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 - Medium

PROJECT APPLICATION NO.: 6-Fresno County-2

PROJECT NAME: Tranquillity Sidewalk Project

PROJECT DESCRIPTION: Tranquillity Sidewalk Project: Pedestrian improvements throughout the community of Tranquillity.

PROJECT LOCATION: Tranquillity, CA, approximately 25 miles SW of the City of Fresno.

ATP FUNDED COMPONENTS

Infrastructure				Non-Infrastructure	Plan
PA&ED	PS&E	R/W	CON		
$ 99	$ 475	$ -	$ 3,973	$ -	$ -
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 $
4,608	4,547	61	-	-	61	-

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/

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Part A1: Applicant Information

Implementing Agency: This agency must enter into a Master Agreement with Caltrans and will be financially and contractually responsible for the delivery of the project within all pertinent Federal and State funding requirements, including being responsible and accountable for the use and expenditure of program funds. This agency is responsible for the accuracy of the technical information provided in the application and is required to sign the application.

LOCODE:	IMPLEMENTING AGENCY'S NAME:
5942	Fresno County

IMPLEMENTING AGENCY'S ADDRESS	CITY		ZIP CODE
2220 Tulare Street, 6th Floor	Fresno	CA	93721

IMPLEMENTING AGENCY'S CONTACT PERSON:	CONTACT PERSON'S TITLE:
Mohammad Alimi, Ph.D., P.E.	Design Engineer

CONTACT PERSON'S PHONE NUMBER:	CONTACT PERSON'S EMAIL ADDRESS :
559-600-4505	malimi@fresnocountyca.gov

Applicants have the opportunity to insert a project picture, agency seal, or other image on the cover page. If you would like to do this, attach the image (*.jpg, *.bmp, *.png, etc.) by clicking in the box.

X

MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans?	☒ Yes ☐ No
Implementing Agency's Federal Caltrans MA Number	06-5942R
Implementing Agency's State Caltrans MA Number	00342S

* Implementing Agencies that do not currently have a MA with Caltrans, must be able to meet the requirements and enter into an MA with Caltrans prior to funds allocation. The MA approval process can take 6 to 12 months to complete and there is no guarantee the agency will meet the requirements necessary for the State to enter into a MA with the agency. Delays could also result in a failure to meeting the CTC Allocation timeline requirements and the loss of ATP funding.

Project Partnering Agency:

The "Project Partnering Agency" is defined as an agency, other than Implementing Agency, that will assume the responsibilities for the ongoing operations and maintenance of the improved facility. The Implementing Agency must: 1) ensure the Partnering Agency agrees to assume responsibility for the ongoing operations and maintenance of the improved facility, 2) provide documentation of the agreement (e.g., letter of intent) as part of the project application, 3) ensure a copy of the Memorandum of Understanding or Interagency Agreement between the parties is submitted with the first request for allocation, and 4) if the implemening agency (delivering the project) is an agency other than the applicant or partnering agency, attach a letter of commitment to deliver specified phases of the project signed by all parties. For these projects, the Project Partnering Agency's information shall be provided below.

Based on the definition above, does this project have a partnering agency? ☐ Yes ☒ No

Part A2: General Project Information

PROJECT NAME: (Max of 10 Words) (To be used in the CTC project list) **Words Remaining:** 7

Tranquillity Sidewalk Project

PROJECT / APPLICATION NUMBER: 2

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

Summary of Existing Conditions:
Located within the disadvantaged, rural, agricultural, unincorporated community of Tranquillity, 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 active transportation to different destination points. These destinations include community centers, places of worship, local businesses, the U.S. Post Office, the County branch library, elementary school and high school, and a centrally located park with playground. 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. People who are wheelchair-bound 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 where missing or replace damaged or non-ADA compliant sidewalks within the community of Tranquillity. Existing non-ADA compliant ramps will be replaced. At some street intersections, pavement will need to be ground and releveled 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 Tranquillity will enjoy improved access and safety in their journeys to frequented locations in their community without the currently existing barriers. This will encourage them to walk, cycle, or use a wheelchair to get to these destinations 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: 3

Construct 18,000 lineal feet concrete sidewalk, 87 curb ramps and returns, 16,000 sq. ft. concrete approaches, 4000 lineal feet concrete curb and gutter, 15000 sq. ft concrete valley gutter, and 6 crosswalks.

FTIP PROJECT DESCRIPTION: (Max of 180 Characters) **Characters Remaining:** 84

Tranquillity Sidewalk Project: Pedestrian improvements throughout the community of Tranquillity.

PROJECT LOCATION: (Max of 180 Characters) **Words Remaining:** 114

Tranquillity, CA, approximately 25 miles SW of the City of Fresno.

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 - TRANQUILLITY-MAP.pdf

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

City Code: Other City Name: Tranquillity, CA (unincorporated)

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.

	DATE:	SCALE IN FEET
DESIGNED: D.N.	06/06/2022	Feet 0 250 500
REVISED D.N.	06/08/2022	
STATE BRIDGE NO. N/A		

DEPARTMENT OF PUBLIC WORKS & PLANNING

ATTACHMENT C

ACTIVE TRANSPORTATION PROGRAM
TRANQUILLITY SIDEWALK PROJECT

Infrastructure Project Coordinates: (latitude/longitude in decimal format) Lat. 38.6 N / long. -120.3 W

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

Congressional District(s): 13

State Senate District(s): 14 **State Assembly District(s):** 27

Caltrans District: 6

County: Fresno

MPO: COFCG

RTPA: None

Urbanized Zone Area (UZA) Population: Project is located outside one of the large MPOs in a UZA with Pop <= 5,000

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 - Medium

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: 2

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

School Name: Tranquillity Elementary School
School Address: 6116 S. Daniels, Tranquillity, CA 93668
District Name: Golden Plains Unified School District
District Address: 22000 Nevada St, San Joaquin, CA 93660
Co.-Dist.-School Code: 10-75234-6007397
School Type: K to 8
Project improvements maximum distance from school 0.50 mile

Total student enrollment: 203
Approximate # of students living along route proposed for improvement: 150
Percentage of students eligible for free or reduced meal programs** 81 %

**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_TES.pdf

School Name: Tranquillity High School
School Address: 6052 Juanche Ave, Tranquillity, CA 93668
District Name: Golden Plains Unified School District
District Address: 22000 Nevada St, San Joaquin, CA 93660
Co.-Dist.-School Code: 10-75234-6007397
School Type: 9 to 12
Project improvements maximum distance from school 0.50 mile

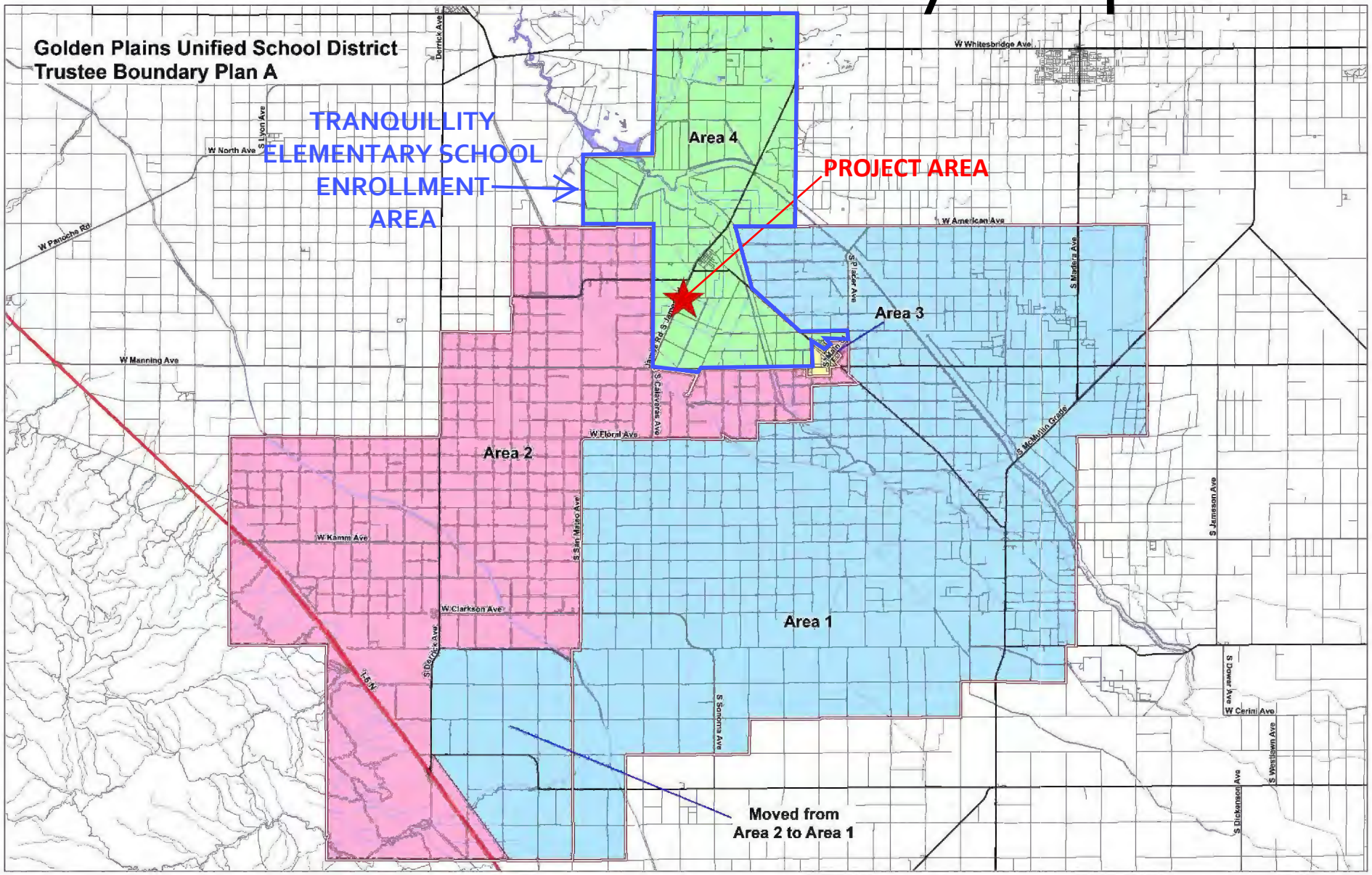
Total student enrollment: 421
Approximate # of students living along route proposed for improvement: 110
Percentage of students eligible for free or reduced meal programs** 85 %

**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_THS.pdf

Trustee Area Boundary Map A



GOLDEN PLAINS
UNIFIED SCHOOL DISTRICT
Whatever it takes...Our kids are worth it

Martin Macías
Superintendent

Board Members:

Sal Parra, JR
President / District 1

Tom Fairless
Vice-President / District 4

Celina Rosetti
Clerk / District 3

Leticia Fernández
Member / District 2

Kathy Chaffin
Member / District 2

Maryann Trujillo
Member / District 4

Leticia Rodriguez
Member / District 3

June 13, 2022

Dear ATP Scoring Committee Members:

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

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

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

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

Thank you for your time and consideration in this matter.

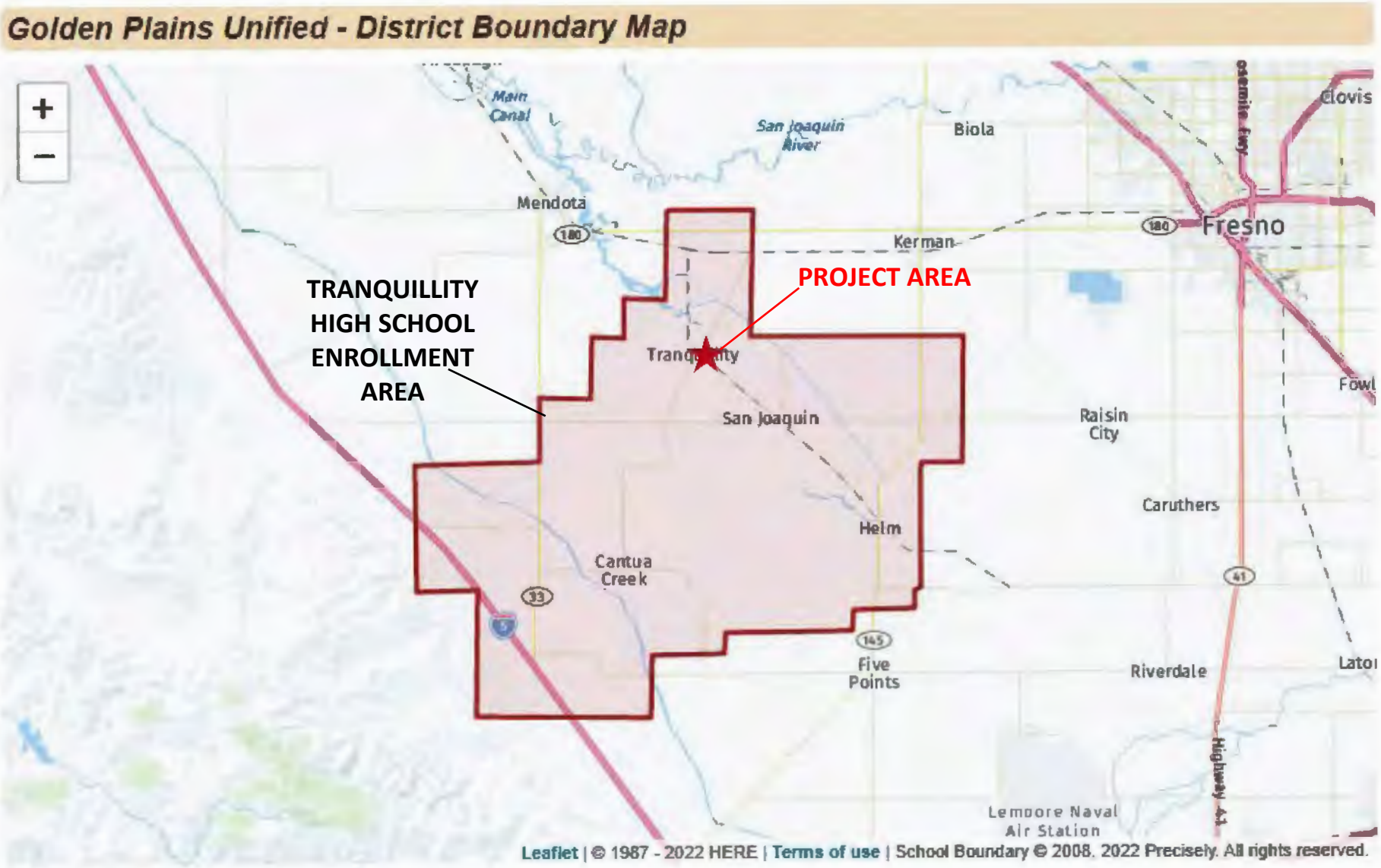
Sincerely,

Martín Macías

Superintendent, Golden Plains Unified School District

22000 W. Nevada Street | San Joaquin, CA 93660
District Office (559) 693-1115 | Fax (559) 693-4366

ENROLLMENT AREA
GOLDEN PLAINS UNIFIED SCHOOL DISTRICT



Tranquillity High School

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

8 June 2022

To: County of Fresno Public Works & Planning Department

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

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

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

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

Thank you,

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

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): 15,000 Linear Feet	New (over 8' wide): 0 Linear Feet
	Widen Existing: 0 Linear Feet	Reconstruct/Enhance Existing: 3,000 Linear Feet
	New Barrier Protected (Barrier, parking, functional-planter, etc.): 0 Linear Feet	
ADA Ramp Improvements:	New Ramp (none exist): 65 Number	Reconstruct Ramp to Standard: 22 Number
Signalized Intersections:	New Crosswalk: 0 Number	Enhance Existing Crosswalk: 0 Number
	Ped-Heads: 0 Number	Shorten Crossing: 0 Number
	Timing Improvements: 0 Number	
Un-Signalized Intersections:	New Traffic Signal: 0 Number	
	New RRFB/Signal: 0 Number	Crossing-Surface Improvements: 6 Number
	Shorten Crossing: 0 Number	
Mid-Block Crossing:	New RRFB/Signal: 0 Number	Crossing-Surface Improvements: 0 Number
Lighting:	Intersection: 0 Number	Roadway Segments: 0 Linear Feet
Pedestrian Amenities:	Benches: 0 Number	Trash Cans: 0 Number
	Shade Trees: 0 Number	Shade Tree Type:
Other Ped Improvements:	#1: #:	#2: #: 0

☐ **Multi-use Trail Improvements**

☐ **Vehicular-Roadway Traffic-Calming Improvements**

☐ **Non-Infrastructure Components**

☐ **Plan Type (only intended for Plans)**

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

☐ Project is 100% within the Implementing Agency's R/W and/or is within their control ~~at the time of this application~~ submittal. (This includes temporary construction easements)

☒ Project will likely require R/W in fee ownership, permanent easements and/or temporary construction easements from private owners and/or will require utility relocations from utility companies outside that implementing agency's governmental control.

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

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

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

What is the total additional months needed (all project phases) for the expected R/W acquisitions and/or utility relocations? 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 and therefore the schedule below must account for the extra time needed for federal project delivery requirements and approvals, including a NEPA environmental clearance and for each CTC allocation there must also be a Notice to Proceed with Federally Reimbursable work.
2) Prior to estimating the durations of the project delivery tasks (below), applicants are highly encouraged to review the appropriate chapters of the Local Assistance Procedures Manual and work closely with District Local Assistance Staff.
3) The proposed CTC Allocation dates must be between July 1, 2023 and June 30, 2027 to be consistent with the available ATP funds for Cycle 6.

INFRASTRUCTURE PROJECTS:

PA&ED Project Delivery Phase:

Will ATP funds be used in this phase of the project? ☒ 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? ☒ 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 ☒ No

Expected or Past Start Date for R/W activities: 10/13/2025
Time to complete the R/W Engineering, Acquisition, and Utilities: 18 months
Expected or Past Completion Date for the R/W Phase: 4/6/2027

** 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? ☒ 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	100	99	*23/24*	1	1	-	-	-
PS&E	482	475	*24/25*	7	7	-	-	-
R/W	-	-		-	-	-	-	-
CON	4,026	3,973	*26/27*	53	53	-	-	-
NI-CON/ PLAN	-	-		-	-	-	-	-
TOTAL	**4,608**	**4,547**		**61**	**61**	**-**	**-**	**-**

* *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 ☐ N ☒ 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

Tranquillity Sidewalk Project

Location (Project Limits), Description (Scope of Work)

Tranquillity, CA, approximately 25 miles SW of the City of Fresno.

Component	Implementing Agency
PA&ED	Fresno County
PS&E	Fresno County
Right of Way	Fresno County
Construction	Fresno County

Legislative Districts

Assembly:	27	Senate:	14	Congressional:	13

Project Benefits (If more space is needed, use the Additional Information field on the next page.)

Building and repairing the sidewalks in Tranquillity 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

Tranquillity 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 Tranquillity High School, Tranquillity

Category	Outputs/Outcomes	Unit	Total
Active Transportation	Sidewalk miles	Feet	18,000
ADA Improvements	New curb ramp installed	Each	87
ADA Improvements	New crosswalk	Each	6

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			8/1/2024
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				10/13/2025
End Right of Way Phase (Right of Way Certification Milestone)				4/6/2027
Begin Construction Phase				8/16/2027
End Construction Phase				8/10/2028
Begin Closeout Phase				12/13/2028
End Closeout Phase (Closeout Report)				11/28/2029

Additional Information | **Date:** 6/15/2022

(Continued from "Purpose and Need," previous page)
a public library. The lack of sidewalks near the schools force children and parents to enter the street and walk with traffic. All around Tranquillity, cracked and uneven sidewalks and a lack of ADA-compliant curb ramps hinder pedestrians' ability to complete their trips to their destinations.

Project Programming Request (PPR)

Date: 6/15/2022

Project Information:

Project Title:	Tranquillity Sidewalk Project				
District	**County**	**Route**	**EA**	**Project ID**	**PPNO**
6	Fresno	N/A			

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

Proposed Total Project Cost ($1,000s)									Notes:
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**	
E&P (PA&ED)	0	0	100	0	0	0	0	**100**	
PS&E	0	0	0	482	0	0	0	**482**	
R/W	0	0	0	0	0	0	0	**0**	
CON	0	0	0	0	0	4,026	0	**4,026**	
TOTAL	**0**	**0**	**100**	**482**	**0**	**4,026**	**0**	**4,608**	

ATP Funds	Infrastructure Cycle 6								Program Code
Proposed Funding Allocation ($1,000s)									20.30.720
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	99	0	0	0	0	**99**	Caltrans
PS&E	0	0	0	475	0	0	0	**475**	**Notes:**
R/W	0	0	0	0	0	0	0	**0**	
CON	0	0	0	0	0	3,973	0	**3,973**	
TOTAL	**0**	**0**	**99**	**475**	**0**	**3,973**	**0**	**4,547**	

ATP Funds	Non-Infrastructure Cycle 6								Program Code
Proposed Funding Allocation ($1,000s)									20.30.720
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	**0**	Caltrans
PS&E	0	0	0	0	0	0	0	**0**	**Notes:**
R/W	0	0	0	0	0	0	0	**0**	
CON	0	0	0	0	0	0	0	**0**	
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

ATP Funds	Plan Cycle 6								Program Code
Proposed Funding Allocation ($1,000s)									20.30.720
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	**0**	Caltrans
PS&E	0	0	0	0	0	0	0	**0**	**Notes:**
R/W	0	0	0	0	0	0	0	**0**	
CON	0	0	0	0	0	0	0	**0**	
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

ATP Funds	Previous Cycle								Program Code
Proposed Funding Allocation ($1,000s)									
Component	**Prior**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	**0**	Caltrans
PS&E	0	0	0	0	0	0	0	**0**	**Notes:**
R/W	0	0	0	0	0	0	0	**0**	
CON	0	0	0	0	0	0	0	**0**	
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Project Programming Request (PPR)

Date: 6/15/2022

Project Information:

Project Title:	Tranquillity Sidewalk Project				
District	**County**	**Route**	**EA**	**Project ID**	**PPNO**
6	Fresno	N/A			

Summary of Non-ATP Funding

The Non-ATP funding shown on this page must match the values in the Project Funding table.

Fund No. 2: — Program Code:

Proposed Funding Allocation ($1,000s)

Component	Prior	22/23	23/24	24/25	25/26	26/27	27/28+	Total
E&P (PA&ED)	0	0	1	0	0	0	0	**1**
PS&E	0	0	0	7	0	0	0	**7**
R/W	0	0	0	0	0	0	0	**0**
CON	0	0	0	0	0	53	0	**53**
TOTAL	**0**	**0**	**1**	**7**	**0**	**53**	**0**	**61**

Funding Agency: Fresno County

Notes:

Fund No. 3: — Program Code:

Proposed Funding Allocation ($1,000s)

Component	Prior	22/23	23/24	24/25	25/26	26/27	27/28+	Total
E&P (PA&ED)	0	0	0	0	0	0	0	**0**
PS&E	0	0	0	0	0	0	0	**0**
R/W	0	0	0	0	0	0	0	**0**
CON	0	0	0	0	0	0	0	**0**
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Funding Agency:

Notes:

Fund No. 4: — Program Code:

Proposed Funding Allocation ($1,000s)

Component	Prior	22/23	23/24	24/25	25/26	26/27	27/28+	Total
E&P (PA&ED)	0	0	0	0	0	0	0	**0**
PS&E	0	0	0	0	0	0	0	**0**
R/W	0	0	0	0	0	0	0	**0**
CON	0	0	0	0	0	0	0	**0**
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Funding Agency:

Notes:

Fund No. 5: — Program Code:

Proposed Funding Allocation ($1,000s)

Component	Prior	22/23	23/24	24/25	25/26	26/27	27/28+	Total
E&P (PA&ED)	0	0	0	0	0	0	0	**0**
PS&E	0	0	0	0	0	0	0	**0**
R/W	0	0	0	0	0	0	0	**0**
CON	0	0	0	0	0	0	0	**0**
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Funding Agency:

Notes:

Fund No. 6: — Program Code:

Proposed Funding Allocation ($1,000s)

Component	Prior	22/23	23/24	24/25	25/26	26/27	27/28+	Total
E&P (PA&ED)	0	0	0	0	0	0	0	**0**
PS&E	0	0	0	0	0	0	0	**0**
R/W	0	0	0	0	0	0	0	**0**
CON	0	0	0	0	0	0	0	**0**
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Funding Agency:

Notes:

Fund No. 7: — Program Code:

Proposed Funding Allocation ($1,000s)

Component	Prior	22/23	23/24	24/25	25/26	26/27	27/28+	Total
E&P (PA&ED)	0	0	0	0	0	0	0	**0**
PS&E	0	0	0	0	0	0	0	**0**
R/W	0	0	0	0	0	0	0	**0**
CON	0	0	0	0	0	0	0	**0**
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Funding Agency:

Notes:

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.

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

- **Equity**
- **Sustainability & Resiliency**
- **Infrastructure & Safety**
- **Economy**
- **Innovation**

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.

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 rtation 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.

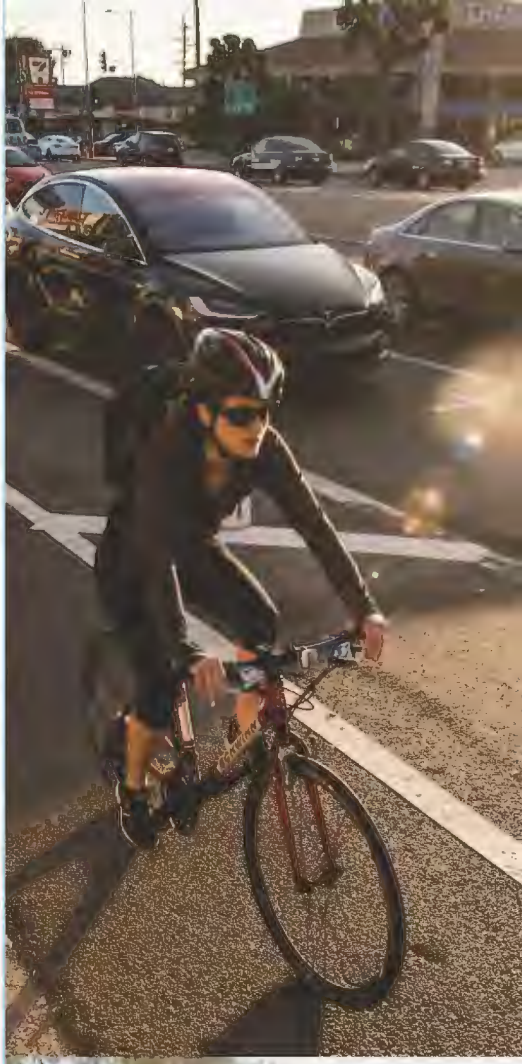
As the region continues to grow, improving efficiencies on the existing system and reducing congestion help to improve air quality and provide a reliable transportation system for residents and goods movement. Transportation Demand Management (TDM) is a set of strategies that aim to reduce single occupancy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

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

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

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

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

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

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

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

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

A Performance Based Approach

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

In response, Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have worked with state and regional agencies to identify performance measures that meet the requirements. In California, Caltrans is directly responsible for submitting performance targets and periodic progress reports to federal agencies on a timely manner. MPOs are required to establish targets for the same performance measures on all public roads in the MPO planning area within 180 days after the state establishes each target. MPOs may elect to support the statewide targets, establish numerical targets specific to their region, or use a combination of both approaches. Furthermore, each MPO must incorporate these short-range targets into their planning and programming processes, including the long-range plan and FTIP. Transportation performance measures are managed through different metrics, including safety, bridge and pavement conditions, congestion/system performance, transit asset management (TAM), and transit agency safety plan, as shown in Figure 4-1.

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

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

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

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

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

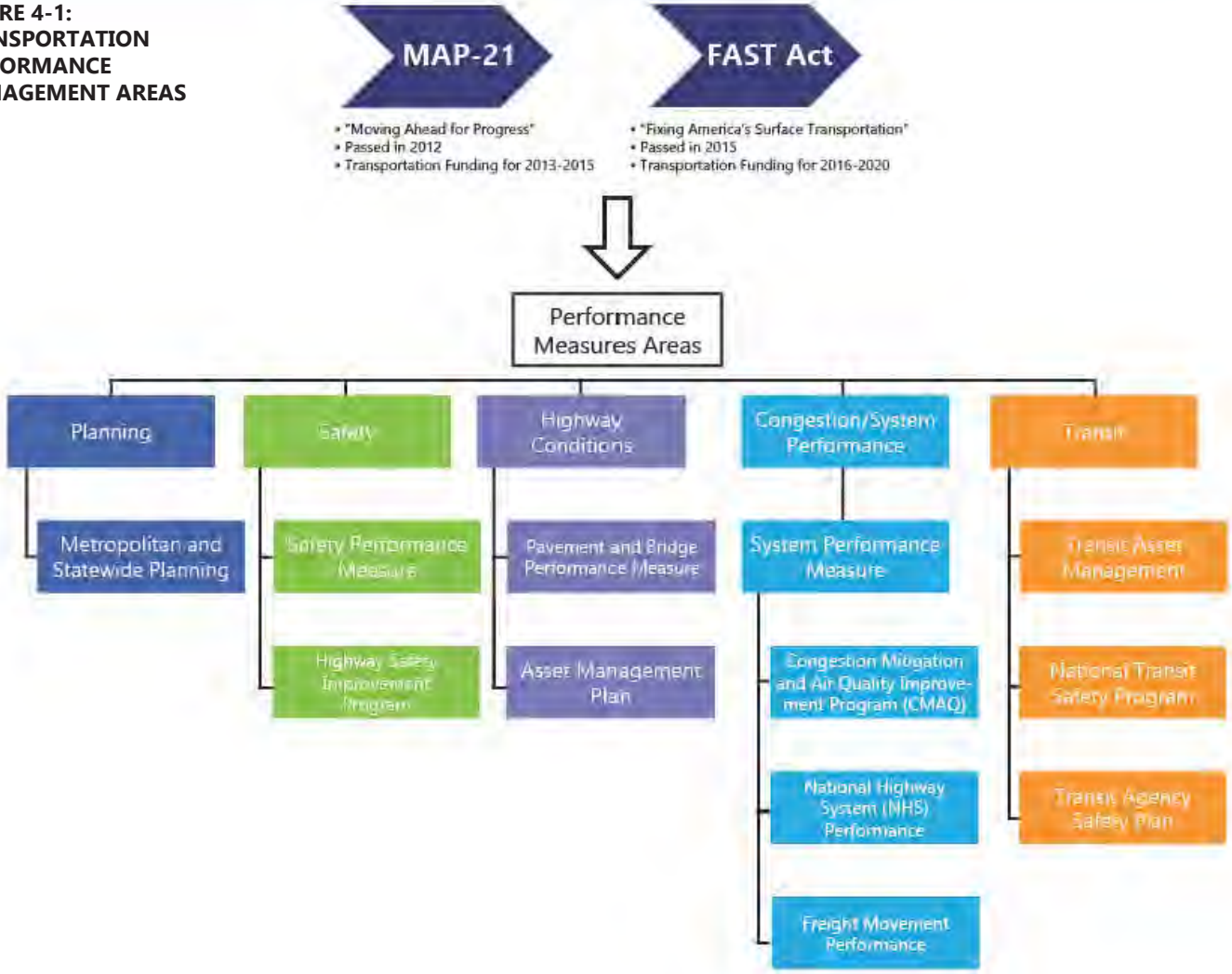
Fresno COG does and will continue to incorporate TPM in planning and programming activities. We have adopted the statewide targets for safety (2021 PM1), pavement and bridge (2021 PM2), reliability and freight (2021 PM3). While we recognize the difficulty of setting MPO-level targets, this does not exclude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

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

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

While the brief overview of the different performance metrics is presented in this chapter, the detailed information on Fresno COG's statewide targets for Safety (PM1), Pavement and Bridge Conditions (PM2), and the performance of Freight, NHS, and the CMAQ Measures (PM3) are included in Appendix C.

FIGURE 4-1: TRANSPORTATION PERFORMANCE MANAGEMENT AREAS



FHWA Performance Measures

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

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

FTA Performance Measures

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

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

Congestion Management Process

Fresno COG's Congestion Management Process (CMP) was revamped in 2017 following FWHA'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 vanpool 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, the geographic boundaries of the disadvantaged community, and disadvantaged community access point(s) and destinations that the project is benefiting.

Tranquillity Destination Points Exhibit.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
21	5,566	8.9

The Lowest HPI Percentile from above (autofill): **8.9** (to be used for qualifying as benefiting a DAC only)

HPI percentile for the community benefited by the project: **8.9**
(to be used for severity calculation only)

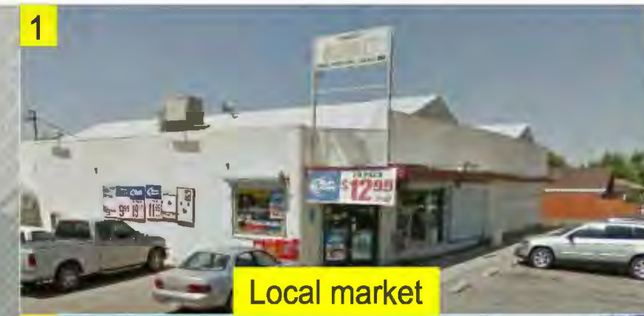
Must attach a copy of the HPI page for each census tract listed above. Attach all pages as one pdf.

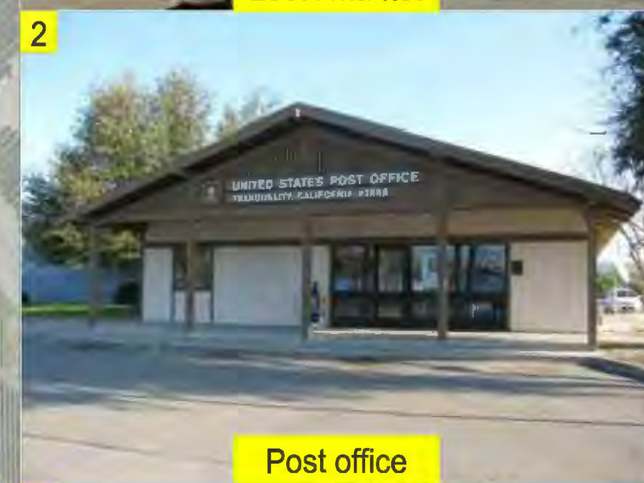
HPI MAP_Tranquillity.pdf

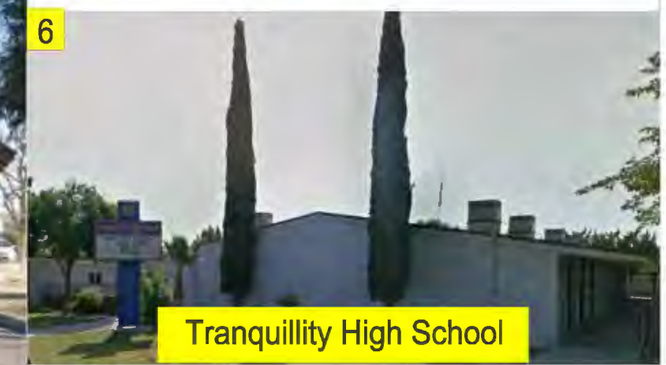
C. Direct Benefit: (0 - 4 points)

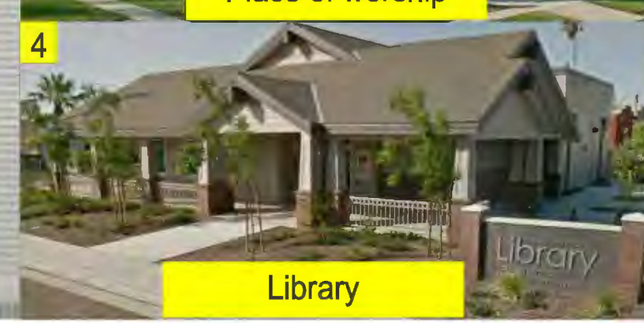
1. Explain how the project closes a gap, provides connections to, and/or addresses a deficiency in an active transportation network and how the improvements meet an important need of the disadvantaged community. Address any issues of displacement that may occur as a result of this project, if applicable. If displacement is not an issue, explain why it is not a concern for the community.
(Max of 500 Words) **Words Remaining:** 132

The project will create new sidewalks in public areas where none currently exist, and repair broken sidewalks to make active transportation a more viable option to residents. The community is small, roughly 0.6 square miles, and easily walkable, but continuity in a journey can be disrupted when a sidewalk does not resume across the street, or where there are no curb ramps for those traveling on wheels. In some instances, such as the corner of Scaggs Avenue and Daniels Avenue, there is an isolated concrete curb ramp surrounded by grass with no paved sidewalk connected to it. Another example on Daniels Avenue, the road that runs between two schools, is where the pavement ends abruptly and leads to gravel or grass. There are many key destinations that residents could travel to by foot, bicycle, or wheelchair, such as the two schools, Tranquillity High School and Tranquillity Elementary School, both located on the southwest side of the community, and a public park in the center of town. Other destinations include a food market on Anthony Avenue and Tuft Avenue, and a Fresno County Public Library branch. Some sections that are newer, like in front of the library at Williams Avenue and Juanche Avenue, have sidewalks that are in good condition and include ADA ramps, but older parts, like in front of the Tranquillity Market just two blocks away, do not. This creates an inconsistent experience for travelers on wheels or with limited mobility, and sometimes the most convenient way of getting to these locations is walking or biking. The U.S. Post Office is located on the western side of Tranquillity, and since there is no mail delivery, residents must visit the post office to collect mail. Fixing or adding sidewalks will encourage residents to walk instead of driving their cars those few blocks, reduce vehicle miles traveled, and reduce greenhouse gas emissions.









SURVEYED	DATE ##/##/##	Scale in Feet 0 250 500 Feet	PROJECT
DRAWN	04/2022		EXHIBIT FOR ROAD AND SIDEWALK IMPROVEMENTS IN TRANQULLITY, CA. EXTENTS OF PROJECT
CHECKED			Road No. Bridge No.
REVISION	FOR R/W DATA AND ACCURATE ACCESS DETERMINATION SEE R/W RECORDS AT PUBLIC WORKS		

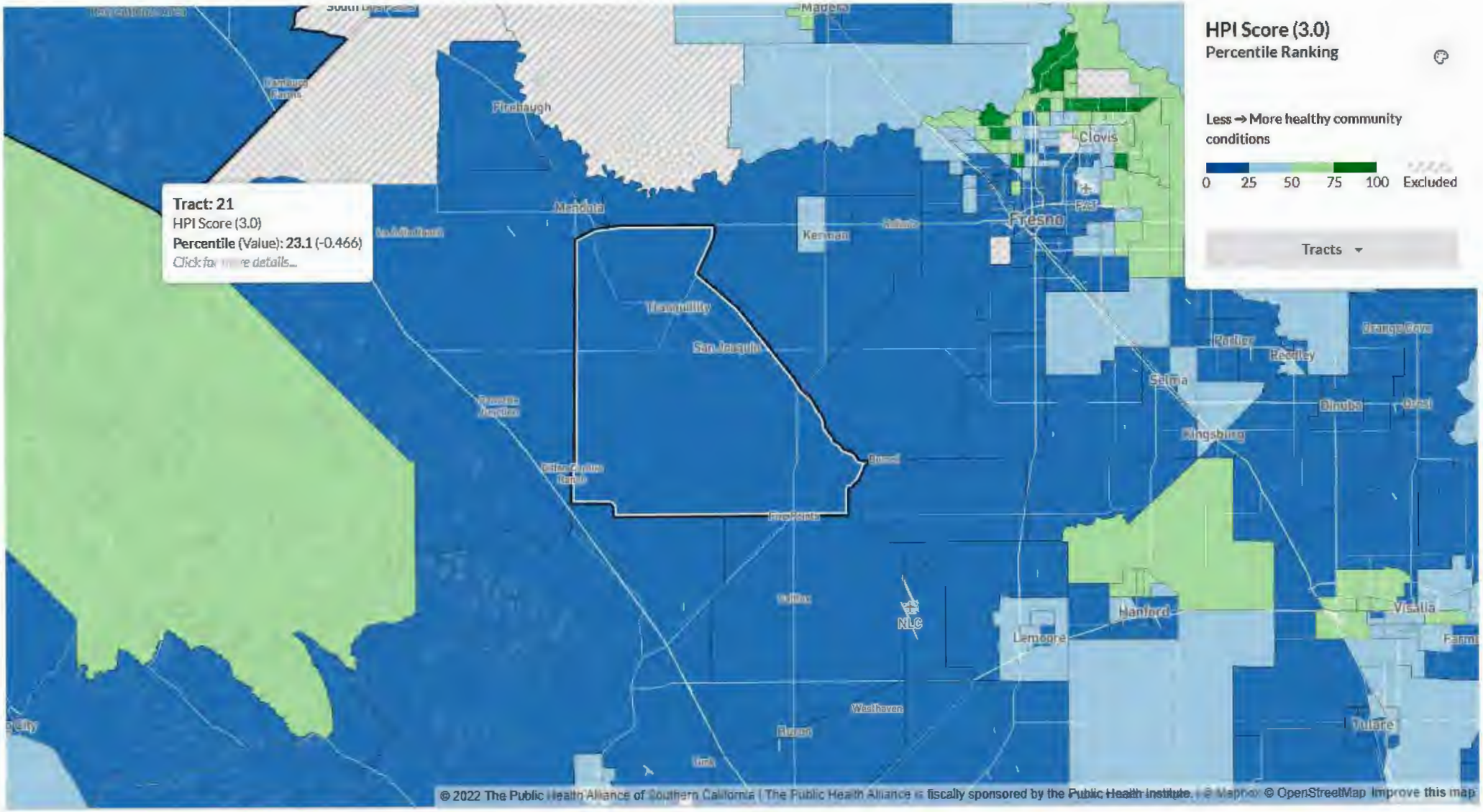
THE COUNTY OF FRESNO

DEPARTMENT OF PUBLIC WORKS & PLANNING

DESIGN DIVISION

Drawing No. Sheet No. 2 Total 2

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



Retrieved April 12, 2022
Source: Healthy Places Index (HPI) < https://map.healthyplacesindex.org/?redirect=false>

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

Fresno County

HPI Score (3.0): 8.9 percentile

Less → More healthy conditions

This Tract

County Avg: 8.0

This Tract has healthier community conditions than 8.9% of other California Tracts.

Tract 82

County > Tract
Fresno > 82

Population: 6,768

Economic

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

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

Education

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

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

Clean Environment

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

Indicator	Value	Percentile Ranking
Diesel PM	0.029 kg/day	90.5
PM 2.5	10.2 µg/m³	50.0
Ozone	0.055 ppm	28.2
Drinking Water Contaminants	712	21.7

Housing

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

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

Neighborhood

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

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

Retrieved April 12, 2022
Source: Healthy Places Index (HPI) < https://map.healthyplacesindex.org/?redirect=false>

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

Social

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

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

Transportation

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

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

Racial Justice and Health Equity

Race/Ethnicity

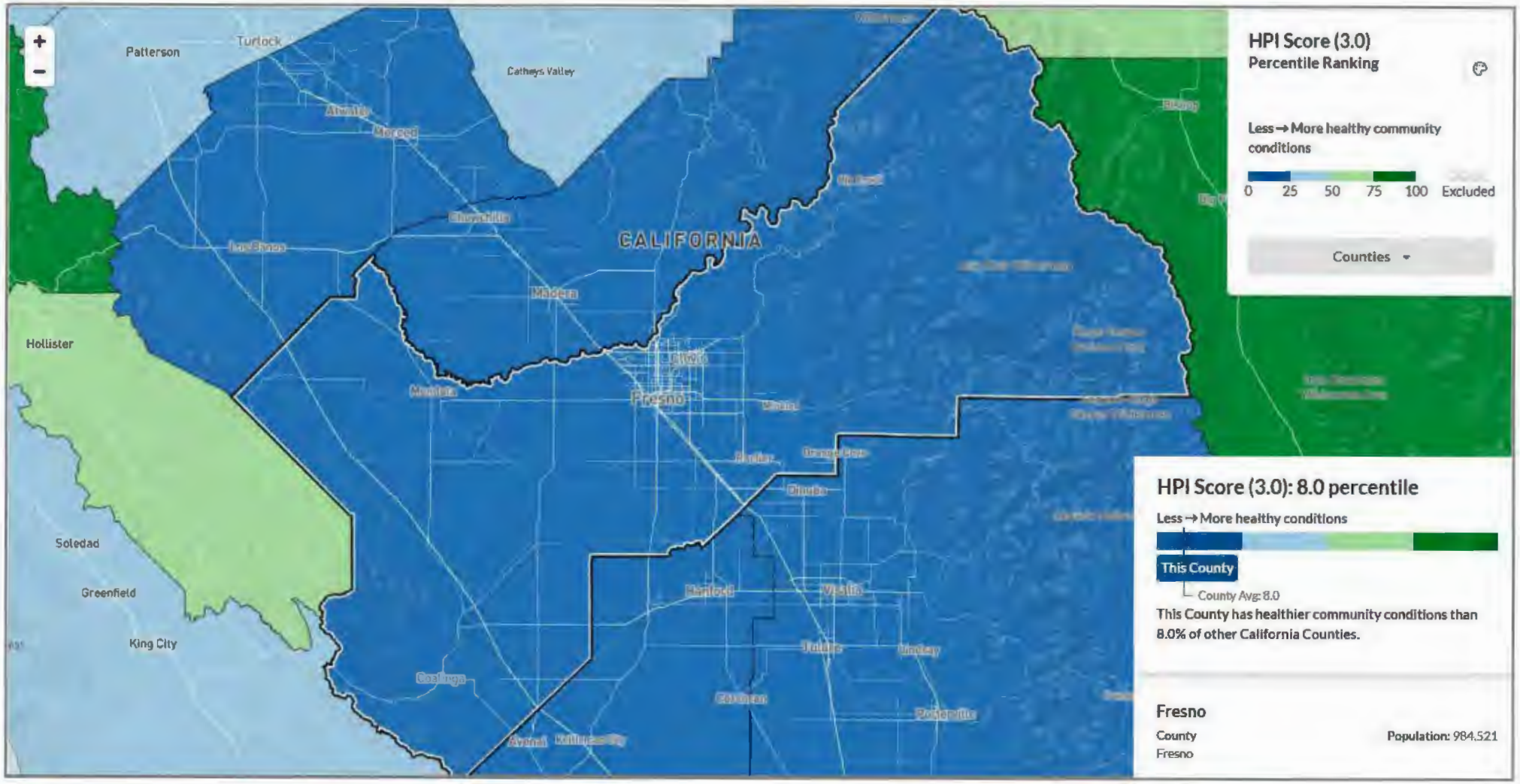
American Indian or Alaska Native alone	0.0%
Asian alone	0.0%
Black or African American alone	0.7%
Hispanic or Latino of any race	94.0%
Native Hawaiian or other Pacific Islander alone	0.0%
Some other race alone	0.0%
Two or more races	0.0%
White alone	5.3%

Equity

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

Retrieved April 12, 2022
Source: Healthy Places Index (HPI) < https://map.healthyplacesindex.org/?redirect=false>

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



Retrieved April 12, 2022
Source: Healthy Places Index (HPI) < https://map.healthyplacesindex.org/?redirect=false>

Displacement is not an issue. All the work to be done is in County right of way. The area is zoned for mostly residential, agricultural, and light commercial use. No new growth or development is expected to occur in the near future. The project does not involve any housing acquisition and should not affect the nearby neighborhoods.

2. Explain how the disadvantaged community residents will have physical access to the project. (Max of 500 Words)

Words Remaining: 410

All of the sidewalks and curb ramps will be constructed in public spaces entirely in the community of Tranquillity, so all residents will have access to them. The sidewalks are directly in front of many homes, businesses, schools, and churches, adjacent to roads residents already take to their destinations. The pedestrian pathways will connect people to their destinations more conveniently, safely, and in a more environmentally sound way. Sidewalks and ADA curb ramps will be constructed or repaired so that they can be accessed by pedestrians, cyclists, and wheelchair users.

3. Illustrate and provide documentation for how the project was requested or supported by the disadvantaged community residents. Address any issues of displacement that may occur as a result of this project, if applicable. (Max of 500 Words)

Words Remaining: 333

Tranquillity has been identified in the Fresno County Regional Active Transportation Plan, adopted in 2018 after multiple community-involved meetings, as a place where many sidewalks need to be built. The Regional Plan was adopted after a thorough planning process that involved input from local jurisdiction staff, representatives of local schools, representatives of community groups, and the public, discussed in more detail in Question #4.

While developing the plan for this grant application, surveys were conducted by County Public Works and Planning staff to solicit feedback from residents about their active transportation needs and locations where they felt needed improvement. Surveys were distributed in person at community events and made available online. Conversations took place between County staff, Tranquillity residents, and community members who work in the area and are familiar with the transportation challenges that residents face. The survey results overwhelmingly showed that residents requested new and improved sidewalks, and that a majority of them would use active transportation on a daily basis if improvements were made.

Attach Documentation

SURVEY RESULTS_Summary.pdf

D. Project Location: (0 - 2 points)

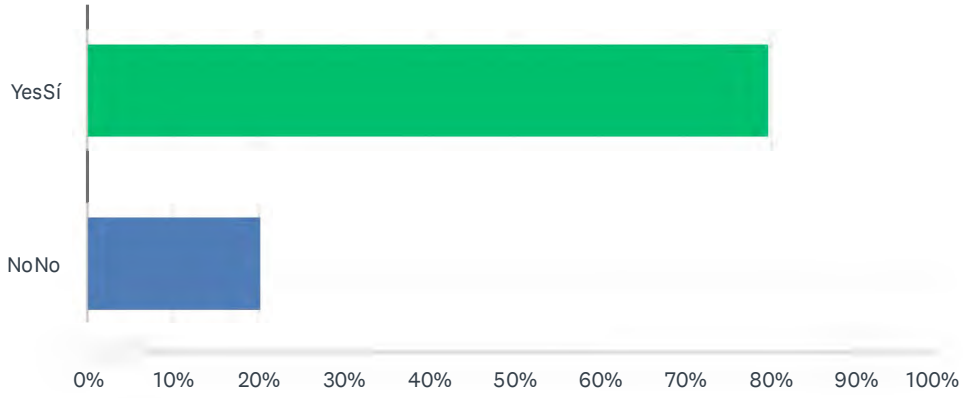
Is your project located within a disadvantaged community? Fully

E. Severity: (0 - 4 points)

Auto calculated

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

Answered: 74 Skipped: 0



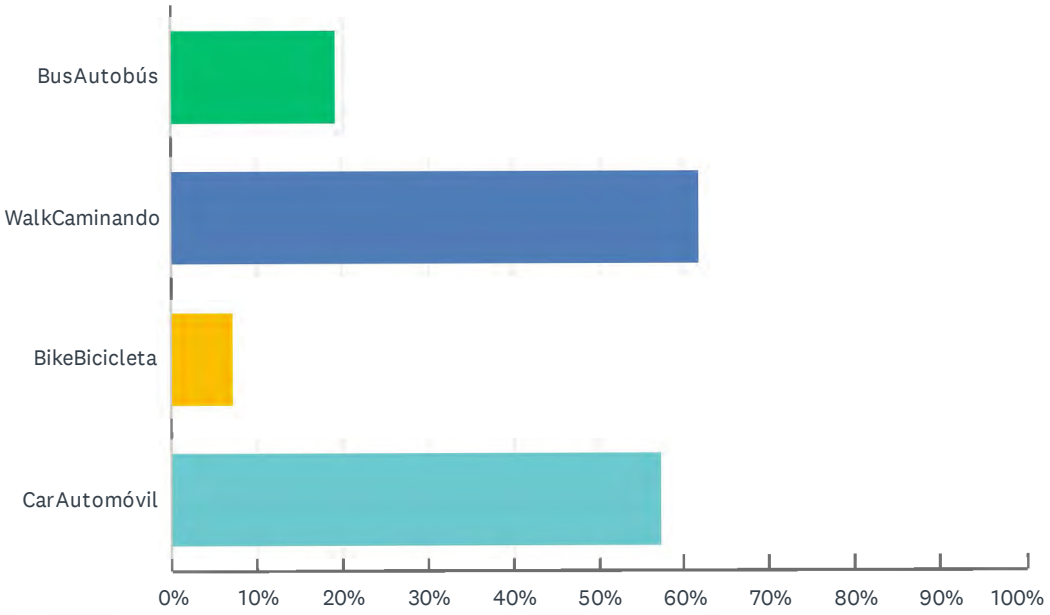
ANSWER CHOICES	RESPONSES	
YesSí	79.73%	59
NoNo	20.27%	15
TOTAL		74

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

Answered: 59 Skipped: 15

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

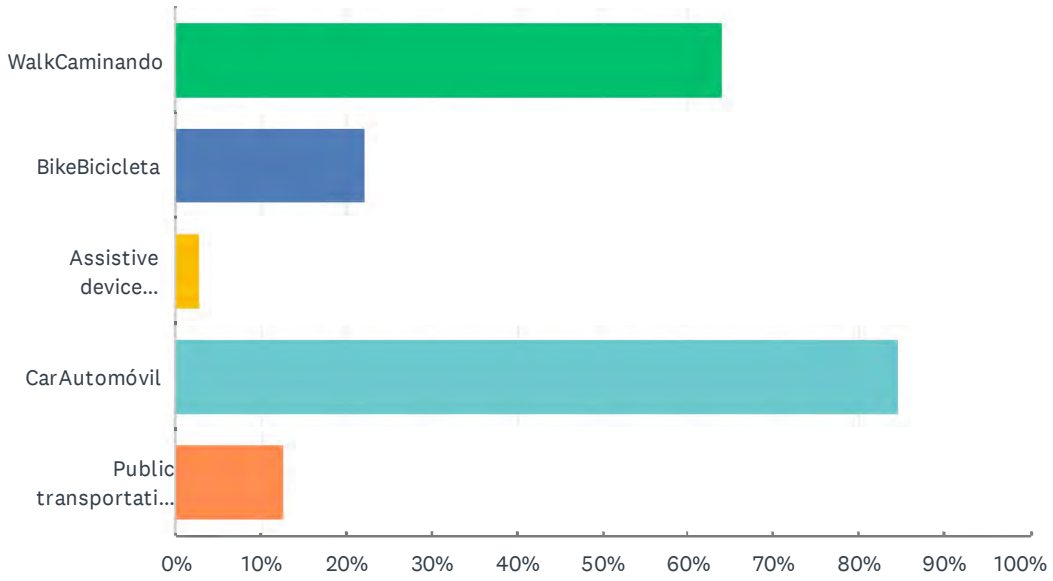
Answered: 68 Skipped: 6



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

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

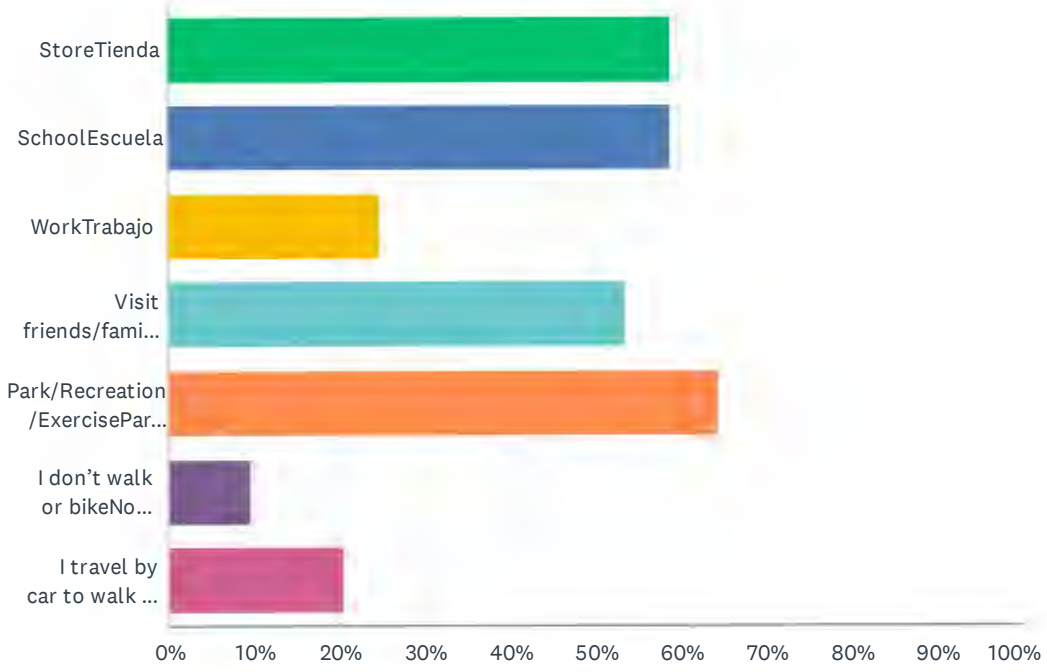
Answered: 72 Skipped: 2



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

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

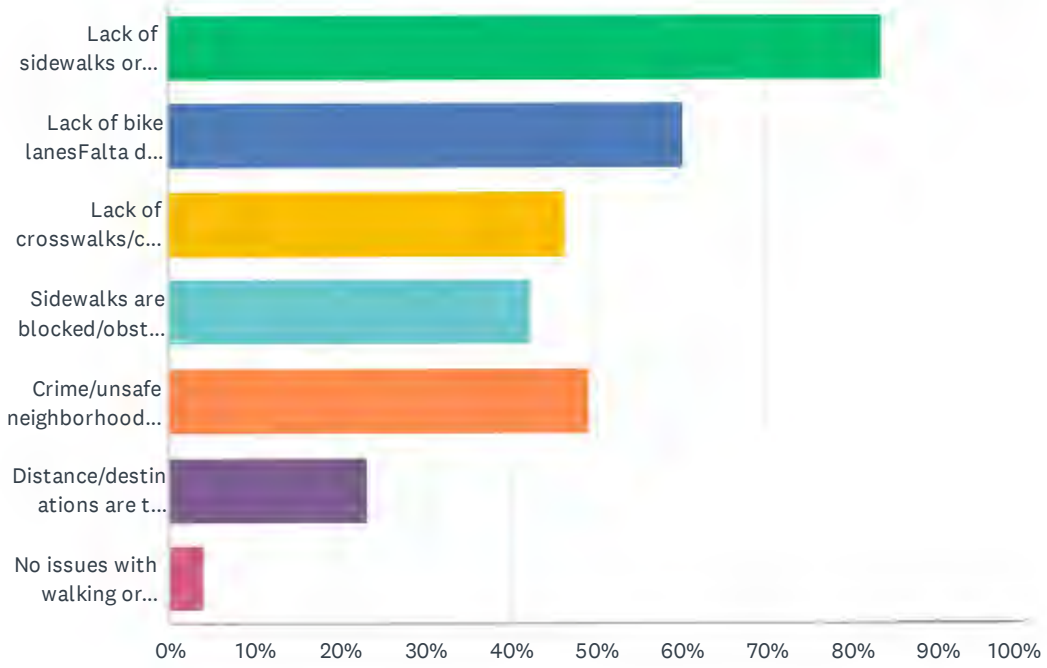
Answered: 73 Skipped: 1



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

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

Answered: 73 Skipped: 1



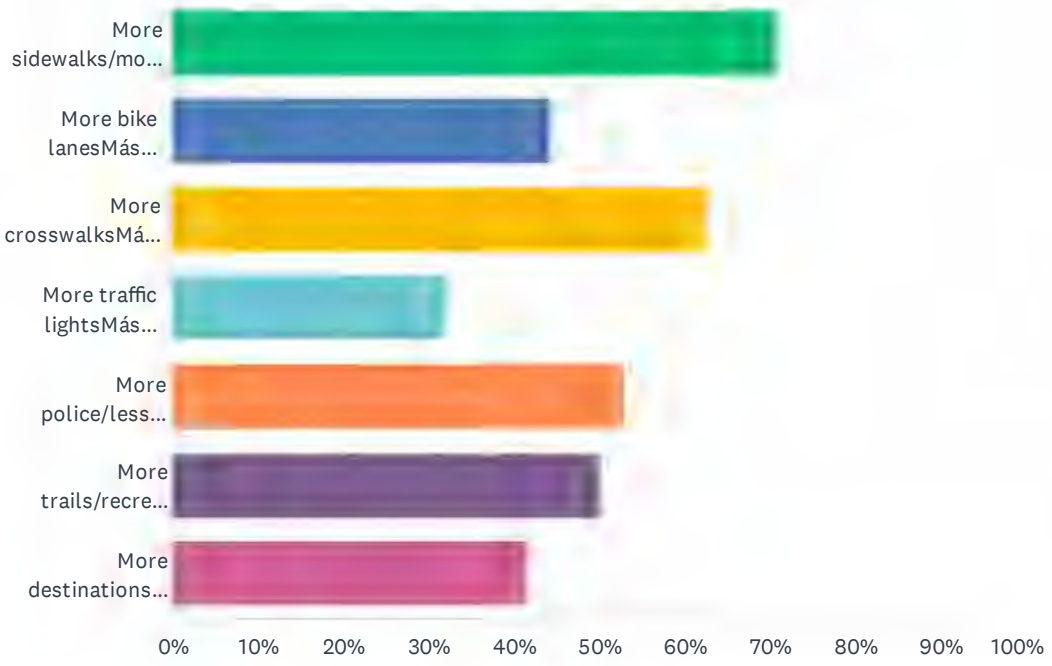
ANSWER CHOICES	RESPONSES	
Lack of sidewalks or sidewalks in bad conditionFaltan aceras o aceras en mal estado	83.56%	61
Lack of bike lanesFalta de carriles para bicicletas	60.27%	44
Lack of crosswalks/crossing lightsFalta de cruces peatonales/luces de cruce	46.58%	34
Sidewalks are blocked/obstructedLas 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.

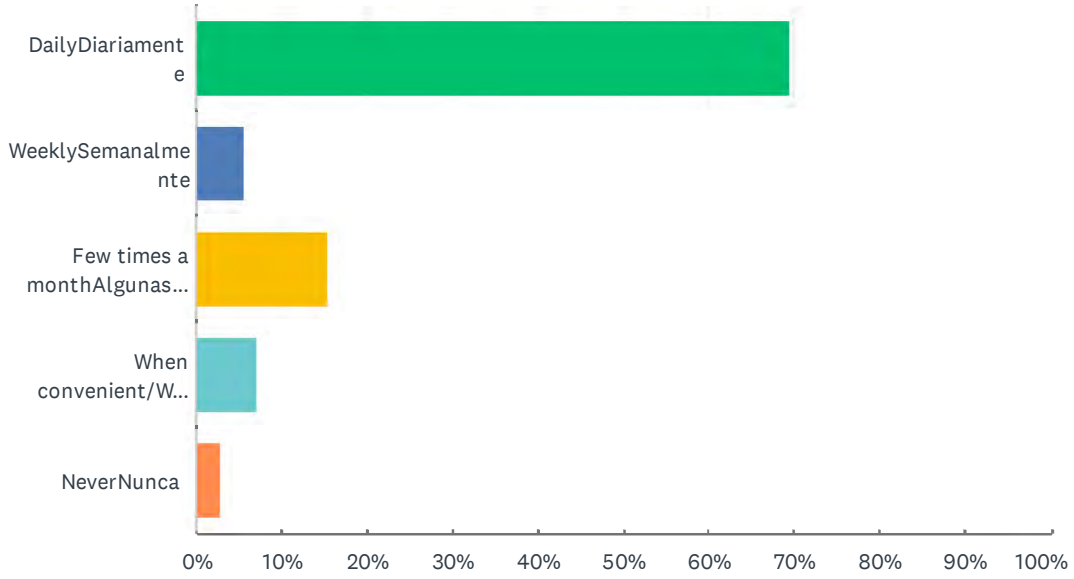
Answered: 72 Skipped: 2



ANSWER CHOICES	RESPONSES	
More sidewalks/more connected sidewalksMás aceras/más aceras conectadas	70.83%	51
More bike lanesMás carriles para bicicletas	44.44%	32
More crosswalksMás cruces de peatones	62.50%	45
More traffic lightsMás semáforos	31.94%	23
More police/less crimeMás policías/menos delincuencia	52.78%	38
More trails/recreational walking pathsMás 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	
DailyDiariamente	69.44%	50
WeeklySemanalmente	5.56%	4
Few times a monthAlgunas veces al mes	15.28%	11
When convenient/Weather permittingCuando sea conveniente/si el clima lo permite	6.94%	5
NeverNunca	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 #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. (0-40 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
Tranquillity Elementary School	203	150
Tranquillity High School	421	110
Total	**624**	**260**

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? **(0-20 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:** 362

Tranquillity is a rural, unincorporated, disadvantaged community that has existed since 1876, which now has a population of 805, and is 86% Hispanic or Latino. It is also an area of persistent poverty, with a median household income of $39,000. The Healthy Places Index score is 3.0, and is placed in the 8th percentile, and means that 92% of communities in California have healthier conditions. Social equity means providing mobility to those who are economically, socially, or physically disadvantaged to ensure their full participation in society. Currently, residents have a lot of difficulty actively traveling around Tranquillity. Many sidewalks are uneven or nonexistent. One resident said she and her family walk by the canal on the far northwest side of the community for exercise, because it is the least impeded location. This is unsafe because of the sometimes very full and rapid water rushing through the canal. By repairing and building sidewalks within the community, this will encourage residents to walk in safer areas.

Lack of existing sidewalks on Scaggs Avenue, Juanche Avenue, Tuft Avenue, and School Avenue, the streets that surround the public park, and lack of curb ramps at their intersections, limits the ability of residents to access the park for recreation and exercise. By building those sidewalks, ramps, and a crosswalk on the north and south sides of the park, residents will have a direct path to the park. With COVID-19 still a concern, the outdoor park is a place where the community can still gather in a relatively safe environment to play sports or socialize, to benefit both their physical and mental health. There are families that are spread out through several households in the community, and elderly grandparents find it difficult to visit their grandkids a few blocks away because of mobility issues. When a grandparent is in a wheelchair or uses a walker, they must rely on a vehicle to travel a short distance because of the lack of sidewalks, ramps, or obstructed walkways. An aging population ensures that there will be more residents who will require mobility assistance in the future.

There is one public transportation stop at Tranquillity High School that will take residents to Kerman, a nearby, larger city about 15 miles away, but it is only available on demand. Residents must call the Fresno County Rural Transit Authority and make a reservation 24 hours in advance, and the bus comes to the area on Monday, Wednesday, Friday. This is inconvenient for many, and some residents are not

aware that the service even exists.

As mentioned earlier in the Direct Benefits, there are several important destinations in the community that residents can or do reach by walking or bicycling. Students walk to Tranquillity High School and Tranquillity Elementary School, and often are accompanied by parents who may have a stroller or wagon carrying a younger child. Residents also have to visit the U.S. Post Office to collect their mail. Two food markets on the north end of the community are also frequent destination points. By encouraging these trips through active transportation, there will be a reduction in greenhouse gas emissions, a stated goal of the Climate Action Plan for Transportation Infrastructure (CAPTI), thereby creating healthier environmental conditions for residents.

B. Describe how the proposed project will address the active transportation need: (0-20 points)

- **Closes a gap?**
- **Creates new routes?**
- **Removes barrier to mobility?**
- **Other improvements to existing routes?**
- **Implements a non-infrastructure program?**

No. of gaps: 20 Total length of gap(s) (feet): 18,000

Gap closure = Construction of a missing segment of an existing facility in order to make that facility continuous.

New route = Construction of a new facility that did not previously exist for non-motorized users that provides a course or way to get from one place to another.

Type of barrier: Safety

a. Describe how the project links or connects, or encourages use of existing routes to transportation-related and community identified destinations, 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*. And/or describe the existing negative effects of the barrier to be removed and how the project addresses the existing barrier. (Max of 750 Words) **Words Remaining:** 239

The principal of Tranquillity Elementary estimates that 60% of students use active transportation to get to school, and 40% arrive by car or bus. Safety is an issue for those walking to school, as crossing guards must point out cracks and uneven pavement to students and parents walking with strollers. Students are also forced to walk in the street with vehicles as they arrive to or leave school. This is especially dangerous in winter months when morning fog shrouds many parts of rural Central Valley. By improving the sidewalks, this will encourage more students to walk or bike to school and can help ease vehicle congestion at drop off and pick up times around the schools, creating a safer environment for children.

Improved sidewalks will also help residents reach Tranquillity First United, a centrally located church which was identified as a potential resilience hub location by the Fresno County Rural Transit Authority Electrical Grid Analysis Study, meaning members of the community could obtain essential resources or support in an emergency event, such as being utilized as a cooling center in a summer heat wave, or source for Wi-Fi in a power outage. St. Paul's Catholic Church, on the far west end of the community, is the site of food bank distributions. A health clinic, Valley Health Team, is located near the public high school on Daniels Ave, and is open to patients of all ages. The County is currently doing work on Daniels Avenue between Randolph Avenue and McKamey Avenue, the road between the high school and elementary school. The objective is to provide a treatment to address issues with the soil and create a stable base for building road and pavement on top of, as well as fixing road slopes and curb ramps to be ADA compliant. The County would like to continue to build connectivity to this area with the sidewalk improvement project, instead of completing the work in Tranquillity at a later time in a piecemeal fashion. The Tranquillity Branch Public Library welcomes patrons of all ages from the community, offers computer and Wi-Fi usage, and in the summer is a source of entertainment for children, hosting programs that are well attended by young children and teens. The public park in the center of the community will become more easily accessible to those who are in wheelchairs or bicycling to the location, once sidewalks are installed around the perimeter of the park, and crosswalks will make safe crossing possible.

There is one public transportation stop at Tranquillity High School that will take residents to Kerman, a nearby, larger city about 15 miles away, but it is only available on demand. Residents must call the Fresno County Rural Transit Authority and make a reservation 24 hours in advance, and the bus comes to the area on Monday, Wednesday, Friday. This is inconvenient for many, and some residents are not aware that the service even exists. By creating sidewalks that lead to the bus stop, this increases the likelihood that residents will be able to board the bus when needed.

b. For projects with a non-infrastructure element, describe the NI program, the population it will serve, and how the program will use NI components (e.g., encouragement and education) to address the need(s) identified above with the goal of increasing walking and/or biking to community identified destinations within the program area. (Max of 500 Words) **Words Remaining:** 493

This project does not include non-infrastructure elements.

c. Applicants must provide a map of each gap closure identifying the gap and connections, and/or of the new route location, and/or the barrier location and improvement. For projects with non-infrastructure elements, applicants must include the NI program boundaries and if its a SRTS NI program, identify the school locations.

TRANQUILLITY GAP CLOSURE.pdf

TRANQUILLITY SIDEWALK PROJECT
GAP CLOSURES IN THE COMMUNITY

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

Legend

EXISTING SIDEWALK

CONSTRUCT SIDEWALK

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 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 -TRANQUILLTY.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: 10

# of Crashes	Pedestrian	Bicycle	Total	Average Per Year
Fatalities	0	0	0	0
Injuries	2	0	2	0.2
Total	**2**	**0**	**2**	0.2

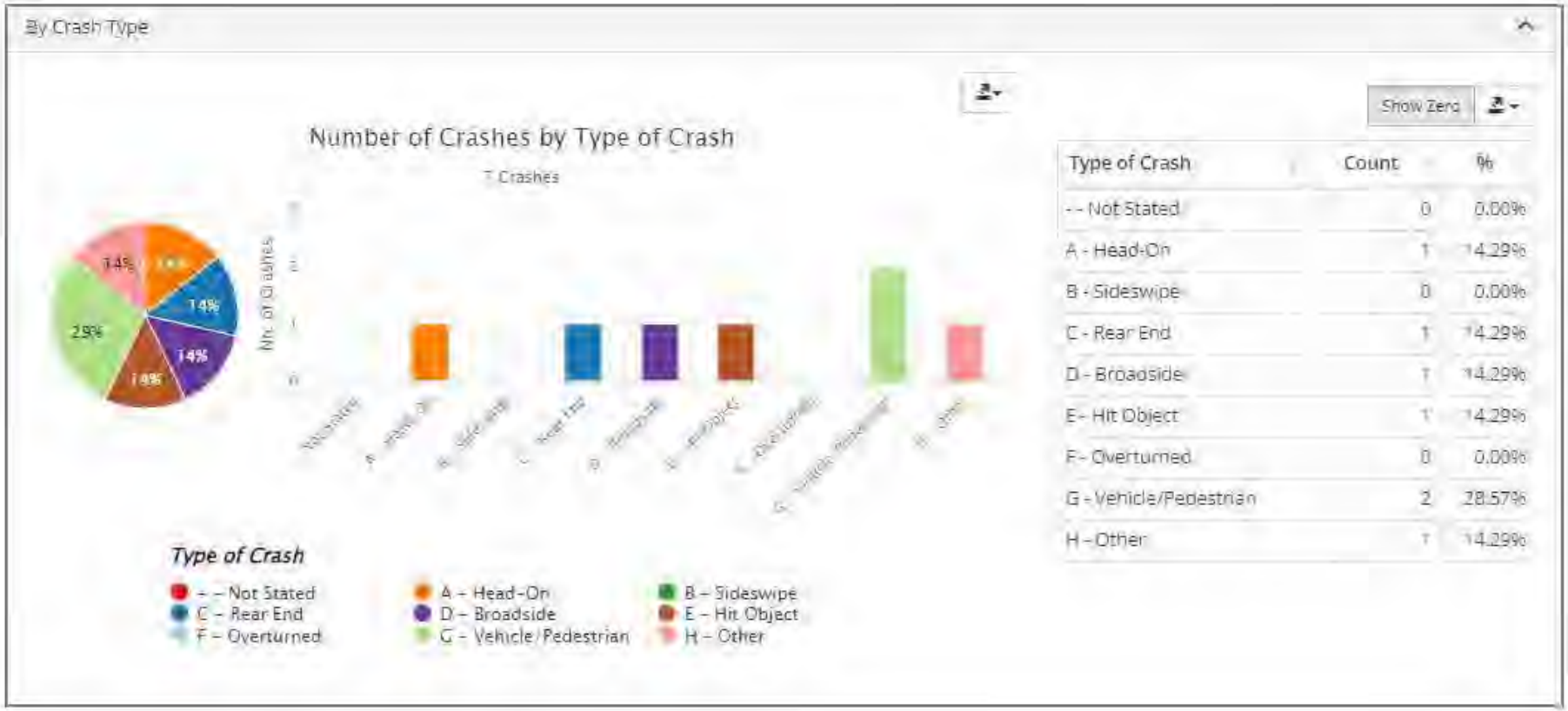
TRANSPORTATION INJURY MAPPING SYSTEM (TIMS)
TRANQUILLITY SIDEWALK PROJECT
TRANQUILLITY, FRESNO COUNTY, CA

Retrieved June 14, 2022
Date range: 01/01/2011 – 12/31/2020
Source: Transportation Injury Mapping System (TIMS) < https://tims.berkeley.edu/tools/gismap/ >

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

Retrieved June 14, 2022
Date range: 01/01/2011 – 12/31/2020
Source: Transportation Injury Mapping System (TIMS) < https://tims.berkeley.edu/tools/gismap/ >

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

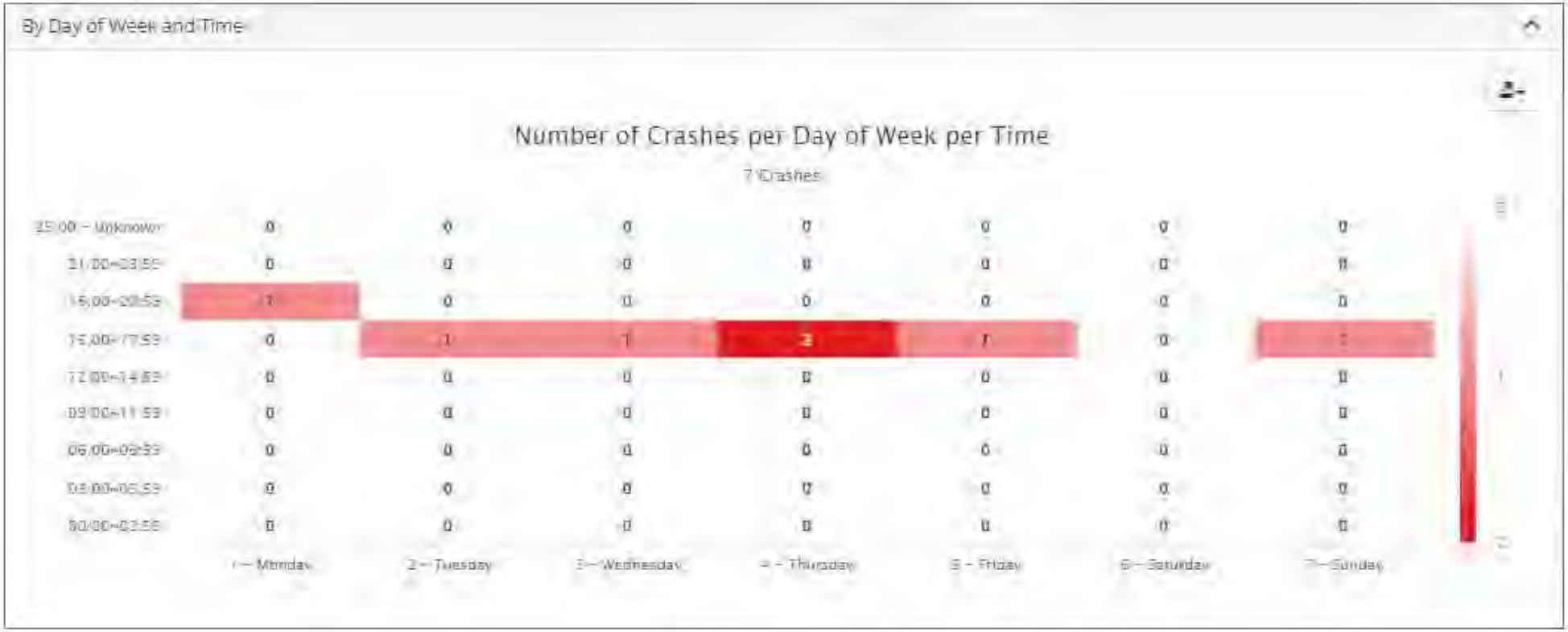


Show Zero

Type of Crash	Count	%
- - Not Stated	0	0.00%
A - Head-On	1	14.29%
B - Sideswipe	0	0.00%
C - Rear End	1	14.29%
D - Broadside	1	14.29%
E - Hit Object	1	14.29%
F - Overturned	0	0.00%
G - Vehicle/Pedestrian	2	28.57%
H - Other	1	14.29%

Retrieved June 14, 2022
Date range: 01/01/2011 – 12/31/2020
Source: Transportation Injury Mapping System (TIMS) < https://tims.berkeley.edu/tools/gismap/ >

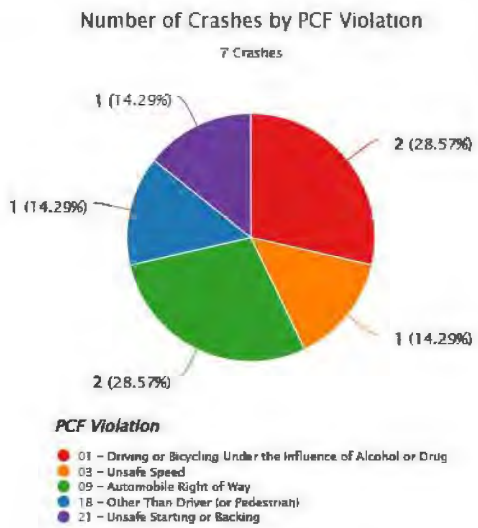
TRANSPORTATION INJURY MAPPING SYSTEM (TIMS)
TRANQUILLITY SIDEWALK PROJECT
TRANQUILLITY, FRESNO COUNTY, CA



Retrieved June 14, 2022
Date range: 01/01/2011 – 12/31/2020
Source: Transportation Injury Mapping System (TIMS) < https://tims.berkeley.edu/tools/gismap/ >

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

By Primary Crash Factor (PCF) Violation



Show Zero

PCF Violation	Count	%
00 - Unknown	0	0.00%
01 - Driving or Bicycling Under the Influence of Alcohol or Drug	2	28.57%
02 - Impeding Traffic	0	0.00%
03 - Unsafe Speed	1	14.29%
04 - Following Too Closely	0	0.00%
05 - Wrong Side of Road	0	0.00%
06 - Improper Passing	0	0.00%
07 - Unsafe Lane Change	0	0.00%
08 - Improper Turning	0	0.00%
09 - Automobile Right of Way	2	28.57%
10 - Pedestrian Right of Way	0	0.00%
11 - Pedestrian Violation	0	0.00%
12 - Traffic Signals and Signs	0	0.00%
13 - Hazardous Parking	0	0.00%
14 - Lights	0	0.00%
16 - Other Equipment	0	0.00%
17 - Other Hazardous Violation	0	0.00%
18 - Other Than Driver (or Pedestrian)	1	14.29%
21 - Unsafe Starting or Backing	1	14.29%
22 - Other Improper Driving	0	0.00%

Retrieved June 14, 2022
Date range: 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 a County/City, Bike/Ped, Severity, and Years

County: Fresno

City: Unincorporated

Include 1 mile buffer outside of selected County/City: No

Include State Highway Related Crashes: No

Involved With: Pedestrian and Bicycle

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

Year: 2015 - 2019

Crash Summary for initial parameters defined above:

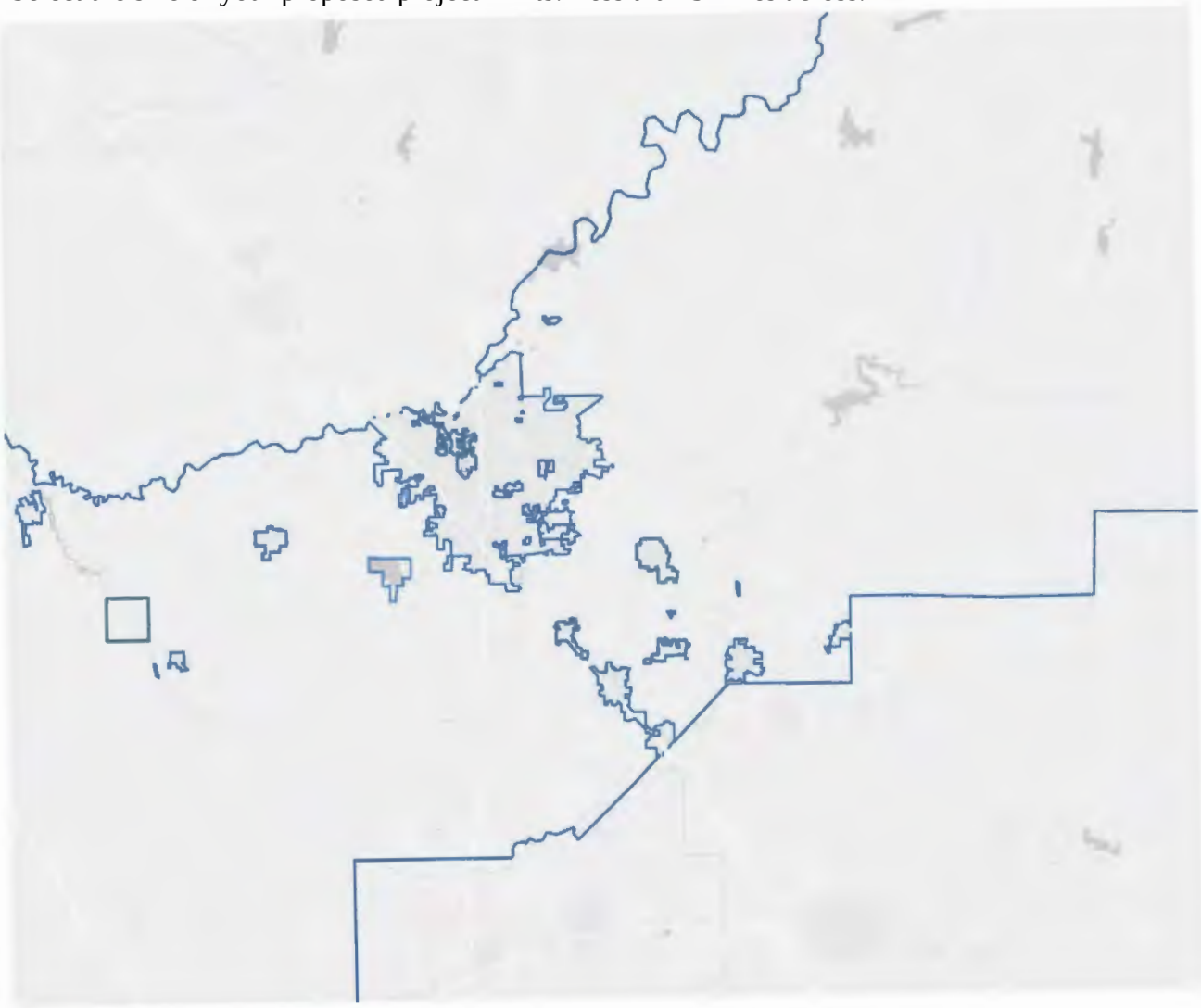
Number of Crashes by Crash Severity

Involved With	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Total
Bicycle	15	22	51	28	116
Pedestrian	27	33	34	18	112

County/City Heat Map:

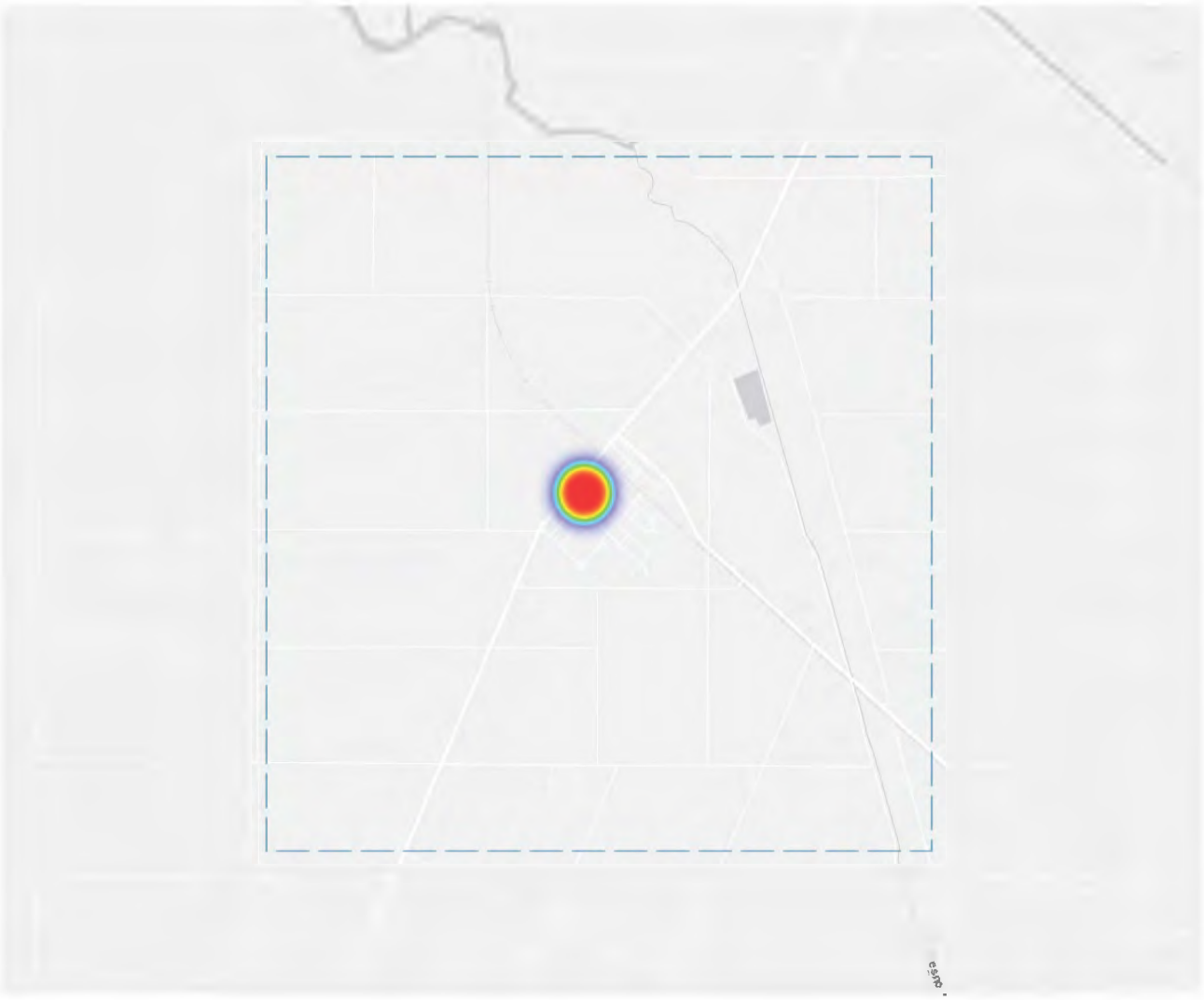
Step 2: Identify your project area to develop a more localized Community Heat Map

Select the size of your proposed project limits: Less than 3 miles across.



Community Heat Map:

Step 3: Draw the project boundaries to get detailed crash data summaries and map



The heat map intensity scale is custom generated for the selected community.

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.)

Tranquillity Elementary

6116 South Daniels | Tranquillity | Fresno County | CDS: 10752346007397

Summary Statistics

Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<¼ mi.	0	0	0	0	0	0	**0**
¼ - ½ mi.	0	0	1	1	2	0	**2**
Total	0	0	1	1	2	0	**2**

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:** 545

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 Tranquillity. The goal is to close more gaps in pedestrian service in an effort to increase safety for residents in the community, primarily aimed at students, the elderly, and the disabled. The project will provide the physical separation needed for safety by moving pedestrians away from the roadway and onto a safe walking surface free from loose soil, mud, flooding, and away from vehicle traffic.

There are not a great number of collisions in the project area. The area is so remote that there may be accidents that aren't reported to the County sheriff, who have a limited presence in the community and a lengthy response time. The TIMS data shows two incidents that occurred in front of the Valley Family Market on Anthony Avenue and McKamey Avenue, one in 2012 and one in 2015, when cars backed into pedestrians making their way into the market, indicating negligence on the part of the drivers, where luckily only minor injuries were sustained. The County is striving to make active transportation around the immediate area more safe and pedestrian friendly by adding sidewalk connectivity to the area so drivers will know to expect pedestrians and look before backing up their vehicles.

Taking a "safety is proactive" stance and using a Vision Zero approach, we are trying to prevent any fatalities from occurring. By encouraging residents to choose walking over driving for even short distances, we can reduce the likelihood of serious accidents. Students walking to school or home need a safe and protected path to make those trips. Seniors who use a wheelchair or walker need level surfaces and ADA ramps to complete trips to their destinations without worrying about making detours or getting stuck when a path ends.

B. Safety Countermeasures (13 points max)

Describe how the project improvements will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities. Referencing the information you provided in Part A, demonstrate how the proposed countermeasures directly address the underlying factors that are contributing to the occurrence of pedestrian and/or bicyclist collisions. Combined I/NI projects should address both infrastructure and non-infrastructure elements.

a. **Reduces speed or volume of motor vehicles in the proximity of non-motorized users?**
Discuss current speed and volume and anticipated speed and volume.
b. **Improves sight distance and visibility between motorized and non-motorized users?**
Discuss current sight distance and/or visibility issue(s) and anticipated issue resolution.
c. **Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users?**
Discuss current conflict point description and anticipated issue resolution.
d. **Improves compliance with local traffic laws for both motorized and non-motorized users?**
Discuss which law(s) and how the project will improve compliance.
e. **Addresses inadequate vehicular traffic control devices?**
Discuss which devices are inadequate, how they are inadequate and how the project will address the issues.
f. **Inadequate or unsafe bicycle facilities, trails, crosswalks and/or sidewalks?**
Identify which facilities are inadequate, how they are inadequate and how the project will address the issues.
g. **Eliminates or reduces behaviors that lead to collisions involving non-motorized users?**
Identify the behaviors and how the project will address them.

(Max of 1500 Words) **Words Remaining:** 1228

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. An especially unsafe area is around the schools, like Randolph Avenue, where large school buses pass by and elementary school students could be walking in the road and in the path of an oncoming bus.

F. There are many unsafe sidewalks throughout the community. Practically every street is either missing sidewalks or has uneven surfaces that make active transportation difficult or dangerous. The project will create smooth, continuous paths throughout the community so that pedestrians can complete trips unobstructed and without detours, such as when they are trying to visit the park. Sidewalks will be built around the perimeter of the park for ease of access.

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)

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

A. What is/was the process of defining designs to prepare for future needs of users of this project? How did the applicant analyze the alternatives and impacts on the transportation system to influence beneficial outcomes? (0-6 Points) (Max of 500 words)

Words Remaining: 355

The Fresno County Regional Active Transportation Plan was adopted in February 2018, with the goal of identifying bicycle and pedestrian projects based on local needs. It was created to comply with the California Transportation Commission's 2017 ATP Guidelines. During the developmental stage of creating the Fresno County Regional Active Transportation Plan, public participation was solicited through community meetings and workshops that presented maps to record input about suggested improvements. These meetings were attended by local jurisdiction staff, representatives of local schools, representatives of community groups, and the public. Information was also shared on a dedicated website with interactive maps and project details. Multiple options for safe and convenient active transportation were considered at the time and locations were chosen where sidewalks and bike paths could be built for each site included in the plan, with room to adapt the plan for changing conditions over time.

B. Describe who was/will be engaged in the identification and development of this project. Describe how stakeholders will continue to be engaged in the implementation of the project. Describe the strategies used to address engagement challenges that arose due to the COVID-19 pandemic and any unique engagement challenges that the community faced. (0-4 Points) (Max of 700 words)

Words Remaining: 459

In the development of this grant application, phone conversations between the County Public Works and Planning Department staff and local Tranquillity school officials were held to discuss current concerns in active transportation. The Department also created a survey, available in English, Spanish, Hmong, and Punjabi that asks residents for feedback about how they use active transportation in their community, what their current needs are, and what improvements they would like to see. This was distributed to residents of Tranquillity through the public library, as well as at a food distribution event at St. Paul's Catholic Church. Conversations were targeted to find out what difficulties residents of all ages experience, from kids getting to school, to seniors navigating sidewalks for exercise. The survey can also be taken online to accommodate COVID-19 restrictions that limit face-to-face interactions. The survey results overwhelmingly showed that residents requested new and improved sidewalks, and a majority of them would use active transportation on a daily basis if improvements were made. The Fresno County Board of Supervisors representative for the district, Brian Pacheco, was also consulted for additional input in the project. If the grant is awarded, there will be additional outreach events, including a kickoff event to introduce the project to residents and give details about the construction timeline. Possible meeting places include the Tranquillity Branch Public Library, which has a community meeting room, or one of the local churches, that have established ties to community members.

Attach any applicable Public Participation & Planning documents

Public-Participation.pdf

FRESNO COUNTY REGIONAL
ACTIVE TRANSPORTATION PLAN

January 2018

PUBLIC PARTICIPATION

Obtaining input from the residents of the Fresno region was an important part of the ATP development process. The public helped identify recommended improvements to the bicycling and walking facilities as well as priorities for projects. Participation was solicited through

- interactive workshops held in each city early in the planning process with city staff, local schools, local interest groups, and the public;
- an online crowdsourced interactive map, with both English and Spanish captions;
- outreach via email and local community groups;
- inclusion of the ATP in workshops held across the county to receive input on the development of the 2018 Fresno COG regional transportation plan;
- a website hosted by Fresno COG to communicate the project schedule, share project documents, and provide general information about the plan process; and
- workshops in each city to obtain public input on recommended networks.

Appendix B, Public Participation, provides additional details on the public input received.

BICYCLE FACILITIES

Bicycle facilities have many components. This section describes the bikeways and supporting facilities that comprise a complete bicycle network.

Bikeways are classified in Chapter 1000 of the Highway Design Manual (Caltrans, 2015) into four primary types: Class I bike paths (including shared use paths), Class II bike lanes, Class III bike routes, and Class IV separated bikeways.

Walking path and bike rack in Reedley

Part B: Narrative Questions

Question #5

QUESTION #5
CONTEXT SENSITIVE BIKEWAYS/WALKWAYS and INNOVATIVE PROJECT ELEMENTS (0-5 POINTS)

A. How are the "recognized best" solutions employed in this project appropriate to maximize user comfort and for the local community context?

As you address this question, consider the following:
- The posted speed limits and actual speed;
- The existing and future motorized and non-motorized traffic volume;
- The widths for each facility;
- The amount of physical separation from vehicular traffic;
- The adjacent land use; and
- How the project is advancing a low(er) stress environment on each facility or a low stress network:
  - What is the current stress level? (low, medium, or high?)
  - If the stress level is medium or high, is the project going beyond minimum design standards to maximize comfort for all ages and abilities?
  - What features are included to promote low-stress, comfortable, and safe walking and/or biking conditions?
  - Does the project expand on or create a low-stress network?

(Max of 700 words) **Words Remaining:** 296

Walking is the most basic and accessible mode of transportation. In the United States, walking trips account for 10.5% of all trips. Due to Fresno County's rural nature, walking trips are projected to be much lower than the national average. However, due to the Tranquillity's small size, all destinations are within a 30-minute walking radius making walking a preferred trip type. The community has extremely limited existing sidewalks throughout its entirety – the longest facility being along the segment of Juanche Avenue between Randolph Avenue and Tuttle Ave at about 580 feet long. Implementing this project would allow pedestrians safe, ADA compliant accessibility to walkable community-serving destinations.

Due to limited infrastructure, Tranquillity's pedestrian level of traffic stress is rated medium. Although the community is largely residential with driving speeds of about 25 mph, pedestrians are forced to walk in the street alongside vehicular traffic. The amount of physical separation between motorized traffic and pedestrians is nonexistent. On rainy days when curbs and gutters are flowing with stormwater, pedestrian's safety risk is increased as they must walk closer to the street centerline. Sidewalk widths will be about 60 inches, meeting ADA compliance. Building sidewalks in Tranquillity will create a low-stress network for the community by creating safe safes to walk and cross local streets.

Land use in Tranquillity consists of Single Family Residential, Multiple Family Residential, Light Manufacturing, General Commercial, and Limited Agriculture. These varying land uses in a small-sized community make walking an ideal travel method. Current lack of facilities hinders resident's access to placemaking opportunities through active transportation. Residents will have safer, direct routes to Tranquillity Elementary School, Tranquillity High School, Saint Paul's Catholic Church, Tranquillity First United, Tranquillity Branch Library, and local restaurants and markets.

Local roads make up majority of the road classifications throughout Tranquillity. Average Daily Traffic on these roads ranges from 100 to 1300 trips per segment. In Fresno County, 14 pedestrians or bicyclists are killed each year and 78 are injured. The combination of peak hour traffic and lack of walking facilities consistently prioritizes pedestrians over motorized vehicles. Implementation of community-wide sidewalks will not only improve safety, but also make pedestrian trips more viable.

Although implementation of sidewalks and a crosswalk is not "cutting edge," it will provide a much-needed amenity to residents. These measures are considered "recognized best" because they are tried and true. Basic walkability should be prevalent throughout any community, and Tranquillity is no different.

B. Innovative Project Elements

Does this project propose any solutions that are new to the region? Were any innovative elements considered, but not selected? Explain why they were not selected. Combined I/NI projects should address both infrastructure and non-infrastructure elements.
(Max of 500 words) **Words Remaining:** 421

This project proposes solutions that are new to the community. Although sidewalks would not be considered innovative in an urban environment, they are to rural Tranquillity. Providing basic infrastructure has been eagerly anticipated by residents for decades. Some

additional elements such as a High-Intensity Activated Crosswalk (HAWK) and bulb outs were considered for this project. Although these solutions have been proven to increase pedestrian safety, County staff has prioritized sidewalks and crossings as a practical and attainable first step.

C. NI Evaluation and Sustainability

For projects with non-infrastructure elements, describe how effectiveness of the program will be measured and how the program will be sustained after completion. (Max of 500 words)

Words Remaining: 493

This project does not include non-infrastructure elements.

Part B: Narrative Questions

Question #6

QUESTION #6
LEVERAGING FUNDS (0-5 POINTS)

Projects submitted by Tribal Governments and/or that are on Tribal Lands will get the full Leveraging points for both Medium and Large Infrastructure Applications.

☐ This project is being submitted by a Tribal Government and/or is on Tribal Lands

A. The application funding plan will show all federal, state and local funding for the project: (5 points max)

Based on the project funding information provided earlier in the application (Part 6: Project Funding), the following Leveraging amounts are designated for this project. These amounts should match the amounts shown in Part A6: Project Funding.

Non-ATP funding can only be considered "Leveraging" funding if it goes towards ATP eligible costs. If the project includes ineligible costs, the application must confirm the leveraging funding shown below does not include the non-ATP funds for ineligible items.

PA&ED Phase Project Delivery Costs:
Leveraging Funding: $0 Designate the Funding Type: _____

PS&E Phase Project Delivery Costs:
Leveraging Funding: $0 Designate the Funding Type: _____

Right of Way Phase Project Delivery Costs:
Leveraging Funding: $0 Designate the Funding Type: _____

Construction Phase Project Delivery Costs:
Leveraging Funding: $0 Designate the Funding Type: _____

Projects with NON-INFRASTRUCTURE (NI) elements:
Leveraging Funding: $0 Designate the Funding Type: _____

OVERALL TOTALS FOR PROJECT/APPLICATION:
Total Project Costs: $4,608
Leveraging Funding: $0
% of Total Project 0.00 %

Total Points received for "leveraging funding": (Auto-calculated)

1 Point	At least 1% to 5% of total project cost
2 Points	More than 5% to less than 10% of total project cost
3 Points	At least 10% to 15% of total project cost
4 Points	More than 15% to 20% of the project cost
5 Points	More than 20% of the total project cost

Applicants must attach a signed letter of commitment indicating the amounts and sources of leveraged funds. Applicants may also include other documentation to substantiate leveraging, including meeting minutes from a governing body, a budget sheet, a board or council resolution, etc.

Leverage Justification Attachment
Based on the project funding information provided earlier in the application (Part 6: Project Funding), the following Leveraging amounts are designated for this project. These amounts should match the amounts shown in Part A6: Project Funding.

Optional: If desired, clarifications can be added to explain the leveraging funding and its intended use on the ATP project. (Max of 100 Words)

Words Remaining:

Part B: Narrative Questions

Question #7

QUESTION #7
SCOPE AND PLAN CONSISTENCY (0 - 5 points)

A. The evaluators will consider the following: (5 points max)

- Consistency between the Layouts/maps, Engineer's estimate and Proposed scope
- Compliance with the Engineer’s Checklist and cost effectiveness
- 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 #8

QUESTION #8
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
Cc: Haagenson, Erin; 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 #9

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**

Tranquillity Attachment-B-Engr-Checklist stamp.pdf

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

ATTACHMENT C - TRANQUILLITY-MAP.pdf

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

ATTACHMENT D - PRELIM PLANS.pdf

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

ATTACHMENT E - PHOTOS-TRANQUILLITY.pdf

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

ATTACHMENT F_ESTIMATE-TRANQUILLITY.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_Tranquillity.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

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

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 Type text here

Signature and Date:
6/16/2022

Email Address:
malimi@fresnocountyca.gov

Phone:
559-600-4505

Place the Engineer's Stamp below:

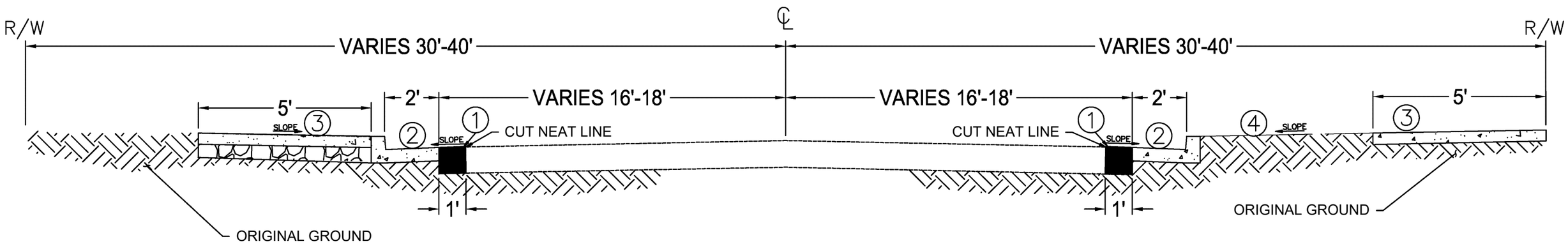
	DATE:	SCALE IN FEET
DESIGNED: D.N.	06/06/2022	Feet 0 250 500
REVISED D.N.	06/08/2022	
STATE BRIDGE NO. N/A		

DEPARTMENT OF PUBLIC WORKS & PLANNING

ATTACHMENT C

ACTIVE TRANSPORTATION PROGRAM
TRANQUILLITY SIDEWALK PROJECT

SURVEYED	DATE ##/####/##	Scale in Feet 0 250 500 Feet	ATTACHMENT D	PROJECT	DEPARTMENT OF PUBLIC WORKS & PLANNING
DRAWN	04/2022			EXHIBIT FOR ROAD AND SIDEWALK IMPROVEMENTS IN TRANQULLITY, CA. EXTENTS OF PROJECT	DESIGN DIVISION
CHECKED				Road No. Bridge No.	Drawing No. Sheet No. 1 Total 2
REVISION		FOR R/W DATA AND ACCURATE ACCESS DETERMINATION SEE R/W RECORDS AT PUBLIC WORKS			



1. NEW STRUCTURAL SECTION: HMA / 95% CNS AS NEEDED
2. NEW / REPLACE MONOLITHIC CURB & GUTTER AS NEEDED
3. NEW /REPLACE 4" THICK SIDEWALK / CNS TO 95% RELATIVE COMPACTION. CROSS SLOPE 1.5% U.N.O.
REFER TO PLAN VIEW FOR NEW AND REPLACEMENT AREAS
4. NEW / EXISTING PLANTER AREA

SURVEYED N/A	DATE N/A	Scale in Feet	ATTACHMENT D	PROJECT	THE COUNTY OF FRESNO	DEPARTMENT OF PUBLIC WORKS & PLANNING
DRAWN R.O.	06/2022	N.T.S.		EXHIBIT FOR SIDEWALK IMPROVEMENTS IN Tranquillity , CA. TYPICAL SECTION		DESIGN DIVISION
CHECKED	06/2022			Road No. Bridge No.		Drawing No. Sheet No. Total
REVISION		FOR R/W DATA AND ACCURATE ACCESS DETERMINATION SEE R/W RECORDS AT PUBLIC WORKS				

ATTACHMENT E

PHOTOS OF EXISTING CONDITIONS
TRANQUILLITY COMMUNITY SIDEWALKS

ATTACHMENT E

PHOTOS OF EXISTING CONDITIONS
TRANQUILLITY COMMUNITY SIDEWALKS

ATTACHMENT E

PHOTOS OF EXISTING CONDITIONS
TRANQUILLITY COMMUNITY SIDEWALKS

ATTACHMENT E

PHOTOS OF EXISTING CONDITIONS
TRANQUILLITY COMMUNITY SIDEWALKS

ATTACHMENT E

PHOTOS OF EXISTING CONDITIONS
TRANQUILLITY 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 Tranquillity		
Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate:	Sebastian Artal	**License #:**	76724

Engineer's Estimate and Cost Breakdown:

Engineer's Estimate (for Construction Items Only)						Cost Breakdown					
						ATP Eligible Costs/Items		ATP Ineligible Costs/Items		Corps/CCC to construct	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	$	%	$	%	$
General Overhead-Related Construction Items											
1	Mobilization	1	LS	$150,000.00	$150,000	100%	$150,000				
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	$50,000.00	$50,000	100%	$50,000				
8	Sawcut and Remove Existing Concrete	14400	SF	$4.00	$57,600	100%	$57,600				
General Construction Items											
9	Finish Roadway	1	LS	$5,000.00	$5,000	100%	$5,000				
10	Class II Aggregate Base	3684	CY	$65.00	$239,460	100%	$239,460				
11	Hot Mix Asphalt	1289	TON	$120.00	$154,680	100%	$154,680				
12	Tack Coat	2	TON	$1,500.00	$3,000	100%	$3,000				
13	Install Concrete Sidewalk	90000	SF	$12.00	$1,080,000	100%	$1,080,000				
14	Install Curb Ramps and Returns	87	EA	$5,000.00	$435,000	100%	$435,000				
15	Install Concrete Approaches	16000	SF	$15.00	$240,000	100%	$240,000				
16	Install Concrete Curb and Gutter	4000	LF	$55.00	$220,000	100%	$220,000				
17	Install Concrete Valley Gutter	15000	SF	$20.00	$300,000	100%	$300,000				
18	Adjust Storm Drain Manholes to Finished Grade	1	LS	$5,000.00	$5,000			100%	$5,000		
19	Adjust Sewer Manholes to Finished Grade	1	LS	$5,000.00	$5,000			100%	$5,000		
20	Adjust Water Valve Box Covers to Finished Grade	1	LS	$15,000.00	$15,000			100%	$15,000		
21	Adjust Electrical Utilities	1	LS	$15,000.00	$15,000			100%	$15,000		
22	Paint Striping	1	LS	$10,000.00	$10,000	100%	$10,000				
				Subtotal of Construction Items:	**$3,014,240**		**$2,974,240**		**$40,000**		
	Construction Item Contingencies (% of Construction Items):			**15.00%**	$505,986		$499,271		$6,715		
	Total (Construction Items & Contingencies) cost:				**$3,520,226**		**$3,473,511**		**$46,715**		

Project Delivery Costs:

Type of Project Cost	Cost $	ATP Eligible Costs	Non-participating Costs		
Preliminary Engineering (PE)					
Environmental Studies and Permits(PA&ED):	$ 100,000	$98,673	$1,327		
Plans, Specifications and Estimates (PS&E):	$ 481,884	$475,489	$6,395	"PE" costs / "CON" costs	
Total PE:	**$ 581,884**	**$574,162**	**$7,722**	**17%**	**25% Max**
Right of Way (RW)					
Right of Way Engineering:	$ -				
Acquisitions and Utilities:	$ -				
Total RW:	**$ -**				
Construction Engineering (CE)				"CE" costs / "CON" costs	
Construction Engineering (CE):	$ 505,986	$499,271	$6,715	**14%**	**15% Max**
Total Project Delivery:	**$1,087,870**	**$1,073,434**	**$14,436**		
Total Construction Costs:	**$3,520,226**	**$3,972,783**	**$53,429**		
		ATP Eligible Costs	Non-participating Costs		
Total Project Cost:	**$4,608,096**	**$4,546,945**	**$61,151**		

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)

Tranquillity Public Utility District

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

June 7, 2022

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

To whom it may concern,

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

Best regards,

Michael Pucheu,
Board President

Jo Ann Minnite,
Board Member

Gary Minnite,
Board Member

Tranquillity High School

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

8 June 2022

To: County of Fresno Public Works & Planning Department

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

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

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

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

Thank you,

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

GOLDEN PLAINS

UNIFIED SCHOOL DISTRICT

Whatever it takes...Our kids are worth it

Martin Macías
Superintendent

Board Members:

Sal Parra, JR
President / District 1

Tom Fairless
Vice-President / District 4

Celina Rosetti
Clerk / District 3

Leticia Fernández
Member / District 2

Kathy Chaffin
Member / District 2

Maryann Trujillo
Member / District 4

Leticia Rodriguez
Member / District 3

June 13, 2022

Dear ATP Scoring Committee Members:

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

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

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

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

Thank you for your time and consideration in this matter.

Sincerely,

Martín Macías

Superintendent, Golden Plains Unified School District

22000 W. Nevada Street | San Joaquin, CA 93660
District Office (559) 693-1115 | Fax (559) 693-4366

County of Fresno
BOARD OF SUPERVISORS
SUPERVISOR BRIAN PACHECO – DISTRICT ONE

June 10, 2022

Dear ATP Scoring Committee Members:

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

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

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

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

Thank you for your time and consideration in this matter.

Sincerely,

Brian Pacheco
Fresno County Board of Supervisors, District 1

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