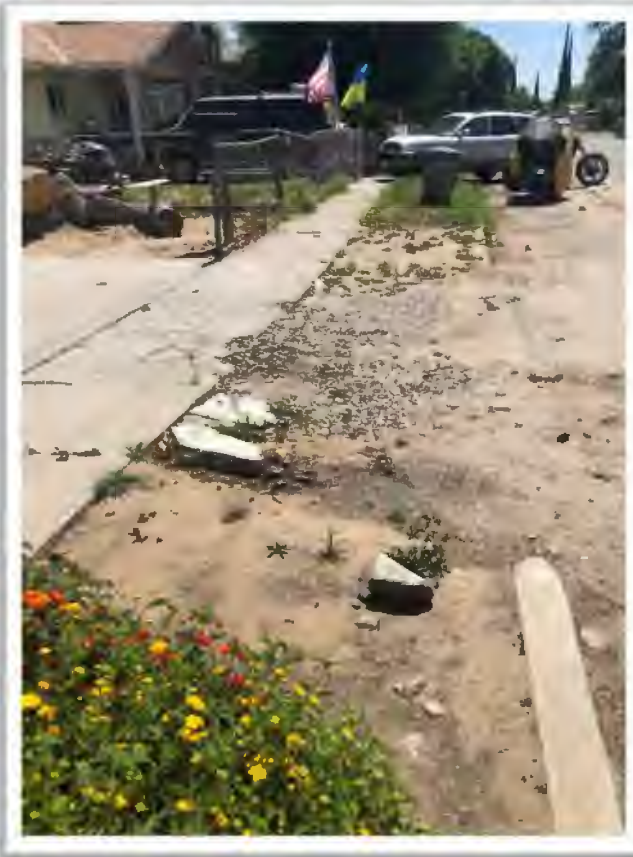
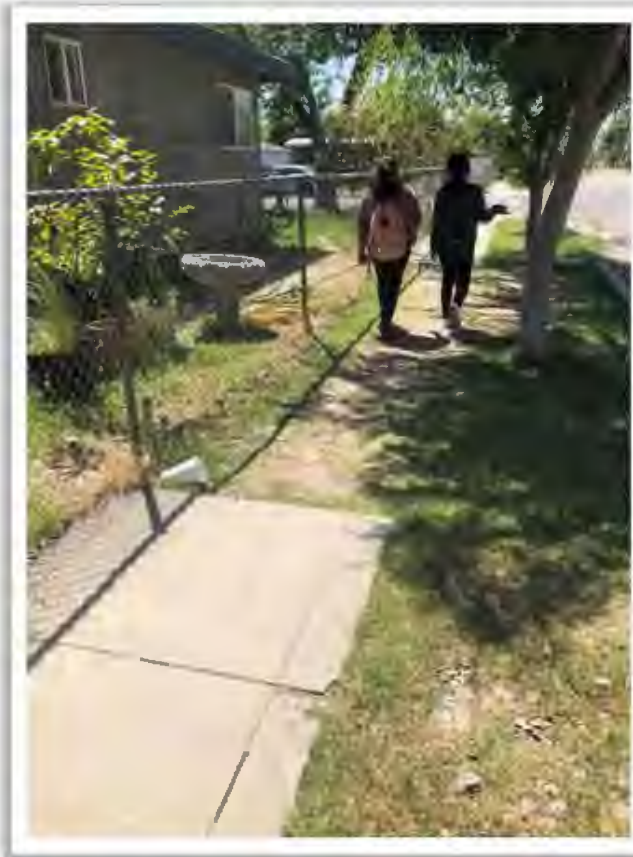
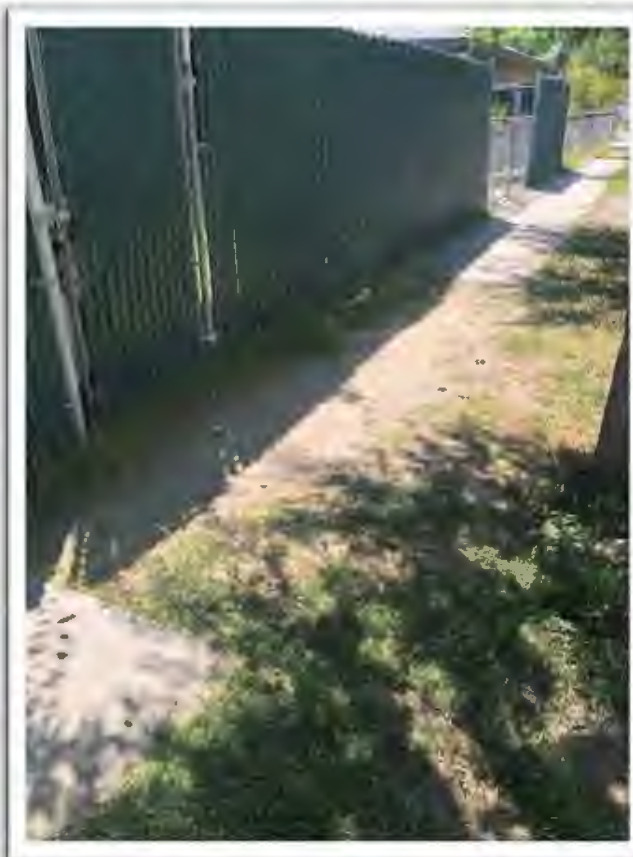
ATTACHMENT E
PHOTOS OF EXISTING CONDITIONS
CALWA COMMUNITY SIDEWALKS



ATTACHMENT E
PHOTOS OF EXISTING CONDITIONS
CALWA COMMUNITY SIDEWALKS

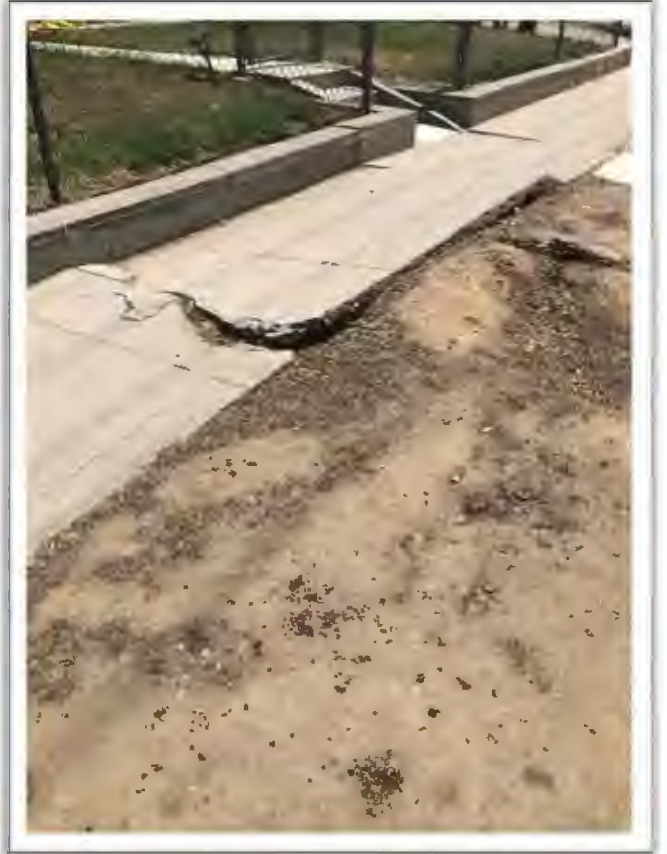


ATTACHMENT E
PHOTOS OF EXISTING CONDITIONS
CALWA COMMUNITY SIDEWALKS

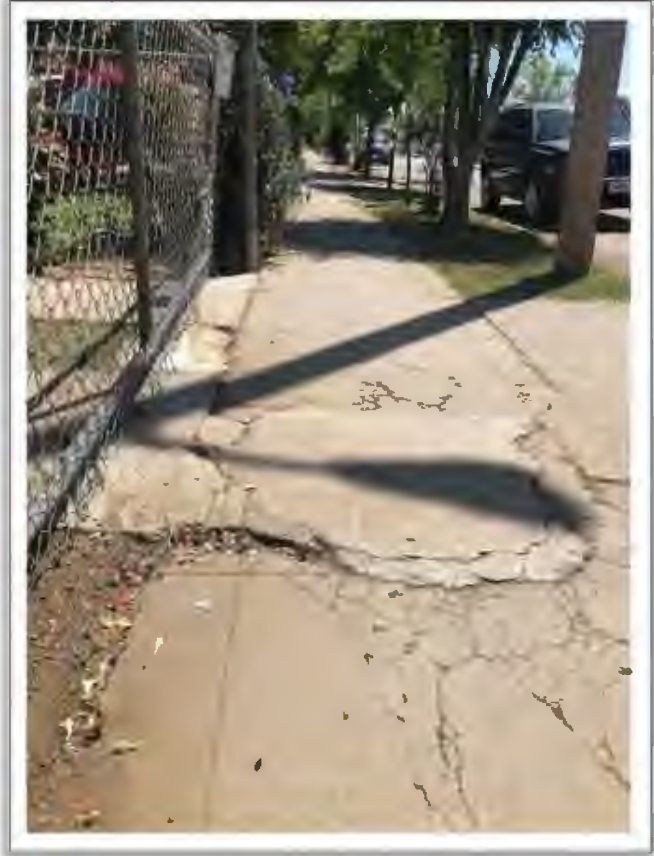
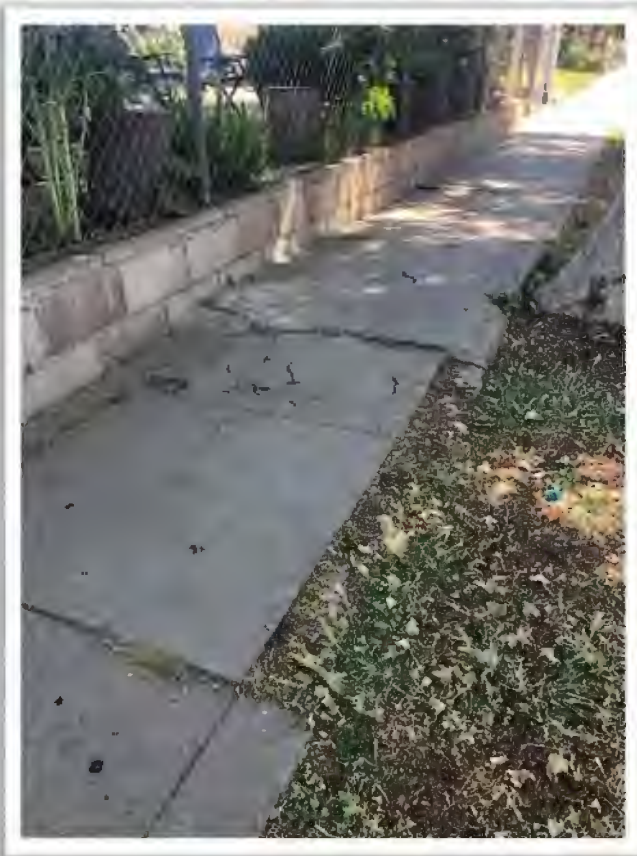


ATTACHMENT E

PHOTOS OF EXISTING CONDITIONS
CALWA COMMUNITY SIDEWALKS



ATTACHMENT E
PHOTOS OF EXISTING CONDITIONS
CALWA COMMUNITY SIDEWALKS



ATTACHMENT E

PHOTOS OF EXISTING CONDITIONS
CALWA COMMUNITY SIDEWALKS



ATTACHMENT E

PHOTOS OF EXISTING CONDITIONS
CALWA COMMUNITY SIDEWALKS



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 Calwa

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					
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	ATP Eligible Costs/Items		ATP Ineligible Costs/Items		Corps/CCC to construct	
						%	\$	%	\$	%	\$
General Overhead-Related Construction Items											
1	Mobilization	1	LS	\$140,000.00	\$140,000	100%	\$140,000				
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	\$5,000.00	\$5,000	100%	\$5,000				
5	Prepare Implement SWPPP	1	LS	\$5,000.00	\$5,000	100%	\$5,000				
6	Dust Control	1	LS	\$2,500.00	\$2,500	100%	\$2,500				
7	Clearing and Grubbing	1	LS	\$70,000.00	\$70,000	100%	\$70,000				
8	Sawcut and Remove Existing Concrete	44700	SF	\$4.00	\$178,800	100%	\$178,800				
9	Remove and Dispose Existing Concrete Curb & Gutter	2000	LF	\$15.00	\$30,000	100%	\$30,000				
10	Remove Trees	40	EA	\$1,000.00	\$40,000	100%	\$40,000				
General Construction Items											
11	Finish Roadway	1	LS	\$5,000.00	\$5,000	100%	\$5,000				
12	Class II Aggregate Base	96	CY	\$65.00	\$6,240	100%	\$6,240				
13	Hot Mix Asphalt	657	TON	\$140.00	\$91,980	100%	\$91,980				
14	Tack Coat	2	TON	\$1,500.00	\$3,000	100%	\$3,000				
15	Install Concrete Sidewalk	101250	SF	\$12.00	\$1,215,000	100%	\$1,215,000				
16	Install Curb Ramps and Returns	30	EA	\$5,000.00	\$150,000	100%	\$150,000				
17	Install Concrete Approaches	12600	SF	\$15.00	\$189,000	100%	\$189,000				
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	\$30,000.00	\$30,000			100%	\$30,000		
20	Adjust Electrical Vaults to Finished Grade	1	LS	\$5,000.00	\$5,000			100%	\$5,000		
21	Paint Striping	1	LS	\$10,000.00	\$10,000	100%	\$10,000				
Subtotal of Construction Items:					\$2,303,520		\$2,268,520		\$35,000		
Construction Item Contingencies (% of Construction Items):				15.00%	\$338,007		\$332,871		\$5,136		
Total (Construction Items & Contingencies) cost:					\$2,641,527		\$2,601,391		\$40,136		

Project Delivery Costs:

Type of Project Cost	Cost \$	ATP Eligible Costs	Non-participating Costs	
Preliminary Engineering (PE)				
Environmental Studies and Permits (PA&ED):	\$ 50,000	\$49,240	\$760	
Plans, Specifications and Estimates (PS&E):	\$ 400,000	\$393,922	\$6,078	"PE" costs / "CON" costs
Total PE:	\$ 450,000	\$443,163	\$6,837	17% 25% Max
Right of Way (RW)				
Right of Way Engineering:				
Acquisitions and Utilities:				
Total RW:	\$ -			
Construction Engineering (CE)				
Construction Engineering (CE):	\$ 338,007	\$332,871	\$5,136	"CE" costs / "CON" costs
Total Project Delivery:	\$788,007	\$776,034	\$11,973	13% 15% Max
Total Construction Costs:	\$2,641,527	\$2,934,263	\$45,271	
Total Project Cost:	\$3,429,534	\$3,377,425	\$52,109	

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)



County of Fresno

BOARD OF SUPERVISORS
SUPERVISOR SAL QUINTERO – DISTRICT THREE

June 13, 2022

RE: Calwa Active Transportation Program (ATP) grant

As the Fresno County Supervisor representing Calwa, California, I am writing in support of the community of Calwa's application for an Active Transportation Program (ATP) grant.

Funding from this grant will build sidewalks throughout Calwa, impacting almost every street in this small, disadvantaged, rural community. Residents use these streets to get to destinations such as Calwa Elementary School, the U.S. Post Office, neighborhood businesses and restaurants, and places of worship. It is important to me to see that the residents can reach these locations safely and without any barriers.

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

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

Thank you for investing in our County. Feel free to contact me at (559) 600-3000 or by email at district3@fresnocountyca.gov.

Sincerely,

Sal Quintero
Fresno County Supervisor, District 3



CALWA RECREATION AND PARK DISTRICT

PARK DISTRICT DEDICATED TO THE PEOPLE OF CALWA

June 15, 2022

To Whom it May Concern:

My name is Adam J. Ramos and I serve as the District Administrator for Calwa Recreation and Park District. Our community is a diverse group of families that call Calwa home and we strive to assist our community with recreational programs, events, and community outreach. We also assist with improving our community in any capacity as well. Today, I write on behalf of our Board of Directors, the community of Calwa and greater southeast Fresno, and the families who call our area home to show support for the development and improvement of roads and sidewalk infrastructure.

Our community utilizes public transit and other methods of travel, including walking, to get to work, school, and home daily. Some areas have great sidewalks and roads that allow for safe traveling throughout our community and some of the older areas of Calwa lack sidewalks altogether. If funding can permit the projects that the County of Fresno can provide then the quality of life, property values, and ease of access to public transit will be highly beneficial to a community that has lacked infrastructure improvements for decades. Our community would love these improvements and feel heard with their efforts to improve the areas they call home.

Calwa Recreation and Park District will have no issues in finding support groups, families, and organizations who can assist with the development of the new sidewalks and road improvements. Our facility has been involved with numerous improvement projects in the past and present and has always opened its arms to assist in any project that can improve Calwa life.

Please consider allocating funds and other resources necessary to ensure that the residents of Calwa begin to see the improvements of their community through the addition of needed sidewalks and road improvement.

Thank You,

Adam J. Ramos
District Administrator
Calwa Recreation and Park District
559-476-9309
adam@calwarecreation.org