



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-Tulare County-7

Auto populated

Total ATP Funds Requested:

\$ 1,790,000

(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:

Tulare County

IMPLEMENTING AGENCY'S ADDRESS

CITY

ZIP CODE

5961 S. Mooney Blvd.

Visalia

CA

93277

IMPLEMENTING AGENCY'S CONTACT PERSON:

Michael Bond

CONTACT PERSON'S TITLE:

Public Works Director

CONTACT PERSON'S PHONE NUMBER:

559-624-7000

CONTACT PERSON'S EMAIL ADDRESS :

mbond@co.tulare.ca.us



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:

[Empty text box for Project Partnering Agency's Name]

PROJECT PARTNERING AGENCY'S ADDRESS

CITY

ZIP CODE

[Empty text box for Address]	[Empty text box for City]	CA	[Empty text box for ZIP Code]
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PROJECT PARTNERING AGENCY'S CONTACT PERSON:

CONTACT PERSON'S TITLE:

[Empty text box for Contact Person]

[Empty text box for Contact Person's Title]

CONTACT PERSON'S PHONE NUMBER:

CONTACT PERSON'S EMAIL ADDRESS :

[Empty text box for Contact Person's Phone Number]

[Empty text box for 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 06-5946R

Implementing Agency's State Caltrans MS number 00120S

* 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)

County of Tulare- Traver Jacob Street Improvements

Application Number: out of **Applications**

PROJECT DESCRIPTION: (Max of 250 Characters)

Approx. 2,100 LF of 8ft wide concrete sidewalk is proposed with curb and gutter on south side of the Jacob St. Curb & gutter, asphalt paveouts, bike lane, drainage facilities, ADA Ramps, signs and markings will also be installed as needed.

PROJECT LOCATION: (Max of 250 Characters)

Jacob Street between Burke and Canal Drive in Traver, Tulare County, California.



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. 36.860000 /long. 119.490000

Congressional District(s): 21 22 23

State Senate District(s): 8 14 16 State Assembly District(s): 23 26

Caltrans District(s): 06

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	<u>116</u>	Bicyclists	<u>0</u>
One Year Projection:	Pedestrians	<u>118</u>	Bicyclists	<u>2</u>
Five Year Projection:	Pedestrians	<u>124</u>	Bicyclists	<u>5</u>

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 25.0 % (ped + bike must = 100%)
- Pedestrian Transportation** % of Project 75.0 %
- 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: Traver Elementary

School address: 36736 Canal Drive Traver, CA

District name: Traver Joint School District

District address: 36736 Canal Drive Traver, CA

Co.-Dist.-School Code: 54-7223-6054449

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

Total student enrollment: 228

% of students that currently walk or bike to school% 80.0 %

Approx. # of students living along route proposed for improvement: 100

Percentage of students eligible for free or reduced meal programs ** 99.6 %

**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:	_____		5/24/16
* CEQA Environmental Clearance:	_____		11/15/16
* NEPA Environmental Clearance:	_____		11/8/16
CTC - PS&E Allocation:	_____		5/24/16
CTC - Right of Way Allocation:	_____		3/7/17
* Right of Way Clearance & Permits:	_____		4/18/17
Final/Stamped PS&E package:	_____		12/7/16
* CTC - Construction Allocation:	_____		8/22/17
* Construction Complete:	_____		4/3/18
* Submittal of “Final Report”	_____		6/3/18



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:	40,000
ATP funds for PS&E:	130,000
ATP funds for Right of Way:	40,000
ATP funds for Construction:	1,580,000
ATP funds for Non-Infrastructure:	

(All NI funding is allocated in a project's Construction Phase)

Total ATP funds being requested for this application/project: 1,790,000

Local funds leveraging or matching the ATP funds:

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: 1,790,000

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.



ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Part B: Narrative Questions (Application Screening/Scoring)

Project unique application No.: 06-Tulare County-7

Implementing Agency's Name: County of Tulare

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:

Traver is one of 77 disadvantaged communities located within Tulare County. The need for community improvements within our disadvantaged communities exceeds the amount of available funding. Therefore, implementing meaningful community improvements is highly dependent on the availability of grants to stretch scarce local dollars. As the only local government besides the Traver Joint School District, it usually falls to Tulare County to apply for grants and develop Traver area improvements.

2. Consistency with Regional Plan.

The project proposed is consistent with the 2014 Regional Transportation Plan (RTP) adopted by the Tulare County Associations of Governments (TCAG) on June 30, 2014. The 2014 RTP for Tulare County encourages bicycling and walking as one of its Policy Element Goals in Active Transportation (Bicycle and Pedestrian Modes. See Attachment I (H-1), Pages from RTP. The 2014 RTP Active Transportation Action Element states communities should encourage implementation of this Policy Element Goal as a means to increase pedestrian activity. (Action Element 3-90) Improving walkability through sidewalk improvements as well as reducing reliance on motorized transportation are shared goals of the RTP and the proposed projects.



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 only school located in the proposed Traver Jacob Street Improvements Safe Routes to School project area has an average daily attendance (ADA) of 221 students. Bus logs maintained by school district officials indicate that an average of 40 percent of the 230-student population ride the school bus daily. The remaining 60% of the student population for Traver Elementary typically walk or bike to school since the community of Traver is so compact.

The entire community, including the school, post office, and a local Mini Mart station are located in close proximity to the SRTS project location. Installing sidewalks and ADA accessible ramps will greatly enhance bike/pedestrian safety and enhance intermodal transportation within this community. (**See Figure A**). These improvements will provide a safe corridor between the north side of the community and Traver Elementary School for school-going pedestrian and bicycle traffic.



Figure A



- 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 Traver Jacob Street SRTS projects propose to construct pavement, curb, gutter, Class II Bike lanes and sidewalk with ADA accessible ramps and striped crossings in locations where these improvements do not currently exist. By constructing the proposed improvements, the residents of Traver will finally have the opportunity to walk/ride on a level, improved surface that is protected from existing vehicular traffic.

The new routes proposed for improvement not only improve the routes for children walking/biking to school, but they also improve the routes to essential areas in the community. For example, the proposed route improvements would grant the community of Traver a safer route to the local post office too. Because Traver is very compact, the proposed improvement route covers approximately 75% of the community. (**See, Figure B**).



Figure B



- 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 Tulare County Board of Supervisors approved the submittal of a \$150,000 work plan on August 13, 2013 to the Tulare County Association of Governments (TCAG) for development of a Complete Streets Policy in the communities of Pixley, Goshen and Traver.

Traver was identified as a focus area because promoting the communities located in the Highway Corridor along State Highway 99 would achieve the goals of the Tulare County General Plan adopted in 2012. From an economic development perspective, this planning area is within the State Highway 99 Corridor, and is the most likely business opportunity area because of its immediate access to one of the most travelled highways in the nation. Traver is also part of the "center of gravity", as it is centrally located between the Northern and Southern California. By improving the infrastructure and roads of the community, there is a higher likelihood that the community will be able to thrive off of future development.

After several community meetings with Traver residents, we were able to define the Traver Jacob Road Improvements project. Then, in 2014, the Tulare County Board of Supervisors adopted the Complete Streets Policy Plan for the Community of Traver. At the same meeting, the Tulare County Board of Supervisors adopted a Board Resolution authorizing the Tulare County Resource Management Agency to seek funding for construction and related matters involving the projects identified in the Complete Streets Policy for Traver. See Attachment I (H-2), Board Resolution to seek funds. Listed in one of these sources was the Active Transportation Program.

Projects identified in the Traver Complete Streets plan have been designed to reduce traffic congestion, improve air quality, increase the quality of life of residents by providing safe, convenient transportation, and increase the active modes of transportation for walking, bicycling and public transportation. Each of these are also identified goals of the Active Transportation Program as stated in the State Legislature and SB99.



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 collision history can be traced using the Transportation Injury Management System hosted by UC Berkeley's SafeTREC department. Within the 5 year injury collision history, two collisions have occurred involving a pedestrian and a motor vehicle. In one pedestrian collision on Zante Drive and Merritt Drive, a pedestrian was hit when they were on traveling northbound on the road toward Jacob Drive. (**Figure C**). Since there are currently no sidewalks, many pedestrians walk on the street. Vehicles cannot distinguish roadway with curbs when curbs do not exist. Any amount of collisions involving pedestrians or bicyclists should be of great concern, especially when adjacent to a local school. Please see reference Attachment I (H-9) for a complete diagram of the injury collision which occurred within the proposed project limits.



Figure C

Factors such as speed, visibility, and general pedestrian/ bicyclist awareness are identified as contributing factors relating to the incidents. As a result, the project was developed with these factors in mind. Many of the proposed design improvements are effective and have



been proven to reduce speeds, increase visibility, and increase overall awareness of pedestrian activity.

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.

Traffic surveys show a significant number of pedestrian activity during school hours on Jacobs Street since the street is adjacent to Traver Elementary. School children walk to the bus stop on both sides of this road in the morning and in the afternoon. Proposed sidewalks and bike lanes will improve safety along this segment of Jacob Street. **(Figure D)**



Current Conditions Jacob Street, Figure D

The proposed project in Traver will:

- Reduce speed or volume of motor vehicles: Vehicle volume could potentially be reduced by providing an area for pedestrians to utilize. Striping and signage of proposed sidewalks would create a higher visibility of pedestrian crossings and signal drivers on when to reduce speed.
- Improve sight distance and visibility: Visibility would be improved by the striping of crosswalks. Clearly defining the pedestrian zone by establishing sidewalks will improve the visibility of pedestrians to vehicle operators. Additionally, separating the



pedestrians from roadside parking will create a buffer and a zone of improved visibility.

- Improve compliance with local traffic laws: Crosswalks would provide a clear location for vehicles to stop for both traffic and pedestrians.
- Eliminates behaviors that lead to collisions: By locating pedestrians onto sidewalk, vehicles would not have to maneuver to avoid them and can stay in the appropriate lane location.
- Address inadequate traffic control devices: Striping and signage improvements would clearly identify the location of pedestrian crossings and assist vehicles in recognizing these locations.



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 Tulare County Resource Management Agency initiated a kick-off meeting for Complete Streets Policy development at a Traver Community meeting on February 18, 2014. Here, local stakeholders were engaged in lengthy discussion and debate on desired transportation improvements. These stakeholders included community leaders, school officials, local businesses, members of the community, as well as local governmental agencies (including Tulare County Fire Department and the Tulare County Sheriff's Department).

We held a total of three transportation-related workshops in the community of Traver on the following dates:

- Complete Streets Meeting February 18, 2014
- Complete Streets Meeting March 25, 2014
- Complete Streets Meeting April 30, 2014
- Complete Streets Meeting July 30, 2014

According to the 2010 US Census, the population of Traver is 710. At our meetings we typically had 18-22 members attend. This is considered to be a great turnout for the area. Our outreach to promote each meeting typically consisted of printing and distributing 1,000 bilingual flyers throughout the school (to be sent home with the students), at the local post office, mini marts, and delivering the flyers door-to-door. We also mailed flyers to all the Traver residents and local businesses through an address list we obtained from our Geographical Information System which stored APN numbers. These APN numbers gave us physical home addresses where each flyer could be sent to. See Attachment I (H-3), flier attachment. The flyer was also distributed via email to local County departments to be shared with the community.

The community meetings were held separately, with Tulare County and Traver Elementary School hosting.

Aside from the indoor meetings, Tulare County also hosted a walkability audit with the community on April 30, 2014 to obtain responses on the current conditions in Traver. (See Figure E-1 & 2, Walkability)



Walkability in Traver, Figure E-1

All locations were in easily accessible locations making it easier for residents to walk, bike and commute to.



Walkability in Traver, Figure E-2



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

At the community meetings we presented a bilingual PowerPoint addressing the Complete Streets Policy background, the purpose and the outcomes of this policy, and the potential grant funds available if the policy plan was implemented.

The meetings were held in English and Spanish with a bilingual translator. We also provided the community with light refreshments and cookies. The meetings were held in the afternoon allowing parents/guardians who worked during the day time to attend the meetings. At our initial meeting we asked the community what time would be best to attend. We accommodated the parents by adjusting subsequent meeting times, as per request. We met monthly for a total of 4 months.

We then took a survey at each meeting, wherein we asked questions regarding the top priorities of the community members in attendance. From a vote, we listed the top five street routes the community felt needed to be addressed. See Attachment I (H-4), Survey Results. We also held community design tables where maps were presented with engineer staff and planners to discuss potential improvement projects that could be implemented within the Traver community.

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 community felt that there was always a need for infrastructure improvement, especially in a community like Traver. But their main concerns were the road and sidewalk conditions since many of the community members commute by walking the roads. If the roads are unsafe, there remains the potential for severe harm to the children who walk to school and the residents of Traver who share the paths with them.

The feedback received at the meetings recognized the importance of safe routes to school and making safe routes a priority in the community. The proposed projects to create/improve sidewalks, drainage, and bicycle lanes that would provide access to the Traver Elementary School proved very popular at the community meetings. The people believed the children of the community should have a safer way to reach their destination, but alternatives for such basic and critical infrastructure do not exist. Thus, the community was all in favor of the Jacob Street improvements.

While every street cannot be designed to serve all users equally, there are opportunities to enhance service for all users while maintaining the principal transportation function of each street. These Complete Streets projects incorporate community values and support adjacent land uses while ensuring safety and mobility. The Complete Streets plan and related projects identified by the community both support increased safety and mobility of non-motorized users, increase the number of trips that could be accomplished by biking and walking, and provide a broad spectrum of benefit to many types of active transportation users, a shared goal of the ATP Program.



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

If the proposed project is funded, the County will host another meeting with local stakeholders to inform school officials and local residents of the planned timelines for construction. Tulare County hosted an Active Transportation Program kickoff meeting on March 23, 2015 and invited local stakeholders. These included community leaders, Self-Help Enterprises, Leadership Counsel, El Quinto Sol de America, Traver School Superintendent, Tulare County Public Health Department, Tulare County Fire, Tulare County Sheriffs, C-Set, and California Highway Patrol (Visalia Office). Community members were informed that the County would apply for SRTS funds on the Cycle II ATP Program. See Attachment I (H-5), Sign in Sheet.

Regardless of the outcome of the Cycle II funding selections, Tulare County is committed to notify the benefiting school of the project outcome as stated in the letter of support from the school. See Attachment J, Letter of Support from Traver School.



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)

Premature mortality, measured in terms of potential years of life lost (PYLL) before the age of 70, focuses on the deaths among younger age groups of the local population. These numbers focus attention to deaths that could have been prevented by healthier lifestyles or exposure to safer environments, for example. The premature mortality in Traver is, >6000.

By comparison, the average YPLL75 was 5,295 statewide (CA Public Health, Death by Zip Codes 2010-2012). See Attachment I (H-6), Premature Mortality Map. According to this data, more people are losing years of life in Traver than the statewide average. Factors that can lead to this are poor air quality and lack of exercise.

Poor air quality and asthma are prevalent in Tulare County and the San Joaquin Valley. The Federal Standard for Particulate Matter is PM_{2.5} (the particulates found in the air including dust, dirt, smoke and liquid droplets). These result from fuel combustion in motor vehicles, power plants, and in other industrial processes (U.S. Department of Environmental Protection Agency). The San Joaquin Valley Unified Air Pollution Control District published their District 2012 PM 2.5 Plan in January 2013, showing Tulare County is more than 10 percent over the non-attainment standard. (See Figure K, Red markings indicate the map of the San Joaquin Valley is in “Not in Attainment” zone). Creating more pathways for the community and encouraging students to walk helps reduce the number of vehicle miles traveled per community, especially in a rural community where a majority of residents can walk/bike if the infrastructure is available to provide active modes of transportation.

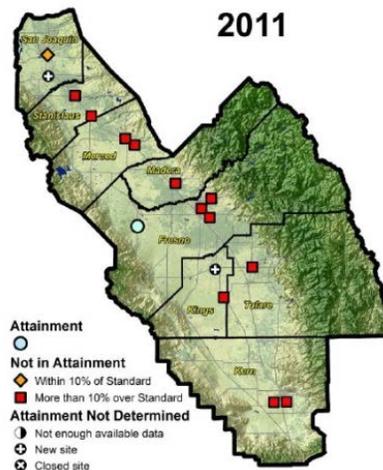


Figure F



Furthermore, in Tulare County, an average of 43.1% of students in grades 5th-9th are classified in the 2013-2014 California Fitness Report as “Needs Improvement, Needs Improvement - Health risk”, or overweight. These rates may be partially attributed to a lack of opportunity for physical activities and lack of access to recreational facilities due to community size and location. The same California Physical Fitness Test was used to determine the Body Composition of 5th graders in Traver Elementary. During the 2013-2014 school year, 53% of students tested fell into the area of “Needs Improvement, Needs Improvement - Health risk”, or overweight (CA Department of Education - Overall Summary Results Traver Elementary School 2013-2014). See Attachment I (H-7), Traver School Results. Additionally, the percentage of specifically 7th grade middle school students in this category was also 53% during the same year. This means that over 50% of the students do not meet standard.

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

As more children and families choose to walk to school, bike and be active, death rates can be decreased by adopting healthier lifestyles and alternatives to healthier means of commuting around the area. Students and their families in the community of Traver are at-risk for obesity and physical inactivity due in part to a lack of sidewalk infrastructure which could allow them to be active. Students who would normally walk to school are discouraged from doing so because there is no safe route to travel upon.

The proposed project would build sidewalk infrastructure and provide a safe route for students to walk to school, increasing their daily physical activity and decreasing their risk for becoming obese or dying prematurely. While there are many risk factors for obesity, the Center for Disease Control states environmental factors, such as a lack of sidewalks, as a factor for physical inactivity which can lead to obesity in children and adults (State Indicator Report on Physical Activity, 2010).

Every year the Traver Joint School District updates their School Wellness Plan to set district goals. In the current action plan for FY 2014-2015, the wellness plan states, “The Traver Joint Elementary School District is committed to providing school environments that promote and protect children’s health, well- being, and ability to learn by supporting healthy eating and physical activity.” See Attachment I (H-8), Traver School Wellness Plan.

By implementing the infrastructure project, students and adults in Traver will be given alternative routes to walk, bike, and generally commute, allowing for a subsequent increase in physical activity levels, as desired in the Traver Union School District Wellness Policy. This would also create more active modes of transportation as desired by the ATP Program goals.

Furthermore, any reduction of vehicular trips (i.e. through walking on improved sidewalks) will facilitate the reduction of airborne particles generated from on-road vehicles, allowing Traver to conform to further standards set by the EPA.



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:

\$ 37,333

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

Subject	Traver CDP, California			
	Estimate	Margin of Error	Percent	Percent Margin of Error
INCOME AND BENEFITS (IN 2013 INFLATION-ADJUSTED DOLLARS)				
Total households	208	+/-38	208	(X)
Less than \$10,000	14	+/-13	6.7%	+/-5.8
\$10,000 to \$14,999	29	+/-19	13.9%	+/-8.9
\$15,000 to \$24,999	34	+/-19	16.3%	+/-8.5
\$25,000 to \$34,999	13	+/-10	6.3%	+/-5.0
\$35,000 to \$49,999	53	+/-23	25.5%	+/-9.7
\$50,000 to \$74,999	16	+/-16	7.7%	+/-7.7
\$75,000 to \$99,999	23	+/-14	11.1%	+/-6.7
\$100,000 to \$149,999	19	+/-15	9.1%	+/-7.1
\$150,000 to \$199,999	0	+/-12	0.0%	+/-15.4
\$200,000 or more	7	+/-11	3.4%	+/-5.0
Median household income (dollars)	37,333	+/-5,541	(X)	(X)
Mean household income (dollars)	49,798	+/-13,608	(X)	(X)



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: 99.6 %

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



County Name	District Name	School Name	Low Grade	High Grade	Adjusted Percent (%) Eligible FRPM (Ages 5-17)
Tulare	Traver Joint Elementary	Traver Elementary	K	8	99.6%

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.

Tulare County is one of the most economically distressed areas in the United States. High unemployment rates and low average wages have historically plagued the area. This is particularly true in Traver, where the medium household income of the community is \$37,333 (2013) compared to the state median household income of \$61,094 (2009-2013 US Census). The requested SRTS funds will benefit the entire community of Traver since the improvements are located in the center of the community. Furthermore, the project is located entirely within the Traver Elementary district area. See Attachment D #2, Commute Map. 99% of the students who attend the Traver Elementary School qualify for free or reduced lunch, a federal income standard set by the US Department of Agriculture.

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.

As mandated by State Law, the County of Tulare has adopted a comprehensive, long range general plan to guide its physical, economic, and social development. Tulare County chose to fulfill the State planning law requirement by preparing a comprehensive general plan for the County and a series of “community plans” for the larger unincorporated communities. Community plans allow the County to examine planning issues within a defined area and to tailor a planning program to fit the conditions present.

A significant number of the population the Traver community are low-income farmworker families. The medium household income of the community is \$37,333 (2013, US Census) compared to the state of \$61,094 (2009-2013 US Census). That is over 60% less than the state average, making Traver a severely disadvantage community. A majority of the



existing streets do not have curb, gutter, and sidewalk improvements. The lack of these facilities impose a significant barrier to pedestrian and bicycle movements because residents and students, if they chose to walk or ride, would either have to share narrow paved streets with vehicles, or walk or ride in poorly graded, potentially weather-affected areas on either side of the paved streets.

Traver Elementary has an enrollment of approximately 228 students. In 2013, the total population was 713 (US Census), which means 31% of the entire Traver community are children who do not have safer routes to school.



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 alternative to performing the proposed community improvements would be to allow the status quo to continue by doing nothing, as no other fiscal source has been identified to provide for these improvements. Tulare County has 77 disadvantaged communities where high levels of local need have been identified, yet scarce resources exist to fund improvements in these areas. Most likely, significant improvements of this magnitude will not occur for many years absent a successful ATP award.

Tulare County has prepared comprehensive pedestrian and traffic studies in the community and project area, having analyzed alternative routes and pedestrian corridors. Consequently, this specific project requests sidewalks to be built. Before placing signalization in the project area, sidewalks need to be in place. Therefore, our project asks for sidewalks only to ensure that the prerequisite priorities for pathways are met so that we can then seek funds for signalization. For a cost project like the one proposed in Traver the minimal amount was requested. Tulare County also requests drainage in this project because we cannot let the area flood once a sidewalk is built without defeating the purpose of its construction.

The selected route correlates with the corridors wielding the highest pedestrian traffic levels in conflict with vehicles. Other alternative projects that were initially considered in place of this project had lower potential cost-benefit ratios.



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.)

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

20 Year Invest Summary Analysis	
Total Costs	\$1,790,000.00
Net Present Cost	\$1,721,153.85
Total Benefits	\$8,339,261.96
Net Present Benefit	\$5,522,922.37
Benefit-Cost Ratio	3.21
20 Year Itemized Savings	
Mobility	\$6,936,940.08
Health	\$592,858.87
Recreational	\$219,496.36
Gas & Emissions	\$194,421.66
Safety	\$395,544.98
Funds Requested	\$1,790,000.00
Net Present Cost of Funds Requested	\$1,721,153.85
Benefit Cost Ratio	3.21

Feedback follows:

Instructions:

More detailed definitions for the terms or items would be more helpful illustrations would promote greater understanding of the data types and format that need to be used for input.

Inputs:

More graphical interaction would make the input section more user friendly. For example, Pedestrian Project section: since only one data out of three (Existing pedestrian, Existing Step Counts and Existing miles walked) will be accepted, diming the other two data input boxes following the input of one of the three sets would guide the users better. Providing messages or dialogue boxes people click on those input boxes would also help.

Calculations:

Illustrations with examples/numbers in the instructions would be helpful to follow the calculations process. Also, explaining the use of the parameters, such as the multipliers **0.85** and **250** in Cell B25 in Tab “6a) Mobility” would help to promote greater understanding of Caltrans’ desired methodology.



Others:

Listing all types of data and their formats for each project type – bike project, pedestrian project, SR2S etc. - would help applicants to prepare ahead of time, especially when this involves data collection in several locations.

Overall:

This spreadsheet is a great tool which gives user ideas about the viability of a proposed project and helps in the planning phase.



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 2014 adopted Complete Streets Plan for Traver allowed for a sophisticated analysis of Traver transportation issues to be completed. This served to significantly reduce the conceptual design costs and cost analysis for this project.



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).

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.

Below is a list of projects implemented in the past 5 years:

John Doyle Elementary School -2012- Safe Routes to School
Terra Bella School Safety Improvement -2014– ATP Cycle I-Safe Routes to School- Funded by our local MPO - In progress, on schedule
Tooleville 2014 ATP Cycle I Safe Routes to School – Funded by our local MPO. In progress, on schedule
Countywide Safe Routes to School Plan 2014- ATP Cycle I-Safe Routes to School- Funded by our local MPO - In progress, on schedule
Reservation Road Safety Improvement Project - HSIP - In progress, on schedule
Various Stop Controlled Intersections 2012- HSIP - In progress, on schedule
Avenue 152 Safety Improvements 2013- HSIP - In progress, on schedule
Various Intersections 2013- In progress, on schedule
Strathmore Safe Routes to School (Federally funded) - Completed
Pixley Safe Routes to School (State funded) - Completed
Orosi High School Safe Routes to School- 2012 (State funded) - Completed

- B. *Caltrans response only:*

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



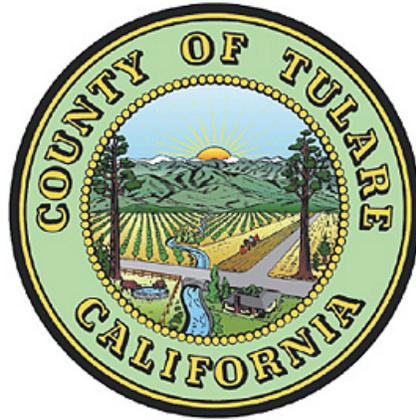
Part C: Application Attachments

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



County of Tulare- Traver Jacob Street Improvements

Attachment A

Application Signature Page

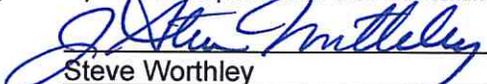


Part C: Attachments **Attachment A: Signature Page**

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

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

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

Signature:		Date:	<u>5/19/15</u>
Name:	<u>Steve Worthley</u>	Phone:	<u>559-635-5000</u>
Title:	<u>Chairman, Tulare County Board of Supervisors</u>	e-mail:	<u>Economicdevelopment@co.tulare.ca.us</u>

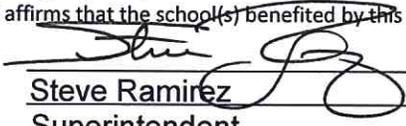
**For projects with a Partnering Agency: Chief Executive Officer or other officer authorized by the governing board
(For use only when appropriate)**

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

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

**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:	<u>5-7-15</u>
Name:	<u>Steve Ramirez</u>	Phone:	<u>559-897-0236</u>
Title:	<u>Superintendent</u>	e-mail:	<u>sramirez@traversd.com</u>

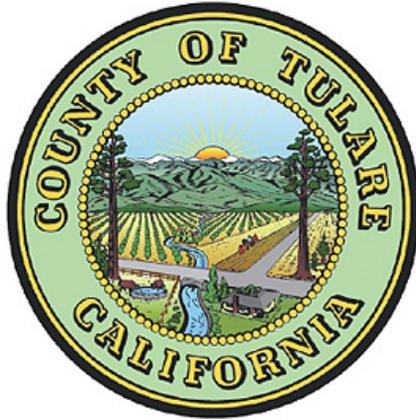
**For projects with encroachments on the State right-of-way: Caltrans District Traffic Operations Office Approval*
(For use only when appropriate)**

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:	_____	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>



County of Tulare- Traver Jacob Street Improvements

Attachment B

Project Programming Request (ATP-PPR)

ATP PROJECT PROGRAMMING REQUEST

Date: 05/29/2015

Project Information:					
Project Title:	County of Tulare - Traver Jacob Street Improvements				
District	County	Route	EA	Project ID	PPNO
6	Tulare	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)				40				40	
PS&E				130				130	
R/W				40				40	
CON					1,580			1,580	
TOTAL				210	1,580			1,790	

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)				40				40	
PS&E				130				130	Notes:
R/W				40				40	
CON					1,580			1,580	
TOTAL				210	1,580			1,790	

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									

ATP PROJECT PROGRAMMING REQUEST

Date: 05/29/2015

Project Information:					
Project Title: County of Tulare - Traver Jacob Street Improvements					
District	County	Route	EA	Project ID	PPNO
6	Tulare	VAR			

Funding Information:										
DO NOT FILL IN ANY SHADED AREAS										
E&P (PA&ED)										
PS&E										Notes:
R/W										
CON										
TOTAL										

ATP PROJECT PROGRAMMING REQUEST

Date: 05/29/2015

Project Information:					
Project Title:	County of Tulare - Traver Jacob Street Improvements				
District	County	Route	EA	Project ID	PPNO
6	Tulare	VAR			

Funding Information:
DO NOT FILL IN ANY SHADED AREAS

Fund No. 2:	Future Source for Matching								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									

Fund No. 3:	Future Source for Matching								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									

Fund No. 4:	Future Source for Matching								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									

Fund No. 5:	Future Source for Matching								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									

Fund No. 6:	Future Source for Matching								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									

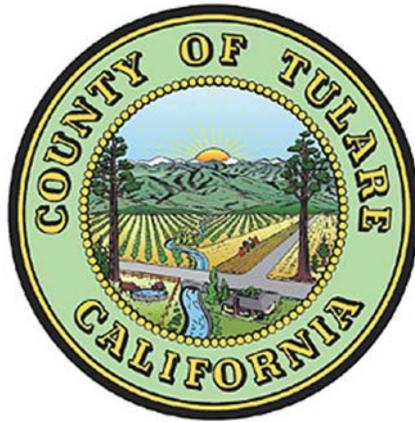
Fund No. 7:	Future Source for Matching								Program Code
Proposed Funding Allocation (\$1,000s)									
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP PROJECT PROGRAMMING REQUEST

Date: 05/29/2015

Project Information:					
Project Title: County of Tulare - Traver Jacob Street Improvements					
District	County	Route	EA	Project ID	PPNO
6	Tulare	VAR			

Funding Information:									
DO NOT FILL IN ANY SHADED AREAS									
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									



County of Tulare- Traver Jacob Street Improvements

Attachment C

Engineer's Checklist

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: RS

- 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: RS

- 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: RS

(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: RS

- 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: RS

- 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: RS

- 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: RS

- 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: RS

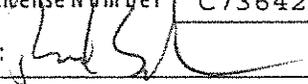
- a. The text in the "Narrative Questions" in the application is consistent with and supports the engineering logic and calculations used in the development of the plans/maps and estimate
- b. When needed to clarify non-standard ATP project elements (i.e. vehicular roadway widening necessary for the 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

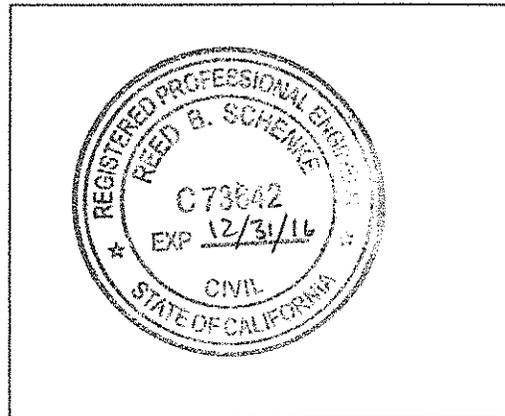
Signature: 

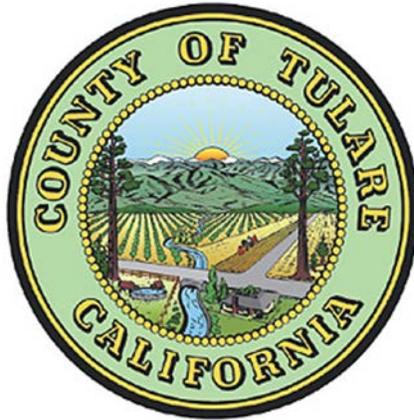
Date:

Email:

Phone:

Engineer's Stamp:





County of Tulare- Traver Jacob Street Improvements

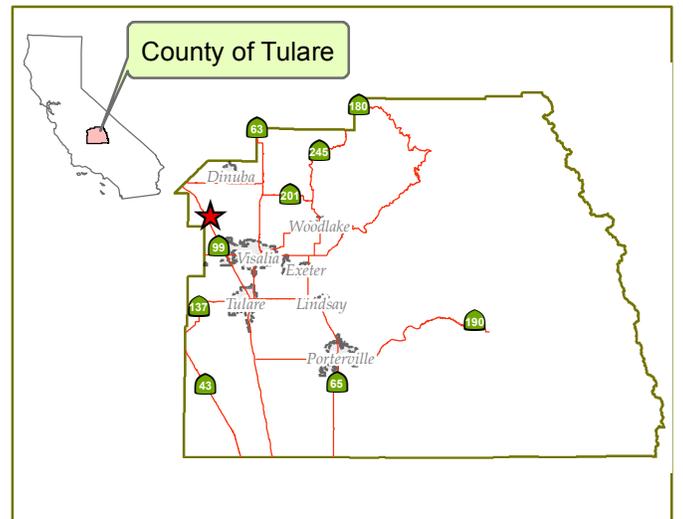
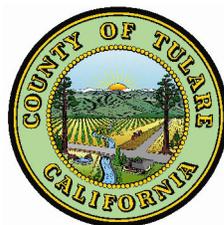
Attachment D

Project Location Map

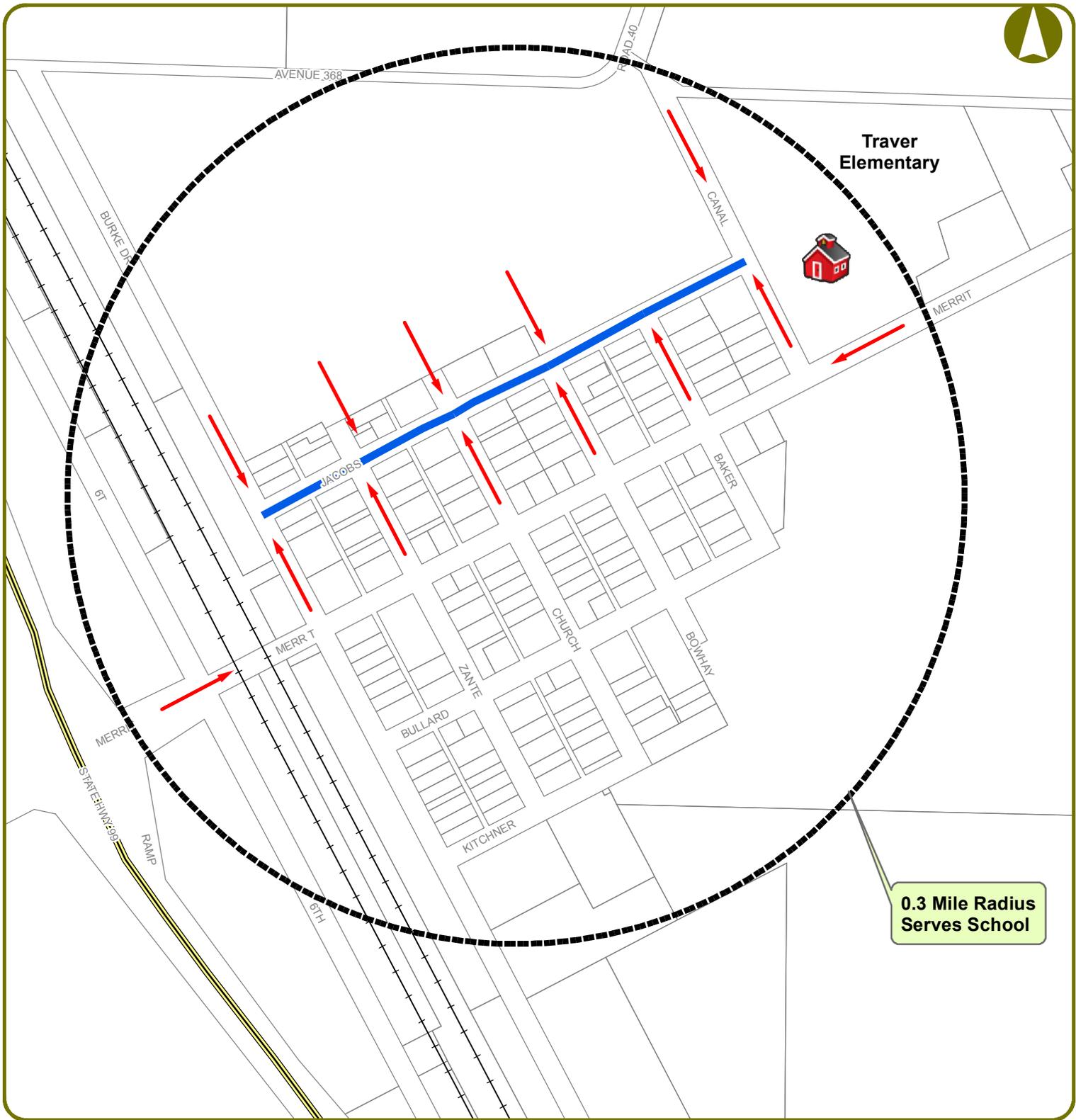


Legend

-  Project Locations
-  Public School
-  Project Site



County of Tulare-Traver Jacob St. Sidewalk Improvements-Vicinity Map



Legend

-  Project Locations
-  Direction of Pedestrian Traffic





Legend

-  Project Location
-  Disadvantaged Community-
(2008-2012 American Community Survey)
-  Disadvantaged Public School

Free or Reduced Price Meals Programs: 99.6%

Traver Elementary, P-8
Distance to Project 70 Feet





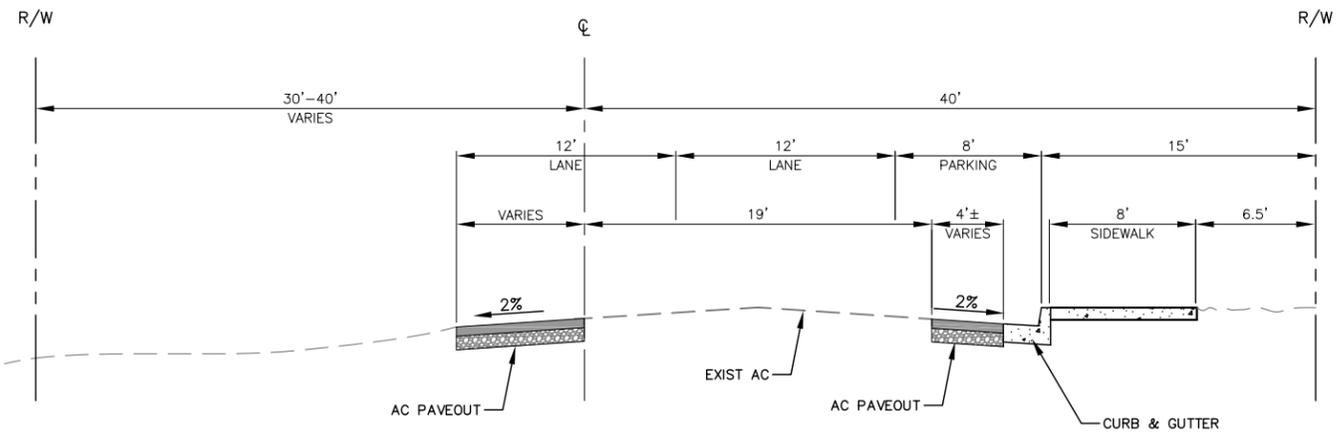
County of Tulare- Traver Jacob Street Improvements

Attachment E

Project Map/Plans showing existing and proposed conditions

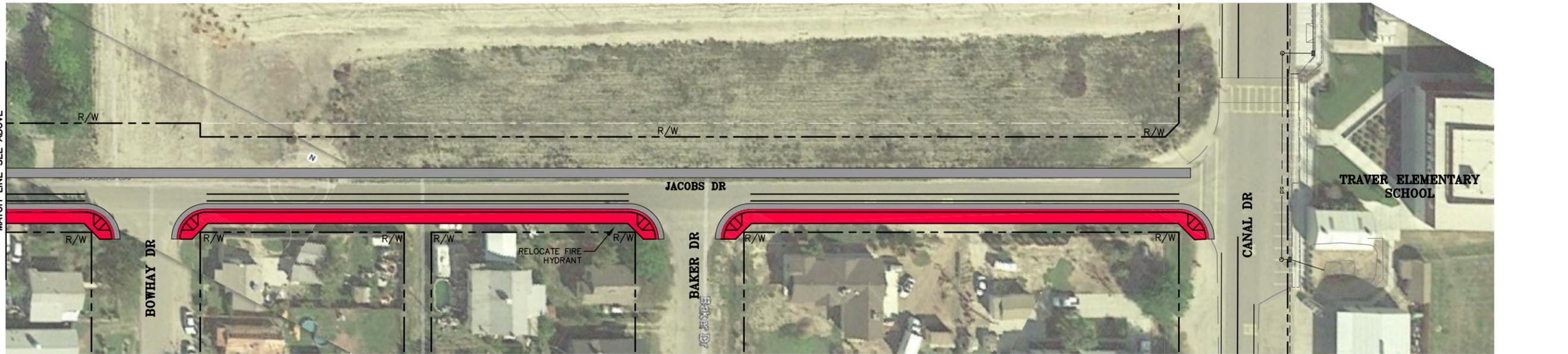
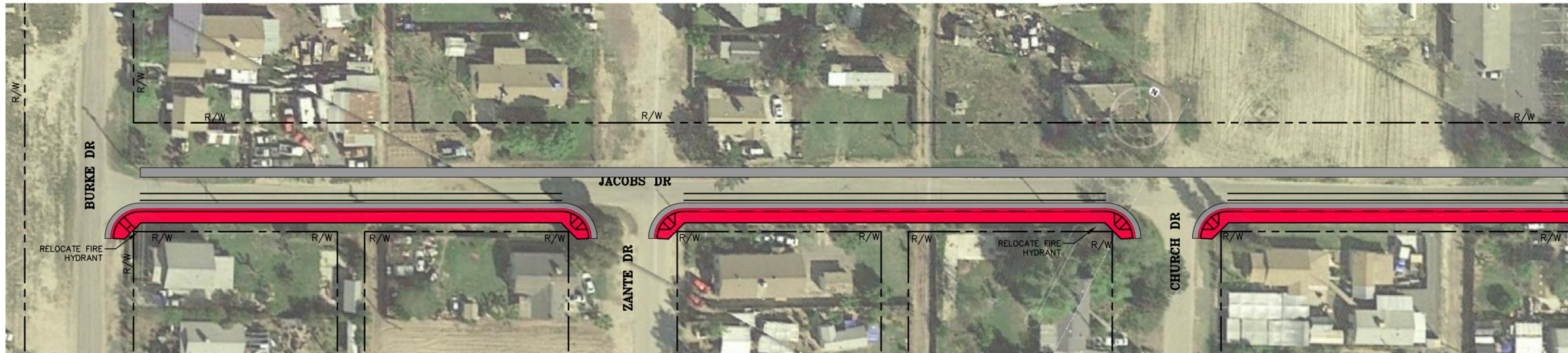
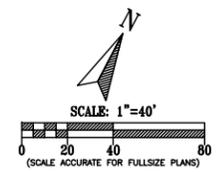
LEGEND

- PROPOSED SIDEWALK, C&G
- PROPOSED AC PAVEOUT



TYPICAL SECTION

SCALE: 1"=5'



NO.	REVISIONS	DATE	BY

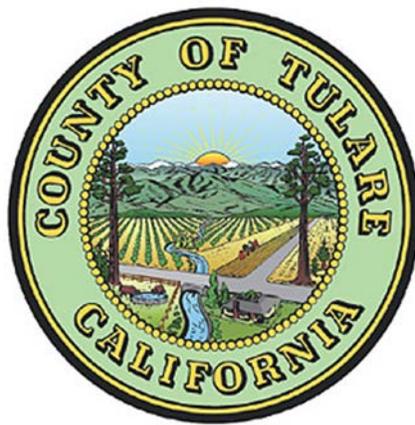
COUNTY OF TULARE
 RESOURCE MANAGEMENT AGENCY
 5961 SOUTH MOONEY BLVD.
 VISALIA, CA 93277
 (559)624-7000
 WWW.TULARECOUNTY.CA.GOV/RMA



PRELIMINARY PLANS
COUNTY OF TULARE - TRAVER JACOB
STREET IMPROVEMENTS
 TULARE COUNTY

SCALE	1"=40'
DIVISION	DESIGN
JOB NO.	14014-1
DESIGNED	PAO
DRAWN	PAO
CHECKED	JRK
FILE	14014-1EX005.DWG
DATE	04-27-2015
SHEET No.	EX1

M:\PROJECTS\14014-1\14014-1EX005.DWG 4/26/2015 9:31 AM



County of Tulare- Traver Jacob Street Improvements

Attachment F

Photos of Existing Conditions

County of Tulare- Traver Jacob Street Improvements
Photos of Existing Conditions



Jacobs Street at Canal Drive, Eastbound View



Jacobs Street at Canal Drive, Eastbound View

County of Tulare- Traver Jacob Street Improvements
Photos of Existing Conditions



Jacobs Street west of Canal Drive, Westbound View



Jacobs Street west of Canal Drive, Westbound View

County of Tulare- Traver Jacob Street Improvements
Photos of Existing Conditions



Jacobs Street at Canal Drive, Eastbound View



Jacobs Street at Canal Drive, Eastbound View



County of Tulare- Traver Jacob Street Improvements

Attachment G

Project Estimate

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:	Coutny of Tulare		
Application ID:	06-Tulare County-7	Prepared by:	Jabed Khan
Project Description:	2100 LF Sidewalk with concrete curb and gutter, driveways, bike lanes, drainage structure etc.		
Project Location:	Jacob Street between Burke and Canal Drive in Traver, CA.		

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	1	LS	\$ 84,900	\$84,900	100%	\$84,900						
2	Construction Staking	1	LS	\$ 7,000	\$7,000	100%	\$7,000						
3	Construction Area Signs	1	LS	\$ 8,000	\$8,000	100%	\$8,000						
4	Traffic control system	1	LS	\$ 10,000	\$10,000	100%	\$10,000						
5	Clearing & Grubbing (LS)	1	LS	\$ 35,000	\$35,000	100%	\$35,000						
6	Relocate Fence	1	LS	\$ 10,000	\$10,000	100%	\$10,000						
7	Relocate Roadside Sign	3	EA	\$ 350	\$1,050	100%	\$1,050						
8	Adjust Sewer Manhole to Grade	2	EA	\$ 1,000	\$2,000	100%	\$2,000						
9	Adjust water valve	7	EA	\$ 500	\$3,500	100%	\$3,500						
10	Roadway excavation	1620	CY	\$ 100	\$162,000	100%	\$162,000						
11	Class 2 Aggregate Subbase	1560	CY	\$ 120	\$187,200	100%	\$187,200						
12	Hot Mix Asphalt (Type B)	1950	TON	\$ 150	\$292,500	100%	\$292,500						
13	Detectable warning surface	170	SF	\$ 40	\$6,800	100%	\$6,800						
14	Minor Concrete (Curb & Gutter)	3150	LF	\$ 35	\$110,250	100%	\$110,250						
15	Minor Concrete (Driveway)	3780	SF	\$ 10	\$37,800	100%	\$37,800						
16	Minor Concrete (Sidewalk)	25000	SF	\$ 8	\$200,000	100%	\$200,000						
17	Minor concrete (curb ramp)	14	EA	\$ 3,000	\$42,000	100%	\$42,000						
18	Drainage	1	LS	\$ 75,000	\$75,000	100%	\$75,000						
19	Pavement Markings (ped & ctrln)	2400	SF	\$ 10	\$24,000	100%	\$24,000						
20	Thermoplastic crosswalk and pavement marking	100	SF	\$ 10	\$1,000	100%	\$1,000						
Subtotal of Construction Items:					\$1,300,000		\$1,300,000						
Construction Item Contingencies (% of Construction Items):													
Enter in the cell to the right				10.00%	\$130,000								
Total (Construction Items & Contingencies) cost:					\$1,430,000								

Project Cost Estimate:

Type of Project Delivery Cost	Cost \$		
Preliminary Engineering (PE)			
Environmental Studies and Permits(PA&ED):	\$ 40,000		
Plans, Specifications and Estimates (PS&E):	\$ 130,000		
Total PE:	\$ 170,000	11.89%	25% Max
Right of Way (RW)			
Right of Way Engineering:	\$ -		
Acquisitions and Utilities:	\$ 40,000		
Total RW:	\$ 40,000		
Construction (CON)			
Construction Engineering (CE):	\$ 150,000	9.49%	15% Max
Total Construction Items & Contingencies:	\$1,430,000		
Total CON:	\$ 1,580,000		
Total Project Cost Estimate:		\$ 1,790,000	

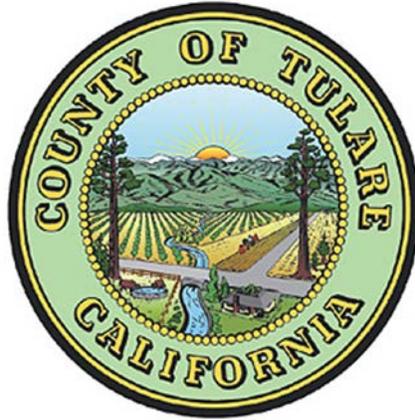


County of Tulare- Traver Jacob Street Improvements

Attachment H

Non-infrastructure Work Plan (Form 22-R)

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County of Tulare- Traver Jacob Street Improvements

Attachment I

Narrative Questions backup information

POLICY ELEMENT

2. Coordinate with other agencies to restore and enhance rail service to existing facilities in order to attract new industries to Tulare County.

Objective: Support an efficient truck transportation system.

Policy:

1. Give special consideration to transportation projects that improve air quality and the operational efficiency of goods movement.

ACTIVE TRANSPORTATION (BICYCLE AND PEDESTRIAN MODES)

GOAL: IMPROVE, ENHANCE, AND EXPAND THE REGION'S BICYCLE AND PEDESTRIAN SYSTEMS AND CONNECTIVITY TO THOSE SYSTEMS, WHILE KEEPING THEM SAFE AND CONVENIENT.

Objective: Encourage bicycle usage in Tulare County by providing safe and convenient bike routes and facilities as outlined in the Tulare County Regional Transportation Bicycle Plan, and coordinate pedestrian planning with bicycle planning countywide.

Policies:

1. Update the Regional Bicycle Plan every four years to identify bicycle routes that are appropriate for commuter, recreational, and student riders.
2. Convene public outreach and implement strategies for Share the Road concepts.
3. Designate and design regional bicycle and pedestrian routes that reduce conflicts with motor vehicles.
4. Encourage local agency review of bicycling and pedestrian needs with all new development.
5. Encourage local agencies to support implementation of bicycle support facilities such as bike racks, showers, and other facilities during the project review process.
6. Coordinate bicycle and pedestrian planning and implementation with other modes of transportation, particularly with transit.
7. Support development of designated regional bicycle and/or walking paths adjacent to or separate from commute corridors, connecting cities and communities.
8. Support implementation of local bicycle, pedestrian, and trail plans.
9. Utilize Cap and Trade funds available for bicycle and pedestrian projects, if available, for projects in Tulare County.

Objective: Educate, incentivize, and enable residents to utilize active modes of transportation.



**Resource Management
Agency
COUNTY OF TULARE
AGENDA ITEM**

BOARD OF SUPERVISORS

ALLEN ISHIDA
District One
PETE VANDER POEL
District Two
PHILLIP A. COX
District Three
J. STEVEN WORTHLEY
District Four
MIKE ENNIS
District Five

AGENDA DATE: January 6, 2015 - **REVISED**

Public Hearing Required	Yes	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Scheduled Public Hearing w/Clerk	Yes	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Published Notice Required	Yes	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Advertised Published Notice	Yes	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Meet & Confer Required	Yes	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Electronic file(s) has been sent	Yes	<input checked="" type="checkbox"/>	N/A	<input type="checkbox"/>
Budget Transfer (Aud 308) attached	Yes	<input checked="" type="checkbox"/>	N/A	<input type="checkbox"/>
Personnel Resolution attached	Yes	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
Agreements are attached and signature line for Chairman is marked with tab(s)/flag(s)	Yes	<input type="checkbox"/>	N/A	<input checked="" type="checkbox"/>
CONTACT PERSON: Celeste Perez PHONE: (559) 624-7010				

SUBJECT: Budget Adjustment to Road Fund for Complete Streets Policy Program

REQUEST(S):
That the Board of Supervisors:
Approve the necessary budget adjustment of \$150,000 to the Road Fund budget to recognize funding from the Tulare County Association of Governments for the Complete Streets Policy Program per the attached AUD 308 (4/5ths vote required).

SUMMARY:
On May 19, 2014, the Tulare County Association of Governments (TCAG) Board approved the 2014/15 Overall Work Program (Resolution No. 2014-135) which included under Work Element 602.06 Special Transportation Studies an allocation of \$150,000 for the Complete Street Study. The allocation consists of \$10,000 for Phase 1 (Goshen, Pixley and Traver) and \$140,000 for Phase 2 (Strathmore, Cutler-Orosi, Ducor-Terra Bella, Earlimart and Tipton).

On September 30, 2014, the Board of Supervisors approved Complete Streets Policy Plans for Traver and Goshen.

On November 4, 2014, the Board of Supervisors approved a Complete Streets Policy Plan for Pixley and authorized the Resource Management Agency to request the 2014/15 Overall Work Plan funds allocated for the Complete Streets Policy Program. TCAG staff has notified RMA of the request's approval.

The requested budget adjustment will add the work element to the Road budget along with the associated funding from TCAG.



The Tulare County Resource Management Agency will be hosting a
Complete Streets Community Planning Workshop on
Wednesday, July 30, 2014 at 3:00p.m. at the

**Traver Joint School
36736 Canal Drive
Traver, CA 93673**

New crosswalks!

New bus stops!

Please come join us for a follow up presentation of Travers Complete Street meetings we have had in the community. We will be discussing new changes in the area and asking for community input. This is part of our series of meetings we have held in Traver.

A better, brighter Traver for tomorrow!

For more information call: Aaron or Kyria at 559-624-7000



El condado de Tulare va dar una **Presentación Informativa de Planificación y Ingeniería** para la comunidad de Traver el día
Miercoles, 30 de Julio 2014 a las

3:00 p.m. en la

**Escuela de Traver
36736 Canal Drive
Traver, CA 93673**

Nuevos pasos de peatones!

Nuevos Paradas de autobús!

Por favor, vengan a la presentación para discutir las calles de Traver. Vamos a discutir areas de construccion que va ocurri. Esta es parte de una serie de reuniones que el condado esta haciendo.

Si quiere mas informacion llame a: Aaron or Kyria -559-624-7000

**Special Complete Streets Planning Meeting
Traver, CA
Wednesday, April 30, 2014
Traver Elementary School
36736 Canal Drive
Traver, CA 93673**

Are you concerned about flooding?

18-Yes

0- No

Total: 18

The community is very concerned about flooding. During the rain season the sides of the roads get flooded. The children who walk to school everyday are forced to use the main roads where oncoming traffic passes putting children in danger. Northside floods more.

Would you like to see storm drainage and gutters?

18-Yes

0- No

Total: 18

Would you like to see a medical clinic in Traver?

18-Yes

0- No

Total: 18

This was the project the community wanted to see the most.

What are the top five streets most important streets to the community?

1. Merritt 2. Canal Dr. 3. Jacob 4. Burke 5.Church

What kind of business would you like to see here?

Pharmacies, grocery store, fast food restaurant, and Dollar Tree or similar store.

Locations for future crosswalks (Based on typical routes taken by the residents)

Church & Merritt Dr.- There is a lot of animals that are killed at this intersection. There is a significant amount of speeding occurring.

Traffic Control such as stop signs, speed limit, or advisory signs (school zone ahead)

Jacob Rd. - There is a lot of speeding in this school zone area. Vehicles are approaching the area 45MPH+. If there was going to be a speed sign this is where is should be located at.

Railroad track to Road 80- There is significant amount of speeding. A sign needs to be here. This is perhaps the longest road that needs some sort of traffic control.

Canal and Road 40- There is no stop sign and there are children who frequently travel to a store nearby passing the intersection. Most of the children walk in this community and this intersection is of high concern. In the winter time the roads are foggy creating a visibility issue.

Would you like to see a park here?

18-Yes

0- No

Total: 18

The community would definitely like to see a park but it is not a priority. The community would rather have street lights. The community gets very dark in the evening and there is not much light for the community. Many walk to get to their destinations creating a danger for the community without street lights.

Would you use it?

18-Yes

0- No

Total: 18

The community would use the park often however; the park is not a priority. There is currently a park in place and they use it frequently.

Other concerns/comments:

The citizens of Traver stated they would like to see a Sheriff substation near by. They mentioned there was previously one in town which deterred people from speeding. Now there is no control and a high volume of speeding occurs.

Also an emergency fire station would be something they would like to see nearby.

The community was very pleased the County has taken interest in their community. They stated that there was a request for a street light on Merritt and Canal. and within three days the light was posted. This showed the community we were responsive to the needs of the people of Traver. They are more than pleased we have an interest in the community and look forward to the new developments to come.

The meeting was well attended with over 20 participants. Participants included adults, children, Traver Elementary school officials, County Planners, and County Staff.

County staff that was in attendance: Aaron Bock, Jose Saenz, Kyria Fierros, Eric Coyne, and Dave Bryant. The meeting had very fruitful discussions with very active community participants.

The meeting was presented in English and Spanish. Refreshments and cookies were offered.

The meeting started at 3:00p.m. and ended at 4:30p.m.

After the discussion the participants and county staff walked Canal drive and had a rolling discussion of potential projects.

Active Transportation Program Stakeholder Meeting Sign in Sheet

3/23/2015



Name	Organization	Email	Phone #	Add to mailing list?
1 Frank M. Chavez	Richgrove School Dist	Frank@richgrove.org	559-974-7190	<input checked="" type="checkbox"/> Y/N
2 Ed Jones	CSET	Ed.Jones@CSET.org	741-4634	<input type="checkbox"/> Y/N
3 SANDRA RUIZ	Earlmarkt ESD	shivenc@earlmarkt.org	849-4242	<input checked="" type="checkbox"/> Y/N
4 Keith Tomes	Pixley USD	ktomes@pixley.k12.ca.us	757 5807	<input checked="" type="checkbox"/> Y/N
5 Steve Ramirez	Traver	Stamirez@traver.sdsd.com	859-2803	<input checked="" type="checkbox"/> Y/N
6 Isabel Arellano	El Quinte Sol de Amun	D.blope@quintesol.org	562-2060	<input type="checkbox"/> Y/N
7 Olga Marquez	El Quinte Sol de America	olga@elquintesol.org	562-3000	<input type="checkbox"/> Y/N
8 HEANN BSUTRAN	HBeltran@co.tulare.ca.us	RMA	624-7176	<input type="checkbox"/> Y/N
9 JABED KHAN	jKhan@co.tulare.ca.us	RMA - Design	624-7149	<input type="checkbox"/> Y/N
10 Jose Ruiz-Salas	jrsalas@tularehhsa.org	Public Health	624-8004	<input type="checkbox"/> Y/N
11 Paul Bayez	Self-Help Enterprise	paul@selfhelpenterprise.org	802-681	<input type="checkbox"/> Y/N
12 Gary Mills	Omni Means	gmills@omnimeans.com	734-5885	<input type="checkbox"/> Y/N
13 Ashley Werner	Leadership Counsel	awerner@leadershipcounsel.org	361-2786	<input type="checkbox"/> Y/N
14 Jaime Moncayo	Leadership Counsel	jmoncayo@leadershipcounsel.org	347-6226	<input type="checkbox"/> Y/N
15 RENE MONCAYO	T-COE	moncayod@tcoe.org	657-0155	<input type="checkbox"/> Y/N

Active Transportation Program Stakeholder Meeting Sign in Sheet

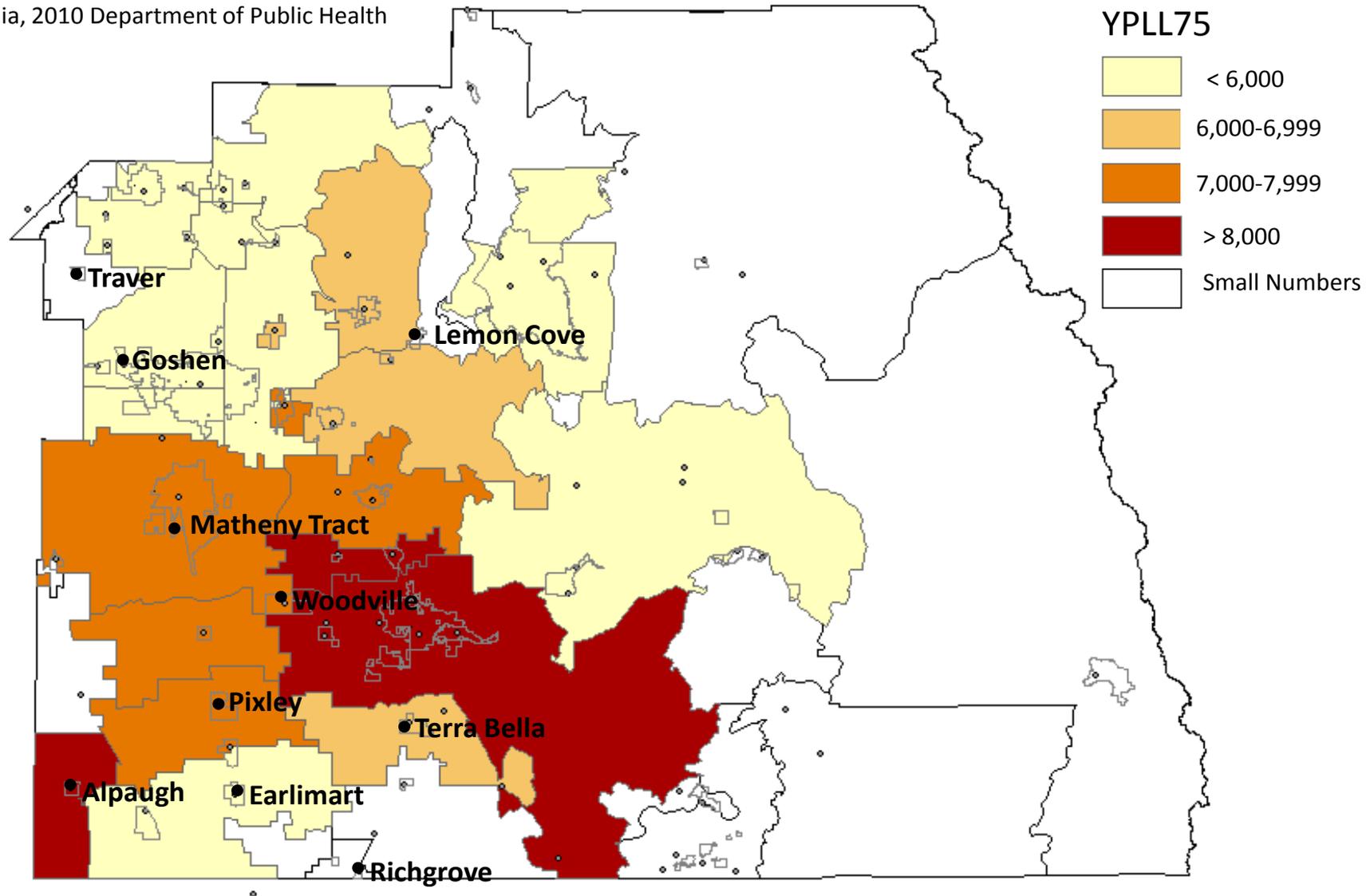
3/23/2015



Name	Organization	Email	Phone #	Add to mailing list?
16 Dago Garcia	Woodville School	dagarcia@woodvilleschool.org		<input checked="" type="checkbox"/> Y/N
17 Marla Frumhoff	CT	marlafrumhoff@dot.ca.gov		<input type="checkbox"/> Y/N
18 Lorena Mendez	Caltrans	Lorena.Mendez@dot.ca.gov		<input type="checkbox"/> Y/N
19 Kerry Bealotain	Oak Valley Union SD	kerry.bealotain@oakvalleyunion.org	657-240-0808	<input type="checkbox"/> Y/N
20 Kayode Kadara	Avenstone PH	kkadara@aol.com		<input type="checkbox"/> Y/N
21 Denise Kadara	✓	ddestined@aol.com		<input type="checkbox"/> Y/N
22 Kynia Ferris	RMA	kferris@cotulene.ca.us		<input type="checkbox"/> Y/N
23 Scott Harris	CHP VISALIA	SHARRIS@CHP.CA.GOV	734 6767	<input type="checkbox"/> Y/N <i>Letter</i>
24				<input type="checkbox"/> Y/N
25				<input type="checkbox"/> Y/N
26				<input type="checkbox"/> Y/N
27				<input type="checkbox"/> Y/N
28				<input type="checkbox"/> Y/N
29				<input type="checkbox"/> Y/N
30				<input type="checkbox"/> Y/N

Premature Mortality in Tulare County by Zip Code

Number of Deaths by ZIP Code of Decedent's Residence
By Sex and Age of Decedent and Selected Leading Causes of Death
California, 2010 Department of Public Health



2013-14 California Physical Fitness Report
Overall - Summary of Results
 Traver Elementary

Additional information can be found at the California Department of Education [Physical Fitness Test Web page](#).

<u>Physical Fitness Area</u>	Total Tested ¹ in Grade 5	Number Grade 5 Students in HFZ ²	% Grade 5 Students in HFZ	% Grade 5 Students in Needs Improvement	% Grade 5 Students in Needs Improvement - Health Risk	Total Tested ¹ in Grade 7	Number Grade 7 Students in HFZ ²	% Grade 7 Students in HFZ	% Grade 7 Students in Needs Improvement	% Grade 7 Students in Needs Improvement - Health Risk	Total Tested ¹ in Grade 9	Number Grade 9 Students in HFZ ²	% Grade 9 Students in HFZ	% Grade 9 Students in Needs Improvement	% Grade 9 Students in Needs Improvement - Health Risk
Aerobic Capacity	17	8	47.1	41.2	11.7	23	12	52.2	17.4	30.4	0	0	0.0	0.0	0.0
Body Composition	17	8	47.1	17.6	35.3	23	11	47.8	17.4	34.8	0	0	0.0	0.0	0.0
Abdominal Strength	17	16	94.1	5.9	N/A	23	14	60.9	39.1	N/A	0	0	0.0	0.0	N/A
Trunk Extension Strength	17	17	100.0	0.0	N/A	23	23	100.0	0.0	N/A	0	0	0.0	0.0	N/A
Upper Body Strength	17	16	94.1	5.9	N/A	23	20	87.0	13.0	N/A	0	0	0.0	0.0	N/A
Flexibility	17	7	41.2	58.8	N/A	23	13	56.5	43.5	N/A	0	0	0.0	0.0	N/A

Traver Joint Elementary School District's Wellness Policy

Wellness Policies on Physical Activity and Nutrition

Preamble

Whereas, children need access to healthful foods and opportunities to be physically active in order to grow, learn, and thrive;

Whereas, good health fosters student attendance and education;

Whereas, obesity rates have doubled in children and tripled in adolescents over the last two decades, and physical inactivity and excessive calorie intake are the predominant causes of obesity;

Whereas, heart disease, cancer, stroke, and diabetes are responsible for two-thirds of deaths in the United States, and major risk factors for those diseases, including unhealthy eating habits, physical inactivity, and obesity, often are established in childhood;

Whereas, 33% of high school students do not participate in sufficient vigorous physical activity and 72% of high school students do not attend daily physical education classes;

Whereas, only 2% of children (2 to 19 years) eat a healthy diet consistent with the five main recommendations from the Food Guide Pyramid;

Whereas, nationally, the items most commonly sold from school vending machines, school stores, and snack bars, include low nutrition foods and beverages, such as soda, sports drinks, imitation fruit juices, chips, candy, cookies, and snack cakes;

Whereas, school districts around the country are facing significant fiscal and scheduling constraints; and

Whereas, community participation is essential to the development and implementation of successful school wellness policies;

Thus, the Traver Joint Elementary School District is committed to providing school environments that promote and protect children's health, well-being, and ability to learn by

supporting healthy eating and physical activity. Therefore, it is the policy of the Traver Joint Elementary School District that:

- The school district will engage students, parents, teachers, food service professionals, health professionals, and other interested community members in developing, implementing, monitoring, and reviewing district-wide nutrition and physical activity policies.
- All students in grades K-8 will have opportunities, support, and encouragement to be physically active on a regular basis.
- Foods and beverages sold or served at school will meet the nutrition recommendations of the U.S. Dietary Guidelines for Americans.
- Qualified child nutrition professionals will provide students with access to a variety of affordable, nutritious, and appealing foods that meet the health and nutrition needs of students; will accommodate the religious, ethnic, and cultural diversity of the student body in meal planning; and will provide clean, safe, and pleasant settings and adequate time for students to eat.
- To the maximum extent practicable, all schools in our district will participate in available federal school meal programs (including the School Breakfast Program, National School Lunch Program “including after-school snacks,” Summer Food Service Program, Fruit and Vegetable Snack Program, and Child and Adult Care Food Program “including suppers”).
- Schools will provide nutrition education and physical education to foster lifelong habits of healthy eating and physical activity, and will establish linkages between health education and school meal programs, and with related community services.

TO ACHIEVE THESE POLICY GOALS:

I. School Health Councils

The school district will create, strengthen, or work within existing school councils to develop, implement, monitor, review, and, as necessary, revise school nutrition and physical activity policies. The councils also will serve as resources to school sites for implementing those policies. (A school health council consists of a group of individuals representing the school and community, and should include parents, students, representatives of the school food authority, members of the school board, school administrators, teachers, health professionals, and members of the public.)



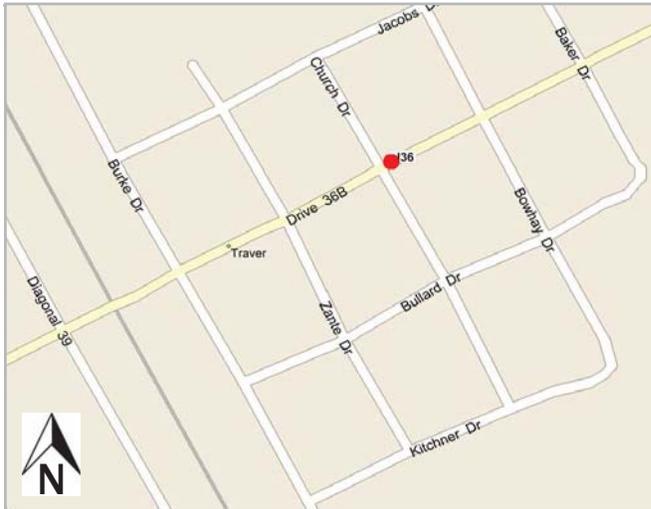
COUNTY OF TULARE

Collision Review

ATP Project 2015

Related Proposed Project: Traver Elementary

Collision Report Number: 5376703



County	Tulare	City	Traver
Date (Y-M-D)	2011-11-10	Time	15:48
Nearby Intersection	Merritt Dr/Church Dr		
Coordinate Location	36.45468, -119.48510		
State Highway	NO	Route	- Postmile -
Injured Victims	1	Collison Severity	Injury Fatalities 0
Alcohol	NO		Weather Clear
Primary Collision Factor	Vehicle/Pedestrian		Involved with Ped

STREET VIEW



Merritt Dr Looking East

Google earth



COUNTY OF TULARE

Collision Review

ATP Project 2015

Related Proposed Project: Traver Elementary

Collision Report Number: 5524932



County	Tulare	City	Traver
Date (Y-M-D)	2012-2-13	Time	08:15
Nearby Intersection	Zante Dr/Merritt Dr		
Coordinate Location	36.454379, -119.486456		
State Highway	NO	Route	- Postmile -
Injured Victims	1	Collision Severity	Injury Fatalities 0
Alcohol	NO		Weather Clear
Primary Collision Factor	Vehicle/Pedestrian		Involved with Ped

STREET VIEW



Zante Dr Looking South

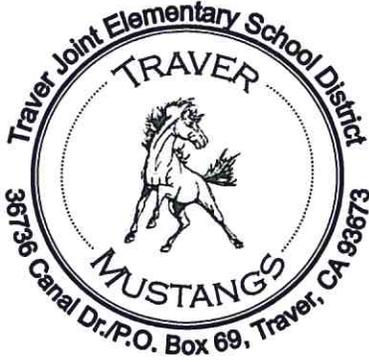
Google earth



County of Tulare- Traver Jacob Street Improvements

Attachment J

Letters of Support



TRAVER JOINT ELEMENTARY SCHOOL DISTRICT

STEVE RAMIREZ, SUPERINTENDENT/PRINCIPAL
36736 Canal Drive/P.O. Box 69
Traver, California 93673

Phone: (559) 897-2755 • (559) 897-0236
Fax: (559) 897-0239

March 25, 2015
State of California
Department of Transportation
Division of Local Assistance
P.O. Box 942874, MS-1
Sacramento, CA 94274-0001

Re: Support for County of Tulare's Jacob Street Improvement project application

Dear Cal Trans:

On the behalf of the Traver school, I am pleased to offer our support for the County of Tulare's application for the Active Transportation Program.

The purpose of the project is to ensure safe passage for students currently walking and bicycling to school and encourage those that currently arrive by a vehicle. While a high percentage of students walk or bike to school, they do so without sidewalks, raised crosswalks, pavement markings or bike lanes. This project will provide needed connectivity to all parts of town.

The County Resource Management Agency hosted various meetings including a walkability audit throughout the streets of Traver. During these meetings we were able to develop the project currently presented in the application.

The County Resource Management Agency has also committed to our school to let us know of the status of the program application following the submittal of the application.

Providing infrastructure for children to walk or bike to school is an excellent way to ensure daily physical activity. The request for funds to implement the Traver Street Improvements will provide education and encouragement activities in order to reduce injuries, change behaviors and increase the number of students walking and biking to school.

This project was identified through a collaborative effort from the community, school staff, and the County of Tulare. These were identified as areas with the greatest need and would meet the goals of ATP.

This program has our full support and we will do what we can to train students to use the new route to school.

Steve Ramirez
Superintendent
36736 Canal Drive
Traver, CA

May 13, 2015

State of California
Department of Transportation
Division of Local Assistance
P.O. Box 942874, MS-1
Sacramento, CA 94274-0001

Re: Support for Tulare County's Active Transportation Program Application(s)

As Executive Director of the Tulare County Association of Governments, I am pleased to offer our support for the Active Transportation Program projects. TCAG is the state designated Regional Transportation Planning Agency for Tulare County.

The Tulare County Association of Governments collaborates with the County of Tulare to assess, assure and develop safe routes to schools in disadvantaged communities countywide. Tulare County Association of Governments is very concerned with the safety of local children, especially as they walk and commute to school. Traffic approaching school zones at a fast speed has become a significant issue, especially in rural areas where people tend to speed. We're continually looking for ways to control the speed of traffic.

The lack of sidewalks or significant gaps between sidewalks presents a major obstacle to students walking to and from school. The lack of safe pathways prevents many students from enjoying exercise and the sense of independence or other social benefits gained through walking to school.

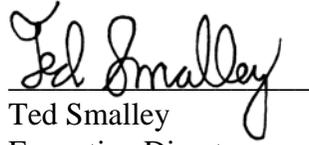
Tulare County has prepared eight ATP applications which comprise of 17 projects, all located within Disadvantaged or Severely Disadvantaged Communities. These projects each incorporate either traffic calming improvements or sidewalk/bike/ped improvements or a combination of both. The projects, wherever possible, are designed to close gaps in existing safe pathways, or in several cases, to construct the only safe walking paths within the communities proposed.

The Tulare County Association of Governments believe the actions and safety enhancements included in the County of Tulare's proposed safe routes to school applications will significantly improve the safety of children and other commuters within the disadvantaged rural communities where projects are being proposed.

These projects are consistent with TCAG's goals, objectives and policies which are included in the current 2014 Regional Transportation Plan and encourage bicycling and walking which is a Policy Element Goal in our Active Transportation plan.

We look forward to a favorable response from Caltrans. Thank you for your consideration.

Sincerely,



Ted Smalley

Ted Smalley
Executive Director

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

5025 W. Noble
Visalia, CA 93277
(559) 734-6767
(800) 735-2929 (TT/TDD)
(800) 735-2922 (Voice)



May 26, 2015

File No.: 480.13666.12401

State of California
Department of Transportation
Division of Local Assistance
P.O. Box 942874, MS-1
Sacramento, CA 94274-0001

SUBJECT: SUPPORT FOR ACTIVE TRANSPORTATION PROGRAM GRANT

The California Highway Patrol Visalia Area offers full support of the Tulare County Active Transportation Program. The traffic in Tulare County feeds directly into many of the unincorporated communities, which are part of this project. Many drivers are unaware of the children who are present during, before, and after school hours.

The California Highway Patrol is concerned about protecting these children and realizes the need for safety measures to be implemented. We believe implementing safety measures are a critical concern for the communities of Tulare County. We support the Active Transportation Safe Routes to school projects. Should you have any questions, please contact my office at (559) 734-6767.

Sincerely,

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

D. D. GILMORE, Captain
Commander
Visalia Area





Tulare County

SHERIFF

Proudly Serving Since 1852

Office of
MIKE BOUDREAUX
Sheriff-Coroner
2404 W. Burrel Ave
Visalia, CA 93291-4580
(559) 636-4716

April 30, 2015

Administration
(559) 636-4690

Detentions
(559) 735-1700

Investigations
(559) 735-1898

Operations
(559) 636-4625

Division of Local Assistance

California Department of Transportation

P.O. Box 942874, MS-1

Sacramento, CA 94274-0001

Attn: Office of Active Transportation (ATP) and Special Programs

Re: County of Tulare ATP Application: Traver Jacob Street Improvement Project

Dear ATP Program Manager:

The Tulare County Sheriff's Department is firmly in support of the Traver Jacob Street Improvement Project application by the County of Tulare. The Sheriff's Department keeps track of problems and concerns in the rural farming community of Traver through the Department's community-based deputy program.

Residents inform us that the lack of continuous sidewalks bordering the community's school constitute a major safety issue. Currently, students enroute to and from the school must walk in the roadway, risking being hit by passing vehicles. Allowing students to walk on a sidewalk, instead of the road, would significantly improve this unsafe situation.

The Sheriff's Department urges a careful consideration of the County's application to use Caltrans funds to enhance safety for these schoolchildren.

Sincerely,

Mike Boudreaux
SHERIFF-CORONER



CSET

Community Services
Employment Training

Where community happens.

May 27, 2015

State of California
Department of Transportation
Chief, Office of Active Transportation & Special Programs
Division of Local Assistance
P.O. Box 942874, MS-1
Sacramento, CA 94274-0001

Subject: Support for County of Tulare's Traver Communities Merrit Street Improvements ATP Project

Dear Caltrans:

On the behalf of Community Services and Employment Training (CSET), I would like to express our support for several Active Transportation Program applications for Safe Routes to School projects in Tulare County.

As the Community Action Agency for Tulare County, CSET offers a wide variety of services and programs that alleviate barriers for residents living in poverty. CSET's staff has learned that pedestrian and bicyclist safety and security are universal priorities in the rural communities, especially for the safety of school children. There is also much concern about the mobility of the elderly and those with physical disabilities.

312 N.W. 3rd Avenue
Visalia, CA 93291

Phone
(559) 732-4194
Fax
(559) 733-3971
www.cset.org

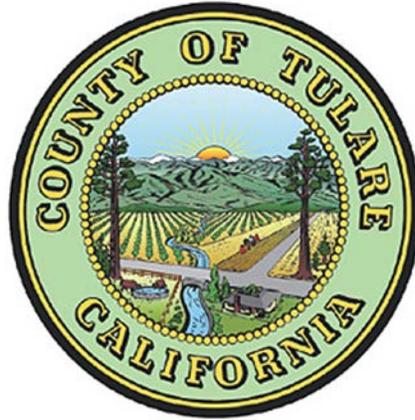
Goshen
(559) 651-1030
Earlimart
(661) 849-2960
Porterville
(559) 788-1440
Tulare
(559) 684-1987
Cutler/Orosi
(559) 528-1095
Pixley
(559) 757-1601
Tipton
(559) 752-2222

The sidewalk projects in Traver are much needed as we seek safety solutions for the children and their parents. Crossing and signage improvements in Traver will improve safety around the school campuses. In addition, education regarding pedestrian and bicycle safety would enhance the benefits of the physical improvements.

Please give this application your favorable consideration. Thank you for offering a program that helps underprivileged communities to address serious concerns about the wellbeing of their most vulnerable residents.

Sincerely,

Mary Alice Escarsega-Fechner
Executive Director



County of Tulare- Traver Jacob Street Improvements

Attachment K

Additional Attachments

From: "ATP@CCC" <ATP@CCC.CA.GOV>
To: Kyria Fierros <KFierros@co.tulare.ca.us>, "inquiry@atpcommunitycorps.org...
CC: Benjamin Ruiz <BRuiz@co.tulare.ca.us>, Reed Schenke <RSchenke@co.tulare...
Date: 04/29/2015 11:05 AM
Subject: RE: County of Tulare ATP projects

Hi Kyria,

Thank you for contacting the CCC. Unfortunately, we are unable to participate in the following projects:

Matheny Tract Sidewalk Improvements and Safe Routes to Bus Stops
Alpaugh Sidewalk Improvements
Traver Merrit Drive Improvements
Pixley Main Street Improvements
Traver Jacob Street Improvements
Goshen Ave 308 Improvement Projects
Rural Community Schools SRTS Improvements
Earlimart Community SRTS Projects (part 1)
Earlimart Community SRTS Projects (part 2)

Please include this email with your application as proof that you reached out to the CCC.
Thank you,

Wei Hsieh, Manager
Programs & Operations Division
California Conservation Corps
1719 24th Street
Sacramento, CA 95816
(916) 341-3154
Wei.Hsieh@ccc.ca.gov

-----Original Message-----

From: Kyria Fierros [mailto:KFierros@co.tulare.ca.us]
Sent: Wednesday, April 29, 2015 7:42 AM
To: inquiry@atpcommunitycorps.org; ATP@CCC
Cc: Benjamin Ruiz; Reed Schenke
Subject: Attn: Wei Hsieh & Danielle Lynch- Matheny Tract, County of Tulare

Attn: Wei Hsieh and Danielle Lynch

Project Title: County of Tulare-Matheny Tract Sidewalk Improvements and Safe Routes to Bus Stops
Map: Vicinity Map Attached
Schedule: Attached
Detailed Estimate: Attached
Preliminary Plan: See Attached

The County of Tulare plans to submit an application for ATP funds for Palo Verde School in Matheny Tract. As required, the County is submitting a project description including a cost estimate, vicinity map, schedule, and preliminary plan for your review and assessment to potentially partner on this project. Please respond with a list of project items the corps is qualified and interested in partnering on. Please feel free to contact me, should you have any questions or require additional information.

Regards,

Kyria Fierros

Kyria Fierros
Economic Development Analyst

Tulare County Economic Development Office Resource Management Agency kfierros@co.tulare.ca.us
5961 South Mooney Blvd.
Visalia, CA 93277
559.624-7154 office/559.909-3599 cell
Visit our Economic Development website at:
www.TulareCountyEconomicDevelopment.org

From: Active Transportation Program <inquiry@atpcommunitycorps.org>
To: Kyria Fierros <KFierros@co.tulare.ca.us>
CC: "atp@ccc.ca.gov" <atp@ccc.ca.gov>
Date: 05/08/2015 5:23 PM
Subject: Re: Attn: Wei Hsieh and Danielle Lynch Traver, County of Tulare

Hi Kyria,

Thank you for contacting us. Unfortunately, the Local Conservation Corps will not be able to participate in any of the following projects:

- Aplaugh Sidewalk Improvements
- Matheny Tract Sidewalk Improvements and Safe Routes to Bus Stops
- Pixley Main Street Improvements
- Traver Merritt Drive Improvements
- Goshen Ave 308 Improvement
- Rural Community Schools SRTS
- Earlimart Community SRTS Part 1 and Part 2

Please include this email with your application as proof that you reached out to the Local Conservation Corps.

Thank you,
Monica

On Wed, Apr 29, 2015 at 7:46 AM, Kyria Fierros <KFierros@co.tulare.ca.us> wrote:

> Attn: Wei Hsieh and Danielle Lynch
>
> Project Title: County of Tulare- Traver Merritt Drive Improvements
> Description: See Attachment
> Map: Vicinity Map
> Schedule: Attached
> Detailed Estimate: See Attachment
> Preliminary Plan: See Attached
>
> The County of Tulare plans to submit an application for ATP funds for the
> community of Traver. As required, the County is submitting a project
> description including a cost estimate, vicinity map, schedule, and
> preliminary plan for your review and assessment to potentially partner on
> this project. Please respond with a list of project items the corps is
> qualified and interested in partnering on. Please feel free to contact me,
> should you have any questions or require additional information.
>
> Regards,
>
> Kyria Fierros
>
> Kyria Fierros
> Economic Development Analyst
>
> Tulare County Economic Development Office
> Resource Management Agency
> kfierros@co.tulare.ca.us
> 5961 South Mooney Blvd.

From: Active Transportation Program <inquiry@atpcommunitycorps.org>
To: Kyria Fierros <KFierros@co.tulare.ca.us>
CC: "atp@ccc.ca.gov" <atp@ccc.ca.gov>
Date: 05/11/2015 3:04 PM
Subject: Re: Attn: Wei Hsieh and Danielle Lynch Traver, County of Tulare

Hi Kyria,

I apologize for that. The local conservation corps will not be able to participate in those projects either. Please include this email with your application as proof that you did reach out to the Local Conservation Corps.

Thank you
Monica

On Mon, May 11, 2015 at 8:37 AM, Kyria Fierros <KFierros@co.tulare.ca.us> wrote:

> Hi,
> We submitted two for the community of Traver. One was Traver Merritt Drive
> Improvements and the other was- **Traver Jacob Improvement**. I do not see this
> one on the list below. Will the Local Conservation Corps participate in
> this project? I've attached the
> Description: See Attachment
> Map: Vicinity Map
> Schedule: Attached
> Detailed Estimate: See Attachment
> Preliminary Plan: See Attached
>
> Thank you,
> Kyria
>
> Kyria Fierros
> Economic Development Analyst
>
> Tulare County Economic Development Office
> Resource Management Agency
> kfierros@co.tulare.ca.us
> 5961 South Mooney Blvd.
> Visalia, CA 93277
> 559.624-7154 office/559.909-3599 cell
> Visit our Economic Development website at:
> www.TulareCountyEconomicDevelopment.org
>
>
> >>> Active Transportation Program <inquiry@atpcommunitycorps.org>
> 5/8/2015 5:23 PM >>>
> Hi Kyria,
>
> Thank you for contacting us. Unfortunately, the Local Conservation Corps
> will not be able to participate in any of the following projects:
>
> - Aplaugh Sidewalk Improvements
> - Matheny Tract Sidewalk Improvements and Safe Routes to Bus Stops
> - Pixley Main Street Improvements
> - Traver Merritt Drive Improvements

> - Goshen Ave 308 Improvement
> - Rural Community Schools SRTS
> - Earlimart Community SRTS Part 1 and Part 2
>
> Please include this email with your application as proof that you reached
> out to the Local Conservation Corps.
>
> Thank you,
> Monica
>
> On Wed, Apr 29, 2015 at 7:46 AM, Kyria Fierros <KFierros@co.tulare.ca.us>
> wrote:
>
>> Attn: Wei Hsieh and Danielle Lynch
>>
>> Project Title: County of Tulare- Traver Merrit Drive Improvements
>> Description: See Attachment
>> Map: Vicinity Map
>> Schedule: Attached
>> Detailed Estimate: See Attachment
>> Preliminary Plan: See Attached
>>
>> The County of Tulare plans to submit an application for ATP funds for the
>> community of Traver. As required, the County is submitting a project
>> description including a cost estimate, vicinity map, schedule, and
>> preliminary plan for your review and assessment to potentially partner on
>> this project. Please respond with a list of project items the corps is
>> qualified and interested in partnering on. Please feel free to contact
> me,
>> should you have any questions or require additional information.
>>
>> Regards,
>>
>> Kyria Fierros
>>
>> Kyria Fierros
>> Economic Development Analyst
>>
>> Tulare County Economic Development Office
>> Resource Management Agency
>> kfierros@co.tulare.ca.us
>> 5961 South Mooney Blvd.
>> Visalia, CA 93277
>> 559.624-7154 office/559.909-3599 cell
>> Visit our Economic Development website at:
>> www.TulareCountyEconomicDevelopment.org
>>
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>>
>
>
> --
> *Monica Davalos *| Legislative Policy Intern
> Active Transportation Program
> California Association of Local Conservation Corps
> 1121 L Street, Suite 400

> Sacramento, CA 95814
> 916.426.9170 | inquiry@atpcommunitycorps.org
>
>

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*Monica Davalos *| Legislative Policy Intern
Active Transportation Program
California Association of Local Conservation Corps
1121 L Street, Suite 400
Sacramento, CA 95814
916.426.9170 | inquiry@atpcommunitycorps.org

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>

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1121 L Street, Suite 400
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916.426.9170 | inquiry@atpccommunitycorps.org