



ACTIVE TRANSPORTATION PROGRAM

IMPLEMENTING AGENCY:

Fresno County

PROJECT TYPE:

Infrastructure - Small



PROJECT APPLICATION NO.:

6-Fresno County-2

PROJECT NAME:

Biola Community Pedestrian Improvements

PROJECT DESCRIPTION:

Construct sidewalk, curb ramps, and curb and gutter along the east side of Biola Avenue.

PROJECT LOCATION:

The project is located on the east side Biola Avenue from G Street to Shaw Avenue. Also, it's located on north side of "C" Street from Biola Ave to 275 feet east of Biola Avenue.

ATP FUNDED COMPONENTS

Infrastructure				Non-Infrastructure	Plan
PA&ED	PS&E	R/W	CON		
\$ -	\$ -	\$ -	\$ 1,313	\$ -	\$ -
FY -	FY -	FY -	FY 20/21	FY -	FY -

PROJECT FUNDING INFORMATION (1,000s)

Total Project \$	Total ATP \$	Total Non-ATP \$	Past ATP \$	Leveraging \$	Non-Participating \$	Future Local \$
1,313	1,313	-	-	-	-	-

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For alternate format information, contact the Active Transportation Program at (916) 653-4335, TTY 711, or write to Caltrans-Local Assistance, 1120 N Street, MS-1, Sacramento, CA 95814.



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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.

IMPLEMENTING AGENCY'S NAME:

Fresno County

IMPLEMENTING AGENCY'S ADDRESS

2220 Tulare Street, Sixth Floor

CITY

Fresno

ZIP CODE

CA 93721

IMPLEMENTING AGENCY'S CONTACT PERSON:

Randy Ishii

CONTACT PERSON'S TITLE:

Maintenance Manager

CONTACT PERSON'S PHONE NUMBER:

559-600-3198

CONTACT PERSON'S EMAIL ADDRESS :

rishii@co.fresno.ca.us

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

00324S

* 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, and 3) ensure a copy of the Memorandum of Understanding or Interagency Agreement between the parties is submitted with the first request for allocation. 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: 6

Biola Community Pedestrian Improvements

PROJECT / APPLICATION NUMBER: 2

SUMMARY OF PROJECT SCOPE: (Max of 300 Words)

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

Words Remaining: 133

Biola Avenue is the main north-south road in the community of Biola. Access to the community is from Shaw Avenue, a main east-west corridor linking to Fresno. Community access points directly off Biola Avenue include Biola-Pershing Elementary School, the US Post Office, the Biola Community Center, Central Business District, and residential homes. Pedestrian access is only limited to the west side of Biola Avenue via sidewalk and asphalt concrete pedestrian pathway. Pedestrians traveling on the east side of Biola Avenue are forced to travel near or in the roadway to avoid obstacles such as parked vehicles, refuse bins, and puddles of water. Installing sidewalk with curb and gutter will provide greater mobility for the pedestrian user. Biola Avenue is defined as a class II bike route in the active transportation plan. The bike lane on the east side will be added as part of the project. The expected benefits of the project include an increase in pedestrian safety and providing connectivity between destination points

FTIP PROJECT DESCRIPTION: (Max of 180 Characters)

Characters Remaining: 91

Construct sidewalk, curb ramps, and curb and gutter along the east side of Biola Avenue.

PROJECT LOCATION: (Max of 180 characters)

Characters Remaining: 1

The project is located on the east side Biola Avenue from G Street to Shaw Avenue. Also, it's located on north side of "C" Street from Biola Ave to 275 feet east of Biola Avenue.

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.

Biola Location Map.pdf

Project Coordinates: (latitude/longitude in decimal format) Lat. 36.804660 N /long. 120.016600 W

Congressional District(s): 0 1 6

State Senate District(s): 0 1 2

State Assembly District(s): 0 3 1

Caltrans District: 6

County: Fresno

MPO: COFCG

RTPA: None

Urbanized Zone Area (UZA) Population: Project is located outside one of the ten 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 If yes, how many previous awards? 2

Project Number	Past Project Funding	Funded Amount \$	Project Type	Type of overlap/connection with past projects (select only one which matches the best)
09-06-025	State – Safe Routes to School (SR2S)	\$77,200	Infrastructure (I)	Adjacent project limits with minor overlapping scope or limits of work
02-06-137M	Active Transportation Program (ATP)	\$638,000	Infrastructure (I)	Adjacent project limits with no overlapping scope or limits of work



Part A3: Project Type

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

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

☒ Bicycle Plan ☐ Pedestrian Plan ☐ Safe Routes to School Plan ☒ Active Transportation Plan ☐ None

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

- ☒ **Bicycle Transportation** % of Project 40 %
- ☒ **Pedestrian Transportation** % of Project 60 %
- ☒ **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. Other than traffic education and enforcement activities, non-infrastructure projects do not have a location restriction.

Projects with Safe Routes to School elements must fill out "School and Student Details" later in this application. As a condition of receiving funding, projects with Safe Routes to School Elements must commit to completing additional before and after student surveys as defined in the Caltrans Active Transportation Guidelines (LAPG Chapter 22).

How many schools does the project impact/serve: 1

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

School Name: Biola-Pershing Elementary School
School Address: 4885 North Biola Ave, Fresno, CA 93723
District Name: Central Unified School District
District Address: 4605 North Polk Ave, Fresno, CA 93722
Co.-Dist.-School Code: 6005789
School Type: K to 8

Project improvements maximum distance from school 0.1 mile

Total student enrollment:	217
Total # of students that currently walk or bike to school:	75
Approximate # of students living along route proposed for improvement:	12
Projected # of students that will walk/bike to school after the project:	85
Percentage of students eligible for free or reduced meal programs**	97 %

**Refer to the California Department of Education website: <http://www.cde.ca.gov/ds/sd/sd/filesesp.asp>

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, Project Limit, Support Ltr.pdf

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



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? 0 %

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

Sidewalks:	New (4' to 8' wide): <u>1,975</u> Linear Feet	New (over 8' wide): <u>0</u> Linear Feet
	Widen Existing: <u>0</u> Linear Feet	Reconstruct/Enhance Existing: <u>0</u> Linear Feet
	New Barrier Protected (Barrier, parking, functional-planter, etc.): <u>0</u> Linear Feet	
ADA Ramp Improvements:	New Ramp (none exist): <u>12</u> Number	Reconstruct Ramp to Standard: <u>0</u> Number
Signalized Intersections:	New Crosswalk: <u>0</u> Number	Enhance Existing Crosswalk: <u>0</u> Number
	Ped-Heads: <u>0</u> Number	Shorten Crossing: <u>0</u> Number
	Timing Improvements: <u>0</u> Number	
Un-Signalized Intersections:	New Traffic Signal: <u>0</u> Number	New Roundabout: <u>0</u> Number
	New RRFB/Signal: <u>0</u> Number	Crossing-Surface Improvements: <u>0</u> Number
	Shorten Crossing: <u>0</u> Number	
Mid-Block Crossing:	New RRFB/Signal: <u>0</u> Number	Crossing-Surface Improvements: <u>0</u> Number
Lighting:	Intersection: <u>0</u> Number	Roadway Segments: <u>0</u> Linear Feet
Pedestrian Amenities:	Benches: <u>0</u> Number	Trash Cans: <u>0</u> Number
	Shade Trees: <u>0</u> Number	Shade Tree Type: _____
Other Ped Improvements:	#1: _____ #: <u>0</u>	#2: _____ #: <u>0</u>

☐ **Multi-use Trail Improvements**

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

☐ **Non-Infrastructure Components**

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

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

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



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, 2019 and June 30, 2023 to be consistent with the available ATP funds for Cycle 4.

This page cannot be completed until a project type has been selected in Part 3.

INFRASTRUCTURE PROJECTS:

PA&ED Project Delivery Phase:

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

Expected or Past Start Date for PA&ED activities:

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

months (See note #2, above)

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

** 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

Expected or Past Start Date for PS&E activities:

Time to complete the final Plans, Specification & Estimate:

months

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

** 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:

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

months

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

** 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:

Notice to Proceed with Federally Reimbursable ATP Work:

Expected Start Date for Construction activities:

Time to complete the Construction activities:

months

Expected or Past Completion Date for the CON Phase:

NON-INFRASTRUCTURE (NI) AND "PLAN" PROJECTS: (This includes combined "I" and "NI" projects)

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

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Expected Start Date for "NI" or "Plan" Construction activities:

Time to complete the CON-Phase activities:

Expected Completion Date for the CON Phase:

months**Proposed Dates for "Before" and "After" Counts (As required by the CTC and Caltrans guidelines):**

Expected Date for "Before" counts (Ideally, within 12 months of the beginning of the Construction Activities)

6/30/2020

Expected Date for "After" counts (Ideally, at least 6 months after the end of all Construction Activities)

12/17/2022



Part A6: Project Funding

(1,000s)

The Project Funding table cannot be completed until a project type has been selected in Part 3.

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	-	-		-	-	-	-	-
PS&E	-	-		-	-	-	-	-
R/W	-	-		-	-	-	-	-
CON	1,313	1,313	20/21	-	-	-	-	-
NI-CON/ PLAN	-	-		-	-	-	-	-
TOTAL	1,313	1,313		-	-	-	-	-

* 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 must be eligible to receive federal funding. Most ATP projects will receive federal funding; however, it is the intent of the Commission to consolidate the allocation of federal funds to as few projects as practicable. Therefore, the smallest projects may be granted State Funding from the State Highway Account (SHA) for all or part of the project. 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.

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.

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6-Fresno County-2

Biola Community Pedestrian Improvements

Amendment (Existing Project) Y <input type="checkbox"/> N <input type="checkbox"/>						Date: 08/07/18	
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		Local Assistance	
Project Manager/Contact		Phone		E-mail Address			
Randy Ishii		(559) 600-3198		rishii@co.fresno.ca.us			
Project Title							
Biola Community Pedestrian Improvements							
Location (Project Limits), Description (Scope of Work)							
The project is located on the east side Biola Avenue from G Street to Shaw Avenue. Also, it's located on north side of "C" Street from Biola Ave to 275 feet east of Biola Avenue.							
Component		Implementing Agency					
PA&ED		Fresno County					
PS&E		Fresno County					
Right of Way		Fresno County					
Construction		Fresno County					
Legislative Districts							
Assembly: , 3, 1		Senate: , 1, 2		Congressional: , 1, 6			
Project Benefits (If more space is needed, use the Additional Information field on the next page.)							
The project will meet the needs of the residents and community. It will also provide connectivity and continuity throughout various points of interest along Biola Avenue and the surroundings. Pedestrian traffic will be greatly improved, as there is no safe pathway for pedestrians on the east side of Biola Avenue. Presently, pedestrians are forced to travel on the dirt shoulders or encroach onto the paved road along Biola Avenue. This evidently causes a safety issue for pedestrian and motorists traveling on Biola Avenue. Closing the gap between destination points will provide greater mobility and safety to the pedestrian user							
Purpose and Need							
This project is all about safety. The Biola Community Services District (BCSD) is the local municipality in our unincorporated community. BCSD has the responsibility to improve the quality of life of its residents. Minimizing unsafe pathways to the major sites are the most important priority. The Community Center, the Post Office, the Churches, the School and the commercial areas should all have safe routes. This							
Category		Outputs/Outcomes		Unit		Total	
Local Streets and Roads		Pedestrian/Bicycle facilities miles constructed		Feet		1,975	
ADA Improvements: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Bike/Ped Improvements: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Reversible Lane Analysis: Y <input type="checkbox"/> N <input checked="" type="checkbox"/>							
Inc. Sustainable Communities Strategy Goals: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Reduces Greenhouse Gas Emissions: Y <input checked="" type="checkbox"/> N <input type="checkbox"/>							
Project Milestone				Existing		Proposed	
Project Study Report Approved				08/07/18			
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document (Document Type)				ND			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)							
Begin Design (PS&E) Phase						04/29/2020	
End Design Phase (Ready to List for Advertisement Milestone)						04/24/2021	
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase						06/25/2021	
End Construction Phase						06/20/2022	
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							

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Additional Information

Date: 08/07/18

[illegible]

ATP CYCLE 4 APPLICATION FORM

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v1.1



6-Fresno County-2

Biola Community Pedestrian Improvements

District	County	Route	EA	Project ID	PPNO	Alt. ID
6	Fresno	Biola				

SECTION 1 - All Projects**Project Background**Characters Remaining: **Programming Change Requested**Characters Remaining: **Reason for Proposed Change**Characters Remaining:

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Characters Remaining: **Other Significant Information**Characters Remaining: **SECTION 2 - For SB1 Projects Only**

Alternative Project Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Randy Ishii		Maintenance Manager	

Attachments

1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency

2) Project Location Map



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

If "Yes", explain why the project is not considered "fully funded". (Max of 200 Words)

Words Remaining: 152

There is no other funding available for the proposed project. The proposed project is not programmed in Fresno County's fiscal budget. Given the rural nature of the County, pedestrian improvements in small agricultural communities are generally dependent upon the ability to access grant funding from other agencies.

- 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

If "Yes", 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 goal.pdf

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

3. Is the Implementing Agency Caltrans?

☐ Yes ☒ No



Part B: Narrative Questions

Question #1

QUESTION #1

DISADVANTAGED COMMUNITIES (0-10 POINTS)

☐ This project does not qualify as a Disadvantaged Community.

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

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

Biola Destination Access Points.pdf

B. Identification of Disadvantaged Community: (0 points)

Select one of the following 4 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.
- Other

Select Option: Free or Reduced Priced School Meals

At least 75% of public school students in the project area are eligible to receive free or reduced-price meals under the National School Lunch Program. Data is available at: <http://www.cde.ca.gov/ds/sd/sd/filesesp.asp> (auto filled from Part A). Applicants using this measure must demonstrate how the project benefits the school students in the project area. Project must be located within two miles of the school(s) represented by this criteria.

School Name	School Enrollment	% of Students Eligible for FRPM
Biola-Pershing Elementary School	217	97 %

Highest percentage of students eligible from above (autofill): 97% (to be used for qualifying as benefiting a DAC only)

Percentage of students eligible for the Free or Reduced Price Meals Programs: 97%
(to be used for severity calculation only)

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. (Max of 200 Words) Words Remaining: 101

The project will meet the needs of the residents and community. It will also provide connectivity and continuity throughout various points of interest along Biola Avenue and the surroundings. Pedestrian traffic will be greatly improved, as there is no safe pathway for pedestrians on the east side of Biola Avenue. Presently, pedestrians are forced to travel on the dirt shoulders or encroach onto the paved road along Biola Avenue. This evidently causes a safety issue for pedestrian and motorists traveling on Biola Avenue. Closing the gap between destination points will provide greater mobility and safety to the pedestrian user.

D. Project Location: (0 - 2 points)

Is your project located within a disadvantaged community? Fully

E. Severity: (0 - 4 points)

Auto calculated



Part B: Narrative Questions

Question #2

QUESTION #2

POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS. (0-53 POINTS)

Please provide the following information: (This must be completed to be considered for funding)

# of Users	Pedestrian	Bicycle	Date of Counts	Mark here if N/A to project
Current	97	110	5/26/2016	<input type="checkbox"/>

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	# of Students Currently Walking/Biking to School
Biola-Pershing Elementary	217	12	75
Total	217	12	75

Document the methodologies used to establish the **current** count data. (Max of 250 Words)

Words Remaining: 180

Pedestrian field counts were conducted on 5/27/16 on Biola Avenue and on "C" Street during school dismissal time. Eighteen students were seen on "C" Street travelling west from the community center. Seventy-nine pedestrians were counted travelling along Biola Avenue. Of the 79, forty-five went south, 18 went north, and 16 went west across the street to the school. In total, 97 pedestrians were counted that day.

A. Statement of project need. Describe the issue(s) that this project will address. How will the proposed project benefit the non-motorized users? What is the project's desired outcome and how will the project best deliver that outcome? **(0-26 points)**

Discuss:

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

(Max of 750 Words)

Words Remaining: 366

Many parents do not allow their children to walk or bike to school because of the unsafe routes. This project will give parents peace of mind when sending their kids off to Biola Elementary School. An increase in children walking to school will reduce the amount of vehicle traffic, thus making the morning and afternoon roadways less congested and safer.

This project is all about safety. The Biola Community Services District (BCSD) is the local municipality in our unincorporated community. BCSD has the responsibility to improve the quality of life of its residents. Minimizing unsafe pathways to the major sites are the most important priority. The Community Center, the Post Office, the Churches, the School and the commercial areas should all have safe routes. This project will address that priority.

The primary expectation of improved public health will be the result of increased walking and cycling in Biola. Parents will be more likely to allow their children to ride or walk to school, the post office, market, community center or church. Our senior citizens are more likely to walk to these destinations or to the homes of friends or relatives.



This project is more than about sidewalks. It is about making sure Biola's cultural economic hub is accessible year-round. This means a stronger and healthier community and economy. This project comes at a very necessary time and will help the community grow. Biola has a population of 1623 residents and 43% of them are living below poverty level with a median household income of \$22,900.

Providing sidewalks is an essential step to take to improve the poverty-stricken community of Biola. This community is dedicated in assisting the Fresno Food Bank with Food Distributions, Holiday Meals, and other Holiday Food Distributions for families in need throughout the year, as well as assisting the local VFW Post 5845 with Toys for Tots, Community cleanup, and graffiti removal.

The Biola Chamber holds their annual Raisin Day Festival on the 2nd weekend of October. This event causes a traffic concern along Biola Avenue because there are no controlled intersections or cross-walks between Shaw Avenue and the Commercial areas (except for the school area), causing motorists to often exceed the posted speed limits. This project would provide safe routes along these high traffic areas.

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

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

1. Proposed project address:

- **Closure of a gap?**

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

- **Creation of new routes?**

New Route = Construction of a new facility that did not previously exist that provides a transportation route.

- **Removal of barrier to mobility?**

Describe the type of barrier.

- **Other improvements to existing routes?**

(Max of 400 words)

Words Remaining: 239

The proposed project will close several gaps found within the Biola Community. Currently, pedestrian facilities are located on the west side of Biola Avenue. These facilities connect the elementary school with the surrounding residential homes, and provides access to the Biola Congregation Church of Christ. However, there are currently no pedestrian accessible facilities located on the east side of Biola Avenue. The Biola Community Market, the U.S. Post Office, and Shaw Market are all located on the east side of Biola Avenue with no connectivity between them. Pedestrians are forced to walk along the edge of the road with no protection from traffic, and in some cases, are forced to traverse in the roadway to avoid any obstacles that may be present. During inclement weather, pedestrians are forced to travel in muddy and hazardous conditions that can be dangerous for both pedestrians and motorists. Providing an accessible route that connects points of interest will increase mobility and safety for pedestrians.

2. Must provide a map identifying the location of each: gap closures and connections; the new routes; and the barriers and improvements.

Biola Avenue Improvements.pdf

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

Words Remaining: 78

Presently, there is sidewalk along the west side of Biola Avenue from Shaw Avenue down to G Street. There is an asphalt concrete pathway for about 300 feet along the east side of the elementary school. These facilities connect the school with the surrounding residential homes. This route is inadequate because it does not provide safe access to the points of interest located on the east side of Biola Avenue. There are many residential homes that have no safe pathway to the U.S. Post Office, Biola Community Center, or Shaw Market. As stated before, pedestrians that travel along the east side of Biola Avenue are often forced to walk in hazardous conditions that can be unsafe for both pedestrians and motorists.

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

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

(Max of 400 words)

Words Remaining: 253

The project will encourage the use of existing routes by linking various points of interest within the Biola Community. The existing sidewalk on the west side of Biola Avenue will be connected with the proposed sidewalk by utilizing the existing crosswalks on Biola Avenue at E Street, D Street, and C Street. Pedestrians will be able to safely travel through Biola Avenue to different community destinations. The Biola Community Center provides a place where local residents can come together on the weekends for activities. There are also two churches near Biola Avenue that residents use to congregate. Many children also attend Biola-Pershing Elementary School. Students would be able to safely walk to and from school as they please. Other destination points include the U.S. Post Office, an auto repair shop, and Shaw Market. All of these destinations are widely used by the people of Biola.



Part B: Narrative Questions

Question #3

QUESTION #3

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

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

Applicants are encouraged to use the new 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_ATP_Fresno_Unincorporated_2018_07_19.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, 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: 158

County data shows that there has been 12 reported vehicle collisions between the dates of 1/1/2006 and 12/1/2017, within the project boundaries. Of the 12 incidents, one collision involved a pedestrian. There is limited information regarding this collision.

Data and methodologies Attachment (optional)

Collision Report Biola Avenue.pdf

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: 11

# of Crashes	Pedestrian	Bicycle	Total	Average Per Year
Fatalities	0	0	0	0
Injuries	1	0	1	0.09
Total	1	0	1	0.09



4. Referencing project's heat-maps, collision map and collision summaries provided in above, 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. (e.g. sidewalks, bike lanes, lighting, bulb-outs, signals/barriers, etc.)

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, including through enforcement.

(Max of 700 Words)

Words Remaining: 517

There has been one recorded collision involving pedestrian or cyclist directly within the project boundaries between the years of 2006-2017. This collision occurred on March 19th, 2017. It involved a pedestrian and vehicle, and there was one reported injury with other visible injury.

The proposed project limits will address safety issues caused by the lack of pedestrian accessible facilities. Installing a sidewalk, curb, and gutter will deter pedestrians from traversing in the roadway. Currently, there is no safe path on which pedestrians are able to utilize to travel to various destination points on the east side of Biola Avenue. As a result, pedestrians are forced to travel in hazardous conditions. Biola Avenue is a busy street in Biola that serves as an access to many businesses and destination points in the community.

Installing sidewalk, curb, and gutter will reduce the risk that pedestrians will have to face when travel along Biola Avenue. This will also enable pedestrians to safely walk from each destination point. The sidewalk will provide a separation between the roadway and pedestrians that will benefit both motorists and pedestrians.

B. Safety Countermeasures (13 points max)

Referencing the information provided in Part A, demonstrate how the proposed countermeasures directly address (one or more) of the following underlying factors that are contributing to the occurrence (or potential occurrence) of pedestrian and/or bicyclist collisions.

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

(Max of 1500 Words)

Words Remaining: 1311

Physical separation between motorized and non-motorized users is needed for safety. The project will provide the physical separation needed for safety by moving pedestrians away from the roadway and onto a safe walking surface. Conflict points can be greatly be minimized or eliminated by the installation of the sidewalk, and curb and gutter. The sidewalks moves pedestrian away from the street, thereby creating the safety separation. The curb ramp will also provide safety by moving pedestrians further away from the street when waiting to cross the road. In addition, curb ramps provide pedestrian barriers for right-turn traffic. Walking so close to the roadway as to constitute a hazard to road users (pedestrians and motorists) is a behavior the project aims to reduce or eliminate. In rural areas, pedestrians may travel close to edge of the road where the ground is more leveled or devoid of obstacles and surface irregularities. The project will reduce or eliminate current behavior which could lead to an accident. Currently, it maybe necessary to avoid obstacles and travel close to the road, but, with a sidewalk in place the need is not there.



Part B: Narrative Questions

Question #4

QUESTION #4

PUBLIC PARTICIPATION and PLANNING (0-10 POINTS)

A. Describe the community based public participation process that culminated in the project

Include discussions of: What was the process to prepare for existing and future needs of users of this project? Who was engaged in the public participation and planning process? How will stakeholders continue to be engaged in the implementation of the project?

(Max of 1000 words)

Words Remaining: 717

The BCSD Board of Directors and staff have taken the lead role in engaging the community. In addition, the Biola Congregational Church Pastor and the People's Church Spanish speaking pastors have been part of the conversation, Business Owners, the Postal Office Staff and School Personal have all been consulted and offered input and Support. Most residents are now attending the regular Board of Directors Meetings held the 3rd Thursday's of each month to voice their concerns and opinions on how to improve the safety of our Community and Sidewalks is always at the top of the list.

The BCSD Board of Directors plans to engage the community also during our upcoming events such as; August 1, 2018 National Night Out, Biola Raisin Festival October 12th thru 14th, 2018 which brings approx.. 1500 residents not to mention an additional 1,000 residents surround the Biola area. The Biola Chamber of Commerce will also partake with the VFW (Veterans of Foreign Wars) in a 911 Car show on September 8, 2018 at which they all plan to engage the Community discussing the priority areas for new sidewalks. We are also equipped with head sets and a translator to connect with Spanish speakers.

The BCSD Board of Directors and Staff are committed to continued engagement with the Community. This Project is only one of several that are being pursued by the Community for quality of Life Improvements. The Board is assertive in notifying residents of these meetings and the opportunity for them to continue to have a voice. Part of that assertiveness is by a monthly mailer sent out to all residents with dates of all meetings and events taking place throughout the months.

Attach any applicable Public Participation & Planning documents:

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Part B: Narrative Questions

Question #5

QUESTION #5

SCOPE AND PLAN CONSISTENCY (0 - 2 points)

A. The application, scope and plans are consistent with one another: (2 points max)

The scope and plans are consistent with one another including:

- Improvement location(s)
- Improvement elements(s)



Part B: Narrative Questions

Question #6

USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR CERTIFIED COMMUNITY CONSERVATION CORPS (0 to -5 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)

Step 1: The applicant must submit the following information via email concurrently to both the CCC AND Certified Community Conservation Corps at least 5 days prior to application submittal to Caltrans. The CCC and Certified Community Conservation Corps will respond within five (5) business days from receipt of the information.

- Project Title
- Project Description
- Detailed Estimate
- Project Schedule
- Project Map
- Preliminary Plan

Click on the following links for the California Conservation Corps and Certified Community Conservation Corps Representative ATP contact information:

<http://www.ccc.ca.gov/work/programs/ATP/Pages/ATP%20home.aspx>
<http://calocalcorps.org/active-transportation-program/>

The applicant must also attach any email correspondence from the CCC and Certified Community Conservation Corps 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:

Email 3.pdf

Attach submittal email, response email and any attachment(s) from the Certified Community Conservation Corps:

Email 4.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 Certified Community Conservation Corps, or the Tribal Corps and determined the following: (check appropriate box)

- ☐ Applicant intends to utilize the CCC, Certified Community Conservation Corps, 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 Certified Community Conservation Corps ☐ the Tribal Corps (if applicable)



Part B: Narrative Questions

Question #7

QUESTION #7

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

For CTC use only.



Part C: Application Attachments

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

List of Application Attachments

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

Application Signature Page (Required for all applications)	Attachment A
Signature Page.pdf	
Engineer's Checklist (Required for Infrastructure & Combo Projects)	Attachment B
Engineer's Checklist.pdf	
Project Location Map (Required for all applications)	Attachment C
Biola Location Map.pdf	
Project Map/Plans showing existing and proposed conditions (Required for all Infrastructure Projects; Optional for 'Non-Infrastructure' and 'Plan' Projects)	Attachment D
Existing and Proposed Conditions.pdf	
Photos of Existing Conditions (Required for all applications)	Attachment E
Photos Of Existing Condition.pdf	
Project Estimate (Required for all Infrastructure Projects)	Attachment F
07-30-2018 Biola Estimate.xlsm	
Non-Infrastructure Work Plan (Form 22-R) (Required for all projects with Non-Infrastructure Elements)	Attachment G
Plan Scope of Work (Form 22-PLAN) (Required for all Plan Projects)	Attachment H
Letters of Support (10 maximum) (Required or recommended for all projects as designated in the instructions) (All letters must be scanned into one document.)	Attachment I
LOS Combined.pdf	
Exhibit 22-F State Funding	Attachment J
Additional Attachments (Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information.) (All additional attachments must be scanned into one document.)	Attachment K



ACTIVE TRANSPORTATION PROGRAM

IMPLEMENTING AGENCY:

Fresno County

PROJECT TYPE:

Infrastructure - Small



PROJECT APPLICATION NO.:

6-Fresno County-1

PROJECT NAME:

West Park Pedestrian Pathway

PROJECT DESCRIPTION:

Install an asphalt concrete pedestrian pathway and appropriate signage along Valentine Avenue from the community of West Park to West Park Elementary School.

PROJECT LOCATION:

The project is located on Grove Avenue from Prospect to Valentine Avenues, and on Valentine Avenue from Grove Avenue to North Avenue.

ATP FUNDED COMPONENTS

Infrastructure				Non-Infrastructure	Plan
PA&ED	PS&E	R/W	CON		
\$ 20	\$ 78	\$ -	\$ 450	\$ -	\$ -
FY 20/21	FY 20/21	FY -	FY 21/22	FY -	FY -

PROJECT FUNDING INFORMATION (1,000s)

Total Project \$	Total ATP \$	Total Non-ATP \$	Past ATP \$	Leveraging \$	Non-Participating \$	Future Local \$
548	548	-	-	-	-	-

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For alternate format information, contact the Active Transportation Program at (916) 653-4335, TTY 711, or write to Caltrans-Local Assistance, 1120 N Street, MS-1, Sacramento, CA 95814.



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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.

IMPLEMENTING AGENCY'S NAME:

Fresno County

IMPLEMENTING AGENCY'S ADDRESS

2220 Tulare Street, Sixth Floor

CITY

Fresno

ZIP CODE

CA 93721

IMPLEMENTING AGENCY'S CONTACT PERSON:

Randy Ishii

CONTACT PERSON'S TITLE:

Division Manager-Road Maintenance & Operations

CONTACT PERSON'S PHONE NUMBER:

559-600-3198

CONTACT PERSON'S EMAIL ADDRESS :

rishii@co.fresno.ca.us

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

00324S

* 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, and 3) ensure a copy of the Memorandum of Understanding or Interagency Agreement between the parties is submitted with the first request for allocation. 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: 6

West Park Pedestrian Pathway

PROJECT / APPLICATION NUMBER: 1

SUMMARY OF PROJECT SCOPE: (Max of 300 Words)

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

Words Remaining: 18

West Park Elementary School District is a rural historic elementary school district established in 1885 that primarily serves farmworker families. The campus is located in the center of a twenty-five square-mile district serving over 400 k-12 students and 40 preschoolers. The district is qualified as a "hardship" district with a bonding capacity of nine hundred thirty-thousand (\$930,000) dollars, well below the \$5 million threshold. The population demographics of the school are 74% Hispanic; 12% Asian/Hmong; 8% White; 3% Middle Eastern; 2% African American. 93% of the students are in the Free and Reduced Lunch program; 28% are English Language Learners.

The school population has grown 25% over the past three years without new residential development. The school serves as a central community hubs for meetings, voting, and mobile services, such as mobile health service and adult English classes. The primary community served by the school is West Park, located approximately 1.3 miles away. Roads between the community and the school are narrow county two-lane roads without shoulders where traffic speeds regularly exceed 55 mph.

The project will develop a 4-foot wide asphalt concrete walking and biking path between the community of West Park and the elementary school. The pathway will be located on Grove Avenue from Prospect Ave to Valentine Ave, and on Valentine Ave from Grove Ave down to the school limits. Warning signs pavement markings will be included along the path. The path will provide a safe active transportation route; benefits will include decreased risk of traffic-related injuries, increased active transportation usage, reduction in GHG emissions through reduced reliance on motorized vehicles, and increased sense of place for the community.

FTIP PROJECT DESCRIPTION: (Max of 180 Characters)

Characters Remaining: 21

Install an asphalt concrete pedestrian pathway and appropriate signage along Valentine Avenue from the community of West Park to West Park Elementary School.

PROJECT LOCATION: (Max of 180 characters)

Characters Remaining: 46

The project is located on Grove Avenue from Prospect to Valentine Avenues, and on Valentine Avenue from Grove Avenue to North Avenue.

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.

WEST PARK LOCATION MAP.pdf

Project Coordinates: (latitude/longitude in decimal format) Lat. 36.698270 N /long. 119.853400 W

Congressional District(s): 0 1 6

State Senate District(s): 0 1 2

State Assembly District(s): 0 3 1

Caltrans District: 6

County: Fresno

MPO: COFCG

RTPA: None

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

ATP CYCLE 4 APPLICATION FORM

LAPG 22-U (NEW 05/2018)

v1.1



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

☐ Yes ☒ No



Part A3: Project Type

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

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

☒ Bicycle Plan ☐ Pedestrian Plan ☐ Safe Routes to School Plan ☒ Active Transportation Plan ☐ None

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. Other than traffic education and enforcement activities, non-infrastructure projects do not have a location restriction.

Projects with Safe Routes to School elements must fill out "School and Student Details" later in this application. As a condition of receiving funding, projects with Safe Routes to School Elements must commit to completing additional before and after student surveys as defined in the Caltrans Active Transportation Guidelines (LAPG Chapter 22).

How many schools does the project impact/serve: 1

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

School Name: West Park Elementary School

School Address: 2695 S. Valentine Avenue Fresno, CA 93706

District Name: West Park Elementary School District

District Address: 2695 S. Valentine Ave. Fresno, CA 93706

Co.-Dist.-School Code: 10-62539-6007413

School Type: Pre-K to 12

Project improvements maximum distance from school 1.3 mile

Total student enrollment: 440

Total # of students that currently walk or bike to school: 105

Approximate # of students living along route proposed for improvement: 105

Projected # of students that will walk/bike to school after the project: 105

Percentage of students eligible for free or reduced meal programs** 93 %

**Refer to the California Department of Education website: <http://www.cde.ca.gov/ds/sd/sd/filesesp.asp>

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.

West Park School District Area, Project Limit, Support Ltr..pdf

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



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? 0 %

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

Sidewalks:	New (4' to 8' wide): <u>6,175</u> Linear Feet	New (over 8' wide): <u>0</u> Linear Feet
	Widen Existing: <u>0</u> Linear Feet	Reconstruct/Enhance Existing: <u>0</u> Linear Feet
	New Barrier Protected (Barrier, parking, functional-planter, etc.): <u>0</u> Linear Feet	
ADA Ramp Improvements:	New Ramp (none exist): <u>0</u> Number	Reconstruct Ramp to Standard: <u>0</u> Number
Signalized Intersections:	New Crosswalk: <u>0</u> Number	Enhance Existing Crosswalk: <u>0</u> Number
	Ped-Heads: <u>0</u> Number	Shorten Crossing: <u>0</u> Number
	Timing Improvements: <u>0</u> Number	
Un-Signalized Intersections:	New Traffic Signal: <u>0</u> Number	New Roundabout: <u>0</u> Number
	New RRFB/Signal: <u>0</u> Number	Crossing-Surface Improvements: <u>0</u> Number
	Shorten Crossing: <u>0</u> Number	
Mid-Block Crossing:	New RRFB/Signal: <u>0</u> Number	Crossing-Surface Improvements: <u>0</u> Number
Lighting:	Intersection: <u>0</u> Number	Roadway Segments: <u>0</u> Linear Feet
Pedestrian Amenities:	Benches: <u>0</u> Number	Trash Cans: <u>0</u> Number
	Shade Trees: <u>0</u> Number	Shade Tree Type: _____
Other Ped Improvements:	#1: _____ #: <u>0</u>	#2: _____ #: <u>0</u>

☐ **Multi-use Trail Improvements**

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

☐ **Non-Infrastructure Components**

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

ATP CYCLE 4 APPLICATION FORM

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

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



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, 2019 and June 30, 2023 to be consistent with the available ATP funds for Cycle 4.

This page cannot be completed until a project type has been selected in Part 3.

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:

Notice to Proceed with Federally Reimbursable ATP Work:

Expected or Past Start Date for PA&ED activities:

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

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

** 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.*

7/1/2020

8/30/2020

9/1/2020

6 months (See note #2, above)

2/27/2021

PS&E Project Delivery Phase:

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

Proposed CTC "PS&E Allocation" Date:

Notice to Proceed with Federally Reimbursable ATP Work:

Expected or Past Start Date for PS&E activities:

Time to complete the final Plans, Specification & Estimate:

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

** 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.*

3/1/2021

4/30/2021

4/30/2021

12 months

4/25/2022

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:

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

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

** 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.*

5/3/2021

6 months

10/30/2021

Construction Project Delivery Phase:

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

Proposed CTC "CON Allocation" Date:

Notice to Proceed with Federally Reimbursable ATP Work:

Expected Start Date for Construction activities:

Time to complete the Construction activities:

Expected or Past Completion Date for the CON Phase:

5/2/2022

7/1/2022

7/4/2022

10 months

4/30/2023



NON-INFRASTRUCTURE (NI) AND "PLAN" PROJECTS: *(This includes combined "I" and "NI" projects.)*

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

Expected Start Date for "NI" or "Plan" Construction activities:

Time to complete the CON-Phase activities:

Expected Completion Date for the CON Phase:

months

Proposed Dates for "Before" and "After" Counts *(As required by the CTC and Caltrans guidelines):*

Expected Date for "Before" counts (Ideally, within 12 months of the beginning of the Construction Activities)

Expected Date for "After" counts (Ideally, at least 6 months after the end of all Construction Activities)

7/12/2021
11/1/2023



Part A6: Project Funding

(1,000s)

The Project Funding table cannot be completed until a project type has been selected in Part 3.

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	20	20	20/21	-	-	-	-	-
PS&E	78	78	20/21	-	-	-	-	-
R/W	-	-		-	-	-	-	-
CON	450	450	21/22	-	-	-	-	-
NI-CON/ PLAN	-	-		-	-	-	-	-
TOTAL	548	548		-	-	-	-	-

* 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 must be eligible to receive federal funding. Most ATP projects will receive federal funding; however, it is the intent of the Commission to consolidate the allocation of federal funds to as few projects as practicable. Therefore, the smallest projects may be granted State Funding from the State Highway Account (SHA) for all or part of the project. 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.

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.

ATP CYCLE 4 APPLICATION FORM

LAPG 22-U (NEW 05/2018)

v1.1



6-Fresno County-1

West Park Pedestrian Pathway

Amendment (Existing Project) Y <input type="checkbox"/> N <input type="checkbox"/>						Date: 08/07/18	
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		Local Assistance	
Project Manager/Contact		Phone		E-mail Address			
Randy Ishii		(559) 600-3198		rishii@co.fresno.ca.us			
Project Title							
West Park Pedestrian Pathway							
Location (Project Limits), Description (Scope of Work)							
The project is located on Grove Avenue from Prospect to Valentine Avenues, and on Valentine Avenue from Grove Avenue to North Avenue.							
Component		Implementing Agency					
PA&ED		Fresno County					
PS&E		Fresno County					
Right of Way		Fresno County					
Construction		Fresno County					
Legislative Districts							
Assembly: , 3, 1		Senate: , 1, 2			Congressional: , 1, 6		
Project Benefits (If more space is needed, use the Additional Information field on the next page.)							
The project will provide connectivity and continuity to West Park Elementary School. Pedestrian traffic will be improved greatly, as there is currently no safe pathway leading up to the elementary school. Consequently, pedestrians are not allowed to walk to and from the school to West Park Community. However, some students are forced to travel on dirt shoulders or encroach onto the paved road along Valentine Avenue, a busy, narrow, county road with speeds that regularly exceed 55 mph. The project will also provide the only safe area for active transportation activities for the community. The school serves as the only							
Purpose and Need							
The local health issues facing the community are severe and are directly connected to over-exposure to vehicle emissions and a deficit in physical activity and active transportation. CalEnviroScreen 3.0 ranks the census tract containing West Park Elementary School District and surrounding communities in the top 5% of pollution-burdened tracts in California; particulate matter exposure is in the 97th percentile. pesti							
Category		Outputs/Outcomes		Unit	Total		
Local Streets and Roads		Pedestrian/Bicycle facilities miles constructed		Miles	1.3		
ADA Improvements: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Bike/Ped Improvements: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Reversible Lane Analysis: Y <input type="checkbox"/> N <input checked="" type="checkbox"/>							
Inc. Sustainable Communities Strategy Goals: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Reduces Greenhouse Gas Emissions: Y <input checked="" type="checkbox"/> N <input type="checkbox"/>							
Project Milestone				Existing		Proposed	
Project Study Report Approved				08/07/18			
Begin Environmental (PA&ED) Phase						09/01/2020	
Circulate Draft Environmental Document (Document Type)				ND			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)						02/27/2021	
Begin Design (PS&E) Phase						04/30/2021	
End Design Phase (Ready to List for Advertisement Milestone)						04/25/2022	
Begin Right of Way Phase						05/03/2021	
End Right of Way Phase (Right of Way Certification Milestone)						10/30/2021	
Begin Construction Phase						07/04/2022	
End Construction Phase						04/30/2023	
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							



Additional Information

Date: 08/07/18



Date: 08/07/18

Project Title:	West Park Pedestrian Pathway				
District	County	Route	EA	Project ID	PPNO
6	Fresno	Fresno			

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

[illegible]

Fund No. 3:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Notes:
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	

Fund No. 4:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
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	

Fund No. 5:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
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	

Fund No. 6:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
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	

Fund No. 7:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Notes:
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	

ATP CYCLE 4 APPLICATION FORM

LAPG 22-U (NEW 05/2018)

v1.1



District	County	Route	EA	Project ID	PPNO	Alt. ID
6	Fresno	Fresno				

SECTION 1 - All Projects

Project Background	Characters Remaining: 750
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Programming Change Requested	Characters Remaining:
------------------------------	-----------------------

Reason for Proposed Changed	Characters Remaining: 750
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If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded	Characters Remaining:
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Other Significant Information	Characters Remaining:
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SECTION 2 - For SB1 Projects Only

Alternative Project Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Randy Ishii		Division Manager-Road Maintenance & Operations	

Attachments

1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency

2) Project Location Map



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

If "Yes", explain why the project is not considered "fully funded". (Max of 200 Words)

Words Remaining: 152

There is no other funding available for the proposed project. The proposed project is not programmed in Fresno County's fiscal budget. Given the rural nature of the County, pedestrian improvements in small agricultural communities are generally dependent upon the ability to access grant funding from other agencies.

- 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

If "Yes", 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 goal.pdf

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

3. Is the Implementing Agency Caltrans?

☐ Yes ☒ No



Part B: Narrative Questions

Question #1

QUESTION #1

DISADVANTAGED COMMUNITIES (0-10 POINTS)

☐ This project does not qualify as a Disadvantaged Community.

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

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

West Park Project Boundary and Access Points.pdf

B. Identification of Disadvantaged Community: (0 points)

Select one of the following 4 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.
- Other

Select Option: Free or Reduced Priced School Meals

At least 75% of public school students in the project area are eligible to receive free or reduced-price meals under the National School Lunch Program. Data is available at: <http://www.cde.ca.gov/ds/sd/sd/files/sp.asp> (auto filled from Part A). Applicants using this measure must demonstrate how the project benefits the school students in the project area. Project must be located within two miles of the school(s) represented by this criteria.

School Name	School Enrollment	% of Students Eligible for FRPM
West Park Elementary School	440	93 %

Highest percentage of students eligible from above (autofill): 93% (to be used for qualifying as benefiting a DAC only)

Percentage of students eligible for the Free or Reduced Price Meals Programs: 93%
(to be used for severity calculation only)

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. (Max of 200 Words) Words Remaining: 37

The project will provide connectivity and continuity to West Park Elementary School. Pedestrian traffic will be improved greatly, as there is currently no safe pathway leading up to the elementary school. Consequently, pedestrians are not allowed to walk to and from the school to West Park Community. However, some students are forced to travel on dirt shoulders or encroach onto the paved road along Valentine Avenue, a busy, narrow, county road with speeds that regularly exceed 55 mph. The project will also provide the only safe area for active transportation activities for the community. The school serves as the only available free weekend recreational facility for residents and the project will connect the community to the school so families can safely access and utilize those facilities. The community is severely disadvantaged and has not previously received investment in active transportation infrastructure; it presently lacks any sidewalks, street lights, drainage, bike paths or other improvements. The project will therefore meet a critical community need.

D. Project Location: (0 - 2 points)

Is your project located within a disadvantaged community? Fully

E. Severity: (0 - 4 points)

Auto calculated



Part B: Narrative Questions

Question #2

QUESTION #2

POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS. (0-53 POINTS)

Please provide the following information: (This must be completed to be considered for funding)

# of Users	Pedestrian	Bicycle	Date of Counts	Mark here if N/A to project
Current	-	-		<input checked="" type="checkbox"/>

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	# of Students Currently Walking/Biking to School
West Park Elementary School	440	105	
Total	440	105	0

Document the methodologies used to establish the **current** count data. (Max of 250 Words)

Words Remaining: 138

As previously mentioned, the school does not allow anyone to walk home from school. This is because of the lack of a safe pathway, posing a hazard to pedestrians and motorists. As a consequence, there are currently no users on this route, hence pedestrian and cyclist counts of zero.

Currently, there are approximately 105 students living along the proposed school route, none of which are allowed to walk to school because of the lack of a safe pathway. Once the project is complete, it is assumed that all 105 students will utilize the pathway to walk to school. As a result, this will reduce the amount of vehicle traffic in this area.

A. Statement of project need. Describe the issue(s) that this project will address. How will the proposed project benefit the non-motorized users? What is the project's desired outcome and how will the project best deliver that outcome? (0-26 points)

Discuss:

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

(Max of 750 Words)

Words Remaining: 207

The project will address both infrastructure and health issues impacting the community. Specifically, the project will address child and resident safety, low-levels of active transportation usage, lack of access to green spaces and recreational facilities, over-reliance on vehicular travel, overlapping pollution burdens due to vehicle and agricultural uses, high child asthma rates, and cardiovascular risks.

The project will connect the rural disadvantaged unincorporated community of West Park to West Park Elementary School, which is located in rural Fresno County. The school serves approximately 440 students who currently are unable to safely use active transportation to reach the campus due to a lack of any supportive infrastructure: the communities lack sidewalks, street lights, bike paths, storm water drainage, or any other infrastructure improvements to facilitate safe active transportation. The largest concentration of residents are located in West Park, approximately 1.3 miles from the school along a narrow, two-lane county road without shoulders, where traffic speeds regularly exceed 55 mph. Presently, students must be bused,



driven, or walk along dangerous roads to reach the school. The project will increase community connectivity by providing a safe route between the community and the school. The school also serves as the only available area for free recreational facilities as the area has no parks, green space, or community areas. School officials keep the playgrounds open on weekends so that residents may use the campus for recreation because there are no other spaces available.

The local health issues facing the community are severe and are directly connected to over-exposure to vehicle emissions and a deficit in physical activity and active transportation. CalEnviroScreen 3.0 ranks the census tract containing West Park Elementary School District and surrounding communities in the top 5% of pollution-burdened tracts in California: particulate matter exposure is in the 97th percentile, pesticide exposure is 94th, ozone exposure is 91st, childhood asthma levels are 98th, and cardiovascular risks are 97th percentile. Residents and children are exposed to high levels of pollution related to vehicular and agricultural uses while simultaneously suffering from high levels of cardiovascular events. All of these issues can be positively impacted through reduced reliance on and exposure to vehicles and increased physical activity through active transportation and increased use of recreational facilities located at the school.

The project will increase the use of active transportation by creating safe infrastructure to walk and bike to the school campus to attend school during the day, and for parents to attend parent classes, English language classes, community meetings and trainings, voting, and recreational facilities in the evenings and weekends. Residents have long desired a place where they can exercise safely in the community, and this project will provide that opportunity. Increased use of active transportation will decrease the reliance on vehicular travel and will consequently reduce the exposure of community children to particulate matter, ozone, and diesel emissions that result from high levels of vehicular reliance.

The projects desired outcome is to increase reliance on active transportation in the community as a method for students to attend the school, for families to increase physical activity by increasing walking and biking activities safely, and increasing use of the school's recreational facilities by facilitating active and safe access by bike and walking.

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

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

1. Proposed project address:

• Closure of a gap?

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

• Creation of new routes?

New Route = Construction of a new facility that did not previously exist that provides a transportation route.

• Removal of barrier to mobility?

Describe the type of barrier.

• Other improvements to existing routes?

(Max of 400 words)

Words Remaining: 220

The project will create a new and safe route for active transportation connecting a disadvantaged unincorporated community to the school campus in their area. It will address biking, walking, and other types of active transportation (skateboarding, scooters, etc.) It removes the significant barriers the activities posed by the current lack of infrastructure, and the fact that the school is located on a narrow two-lane county road without shoulders. The school presently does not officially permit students to walk or bike home due to the high danger in traveling along these roads in the current condition.

The project will also remove barriers to the community accessing the free recreational facilities at the school on weekends and evenings. The rural area has no parks, green spaces, or community centers except for the elementary school, which leaves its facilities open on weekends to address this unmet need. Providing residents with a safe and active way to reach these facilities will result in families walking or biking to the school to use the playgrounds, fields, and courts that are located on the campus.

2. Must provide a map identifying the location of each: gap closures and connections; the new routes; and the barriers and improvements.

West Park Improvements.pdf

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

Words Remaining: 159

There are presently no sidewalks, shoulders, or bike paths connecting the communities to the school. The project will create a new route that will address this unmet need. Pedestrians will be able to safely travel between the school and the community.

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



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

(Max of 400 words)

Words Remaining: 293

The project connects West Park Community to the elementary school campus. The school serves not only as an educational institution but also as a community center, recreational facility, and location for adult english language classes. The school has plans to expand the campus in the coming years to include a community library and computer lab, and to add additional community resources. The project will ultimately serve as a way for the community to access these new resources as well. When the expansion occurs, the school can seek funding for bike racks and other improvements to make access by active transportation even easier and more attractive for residents.



Part B: Narrative Questions

Question #3

QUESTION #3

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

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

Applicants are encouraged to use the new 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 ATP Collision Data.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, 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: 168

County data shows that there have 17 vehicle collisions within the project boundaries, between 1/1/2010 and 12/1/2017. None of the vehicle collisions have involved a pedestrian or bicyclist.

Data and methodologies Attachment (optional)

Traffic Collision Report- West Park.pdf

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:

7

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



4. Referencing project's heat-maps, collision map and collision summaries provided in above, 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. (e.g. sidewalks, bike lanes, lighting, bulb-outs, signals/barriers, etc.)

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, including through enforcement.

(Max of 700 Words)

Words Remaining: 495

There has not been any recorded collisions involving pedestrian or cyclists directly within the project boundaries between the years of 2010-2017. However, there has been two pedestrian related collisions within 0.50 miles of project boundaries. Both collisions involved a bicycle and the collision severity was complaint of pain.

The proposed project limits will address safety issues caused by the lack of pedestrian accessible facilities. The asphalt concrete pathway will deter pedestrians from traversing in the roadway. Currently, there is no viable path on which pedestrians and cyclists are able to utilize to travel to the school from West Park Community. As a result, the school does not allow pedestrians to travel to and from the school. The roads between the school and West Park Community are narrow county roads that lack shoulders, bike paths, sidewalk, or lighting.

Installing a safe pathway from the community to the school will reduce the risk pedestrians will face when traveling to the school. This will also enable pedestrians to safely walk from each access points. The pathway will be offset a minimum of 4 feet from edge of pavement along its entirety. This will ensure that pedestrians are able to have a protected area to travel on.

B. Safety Countermeasures (13 points max)

Referencing the information provided in Part A, demonstrate how the proposed countermeasures directly address (one or more) of the following underlying factors that are contributing to the occurrence (or potential occurrence) of pedestrian and/or bicyclist collisions.

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

(Max of 1500 Words)

Words Remaining: 1314

Physical separation between motorized and non-motorized users is needed for safety. The project will provide the physical separation needed for safety by moving pedestrians away from the roadway and onto a safe walking surface. Conflict points can be greatly be minimized or eliminated by the installation of the pedestrian pathway. The pathway moves pedestrians away from the street thereby creating the safety separation.

In addition, crosswalks, signs, and flashing beacons will direct pedestrians to a safe zone on which to travel on, thus reducing the number of conflict points between motorized and non-motorized users. Walking so close to the roadway as to constitute a hazard to road users (pedestrians and motorists) is a behavior the project could reduce or eliminate. In rural areas, pedestrians may travel close to edge of the road where the ground is more leveled or devoid of obstacles and surface irregularities. The project will reduce or eliminate current behavior which could lead to an accident. Currently, it may be necessary to avoid obstacles and travel close to the road, but, with a pathway in place the need is not there.



Part B: Narrative Questions

Question #4

QUESTION #4

PUBLIC PARTICIPATION and PLANNING (0-10 POINTS)

A. Describe the community based public participation process that culminated in the project

Include discussions of: What was the process to prepare for existing and future needs of users of this project? Who was engaged in the public participation and planning process? How will stakeholders continue to be engaged in the implementation of the project?

(Max of 1000 words)

Words Remaining: **693**

The project initiated at the request of community residents. Residents of the West Park community have a community group called Los Olvidados de West Park, which initially sought the inclusion of this project in the Fresno Regional Transportation Plan and Active Transportation Plan. Residents attended meetings related to the RTP/ATP and provided feedback on the lack of active transportation options in the community, the inability of residents to access the school using active transportation, and the dangers for children and families that bike or walk to the school under current conditions. The project was included in the RTP/ATP after resident involvement.

Residents then sought partnership with the county to locate funding for the project. Residents requested a meeting with Fresno County Public Works and Planning and proposed potential sources of funding for the project and sought County participation. The resident group retained California Rural Legal Assistance, Inc. to assist them in advocating for the development and funding of this project.

Residents have collected letters of support for the project from important stakeholders include the Fresno County Supervisor Brian Pacheco, who presides over the district, as well as from the school district's superintendent and school board. Residents and their representatives met with the school board and the superintendent to discuss the school's vision for expansion of the campus into a larger community hub including a library and additional recreational programs, and discussed the way the project could increase the use of those new resources. Residents also drafted a petition and collected signatures in the communities of families that support and pledge to utilize the project.

Resident representatives have assisted the county in preparing this application and will be involved in the design and implementation of the project. Residents and their representatives will collaborate with the county to design a project that meets community needs.

Attach any applicable Public Participation & Planning documents:

Public Participation Documents-West Park.pdf



Part B: Narrative Questions

Question #5

QUESTION #5

SCOPE AND PLAN CONSISTENCY (0 - 2 points)

A. The application, scope and plans are consistent with one another: (2 points max)

The scope and plans are consistent with one another including:

- Improvement location(s)
- Improvement elements(s)



Part B: Narrative Questions

Question #6

USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR CERTIFIED COMMUNITY CONSERVATION CORPS (0 to -5 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)

Step 1: The applicant must submit the following information via email concurrently to both the CCC AND Certified Community Conservation Corps at least 5 days prior to application submittal to Caltrans. The CCC and Certified Community Conservation Corps will respond within five (5) business days from receipt of the information.

- Project Title
- Project Description
- Detailed Estimate
- Project Schedule
- Project Map
- Preliminary Plan

Click on the following links for the California Conservation Corps and Certified Community Conservation Corps Representative ATP contact information:

<http://www.ccc.ca.gov/work/programs/ATP/Pages/ATP%20home.aspx>

<http://callocalcorps.org/active-transportation-program/>

The applicant must also attach any email correspondence from the CCC and Certified Community Conservation Corps 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:

Email 2.pdf

Attach submittal email, response email and any attachment(s) from the Certified Community Conservation Corps:

Email.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 Certified Community Conservation Corps, or the Tribal Corps and determined the following: (check appropriate box)

- ☐ Applicant intends to utilize the CCC, Certified Community Conservation Corps, 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 Certified Community Conservation Corps ☐ the Tribal Corps (if applicable)



Part B: Narrative Questions

Question #7

QUESTION #7

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

For CTC use only.



Part C: Application Attachments

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

List of Application Attachments

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

Application Signature Page (Required for all applications)	Attachment A
Signature Page.pdf	
Engineer's Checklist (Required for Infrastructure & Combo Projects)	Attachment B
Engineer's Checklist.pdf	
Project Location Map (Required for all applications)	Attachment C
WEST PARK LOCATION MAP.pdf	
Project Map/Plans showing existing and proposed conditions (Required for all Infrastructure Projects; Optional for 'Non-Infrastructure' and 'Plan' Projects)	Attachment D
Existing and Proposed Conditions Combined.pdf	
Photos of Existing Conditions (Required for all applications)	Attachment E
Site Photos Combined.pdf	
Project Estimate (Required for all Infrastructure Projects)	Attachment F
2018-07-30 West Park Estimate.xlsm	
Non-Infrastructure Work Plan (Form 22-R) (Required for all projects with Non-Infrastructure Elements)	Attachment G
Plan Scope of Work (Form 22-PLAN) (Required for all Plan Projects)	Attachment H
Letters of Support (10 maximum) (Required or recommended for all projects as designated in the instructions) (All letters must be scanned into one document.)	Attachment I
Letters of Support-West Park.pdf	
Exhibit 22-F State Funding	Attachment J
Additional Attachments (Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information.) (All additional attachments must be scanned into one document.)	Attachment K

ATP CYCLE 4 APPLICATION FORM

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ACTIVE TRANSPORTATION PROGRAM

IMPLEMENTING AGENCY:

Fresno County

PROJECT TYPE:

Infrastructure - Small

**PROJECT APPLICATION NO.:**

6-Fresno County-3

PROJECT NAME:

Fancher Creek Bridle Trail

PROJECT DESCRIPTION:

Construct 10 foot wide decomposed granite trail alignment, remove dead trees, prune select trees/shrubs. Install crosswalk/traffic warning device at path's intersection.

PROJECT LOCATION:

Project runs along east side of Fancher Creek Canal for 0.8 miles from Kings Canyon Rd to California Ave, then turns east for 0.5 miles ending at Clovis Avenue.

ATP FUNDED COMPONENTS

Infrastructure				Non-Infrastructure	Plan
PA&ED	PS&E	R/W	CON		
\$ 55	\$ 20	\$ -	\$ 381	\$ -	\$ -
FY 19/20	FY 19/20	FY -	FY 20/21	FY -	FY -

PROJECT FUNDING INFORMATION (1,000s)

Total Project \$	Total ATP \$	Total Non-ATP \$	Past ATP \$	Leveraging \$	Non-Participating \$	Future Local \$
927	456	471	471	-	-	-

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For alternate format information, contact the Active Transportation Program at (916) 653-4335, TTY 711, or write to Caltrans-Local Assistance, 1120 N Street, MS-1, Sacramento, CA 95814.



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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.

IMPLEMENTING AGENCY'S NAME:

Fresno County

IMPLEMENTING AGENCY'S ADDRESS

2220 Tulare Street, Sixth Floor

CITY

Fresno

ZIP CODE

CA 93721

IMPLEMENTING AGENCY'S CONTACT PERSON:

Randy Ishii

CONTACT PERSON'S TITLE:

Division Manager-Road Maintenance & Operations

CONTACT PERSON'S PHONE NUMBER:

559-600-3198

CONTACT PERSON'S EMAIL ADDRESS :

rishii@co.fresno.ca.us

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

00324S

* 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, and 3) ensure a copy of the Memorandum of Understanding or Interagency Agreement between the parties is submitted with the first request for allocation. 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: 6

Fancher Creek Bridle Trail

PROJECT / APPLICATION NUMBER: 3

SUMMARY OF PROJECT SCOPE: (Max of 300 Words)

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

Words Remaining: 145

The project would reclaim an existing path that has fallen into disrepair and become overgrown with weeds and trees, rendering the path unusable to pedestrians and the equestrian community. The proposed project consists of making improvements to the existing 1.3 mile long Fancher Creek Bridle Path easement located within a County Island, in the Sunnyside neighborhood of City of Fresno. The thirty-foot wide path easement runs along the east side of the Fancher Creek Canal for .8 miles from Kings Canyon Road to the California Alignment. The path easement turns east for .5 miles ending at Clovis Avenue. Once complete, this project (trail) will provide a variety of benefits to users, including opportunities for exercise, nature enjoyment, and spending time with family and friends. Fancher Creek Bridle Trail will also benefit the community by providing a place for local people to gather and relax, and by attracting tourists who spend money in the local economy.

FTIP PROJECT DESCRIPTION: (Max of 180 Characters)

Characters Remaining: 10

Construct 10 foot wide decomposed granite trail alignment, remove dead trees, prune select trees/shrubs. Install crosswalk/traffic warning device at path's intersection.

PROJECT LOCATION: (Max of 180 characters)

Characters Remaining: 20

Project runs along east side of Fancher Creek Canal for 0.8 miles from Kings Canyon Rd to California Ave, then turns east for 0.5 miles ending at Clovis Avenue.

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.

Project location Map-Fancher Creek.pdf

Project Coordinates: (latitude/longitude in decimal format) Lat. 36.727830 N /long. -119.703700 W

Congressional District(s): 0 1 6

State Senate District(s): 0 0 8

State Assembly District(s): 0 2 3

Caltrans District: 6

County: Fresno

MPO: COFCG

RTPA: None

Urbanized Zone Area (UZA) Population: Project is located outside one of the ten 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 - Small

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

☒ Bicycle Plan ☐ Pedestrian Plan ☐ Safe Routes to School Plan ☒ Active Transportation Plan ☐ None

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

- ☒ **Bicycle Transportation** % of Project 10 %
- ☒ **Pedestrian Transportation** % of Project 90 %
- ☐ **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. Other than traffic education and enforcement activities, non-infrastructure projects do not have a location restriction.

Projects with Safe Routes to School elements must fill out "School and Student Details" later in this application.

As a condition of receiving funding, projects with Safe Routes to School Elements must commit to completing additional before and after student surveys as defined in the Caltrans Active Transportation Guidelines (LAPG Chapter 22).

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

Trails Projects constructing multi-purpose trails are generally eligible in the Active Transportation Program. If the applicant believes all or part of their project meets the federal requirements of the Recreational Trails Program they are encouraged to seek a determination from the California Department of Parks and Recreation on the eligibility of their project to compete for this funding. This is optional but recommended because some trails projects may compete better under this funding program. See section 22.7 Recreational Trails Program (RTP) of the Caltrans ATP Chapter for Elements that are only eligible for funding with Recreational Trail Funds.

For all trails projects:

Do you feel a portion of your project is eligible for federal Recreational Trail funding? ☐ Yes ☒ No



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? 0 %

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

Sidewalks:	New (4' to 8' wide): <u>0</u> Linear Feet	New (over 8' wide): <u>0</u> Linear Feet
	Widen Existing: <u>0</u> Linear Feet	Reconstruct/Enhance Existing: <u>0</u> Linear Feet
	New Barrier Protected (Barrier, parking, functional-planter, etc.): <u>0</u> Linear Feet	
ADA Ramp Improvements:	New Ramp (none exist): <u>0</u> Number	Reconstruct Ramp to Standard: <u>0</u> Number
Signalized Intersections:	New Crosswalk: <u>0</u> Number	Enhance Existing Crosswalk: <u>0</u> Number
	Ped-Heads: <u>0</u> Number	Shorten Crossing: <u>0</u> Number
	Timing Improvements: <u>0</u> Number	
Un-Signalized Intersections:	New Traffic Signal: <u>0</u> Number	New Roundabout: <u>0</u> Number
	New RRFB/Signal: <u>0</u> Number	Crossing-Surface Improvements: <u>0</u> Number
	Shorten Crossing: <u>0</u> Number	
Mid-Block Crossing:	New RRFB/Signal: <u>0</u> Number	Crossing-Surface Improvements: <u>0</u> Number
Lighting:	Intersection: <u>0</u> Number	Roadway Segments: <u>0</u> Linear Feet
Pedestrian Amenities:	Benches: <u>0</u> Number	Trash Cans: <u>0</u> Number
	Shade Trees: <u>0</u> Number	Shade Tree Type: _____
Other Ped Improvements:	#1: _____ #: <u>0</u>	#2: _____ #: <u>0</u>

☒ **Multi-use Trail Improvements**

Class 1 Trails:	New (8' or less wide): <u>0</u> Linear Feet	New (over 8' wide): <u>0</u> Linear Feet
	Widen/Reconstruct Existing: <u>6,864</u> Linear Feet	
Non-Class 1 Trails:	New: <u>0</u> Linear Feet	Widen/Reconstruct Existing: <u>0</u> Linear Feet
Other Trail Improvements:	#1: <u>Crosswalks</u> #: _____	#2: <u>Traffic Warning Device</u> #: <u>0</u>

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

☐ **Non-Infrastructure Components**

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

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

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



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, 2019 and June 30, 2023 to be consistent with the available ATP funds for Cycle 4.

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:

Notice to Proceed with Federally Reimbursable ATP Work:

Expected or Past Start Date for PA&ED activities:

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

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

* 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.

7/1/2019
 8/30/2019

9/2/2019

6 months (See note #2, above)

2/28/2020

PS&E Project Delivery Phase:

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

Proposed CTC "PS&E Allocation" Date:

Notice to Proceed with Federally Reimbursable ATP Work:

Expected or Past Start Date for PS&E activities:

Time to complete the final Plans, Specification & Estimate:

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

* 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.

3/2/2020
 5/1/2020

5/4/2020

6 months

10/31/2020

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:

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

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

* 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.

months

Right of Way.pdf

Construction Project Delivery Phase:

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

Proposed CTC "CON Allocation" Date:

Notice to Proceed with Federally Reimbursable ATP Work:

Expected Start Date for Construction activities:

Time to complete the Construction activities:

Expected or Past Completion Date for the CON Phase:

11/2/2020
 1/1/2021

3/2/2021

10 months

12/27/2021

NON-INFRASTRUCTURE (NI) AND "PLAN" PROJECTS: (This includes combined "I" and "NI" projects)

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

Expected Start Date for "NI" or "Plan" Construction activities:

Time to complete the CON-Phase activities:

Expected Completion Date for the CON Phase:

 months**Proposed Dates for "Before" and "After" Counts (As required by the CTC and Caltrans guidelines):**

Expected Date for "Before" counts (Ideally, within 12 months of the beginning of the Construction Activities)

2/26/2021

Expected Date for "After" counts (Ideally, at least 6 months after the end of all Construction Activities)

4/1/2022



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	65	55	19/20	10	-	10	-	-
PS&E	100	20	19/20	80	-	80	-	-
R/W	-	-		-	-	-	-	-
CON	762	381	20/21	381	-	381	-	-
NI-CON/ PLAN	-	-		-	-	-	-	-
TOTAL	927	456		471	-	471	-	-

* 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 must be eligible to receive federal funding. Most ATP projects will receive federal funding; however, it is the intent of the Commission to consolidate the allocation of federal funds to as few projects as practicable. Therefore, the smallest projects may be granted State Funding from the State Highway Account (SHA) for all or part of the project. 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.

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.

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6-Fresno County-3
Fancher Creek Bridle Trail

Amendment (Existing Project) Y <input type="checkbox"/> N <input type="checkbox"/>						Date: 08/07/18	
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		Local Assistance	
Project Manager/Contact		Phone		E-mail Address			
Randy Ishii		(559) 600-3198		rishii@co.fresno.ca.us			
Project Title							
Fancher Creek Bridle Trail							
Location (Project Limits), Description (Scope of Work)							
Project runs along east side of Fancher Creek Canal for 0.8 miles from Kings Canyon Rd to California Ave, then turns east for 0.5 miles ending at Clovis Avenue.							
Component		Implementing Agency					
PA&ED		Fresno County					
PS&E		Fresno County					
Right of Way		Fresno County					
Construction		Fresno County					
Legislative Districts							
Assembly: , 2, 3		Senate: , 8		Congressional: , 1, 6			
Project Benefits (If more space is needed, use the Additional Information field on the next page.)							
Once complete, this project (trail) will provide a variety of benefits to users, including opportunities for exercise, nature enjoyment, and spending time with family and friends. Fancher Creek Bridle Trail will also benefit the community by providing a place for local people to gather and relax, and by attracting tourists who spend money in the local economy.							
Purpose and Need							
The construction of this trail is essential for many reasons. The Fancher Creek Bridal Trail will enhance and beautify the Sunnyside area and promote the betterment of health and well-being of it's residents. Currently, there are no sidewalks, trails, or paths that connect the neighborhoods within the area. The trail will provide an accessible route that will connect Kings Canyon Road with Butler Avenue, and Butler A							
Category		Outputs/Outcomes		Unit		Total	
Local Streets and Roads		Pedestrian/Bicycle facilities miles constructed		Miles		1.3	
ADA Improvements: Y <input type="checkbox"/> N <input checked="" type="checkbox"/> Bike/Ped Improvements: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Reversible Lane Analysis: Y <input type="checkbox"/> N <input checked="" type="checkbox"/>							
Inc. Sustainable Communities Strategy Goals: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Reduces Greenhouse Gas Emissions: Y <input checked="" type="checkbox"/> N <input type="checkbox"/>							
Project Milestone				Existing		Proposed	
Project Study Report Approved				08/07/18			
Begin Environmental (PA&ED) Phase						09/02/2019	
Circulate Draft Environmental Document (Document Type)				ND			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)						02/28/2020	
Begin Design (PS&E) Phase						05/04/2020	
End Design Phase (Ready to List for Advertisement Milestone)						10/31/2020	
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase						03/02/2021	
End Construction Phase						12/27/2021	
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							

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6-Fresno County-3

Fancher Creek Bridle Trail

Additional Information

Date: 08/07/18



Date:	08/07/18
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Project Title:	Fancher Creek Bridle Trail				
District	County	Route	EA	Project ID	PPNO
6	Fresno	Fresno			

Proposed Total Project Cost (\$1,000s)									Notes:
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	10	0	55	0	0	0	0	65	
PS&E	80	0	20	0	0	0	0	100	
R/W	0	0	0	0	0	0	0	0	
CON	381	0	0	381	0	0	0	762	
TOTAL	471	0	75	381	0	0	0	927	

ATP Funds	Infrastructure Cycle 4								Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	55	0	0	0	0	55	Caltrans
PS&E	0	0	20	0	0	0	0	20	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	381	0	0	0	381	
TOTAL	0	0	75	381	0	0	0	456	

ATP Funds	Non-Infrastructure Cycle 4								Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	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 4								Program Code
Proposed Funding Allocation (\$1,000s)									20.30.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	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	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	10	0	0	0	0	0	0	0	Caltrans
PS&E	80	0	0	0	0	0	0	80	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	381	0	0	0	0	0	0	381	
TOTAL	471	0	0	0	0	0	0	461	

Fund No. 7:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Notes:
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	

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District	County	Route	EA	Project ID	PPNO	Alt. ID
6	Fresno	Fresno				

SECTION 1 - All Projects**Project Background**Characters Remaining: **Programming Change Requested**Characters Remaining: **Reason for Proposed Changed**Characters Remaining:

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Characters Remaining: **Other Significant Information**Characters Remaining: **SECTION 2 - For SB1 Projects Only**

Alternative Project Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Randy Ishii		Division Manager-Road Maintenance & Operations	

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map



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

If "Yes", 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 goal.pdf

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

3. Is the Implementing Agency Caltrans?

☐ Yes ☒ No



Part B: Narrative Questions

Question #1

QUESTION #1

DISADVANTAGED COMMUNITIES (0-10 POINTS)

☒ This project does not qualify as a Disadvantaged Community.

If this project does not qualify as a Disadvantaged Community, applicant may skip and move onto question 2.



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. (0-53 POINTS)

Please provide the following information: (This must be completed to be considered for funding)

# of Users	Pedestrian	Bicycle	Date of Counts	Mark here if N/A to project
Current	93	2	7/14/2018	<input type="checkbox"/>

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	# of Students Currently Walking/Biking to School
Total	0	0	0

Document the methodologies used to establish the **current** count data. (Max of 250 Words)

Words Remaining: 213

Members of the Sunnyside Property Owners Association visually counted the pedestrians and cyclists using the trail between the hours of 7am and 7pm. Between those hours, there were 93 pedestrians and 2 cyclists observed on the trail.

A. Statement of project need. Describe the issue(s) that this project will address. How will the proposed project benefit the non-motorized users? What is the project's desired outcome and how will the project best deliver that outcome? (0-26 points)

Discuss:

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

(Max of 750 Words)

Words Remaining: 463

The trail will be a continuation of the existing trail systems used by pedestrians, horses and cyclists and promoted and supported through Sunnyside Property Owners, and the County of Fresno. In addition, the trail will also be part of the Valley Arboretum, providing education among the various community school programs regarding plant and tree species native to the valley.

The construction of this trail is essential for many reasons. The Fancher Creek Bridal Trail will enhance and beautify the Sunnyside area and promote the betterment of health and well-being of it's residents. Currently, there are no sidewalks, trails, or paths that connect the neighborhoods within the area. The trail will provide an accessible route that will connect Kings Canyon Road with Butler Avenue, and Butler Avenue with Clovis Avenue. The trail will primarily be used for recreation purposes, but pedestrians will also be able to use it as an access route between these areas. This project will help connect other segments of trails and create a sense of community within the neighborhoods.

The trail proposes various trees and plants to be positioned along the trail path. This will enhance the surrounding environment and ecosystem by promoting a green environment and enhancing the aesthetics of the area. According to The California Healthy Places Index (HPI), the project area has an HPI score in the 54.6 percentile. This tract ranks low in the education and clean environment areas. The project area has healthier education



conditions than 22.6% of other California census tracts. Additionally, this tract has healthier clean environment conditions than only 1.9% of other California census tracts. There is much room to improve in these areas, and the Fancher Creek Bridge Trail project will help close this gap.

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

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

1. Proposed project address:

- **Closure of a gap?**

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

- **Creation of new routes?**

New Route = Construction of a new facility that did not previously exist that provides a transportation route.

- **Removal of barrier to mobility?**

Describe the type of barrier.

- **Other improvements to existing routes?**

(Max of 400 words)

Words Remaining: 265

Currently, the trail is has fallen into disrepair and has become overgrown with weeds and trees, rendering the path unusable to pedestrians and the equestrian community. The project will revitalize a trail that has been used by many residents in the past. The trail will provide an accessible route that will connect Kings Canyon Road, Butler Avenue, and Clovis Avenue. The trail will primarily be used for recreation purposes, but pedestrians will also be able to use it as an access route between Kings Canyon Rd and Clovis Avenue. Presently, there is no accessible pathway for pedestrians to use if they wish to travel south towards Butler Avenue and beyond. There are sporadic segments of sidewalk located on the west side of Clovis Avenue, and pedestrians may sometimes be forced to travel within the roadway.

2. Must provide a map identifying the location of each: gap closures and connections; the new routes; and the barriers and improvements.

Fancher Creek Improvements.pdf

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

Words Remaining: 107

The existing routes are not adequate to provide a safe access to various destination points within the community. There is a shopping center at the intersection of Kings Canyon Road and Clovis Avenue that include a library, grocery store, pharmacy, auto repair shop, and restaurants, among others. The trail provides safe access to these points of interest. There is limited sidewalk on the west side of Clovis Avenue, and if residents from this community wanted to walk to these destinations, they would be forced to travel along dirt paths or in the roadway.

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

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

(Max of 400 words)

Words Remaining: 293

The Fancher Creek Bridge Trail project provides a link between major roadways in this community. The trail joins the community and provides a connection to many destination points. The Sunnyside Regional Library is a short distance from the community, and many residents utilize the services that this destination provides. Other destinations include Rite Aid Pharmacy, Vons, Citibank, Pep Boys Auto, and Sunnyside Professional Center (which includes optometrists and primary care physicians). In addition, the trail is near Ayer Elementary School, Sunnyside High School, and Sunnyside Park. Not only will this project encourage recreational use of the trail, it will also provide connectivity between many points of interest.



Part B: Narrative Questions

Question #3

QUESTION #3

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

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

Applicants are encouraged to use the new 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 ATP Collision Data-Fancher Creek.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, 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: 166

The proposed project is not on or adjacent to a roadway. There has been zero recorded pedestrian/cyclist collisions within the project limits. However, there have been collisions within 0.50 miles of the project area.

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: 11

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

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4. Referencing project's heat-maps, collision map and collision summaries provided in above, 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. (e.g. sidewalks, bike lanes, lighting, bulb-outs, signals/barriers, etc.)

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, including through enforcement.

(Max of 700 Words)

Words Remaining: 467

There has not been any recorded collisions involving pedestrian or cyclists directly within the project boundaries between the years of 2006-2017. However, there has been several pedestrian related collisions within 0.50 miles of project boundaries. This trail will help reduce the risk that pedestrians and cyclists will encounter.

The existing pathway has fallen into disrepair and become overgrown with weeds and trees, rendering the path unusable to pedestrians and the equestrian community. The path poses a hazardous condition in which pedestrians are forced to travel on. Large shrubs and debris are some of the obstacles that path users must face. As a consequence, path users walk on the Fresno Irrigation District Fancher Creek maintenance easement adjacent to the path easement as it is a clear, level and maintained pathway.

Currently, the trail intersects Butler Avenue with no traffic control devices in place for pedestrians. Butler Avenue is a two-lane undivided road with dirt shoulders. The speed limit is along this portion of Butler is 40 MPH, although many motorists often exceed the posted speed. This intersection is a threat to path users attempting to cross Butler Avenue, as there are no traffic control devices in place to alert motorists of pedestrians crossing. The proposed project would include a crosswalk and appropriate signage that warn motorists of an upcoming crossing. The risk that path users must face when crossing Butler Avenue would decrease significantly.

B. Safety Countermeasures (13 points max)

Referencing the information provided in Part A, demonstrate how the proposed countermeasures directly address (one or more) of the following underlying factors that are contributing to the occurrence (or potential occurrence) of pedestrian and/or bicyclist collisions.

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

(Max of 1500 Words)

Words Remaining: 1353

As mentioned before, the trail has been populated with shrubs and plants since it has not been consistently maintained. Users of the path have been forced to travel along potentially hazardous conditions. The project will enable pedestrians and cyclists to safely traverse on the trail.

The intersection with Butler Avenue is a dangerous threat to trail users because there are no traffic control devices in place to alert motorists of an pedestrians crossing. The project will provide signs and crosswalks that will direct pedestrians to a safe zone on which to cross on, thus reducing the number of conflict points between motorized and non-motorized users. Traffic warning devices will be used to to alert motorists of crossing pedestrians. Crossing Butler Avenue in unprotected areas constitute a hazard to road users (pedestrians and motorists). The project will reduce or eliminate current behavior which could lead to a collision.



Part B: Narrative Questions

Question #4

QUESTION #4

PUBLIC PARTICIPATION and PLANNING (0-10 POINTS)

A. Describe the community based public participation process that culminated in the project

Include discussions of: What was the process to prepare for existing and future needs of users of this project? Who was engaged in the public participation and planning process? How will stakeholders continue to be engaged in the implementation of the project?

(Max of 1000 words)

Words Remaining: **911**

The community has been involved in the upbringing of this project. Back in 2012, the Sunnyside residents, County of Fresno, Sunnyside Property Owners Association (SPOA) members, Tree Fresno, and Fresno County Transportation Authority met at Ayer Elementary School to discuss funding for the trail and revitalizing the 1940's bridal trail. A cooperative agreement has been signed for the Fancher Creek Bridal Trail maintenance after completion. A public meeting was held on March 16, 2016 to involve the local community. The local community continues its support of the trail project.

Attach any applicable Public Participation & Planning documents:

Public Participation & Planning Documents.pdf



Part B: Narrative Questions

Question #5

QUESTION #5

SCOPE AND PLAN CONSISTENCY (0 - 2 points)

A. The application, scope and plans are consistent with one another: (2 points max)

The scope and plans are consistent with one another including:

- Improvement location(s)
- Improvement elements(s)



Part B: Narrative Questions

Question #6

USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR CERTIFIED COMMUNITY CONSERVATION CORPS (0 to -5 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)

Step 1: The applicant must submit the following information via email concurrently to both the CCC AND Certified Community Conservation Corps at least 5 days prior to application submittal to Caltrans. The CCC and Certified Community Conservation Corps will respond within five (5) business days from receipt of the information.

- Project Title
- Project Description
- Detailed Estimate
- Project Schedule
- Project Map
- Preliminary Plan

Click on the following links for the California Conservation Corps and Certified Community Conservation Corps Representative ATP contact information:

<http://www.ccc.ca.gov/work/programs/ATP/Pages/ATP%20home.aspx>

<http://callocalcorps.org/active-transportation-program/>

The applicant must also attach any email correspondence from the CCC and Certified Community Conservation Corps 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:

Email 3.pdf

Attach submittal email, response email and any attachment(s) from the Certified Community Conservation Corps:

Email 4.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 Certified Community Conservation Corps, or the Tribal Corps and determined the following: (check appropriate box)

- ☐ Applicant intends to utilize the CCC, Certified Community Conservation Corps, 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 Certified Community Conservation Corps ☐ the Tribal Corps (if applicable)



Part B: Narrative Questions

Question #7

QUESTION #7

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

For CTC use only.



Part C: Application Attachments

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

List of Application Attachments

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

Application Signature Page (Required for all applications)	Attachment A
Signature Page.pdf	
Engineer's Checklist (Required for Infrastructure & Combo Projects)	Attachment B
Engineer's Checklist.pdf	
Project Location Map (Required for all applications)	Attachment C
Project location Map-Fancher Creek.pdf	
Project Map/Plans showing existing and proposed conditions (Required for all Infrastructure Projects; Optional for 'Non-Infrastructure' and 'Plan' Projects)	Attachment D
Existing and Proposed Conditions.pdf	
Photos of Existing Conditions (Required for all applications)	Attachment E
Site Photos.pdf	
Project Estimate (Required for all Infrastructure Projects)	Attachment F
Attachment-F-EngrEstimate-Fancher Creek.xlsm	
Non-Infrastructure Work Plan (Form 22-R) (Required for all projects with Non-Infrastructure Elements)	Attachment G
Plan Scope of Work (Form 22-PLAN) (Required for all Plan Projects)	Attachment H
Letters of Support (10 maximum) (Required or recommended for all projects as designated in the instructions) (All letters must be scanned into one document.)	Attachment I
FANCHER ATP SPOA LETTER.pdf	
Exhibit 22-F State Funding	Attachment J
Additional Attachments (Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information.) (All additional attachments must be scanned into one document.)	Attachment K
Fresno Irrigation District C-15-109.pdf	