

ATP 2015 Fresno River Trail Safe Routes to School Project



"The best preparation for tomorrow is to do today's work superbly well."

-William Osler

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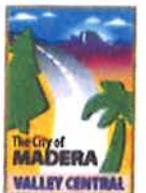
Daniel Abdella,
Grants Administrator



COPY



**Application Form for Part A:
Fresno River Trail
Safe Routes to School Project**



ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Application Form for Part A

Parts B & C must be completed using a separate document

PROJECT unique APPLICATION NO.:

06-Madera-1

Auto populated

Total ATP Funds Requested:

\$ 379

(in 1000s)

Auto populated

Important: Applicants must follow the CTC Guidelines and Chapter 22 of the Local Assistance Program Guidelines, and include attachments and signatures as required in those documents. Ineligible project elements may result in a lower score/ranking or a lower level of ATP funding. Incomplete applications may be disqualified.

Applicants are expected to use the corresponding "step-by-step" Application Instructions and Guidance to complete the application (3 Parts):

Part A: General Project Information

Part B: Narrative Questions

Part C: Application Attachments

Application Part A: General Project 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:

Madera

IMPLEMENTING AGENCY'S ADDRESS

CITY

ZIP CODE

205 W. 4th Street

Madera

CA

93637

IMPLEMENTING AGENCY'S CONTACT PERSON:

Daniel Abdella

CONTACT PERSON'S TITLE:

Grants Administrator

CONTACT PERSON'S PHONE NUMBER:

559-661-3690

CONTACT PERSON'S EMAIL ADDRESS :

dabdella@cityofmadera.com



Project Partnering Agency: Entities that are unable to apply for Active Transportation Program funds or that are unable to enter into a Master Agreement with the State must partner with an eligible applicant that can implement the project. **In addition, entities that are unfamiliar with the requirements to administer a Federal-Aid Highway Program project may partner with an eligible applicant that can implement the project.**

If another entity (Partnering Agency) agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement (e.g., letter of intent) must be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the first request for allocation. For these projects, the Project Partnering Agency's information shall be provided below.

(The Grant Writer's or Preparer's information should not be provided)

PROJECT PARTNERING AGENCY'S NAME:

n/a

PROJECT PARTNERING AGENCY'S ADDRESS

CITY

ZIP CODE

		CA	
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PROJECT PARTNERING AGENCY'S CONTACT PERSON:

CONTACT PERSON'S TITLE:

CONTACT PERSON'S PHONE NUMBER:

CONTACT PERSON'S EMAIL ADDRESS :

MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans? Yes No

Implementing Agency's Federal Caltrans MS number 06-5157R

Implementing Agency's State Caltrans MS number 00316S

* 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 NAME: (To be used in the CTC project list)

City of Madera- Fresno River Trail Safe Routes Project

Application Number: out of Applications

PROJECT DESCRIPTION: (Max of 250 Characters)

The project would construct the "missing links" in the existing pedestrian path and provide non-motorized travelers with the means to avoid the hazards they would otherwise encounter crossing Gateway Drive and the UPRR train tracks.

PROJECT LOCATION: (Max of 250 Characters)

Construction would occur in a centralized location within the city to the east of HWY 99 along the northern bank of the Fresno River and would also furnish an ADA-compliant crossing at the intersection of Central Ave. and the UPRR track.



Will any infrastructure-improvements permanently or temporarily encroach on the State right-of-way? Yes No

If yes, see the application instructions for more details on the required coordination and documentation.

Project Coordinates: (latitude/longitude in decimal format) Lat. 36.969171 /long. -120.067547

Congressional District(s):

State Senate District(s): State Assembly District(s):

Caltrans District(s):

County:

MPO:

RTPA:

MPO UZA Population:

ADDITIONAL PROJECT GENERAL DETAILS: (Must be consistent with Part B of Application)

ESTIMATION OF ACTIVE TRANSPORTATION USERS

Existing Counts:	Pedestrians	276	Bicyclists	72
One Year Projection:	Pedestrians	414	Bicyclists	108
Five Year Projection:	Pedestrians	621	Bicyclists	162

BICYCLE AND/OR PEDESTRIAN INFRASTRUCTURE (Check all that apply)

Bicycle: Class I Class II Class III Other _____

Pedestrian: Sidewalk Crossing Other _____

Multiuse Trails/Paths: Meets "Class I" Design Standards Other _____

DISADVANTAGED COMMUNITIES

Project contributes toward the Disadvantaged Communities funding requirement: the project must clearly demonstrate a direct, meaningful, and assured benefit to a community that meets any of the following criteria: Yes No

If yes, which criterion does the project meet in regards to the Disadvantaged Community (mark all that apply):

Household Income Yes No CalEnvioScreen Yes No

Student Meals Yes No Local Criteria Yes No

Is the majority of the project physically located within the limits of a Disadvantaged Community: Yes No

CORPS

Does the agency intend to utilize the Corps: Yes No

PROJECT TYPE (Check only one: I, NI or I/NI)

Infrastructure (I) **OR Non-Infrastructure (NI)** **OR Combination (N/NI)**

"Plan" applications to show as NI only

Development of a Plan in a Disadvantaged Community: Yes No

If Yes, check all Plan types that apply:

- Bicycle Plan**
 Pedestrian Plan
 Safe Routes to School Plan
 Active Transportation Plan

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

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

- Bicycle Transportation** % of Project 30.0 % (ped + bike must = 100%)
 Pedestrian Transportation % of Project 70.0 %
 Safe Routes to School (Also fill out Bicycle and Pedestrian Sub-Type information above)

How many schools does the project impact/serve: 1

If the project involves more than one school: 1) Insert "Multiple Schools" in the School Name, School Address, and distance from school; 2) Fill in the student information based on the total project; and 3) Include an attachment to the application which clearly summarizes the following school information and the school official signature and person to contact for each school.

School name: Thomas Jefferson Middle School
School address: 1407 Sunset Avenue
District name: Madera Unified School District
District address: 1902 Howard Road Madera, CA 93637
Co.-Dist.-School Code: 20-65243-6024053

School type (K-8 or 9-12 or Both) K-8 Project improvements maximum distance from school 0.5 mile

Total student enrollment: 1,051
% of students that currently walk or bike to school% 10.0 %
Approx. # of students living along route proposed for improvement: 263
Percentage of students eligible for free or reduced meal programs ** 81.6 %

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

A map must be attached to the application which clearly shows the limits of: 1) the student enrollment area, 2) the students considered to be along the walking route being improved, 3) the project improvements.

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

Trails Projects constructing multi-purpose trails and 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 complete for this funding. This is optional but recommended because some trails projects may compete well under this funding program.

For all trails projects:

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

If yes, estimate the total projects costs that are eligible for the Recreational Trail funding: _____

If yes, estimate the % of the total project costs that serve "transportation" uses? _____ %

Applicants intending to pursue "Recreational Trails Program funding" **must submit** the required information to the California Department of Parks and Recreation prior to the ATP application submissions deadline. (See the Application Instructions for details)

PROJECT STATUS and EXPECTED DELIVERY SCHEDULE

Applicants need to enter **either** the date the milestone was completed (for all milestones already complete prior to submitting the application) **or** the date the applicant anticipates completing the milestone. Applicants should enter "N/A" for all CTC Allocations that will not be requested as part of the project. Per CTC Guidelines, all project applications must be submitted with the expectation of receiving partially federally funded and therefore the schedule below must account for the extra time needed for federal project delivery requirements and approvals. *See the application instructions for more details.*

The agency is responsible for meeting all CTC delivery requirements or their ATP funding will be forfeited.

For projects consisting of entirely non-infrastructure elements are not required to complete all standard infrastructure project milestones listed below. Non-infrastructure projects only have to provide dates for the milestones identified with a "*" and can provide "N/A" for the rest.

MILESTONE:	DATE COMPLETED	OR	EXPECTED DATE
CTC - PA&ED Allocation:			N/A
* CEQA Environmental Clearance:	_____		12/31/15
* NEPA Environmental Clearance:	_____		12/31/15
CTC - PS&E Allocation:			N/A
CTC - Right of Way Allocation:			N/A
* Right of Way Clearance & Permits:	_____		5/31/16
Final/Stamped PS&E package:	_____		5/31/16
* CTC - Construction Allocation:			7/31/16
* Construction Complete:			2/28/17
* Submittal of "Final Report"			6/30/17

**PROJECT FUNDING** (in 1000s)

Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged. See the Application instructions for more details and requirements relating to ATP funding.

ATP funds being requested for this application/project by project delivery phase:

ATP funds for PA&D:	_____	\$0
ATP funds for PS&E:	_____	\$0
ATP funds for Right of Way:	_____	\$0
ATP funds for Construction:	_____	\$379
ATP funds for Non-Infrastructure:	_____	\$0 <i>(All NI funding is allocated in a project's Construction Phase)</i>
Total ATP funds being requested for this application/project:	_____	\$379

Local funds leveraging or matching the ATP funds: _____ **\$558**

For local funding to be considered Leveraging/Matching it must be for ATP eligible activities and costs. Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged. See the Application instructions for more details and requirements relating to ATP funding.

Additional Local funds that are 'non-participating' for ATP:

These are local funds required for the overall project, but not for ATP eligible activities and costs. They are not considered leverage/match.

TOTAL PROJECT FUNDS: _____ **\$937**

ATP - FUNDING TYPE REQUESTED:

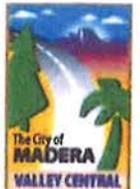
Per the CTC Guidelines, All ATP projects must be eligible to receive federal funding. Most ATP projects will receive federal funding, however some projects may be granted State only funding (SOF) for all or part of the project.

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

If "Yes", provide a brief explanation. (Max of 250 characters) Applicants requesting SOF must also attach an "Exhibit 22-f"

ATP PROJECT PROGRAMMING REQUEST (PPR): In addition to the project funding information provided in Part A of the application, all applicants must complete the ATP Project Programming Request form and include it as Attachment B. More information and guidance on the completion and submittal of this form is located in the Application Instructions Document under Part C - Attachment B.

**Application Form for Parts B & C:
Fresno River Trail
Safe Routes to School Project**





ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Part B: Narrative Questions (Application Screening/Scoring)

Project unique application No.: 06-Madera-1

Implementing Agency's Name: City of Madera

Important:

- Applicants must ensure all data in Part B of the application is fully consistent with Part A and C.
- Applicants must follow all instructions and guidance to have a chance at receiving full points for the narrative question and to avoid flaws in the application which could result in disqualification.

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Part B: Narrative Questions Detailed Instructions for: **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:

The City of Madera has assembled a portion of the funds required for the proposed project and seeks ATP support to provide for its balance. For instance, we estimate the project will cost \$937,494 to complete and the city has already gathered funding from the following sources:

• City of Madera- Local Funds	\$76,000
• Union Pacific Rail Road- Cost Share	\$75,000
• REMOVE II Grant- San Joaquin Valley Air Pollution Control District	\$55,000
• BTA Grant- Department of Transportation	\$54,000
• Congestion Mitigation & Air Quality Improvement Program (CMAQ)	<u>\$298,000</u>
	\$558,000

Thus, the city submits this ATP application in an effort to secure the remaining \$379,494 in funding.

2. Consistency with Regional Plan.

The proposed Fresno River Trail Safe Routes to Schools Project is consistent with the 2014 Madera County RTP, which received approval from the U.S. Department of Transportation in a letter dated December 12, 2014. (See: *Attachment K-1 Conformity Determination for Madera County Transportation Commission (MCTC) & K-2 2014 Regional Transportation Plan TABLE 5-7 Non-Motorized Transportation Improvement Projects, p. 5-43, Project #20*) <http://www.maderactc.org/rtps/cs/>



Part B: Narrative Questions

Detailed Instructions for: Question #1

QUESTION #1

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. (0-30 POINTS)

A. Describe the following:

-Current and projected types and numbers/rates of users. (12 points max.)

The proposed project will occur in currently undeveloped areas, so little data of pre-existing users exists for these sites. In order to calculate its estimates, the City of Madera conducted counts of non-motorized users in the vicinity of the proposed project along the Fresno River Trail and the intersection of Central Avenue and the Union Pacific Railroad track (UPRR). The River Trail count occurred on Wednesday, May 20th, 2015 between 10:00 a.m. and 11 a.m. Staff counted 23 pedestrians and 6 bicyclists during this 1-hour period. If this data is extrapolated to calculate an entire 12 hour day's worth of travel, Staff estimates that the route currently accommodates 276 pedestrians and 72 bicyclists on a daily basis. The city believes the proposed project would increase non-motorized use in the River Trail area by at least 50% within 1-year of its completion. Thus, this segment should experience daily increases in pedestrian traffic to at least 414 and also convey approximately 108 bicyclists. Within 5-years of the project's completion, the city expects this route to experience an additional minimum increase of 50%, which would translate in to 621 pedestrian users and 162 bicyclists per day.

On Friday, May 22, 2015 between 12:00 p.m. and 1:00 p.m. the city conducted a similar count of the area at the intersection of Central Avenue and the UPRR. Staff counted 24 pedestrians and 18 bicyclists during this time period. Projections of this data result in an estimate of 288 pedestrians and 216 bicyclists per day. Application of the same assumptions used for the other portion of this proposal would yield an increase of pedestrian travel to 432 and 324 bicyclists per day after 1-year of the project's completion. Similarly, the city anticipates 648 pedestrians and 486 bicyclists within 5-years of completing this portion of the proposed project.



- B. Describe how the project links or connects, or encourages use of existing routes (for non-infrastructure applications) 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 via: (12 points max.)**
- creation of new routes
 - removal of barrier to mobility
 - closure of gaps
 - other improvements to routes
 - educates or encourages use of existing routes



The Fresno River Trail Safe Routes to School Project would construct the “missing link” in an existing Class I path and provide a safe and convenient method for bicyclists and pedestrians to travel to local schools. It would also create an ADA-compliant crossing on Central Avenue where it crosses the UPRR track. Primarily, the project would allow students to commute between Thomas Jefferson Middle School and the neighborhoods surrounding Washington Elementary School. Currently, those desiring to use this path



must either 1) risk the hazards of crossing the UPRR track and Gateway Drive or 2) take a lengthy detour up to the 5-legged intersection at the convergence of Cleveland Avenue, Country Club Drive, and Gateway Drive. Travelers who opt for the later route must then follow Gateway Drive back to the path. Given the length and potential difficulties of this later route, the city believes that most active transportation users choose the risks of crossing the train tracks and this busy street.

The Fresno River Trail serves as our community's primary route for active transportation. This Class I path grants access to our major retail centers and multiple schools as well as various recreational destinations frequented by students. The following destinations are located in close proximity to the proposed project (miles):

Schools-

Jefferson Middle (.45)
 Washington Elementary (.29)
 Monroe Elementary (1.15)
 Martin Luther King Middle (1.31)
 Millview Elementary (1.54)
 Pershing Elementary (1.72)

Recreational-

Madera Rotary Park (.16)
 Zero Gravity Skate Park (.23)
 Madera County Fairgrounds (.31)
 Madera Speedway (.42)
 Madera Movie Theatres (.67)

Retail-

The Commons Shopping Center (.40)
 Country Club Village Shopping (.60)
 Madera Market Place Shopping (.80)
 Hallmark Town Center (.99)

Government-

Madera City Hall (.44)
 Madera County Government (.52)
 Madera County Court House (.60)
 Public Library (.60)
 Madera County Resource
 Management Agency (.83)

The goal of the proposed infrastructure project is to bypass the obstacles to these destinations by providing active transportation users with safe, convenient, and efficient access to the existing Class I path along the Fresno River. This project will enhance mobility and access to this route, particularly for students and residents from the more disadvantaged eastern side of our community. Since most of the destinations listed above lie on the western side of our city, this improved mobility and access should provide the incentive for more residents to choose active transportation modes.

(See: H-1B)



- C. Referencing the answers to A and B above, describe how the proposed project represents one of the Implementing Agencies (and/or project Partnering Agency's) highest unfunded non-motorized active transportation priorities. (6 points max.)

The Madera County Transportation Commission (MCTC) is required to maintain the area's Regional Transportation Plan (RTP) to reflect the existing and future regional transportation system in Madera County. The 2014 Update reflects the horizon or "planning" year of 2040, ensuring that the region's transportation system and implementation policies/programs will safely and efficiently accommodate growth envisioned throughout the county. The RTP provides an opportunity to identify transportation strategies that address our mobility needs for the future. Transportation projects must be included in the RTP in order to qualify for federal and state funding.

The 2014 RTP for Madera County identifies fifteen priority projects within the City of Madera and specifically lists the proposed project. (See: *H-1C: MCTC 2014 RTP, Project #20, p 5-43*) While the Engineer's Estimate has fluctuated somewhat, MCTC has consistently identified this project as a high priority unfunded active transportation project since its 2010 RTP. The City of Madera has assembled a portion of the necessary funding to construct this project and submits this application in an effort to gather the remaining balance needed to realize its completion.



Part B: Narrative Questions

Detailed Instructions for: **Question #2**

QUESTION #2

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 plan/program influence area or project location's history of collisions resulting in fatalities and injuries to non-motorized users and the source(s) of data used (e.g. collision reports, community observation, surveys, audits). (10 points max.)**

The city used data from the Transportation Injury Mapping System (TIMS) and locally collected traffic reports to analyze the history of collisions in the project area. As previously mentioned, the majority of the project site is currently undeveloped, so the city has relied on proxy data gathered at the Cleveland Avenue / Gateway Drive / Country Club Drive 5-legged intersection. (See: *H-2A*) These sources reveal that traffic becomes highly congested at this juncture and that non-motorized travelers do enter vehicular traffic at impermissible points. (see *Attachment H-2A.2: Photographs*) During the 5-year period from 2008 to 2013, this area experienced 69 collisions that resulted in 28 injuries, including an injury accident between a pedestrian and a vehicle. Again, this intersection is used as a proxy for the proposed project, which is located in a currently undeveloped segment of the Class I Fresno River Trail.

While less congested, the crossing located at the intersection of Central Avenue and the UPRR track seems relatively more hazardous to pedestrians. Between 2008 and 2013, this intersection experienced 19 collisions and 3 injuries. However, each of these injuries resulted from a collision between a motorized vehicle and a pedestrian. These incidents seem unsurprising given the unimproved condition of this crossing.





- B. Describe how the project/program/plan will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities; including but not limited to the following possible areas: (15 points max.)**
- Reduces speed or volume of motor vehicles in the proximity of non-motorized users.
 - Improves sight distance and 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 traffic control devices.
 - Eliminates or reduces behaviors that lead to collisions involving non-motorized users.
 - Addresses inadequate or unsafe traffic control devices, bicycle facilities, trails, crosswalks and/or sidewalks.
- **Reduces speed or volume of motor vehicles in the proximity of non-motorized users.**

The proposed project is intended to reduce the number of non-motorized users on city streets, but is not designed to reduce the speed of motor vehicles. It would completely remove non-motorized users from our streets in the area around the Fresno River Trail portion of the proposed project and provide them with an ADA-compliant crossing at the intersection of Central Avenue and the UPRR train track.

- **Improves sight distance and visibility between motorized and non-motorized users.**

The proposed project is primarily intended to separate non-motorized users from vehicular traffic, but is not designed to improve either sight distance or visibility.

- **Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users.**

The proposal should completely eliminate potential conflict points in the primary project area along the Fresno River Trail by removing non-motorized users from the same routes as vehicular traffic. The proposed undercrossing beneath the UPRR track eliminates the need for non-motorized users to cross this obstacle or risk the hazards of oncoming trains in order to reach the existing trail. Further, non-motorized users will no longer have to cross the unimproved area along the Gateway Drive bridge or make the



lengthy detour up to the Cleveland Avenue / Gateway Drive / Country Club Drive 5-legged intersection and then return south to reach the trail. Finally, the improvements at the intersection of Central Avenue and the UPRR track will provide pedestrians with an ADA-compliant means of crossing this section of street.

- Improves compliance with local traffic laws for both motorized and non-motorized users.

The proposed project will discourage illegal crossings of our roadways by non-motorized users seeking to access the Fresno River Trail and those wishing to cross Central Avenue at its intersection with the UPRR train track.

- Addresses inadequate traffic control devices

The proposed project is not designed to address inadequate traffic control devices.

- Eliminates or reduces behaviors that lead to collisions involving non-motorized users.

The proposal should completely eliminate collisions involving non-motorized users by removing them from the same routes as vehicular traffic, including trains travelling along the UPRR track. The proposed undercrossings at the intersections of the existing Class I path with Gateway Drive and the UPRR track eliminates the need for non-motorized users to risk these hazards. Further, non-motorized users will no longer have to cross the unimproved area along the Gateway Drive bridge or make the lengthy detour up to the Cleveland Avenue / Gateway Drive / Country Club Drive 5-legged intersection and then return south to reach the path. Finally, the improvements at the intersection of Central Avenue and the UPRR track will provide pedestrians with an ADA-compliant means of crossing this section of street.



- Addresses inadequate or unsafe traffic control devices, bicycle facilities, trails, crosswalks and/or sidewalks.

The Fresno River Trail Safe Routes to School Project would construct the “missing link” of this popular route and would allow bicyclists and pedestrians to avoid the hazards they would otherwise encounter crossing Gateway Drive and the UPRR track. Such travelers must currently either cross these obstacles or take a detour along Cleveland Avenue and Sharon Avenue if they want to visit the destinations to the west. The proposed project will primarily feature a concrete trail extending from Sharon Avenue to a connection with the existing Class I Path at a location behind the Madera County Mosquito & Vector Control facility. The proposed project will also address the hazard created by the lack of an ADA-compliant crossing at the intersection of Central Avenue and the UPRR track.

The proposed project will increase connectivity by eliminating these gaps. The completion of this “missing link” will remove the twin barriers to mobility posed by Gateway Drive and the UPRR track. Removal of these barriers will provide residents with uninterrupted access to our community’s primary non-motorized route and its access to the commercial, employment, recreational, and public service centers that lie to the west, particularly Jefferson MS.



Part B: Narrative Questions

Detailed Instructions for: Question #3

QUESTION #3

PUBLIC PARTICIPATION and PLANNING (0-15 POINTS)

Describe the community based public participation process that culminated in the project/program proposal or will be utilized as part of the development of a plan.

- A. **Who:** Describe who was engaged in the identification and development of this project/program/plan (for plans: who will be engaged). (5 points max)

The City of Madera staff obtained input from various community resources as a result of our public participation process. The city initially selected Jefferson MS at the request of the Committee. The group meets biannually to discuss the needs of students at all of the campuses within Madera Unified School District (MUSD). On May 8th 2014, the City Engineer presented this proposal to the Madera Beautification Committee and received their suggestions and endorsement for the project. This committee is comprised of Madera residents who are responsible for promoting the livability of our community. Again on May 14th 2014, the City Engineer presented the proposed project to the Madera Vision 2020 Implementation Committee and obtained their direction and approval. The Vision Committee is tasked with implementing our city's vision plan and consists of representatives from throughout the community including local government, businesses, schools, and non-profit organizations. This committee provided its unqualified support for the proposed project. In addition, the Madera HEAL Zone Initiative met on May 15th 2014 and discussed the proposed project with the City Engineer. The HEAL Zones are a Kaiser Permanente program designed to help make healthy choices more accessible to people in underserved communities. This organization found that the proposed project met the aspirations of their program and endorsed this ATP application. Finally, the Madera County Transportation Commission included this project specifically in its 2014 RTP dated July 11th 2014 and this plan received substantial public input and review during the drafting process. Given the diverse representation of these bodies, the City of Madera believes we can confidently say that the Fresno River Trail Safe Routes to School Project enjoys the broad input and support of our community.

(See: H-3A Documentation of the Public Participation Process)



B. How: Describe how stakeholders were engaged (or will be for a plan). (4 points max)

The City of Madera engaged multiple stakeholders during the development of this proposal by formally presenting it to them for comment and approval. The proposed project was presented to non-affiliated stakeholders such as the Madera Safe Routes to School Committee (Committee), Madera HEAL Zone Initiative, and the MCTC for their input and approval. The Committee made its selection after speaking with representatives from local schools, city staff, businesses, students, and parents. Ultimately, they concluded the proposed project for Jefferson had the greatest potential to address the safety needs of pedestrians when compared with competing proposals from within the district. While the HEAL Zones are a Kaiser Permanente-sponsored program designed to help communities make healthy choices; the MCTC is a public agency tasked with managing regional transportation issues. The city also formally presented this proposal to two affiliated organizations organized to provide review and approval of activities such as the proposed project- the Beautification Committee and the Vision Madera 2020 Implementation Committee. All of these entities have considered the needs of the city and the merits of the proposed project and determined that it deserves their highest degree of support.

C. What: Describe the feedback received during the stakeholder engagement process and describe how the public participation and planning process has improved the project's overall effectiveness at meeting the purpose and goals of the ATP. (5 points max)

The City Engineer presented the proposed project to the stakeholders identified above and received their unconditional support. They posed several questions about the proposed project, but these stakeholders did not offer feedback that met the terms of the 2016 ATP application or were impracticable given the time and financial constraints of the program. For instance, the proposed project would close the gap in our community's existing non-motorized route, which runs east and west. These stakeholders supported the development of a comparable route running north and south. In addition, the stakeholders expressed an interest in developing a regional system that connected our city to the City of Chowchilla (~20 miles) or the unincorporated foothill-communities (~20+ miles) in the eastern part of Madera County.



While the city sees merit in the development of such routes, we could identify neither sufficient funding nor believe we could complete either project in the time period allowed by the ATP program. Please note the stakeholders did not express a preference for these new routes instead of the proposed project. Rather, they wished to see them complement the project that serves as the subject of this application. Given the terms of the 2015 ATP application, the City of Madera believes the proposed project would be both feasible to accomplish and beneficial to our community.

- D. Describe how stakeholders will continue to be engaged in the implementation of the project/program/plan.**
(1 points max)

The City of Madera will continue to engage these stakeholders during the implementation of the proposed project by routinely meeting with them during their regularly scheduled meetings. The Safe Routes Committee, Madera Beautification Committee, the Vision Madera 2025 Implementation Committee, the HEAL Zone Initiative, and the MCTC hold regular public meetings that the City Engineer will attend in order to apprise them of the proposed project's status. Further, the city will also share status updates with both the Principal and PTA of Jefferson MS since they are the greatest beneficiaries of the project.



Part B: Narrative Questions

Detailed Instructions for: **Question #4**

QUESTION #4

IMPROVED PUBLIC HEALTH (0-10 points)

- **NOTE: Applicants applying for the disadvantaged community set aside must respond to the below questions with health data specific to the disadvantaged communities. Failure to do so will result in lost points.**

A. Describe the health status of the targeted users of the project/program/plan. (3 points max)

Our city suffers from an epidemic of public health issues directly related to our high rate of physical inactivity (11.4%). For instance, approximately 60% of our adults are overweight or obese as are roughly 20% of our area's youth. Our area also suffers from unacceptable rates of high blood pressure (30.1%), high cholesterol (20.5%), and heart disease (10.6%). (*HEAL Zone Highlights Madera- June 2013*) At least one study of Madera County calculates that 8.5% of our population has been positively diagnosed with diabetes. ("*Diabetes in California Counties*" California Department of Public Health & the University of California, San Francisco- 2009) Further, diabetes disproportionately affects the elderly and minority groups and the Census Tract that will primarily benefit from the project (6.2) is composed primarily of these demographic groups. ("*The Burden of Diabetes in California Counties*" California Department of Health Services- 2000)

B. Describe how you expect your project/proposal/plan to enhance public health. (7 points max.)

The City of Madera believes that completion of the proposed project will improve the public health of our community, particularly those residents in the project area, by removing obstacles along our community's primary non-motorized route. The removal of these obstacles should encourage more of our residents to choose this route for recreational purposes and as a viable alternative to motorized vehicles, which would decrease the level of inactivity and the health consequences directly attributable to a sedentary lifestyle.

For instance, students in the neighborhood immediately surrounding the project area would have an uninterrupted route to Jefferson MS that entirely mitigates the twin hazards posed by the crossing of Gateway Drive and the UPRR train track. Given that this course offers the most direct route for non-motorized travelers between Jefferson MS and



Washington ES, the City of Madera is confident that more students will choose active transportation options when commuting to school. Additionally, the proposed project would lie in close proximity to multiple recreational destinations, including those that provide physical activities for our youth. (e.g. Madera Rotary Park (.16 mi.) & Zero Gravity Skate Park (.23 mi.)) While we anticipate that youth will realize the greatest benefits, the city believes the proposed project will also serve the general citizenry through greater non-motorized access to our community's most important destinations. Most of these destinations operate within 1-mile of the project and the elimination of this gap in the existing Class I path would provide our residents with a safe and convenient route to reach them using active transportation. (e.g. The Commons Shopping Center (.40 mi.) & Madera City Hall (.44 mi.))

The intent of the proposed project is to close the existing gap in the city's primary non-motorized route along an existing Class I path. This gap is located in almost the exact center of our community and inevitably results in users having to cross Gateway Drive and the UPRR track or taking long detours to avoid them. These twin obstacles create potentially hazardous conditions for travelers, particularly for students traveling to Jefferson MS, which we believe discourages the use of this path. Completion of the proposed project would provide users with a means to safely bypass these obstacles and take full advantage of this active transportation route. Increased use of non-motorized travel would decrease our community's rate of inactivity (11.4%), which should also have an impact on health issues directly related to sedentary lifestyles such as obesity (60%), high blood pressure (30.1%), high cholesterol (20.5%), heart disease (10.6%), and diabetes (8.5%).



Part B: Narrative Questions

Detailed Instructions for: **Question #5**

QUESTION #5

BENEFIT TO DISADVANTAGED COMMUNITIES (0-10 points)

A. Identification of disadvantaged communities: (0 points – SCREENING ONLY)

To receive disadvantaged communities points, projects/programs/plans must be located within a disadvantaged community (as defined by one of the four options below) AND/OR provide a direct, meaningful, and assured benefit to individuals from a disadvantaged community.

1. The median household income of the census tract(s) is 80% of the statewide median household income
2. Census tract(s) is in the top 25% of overall scores from CalEnviroScreen 2.0
3. At least 75% of public school students in the project area are eligible for the Free or Reduced Priced Meals Program under the National School Lunch Program
4. Alternative criteria for identifying disadvantage communities (see below)

Provide a map showing the boundaries of the proposed project/program/plan and the geographic boundaries of the disadvantaged community that the project/program/plan is located within and/or benefiting.

Option 1: Median household income, by census tract for the community(ies) benefited by the project:

\$ _____

- Provide all census tract numbers
- Provide the median income for each census track listed
- Provide the population for each census track listed

Option 2: California Communities Environmental Health Screening Tool 2.0 (CalEnviroScreen) score for the community benefited by the project: _____

- Provide all census tract numbers
- Provide the CalEnviroScreen 2.0 score for each census track listed
- Provide the population for each census track listed

Option 3: Percentage of students eligible for the Free or Reduced Price Meals Programs: 81.6 %

- Provide percentage of students eligible for the Free or Reduced Meals Program for each and all schools included in the proposal

Option 4: Alternative criteria for identifying disadvantaged communities:

- Provide median household income (option 1), the CalEnviroScreen 2.0 score (option 2), and if applicable, the percentage of students eligible for Free and Reduced Meal Programs (option 3)
- Provide ADDITIONAL data that demonstrates that the community benefiting from the project/program/plan is disadvantaged
- Provide an explanation for why this additional data demonstrates that the community is disadvantaged

**B. For proposals located within disadvantage community: (5 points max)**

What percent of the funds requested will be expended in the disadvantaged community? 100%
Explain how this percent was calculated.

The proposed project occurs entirely within Census Tract 6.02, where 71.6% of residents meet HUD's definition of low to moderate income. Further, HUD has determined that this area meets their definition of a Qualified Census Tract for 2015. The project area also contains Jefferson MS, which consists of a student body in which 81.6% of its children qualify for Free or Reduced Price Meals. Finally, the proposed project would also occupy an area with a CalEnviroScreen 2.0 score of 81-90%. Since the requested amount would exclusively support construction within these areas, the City of Madera has calculated that the project will expend 100% of these funds in a disadvantaged community. (See: *H-5B Documentation of Disadvantaged Community*)

C. Describe how the project/program/plan provides (for plans: will provide) a direct, meaningful, and assured benefit to members of the disadvantaged community. (5 points max)

Define what direct, meaningful, and assured benefit means for your proposed project/program/plan, how this benefit will be achieved, and who will receive this benefit.

While it will likely help the entire community, the City of Madera believes the proposed project will specifically provide a direct, meaningful, and assured benefit to members of the disadvantaged community that immediately surrounds it. We believe our city is generally disadvantaged as evidenced by our community's low median income (Madera \$41,845 vs. California \$61,094 = 68.49%); the fact that the vast majority of our school children qualify for free and reduced price lunches (86.55%); and because of our relatively high CalEnviroScreen scores (51-100%). Specifically, the Census Tract that will include the project and derive a particular benefit from its presence experiences substantially higher rates of poverty (27.7%) than the rest of the state (15.9%) or nation (15.4%). Finally, this tract received the highest CalEnviroScreen score this system assigns to an area. (91-100%)



The proposed project has the potential to help our community, particularly this disadvantaged area, with health problems attributable to sedentary lifestyles by providing a safe and convenient alternative to motorized travel. The project will improve the safety of non-motorized travelers by providing a convenient, uninterrupted route completely separate from vehicular traffic. The construction of this “missing link” in an existing Class I path will provide a safe and convenient method for bicyclists and pedestrians to travel to local destinations, including: schools, retail centers, social service providers, government centers, employment opportunities, and recreational amenities. In particular, the project would allow students to commute between Jefferson MS and the neighborhoods surrounding Washington ES without having to cross the potentially hazardous obstacles posed by the UPRR train track and Gateway Drive.



Part B: Narrative Questions

Detailed Instructions for: Question #6

QUESTION #6

COST EFFECTIVENESS (0-5 POINTS)

- A. Describe the alternatives that were considered and how the ATP-related benefits vs. project-costs varied between them. Explain why the final proposed alternative is considered to have the highest Benefit to Cost Ratio (B/C) with respect to the ATP purpose of “increased use of active modes of transportation”. (3 points max.)**

The City of Madera believes it has two viable options to overcome the obstacles posed by the UPRR track and Gateway Drive. Staff considered the options of either constructing a pedestrian bridge over these obstacles or extending the existing trail to travel beneath them at certain points. The pedestrian bridge was estimated to cost in excess of \$1,500,000 (B/C = 6.53), while the undercrossing is expected to cost approximately \$937,494 (B/C = 16.13). Assuming that each alternative would satisfactorily address the issues identified, the city opted for the proposed project since it would be more cost effective initially, likely require less long-term maintenance and produce the greater benefit relative to cost under the ATP guidelines.

- B. Use the ATP Benefit/Cost Tool, provided by Caltrans Planning Division, to calculate the ratio of the benefits of the project relative to both the total project cost and ATP funds requested. The Tool is located on the CTC’s website at: <http://www.dot.ca.gov/hq/tpp/offices/eab/atp.html>. After calculating the B/C ratios for the project, provide constructive feedback on the tool (2 points max.)**

$$\left(\frac{\textit{Benefit}}{\textit{Total Project Cost}} \textit{ and } \frac{\textit{Benefit}}{\textit{Funds Requested}} \right).$$

Total Project Cost B/C: 6.53

ATP Funds Requested B/C: 16.13

We found the inclusion of the ATP Benefit/Cost Tool to be very helpful during the preparation of this application. The tool provided a clearly defined and intuitive method to evaluate our project and its alternatives.



Part B: Narrative Questions

Detailed Instructions for: **Question #7**

QUESTION #7

LEVERAGING OF NON-ATP FUNDS (0-5 points)

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

The proposed project would rely upon a combination of federal, state, local, and private funds if it receives an ATP award. The preliminary Engineer's Estimate anticipates the project will require a total of \$937,494 to construct. It has already secured \$298,000 in funding through the federal Congestion Mitigation & Air Quality Improvement Program as well as \$76,000 in local funds. The proposed project also has gathered grant funding from the REMOVE II and BTA programs totaling \$99,000. Finally, the proposed project has received \$75,000 in private funding from the UPRR.

The city submits this ATP application in an effort to secure the remaining \$379,494 in state funding. Without this final award amount, the proposed project will continue to linger in its design phase and our community would not realize the foreseeable benefits of these improvements to our active transportation system.

Non-ATP Funds:

• City of Madera- Local Funds	\$76,000
• Union Pacific Rail Road- Cost Share	\$75,000
• REMOVE II Grant- San Joaquin Valley Air Pollution Control District	\$55,000
• BTA Grant- Department of Transportation	\$54,000
• Congestion Mitigation & Air Quality Improvement Program (CMAQ)	<u>\$298,000</u>
	\$558,000



Part B: Narrative Questions

Detailed Instructions for: Question #8

QUESTION #8

USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS (0 or -5 points)

- Step 1: Is this an application requesting funds for a Plan (Bike, Pedestrian, SRTS, or ATP Plan)?
- Yes (If this application is for a Plan, there is no need to submit information to the corps and there will be no penalty to applicant: 0 points)
 - No (If this application is NOT for a Plan, proceed to Step #2)

Step 2: The applicant must submit the following information via email concurrently to **both** the CCC **AND** certified community conservation corps 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

California Conservation Corps representative:

Name: Wei Hsieh

Email: atp@ccc.ca.gov

Phone: (916) 341-3154

Community Conservation Corps representative:

Name: Danielle Lynch

Email: inquiry@atpcommunitycorps.org

Phone: (916) 426-9170

- Step 3: The applicant has coordinated with Wei Hsieh with the CCC **AND** Danielle Lynch with the certified community conservation corps and determined the following (check appropriate box):
- Neither corps can participate in the project (0 points)
 - Applicant intends to utilize the CCC or a certified community conservation corps on the following items listed below (0 points).

The City of Madera intends to utilize the CCC or a certified community conservation corps to the greatest extent possible, but has not received a response from them as of the submission of this application. (see: H-8)

- Applicant has contacted the corps but intends not to use the corps on a project in which either corps has indicated it can participate (-5 points)
- Applicant has not coordinated with both corps (-5 points)

The CCC and certified community conservation corps will provide a list to Caltrans of all projects submitted to them and indicating which projects they are available to participate on. The applicant must also attach any email correspondence from the CCC and certified community conservation corps to the application verifying communication/participation.



Part B: Narrative Questions

Detailed Instructions for: Question #9

QUESTION #9

APPLICANT'S PERFORMANCE ON PAST GRANTS AND DELIVERABILITY OF PROJECTS

(0 to-10 points OR disqualification)

- A. **Applicant:** Provide short explanation of the Implementing Agency's project delivery history for all projects that include project funding through Caltrans Local Assistance administered programs (ATP, Safe Routes to School, BTA, HSIP, etc.) for the last five (5) years.

The City of Madera has fulfilled its obligations under every grant it has received through Caltrans Local Assistance during the past 5 years. This performance includes grants such as Safe Routes to Schools (SR2S & SRTS), Bicycle Transportation Account (BTA), Highway Safety Improvement Program (HSIP), and Congestion Mitigation & Air Quality (CMAQ) awards.

- B. **Caltrans response only:**

Caltrans to recommend score for deliverability of scope, cost, and schedule based on the overall application.



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
ATP - PROJECT PROGRAMMING REQUEST (ATP-PPR) Required for all applications	Attachment B
Engineer's Checklist Required for Infrastructure Projects	Attachment C
Project Location Map Required for all applications	Attachment D
Project Map/Plans showing existing and proposed conditions Required for Infrastructure Projects (optional for 'Non-Infrastructure' and 'Plan' Projects)	Attachment E
Photos of Existing Conditions Required for all applications	Attachment F
Project Estimate Required for Infrastructure Projects	Attachment G
Non-Infrastructure Work Plan (Form 22-R) Required for all projects with Non-Infrastructure Elements	Attachment H
Narrative Questions backup information Required for all applications Label attachments separately with "H-#" based on the # of the Narrative Question	Attachment I
Letters of Support Required or Recommended for all projects (as designated in the instructions)	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.	Attachment K



Part C: Attachments Attachment A: Signature Page

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

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

Signature:  Date: May 29, 2015
Name: David R. Tooley Phone: (559) 661-3689
Title: City Administrator e-mail: dtooley@cityofmadera.com

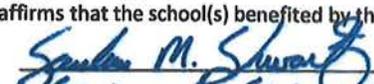
For projects with a Partnering Agency: Chief Executive Officer or other officer authorized by the governing board
(For use only when appropriate)

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

Signature: N/A Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

For Safe Routes to School projects and/or projects presented as benefiting a school: School or School District Official
(For use only when appropriate)

The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature:  Date: MAY 29, 2015
Name: SANDON M. SCHWARTZ Phone: 559-675-4500
Title: ASST. SUPERINTENDENT e-mail: SANDON.SCHWARTZ@MADERAUSD.ORG

For projects with encroachments on the State right-of-way: Caltrans District Traffic Operations Office Approval*
(For use only when appropriate)

If the application's project proposes improvements within a freeway or state highway right-of-way, whether it affects the safety or operations of the facility or not, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support/acknowledgement from the traffic operations office be attached or the signature of the traffic manager be secured in the application. The Caltrans letter and/or signature does not imply approval of the project, but instead is only an acknowledgement that Caltrans District staff is aware of the proposed project; and upon initial review, the project appears to be reasonable and acceptable.

Is a letter of support/acknowledgement attached? If yes, no signature is required. If no, the following signature is required.

Signature: N/A Date: _____
Name: _____ Phone: _____
Title: _____ e-mail: _____

* Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at <http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm>

Date: 5/19/2015

Project Information:					
Project Title: Fresno River Trail Active Transportation Project					
District	County	Route	EA	Project ID	PPNO
06	MAD	VAR			

Funding Information:									
DO NOT FILL IN ANY SHADED AREAS									
Proposed Total Project Cost (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)			45	10				55	
PS&E									
R/W			15	10				25	
CON			55	802				857	
TOTAL			115	822				937	

ATP Funds		Infrastructure Cycle 2							Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON				379				379	
TOTAL				379				379	

ATP Funds		Non-Infrastructure Cycle 2							Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Funds		Plan Cycle 2							Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Funds		Previous Cycle							Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Funds		Future Cycles							Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

Date: 5/19/2015

Project Information:

Project Title: Fresno River Trail Active Transportation Project					
District	County	Route	EA	Project ID	PPNO
06	MAD	VAR			

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

Fund No. 2:	Local City of Madera Transportation Funds								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)			4	10				14	
PS&E									Notes:
R/W			2	10				12	
CON				50				50	
TOTAL			6	70				76	

Fund No. 3:	BTA								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)			41					41	
PS&E									Notes:
R/W			13					13	
CON									
TOTAL			54					54	

Fund No. 4:	CMAQ								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON				298				298	
TOTAL				298				298	

Fund No. 5:	SJVAPCD Remove II								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON			55					55	
TOTAL			55					55	

Fund No. 6:	Union Pacific Railroad Matching Funds for Central Crossing								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON				75				75	
TOTAL				75				75	

Fund No. 7:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Engineer's Checklist for Infrastructure Projects

Required for "Infrastructure" applications ONLY

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

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

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

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

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

1. **Vicinity map /Location map** Engineer's Initials: edB
 - a. The project limits must be clearly depicted in relationship to the overall agency boundary

2. **Project layout-plan/map** showing existing and proposed conditions must: Engineer's Initials: edB
 - a. Be to a scale which allows the visual verification of the overall project "construction" limits and limits of each primary element of the project
 - b. Show the full scope of the proposed project, including any non-participating construction items
 - c. Show all changes to existing motorized/non-motorized lane and shoulder widths. Label the proposed widths
 - d. Show agency's right of way (ROW) lines when permanent or temporary ROW impacts are possible. (As appropriate, also show Caltrans', Railroad, and all other government agencies ROW lines)

3. **Typical cross-section(s)** showing existing and proposed conditions. Engineer's Initials: edB
(Include cross-section for each controlling configuration that varies significantly from the typical)
 - a. Show and dimension: changes in lane widths, ROW lines, side slopes, etc.

4. **Detailed Engineer's Estimate** Engineer's Initials: edB
 - a. Estimate is reasonable and complete.
 - b. Each of the main project elements are broken out into separate construction items. The costs for each item are based on calculated quantities and appropriate corresponding unit costs
 - c. All non-participating costs in relation to the ATP funding are clearly identified and accounted for separately from the eligible costs.
 - d. All project elements the applicant intends to utilize the CCC (or a certified community conservation corps) on need to be clearly identified and accounted for
 - e. All project development costs to be funded by the ATP need to be accounted for in the total project cost

5. **Crash/Safety Data, Collision maps and Countermeasures:**

Engineer's Initials: eds

- a. Confirmation that crash data shown occurred within influence area of proposed improvements.

6. **Project Schedule and Requested programming of ATP funding**

Engineer's Initials: eds

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

7. **Warrant studies/guidance (Check if not applicable)**

Engineer's Initials: eds

- N/A a. For new Signals – Warrant 4, 5 or 7 must be met (CA MUTCD): Signal warrants must be documented as having been met based on the CA MUTCD

8. **Additional narration and documentation:**

Engineer's Initials: eds

- a. The text in the "Narrative Questions" in the application is consistent with and supports the engineering logic and calculations used in the development of the plans/maps and estimate
- b. When needed to clarify non-standard ATP project elements (i.e. vehicular roadway widening necessary for the construction of the primary ATP elements); appropriate documentation is attached to the application to document the engineering decisions and calculations requiring the inclusion of these non-standard elements.

Licensed Engineer:

Name (Last, First):

Title:

Engineer License Number

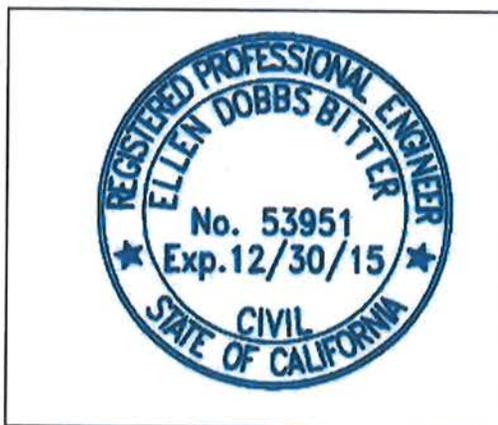
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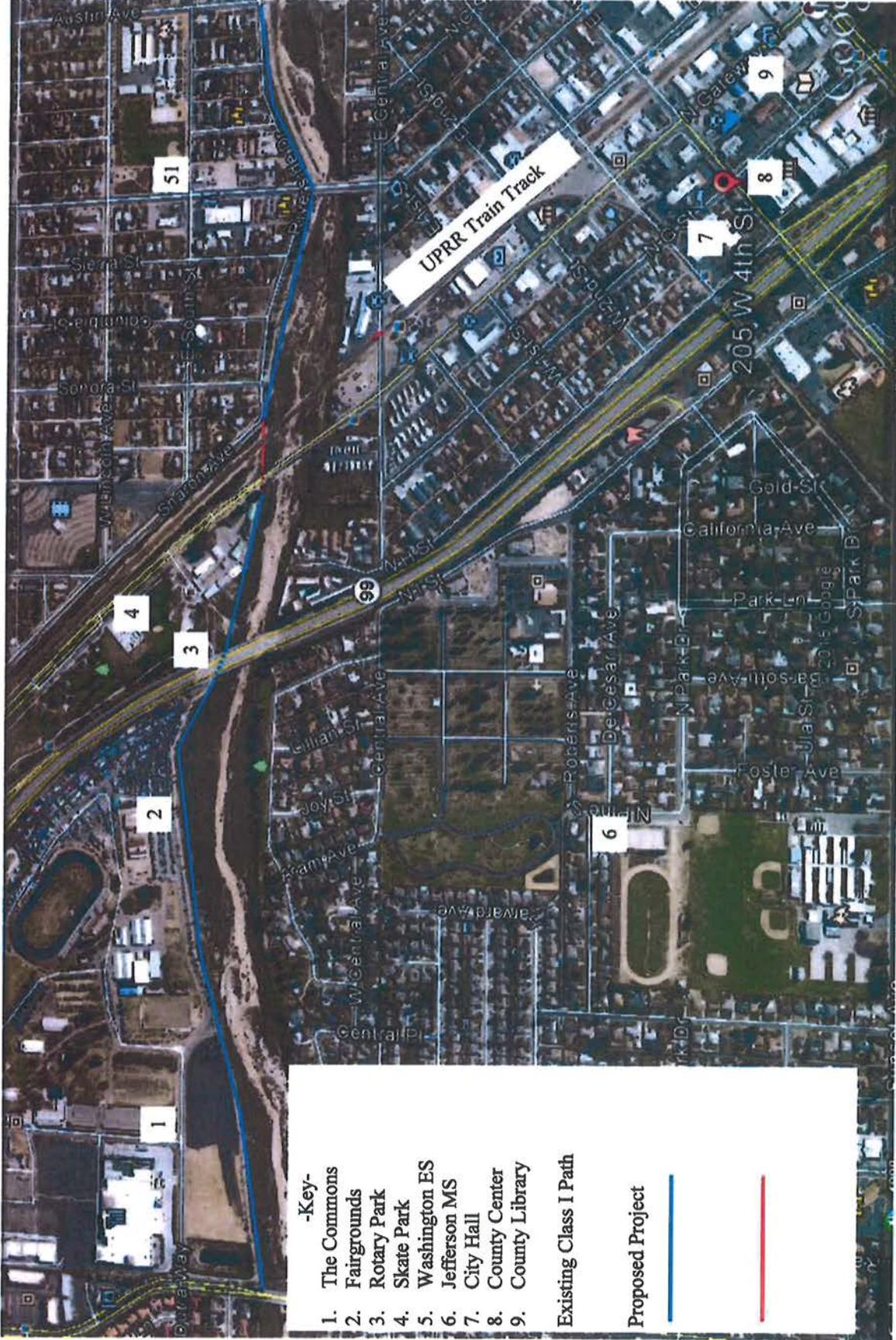
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Email:

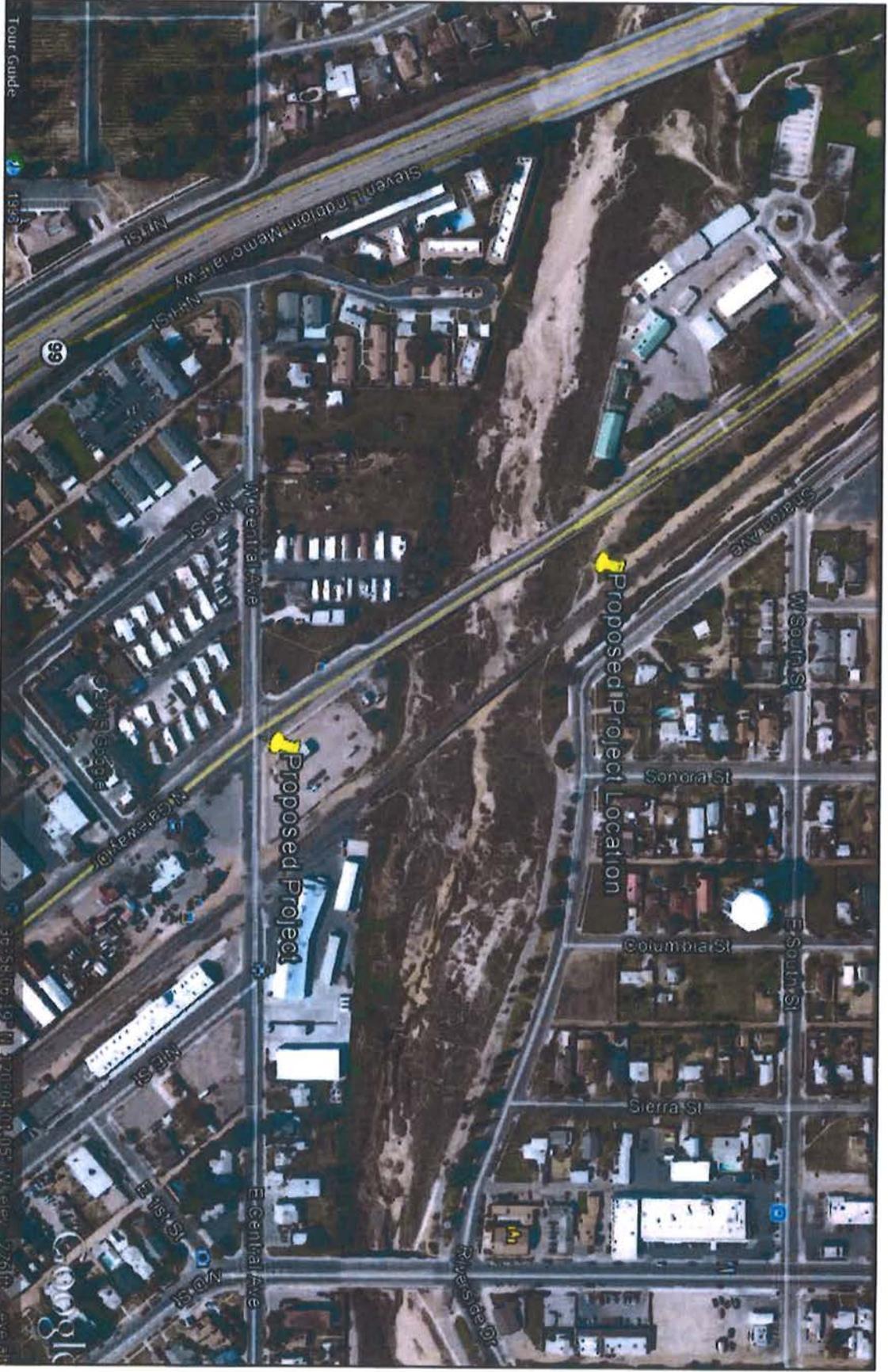
Phone:

Engineer's Stamp:

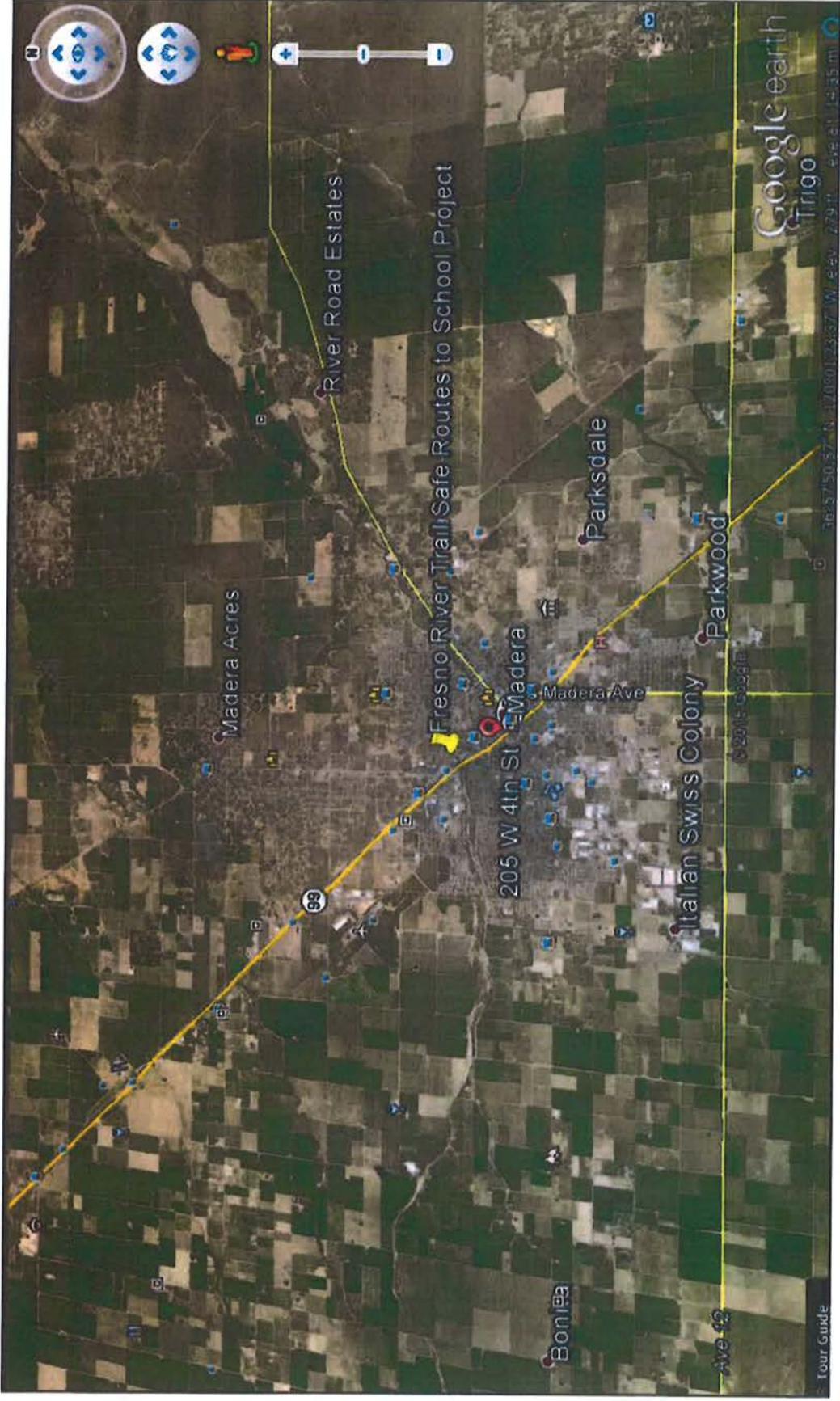




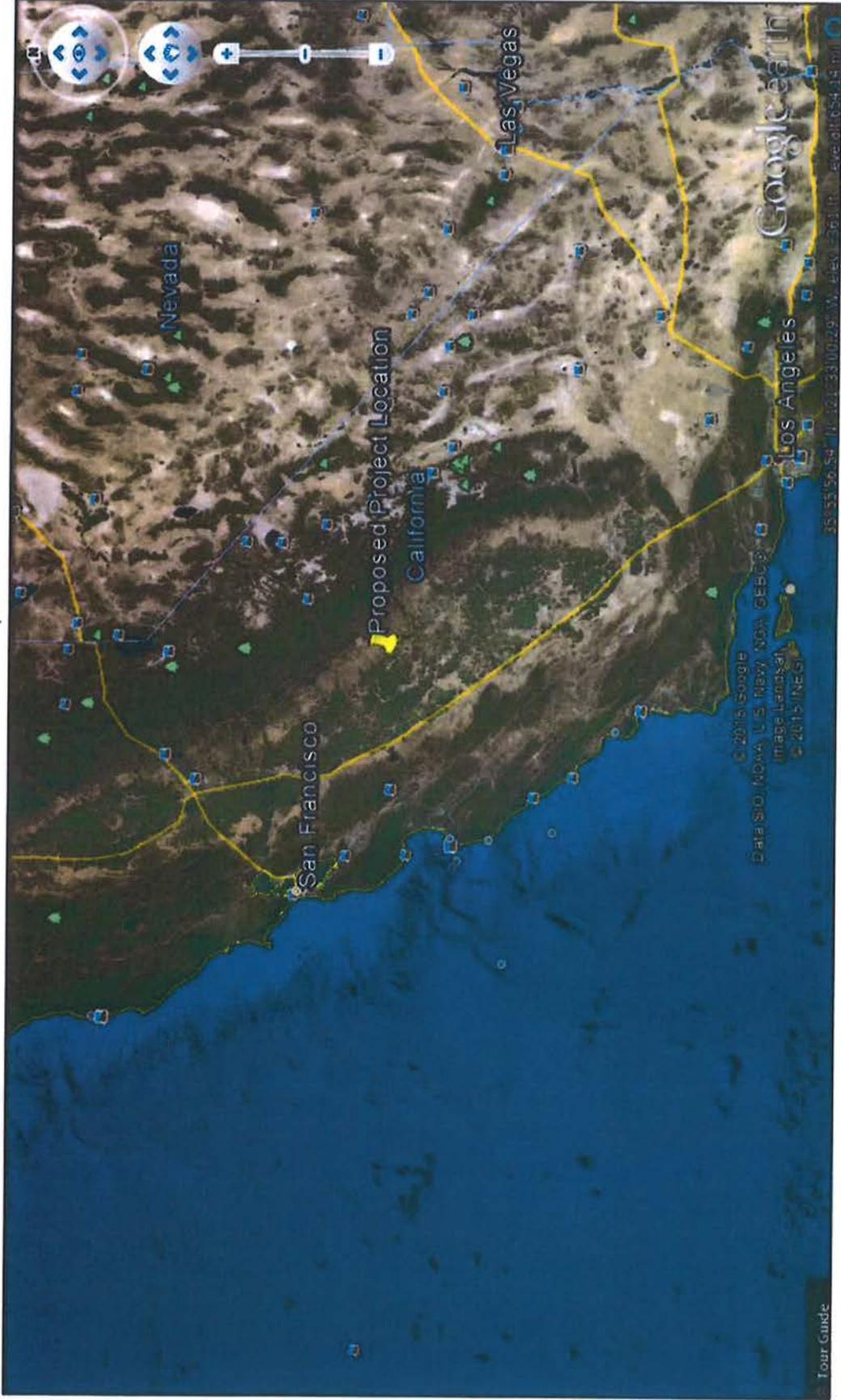
Project Location Map



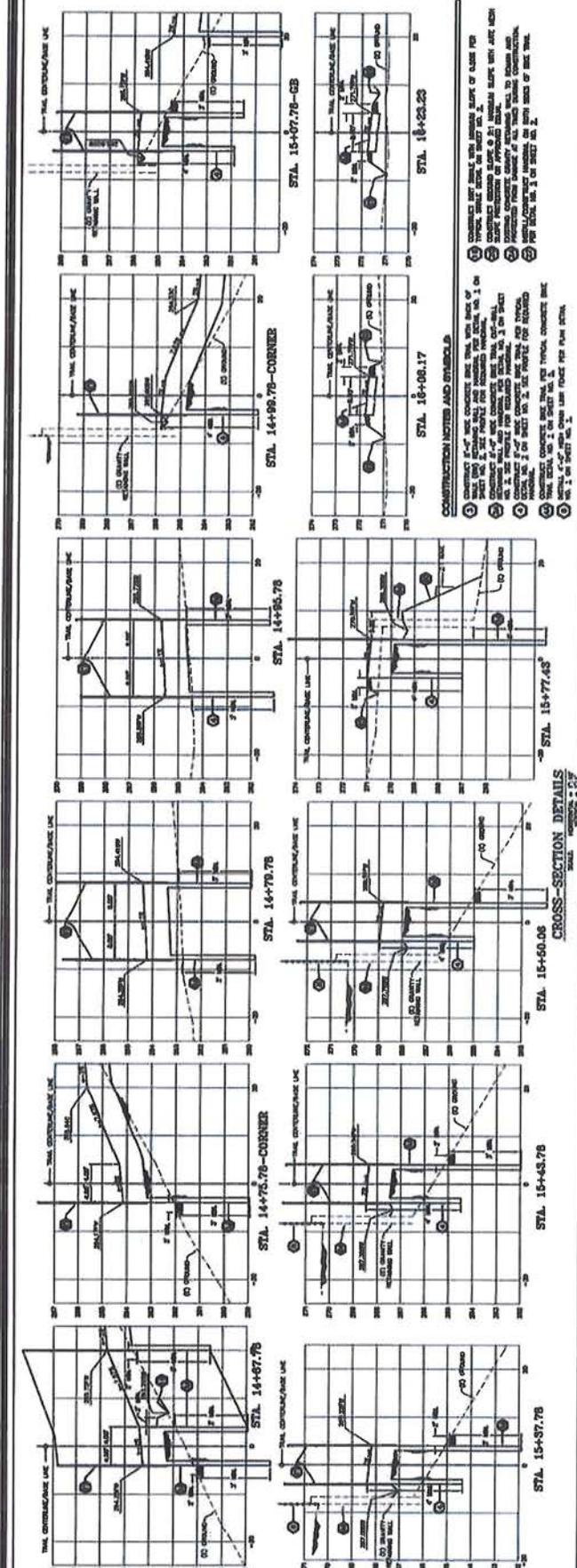
Proposed Project Location



Project Location within the City of Madera.

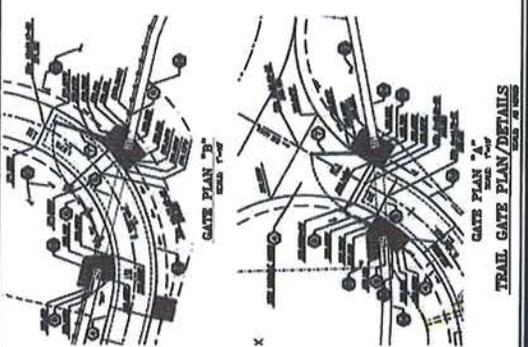
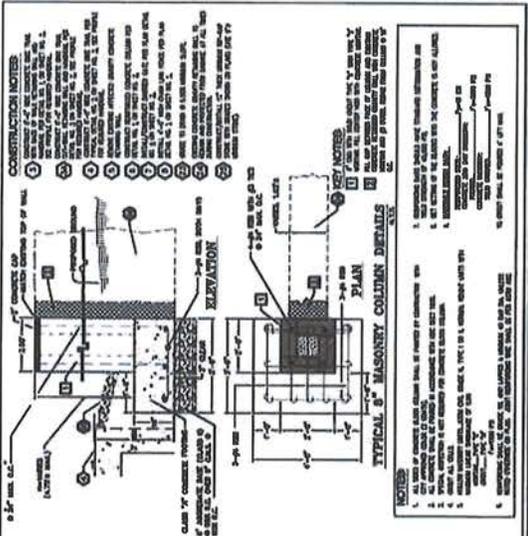
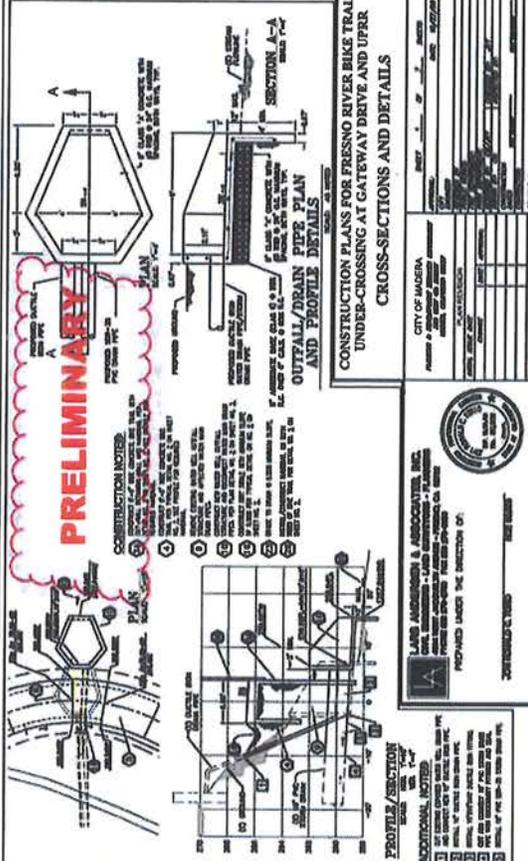


Project Location within the State.



CONSTRUCTION NOTES AND SYMBOLS

1. ALL WALLS SHALL BE CONCRETE WITH REINFORCING BARS OF ALUMINUM PER SECTION 1500 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.
2. ALL WALLS SHALL BE FINISHED WITH A 1/2" THICK PORTLAND CEMENT PLASTER ON BOTH SIDES WITH A 1/4" THICK FINISH COAT.
3. ALL WALLS SHALL BE FINISHED WITH A 1/2" THICK PORTLAND CEMENT PLASTER ON BOTH SIDES WITH A 1/4" THICK FINISH COAT.
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CONSTRUCTION PLANS FOR FRESNO RIVER BIKE TRAIL UNDER-CROSSING AT GATEWAY DRIVE AND UPRR CROSS-SECTIONS AND DETAILS

CITY OF MADERA
 PROJECT NO. 15-000000
 SHEET NO. 15-000000

CONSTRUCTION NOTES

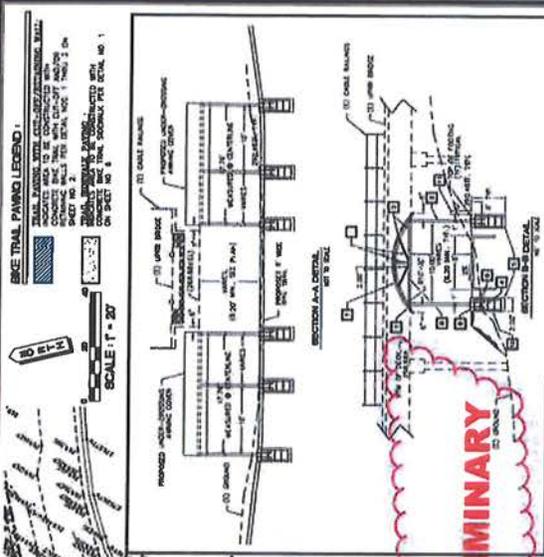
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CONSTRUCTION NOTES

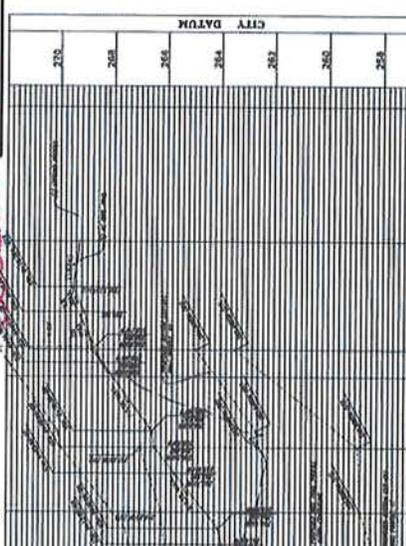
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- SCALE: 1" = 20'**
- SECTION A-A - CROSS SECTION AT GATEWAY DRIVE**
- SECTION B-B - DETAIL AT RAILROAD CROSSING**
- RAILROAD CROSSING DETAIL**
- NOTES:**
- STRUCTURE STEEL TUBE SHALL BE PER ASTM A500, GRADE B (F_y=46 ksi) AND PER THE LATEST EDITION OF STRUCTURAL STEEL DESIGN.
 - ALL WELDS SHALL BE CONTINUOUS FULL PENETRATION WELDS. SIZE OF WELDS SHALL BE AS SHOWN ON DRAWING.
 - NONWELDING STEEL SHALL CONFORM TO ASTM A-36, TYPE B.
 - CONCRETE SHALL CONFORM TO ASTM C-150, TYPE II.
- KEYNOTES:**
- 1" STRUCTURAL STEEL TUBE X 3/4" WALL THICKNESS, TYPICAL
 - 2" STRUCTURAL STEEL TUBE X 3/4" WALL THICKNESS, TYPICAL
 - 3" STRUCTURAL STEEL TUBE X 3/4" WALL THICKNESS, TYPICAL
 - 4" STRUCTURAL STEEL TUBE X 3/4" WALL THICKNESS, TYPICAL
 - 5" X 5" X 1/2" PLATE
 - 6" X 6" X 1/2" PLATE
 - 8" X 8" X 1/2" PLATE
 - 10" X 10" X 1/2" PLATE
 - 12" X 12" X 1/2" PLATE
 - 14" X 14" X 1/2" PLATE
 - 16" X 16" X 1/2" PLATE
 - 18" X 18" X 1/2" PLATE
 - 20" X 20" X 1/2" PLATE
 - 24" X 24" X 1/2" PLATE
 - 30" X 30" X 1/2" PLATE
 - 36" X 36" X 1/2" PLATE
 - 42" X 42" X 1/2" PLATE
 - 48" X 48" X 1/2" PLATE
 - 54" X 54" X 1/2" PLATE
 - 60" X 60" X 1/2" PLATE
 - 66" X 66" X 1/2" PLATE
 - 72" X 72" X 1/2" PLATE
 - 78" X 78" X 1/2" PLATE
 - 84" X 84" X 1/2" PLATE
 - 90" X 90" X 1/2" PLATE
 - 96" X 96" X 1/2" PLATE
 - 102" X 102" X 1/2" PLATE
 - 108" X 108" X 1/2" PLATE
 - 114" X 114" X 1/2" PLATE
 - 120" X 120" X 1/2" PLATE
 - 126" X 126" X 1/2" PLATE
 - 132" X 132" X 1/2" PLATE
 - 138" X 138" X 1/2" PLATE
 - 144" X 144" X 1/2" PLATE
 - 150" X 150" X 1/2" PLATE
 - 156" X 156" X 1/2" PLATE
 - 162" X 162" X 1/2" PLATE
 - 168" X 168" X 1/2" PLATE
 - 174" X 174" X 1/2" PLATE
 - 180" X 180" X 1/2" PLATE
 - 186" X 186" X 1/2" PLATE
 - 192" X 192" X 1/2" PLATE
 - 198" X 198" X 1/2" PLATE
 - 204" X 204" X 1/2" PLATE
 - 210" X 210" X 1/2" PLATE
 - 216" X 216" X 1/2" PLATE
 - 222" X 222" X 1/2" PLATE
 - 228" X 228" X 1/2" PLATE
 - 234" X 234" X 1/2" PLATE
 - 240" X 240" X 1/2" PLATE
 - 246" X 246" X 1/2" PLATE
 - 252" X 252" X 1/2" PLATE
 - 258" X 258" X 1/2" PLATE
 - 264" X 264" X 1/2" PLATE
 - 270" X 270" X 1/2" PLATE



PRELIMINARY

FRESNO RIVER BIKE TRAIL
(STA: 8+00.00 TO STA: 14+50.00)

NOTE: SEE GENERAL NOTES AND ASSUMPTIONS. SEE NOTES AND STANDARD SYMBOLS ON SHEET NO. 1 FOR DETAILS.

NOTES:

- SEE GENERAL NOTES AND ASSUMPTIONS. SEE NOTES AND STANDARD SYMBOLS ON SHEET NO. 1 FOR DETAILS.
- SEE TRAIL CROSS-SECTIONS ON SHEETS NO. 2, 3, 4 AND TYPICAL.
- CONTRACTOR SHALL REPAIR AND/OR REPAIR ALL DAMAGES TO THE EXISTING TRAIL DECK AND/OR ADJACENT IMPROVEMENTS TO THE CONSTRUCTION OF THE NEW BIKE TRAIL.
- SEE SHEET NO. 5 FOR CONSTRUCTOR SYMBOLS AND NOTES FOR DETAILS.

CONSTRUCTION PLANS FOR FRESNO RIVER BIKE TRAIL UNDER-CROSSING AT GATEWAY DRIVE AND UPRR FRESNO RIVER BIKE TRAIL (STA. 8+00.00 TO STA. 14+50.00)

CITY OF FRESNO

LAARS ANDERSEN & ASSOCIATES, INC.
REGISTERED PROFESSIONAL ENGINEER - CIVIL
1000 N. MARKET STREET, SUITE 200, FRESNO, CA 93701
PHONE: (559) 222-1111 FAX: (559) 222-1111

DESIGNED BY: LAARS ANDERSEN & ASSOCIATES, INC.
DATE: 10/27/08

APPROVED BY: [Signature]
DATE: 10/27/08

SCALE: 1" = 20'

PROJECT NO.: 08-001

SHEET NO.: 1 OF 1



CURVE DATA

CURVE NO.	BEARING	DELTA	LENGTH
1	115.00	115.00	115.00
2	115.00	115.00	115.00
3	115.00	115.00	115.00
4	115.00	115.00	115.00
5	115.00	115.00	115.00
6	115.00	115.00	115.00
7	115.00	115.00	115.00
8	115.00	115.00	115.00
9	115.00	115.00	115.00
10	115.00	115.00	115.00

LINE DATA

LINE NO.	BEARING	DISTANCE
1	115.00	115.00
2	115.00	115.00
3	115.00	115.00
4	115.00	115.00
5	115.00	115.00
6	115.00	115.00
7	115.00	115.00
8	115.00	115.00
9	115.00	115.00
10	115.00	115.00

PROFILE SCALE: 1" = 2'

VERTICAL CURVE DATA:

STATION	ELEVATION
11+50.00	254.00
12+00.00	254.00

CONSTRUCTION PLANS FOR FRESNO RIVER BIKE TRAIL UNDER-CROSSING AT GATEWAY DRIVE AND UPRR FRESNO RIVER BIKE TRAIL (STA. 8+00.00 TO STA. 14+50.00)

CITY OF FRESNO

LAARS ANDERSEN & ASSOCIATES, INC.
REGISTERED PROFESSIONAL ENGINEER - CIVIL
1000 N. MARKET STREET, SUITE 200, FRESNO, CA 93701
PHONE: (559) 222-1111 FAX: (559) 222-1111

DESIGNED BY: LAARS ANDERSEN & ASSOCIATES, INC.
DATE: 10/27/08

APPROVED BY: [Signature]
DATE: 10/27/08

SCALE: 1" = 20'

PROJECT NO.: 08-001

SHEET NO.: 1 OF 1

CONSTRUCTION PLANS FOR FRESNO RIVER BIKE TRAIL UNDER-CROSSING AT GATEWAY DRIVE AND UPRR FRESNO RIVER BIKE TRAIL (STA. 8+00.00 TO STA. 14+50.00)

CITY OF FRESNO

LAARS ANDERSEN & ASSOCIATES, INC.
REGISTERED PROFESSIONAL ENGINEER - CIVIL
1000 N. MARKET STREET, SUITE 200, FRESNO, CA 93701
PHONE: (559) 222-1111 FAX: (559) 222-1111

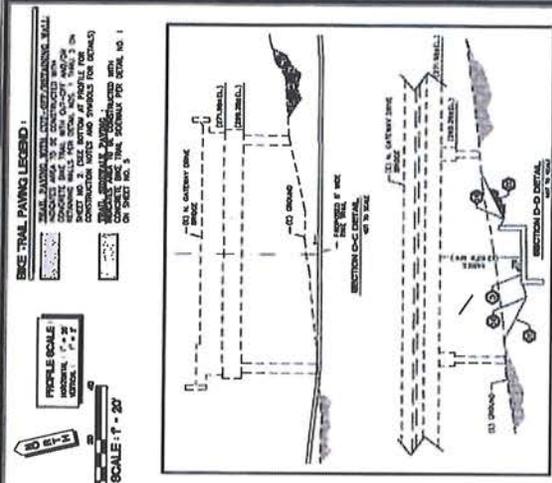
DESIGNED BY: LAARS ANDERSEN & ASSOCIATES, INC.
DATE: 10/27/08

APPROVED BY: [Signature]
DATE: 10/27/08

SCALE: 1" = 20'

PROJECT NO.: 08-001

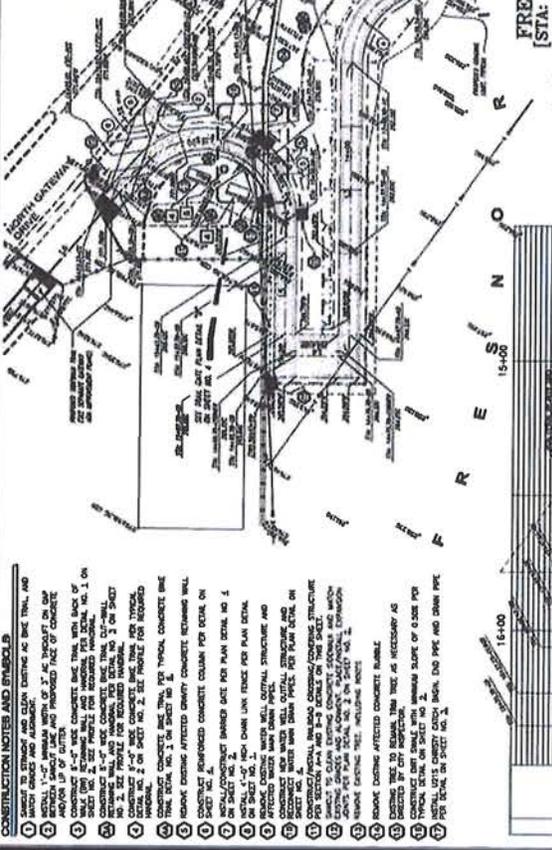
SHEET NO.: 1 OF 1



PROFILE SCALE
VERTICAL: 1" = 2'
HORIZONTAL: 1" = 20'



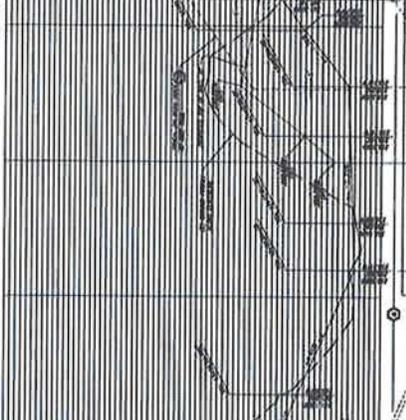
MATCH LINE, STATION: 11+00.00 - SEE SHEET 6



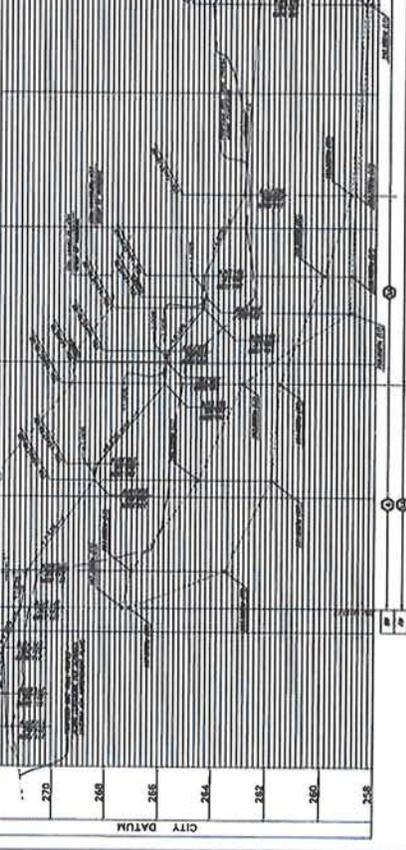
MATCH LINE, STATION: 16+00.00 - SEE SHEET 7

LINE BEARING	DISTANCE	LINE DATA
L1	10.00	START OF CURVE
L2	10.00	END OF CURVE
L3	10.00	START OF CURVE
L4	10.00	END OF CURVE
L5	10.00	START OF CURVE
L6	10.00	END OF CURVE

CURVE DATA	DELTA	LENGTH
C1	90.00	100.00
C2	90.00	100.00
C3	90.00	100.00
C4	90.00	100.00
C5	90.00	100.00
C6	90.00	100.00



CITY DATUM



CITY DATUM

CONSTRUCTION NOTES AND SYMBOLS

1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY ENGINEERING DEPARTMENT'S STANDARD SPECIFICATIONS FOR CONSTRUCTION.
2. ALL MATERIALS SHALL BE OF THE BEST QUALITY AVAILABLE AND SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE CITY ENGINEER.
3. ALL WORK SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.
4. ALL UTILITIES SHALL BE PROTECTED AND MAINTAINED THROUGHOUT THE CONSTRUCTION PROCESS.
5. ALL TRAFFIC SHALL BE KEPT OPEN AND SAFE THROUGHOUT THE CONSTRUCTION PROCESS.
6. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED AND MAINTAINED THROUGHOUT THE CONSTRUCTION PROCESS.
7. ALL NEIGHBORHOODS SHALL BE KEPT INFORMED OF THE CONSTRUCTION SCHEDULE AND ANY POTENTIAL IMPACTS.
8. ALL CONSTRUCTION SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.
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CONSTRUCTION PLANS FOR FRESNO RIVER BIKE TRAIL UNDER-CROSSING AT GATEWAY DRIVE AND UPRR FRESNO RIVER BIKE TRAIL (STA. 11+00.00 TO STA. 16+00.00)

CITY OF MADRAS
 PROJECT NO. 2018-001
 PREPARED UNDER THE DIRECTION OF
 CITY ENGINEER
 DATE: 10/15/2018

LARS ANDERSEN & ASSOCIATES, INC.
 1000 1/2 AVENUE SOUTH
 SUITE 100
 MADRAS, OREGON 97554
 PHONE: 503-251-2200 FAX: 503-251-2201
 WWW.LARSANDERSEN.COM

PREPARED UNDER THE DIRECTION OF
 CITY ENGINEER
 DATE: 10/15/2018

NOTES:

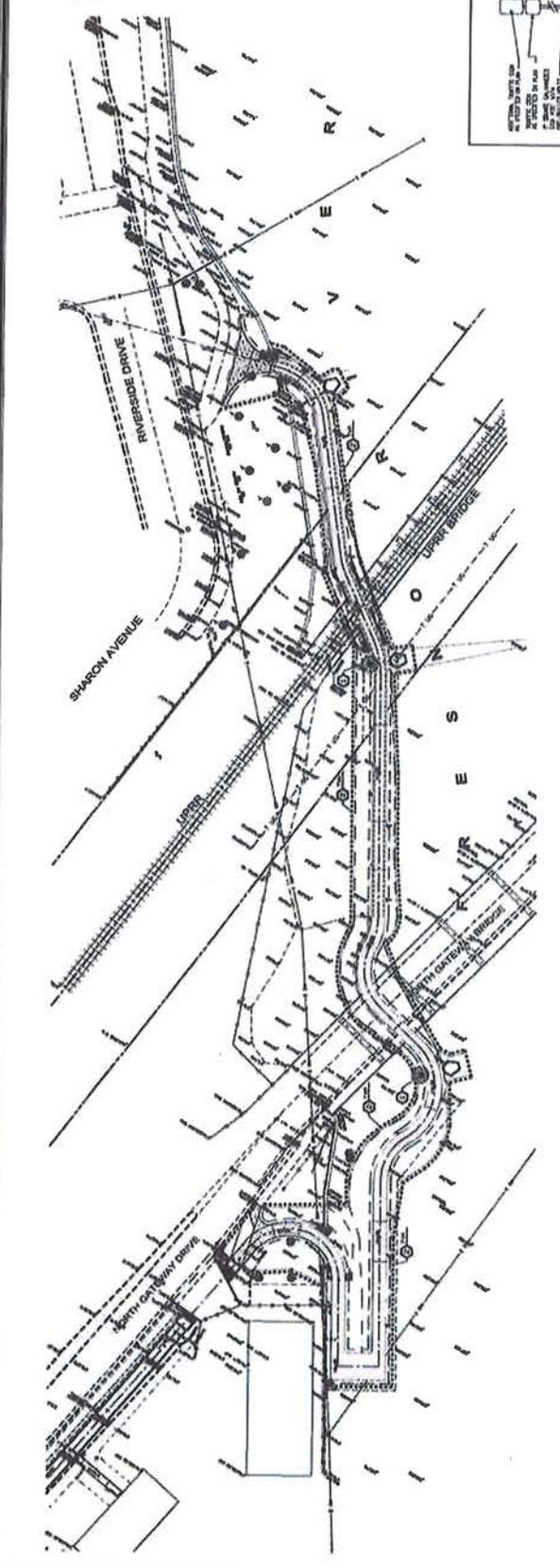
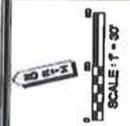
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PRELIMINARY

THIS DRAWING IS A PRELIMINARY DESIGN AND IS NOT TO BE USED FOR CONSTRUCTION WITHOUT THE APPROVAL OF THE CITY ENGINEER. ANY CHANGES TO THIS DRAWING SHALL BE MADE IN ACCORDANCE WITH THE CITY ENGINEERING DEPARTMENT'S STANDARD SPECIFICATIONS FOR CONSTRUCTION.

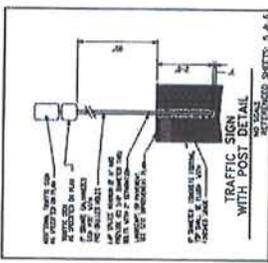
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PRELIMINARY

DATE	DESCRIPTION



NOTES:

- SEE GENERAL CONSTRUCTION NOTES ON SHEET 5-A-1 FOR RETENTION WALLS.
- CONTRACTOR SHALL PLACE RIPRAP ABOVE ALL FINISH SURFACES TO PROTECT FROM DAMAGE TO FINISH SURFACES.
- CONTRACTOR SHALL PLACE RIPRAP ABOVE ALL FINISH SURFACES TO PROTECT FROM DAMAGE TO FINISH SURFACES.
- CONTRACTOR SHALL PLACE RIPRAP ABOVE ALL FINISH SURFACES TO PROTECT FROM DAMAGE TO FINISH SURFACES.

CONSTRUCTION PLANS FOR FRESNO RIVER BIKE TRAIL UNDER-CROSSING AT GATEWAY DRIVE AND UPRR TEMPORARY EROSION CONTROL PLAN

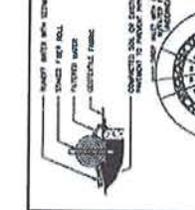
CITY OF MODERO
 PROJECT NO. 10002020
 SHEET NO. 5-A-4
 DATE: 10/17/20
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 APPROVED BY: [Name]

EROSION CONTROL SYMBOLS

○ PROTECT FROM SOIL EROSION AND STABILIZATION
 ⊙ CONTRACT FROM SOIL EROSION AND STABILIZATION

LARS ANDERSEN & ASSOCIATES, INC.
 1000 10TH AVENUE, SUITE 100, FRESNO, CA 93720
 PHONE 559-269-1000 FAX 559-269-1001

PREPARED UNDER THE DIRECTION OF:
 [Name]
 [Title]



STORM DRAIN CATCH BASIN PROTECTION DETAIL

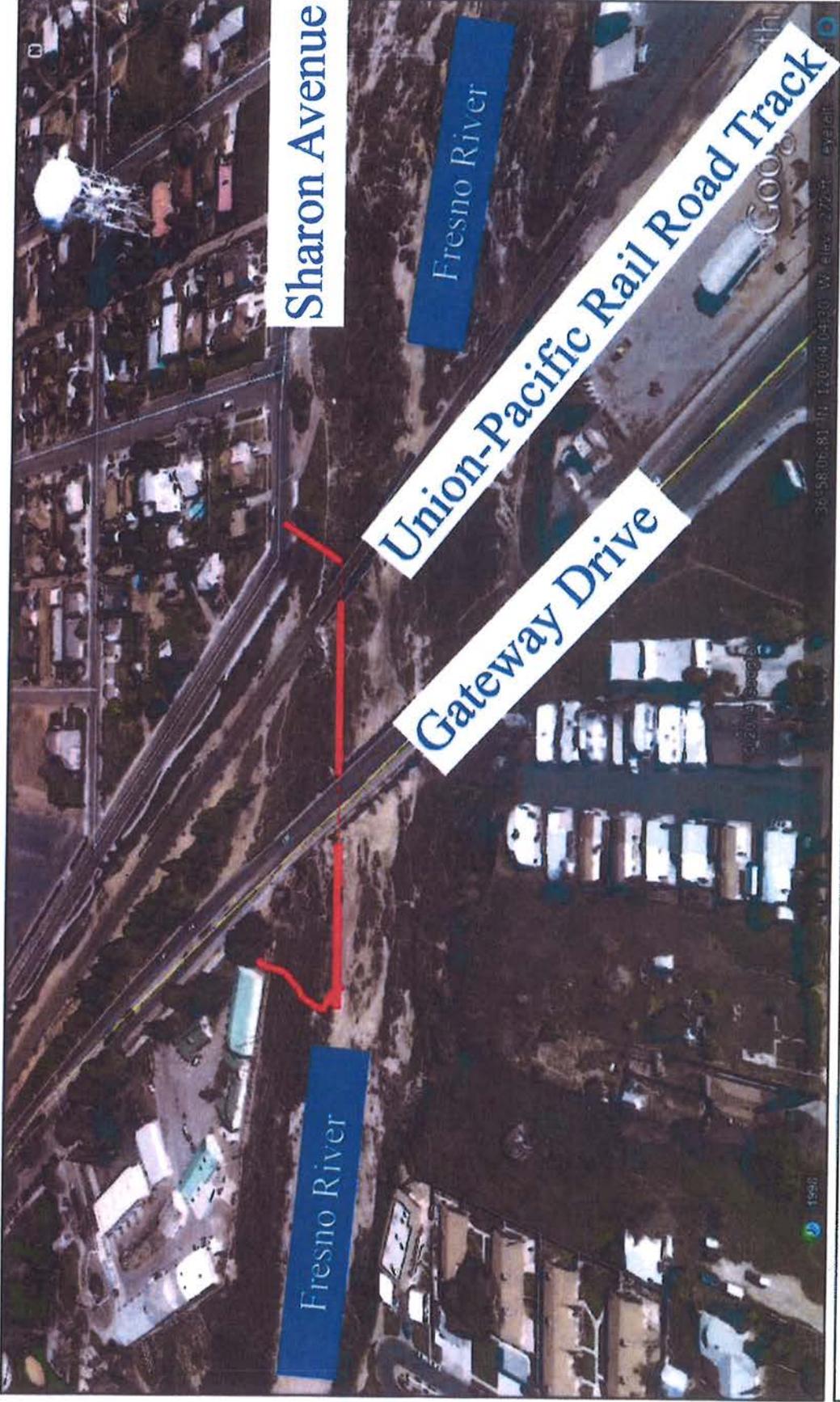
CONCRETE FRAME
 CONCRETE TOP OF CATCH BASIN
 CONCRETE SIDE WALLS
 CONCRETE BOTTOM OF CATCH BASIN

MAINTENANCE

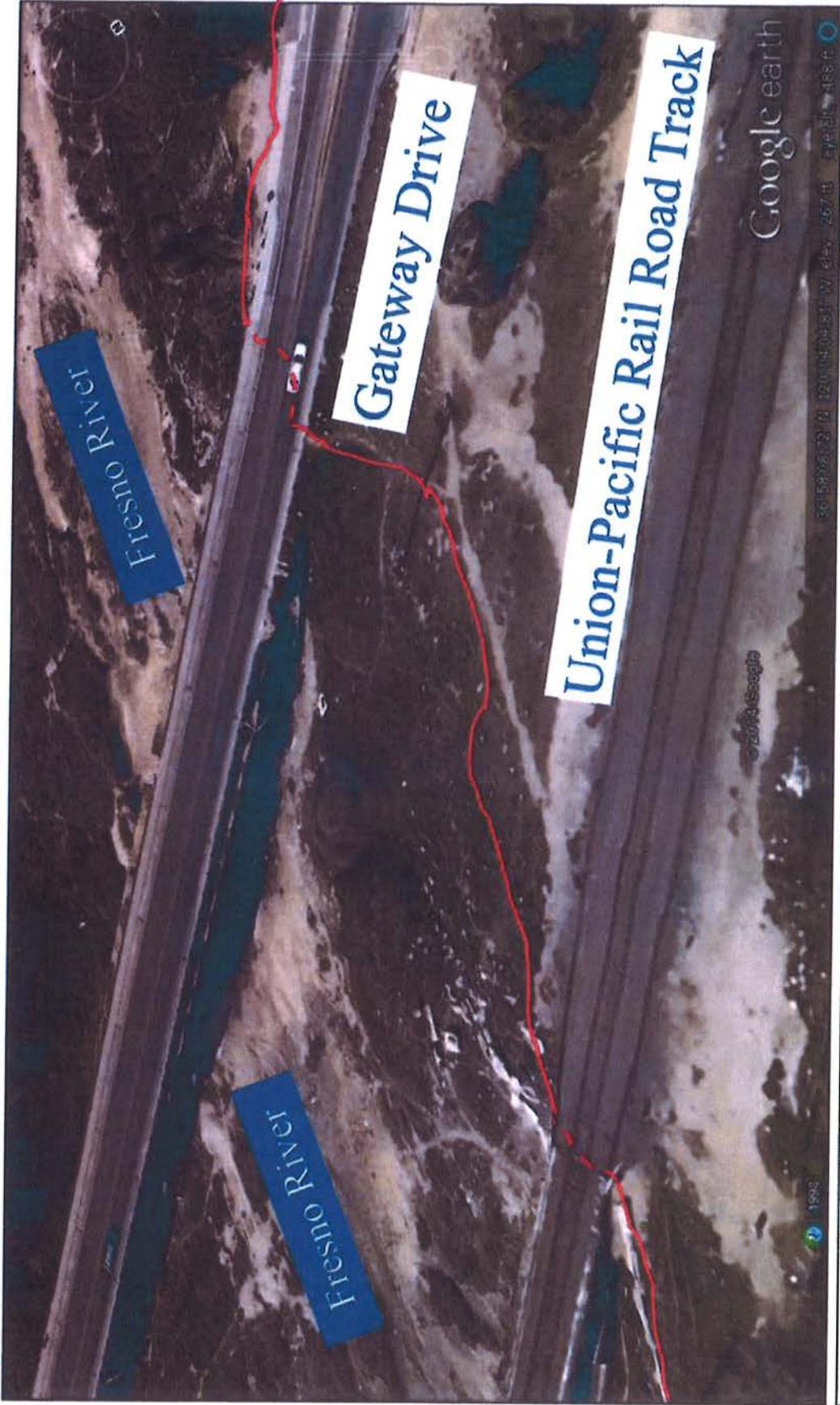
- THE STRUCTURE SHALL BE MAINTAINED AFTER IT IS COMPLETED TO PREVENT EROSION AND STABILIZATION.
- CONTRACTOR SHALL MAINTAIN THE STRUCTURE TO PREVENT EROSION AND STABILIZATION.
- CONTRACTOR SHALL MAINTAIN THE STRUCTURE TO PREVENT EROSION AND STABILIZATION.
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EROSION CONTROL NOTES

- CONTRACTOR SHALL MAINTAIN THE STRUCTURE TO PREVENT EROSION AND STABILIZATION.
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The proposed project located by the Fresno River at its intersection with Gateway Drive and the Union Pacific Railroad track.



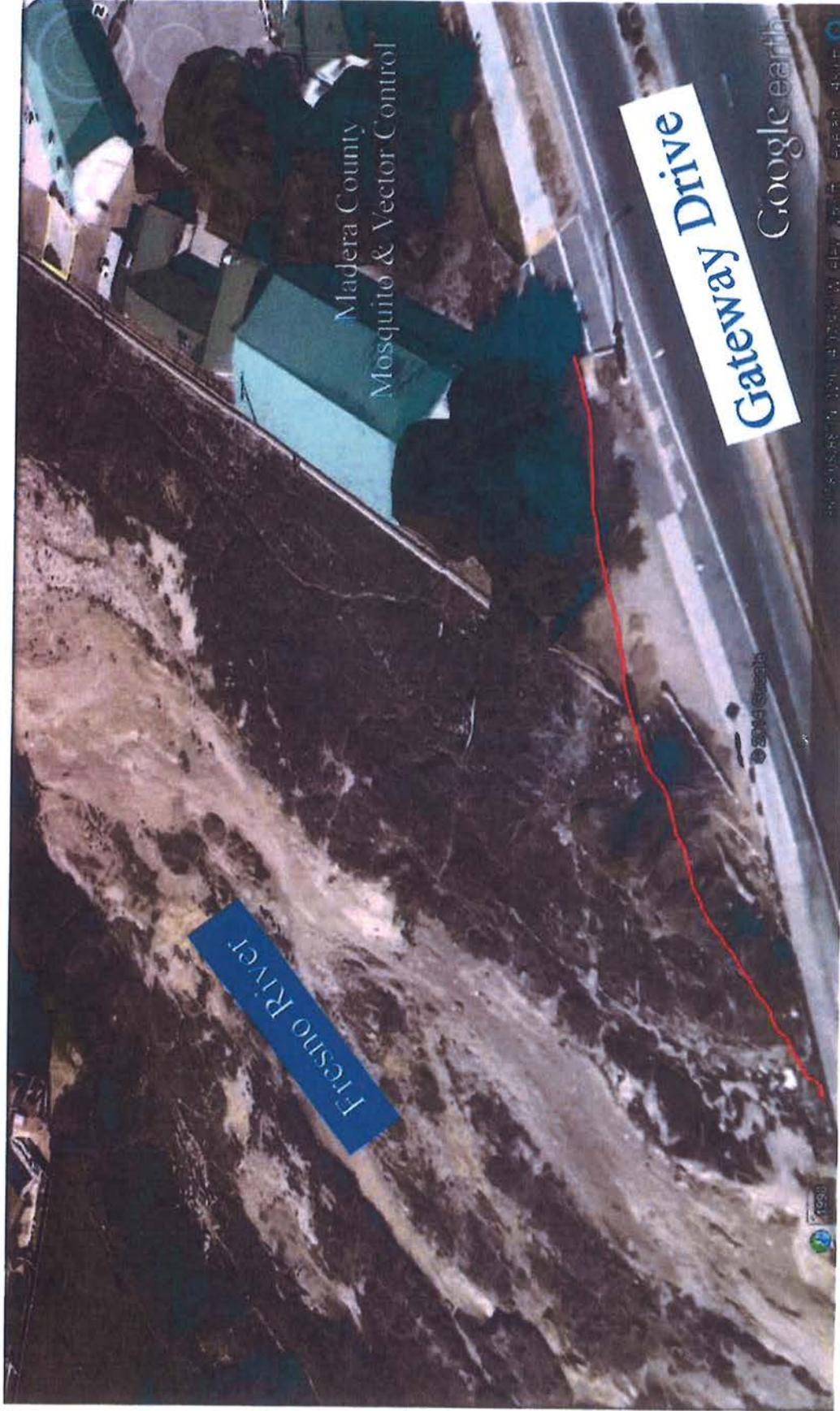
The proposed project will travel beneath both Gateway Drive and the Union Pacific Railroad track.



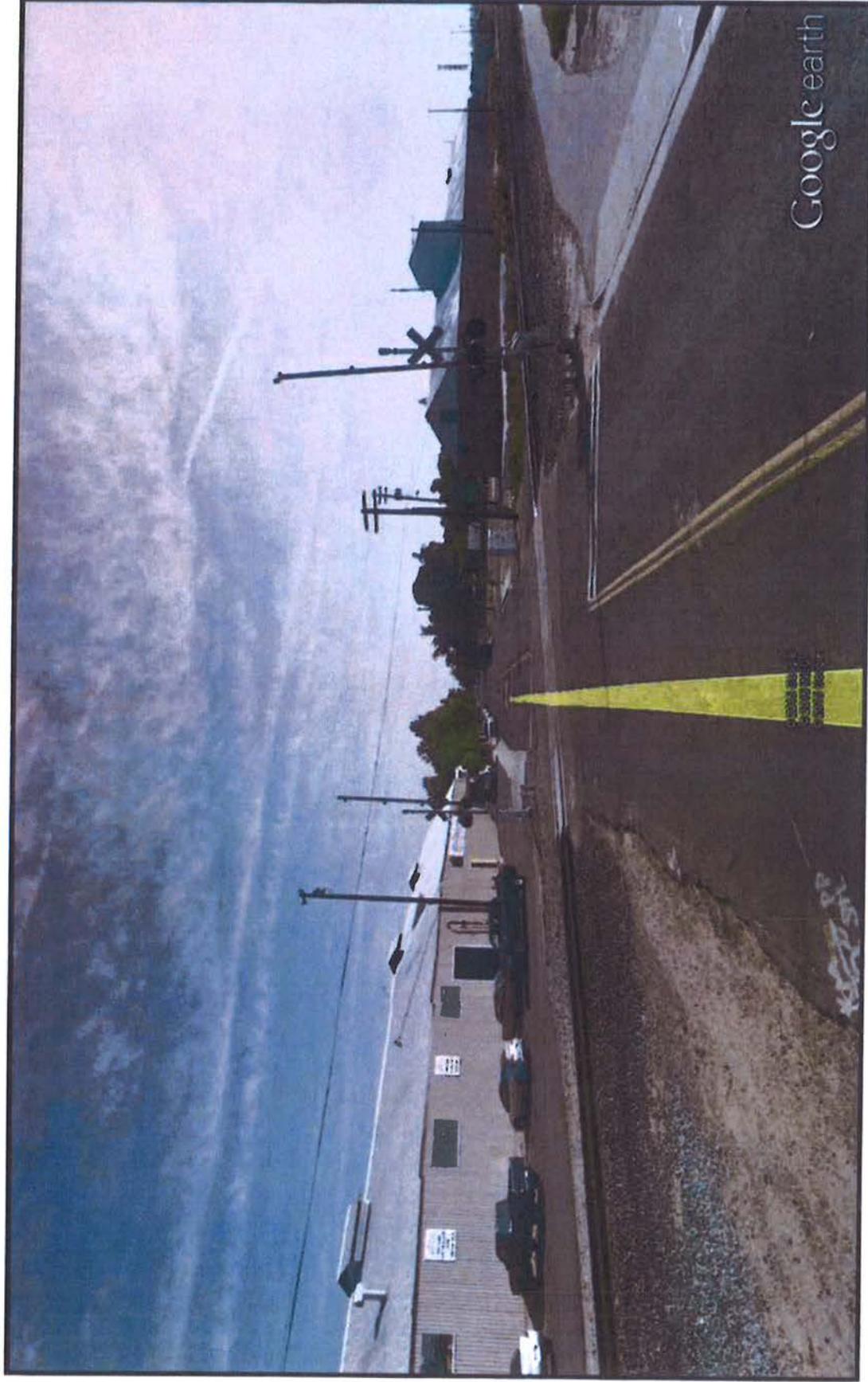
Entry point to the proposed project from Sharon Avenue.



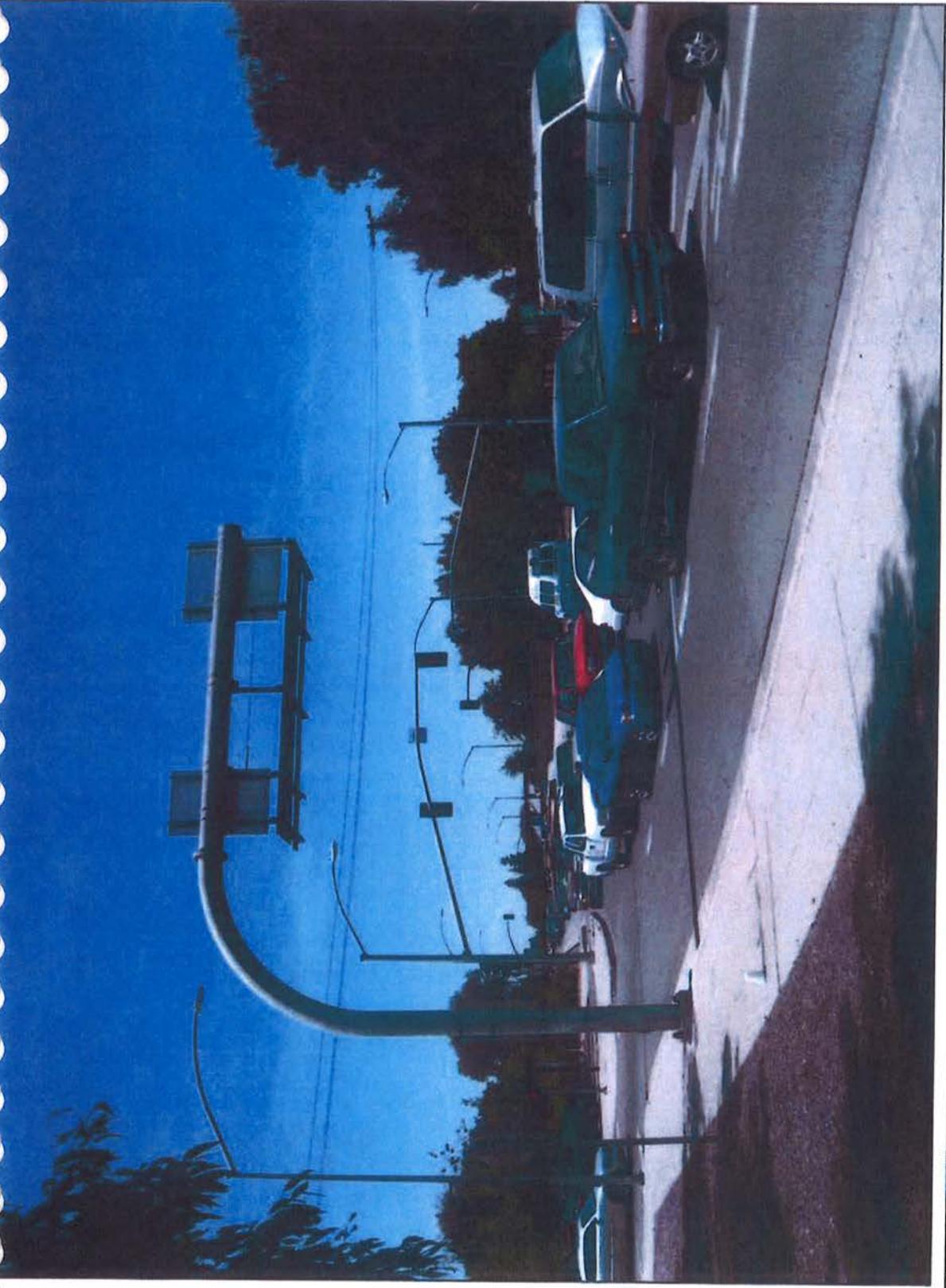
Entry point to the proposed project from Sharon Avenue.



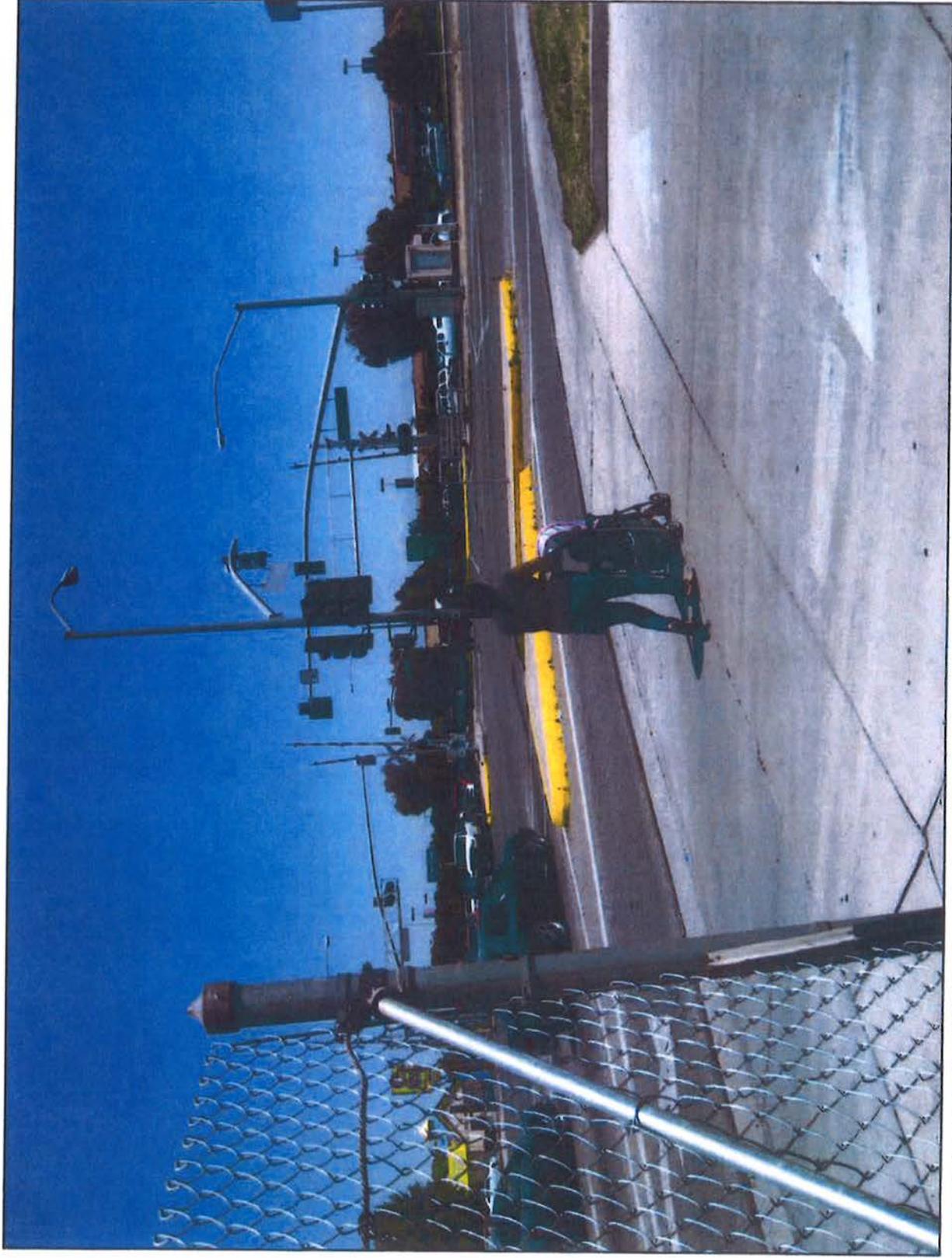
Entry point to the proposed project from Gateway Drive.



Central Avenue and UPRR train crossing

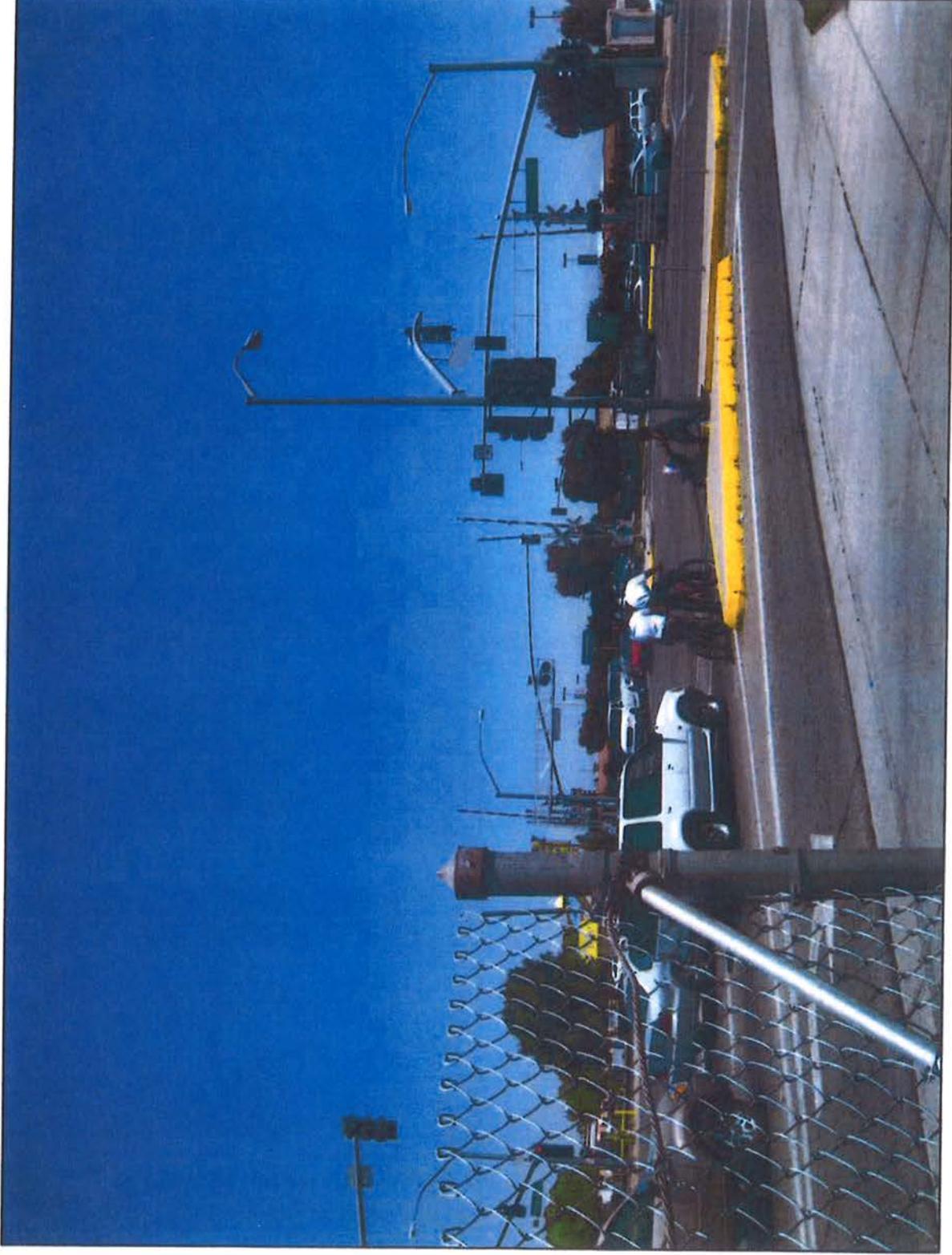


Cleveland Avenue / Gateway Drive / Country Club Drive intersection.



Cleveland Avenue / Gateway Drive / Country Club Drive intersection.

Attachment: H-2A.2



Cleveland Avenue / Gateway Drive / Country Club Drive intersection.

Detailed Engineer's Estimate and Total Project Cost

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

Project Information:

Agency:	City of Madera		
Application ID:	06-Madera-1	Prepared by:	Ellen Bitter, P.E.
Project Description:	Fresno River Trail Active Transportation Project		
Project Location:	In central Madera, east of HWY 99 along the Fresno River 1) extending from Riverview Drive westerly to the trail connection going under HWY on the north side; and 2) at Central Avenue at the UPRR xing on south side of Fresno River.		

Engineer's Estimate and Cost Breakdown:

Engineer's Estimate (for Construction Items Only)					Cost Breakdown								
					Note: Cost can apply to more than one category. Therefore may be over 100%.								
					ATP Eligible Items		Landscaping		Non-Participating Items		To be Constructed by Corps/CCC		
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$	%	\$
1	MOBILIZATION, INSURANCE & BONDS	1	Lump Sum	25,000.00	\$25,000	100	\$25,000						
2	TRAFFIC CONTROL & SIGNAGE	1	Lump Sum	10,000.00	\$10,000	100	\$10,000						
3	Shoring & SaFETY	1		5,000.00	\$5,000	100	\$5,000						
4	CLEARING & GRUBBING	1	Lump Sum	3,000.00	\$3,000	100	\$3,000						
	a) Remove Gravity Retaining Wall	50	LF	30.00	\$1,500	100	\$1,500						
	b) Remove Tree	5	EA	600.00	\$3,000	100	\$3,000						
	c) Trim Tree	1	Lump Sum	1,500.00	\$1,500	100	\$1,500						
	d) Remove Rubble	1	Lump Sum	2,100.00	\$2,100	100	\$2,100						
	e) Remove Outfall Structure	1	EA	1,000.00	\$1,000	100	\$1,000						
	f) Stripping of Soil	1	Lump Sum	1,850.00	\$1,650	100	\$1,650						
5	EXCAVATION & SUBGRADE PREPARATION	98	SY	6.50	\$637	100	\$637						
6	Export Soil	528	CY	18.00	\$9,504	100	\$9,504						
7	Structure Excavation and Backfill	780	CY	94.00	\$73,320	100	\$73,320						
8	PAVEMENT SAWCUTTING	68	LF	3.00	\$204	100	\$204						
9	4" Concrete Sidewalk	1,194	SF	6.00	\$7,164	100	\$7,164						
10	Structure Concrete	430	CY	350.00	\$150,500	100	\$150,500						
11	Bar Reinforcing	20,800	LBS	1.50	\$31,200	100	\$31,200						
12	Expansion Joints	704	LF	10.00	\$7,040	100	\$7,040						
13	AC Plug	54	LF	30.00	\$1,620	100	\$1,620						
14	Handrail	512	LF	60.00	\$30,720	100	\$30,720						
15	Railroad Crossing/Covering Structure	1		40,000.00	\$40,000	100	\$40,000						
16	4'-0" HIGH CHAIN LINK FENCE	110	LF	38.00	\$4,180	100	\$4,180						
17	6'-0" HIGH CHAIN LINK FENCE	325	LF	62.00	\$20,150	100	\$20,150						
18	GATES	2	EA	2,500.00	\$5,000	100	\$5,000						
19	Bollards	5	EA	500.00	\$2,500	100	\$2,500						
20	RIPRAP STONE	155	SF	15.00	\$2,325	100	\$2,325						
21	DIRT SWALE	1,105	LF	10.00	\$11,050	100	\$11,050						
22	Traffic Sign	9	EA	580.00	\$5,220	100	\$5,220						
23	U21S Christy Catch Basin	2	EA	3,100.00	\$6,200	100	\$6,200						
24	10" DUCTILE IRON WATER PIPE	18	LF	95.00	\$1,710	100	\$1,710						
25	Outfall Structure	3	EA	6,250.00	\$18,750	100	\$18,750						
26	10" PVC C900 Drain Pipe	28	LF	82.00	\$2,296	100	\$2,296						
27	Masonry Column	4	EA	3,850.00	\$15,400	100	\$15,400						
28	6'-0" BENCH	2	EA	1,875.00	\$3,750	100	\$3,750						
29	TRASH RECEPTACLE	2	EA	790.00	\$1,580	100	\$1,580						
30	Slope Protection	4,697	SY	4.00	\$18,788	100	\$18,788						
31	SWPPP, Dust and Erosion Control	1	LS	17,800.00	\$17,800	100	\$17,800						
32	Striping	1	LS	2,000.00	\$2,000	100	\$2,000						
33	Miscellaneous Facilities and Operations	1	LS	6,000.00	\$6,000	100	\$6,000						
34	Construction Staking	1	LS	6,000.00	\$6,000	100	\$6,000						
35	Lighting	1	LS	5,000.00	\$5,000	100	\$5,000						
36	Railroad Panel Replacement/Extension	1	LS	150,000.00	\$150,000	100	\$150,000						
Subtotal of Construction Items:					\$711,358		\$711,358						
Construction Item Contingencies (% of Construction Items):				10.00%	\$71,136								
Total (Construction Items & Contingencies) cost:					\$782,494								

Project Cost Estimate:

Type of Project Delivery Cost	Cost \$
-------------------------------	---------

Engineer's Estimate (for Construction Items Only)

Note: Cost can apply to more than one category. Therefore may be over 100%.

Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	ATP Eligible Items		Landscaping		Non-Participating Items		To be Constructed by Corps/CCC	
						%	\$	%	\$	%	\$	%	\$
Preliminary Engineering (PE)													
	Environmental Studies and Permits(PA&ED):			\$	15,000								
	Plans, Specifications and Estimates (PS&E):			\$	40,000								
	Total PE:			\$	55,000	7.03%	25% Max						
Right of Way (RW)													
	Right of Way Engineering:			\$	10,000								
	Acquisitions and Utilities:			\$	15,000								
	Total RW:			\$	25,000								
Construction (CON)													
	Construction Engineering (CE):			\$	75,000	8.75%	15% Max						
	Total Construction Items & Contingencies:				\$782,494								
	Total CON:			\$	857,494								
Total Project Cost Estimate:				\$	937,494								

Not Applicable



TABLE 5-7
Non-Motorized Transportation Improvement Projects

Agency	Project #	Route	Project Limits	Project Description	Estimated Cost	Funding Year
Chowchilla						
CHOWCITY	1	Robertson Blvd	8th St to UP Rail Crossing	Streetscape	\$1,000,000	2025
CHOWCITY	2	Chowchilla Neighborhoods	Various	Pedestrian Facilities	\$2,000,000	2025
CHOWCITY	3	Ash Slough	North Chowchilla	Riverwalk	\$2,000,000	2020
CHOWCITY	4	City of Chowchilla	Sidewalk Construction Near Wilson School	Pedestrian Facilities	\$339,000	2016
CHOWCITY	5	City of Chowchilla	Expand sidewalk Replacement for additional 4 blocks	Pedestrian Facilities	\$131,100	2020
CHOWCITY	6	City of Chowchilla	Construct school pedestrian facilities	Pedestrian Facilities	\$466,000	2016
CHOWCITY	7	Monterey Ave	3rd to 13th Street	Construct Pedestrian Facilities	\$158,333	2014
CHOWCITY	8	School	Various	Construct Pedestrian Facilities	\$325,000	2020
Subtotal:					\$6,419,433	
Madera						
MADCITY	9	Tulare St, Cleveland, Raymond Rd	Fresno River to City Limits via Cleveland and Raymond	Class I, II Bicycle Facilities	\$311,000	2014
MADCITY	10	Cleveland Ave	Schnoor Ave to Granada Ave	Construct Bike/Ped Facilities	\$339,000	2015
MADCITY	11	Madera	D St to Sierra St	Construct Pedestrian Facilities	\$140,000	2015
MADCITY	12	Rotary Park	Various	Construct Pedestrian Facilities	\$314,200	2011
MADCITY	13	Laurel Street	Various	Construct Class I Bicycle	\$267,700	2014
MADCITY	14	Fresno River Trail	Gateway & UPRR	Construct Bike/Ped	\$560,000	2011
MADCITY	15	Fresno River Trail	Schnoor Ave	Construct Bike/Ped	\$384,000	2011
MADCITY	16	Fresno River Trail	Gateway & UPRR	Construct Bike/Ped Undercrossing	\$560,000	2011
MADCITY	17	Schnoor Ave	Various	Construct Pedestrian Facilities	\$150,000	2017
MADCITY	18	Fresno River Trail	Schnoor to MID North Bank	PHASE II - Class I Bike Facilities	\$145,000	2017
MADCITY	19	Various	City Schools	Construct Pedestrian Facilities	\$266,000	2016
MADCITY	20	Fresno River Trail	Gateway and UPRR Undercrossing	Class I Bicycle Facilities	\$534,000	2015
MADCITY	21	Various	Bounded by Gateway, Central, 3rd and E Street	Construct Pedestrian Facilities	\$315,000	2015
MADCITY	22	Laurel Street	Sunset to Fresno River Trail	Construct Bicycle Path	\$457,000	2015
MADCITY	23	Cleveland Ave	Granada to Schnoor	Construct Bicycle and Pedestrian Facilities	\$379,000	2016
Subtotal:					\$5,121,900	
Madera County						
MADCO	24	Road 225	Creek Dr to Road 228	Construct Pedestrian Facilities	\$181,550	2014
MADCO	25	Road 426	SR 41 to Road 427	Construct Pedestrian Facilities	\$89,000	2014
MADCO	26	Ave 12	Road 37 to Road 37.5	Construct Pedestrian Facilities	\$122,932	2020
MADCO	27	Various	Fairmead	Streetscape	\$3,000,000	2025
MADCO	28	Various	North Fork	Streetscape	\$1,000,000	2025
MADCO	29	Various	Oakhurst Mid-town Connector	Streetscape/Pedestrian/Bicycle Facilities	\$2,000,000	2025
MADCO	30	Various	2004 Bike Plan	Class I, II, III Bicycle Facilities	\$2,960,373	2011-2020
MADCO	31	Various	2004 Bike Plan	Class I, II, III Bicycle Facilities	\$15,309,782	2021-2035
Subtotal:					\$24,663,637	
TOTAL:					\$36,204,970	

COLLISION DIAGRAM

Primary Street:

Secondary Street:

Time Period:

1/1/2008 - 12/31/2013

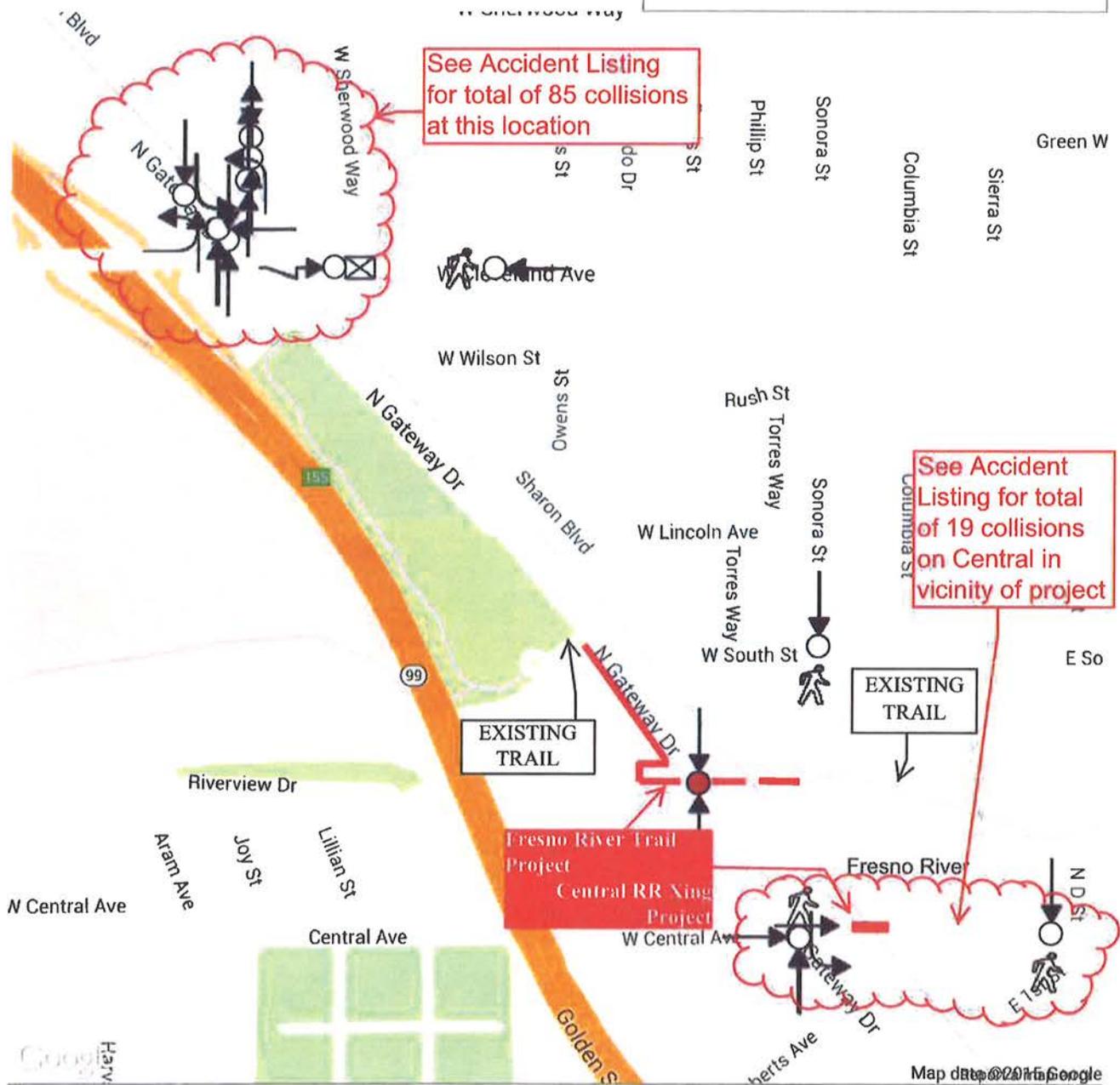
Agency Name:

City of Madera

Mapping Summary

Fatal Collision	1
Injury Collision	15
Mapped	16
Not Drawn	7
Total	23

→ Straight	↘ Overturned
↶ Left Turn	↘ Ran Off Road
↷ Right Turn	⊞ Stopped
↶ U-Turn	⊞ Parked
🚶 Pedestrian	🚲 Bicycle
⊞ Object	○ Injury Crash
● Fatal Crash	



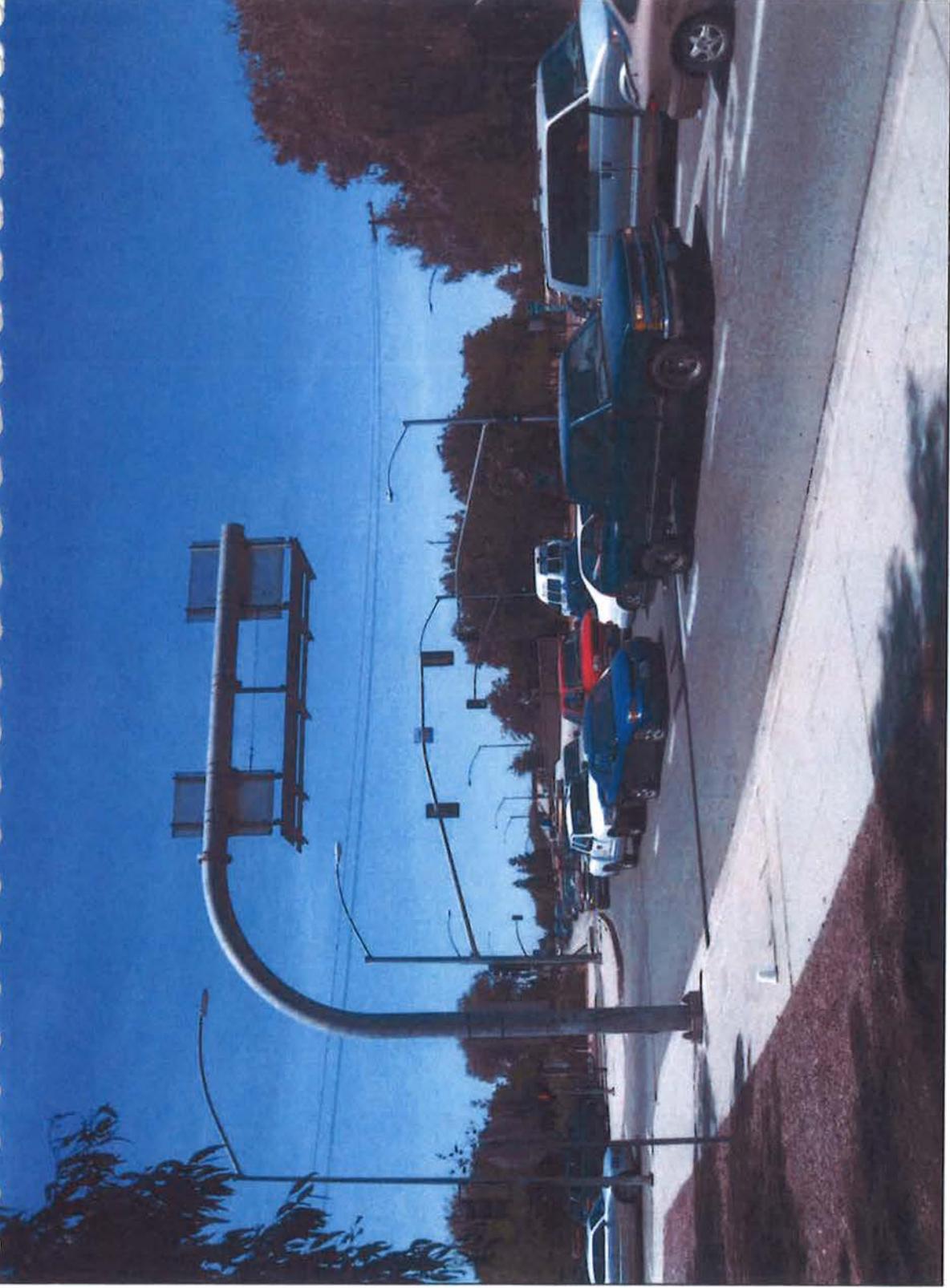
Date Created: 05/26/2015

Created by TIMS (<http://tims.berkeley.edu>) © UC Regents, 2014

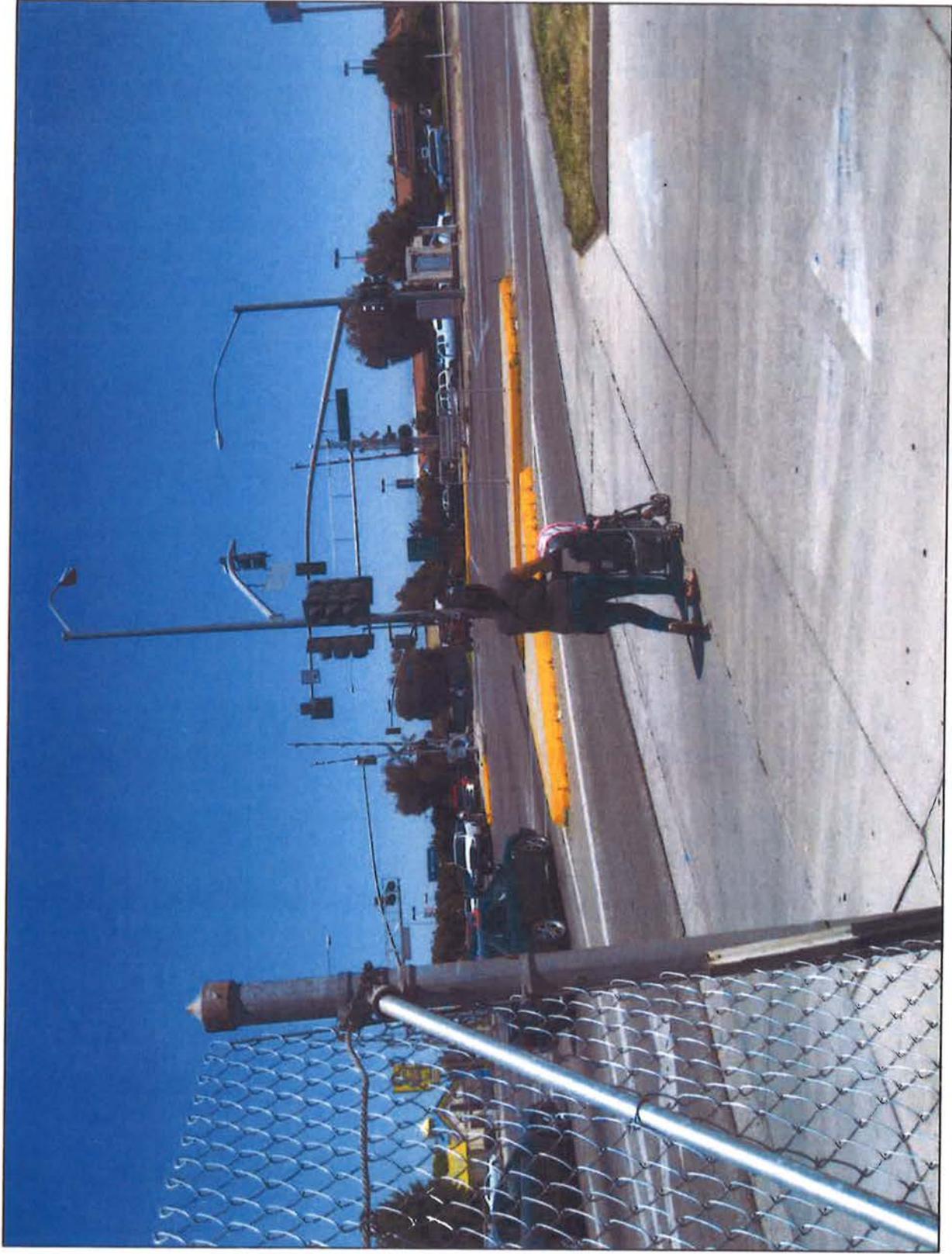
CLEVELAND AVE/GATEWAY DR/COUNTRY CLUB DR/PRR INTERSECTION								
DATE	LOCATION/A	AT OR NEAR	INJURED	DEATHS	TYPE 1	TYPE 2	TYPE 3	REPORT
01/28/08	GATEWAY DRIVE	CLEVELAND AVENUE	0	0	Vehicle	Vehicle	None	08-03139
03/07/08	CLEVELAND AVENUE	CLEVELAND AVENUE	1	0	Vehicle	Vehicle	None	08-07483
03/21/08	COUNTRY CLUB DRIVE	CLEVELAND AVENUE	0	0	Vehicle	Vehicle	None	08-09444
03/22/08	COUNTRY CLUB DRIVE	CLEVELAND AVENUE	0	0	Vehicle	Vehicle	None	08-09349
03/22/08	COUNTRY CLUB DRIVE	CLEVELAND AVENUE	1	0	Vehicle	Vehicle	None	08-09135
03/28/08	GATEWAY DRIVE	CLEVELAND AVENUE	0	0	Vehicle	Vehicle	None	08-09724
05/03/08	GATEWAY DRIVE	CLEVELAND AVENUE	0	0	Vehicle	Vehicle	None	08-14121
08/07/08	GATEWAY DRIVE	CLEVELAND AVENUE	2	0	Vehicle	Vehicle	Vehicle	08-25586
10/03/08	COUNTRY CLUB DRIVE	CLEVELAND AVENUE	0	0	Vehicle	Vehicle	None	08-32497
10/15/08	GATEWAY DRIVE	GATEWAY DRIVE	0	0	Vehicle	ivato Prope	None	08-33730
10/19/08	CLEVELAND AVENUE	GATEWAY DRIVE	0	0	Vehicle	ivato Prope	None	08-34141
10/19/08	CLEVELAND AVENUE, EAST	CLEVELAND AVENUE, EAST	0	0	Vehicle	ivato Prope	None	08-34136
11/25/08	GATEWAY DRIVE	CLEVELAND AVENUE	1	0	Vehicle	Vehicle	None	08-38237
12/03/08	CLEVELAND AVENUE	SHARON AVENUE	0	0	Vehicle	ivato Prope	None	08-38571
12/13/08	GATEWAY DRIVE	CLEVELAND AVENUE	1	0	Vehicle	Vehicle	None	08-39920
12/15/08	CLEVELAND AVENUE, WEST	GATEWAY DRIVE	0	0	Vehicle	Vehicle	None	08-40133
06/03/09	CLEVELAND AVENUE	GATEWAY DRIVE	0	0	Vehicle	Vehicle	None	09-16934
12/01/09	CLEVELAND AVENUE	GATEWAY DRIVE	1	0	Vehicle	Vehicle	None	09-37450
03/21/09	COUNTRY CLUB DRIVE	CLEVELAND AVENUE	1	0	Vehicle	Vehicle	Vehicle	09-6767*
12/28/09	COUNTRY CLUB DRIVE	CLEVELAND AVENUE	0	0	Vehicle	Vehicle	None	09-40187
03/10/09	GATEWAY DRIVE	CLEVELAND AVENUE	0	0	Vehicle	Vehicle	None	09-07504
04/21/09	GATEWAY DRIVE	CLEVELAND AVENUE	1	0	Vehicle	Vehicle	None	09-11920
02/19/10	CLEVELAND AVENUE	GATEWAY DRIVE	1	0	Vehicle	Vehicle	None	10-04973
04/21/10	CLEVELAND AVENUE	COUNTRY CLUB DRIVE	0	0	Vehicle	Vehicle	Vehicle	10-12858
01/25/10	GATEWAY DRIVE	CLEVELAND AVENUE	7	0	Vehicle	Vehicle	Vehicle	10-02588
03/08/10	GATEWAY DRIVE	CENTRAL AVENUE	2	0	Vehicle	Vehicle	None	10-07569
10/31/10	GATEWAY DRIVE	CLEVELAND AVENUE	0	0	Vehicle	ivato Prope	None	10-34255
11/07/10	GATEWAY DRIVE	CLEVELAND AVENUE	0	0	Vehicle	Vehicle	None	10-35005
08/28/11	CLEVELAND AVENUE	GATEWAY DRIVE	1	0	Vehicle	Vehicle	None	11-25909
08/02/11	CLEVELAND AVENUE	GATEWAY DRIVE	0	0	Vehicle	Vehicle	None	11-22820
09/10/11	CLEVELAND AVENUE	GATEWAY DRIVE	0	0	Vehicle	Vehicle	None	11-27387
09/05/11	CLEVELAND AVENUE	COUNTRY CLUB DRIVE	0	0	Vehicle	Vehicle	None	11-23174
10/11/11	CLEVELAND AVENUE	GATEWAY DRIVE	0	0	Vehicle	Vehicle	Vehicle	11-30720
09/18/11	GATEWAY DRIVE, NORTH	CLEVELAND AVENUE, WEST	1	0	Vehicle	Vehicle	None	11-28738
06/19/12	GATEWAY DRIVE	CLEVELAND AVENUE, NORTH	0	0	Vehicle	Vehicle	None	12-19242
06/28/12	CLEVELAND AVENUE	GATEWAY DRIVE, EAST	0	0	Vehicle	Vehicle	None	12-20492
07/17/12	COUNTRY CLUB DRIVE, 1109	CLEVELAND AVENUE	1	0	Vehicle	Pedestrian	None	12-23263
09/20/12	COUNTRY CLUB DRIVE	CLEVELAND AVENUE	1	0	Vehicle	Vehicle	Vehicle	12-27728
09/25/12	GATEWAY DRIVE	CLEVELAND AVENUE	4	0	Vehicle	Vehicle	None	12-32089
10/05/12	GATEWAY DRIVE	CLEVELAND AVENUE	0	0	Vehicle	Vehicle	None	12-33236
12/11/12	GATEWAY DRIVE	CLEVELAND AVENUE	0	0	Vehicle	Vehicle	None	12-40310
12/20/12	GATEWAY DRIVE	CLEVELAND AVENUE	0	0	Vehicle	Vehicle	None	12-41307
12/21/12	CLEVELAND AVENUE	GATEWAY DRIVE	0	0	Vehicle	ivato Prope	None	12-41408
01/01/13	CLEVELAND AVENUE	COUNTRY CLUB DRIVE	0	0	Vehicle	Vehicle	None	13-00039
01/07/13	CLEVELAND AVENUE	GATEWAY DRIVE	0	0	Vehicle	Vehicle	None	13-00722
01/08/13	CLEVELAND AVENUE	COUNTRY CLUB DRIVE	0	0	Vehicle	Vehicle	None	13-00860
01/22/13	GATEWAY DRIVE	CLEVELAND AVENUE	0	0	Vehicle	Vehicle	None	13-02357
01/31/13	GATEWAY DRIVE	CLEVELAND AVENUE	0	0	Vehicle	Vehicle	None	13-03294
03/04/13	CLEVELAND AVENUE	COUNTRY CLUB DRIVE	0	0	Vehicle	Vehicle	None	13-07148
03/09/13	GATEWAY DRIVE	CLEVELAND AVENUE	0	0	Vehicle	Vehicle	None	13-07740
03/15/13	COUNTRY CLUB DRIVE	CLEVELAND AVENUE	0	0	Vehicle	Vehicle	None	13-08396
03/26/13	GATEWAY DRIVE	CLEVELAND AVENUE	0	0	Vehicle	Vehicle	None	13-09718
03/27/13	COUNTRY CLUB DRIVE	CLEVELAND AVENUE	0	0	Vehicle	Vehicle	NONE	13-08780
04/07/13	CLEVELAND AVENUE	SHARON ROAD	0	0	Vehicle	Vehicle	NONE	13-11219
04/25/13	GATEWAY DRIVE	CLEVELAND AVENUE	1	0	Vehicle	Vehicle	None	13-13737
04/30/13	GATEWAY DRIVE	CLEVELAND AVENUE	0	0	Vehicle	Vehicle	None	13-14312
05/07/13	GATEWAY DRIVE (North)	CLEVELAND AVENUE (West)	0	0	Vehicle	Vehicle	None	13-15198
06/01/13	GATEWAY DRIVE	CLEVELAND AVENUE	0	0	Vehicle	Vehicle	None	13-18332
06/11/13	CLEVELAND AVENUE	GATEWAY DRIVE	0	0	Vehicle	Vehicle	None	13-19542
06/24/13	GATEWAY DRIVE	CLEVELAND AVENUE	0	0	Vehicle	Vehicle	None	13-21124
07/01/13	GATEWAY DRIVE	CLEVELAND AVENUE	0	0	Vehicle	Vehicle	None	13-21895
07/02/13	GATEWAY DRIVE	CLEVELAND AVENUE	0	0	Vehicle	Vehicle	None	13-22062
07/18/13	COUNTRY CLUB DRIVE	CLEVELAND AVENUE NORTH	0	0	Vehicle	Vehicle	None	13-24025
07/19/13	CLEVELAND AVENUE	GATEWAY DRIVE WEST	0	0	Vehicle	Vehicle	None	13-24112
08/01/13	CLEVELAND AVENUE	GATEWAY DRIVE	0	0	Vehicle	Vehicle	None	13-25664
08/13/13	CLEVELAND AVENUE	GATEWAY DRIVE	0	0	Vehicle	Vehicle	None	13-27219
08/13/13	CLEVELAND AVENUE	GATEWAY DRIVE WEST	0	0	Vehicle	Vehicle	None	13-27216
09/10/13	CLEVELAND AVENUE	GATEWAY DRIVE WEST	0	0	Vehicle	Vehicle	None	13-30901
11/08/13	CLEVELAND AVENUE	GATEWAY DRIVE	0	0	Vehicle	Vehicle	None	13-37635
11/08/13	GATEWAY DRIVE	CLEVELAND AVENUE SOUTH	0	0	Vehicle	Vehicle	None	13-37638
11/20/13	COUNTRY CLUB DRIVE	CLEVELAND AVENUE NORTH	0	0	Vehicle	Vehicle	NONE	13-39080
12/07/13	CLEVELAND AVENUE	COUNTRY CLUB DRIVE	0	0	Vehicle	Vehicle	None	13-40724
12/07/13	CLEVELAND AVENUE	COUNTRY CLUB DRIVE SOUTH	4	0	Vehicle	Vehicle	None	13-40723
12/17/13	GATEWAY DRIVE	CLEVELAND AVENUE	0	0	Vehicle	Vehicle	None	13-41904
12/29/13	CLEVELAND AVENUE	EAST CURB ON GATEWAY	0	0	Vehicle	Vehicle	None	13-43010

CENTRAL AVENUE BETWEEN GATEWAY DR AND D STREET

DATE	LOCATION/A	AT OR NEAR	INJURED	DEATHS	TYPE 1	TYPE 2	TYPE 3	REPORT
05/02/08	CENTRAL AVENUE	"E" STREET	0	0	Vehicle	ivato Prope	None	08-14151
10/05/08	CENTRAL AVENUE	"E" STREET	0	0	Vehicle	ivato Prope	None	08-32733
05/27/09	CENTRAL AVENUE	"E" STREET	0	0	Vehicle	ivato Prope	None	09-15992
07/04/08	CENTRAL AVENUE	"D" STREET	0	0	Vehicle	Vehicle	None	08-21242
08/31/08	CENTRAL AVENUE	"D" STREET	0	0	Vehicle	Vehicle	None	08-28380
09/13/08	CENTRAL AVENUE	"D" STREET	1	0	Vehicle	Pedestrian	None	08-20856
11/26/09	CENTRAL AVENUE	"D" STREET	0	0	Vehicle	ivato Prope	None	09-36974
03/13/10	CENTRAL AVENUE	"D" STREET	1	0	Vehicle	Pedestrian	Pedestrian	10-08268
02/24/13	CENTRAL AVENUE	D STREET	0	0	Vehicle	ivato Prope	None	13-06144
02/24/13	CENTRAL AVENUE	D STREET	0	0	Vehicle	ivato Prope	None	13-06144
11/07/08	GATEWAY DRIVE	CENTRAL AVENUE	1	0	Pedestrian	Vehicle	None	09-38340
12/24/08	GATEWAY DRIVE	CENTRAL AVENUE	0	0	Vehicle	Vehicle	None	08-40992
07/01/09	GATEWAY DRIVE	CENTRAL AVENUE	0	0	Vehicle	ivato Prope	None	09-20182
04/28/12	GATEWAY DRIVE	CENTRAL AVENUE, S	0	0	Vehicle	Vehicle	None	12-12521
06/27/12	GATEWAY DRIVE	CENTRAL AVENUE	0	0	Vehicle	Vehicle	None	12-20452
08/15/12	GATEWAY DRIVE	CENTRAL AVENUE	0	0	Vehicle	Vehicle	ivato Prope	12-26943
06/17/13	GATEWAY DRIVE	CENTRAL AVENUE N. OF	0	0	Vehicle	Vehicle	None	13-20211
06/18/13	GATEWAY DRIVE	CENTRAL AVENUE N. OF	0	0	Vehicle	ivato Prope	None	13-20173
11/13/13	GATEWAY DRIVE	CENTRAL AVENUE N. OF	0	0	Vehicle	ivato Prope	None	13-38204



Cleveland Avenue / Gateway Drive / Country Club Drive intersection.



Cleveland Avenue / Gateway Drive / Country Club Drive intersection.



CITY OF MADERA
Beautification Committee
701 E. 5th Street
Madera, CA 93638
Parks & Community Services, Upstairs Conference Room

REGULAR MEETING
May 8, 2014

5:30 p.m.

REVISED AGENDA

I. Opening Procedures

1. Call to Order
2. Roll Call
3. Approval of Minutes
 - Regular – February 13, 2014
4. Correspondence
5. Public Comment:

The first fifteen minutes of the meeting are reserved for members of the public to address the Committee on items of interest that are not on the Agenda and are within the subject matter jurisdiction of the Committee. Speakers shall be limited to five (5) minutes, and it is requested that no comments be made during this period on items on the Agenda. Members of the public wishing to address the Committee on items on the Agenda should notify the Chair when that Agenda item is called. The Committee is prohibited by law from taking any action on matters discussed that are not on the Agenda, and no adverse conclusions should be drawn if the Committee does not respond to public comment at this time.

II. New Business:

- A. CalTrans Active Transportation Program (ATP)
 - UPRR Undercrossing

III. Old business:

- A. Spring 2014 Landscape Awards
- B. Department/Program Updates
- C. Other

IV. Adjournment

- Any writing related to an agenda item for the open session of this meeting distributed to the City of Madera Beautification Committee less than 72 hours before this meeting is available for inspection at the City of Madera Parks & Community Services office 701 E. 5th Street, Madera, California 93638 during normal business hours.

I, Marilyn Hall, Administrative Assistant for the City of Madera, Parks & Community Services Department, declare under penalty of perjury that I posted the above revised Beautification Committee Agenda for the Regular Meeting of May 8, 2014 on May 8, 2014.



MARYLIN HALL, Administrative Assistant

Leadership Team Meeting



Date: 5/15/2014 9:00 AM | Location: John W. Wells Youth Center upstairs conference room

Chair	Mariana Delgado (absent)
Facilitator	Cindy Peshek
Note taker	Mao Xiong
Timekeeper	Mao Xiong

Objectives:

1. Provide updates on progress made in each area
2. Review Evaluation Activities
3. Discuss Sustainability

Agenda Items

Topic	Presenter	Time allotted
<input type="checkbox"/> Welcome/Overview	Cindy	10 minutes
<input type="checkbox"/> Schools/MUSD <ul style="list-style-type: none"> • Joint Use Discussion • School Wellness • 5/13 Board Meeting • School Evaluations 	Tina/Tim	40 minutes
<input type="checkbox"/> Policy/Advocacy Update <ul style="list-style-type: none"> • HEAL City Resolution • Candidate Forum • Gateway Undercrossing 	Tim/Keith Helmuth	20 minutes
<input type="checkbox"/> Healthy Food Access updates <ul style="list-style-type: none"> • SHOP Vendor Farm Stands • Restaurant Menus 	Tina	15 minutes
<input type="checkbox"/> Rx for Health	MariaElena/Jennifer/Cindy	15 minutes
<input type="checkbox"/> Evaluation Activities	Cindy	10 minutes
<input type="checkbox"/> Additional Partner Updates	All	10 minutes

Meeting Adjourned

HEAL Zone Leadership Members:

Central Valley Health Network

Children's Hospital Central California

Kaiser Permanente

CalViva Health

Camarena Health Centers

Madera Unified School District

Madera County Public Health Department

City of Madera Parks and Community Services

Academic Year	County Code	District Code	School Code	County Name	District Name	School Name	NSLP Provision 2 or 3 School	Charter School Number
2013-14	20	65243	0100016	Madera	Madera Unified	Sherman Thomas Charter	N	0507
2013-14	20	65243	0107938	Madera	Madera Unified	Ezequiel Tafoya Alvarado Academy	N	0676
2013-14	20	65243	0109694	Madera	Madera Unified	Jack G. Desmond Middle	N	
2013-14	20	65243	0109702	Madera	Madera Unified	Nishimoto Elementary	N	
2013-14	20	65243	0110957	Madera	Madera Unified	Cesar Chavez Elementary	N	
2013-14	20	65243	0110965	Madera	Madera Unified	Madera South High	N	
2013-14	20	65243	0113050	Madera	Madera Unified	John J. Pershing Elementary	N	
2013-14	20	65243	0116970	Madera	Madera Unified	Parkwood Elementary	N	
2013-14	20	65243	0118950	Madera	Madera Unified	Sherman Thomas Charter High	N	1058
2013-14	20	65243	0123414	Madera	Madera Unified	Mountain Vista Educational Center	N	
2013-14	20	65243	0123620	Madera	Madera Unified	Eastin-Arcola High	N	
2013-14	20	65243	2035640	Madera	Madera Unified	Furman (Duane E.) High (Independent Study Program)	N	
2013-14	20	65243	2035707	Madera	Madera Unified	Madera High	N	
2013-14	20	65243	6023949	Madera	Madera Unified	Dixieland Elementary	N	
2013-14	20	65243	6023964	Madera	Madera Unified	George Washington Elementary	N	
2013-14	20	65243	6023972	Madera	Madera Unified	Howard Elementary	N	
2013-14	20	65243	6023980	Madera	Madera Unified	James Madison Elementary	N	
2013-14	20	65243	6023998	Madera	Madera Unified	James Monroe Elementary	N	
2013-14	20	65243	6024004	Madera	Madera Unified	John Adams Elementary	N	
2013-14	20	65243	6024012	Madera	Madera Unified	La Vina Elementary	N	
2013-14	20	65243	6024020	Madera	Madera Unified	Millview Elementary	N	
2013-14	20	65243	6024046	Madera	Madera Unified	Sierra Vista Elementary	N	
2013-14	20	65243	6024053	Madera	Madera Unified	Thomas Jefferson Middle	N	
2013-14	20	65243	6105951	Madera	Madera Unified	Berenda Elementary	N	
2013-14	20	65243	6107122	Madera	Madera Unified	Alpha Elementary	N	
2013-14	20	65243	6112312	Madera	Madera Unified	Lincoln Elementary	N	

Charter Funding Type	Low Grade	High Grade	Enrollment (K-12)	Unadjusted Free Meal Count (K-12)	Adjusted Free Meal Count (K-12)	Adjusted Percent Eligible Free (K-12)	Unadjusted FRPM Count (K-12)	Adjusted FRPM Count (K-12)	Adjusted Percent Eligible FRPM (K-12)	Enrollment (Ages 5-17)	Unadjusted Free Meal Count (Ages 5-17)
Directly funded	K	8	206	77	77	37.4%	103	103	50.0%	206	77
Directly funded	K	8	381	348	350	91.9%	361	361	94.8%	380	347
	7	8	824	642	646	78.4%	740	741	89.9%	824	642
	K	6	839	713	718	85.6%	780	781	93.1%	819	695
	K	6	802	686	686	85.5%	770	770	96.0%	784	671
	9	12	2,652	1,985	1,994	75.2%	2,299	2,303	86.8%	2,535	1,893
	K	6	862	686	689	79.9%	805	806	93.5%	845	673
	K	6	883	710	711	80.5%	828	828	93.8%	869	699
Directly funded	9	12	40	16	16	40.0%	27	27	67.5%	38	15
	12	12	19	0	0	0.0%	0	0	0.0%	0	0
	10	12	240	208	209	87.1%	226	227	94.6%	204	173
	K	12	164	97	98	59.8%	115	116	70.7%	136	79
	9	12	2,167	1,256	1,264	58.3%	1,536	1,540	71.1%	2,069	1,186
	K	8	278	209	210	75.5%	246	246	88.5%	275	207
	K	6	810	786	786	97.0%	809	809	99.9%	793	769
	K	8	609	337	337	55.3%	442	442	72.6%	600	331
	K	6	607	571	572	94.2%	587	587	96.7%	594	560
	K	6	841	778	779	92.6%	814	814	96.8%	820	757
	K	6	828	478	481	58.1%	613	613	74.0%	814	467
	K	8	352	320	320	90.9%	338	338	96.0%	346	314
	K	6	891	818	820	92.0%	868	869	97.5%	873	802
	K	6	764	715	716	93.7%	750	751	98.3%	756	707
	7	8	1,051	731	738	70.2%	855	858	81.6%	1,051	731
	K	6	807	498	499	61.8%	636	637	78.9%	793	492
	K	6	729	578	582	79.8%	669	669	91.8%	719	571
	K	6	809	398	401	49.6%	521	524	64.8%	792	390

Adjusted Free Meal Count (Ages 5-17)	Adjusted Percent (%) Eligible Free (Ages 5-17)	Unadjusted FRPM Count (Ages 5-17)	Adjusted FRPM Count (Ages 5-17)	Adjusted Percent (%) Eligible FRPM (Ages 5-17)	2013-14 CALPADS Fall 1 Certification Status
77	37.4%	103	103	50.0%	Y
349	91.8%	360	360	94.7%	Y
646	78.4%	740	741	89.9%	Y
700	85.5%	760	761	92.9%	Y
671	85.6%	753	753	96.0%	Y
1,902	75.0%	2,196	2,200	86.8%	Y
676	80.0%	789	790	93.5%	Y
700	80.6%	815	815	93.8%	Y
15	39.5%	25	25	65.8%	Y
0	0.0%	0	0	0.0%	Y
174	85.3%	190	191	93.6%	Y
80	58.8%	96	97	71.3%	Y
1,194	57.7%	1,457	1,461	70.6%	Y
208	75.6%	243	243	88.4%	Y
769	97.0%	792	792	99.9%	Y
331	55.2%	436	436	72.7%	Y
561	94.4%	575	575	96.8%	Y
758	92.4%	793	793	96.7%	Y
470	57.7%	601	601	73.8%	Y
314	90.8%	332	332	96.0%	Y
804	92.1%	851	852	97.6%	Y
708	93.7%	742	743	98.3%	Y
738	70.2%	855	858	81.6%	Y
493	62.2%	628	629	79.3%	Y
574	79.8%	660	660	91.8%	Y
393	49.6%	511	514	64.9%	Y



Proposed Project Location Within a CalEnviroScreen 2.0 Map



QUALIFIED CENSUS TRACTS

The 2015 Qualified Census Tracts (QCTs) are effective January 1, 2015. The 2015 designation uses data from the 2010 Decennial Census and three releases of 5-year tabulations from the American Community Survey (ACS): 2006-2010; 2007-2011; and 2007-2012. The revised designation methodology using three years of ACS data is explained in the Federal Register notice published October 3, 2014 (http://www.huduser.org/portal/Datasets/QCT/DDA2015_Notice.pdf).

205 w 4th st., Madera, CA

Select a State Select a County

Map Options : Clear | Reset

QCT Legend:

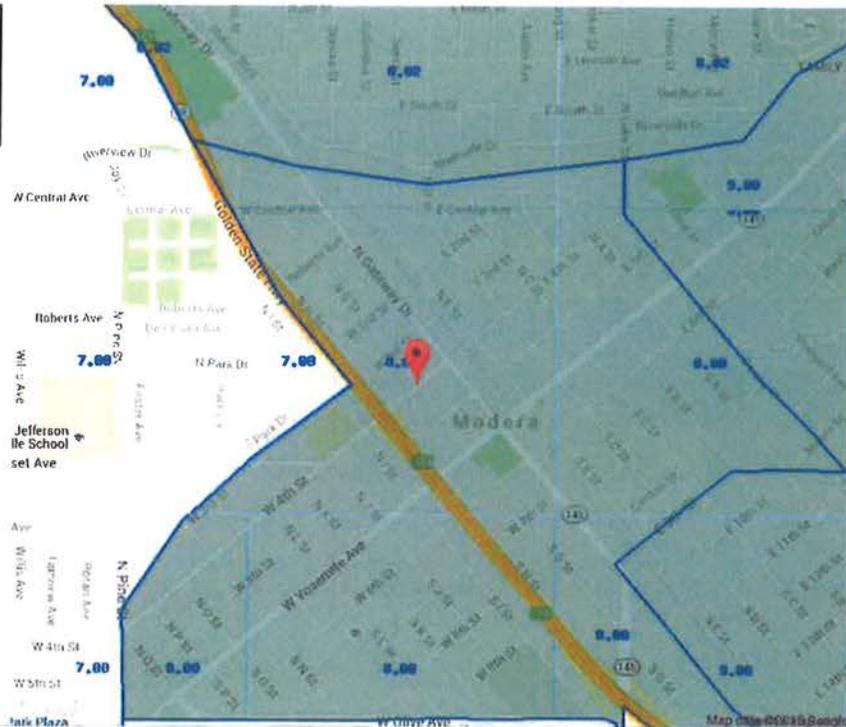
- Tract Outline
- Qualified Census Tracts (2014 Only)
- Qualified Census Tracts (2015 Only)
- Qualified Census Tracts (2014 & 2015)
- LIHTC Project

QCT Options

15 Current Zoom Level

- Show Tracts Outline (Zoom 11+)
- Show LIHTC Projects (Zoom 11+)
- Color Qualified Tracts (Zoom 7+)

This placement is Approximate.
 Please click here for the correct tract number.
 The Address "205 w 4th st., Madera, CA" falls under Tract "06039000800". This tract is for 2013 or 2014



- Print
- Twitter
- Facebook
- Email
- Gmail
- Favorites
- Google
- More... (29)
- Settings...

AddThis

Daniel Abdella

From: Daniel Abdella
Sent: Thursday, May 21, 2015 2:31 PM
To: 'atp@ccc.ca.gov'; 'inquiry@atpcommunitycorps.org'
Subject: Emailing: #8 Madera- Fresno River Trail Project
Attachments: #8 Madera- Fresno River Trail Project.pdf

The attachment contains the City of Madera's ATP proposal to construct the Fresno River Trail Safe Routes to School Project. Please let me know if you see an opportunity to collaborate on any part of this project.

Thanks,

Daniel Abdella

Your message is ready to be sent with the following file or link attachments:

#8 Madera- Fresno River Trail Project

Note: To protect against computer viruses, e-mail programs may prevent sending or receiving certain types of file attachments. Check your e-mail security settings to determine how attachments are handled.

COMMITTEES
VICE CHAIR: APPROPRIATIONS
VICE CHAIR: WATER, PARKS AND WILDLIFE
BUDGET
GOVERNMENTAL ORGANIZATION

Assembly
California Legislature



FRANK BIGELOW
ASSEMBLYMEMBER, FIFTH DISTRICT

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0005
(916) 319-2005
FAX (916) 319-2105

DISTRICT OFFICES
33 BROADWAY, SUITE C
JACKSON, CA 95642
(209) 223-0505

730 NORTH I STREET, SUITE 102
MADERA, CA 93637
(559) 673-0501

2441 HEADINGTON ROAD
PLACERVILLE, CA 95667
(530) 296-5505

May 19, 2015

Keith Helmuth, Engineer
City of Madera
205 W. Fourth Street
Madera, CA 93637

Re: Letter of Support for the Fresno River Trail Safe Routes to School Project

Dear Mr. Helmuth,

I strongly support the City of Madera's application to the Active Transportation Program to fund the Fresno River Trail Safe Routes to School Project. This funding would support the construction of the "missing link" in the city's primary non-motorized transportation route and include under-crossings at its intersection with Gateway Drive and the UPRR train track.

Fresno River Trail Safe Routes to School Project will help meet a critical community need by promoting active transportation modes. In particular, the project will encourage students of Thomas Jefferson Middle School to walk or bicycle by providing them with a safe and convenient route to the campus. Finally, the project will also help promote the health of the general public by creating an uninterrupted active transportation route for them to travel to destinations throughout the community.

Sincerely,

A handwritten signature in blue ink that reads "Frank Bigelow".

Frank Bigelow
Assemblymember, 5th District

STATE CAPITOL
SACRAMENTO, CA 95814
(916) 651-4012

2561 THIRD STREET
SUITE A
CERES, CA 95307
(209) 581-9827

1640 N STREET
SUITE 210
MERCED, CA 95340
(209) 726-5495

369 MAIN STREET
SUITE 208
SALINAS, CA 93901
(831) 769-8040

California State Senate

SENATOR
ANTHONY CANNELLA
TWELFTH SENATE DISTRICT



COMMITTEES
AGRICULTURE
VICE-CHAIR
TRANSPORTATION &
HOUSING
VICE-CHAIR
ENERGY, UTILITIES &
COMMUNICATIONS
GOVERNMENTAL
ORGANIZATION
NATURAL
RESOURCES & WATER
RULES

May 18th, 2015

Keith Helmuth, Engineer
City of Madera
205 W. Fourth Street
Madera, CA 93637

Re: Letter of Support for the Fresno River Trail Safe Routes to School Project

Dear Mr. Helmuth,

I write to strongly state my support for the City of Madera's application to the Active Transportation Program to fund the Fresno River Trail Safe Routes to School Project. The funding would support the construction of the "missing link" in the city's primary non-motorized transportation route and include under-crossings at its intersection with Gateway Drive and the UPRR train track.

This project will help meet a critical community need by promoting active transportation modes. In particular, the project will encourage students of Thomas Jefferson Middle School to walk or bicycle by providing them with a safe and convenient route to the campus. Finally, the project will also help promote the health of the general public by creating an uninterrupted active transportation route for them to travel to destinations throughout the community. As an advocate in the legislature for increasing funding to the Active Transportation Fund for purposes of safe routes to school, I am pleased to see the City of Madera take the initiative to increase safer routes for school through the Fresno River Trail Project. Feel free to contact my District Director Helen Condit in my Ceres district office at (209) 581-9827 should you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "A. Cannella".

Anthony Cannella
State Senator, 12th District

RECEIVED
APR 29 2015

CITY OF MADERA
ENGINEERING DEPARTMENT



9300 Valley Children's Place
Madera, CA 93636

(559) 353-3000
valleychildrens.org

April 27, 2015

Mr. Keith Helmuth, Engineer
City of Madera
205 W. Fourth Street
Madera CA 93637

SUBJECT: Letter of Support for Active Transportation Program Grant

Dear Mr. Helmuth:

I am writing this letter on behalf of Valley Children's Healthcare, Madera, to express our strong support for the City of Madera's application for an Active Transportation Program grant for the City of Madera Fresno River Trail Active Transportation Project (Project).

By supporting the construction of the railroad undercrossing, the Project will help meet a critical community need by providing individuals a safe and convenient route by which to travel between the east and west side of town. In the process, the Project will help promote the recreational and economic well-being of the city and residents.

Sincerely,

Tim Curley
Director, Community and Government Relations



U.S. Department
of Transportation
**Federal Highway
Administration**

California Division

December 12, 2014

650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
(916) 498-5001
(916) 498-5008 (FAX)

Ms. Patricia Taylor
Executive Director
Madera County Transportation Commission
2001 Howard Road, Suite 201
Madera, CA 93637

In Reply Refer To:
HDA-CA

SUBJECT: Conformity Determination for Madera County Transportation Commission (MCTC)
2014 Regional Transportation Plan

Dear Ms. Taylor:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the conformity determination for the Madera County Transportation Commission (MCTC) 2014 Regional Transportation Plan (RTP). A FHWA/FTA air quality conformity determination is required for the new RTP pursuant to the Environmental Protection Agency's (EPA) *Transportation Conformity Rule*, 40 CFR Parts 51 and 93, and the United States Department of Transportation's *Final Rule on Statewide and Metropolitan Planning*, 23 CFR Part 450.

On July 23, 2014, MCTC adopted the 2014 RTP and made the corresponding conformity determination via Resolution 14-08. The conformity analysis submitted indicates that all air quality conformity requirements have been met. Based on our review, and after consultation with the EPA Region 9 office, we find that the 2014 RTP conforms to the applicable State Implementation Plan in accordance with the provisions of 40 CFR Parts 51 and 93. This conformity determination will remain in effect for four (4) years from the date of this letter and replaces the previous determination made on December 14, 2010. In accordance with the July 15, 2004, *Memorandum of Understanding (MOU) between the Federal Highway Administration, California Division, and the Federal Transit Administration, Region IX*, the FTA has concurred with this conformity determination.

In accordance with the above MOU, the FHWA's single signature constitutes FHWA and FTA's joint air quality conformity determination for the MCTC 2014 RTP. If you have any questions pertaining to this conformity finding, please contact Jack Lord, FHWA, at (916) 498-5888, or by email at jack.lord@dot.gov.

Sincerely,

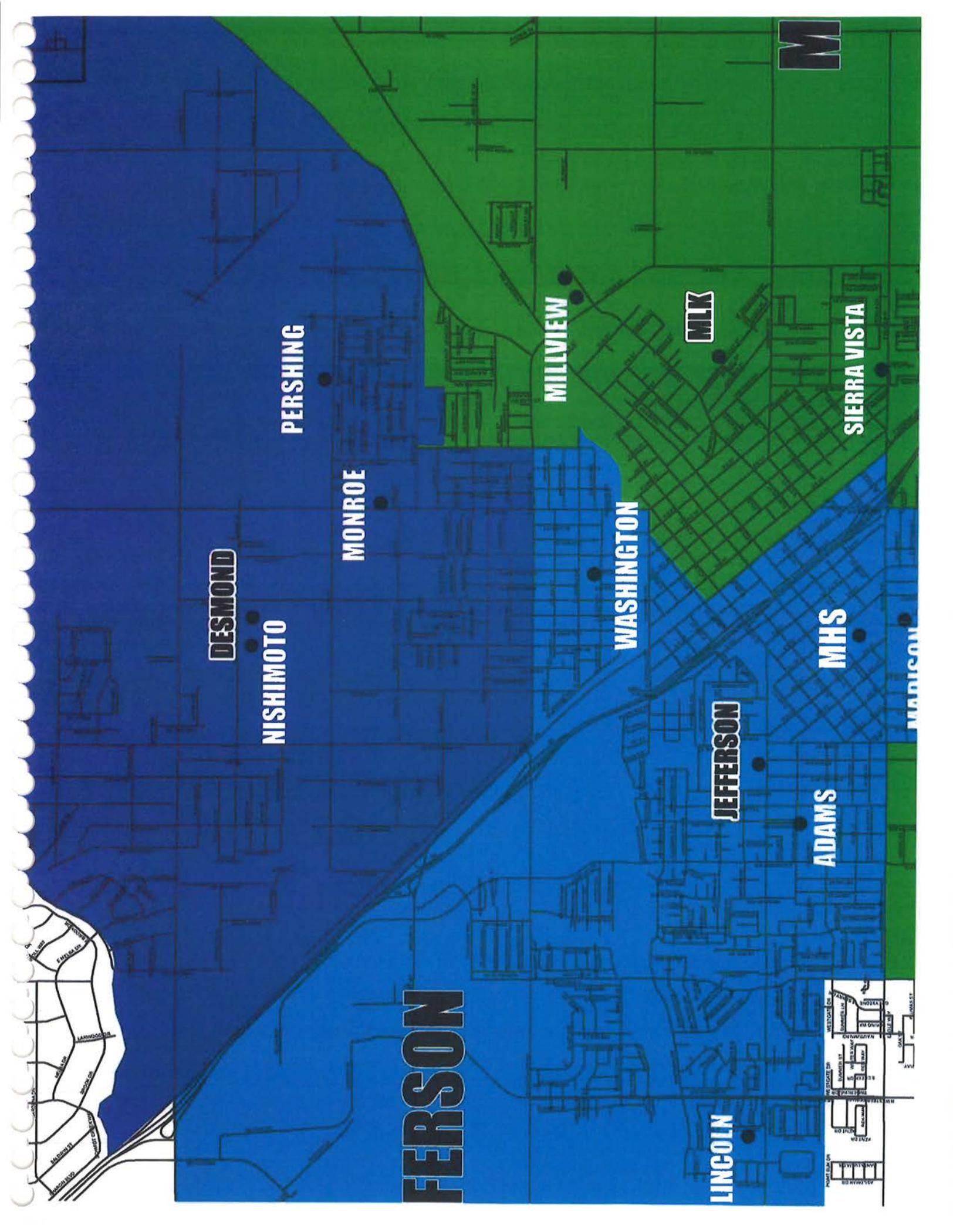
A handwritten signature in black ink, appearing to read "Vincent P. Mammano".

For: Vincent P. Mammano
Division Administrator

TABLE 5-7
Non-Motorized Transportation Improvement Projects

Agency	Project #	Route	Project Limits	Project Description	Estimated Cost	Funding Year
Chowchilla						
CHOWCITY	1	Robertson Blvd	8th St to UP Rail Crossing	Streetscape	\$1,000,000	2025
CHOWCITY	2	Chowchilla Neighborhoods	Various	Pedestrian Facilities	\$2,000,000	2025
CHOWCITY	3	Ash Slough	North Chowchilla	Riverwalk	\$2,000,000	2020
CHOWCITY	4	City of Chowchilla	Sidewalk Construction Near Wilson School	Pedestrian Facilities	\$339,000	2016
CHOWCITY	5	City of Chowchilla	Expand sidewalk Replacement for additional 4 blocks	Pedestrian Facilities	\$131,100	2020
CHOWCITY	6	City of Chowchilla	Construct school pedestrian facilities	Pedestrian Facilities	\$466,000	2016
CHOWCITY	7	Monterey Ave	3rd to 13th Street	Construct Pedestrian Facilities	\$158,333	2014
CHOWCITY	8	School	Various	Construct Pedestrian Facilities	\$325,000	2020
Subtotal:					\$6,419,433	
Madera						
MADCITY	9	Tulare St, Cleveland, Raymond Rd	Fresno River to City Limits via Cleveland and Raymond	Class I, II Bicycle Facilities	\$311,000	2014
MADCITY	10	Cleveland Ave	Schnoor Ave to Granada Ave	Construct Bike/Ped Facilities	\$339,000	2015
MADCITY	11	Madera	D St to Sierra St	Construct Pedestrian Facilities	\$140,000	2015
MADCITY	12	Rotary Park	Various	Construct Pedestrian Facilities	\$314,200	2011
MADCITY	13	Laurel Street	Various	Construct Class I Bicycle	\$267,700	2014
MADCITY	14	Fresno River Trail	Gateway & UPRR	Construct Bike/Ped	\$560,000	2011
MADCITY	15	Fresno River Trail	Schnoor Ave	Construct Bike/Ped	\$384,000	2011
MADCITY	16	Fresno River Trail	Gateway & UPRR	Construct Bike/Ped Undercrossing	\$560,000	2011
MADCITY	17	Schnoor Ave	Various	Construct Pedestrian Facilities	\$150,000	2017
MADCITY	18	Fresno River Trail	Schnoor to MID North Bank	PHASE II - Class I Bike Facilities	\$145,000	2017
MADCITY	19	Various	City Schools	Construct Pedestrian Facilities	\$266,000	2016
MADCITY	20	Fresno River Trail	Gateway and UPRR Undercrossing	Class I Bicycle Facilities	\$534,000	2015
MADCITY	21	Various	Bounded by Gateway, Central, 3rd and E Street	Construct Pedestrian Facilities	\$315,000	2015
MADCITY	22	Laural Street	Sunset to Fresno River Trail	Construct Bicycle Path	\$457,000	2015
MADCITY	23	Cleveland Ave	Granada to Schnoor	Construct Bicycle and Pedestrian Facilities	\$379,000	2016
Subtotal:					\$5,121,900	
Madera County						
MADCO	24	Road 225	Creek Dr to Road 228	Construct Pedestrian Facilities	\$181,550	2014
MADCO	25	Road 426	SR 41 to Road 427	Construct Pedestrian Facilities	\$89,000	2014
MADCO	26	Ave 12	Road 37 to Road 37.5	Construct Pedestrian Facilities	\$122,932	2020
MADCO	27	Various	Fairmead	Streetscape	\$3,000,000	2025
MADCO	28	Various	North Fork	Streetscape	\$1,000,000	2025
MADCO	29	Various	Oakhurst Mid-town Connector	Streetscape/Pedestrian/Bicycle Facilities	\$2,000,000	2025
MADCO	30	Various	2004 Bike Plan	Class I, II, III Bicycle Facilities	\$2,960,373	2011-2020
MADCO	31	Various	2004 Bike Plan	Class I, II, III Bicycle Facilities	\$15,309,782	2021-2035
Subtotal:					\$24,663,637	
TOTAL:					\$36,204,970	





M

SIERRA VISTA

MLK

MILLVIEW

WASHINGTON

MHS

MADISON

PERSHING

MONROE

DESMOND

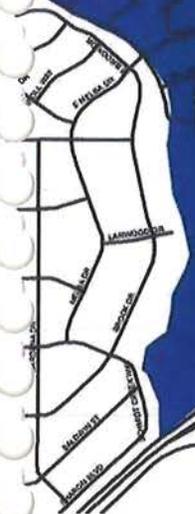
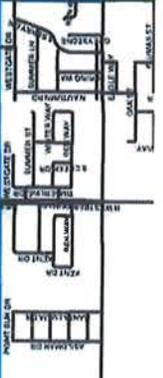
NISHIMOTO

JEFFERSON

ADAMS

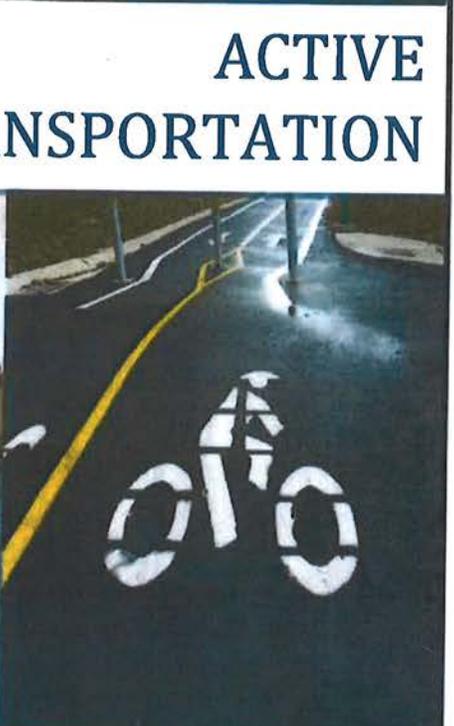
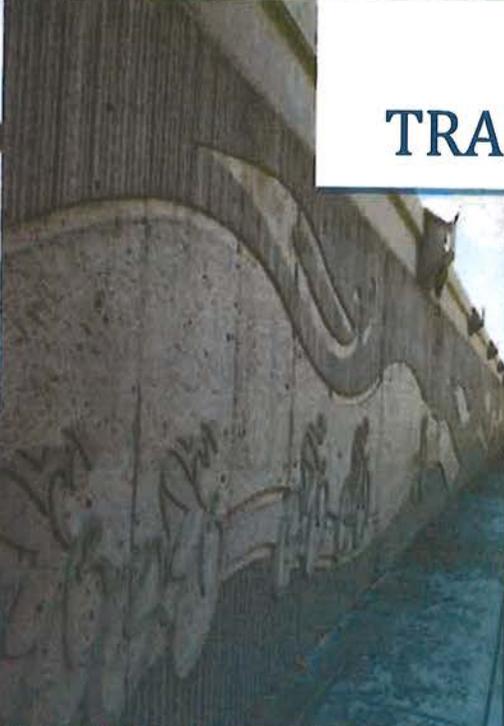
FERSON

LINCOLN





ACTIVE TRANSPORTATION



COST BENEFIT ANALYSIS OF ACTIVE TRANSPORTATION PROJECTS

INTRODUCTION

This spreadsheet tool provides a simple way of quantifying benefits and costs of active transportation projects, except general plans. Given the necessary data, the tool would quantify mobility, health, safety, vehicles mile travelled reduction savings, and recreational benefits.

The model is arranged by worksheets and contains the following information, data, and results:

Worksheets

Contents

Cover Page	
Instructions	General model description and assumptions
1) Infrastructure Inputs	Data input page for infrastructure projects
2) Non-Infrastructure Inputs	Data input page for non-infrastructure projects
3) Non-Infrastructure- All	Calculation for Non-infrastructure Non-SR2S_SR2S
4) Infrastructure- Safe Routes to Schools	Calculation for infrastructure SR2S
5) Results	Summary of Analysis Results
6) Individual Benefits for Infrastructure Non-SR2S	
6a) Mobility	Calculation of changes in mobility
6b) Health	Calculation of changes in health
6c) VMT Reduction	Calculation of changes in VMT reduction
6d) Recreational	Calculation of changes in Recreation
6e) Safety	Calculation of changes in safety
7) Aggregation	
7a) Undiscounted	Current Total Benefits
7b) Discounted	Discounted Total Benefits
8) Parameters	Economic parameters, assumptions, etc.
Miscellaneous	Tables, etc.

Assumptions are necessary when doing economic analysis. These assumptions include discount rate, value of time, accident value, etc. Discount rate of 4% was used to be consistent with the value used in Cal/B-C model. Value of time was determined by taking half of the statewide wage rate in California, consistent with US Department of Transportation's Value of Time Guidance. A 2% growth factor of average California annual growth of population was used to account for annual increase in benefits. These assumptions and others are put on the Parameters worksheet and should not be changed by the user.

After reading the instructions, the user should enter necessary data to analyze the project. If the project is an infrastructure project, all data should only be inputted on the infrastructure input page. If the project is a non-infrastructure project, all data should only be inputted on the non-infrastructure input page. If the project is a combination of both infrastructure and non-infrastructure, data should be inputted on both input pages.

INSTRUCTIONS

The user can analyze most projects by simply inserting limited data on the Non-infrastructure and/or Infrastructure input page and getting results on the Results page. At the top of the sheet, the user can enter information regarding the project name and location. This section provides general information about active transportation projects. Box 1 is for Infrastructure projects and Box 2 is for Non-Infrastructure projects. For Bike and Pedestrian Projects, daily person trips are one direction. *For certain cells, pop-up messages are designed to help users if data is not readily available.

Bike Projects (Box 1A)

- 1 Insert the total existing number of daily bike trips (without project)
- 2 Insert the anticipated total number of daily bike trips after 1 year (without project).
- 3 Insert the anticipated total number of daily bike trips after 1 year of project completion (with project).
- 4 Insert existing number of daily bike trips that are commuters
- 5 Insert existing number of daily bike trips that are recreational

*If no data is available for existing trip for commuters and recreational users, take 11% and 33% respectively of total existing number of daily bike trips (without project).

- 6 For estimates, insert new daily trips that are commuters after 1 year of project completion
- 7 For estimates, insert new daily trips that are recreational in nature after 1 year of project completion

*If no data is available for new trip for commuters and recreational trips after 1 year of project completion, assume half of existing bike commuter trips and recreational trips respectively.

- 8 If data is available, insert actual new daily trips for commuters and recreational after 1 year of project completion.
- 9 Provide the Average Annual Daily Traffic (AADT) of the closest adjacent road to the proposed project.

*If the project is construction of new bike lanes, paths and/or trails, assume a percentage shift of drivers of 5% to bicycle and walk use, using the current AADT for the closest road to the proposed project.

- 9 Select the appropriate type of bike class type from the pull-down menu.

Pedestrian Projects (Box 1B)

For pedestrian projects, the user can enter trips or step counts or miles walked .

- 10 Insert the total existing number of daily walk trips (without project)
- 11 Insert the anticipated total number of daily walk trips after 1 year (without project)
- 12 Insert the anticipated total number of daily walk trips after 1 year of project completion (with project); OR

- 13 Insert total existing step counts (without project)
- 14 Insert the anticipated step counts after 1 year (with project); OR
- 15 Insert total miles walked (without project)
- 16 Insert anticipated miles walked after 1 year (with project)

Safe Routes to School (SR2S) Infrastructure Projects (Box 1C)

- 17 Insert number of students enrolled in the school/s
- 18 Insert approximate number of students living along school route proposed for improvement.
- 19 Percentage of students that currently walk or bike to school
- 20 Projected percentage of students that will walk or bike to school after the project is completed

Infrastructure Project Costs (Box 1D)

- 21 Insert project cost for the Non-SR2S Infrastructure project
- 22 Insert project cost for the SR2S Infrastructure project

ATP Requested Funds (Box 1E)

For a benefit-cost analysis, total project cost is used to calculate benefit-cost ratio. However, the ATP Guidelines require benefits relative to funds requested be calculated as well. Provide the funds requested below for infrastructure projects.

- 23 Insert ATP funds requested for the Non-SR2S Infrastructure project
- 24 Insert ATP funds requested for the SR2S Infrastructure project

Crash Data (Box 1F)

- 25 Enter total number of fatal crashes for the last 5 years
- 26 Enter total number of injury crashes for the last 5 years
- 27 Enter total number of property-damage only (PDO) crashes for the last 5 years

Crashes involving pedestrians and cyclists are often underreported. For this b/c analysis, we require that users provide the last 5 years of crash data to capture any years that did not have any accidents. Statewide Integrated Traffic Records System (SWITRS) with their Annual Report of Fatal and Injury Motor Vehicle Traffic Collisions is a good source for fatal and injury accidents. <http://www.chp.ca.gov/switrs/>.

SafeTREC Transportation Injury Mapping Systems (TIMS) by University of California, Berkeley-website also includes "SWITRS GIS Map" tool that can be used to gather the crash data for specific improvement. <http://tims.berkeley.edu/>

Annual average for each crashes are calculated automatically after data crash data is entered.

Safety Countermeasures (Box 1G)

Mark any countermeasures associated with the project, with a capital "Y" and capital "N" if not included. Countermeasures should be significant, which is defined here to cost at least 15% of total project costs. Other reduction factor countermeasures should be filled out if specific countermeasures are not explicit on the enumerated choices.

If the project only involves infrastructure project, the user is ready to do the analysis. However, if the project has a non-infrastructure component, the user still needs to fill out and follow instructions for non-infrastructure project types.

SR2S Outreach Non-Infrastructure (Box 2A)

- 28 Insert number of students enrolled in the school/s
- 29 Insert number of students that currently walk or bike to school; OR
- 30 Insert percentage of students that currently walk or bike to school
- 31 Insert project cost for the outreach
- 32 Insert ATP funds requested
- 33 Duration of outreach (months)

Numbers 28-30 can be the same as numbers 17-20 under Box 1C. However, to make things simpler and avoid any overlapping of benefits, 28-30 are strictly for NON-INFRASTRUCTURE and 17-20 are for SR2S INFRASTRUCTURE projects.

Outreach to users will be automatically calculated once we have number of enrolled students minus number of students that currently walk or bike to school.

Non-SR2S Outreach Non-Infrastructure (Box 2B)

- 31 Insert number of targeted participants, a subset of a population of town or city.
- 32 Insert number of residents or participants that currently walk or bike ; OR
- 33 Insert percentage of residents or participants that currently walk or bike
- 34 Insert project cost of the outreach
- 35 Duration of outreach (months)

Outreach to users will be automatically calculated once we have number of targeted participant minus number of them that currently walk or bike.

Perception, Promotional Effort, Age and Duration boxes (Boxes 2C, 2D, 2E, and 2F)

Based from a review of several academic articles and government publications, four broad reoccurring themes either promoted or discouraged active transportation. Brief description of the reoccurring themes are included to aid in filling out the appropriate boxes for the outreach project.

Perception: The attitude or belief about active transportation is critical to get someone to try it. Negative deterrents include unsafe, not connected, physically difficult, unaesthetic surroundings, distance, etc. Hands-on outreach (e.g., walk audit) is more successful in changing a potential user attitude.

Collective Promotional Efforts: A coordinated and collective effort by multiple entities/stakeholders is more successful in promoting active transportation user than a single promotional effort, for example the 5E's--engineering, enforcement, education, encouragement, and evaluation.

Age: The usage of active transportation during ones youth generally carries over into adulthood. At the time when children become independent--around middle school--is when the benefits of active transportation promotion can be maximized. This is because there are higher safety/danger risks of letting young adolescents take active transportation modes on their own, e.g., not being alert when there is vehicle traffic. Furthermore, older adults tend to stop utilizing some active modes such as biking because of physical limitations.

Duration: The frequency of an outreach effort is critical because it reinforces active transportation behavior. In comparison, bike-to-work month is more successful compared to a one-time safety course because of the action of taking active transportation is reinforced multiple times.

These four reoccurring themes are the basis for weighing non-infrastructure criteria. While reviewing the literature, there was a significant amount qualitative data, but lack of quantitative findings. Due to the lack of quantitative data--necessary to monetize assumed benefits--the non-infrastructure benefit-cost criteria attempts to calculate the longitudinal users based on a given non-infrastructure project. This estimated longitudinal estimate is then applied to the infrastructure benefit-cost tool to quantify benefit-cost ratio.

* Projected New Active Trans Riders will be automatically calculated when Boxes 2A through 2F are filled out.

Crash Data (Box 2G)

- 23 Enter total number of fatal crashes for the last 5 years
- 24 Enter total number of injury crashes for the last 5 years
- 25 Enter total number of property-damage only (PDO) crashes for the last 5 years

Annual average for each crashes are calculated automatically after data crash data is entered.

Project Name:
Project Location:

Fresno River Trail Safe Routes to School Project
City of Madera

INFRAS

Bike Projects (Daily Person Trips for All Users) (Box 1A)

	Without Project	With Project
Existing		
Forecast (1 Yr after completion)	0	
	Commuters	Recreational Users
Existing Trips		
New Daily Trips (estimate)	0	0
(1 YR after completion) (actual)		

Project Information- Non SR2S Infrastructure

Bike Class Type	Bike Class I
Average Annual Daily Traffic (AADT)	

Project Costs (Box 1D)

Non-SR2S Infrastructure Project Cost
SR2S Infrastructure Project Cost

ATP Requested Funds (Box 1E)

Non-SR2S Infrastructure
SR2S Infrastructure

CRASH DATA (Box 1F)

	Last 5 Y
Fatal Crashes	
Injury Crashes	
PDO	

Pedestrian Projects (Daily Person Trips for All Users) (Box 1B)

	Without Project	With Project
Existing		
Forecast (1 YR after project completion)		
	Without Project	With Project
Existing step counts (600 steps=0.3mi=1 trip)		
Existing miles walked		

SAFETY COUNTERMEASURES (improvements) ()

Category	Countermeasures
Signalized Intersection	Pedestrian countdown signal head
	Pedestrian crossing
	Advance stop bar before crosswalk
Unsignalized Intersection	Install overpass/underpass
	Raised medians/refuge islands
	Pedestrian crossing (new signs and markings)
	Pedestrian crossing (safety features/cue)
Roadways	Pedestrian signals
	Bike lanes
	Sidewalk/pathway (to avoid walking along roadway)
	Pedestrian crossing (with enhanced safety)
	Pedestrian crossing
	Other reduction factor countermeasures

Safe Routes to School (SR2S) (Box 1C)

	Total
Number of student enrollment	1,051
Approximate no. of students living along school route proposed for improvement	263
Percentage of students that currently walk or bike to school	10.00%
Projected percentage of students that will walk or bike to school after the project	50.00%

Project Name:
Project Location:

NON-INFR

Outreach (SR2S)- (Box 2A)	
Participants (School Enrollment)	
Current Active Trans Walker/Bicyclist Users	0
Percentage of Current Active Trans Walkers/Bicyclists	
Project Cost	
ATP Requested Funds	
Duration of Outreach (months)	
Outreach to new users	0

Outreach (Non SR2S)- (Box 2B)	
Participants	
Current Active Trans Walker/Bicyclist Use	
Percentage of Current Active Trans Walke	
Project Cost	
ATP Requested Funds	
Duration of Outreach (months)	
Outreach to new users	

Perception (must be marked with an "x")- (Box 2C)	
Outreach is Hands-on (self-efficacy)	
Overcome Barriers (e.g., dist, time, etc.)	
Eliminates Hazards/Threats (speed, crime, etc.)	
Connected or Addresses Connectivity Challenges	
Creating Value in Using Active Transportation	

Promotional Effort (must be marked with an "x")- (Box 2D)	
Effort Targets 5 E's or 5 P's	
Knowledgeable Staff/Educator	
Partnership/Volunteers	
Creates Community Ownership/Relations	
Part of Bigger Effort (e.g., political support)	

Age (must be marked with an "x")- (Box 2E)	
Younger than 10	
10-12	
13-24	
25-55	
55+	

Duration (must be marked with an "x")- (Box 2F)	
One Day	
One Month	
One Year	
Multiple Years	
Continuous Effort	

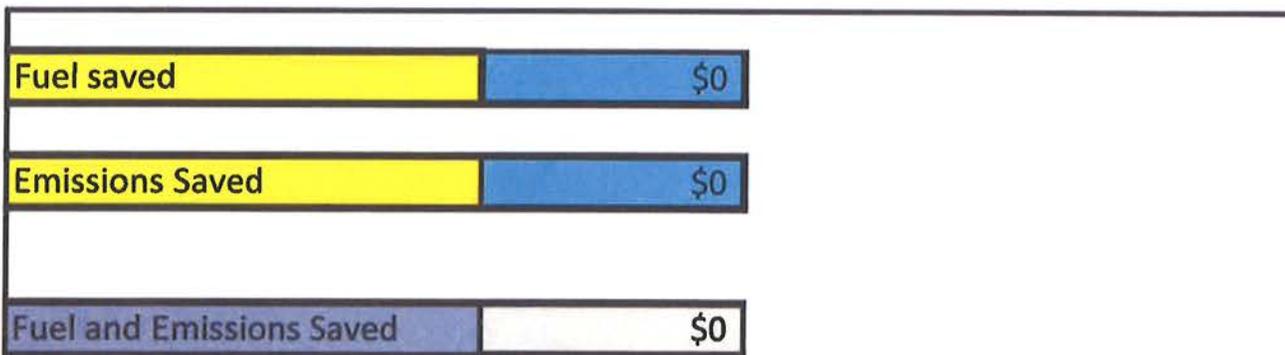
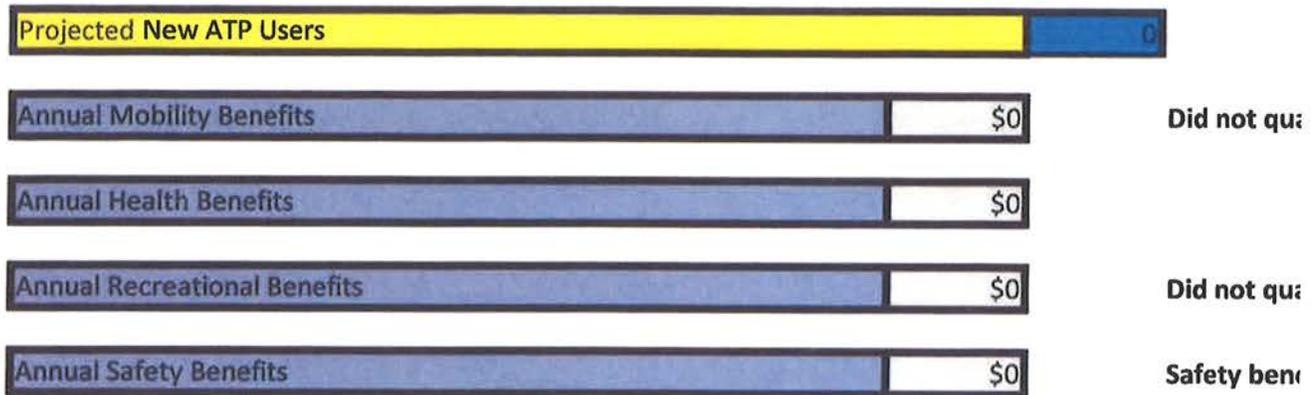
Projected New Active Trans Riders	
Longitudinal New Users	0

Projected New Active Trans Riders	
Longitudinal New Users	

CRASH DATA - (Box 2G)	Last 5 Yrs		Annual
	Fatal Crashes		0
Injury Crashes		0	
PDO		0	

Assumption:
Benefits only accrue for five years, unless otherwise specified or is ongoing.

Non Infrastructure- All



Underlying assumptions for calculations:

- 1) 1 mile driven is ~ 0.05 gal ~ 1 lb of CO2 based on US average 20mpg.
Source: Active Transportation for America: The Case for Increased Federal Investment in Bicycling and Walking. Rails to Trails Conservancy, page 22.
<http://www.railstotrails.org/resourcehandler.ashx?id=2948>
- 2) Assume users travel 13,000 vehicle miles per year (U.S. DOT's FHWA-13,476 ave.)
- 3) Assume users divert half of their miles traveled each year.
- 3) Gasoline price per gallon is \$3.41 (incl. tax)
- 4) Carbon price is \$25 per ton (updated \$2014 value)
- 6) 2,000 lbs = 1 ton

ESTIMATED SAFETY BENEFITS FROM POTENTIAL CRASH REDUCTION

Countermeasures		OTHER REDUCTION FACTOR
Crash Reduction Factors (CRFs)		10%
Service Life		5
1st year		\$0

	Fatal	Injury	PDO	Total
Frequency	0	0	0	0
Cost/crash	\$3,750,837	\$80,000	\$6,924	\$3,837,761

Identify mobility benefits.

Identify recreational benefits.

Benefits are assumed to be a reduction in Other Reduction Factor Countermeasures.



SAFE ROUTES TO SCHOOL

Infrastructure

Before Project

No. of students enrollment	1,051
Approximate no. of students living along school route proposed for improvement	263
Percent that currently walks/bikes to school	10%
Number of students that walk/bike to school	26.3

After Project

No. of students enrollment	1,051
Approximate no. of students living along school route proposed for improvement	263
Projected percentage of students that will walk or bike because of the project	50%
Number of students that will walk/bike to school after the project	131.5

Assumptions:

- 1) 180 school days
- 2) 2 miles distance to s
- 3) Takes 1 hour back at
- 4) Approximate no. of : before and after to ge
- 5) We used the value c community in general.
- 6) Safety benefits are a

ATP Shift	37,872
Fuels Saved	\$6,457.18
Emissions Saved	\$473.40

Annual Mobility Benefits	\$246,829
Annual Health Benefits	\$15,396
Annual Safety Benefits	\$48,300
Fuel and Emissions Saved	\$6,931
Recreational Benefits	\$0

Did not quantify recreational ben

school = 1 hour walk

and forth to school grounds, used distance of 1 mile (composite for bike and walk)

students living along school route proposed for improvement- we used this number for
t an actual increase number of ATP users or corresponding percentage.

if time for adults for SR2S since we did not quantify parents' time, and the
Value of time for adults \$13.03 vs. \$5.42 for kids.

assumed to be the same as non-SRTS infrastructure projects.

efits for SR2S Infrastructure projects.

20 Year Invest Summary Analysis

Total Costs	\$937,494.00
Net Present Cost	\$901,436.54
Total Benefits	\$8,886,907.18
Net Present Benefit	\$5,885,616.58
Benefit-Cost Ratio	6.53

20 Year Itemized Savings

Mobility	\$5,997,293.68
Health	\$374,092.81
Recreational	\$0.00
Gas & Emissions	\$168,394.77
Safety	\$2,347,125.92

Funds Requested	\$379,494.00
Net Present Cost of Funds Requested	\$364,898.08
Benefit Cost Ratio	16.13

ESTIMATED DAILY MOBILITY BENEFITS FROM THE PROJECT

Current Walk Counts	
Total miles walked	0.00
Total person Trips walked	0.00
Total Steps walked	0.00

After the Project is Completed	
Total miles walked	0.00
Total person trips walked	0.00
Total Steps walked	0.00

Converted miles walked to trips	0
Difference of person trips walked	0
Converted steps walked to trips	0

Current Bike Counts	
Existing Commuters	0
New Commuters	0

Benefits, 2014 values	
Annual Mobility Benefit (Walking)	\$0
Annual Mobility Benefit (Biking)	\$0.00

Total Annual Mobility Benefits	\$0
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Project Types

For M values:

- 20.38 min/trip OFF STREET
- 18.02 min/trip ON STREET w/o parking
- 15.83 min/trip ON STREET w/ parking

\$13.03 Value of Time

600 steps=0.3mi=1 trip

\$1 Value of Total Pedestrian Environm

Sources:

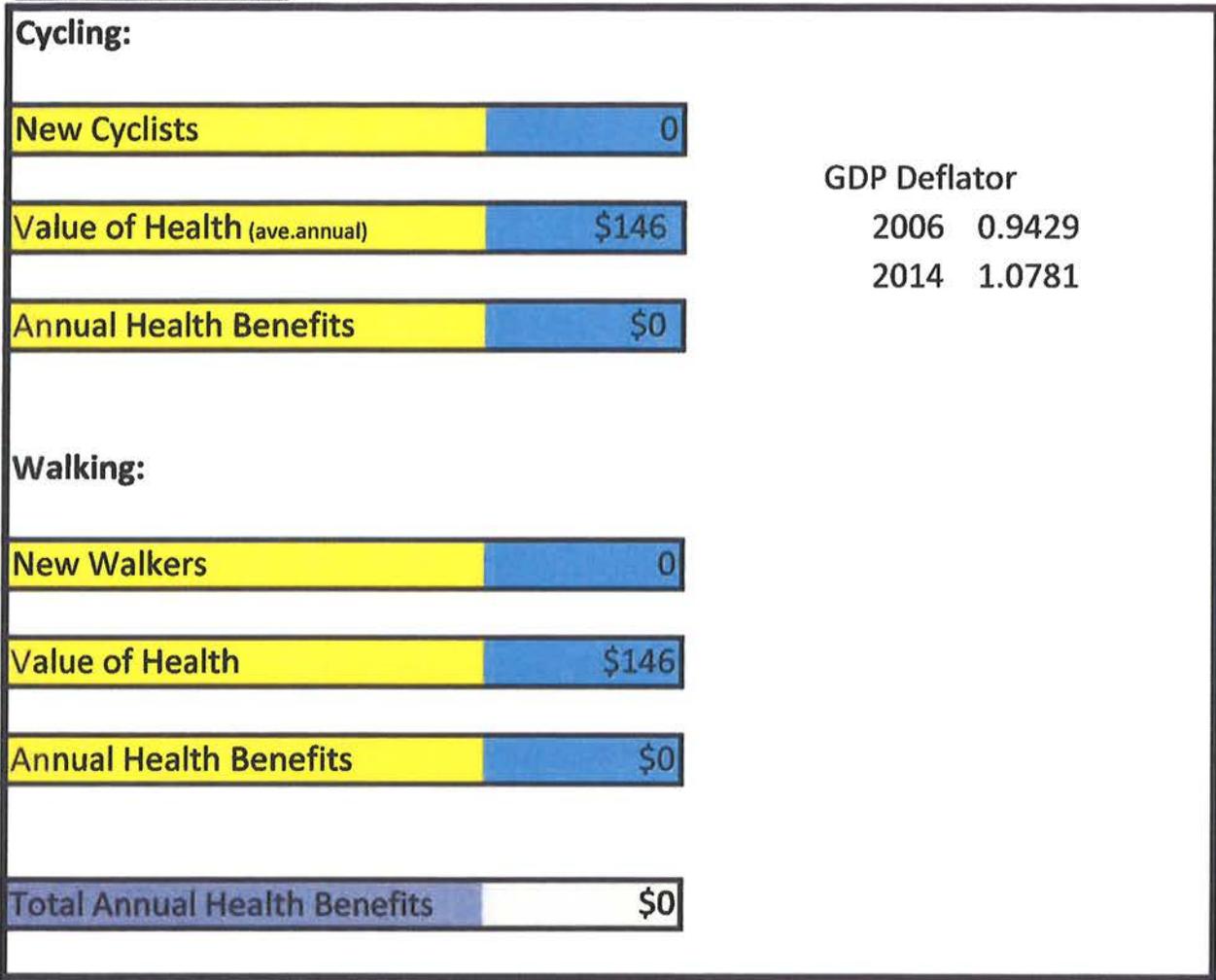
NCHRP 552 Methodology (Biking)

Heuman (2006) as reported by UK Dept of Transport and Guidance (walking)

Bike Class I
Bike Class II
Bike Class III

YEARLY ESTIMATED HEALTH BENEFITS FROM THE PROJECT

INFRASTRUCTURE



Source: NCHRP 552- Guidelines for Analysis of Investments in
 Bicycle Facilities, Appendix G.
 (Estimated annual per capita cost savings of direct and/indirect
 of physical activity)

YEARLY ESTIMATED GAS AND EMISSION SAVINGS FROM THE PROJECT

INFRASTRUCTURE

New Pedestrians	0
New Bicyclists	0
Avoided VMT due to Walking	0
Avoided VMT due to Biking	0
Fuel Saved	\$0
Emissions Saved	\$0
Fuel and Emissions saved	\$0

Underlying assumptions for calculations:

1) Bike miles traveled= 1.5 mi, walk miles traveled= .3 (CHTS)

2) Assume 50% of new walkers and cyclists choose not to drive their cars

3) 1 mile driven is ~ 0.05 gal ~ 1 lb of CO2 based on US average 20mpg.

Source: Active Transportation for America: The Case for Increased Federal Investment in Bicycling and Walking. Rails to Trails Conservancy, page 22.

<http://www.railstotrails.org/resourcehandler.ashx?id=2948>

4) Gasoline price per gallon is \$3.41 (incl. tax)

5) Carbon price is \$25 per ton

6) 250 working days

7) 2,000 lbs = 1 ton

YEARLY ESTIMATED RECREATIONAL BENEFITS FROM THE PROJECT

Biking		
New Recreational Users	0	\$10 per trip
New Commuters	0	
Existing Recreational Users	0	\$4 per trip
Value of Spending Recreational Time for New Recreational Users	\$0	
Value of Spending Recreational Time for Existing Recreational Users	\$0	
Potential number of recreational time outdoors	124	
Annual Biking Recreational Benefits	\$0	

Sources: NCHRP 552 for New Users and Commuters, TAG (January 2010 UK's Department of Transport Guidance on the Appraisal of Walking and Cycling Schemes) for Existing Users, World Health Organization's HEAT for cycling (124 days- the observed number of days cycled in Stockholm)

Walking		
Total Recreational pedestrians	0	15%- See Misc. Tab
Value of Spending Recreational time for all pedestrians	\$0	\$1 per trip
Potential number of recreational time outdoors	365	
Annual Walking Recreational Benefits	\$0	

Sources: Pedestrian and Bicycle Information Center. TAG (January 2010 UK's Department of Transport Guidance on the Appraisal of Walking and Cycling Schemes) for Existing Users.

Total Annual Recreational Benefits	\$0
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ESTIMATED SAFETY BENEFITS FROM POTENTIAL CRASH REDUCTION

Countermeasures	SIGNALIZED INTERSECTION COUNTERMEASURES					UNSIG
	Install pedestrian countdown signal heads	Install pedestrian crossing	Install advance stop bar before crosswalk (bicycle box)	Install pedestrian overpass/underpass	Install raised medians/refuge islands	
Applicable Countermeasures	N	N	N	N	N	
Crash Reduction Factors (CRFs)	25%	25%	15%	75%	45%	
Service Life	20	20	10	20	20	
1st year	\$0	\$0	\$0	\$0	\$0	\$0

	Fatal	Injury	PDO	Total
Frequency	0	0.8	16.8	17.6
Cost/crash	\$4,130,347	\$81,393	\$7,624	

NON COUNTERMEASURES		ROADWAY COUNTERMEASURES				
Install pedestrian crossing (with enhanced safety measures/ curb extensions)	Install pedestrian signal	Install bike lanes	Install sidewalk/ pathway (to avoid walking along roadways)	Install pedestrian crossing (with enhanced safety measures)	Install Pedestrian crossing	OTHER REDUCTION FACTOR
Y	N	N	N	Y	N	Y
35%	55%	35%	80%	30%	35%	10%
20	20	20	20	10	10	
\$67,620	\$0	\$0	\$0	\$57,960	\$0	\$19,320

ECONOMIC EVALUATION (Constant Values)

Total Benefits	\$8,886,907
Mobility Benefits	\$5,997,294
Health Benefits	\$374,093
Recreational Benefits	\$0
Safety Benefits	\$2,347,126
Gas & Emission Benefits	\$168,395

Total Costs	\$937,494
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Benefit-Cost Ratio (BCR)	9.5
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Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	T
PROJECT OPEN							
1	\$0	\$0	\$0	\$0	\$0	\$0	
2	\$0	\$0	\$0	\$0	\$0	\$0	
3	\$0	\$0	\$0	\$0	\$0	\$0	
4	\$0	\$0	\$0	\$0	\$0	\$0	
5	\$0	\$0	\$0	\$0	\$0	\$0	
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							
17							
18							
19							
20							
						Sum Total	T
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0

INFRASTRUCTURE - Non SR2S

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emissions Benefits	Total Benefits	Total Project Cost	Growth
PROJECT OPEN								
1	\$0	\$0	\$0	\$48,300	\$0	\$48,300	\$0	1.0
2	\$0	\$0	\$0	\$49,266	\$0	\$49,266		
3	\$0	\$0	\$0	\$50,251	\$0	\$50,251		
4	\$0	\$0	\$0	\$51,256	\$0	\$51,256		
5	\$0	\$0	\$0	\$52,281	\$0	\$52,281		
6	\$0	\$0	\$0	\$53,327	\$0	\$53,327		
7	\$0	\$0	\$0	\$54,394	\$0	\$54,394		
8	\$0	\$0	\$0	\$55,482	\$0	\$55,482		
9	\$0	\$0	\$0	\$56,591	\$0	\$56,591		
10	\$0	\$0	\$0	\$57,723	\$0	\$57,723		
11	\$0	\$0	\$0	\$58,877	\$0	\$58,877		
12	\$0	\$0	\$0	\$60,055	\$0	\$60,055		
13	\$0	\$0	\$0	\$61,256	\$0	\$61,256		
14	\$0	\$0	\$0	\$62,481	\$0	\$62,481		
15	\$0	\$0	\$0	\$63,731	\$0	\$63,731		
16	\$0	\$0	\$0	\$65,005	\$0	\$65,005		
17	\$0	\$0	\$0	\$66,306	\$0	\$66,306		
18	\$0	\$0	\$0	\$67,632	\$0	\$67,632		
19	\$0	\$0	\$0	\$68,984	\$0	\$68,984		
20	\$0	\$0	\$0	\$70,364	\$0	\$70,364		
						Sum Total Benefits	Total Project Cost	
Total	\$0	\$0	\$0	\$1,173,563	\$0	\$1,173,563	\$0	

INFRASTRUCTURE- SR2S

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Growth
PROJECT OPEN								
1	\$246,829	\$15,396	\$0	\$48,300	\$6,931	\$317,456	\$937,494	1
2	\$251,766	\$15,704	\$0	\$49,266	\$7,069	\$323,805		
3	\$256,801	\$16,018	\$0	\$50,251	\$7,211	\$330,281		
4	\$261,937	\$16,339	\$0	\$51,256	\$7,355	\$336,887		
5	\$267,176	\$16,666	\$0	\$52,281	\$7,502	\$343,625		
6	\$272,519	\$16,999	\$0	\$53,327	\$7,652	\$350,497		
7	\$277,969	\$17,339	\$0	\$54,394	\$7,805	\$357,507		
8	\$283,529	\$17,686	\$0	\$55,482	\$7,961	\$364,657		
9	\$289,199	\$18,039	\$0	\$56,591	\$8,120	\$371,950		
10	\$294,983	\$18,400	\$0	\$57,723	\$8,283	\$379,389		
11	\$300,883	\$18,768	\$0	\$58,877	\$8,448	\$386,977		
12	\$306,901	\$19,144	\$0	\$60,055	\$8,617	\$394,717		
13	\$313,039	\$19,526	\$0	\$61,256	\$8,790	\$402,611		
14	\$319,300	\$19,917	\$0	\$62,481	\$8,965	\$410,663		
15	\$325,686	\$20,315	\$0	\$63,731	\$9,145	\$418,876		
16	\$332,199	\$20,722	\$0	\$65,005	\$9,328	\$427,254		
17	\$338,843	\$21,136	\$0	\$66,306	\$9,514	\$435,799		
18	\$345,620	\$21,559	\$0	\$67,632	\$9,704	\$444,515		
19	\$352,532	\$21,990	\$0	\$68,984	\$9,899	\$453,405		
20	\$359,583	\$22,430	\$0	\$70,364	\$10,097	\$462,473		
						Sum Total Benefits	Total Project Cost	
Total	\$5,997,294	\$374,093	\$0	\$1,173,563	\$168,395	\$7,713,344	\$937,494	

COMBO PROJECTS- Non SR2s Infrastructure and NonInfrastructure

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost
PROJECT OPEN							
1	\$0	\$0	\$0	\$24,150	\$0	\$24,150	\$0
2	\$0	\$0	\$0	\$24,633	\$0	\$24,633	
3	\$0	\$0	\$0	\$25,126	\$0	\$25,126	
4	\$0	\$0	\$0	\$25,628	\$0	\$25,628	
5	\$0	\$0	\$0	\$26,141	\$0	\$26,141	
6	\$0	\$0	\$0	\$26,664	\$0	\$26,664	
7	\$0	\$0	\$0	\$27,197	\$0	\$27,197	
8	\$0	\$0	\$0	\$27,741	\$0	\$27,741	
9	\$0	\$0	\$0	\$28,296	\$0	\$28,296	
10	\$0	\$0	\$0	\$28,861	\$0	\$28,861	
11	\$0	\$0	\$0	\$29,439	\$0	\$29,439	
12	\$0	\$0	\$0	\$30,027	\$0	\$30,027	
13	\$0	\$0	\$0	\$30,628	\$0	\$30,628	
14	\$0	\$0	\$0	\$31,241	\$0	\$31,241	
15	\$0	\$0	\$0	\$31,865	\$0	\$31,865	
16	\$0	\$0	\$0	\$32,503	\$0	\$32,503	
17	\$0	\$0	\$0	\$33,153	\$0	\$33,153	
18	\$0	\$0	\$0	\$33,816	\$0	\$33,816	
19	\$0	\$0	\$0	\$34,492	\$0	\$34,492	
20	\$0	\$0	\$0	\$35,182	\$0	\$35,182	
						Sum Total	
						Benefits	Total Project Cost
Total	\$0	\$0	\$0	\$586,781	\$0	\$586,781	\$0

COMBO PROJECTS- SR2S Infrastructure and NonInfrastructure

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Growth Factor
PROJECT OPEN								
1	\$246,829	\$15,396	\$0	\$24,150	\$6,931	\$293,306	\$937,494	1.02
2	\$251,766	\$15,704	\$0	\$24,633	\$7,069	\$299,172		
3	\$256,801	\$16,018	\$0	\$25,126	\$7,211	\$305,155		
4	\$261,937	\$16,339	\$0	\$25,628	\$7,355	\$311,259		
5	\$267,176	\$16,666	\$0	\$26,141	\$7,502	\$317,484		
6	\$272,519	\$16,999	\$0	\$26,664	\$7,652	\$323,833		
7	\$277,969	\$17,339	\$0	\$27,197	\$7,805	\$330,310		
8	\$283,529	\$17,686	\$0	\$27,741	\$7,961	\$336,916		
9	\$289,199	\$18,039	\$0	\$28,296	\$8,120	\$343,655		
10	\$294,983	\$18,400	\$0	\$28,861	\$8,283	\$350,528		
11	\$300,883	\$18,768	\$0	\$29,439	\$8,448	\$357,538		
12	\$306,901	\$19,144	\$0	\$30,027	\$8,617	\$364,689		
13	\$313,039	\$19,526	\$0	\$30,628	\$8,790	\$371,983		
14	\$319,300	\$19,917	\$0	\$31,241	\$8,965	\$379,423		
15	\$325,686	\$20,315	\$0	\$31,865	\$9,145	\$387,011		
16	\$332,199	\$20,722	\$0	\$32,503	\$9,328	\$394,751		
17	\$338,843	\$21,136	\$0	\$33,153	\$9,514	\$402,646		
18	\$345,620	\$21,559	\$0	\$33,816	\$9,704	\$410,699		
19	\$352,532	\$21,990	\$0	\$34,492	\$9,899	\$418,913		
20	\$359,583	\$22,430	\$0	\$35,182	\$10,097	\$427,291		
						Sum Total		
Total	\$5,997,294	\$374,093	\$0	\$586,781	\$168,395	\$7,126,563	Total Project Cost	\$937,494

COMBO PROJECTS- NonSR2S & SR2S Infrastructure

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost
PROJECT OPEN							
1	\$123,414	\$7,698	\$0	\$48,300	\$3,465	\$182,878	\$937,494
2	\$125,883	\$7,852	\$0	\$49,266	\$3,535	\$186,536	
3	\$128,400	\$8,009	\$0	\$50,251	\$3,605	\$190,266	
4	\$130,968	\$8,169	\$0	\$51,256	\$3,677	\$194,072	
5	\$133,588	\$8,333	\$0	\$52,281	\$3,751	\$197,953	
6	\$136,260	\$8,499	\$0	\$53,327	\$3,826	\$201,912	
7	\$138,985	\$8,669	\$0	\$54,394	\$3,902	\$205,950	
8	\$141,764	\$8,843	\$0	\$55,482	\$3,981	\$210,069	
9	\$144,600	\$9,020	\$0	\$56,591	\$4,060	\$214,271	
10	\$147,492	\$9,200	\$0	\$57,723	\$4,141	\$218,556	
11	\$150,442	\$9,384	\$0	\$58,877	\$4,224	\$222,927	
12	\$153,450	\$9,572	\$0	\$60,055	\$4,309	\$227,386	
13	\$156,519	\$9,763	\$0	\$61,256	\$4,395	\$231,933	
14	\$159,650	\$9,958	\$0	\$62,481	\$4,483	\$236,572	
15	\$162,843	\$10,158	\$0	\$63,731	\$4,572	\$241,304	
16	\$166,100	\$10,361	\$0	\$65,005	\$4,664	\$246,130	
17	\$169,422	\$10,568	\$0	\$66,306	\$4,757	\$251,052	
18	\$172,810	\$10,779	\$0	\$67,632	\$4,852	\$256,073	
19	\$176,266	\$10,995	\$0	\$68,984	\$4,949	\$261,195	
20	\$179,792	\$11,215	\$0	\$70,364	\$5,048	\$266,419	
						Sum Total Benefits	Total Project Cost
Total	\$2,998,647	\$187,046	\$0	\$1,173,563	\$84,197	\$4,443,454	\$937,494

SUMMARY OF QUANTIFIABLE BENEFITS AND COSTS

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Benefit Ratio
PROJECT OPEN								
1	\$246,829	\$15,396	\$0	\$96,600	\$6,931	\$365,756	\$937,494	9.4
2	\$251,766	\$15,704	\$0	\$98,532	\$7,069	\$373,071		
3	\$256,801	\$16,018	\$0	\$100,503	\$7,211	\$380,532		
4	\$261,937	\$16,339	\$0	\$102,513	\$7,355	\$388,143		
5	\$267,176	\$16,666	\$0	\$104,563	\$7,502	\$395,906		
6	\$272,519	\$16,999	\$0	\$106,654	\$7,652	\$403,824		
7	\$277,969	\$17,339	\$0	\$108,787	\$7,805	\$411,901		
8	\$283,529	\$17,686	\$0	\$110,963	\$7,961	\$420,139		
9	\$289,199	\$18,039	\$0	\$113,182	\$8,120	\$428,541		
10	\$294,983	\$18,400	\$0	\$115,446	\$8,283	\$437,112		
11	\$300,883	\$18,768	\$0	\$117,755	\$8,448	\$445,854		
12	\$306,901	\$19,144	\$0	\$120,110	\$8,617	\$454,772		
13	\$313,039	\$19,526	\$0	\$122,512	\$8,790	\$463,867		
14	\$319,300	\$19,917	\$0	\$124,962	\$8,965	\$473,144		
15	\$325,686	\$20,315	\$0	\$127,462	\$9,145	\$482,607		
16	\$332,199	\$20,722	\$0	\$130,011	\$9,328	\$492,259		
17	\$338,843	\$21,136	\$0	\$132,611	\$9,514	\$502,105		
18	\$345,620	\$21,559	\$0	\$135,263	\$9,704	\$512,147		
19	\$352,532	\$21,990	\$0	\$137,969	\$9,899	\$522,390		
20	\$359,583	\$22,430	\$0	\$140,728	\$10,097	\$532,837		
						Sum Total Benefits	Total Project Cost	Benefit Ratio
Total	\$5,997,294	\$374,093	\$0	\$2,347,126	\$168,395	\$8,886,907	\$937,494	9.4

SUMMARY OF QUANTIFIABLE BENEFITS AND COSTS

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits
PROJECT OPEN				
1	\$246,829	\$15,396	\$0	\$96,600
2	\$251,766	\$15,704	\$0	\$98,532
3	\$256,801	\$16,018	\$0	\$100,503
4	\$261,937	\$16,339	\$0	\$102,513
5	\$267,176	\$16,666	\$0	\$104,563
6	\$272,519	\$16,999	\$0	\$106,654
7	\$277,969	\$17,339	\$0	\$108,787
8	\$283,529	\$17,686	\$0	\$110,963
9	\$289,199	\$18,039	\$0	\$113,182
10	\$294,983	\$18,400	\$0	\$115,446
11	\$300,883	\$18,768	\$0	\$117,755
12	\$306,901	\$19,144	\$0	\$120,110
13	\$313,039	\$19,526	\$0	\$122,512
14	\$319,300	\$19,917	\$0	\$124,962
15	\$325,686	\$20,315	\$0	\$127,462
16	\$332,199	\$20,722	\$0	\$130,011
17	\$338,843	\$21,136	\$0	\$132,611
18	\$345,620	\$21,559	\$0	\$135,263
19	\$352,532	\$21,990	\$0	\$137,969
20	\$359,583	\$22,430	\$0	\$140,728
Total Mobility Benefits				
Health Benefits				
Recreational Benefits				
Safety Benefits				
	\$5,997,294	\$374,093	\$0	\$2,347,126

Gas & Emission Benefits	Total Benefits	Present Value Benefit	Total Project Cost	Present Value Cost	Discount Rate
					4.00%
\$6,931	\$365,756	\$351,688	\$937,494	\$901,437	
\$7,069	\$373,071	\$344,925		\$0	
\$7,211	\$380,532	\$338,292		\$0	
\$7,355	\$388,143	\$331,786		\$0	
\$7,502	\$395,906	\$325,406		\$0	
\$7,652	\$403,824	\$319,148		\$0	
\$7,805	\$411,901	\$313,011		\$0	
\$7,961	\$420,139	\$306,991		\$0	
\$8,120	\$428,541	\$301,087		\$0	
\$8,283	\$437,112	\$295,297		\$0	
\$8,448	\$445,854	\$289,619		\$0	
\$8,617	\$454,772	\$284,049		\$0	
\$8,790	\$463,867	\$278,586		\$0	
\$8,965	\$473,144	\$273,229		\$0	
\$9,145	\$482,607	\$267,975		\$0	
\$9,328	\$492,259	\$262,821		\$0	
\$9,514	\$502,105	\$257,767		\$0	
\$9,704	\$512,147	\$252,810		\$0	
\$9,899	\$522,390	\$247,948		\$0	
\$10,097	\$532,837	\$243,180		\$0	
Gas & Emission Benefits	Sum Total Benefits	Sum Present Value Benefit	Sum Total Project Cost	Sum Present Value Cost	
\$168,395	\$8,886,907	\$5,885,617	\$937,494	\$901,437	

Net Present Value	BCA Ratio	Funds Requested	PV of Funds Requested
\$4,984,180.04	6.53	379,494	364,898
		Sum Funds Requested	Sum PV Funds Requested
		\$379,494	\$364,898

PARAMETERS

Mobility Parameters		
CA Statewide Hourly Wage (2014)	\$26.07	
Value of Time (VOT)- adult	\$13.03	
Value of Time (VOT)- child	\$5.42	
Bike Path (Class I)	20.38	min/trip
Bike Lane (Class II)	18.02	min/trip
Bike Route (Class III)	15.83	min/trip

Health Parameters		
Cycling	\$146	annual\$/person
Walking	\$146	annual\$/person

Accident Cost Parameters		
Cost of a Fatality (K)	\$4,130,347	\$/crash
Cost of an Injury	\$81,393	\$/crash
Cost of Property Damage (PDO)	\$7,624	\$/crash

Source: Appendix D, Local Roadway Safety: A manual for CA's Local Road Owners Caltrans. April 2013.

Recreational Values Parameters		
Biking		
New Users	\$10	per trip
Existing Users	\$4	per trip
Walking		
All Users	\$1	per trip

VMT Reduction		Average fuel price (November 2013-No http://www.eia.gov/to
Price of gasoline (per gallon incl. tax)	\$3.41	
Price of CO2 (per ton)-adj to 2014\$	\$25	Interagency Working Group on Social C
Price of Co2 (per lb)	\$0.01	for Regulatory Impact A
Working days	250	

2%	Average CA Annual Growth of Population (1955-2011)
4%	Discount Rate used (same as Cal B/C Model)

ember 2014) based on EIA's Table 9.4: Retail Motor Gasoline and On_Highway Diesel Fuel Prices
[talenergy/data/monthly/pdf/sec9_6.pdf](http://www.eia.doe.gov/data/monthly/pdf/sec9_6.pdf)

ost of Carbon, United States Government, Technical Support Document: Social Cost of Carbon
analysis Under Executive Order 12866, February 2010.

Reasons for Bicycling **Percent**

Recreation	33
Exercise or health	28
Personal errands	17
Vist a friend or relative	8
Commuting to/from work	7
Commuting to/from school	4

Reasons for Walking **Percent**

Exercise or health	39
Personal errands	17
Recreation	15
Walk the dog	7
Visit a friend or relative	7
Commuting to/from work	5
Commuting to/from school	3
Required for my job	2

**Estimated Annual
(direct and/or**

Study/Agency

Washington DOH	
Garrett et al.	
South Carolina DOH	
Georgia Department of Human Resources	
Colditz	
Minnesota DOH	
Goetz et al.	
Pronk et al.	
Pratt	
Michigan Fitness Foundation	

Source: NCHRP 552, Guidelines for Pedestrian Facilities, Appendix G.

Note: An annual per-capita cost was determined by taking the median value for the year 2006\$. The updated 2014\$ value is

Source: The 2012 National Survey of Pedestrian and Bicyclist Attitudes and Behaviors, Highlights Report. Pedestrian & Bicycle Information Center.

Annual Per Capita Cost Savings
(indirect of physical activity)

Per Capita Cost Savings (\$)	
	19
	57
	78
sources	79
	91
	>100
	172
	176
	330
	1175

Analysis of Investments in Bicycle

Savings from physical activity of \$128 was
value of ten noted studies above for
value is \$13.03.

Gross Domestic Product (GDP)

Fiscal Year	Chained GDP
2006	0.9
2007	0.9
2008	0.9
2009	1.0
2010	1.0
2011	1.0
2012	1.0
2013	1.0
2014 (est.)	1.0
2015 (est.)	1.0
2016 (est.)	1.1
2017 (est.)	1.1
2018 (est.)	1.1
2019 (est.)	1.1

Source: Office of Management Budget
Table 10.1- Gross Domestic Product
<http://www.whitehouse.gov/sites/>
page 217-218.

Deflator)

P Price Index

429

684

884

000

087

284

464

622

781

966

170

391

619

852

lget, Budget of the United States Government, Fiscal Year 2015
: and Deflators in the Historical Tables: 1940-2019.
default/files/omb/budget/fy2015/assets/hist.pdf



Part B: Narrative Questions

Detailed Instructions for: **Question #7**

QUESTION #7

LEVERAGING OF NON-ATP FUNDS (0-5 points)

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

The proposed project would rely upon a combination of federal, state, local, and private funds if it receives an ATP award. The preliminary Engineer's Estimate anticipates the project will require a total of \$937,494 to construct. It has already secured \$298,000 in funding through the federal Congestion Mitigation & Air Quality Improvement Program as well as \$76,000 in local funds. The proposed project also has gathered grant funding from the REMOVE II and BTA programs totaling \$99,000. Finally, the proposed project has received \$75,000 in private funding from the UPRR.

The city submits this ATP application in an effort to secure the remaining \$379,494 in state funding. Without this final award amount, the proposed project will continue to linger in its design phase and our community would not realize the foreseeable benefits of these improvements to our active transportation system.

Non-ATP Funds:

• City of Madera- Local Funds	\$76,000
• Union Pacific Rail Road- Cost Share	\$75,000
• REMOVE II Grant- San Joaquin Valley Air Pollution Control District	\$55,000
• BTA Grant- Department of Transportation	\$54,000
• Congestion Mitigation & Air Quality Improvement Program (CMAQ)	<u>\$298,000</u>
	\$558,000