

Cycle 1 Active Transportation Program

Del Norte

WALK AND ROLL TO SCHOOL ENCOURAGEMENT PROGRAM



SUBMITTED BY:

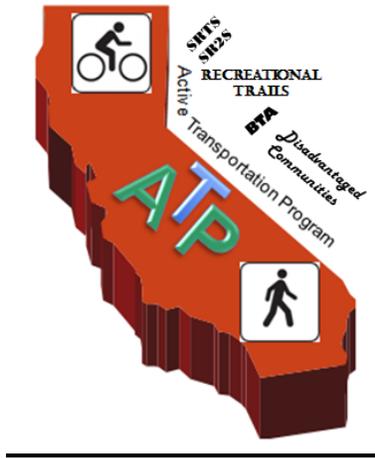


Tamera Leighton, Executive Director

SUBMITTED TO:



Due Date: May 21, 2014



ACTIVE TRANSPORTATION PROGRAM CYCLE 1

APPLICATION Part 1 (Includes Sections I, V, VI, VII, VIII & XI)

Please read the Application Instructions at
<http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html>
prior to filling out this application

Project name:

For Caltrans use only: ___TAP ___STP ___RTP ___SRTS ___SRTS-NI ___SHA
___DAC ___Non-DAC ___Plan

I. GENERAL INFORMATION

Project name:

(fill out all of the fields below)

1. APPLICANT (Agency name, address and zip code)	2. PROJECT FUNDING ATP funds Requested \$ _____ Matching Funds \$ _____ (If Applicable) Other Project funds \$ _____ TOTAL PROJECT COST \$ _____
3. APPLICANT CONTACT (Name, title, e-mail, phone #)	5. PROJECT COUNTY(IES):
4. APPLICANT CONTACT (Address & zip code)	7. Application # _____ of _____ (in order of agency priority)
6. CALTRANS DISTRICT #- Click Drop down menu below	

Area Description:

8. Large Metropolitan Planning Organization (MPO)- Select your "MPO" or "Other" from the drop down menu>	
9. If "Other" was selected for #8- select your MPO or RTPA from the drop down menu>	
10. Urbanized Area (UZA) population (pop.)- Select your UZA pop. from drop down menu>	

Master Agreements (MAs):

11. Yes, the applicant has a FEDERAL MA with Caltrans.
12. Yes, the applicant has a STATE MA with Caltrans.
13. If the applicant does not have an MA. Do you meet the Master Agreement requirements? Yes No
The Applicant MUST be able to enter into MAs with Caltrans

Partner Information:

14. Partner Name*:	15. Partner Type
16. Contact Information (Name, phone # & e-mail)	17. Contact Address & zip code

Click here if the project has more than one partner; attach the remaining partner information on a separate page

*If another entity agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement must be submitted with the application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the request for allocation.

Project Type: (Select only one)

18. Infrastructure (IF) 19. Non-Infrastructure (NI) 20. Combined (IF & NI)

Project name:

I. GENERAL INFORMATION-continued

Sub-Project Type (Select all that apply)

21. Develop a Plan in a Disadvantaged Community (select the type(s) of plan(s) to be developed)
 Bicycle Plan Safe Routes to School Plan Pedestrian Plan
 Active Transportation Plan

(If applying for an Active Transportation Plan- check any of the following plans that your agency already has):

- Bike plan Pedestrian plan Safe Routes to School plan ATP plan

22. Bicycle and/or Pedestrian infrastructure
Bicycle only: Class I Class II Class III
Ped/Other: Sidewalk Crossing Improvement Multi-use facility

Other:

23. Non-Infrastructure (Non SRTS)
24. Recreational Trails*- Trail Acquisition
- *Please see additional Recreational Trails instructions before proceeding**
25. Safe routes to school- Infrastructure Non-Infrastructure

If SRTS is selected, provide the following information

26. SCHOOL NAME & ADDRESS:

27. SCHOOL DISTRICT NAME & ADDRESS:

28. County-District-School Code (CDS)	29. Total Student Enrollment Bess Maxwell 278; Joe Hamilton 283	30. Percentage of students eligible for free or reduced meal programs ** Bess Maxwell: 82.64; Joe Hamilton: 87.46
31. Percentage of students that currently walk or bike to school	32. Approximate # of students living along school route proposed for improvement Bess Maxwell 70; Joe Hamilton 71	33. Project distance from primary or middle school

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

- Click here if the project involves more than one school; attach the remaining school information including school official signature and person to contact, if different, on a separate page

Project name:

V. PROJECT PROGRAMMING REQUEST

Applicant must complete a Project Programming Request (PPR) and attach it as part of this application. The PPR and can be found at http://www.dot.ca.gov/hq/transprog/allocation/ppr_new_projects_9-12-13.xls

PPR Instructions can be found at <http://www.dot.ca.gov/hq/transprog/ocip/2012stip.htm>

Notes:

- Fund No. 1 must represent ATP funding being requested for program years 2014/2015 and 2015/2016 only.
- Non-infrastructure project funding must be identified as Con and indicated as “Non-infrastructure” in the Notes box of the Proposed Cost and Proposed Funding tables.
- Match funds must be identified as such in the Proposed Funding tables.

Project name:

VI. ADDITIONAL INFORMATION

Only fill in those fields that are applicable to your project

FUNDING SUMMARY

ATP Funds being requested by Phase (to the nearest \$1000)

Amount

PE Phase (includes PA&ED and PS&E)	\$
Right-of-Way Phase	\$
Construction Phase-Infrastructure	\$
Construction Phase-Non-infrastructure	\$
Total for ALL Phases	\$

All Non-ATP fund types on this project* (to the nearest \$1000)

Amount

	\$
	\$
	\$
	\$
	\$
	\$

*Must indicate which funds are matching

Total Project Cost	\$
Project is Fully Funded	

ATP Work Specific Funding Breakdown (to the nearest \$1000)

Amount

Request for funding a Plan	\$
Request for Safe Routes to Schools Infrastructure work	\$
Request for Safe Routes to Schools Non-Infrastructure work	\$
Request for other Non-Infrastructure work (non-SRTS)	\$
Request for Recreational Trails work	\$

ALLOCATION/AUTHORIZATION REQUESTS SCHEDULE

	Proposed Allocation Date	Proposed Authorization (E-76) Date
PA&ED or E&P		
PS&E		
Right-of-Way		
Construction		

All project costs MUST be accounted for on this form, including elements of the overall project that will be, or have been funded by other sources.

Project name:

VIII. ADDITIONAL APPLICATION ATTACHMENTS

Check all attachments included with this application.

- Vicinity/Location Map- **REQUIRED for all IF Projects**
 - North Arrow
 - Label street names and highway route numbers
 - Scale

- Photos and/or Video of Existing Location- **REQUIRED for all IF Projects**
 - Minimum of one labeled color photo of the existing project location
 - Minimum photo size 3 x 5 inches
 - Optional video and/or time-lapse

- Preliminary Plans- **REQUIRED for Construction phase only**
 - Must include a north arrow
 - Label the scale of the drawing
 - Typical Cross sections where applicable with property or right-of-way lines
 - Label street names, highway route numbers and easements

- Detailed Engineer's Estimate- **REQUIRED for Construction phase only**
 - Estimate must be true and accurate. Applicant is responsible for verifying costs prior to submittal
 - Must show a breakdown of all bid items by unit and cost. Lump Sum may only be used per industry standards
 - Must identify all items that ATP will be funding
 - Contingency is limited to 10% of funds being requested
 - Evaluation required under the ATP guidelines is not a reimbursable item

- Documentation of the partnering maintenance agreement- Required with the application if an entity, other than the applicant, is going to assume responsibility for the operation and maintenance of the facility

- Documentation of the partnering implementation agreement-Required with the application if an entity, other than the applicant, is going to implement the project.

- Letters of Support from Caltrans (Required for projects on the State Highway System(SHS))

- Digital copy of or an online link to an approved plan (bicycle, pedestrian, safe routes to school, active transportation, general, recreation, trails, city/county or regional master plan(s), technical studies, and/or environmental studies (with environmental commitment record or list of mitigation measures), if applicable. Include/highlight portions that are applicable to the proposed project.

- Documentation of the public participation process (required)

- Letter of Support from impacted school- when the school isn't the applicant or partner on the application (required)

- Additional documentation, letters of support, etc (optional)

Project name: Del Norte Walk and Roll to School Encouragement Program

VIII. APPLICATION SIGNATURES

Applicant: The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: Tamera Leighton
Name: Tamera Leighton
Title: Executive Director

Date: May 9, 2014
Phone: (707) 465-3878
e-mail: Tamera@DNLTC.org

Local Agency Official (City Engineer or Public Works Director): The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: _____
Name: _____
Title: _____

Date: _____
Phone: _____
e-mail: _____

School Official: The undersigned affirms that the school(s) benefited by this application is not on a school closure list: ~~Bess Maxwell Elementary School and Joe Hamilton Elementary School~~

Signature: Don Olson
Name: Don Olson
Title: Superintendent, Del Norte Unified School Dis

Date: May 9, 2014
Phone: (707) 464-0200
e-mail: dolson@del-norte.k12.ca.us

Person to contact for questions:

Name: Don Olson
Title: Superintendent

Phone: (707) 464-0200
e-mail: dolson@del-norte.k12.ca.us

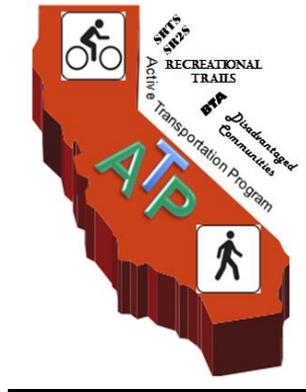
Caltrans District Traffic Operations Office Approval*

If the application's project proposes improvements on a freeway or state highway that affects the safety or operations of the facility, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support or acknowledgement from the traffic operations office be attached () or the signature of the traffic personnel be secured below.

Signature: _____
Name: _____
Title: _____

Date: _____
Phone: _____
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>



ACTIVE TRANSPORTATION PROGRAM CYCLE 1

APPLICATION Part 2

(Includes Narrative Sections II, III & IV)

II. PROJECT INFORMATION

(Please read the “ATP instructions” document prior to attaching your responses to all of the questions in Sections II. Project Information, Section III. Screening Criteria and Section IV. Narrative Questions - 20 pages max)

1. Project Location

In Del Norte County, in and near the City of Crescent City, at and near the following school sites.

A: Bess Maxwell Elementary School: 1124 El Dorado Street, Crescent City, California 95531.

B: Joe Hamilton Elementary School: 1050 E Street, Crescent City, California.

- | | | |
|----------------------------------|--|---|
| 2. A: Project Coordinates | <i>Latitude</i> 41°45'59.92" N
<i>(Decimal degrees)</i> | <i>Longitude</i> 124° 12'28.94" W
<i>(Decimal degrees)</i> |
| B: Project Coordinates | <i>Latitude</i> 41°45'20.40" N
<i>(Decimal degrees)</i> | <i>Longitude</i> 124°12'22.00" W
<i>(Decimal degrees)</i> |

3. Project Description

Non-Infrastructure Safe Routes to Schools Community Engagement Program for Bess Maxwell and Joe Hamilton Elementary Schools. The project is a blend of education and encouragement resulting in more students walking to school and most walking safely. Through the community engagement process, infrastructure improvements are identified and prioritized that will have the greatest impact on the number of students walking and rolling to school in a safe manner and in a safe environment.

The over-arching purpose is to provide students at the target schools with the life skills that are consistent with the direct and in-direct benefits of an Active Transportation lifestyle, in a Safe Route to School setting by which they can practice and perfect those skills.

The project fulfills several specific purposes.

- 1) Improve the health of our children by encouraging active transportation.
- 2) Encourage children to walk and bicycle to school and to learn this behavior through repetition.

- 3) Make bicycling and walking to school a safer, more feasible, and more appealing transportation alternative.
- 4) Maintain the existing partnerships between 26 agencies that address the Engineering, Enforcement, and Evaluation components of the program, on an on-going basis, and that support the Education and Encouragement components of the program.

The need is to:

- 1) Reduce childhood obesity and increase physical fitness of our children.
- 2) Reduce accidents and the potential for accidents in school zones.
- 3) Increase parents' comfort level in their children walking and rolling to school.
- 4) Collect and evaluate data to ensure the program objectives are met in the most efficient and effective manner possible.
- 5) Identify the most dangerous problem areas for future construction projects.

4. Project Status:

The Del Norte Local Transportation Commission Safe Routes to Schools program was initiated by The California Endowment through the Public Health Institute and also has received funding directly from The California Endowment through a Building Healthy Communities initiative. The Safe Routes to Schools program is transitioning from an intensive program initiation mode to a sustainable mode with diverse community support. The 24-month program beginning in January 2015 through December 2016 represents a transition period. Both DNLTC and The California Endowment are committed to developing a program that is sustainable over time, replacing DNLTC funded support with broad-based community support.

The California Endowment Building Healthy Communities initiative is pervasive in Del Norte County. It is a 10-year, \$1 billion program of The California Endowment. Fourteen communities across the state are taking action to make where they live healthier. They're doing this by improving employment opportunities, education, housing, neighborhood safety, unhealthy environmental conditions, access to healthy foods and more. The goal: to create places where children are healthy, safe and ready to learn. The Building Healthy Communities initiative in Del Norte and Tribal lands are working across all systems that impact community

health – schools, human services, economic development, transportation, and land use.

The community support team for Safe Routes to Schools includes 26 organizations.

Year one accomplishments included the following.

1. Gathering 26 active and supporting partners.
2. Identifying school walking corridors of regional concern.
3. Del Norte Unified School District policy adopted to support and protect safe school zones.
4. Data collection resulting in a Research and Policy Report provided by The California Center for Rural Policy at Humboldt State University and the Public Health Policy Coordinator for Building Healthy Communities, Del Norte and Adjacent Tribal Lands.
5. Incentive and encouragement programs including classroom-to-classroom and school-to-school competitions, with some winners receiving golden sneaker awards, resulting in heightened awareness in how easy it is to walk and roll to school.
6. Established safety programs including a distribution of helmets through schools and local law enforcement groups, resulting in children receiving free helmets appropriate to their size.
7. Coordinated International Walk to School Day and Spring Walk and Roll to School Day community-wide events, resulting in hundreds of children walking to school.
8. Participate in established public health programs such as the Health and Family Fair, that attracts hundreds of children and families, and encourage new safety programs during school assemblies.

Year two (current year) accomplishments included the following.

1. Identifying two target schools for program emphasis based on the schools demonstrated interest and ability to sustain a program over time. Build the capacity of walking and rolling support these two schools.
2. Engage school community Parent, Teacher, Student Organization (PTSO) at Bess Maxwell and Joe Hamilton Elementary Schools.
3. Incentive and encouragement programs including classroom-to-classroom and school-to-school competitions, with some winners receiving golden sneaker awards, resulting in heightened awareness in how easy it is to walk and roll to school.
4. Established safety programs including a distribution of helmets through schools and local law enforcement groups, resulting in children receiving free helmets appropriate to their size.
5. Participate in established public health programs such as the Health and Family Fair, that attracts hundreds of children and families, and encourage new safety programs during school assemblies at target schools.

6. Coordinated International Walk to School Day and Spring Walk and Roll to School Day community-wide events, resulting in hundreds of children walking to school.
7. Continue partnerships to focus support on target schools.
8. Completed School Zone Infrastructure Audit for every school in the Del Norte region.
9. Completed detailed Circulation Study at two schools sites resulting in a high level of community participation to address infrastructure issues. A SRTS infrastructure application is being submitted by the County of Del Norte to address one of these schools. The conclusion at the second school, Redwood Elementary, is that the school district needs to consider its enrollment policies before infrastructure is addressed.

III. SCREENING CRITERIA

1. Demonstrated Needs of the Applicant

Describe the need for the project and/or funding.

The funding requested does not supplant existing funding. DNLTC and partner organizations are committed to building a program that is sustainable over time, but two years of funding is necessary to bridge the \$105,000 program initiation and incubation phase ending December 2014 funded by The California Endowment and the estimated \$18,000 annual program maintenance that Del Norte Local Transportation Commission is committed to supporting over time with its partners. The Del Norte Local Transportation Commission is the only organization leading any safe routes to schools type initiative in the Del Norte region with the help of its partners. There is no duplication of efforts.

Childhood obesity has become one of the most pressing public health issues in Del Norte County. An extensive body of research shows that being overweight or obese is associated with multiple diseases and high health care costs. Del Norte County and the adjacent tribal lands (DNATL) is one of fourteen places in California participating in Building Healthy Communities (BHC), a ten-year initiative of The California Endowment (TCE). The goal of BHC is to “support the development of communities where kids and youth are healthy, safe and ready to learn.” One of the big results the initiative is aiming for is a decrease in childhood obesity.

Obesity data at the school level is not readily available; however, fitness data is available. At Bess Maxwell Elementary, health fitness tests show 43% of the children in the 5th grade do not meet aerobic capacity standards and 49% do not meet body composition standards; at Joe Hamilton Elementary, health fitness tests show that 75% of the children in the 5th grade do not meet aerobic capacity standards and 59% do not meet body composition standards.

The first program year focused on baseline measurements for active transportation. Information and incentives to increase the number of children with active transportation to schools in a walking corridor were utilized. Present levels of active transportation were measured by the SRTS team and the California Center for Rural Policy: Only one third of the students who live within a half-mile (a 5 to 15 minute walk) from school have active transportation. In this second year, two schools were as focus schools through a partnership with the Transportation Commission's infrastructure audit, which was completed in December 2013. Both incentives and infrastructure improvements at these two schools will work in tandem to tip the school culture from passive to active transportation for students who live within half a mile from school. On site school leadership is being developed at each school site.

The key partners include County of Del Norte Department of Health and Human Services and Community Development Department, Del Norte Local Transportation Commission, Del Norte Unified School District (Board of Directors, Superintendent, Bess Maxwell and Joe Hamilton Elementary School Principals, teachers, parents and student), Del Norte Health Care District, Building Healthy Communities, Public Health Institute Leadership Team, and all local law enforcement (California Highway Patrol, Crescent City Police, Del Norte County Sheriff).

2. Consistency with Regional Transportation Plan (100 words or less)

Explain how this project is consistent with your Regional Transportation Plan (if applicable). Include adoption date of the plan.

The Del Norte Local Transportation Commission Regional Transportation Plan was adopted on July 14, 2011. The public input process and the Crescent City and Del Norte County Bicycle Facilities Plan indicate a need to connect all Del Norte region schools to bike paths and to create secure bicycle parking facilities. RTP POLICY: Promote non-motorized facility improvements that meet the needs of seniors, children, people with low-income, and people with disabilities; Objective 1: Coordinate with local school districts to assure that safe routes to schools are available to all.

IV. NARRATIVE QUESTIONS

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 how your project encourages increased walking and bicycling, especially among students. The program encourages walking and rolling to school by a combination of education, incentives and infrastructure improvements.

This program addresses encouragement and education and helps identify necessary infrastructure improvements but does not address them. Strong and active partnerships with the schools, public health and law enforcement join together to provide educational programs in the schools about safe walking and rolling (predominately skate boards and bicycles) skills. We host bicycle maintenance education in the schools, for example. We encourage active transportation by leading school-wide walking days such as Walking Wednesday, international Walk (and roll) to School Day in October, and a May Walk and Roll to School Day. We participate in broader activities such as the regional Health and Family Fair and Children's Day

at the Del Norte County Fair, but only on a limited basis. Our targeted focus is on changing the health habits at two schools.

- B. Describe the number and type of possible users and their destinations, and the anticipated percentage increase in users upon completion of your project. Data collection methods should be described.

This is a non-infrastructure Safe Routes to Schools program. Complete baseline data, “Parent Survey Summary” for Bess Maxwell Elementary School, is attached. The same baseline data will be gathered for Joe Hamilton Elementary School and Bess Maxwell Elementary School data will be renewed when funding is secured. The data collection method is from the National SRTS support website and the data analysis is from the California Center for Rural Policy at Humboldt State University.

Bess Maxwell Elementary

1. Total student enrollment: 278.
2. Estimated number of students in program focus area: 140 students within 1/2 mile from school.
3. Students who currently walk who live within 1/2 mile: 28%.
4. Projected percent of students that will walk or bike to school after program: 40%.
5. The program and the school is serving a disadvantaged community.

Joe Hamilton Elementary

1. Total student enrollment: 283.
2. Estimated number of students in program focus area: 140 students within 1/2 mile from school.
3. Students who currently walk who live within 1/2 mile: unknown (estimated)
4. Projected percent of students that will walk or bike to school after program: XX Baseline plus 15%.
5. The program and the school are serving a disadvantaged community.

- C. Describe how this project improves walking and bicycling routes to and from, connects to, or is part of a school or school facility, transit facility, community center, employment center, state or national trail system, points of interest, and/or park.

This program provides us information about the barriers for walking and rolling to school. For example, decisions about walking to Bess Maxwell Elementary are influenced by the

weather (can't be helped), but also by traffic speeds, safety of intersections, adults to walk with, available sidewalks or pathways, and crossing guards (provided by partners).

- D. Describe how this project increases and/or improves connectivity, removes a barrier to mobility and/or closes a gap in a non-motorized facility.

The Del Norte Walk and Roll to School Encouragement Program is the epitome of how every element of the class “Five E’s” work together. In the first two years, this program developed the partnerships with local law enforcement, and local agency engineering staff to evaluate school commute operations and lead to the scoping of a ‘shelf ready’ Safe Routes to School project for Bess Maxwell Elementary School – removing gaps and barriers, and improving mobility. Continuing the program will ensure that this inter-relationship between Engineering, Enforcement, Education, Encouragement, and Evaluation continue to identify and address barriers and issues to safe cycling and walking to school.

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 potential of the project to reduce pedestrian and/or bicycle injuries or fatalities.

The SRTS non-infrastructure program helps Del Norte Local Transportation Commission and its partners identify necessary infrastructure projects. For example, during the program initiation phase that was funded by The California Endowment, safety issues at Bess Maxwell Elementary School were identified and the school was selected as 1 of 2 schools within the district to receive a circulation study funded by DNLTC. The County of Del Norte is submitting an application for infrastructure improvements at this school. The second school that received an infrastructure audit was Redwood Elementary. The conclusion of this was that the school district first needs to address its enrollment policy at this school before attempting to address the safety problems with increased infrastructure. The school currently has over 500 students,

but has a maximum transportation infrastructure of 350 to 400 students. In partnership with the school district, we are first addressing the issues with policy if possible and then are correcting the infrastructure after all other solutions have been implemented.

B. Describe if/how your project will achieve any or all of the following:

- Reduces speed or volume of motor vehicles: ***Reduces volume by encouraging more children to walk and roll to school.***
- Improves sight distance and visibility: ***Teaches children to wear bright colors and provides reflectors for backpacks.***
- Improves compliance with local traffic laws: ***Increase awareness in school zones has increased the monitoring of school zones by local law enforcement. Provides helmets to students who need them with partner assistance.***
- Eliminates behaviors that lead to collisions: ***Teaches safe walking and rolling behaviors.***
- Addresses inadequate traffic control devices: ***Identifies necessary infrastructure changes but does not address them.***
- Addresses inadequate bicycle facilities, crosswalks or sidewalks: ***Identifies inadequate facilities but does not address them.***

C. Describe the location's history of events and the source(s) of data used (e.g. collision reports, community observation, surveys, audits) if data is not available include a description of safety hazard(s) and photos.

Education /Encouragement Program:

- The program educates bicyclists, pedestrians, and/or drivers about safety hazards for pedestrians and bicyclists by bringing educational program to classrooms and school-wide assemblies. Provides classroom teachers with curriculum and all the necessary tools to teach safe walking and rolling.

- The program encourages walking and rolling by holding school-wide walking and rolling days and then by continue the encouragement with a year end bicycle give away to the students who walked the most and their name was drawn at a school assemble (thanks WalMart!). Additionally, there are walking competitions between same grade classrooms at different schools and the winners receive gift certificates for shoes from a local shoe store (note, most of these children are significantly economically disadvantaged and do need shoes – thanks, Payless Shoes!). The incentives and encouragement programs were developed with full participation of the school leadership.
- Our law enforcement partners are active participants in our educational and encouragement program, but this non-infrastructure program does not address physical safety hazards of the environment. The schools are both located in a small-town environment where there are not specific pockets of crime identified within the school zone area. Noncompliance with driving laws in school zones is receiving increased attention by law enforcement.

3. PUBLIC PARTICIPATION and PLANNING (0-15 POINTS)

- A. Describe the community based public participation process that culminated in the project proposal or plan, such as noticed meetings/public hearings, consultation with stakeholders, etc.

Planning was initiated by The California Endowment Building Healthy Communities initiative in 2010. Simultaneously, Del Norte Local Transportation Commission was challenged by complaints of unsafe driving and walking conditions in school zones. The numerous and widely attended Building Healthy Community gatherings resulted in the decision to focus on the following targeted outcome (one of five): Neighborhood and school environments support improved health and healthy behaviors. With guidance from The California Endowment, Del

Norte Local Transportation Commission attended school board meetings to give presentations and ask questions regarding policy and priorities, partnered with school sites to lead educational and encouragement programs and held bi-monthly progress meetings to plan next steps with approximately 15 partners in regular attendance. Our consultation with stakeholders has been continuous and inclusive. Through the first year of program implementation, we identified two schools, Bess Maxwell and Joe Hamilton Elementary Schools that were more actively engaged and held more promise for success. This decision was made by the collaborative team effort and was supported by the partnerships. Through the Del Norte Local Transportation Commission Technical Advisory Committee, the County of Del Norte is participating in the infrastructure decisions as they are the implementing agency for the infrastructure projects. There has been an unfortunate lack of collaboration between the county and the schools for school zone projects in the past and the SRTS program seems to be successful in bringing the two organizations together, first, for the health of our children but also resulting in necessary infrastructure improvements that go beyond “build a sidewalk”. All of the DNLTTC and TAC meetings are open to the public and when Safe Routes to Schools issues were addressed, an especially targeted notice was sent out which resulted in school teachers and principals and the superintendent attending transportation meetings and focusing on the outcomes that will work both for the traffic engineering staff and the school staff for the benefit of the students. The public further participated by joining in the Walk and Roll to School days.

- B. Describe the local participation process that resulted in the identification and prioritization of the project:

Our local participation process includes the following people and groups who regularly attend meetings: California Highway Patrol; Crescent City Police Department; Crescent City

Public Works Department/Road Yard; Del Norte County Health and Human Services; Del Norte County Road Department; Del Norte County Sheriff's Department; Del Norte Local Transportation Commission; Del Norte Unified School District; Principals Denise Harnden, Will Eimen and Laura Hirt; SNAP-Ed Program; SSTAC Member Elisabeth Burrows; Technical Advisory Committee including California Highway Patrol, Caltrans, City of Crescent City, County of Del Norte, Crescent City Harbor District, Redwood Coast Transit, Yurok Tribe; and, Wild Rivers Community Foundation.

The participation process was initiated by the Building Healthy Communities and The California Endowment team. The process for identification and selection of the target school sites was to engage community partners early and often as part of the broader community effort. Through the first year of program implementation, we identified two schools, Bess Maxwell and Joe Hamilton Elementary Schools that were more actively engaged and held more promise for success. This decision was made by the collaborative team effort and was supported by the partnerships. The California Endowment model for success includes strategies to develop areas that demonstrate the initiative to change even when they don't have the tools. We selected the schools considering both what's happening now and what holds the most promise for sustainability over time. The selected schools have demonstrated high levels of participation by the children, parents, teachers and administration. They show promise for taking over the program in the future with very little support from Del Norte Local Transportation Commission, whose future roll may become one of community convening and data collection in support of the neighborhood efforts to improve their children's health and environment.

C. Is the project cost over \$1 Million? Y/N

If Yes- is the project Prioritized in an adopted city or county bicycle transportation plan, pedestrian plan, safe routes to school plan, active transportation plan, trail plan, circulation element of a general plan, or other publicly approved plan that incorporated elements of an active transportation plan? Y/N

4. COST EFFECTIVENESS (0-10 POINTS)

- A. Describe the alternatives that were considered. Discuss the relative costs and benefits of all the alternatives and explain why the nominated one was chosen.

Relative Costs: The primary alternative that was considered and rejected was to implement a district-wide effort rather than school-focused efforts. In our first program year, we initiated a broader based program that was too broad to be effective with the staff and funding resources we had available. Furthermore, some schools did not have any existing capacity to help initiate the program, and maintaining the program over time was not a priority for them. We chose the focus schools based on the interest the school and its partners (students, parents, teachers and site administration) expressed and demonstrated for the program. The California Endowment has helped us remember that we can be much more successful if we initiate programs with eager partners. We also considered the walkability of the school zone. Some of the Del Norte schools are so rural that there are no sidewalks at all and in these cases, active transportation is less feasible given the distance many must travel to school.

We are more successful in changing the culture of good health by focusing our efforts with partner schools who are motivated to make the change. We are addressing fewer students but we have a better chance of success with a smaller target group.

A district-wide program with a similar intensity would cost about five times as much as the targeted program and it would reach more children, but indicators show that the program would not be maintained over time on a district-wide basis. It is only by developing a program that can be maintained over time that we can change the health of our children. The cost effectiveness of a smaller but sustainable program at targeted schools is considerably greater than the cost effectiveness of a larger and more expensive program that is not sustainable.

Program Benefits:

- We anticipate an increase in student activity levels.
- We anticipate the safety and mobility of the school zone will be increased.
- We will only moderately improve greenhouse gas reduction because we already have clean air. Fewer automobile trips to school will help keep us clean.
- We will enhance public health by increasing the activity levels of the school children at the targeted schools.
- We are ensuring that disadvantaged communities benefit by selecting schools that are significantly disadvantaged.
- We are providing a broad spectrum of program incentives and activities, including bike safety education programs; safe walking programs targeted for different age groups; walking shoes, bicycle and helmet give-away; public information campaigns for national walking and rolling days, data gathering and analysis, and we are accomplishing this with the help of local and regional partners. We have teamwork.

B. Calculate the ratio of the benefits of the project relative to both the total project cost and funds requested (i.e., $\frac{\textit{Benefit*}}{\textit{Total Project Cost}}$ and $\frac{\textit{Benefit*}}{\textit{Program Funds Requested}}$).

*Benefits must directly relate to the goals of the Active Transportation Program.

BENEFITS	Annual benefit with 50 additional daily users walking 1 mile/day	Annual benefit with 25 additional daily users cycling 1 mile/day	Benefit over 10 year horizon*
Improve ATP conditions			
Improved accessibility (\$0.500/mile - walk), (\$0.200/mile - bike)	\$ 8,900.00	\$ 1,780.00	\$ 106,800.00
Support related industry tourism and retail	<i>unknown positive</i>		<i>unknown positive</i>
Increased ATP Activity			
User enjoyment	<i>unknown positive</i>	<i>unknown positive</i>	<i>unknown positive</i>
Road/parking cost savings (\$0.500/mile - bike or walk)	\$ 8,900.00	\$ 1,780.00	\$ 26,700.00
Reduce Auto Travel			
Reduce traffic congestion and improved safety	<i>unknown positive</i>	<i>unknown positive</i>	<i>unknown positive</i>
Road/parking cost savings	<i>included above</i>	<i>included above</i>	<i>included above</i>
Community Development			
Improved accessibility, move livable communities, improved security, higher property values (and therefore tax roles)	<i>unknown positive</i>	<i>unknown positive</i>	<i>unknown positive</i>
Public Health			
Reduced individual medical costs (\$100/person/year) lifespan average	\$ 5,000.00	<-included in value to left	\$ 50,000.00
Reduced societal medical costs (\$250/person/year) lifespan average	\$ 12,500.00	<-included in value to left	\$ 125,000.00
		10-Year Benefit Total	\$ 308,500.00
Policy Institute, 2014 and IRS standard mileage rate for 2014.			
<i>* 10-year horizon chosen because it is within the minimal-maintenance horizon, for simplification of determining benefit/cost</i>			

5. IMPROVED PUBLIC HEALTH (0-10 points)

- A. Describe how the project will improve public health, i.e. through the targeting of populations who have a high risk factor for obesity, physical inactivity, asthma, or other health issues.

The California Center for Rural Policy provided the following information in July 2013.

CCRP is a partner with Del Norte Local Transportation Commission on the Safe Routes to Schools community engagement program. Van Arsdale J. Del Norte County: A Look at Childhood Obesity, 2013. Humboldt State University: California Center for Rural Policy. July, 2013.

Childhood obesity has become one of the most pressing public health issues. An extensive body of research shows that being overweight or obese is associated with multiple diseases and high health care costs. Del Norte County and the adjacent tribal lands (DNATL) is one of fourteen places in California participating in Building Healthy Communities (BHC), a ten-year initiative of The California Endowment (TCE). The goal of BHC is to “support the

development of communities where kids and youth are healthy, safe and ready to learn.” One of the big results the initiative is aiming for is a decrease in childhood obesity.

Obesity data at the school level is not readily available; however, fitness data is available. At Bess Maxwell Elementary, health fitness tests show 43% of the children in the 5th grade do not meet aerobic capacity standards and 49% do not meet body composition standards; at Joe Hamilton Elementary, health fitness tests show that 75% of the children in the 5th grade do not meet aerobic capacity standards and 59% do not meet body composition standards.

The following findings are based on data from the Del Norte County Unified School District (DNCUSD) and County Office of Education (COE) as well as the Pediatric Nutrition Surveillance System (PedNSS).

- 43% of students are overweight or obese (DNCUSD, 2012-13).
- Between 2011-12 and 2012-13 there was a slight increase in the percent of students who are overweight or obese (increased from 41% to 43%, but this is not statistically significant) (DNCUSD).
- Between 2011-12 and 2012-13 kindergarten students showed a dramatic increase in the percent of students who are overweight or obese (increased from 30% to 45% and is statistically significant) (DNCUSD).
- A higher percent of low-income children aged 2 to 4 years in Del Norte County are overweight (20.9%) compared to California (16.1%) (statistically significant difference) (PedNSS).
- Among children aged 5 to 19 years, the percent of low-income children who are overweight or obese in Del Norte County (41.8%) is similar to California (42%) (PedNSS).
- Among DNCUSD students, the percent of students who are overweight or obese does not differ significantly by race/ethnicity.
- Among low-income children under age 5, the percent of Hispanic and American Indian children with obesity is significantly higher than White children (PedNSS).
- COE students have a higher percent of underweight students (10.6%) compared to DNCUSD students (1.1%) and this difference is statistically significant.

6. **BENEFIT TO DISADVANTAGED COMMUNITIES** (0-10 points)

A. I. Is the project located in a disadvantaged community? Y/N

Y

II. Does the project significantly benefit a disadvantaged community? Y/N

a. Which criteria does the project meet? (Answer all that apply)

o Median household income for the community benefited by the project:
California - \$61,400

Del Norte County: \$ 39,626 (64.5% of statewide average)

City of Crescent City: \$30,170 (49.1% of statewide average).

o California Communities Environmental Health Screen Tool (CalEnvironScreen) score for the community benefited by the project: _____

o For projects that benefit public school students, percentage of students eligible for the Free or Reduced Price Meals Programs:

Bess Maxwell Elementary: 82.64% Joe Hamilton Elementary: 87.46%

b. Should the community benefitting from the project be considered disadvantaged based on criteria not specified in the program guidelines? If so, provide data for all criteria above and a quantitative assessment of why the community should be considered disadvantaged.

Yes. As stated above, in April 2014, Del Norte County was named the second-least healthy County in California (56th of the 57 counties that were rated – Alpine was unrated), after a fourth-least ranking in the prior year in the Robert Wood Johnson Foundation/University of Wisconsin report *County Health Rankings 2014: California*.

B. Describe how the project demonstrates a clear benefit to a disadvantaged community and what percentage of the project funding will benefit that community, for projects using the school based criteria describe specifically the school students and community will benefit.

100% of the Walk and Roll to School Encouragement program benefits the disadvantaged community. Full realization of that benefit will require that the Del Norte Local Transportation Commission continue to coordinate a series of education, encouragement, evaluation, engineering, and enforcement.

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

The applicant must send the following information to the CCC and CALCC prior to application submittal to Caltrans:

The corps agencies can be contacted at:

California Conservation Corps at: www.ccc.ca.gov

Community Conservation Corps at: <http://calocalcorps.org>

- A. The applicant has coordinated with the CCC to identify how a state conservation corps can be a partner of the project. Y/N

- a. Name, e-mail, and phone # of the person contacted and the date the information was submitted to them:

Virginia Clark

California Conservation Corps

(916) 341-3147

virginia.clark@ccc.ca.gov

Date of submission: April 29, 2014

Date of response: May 13, 2014 (see Attachment G)

- B. The applicant has coordinated with a representative from the California Association of Local Conservation Corps (CALCC) to identify how a certified community conservation corps can be a partner of the project. Y/N

- a. Name, e-mail, and phone # of the person contacted and the date the information was submitted to them.

Cynthia Vitale

California Association of Local Conservation Corps

916-558-1516

Cynthia@csgcalifornia.com

Date of submission: April 29, 2014

Date of response: April 6, 2014 (see Attachment G)

- C. The applicant intends to utilize the CCC or a certified community conservation corps on all items where participation is indicated? Y/N

The Del Norte Local Transportation Commission intends to partner with either or both conservation corps to the maximum extent possible, on a wide variety of projects.

Specific to this grant, Del Norte Local Transportation Commission coordinated with the noted representative of the CCC; and the following are project items that they are qualified to partner on: None: They have declined to participate.

Specific to this grant, Del Norte Local Transportation Commission coordinated with the noted representative of the CALCC; and the following are project items that they are qualified to partner on: None: They have declined to participate.

Points will be deducted if an applicant does not seek corps participation or if an applicant intends not to utilize a corps in a project in which the corps can participate*.

**If the applicant has indicated intended use of the CCC or CALCC in the approved application, a copy of the agreement between the implementing agency and the CCC or CALCC must be provided by the implementing agency, and will be incorporated as part of the original application, prior to request for authorization of funds for construction.*

8. APPLICANT'S PERFORMANCE ON PAST GRANTS (0 to -10 points)

- A. Describe any of your agency's ATP type grant failures during the past 5 years, and what changes your agency will take in order to deliver this project.

No grant project failures!

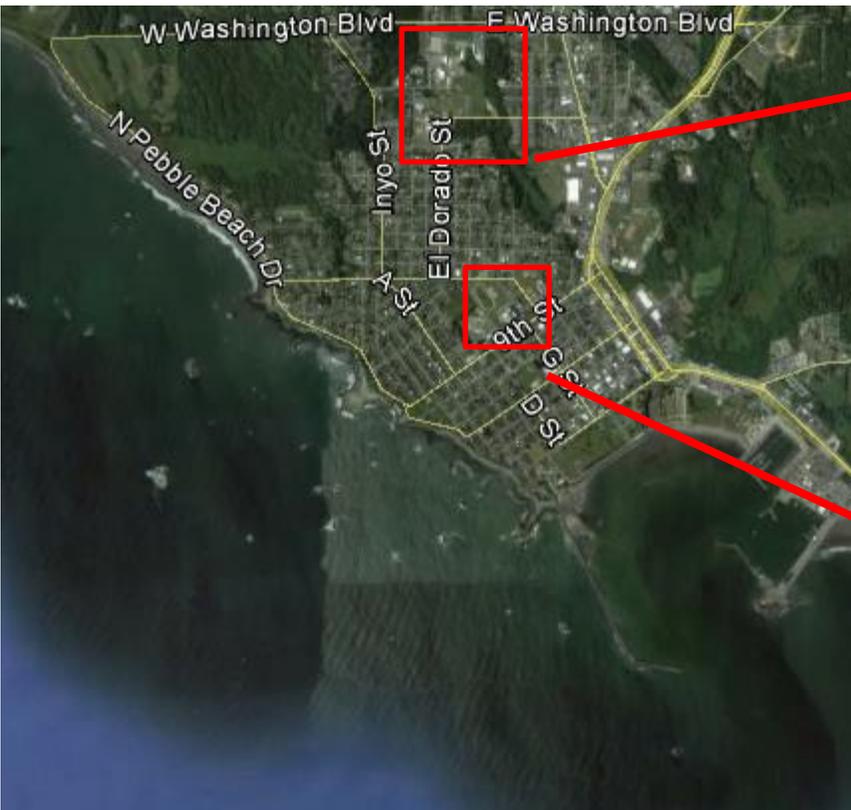
ATTACHMENT A

VICINITY MAP



Del Norte County, CA

**Bess Maxwell
Elementary School**



Crescent City, CA



**Joe Hamilton
Elementary School**

ATTACHMENT B

PHOTOS OF EXISTING LOCATION



**Bess Maxwell
Elementary School**

Unsafe parking lot that will be removed if project is funded.



People walking through school parking lot and road.



Man riding bike on sidewalk due to lack of designated bike lane.

**Joe Hamilton
Elementary School**



Road that leads to school entrance; note the non-existent bike lane.



Students participating in "Hike & Bike" event.



Safety dog and Superintendent Olson Volunteer at "Hike & Bike" event 5-7-14.

ATTACHMENT C

DIGITAL COPIES (ON CD) AND TABLE OF ONLINE LINKS

Document

Website Link

**The California Endowment:
Building Healthy Communities
Initiative – Program Overview**

<http://www.calendow.org/communities/building-healthy-communities/>

**Del Norte County: Safe Routes
to School Research and Policy
Report, 2012-13**

http://www.dnltc.org/planningdocs/SRTS_2012-13_Final.pdf

**Del Norte County Safe Routes to
School Project Implementation Plan
Final Report, January 9, 2014**

http://www.dnltc.org/planningdocs/SRTS_0114/SRTSImplementationPlan.pdf

**Del Norte County School Zone
Infrastructure Audit, January 2014**

http://www.dnltc.org/planningdocs/SRTS_0114/SRTSAuditFinalReport.pdf

**Bess Maxwell School Zone
Circulation Study**

http://www.dnltc.org/planningdocs/SRTS_0114/BessMaxwellSchoolCirculationStudy.pdf

**Del Norte County Economic and
Demographic Profile**

<http://www.dnltc.org/planningdocs/DelNorteCountyProfile2014.pdf>

County Health Rankings 2014: California

<http://www.countyhealthrankings.org/rankings/data/CA>

ATTACHMENT D

DOCUMENTATION OF PUBLIC PARTICIPATION PROCESS

The Walk and Roll to School Encouragement Program is part of a larger, comprehensive Safe Routes to Schools program, active for several years.

Public involvement has included dozens of program partners, and hundreds of parents, students, and members of the broader community. The following table identifies the public planning processes that have addressed the applicable policies, as well as the specifics of the proposed project.

- Regional Transportation Plan 2011 — Final
- Safe Routes to School Research and Policy Report
- Safe Routes to School Implementation Plan
- Safe Routes to School Audit Final Report
- Bess Maxwell School Circulation Study

The following table identifies in more detail the level of public and stakeholder involvement.

Walk and Roll to School Encouragement Program Public/Partner Meetings		
Safe Routes to School Champion Meetings		
<u>Date</u>	<u>Meeting Type</u>	<u>Approx. # of Attendees</u>
1/10/2014	Joe Hamilton and Bess Maxwell Schools	3
27-Jan-14	Joe Hamilton PTSO	6
2/6/2014	Bess Maxwell PTSO	4
2/11/2014	Bess Maxwell Staff	18
2/19/2014	Bess Maxwell w PTSO Rep	2
2/21/2014	Pine Grove School Safety Fair	40
2/24/2014	Joe Hamilton Staff	19
3/6/2014	Bess Maxwell PTSO	4
3/10/2014	Bess Maxwell Staff	18
3/24/2014	Joe Hamilton PTSO	6
3/26/2014	Youth and Family Fair Committee	10
3/28/2014	Bess Maxwell w PTSO Representative	2
4/1/2014	Bess Maxwell PTSO	3
4/2/2014	Joe Hamilton w Denise Harnden & Carol Byers	3
4/26/2014	Youth and Family Fair Event	600
4/28/2014	Joe Hamilton w Denise Harnden & Carol Byers	3
5/1/2014	Bess Maxwell PTSO	5
5/7/2014	Walk and Bike to School Event	200
5/12/2014	California Highway Patrol	4

Safe Routes to School Committee Agendized Meetings		
<u>Date</u>	<u>Meeting Type</u>	<u>Approx. # of Attendees</u>
8/29/2012	SRTS Committee	8
9/18/2012	SRTS Committee	6
9/27/2012	SRTS Committee	10
10/18/2012	SRTS Committee	4
2/14/2013	SRTS Committee	5
3/13/2013	SRTS Committee	7
3/14/2013	SRTS Committee	4
4/12/2013	SRTS Committee	8
8/20/2013	SRTS Committee	9
9/11/2013	Helmet Heads	8
9/19/2013	SRTS Committee	7
3/13/2014	SRTS Committee	11
Jan - Dec 2013	DNLTC Technical Advisory Committee Meetings (7 total)	8 average
Sept 2012 - Jan 2014	Del Norte Local Transportation Commission Meetings (10 total)	9 average

See also the recent Petition in support of the application signed in support of the Wall and Roll to School Encouragement Program at Bess Maxwell School and Joe Hamilton School (Attachment G).

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

Subject: FW: Del Norte ATP application

From: "Clark, Virginia@CCC" <Virginia.Clark@CCC.CA.GOV>

Date: Tue, May 13, 2014 9:24 am

To: "'mpayne@mcbandassociates.com'" <mpayne@mcbandassociates.com>

Cc: "Notheis, Larry@CCC" <Larry.Notheis@CCC.CA.GOV>, "Button, John@CCC" <John.Button@CCC.CA.GOV>, "'calocalcorps@gmail.com'" <calocalcorps@gmail.com>

Molly,

The CCC will NOT be opting to participate in the 6 ATP projects attached.

Thank you

Virginia Clark

Region Deputy, Region 1

California Conservation Corps

(916) 341-3147

fx(877) 834-4177

virginia.clark@ccc.ca.gov



PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL

Visit our web site at www.ccc.ca.gov for more information about the California Conservation Corps

Visit our web site at www.WatershedStewards.com for more information about the Watershed Stewards Program

From: Notheis, Larry@CCC

Sent: Tuesday, May 06, 2014 8:00 PM

To: Clark, Virginia@CCC

Cc: Simpson, Trish@CCC; Wallace, Melanie@CCC

Subject: FW: Del Norte ATP application

Hi Virginia,

I do not feel we would be able to easily help with any of these projects.

Larry

From: mpayne@mcbandassociates.com [mpayne@mcbandassociates.com]

Sent: Tuesday, April 29, 2014 2:42 PM

To: Notheis, Larry@CCC
Cc: Matt Boyer; tamera@dnltc.org
Subject: Del Norte ATP application

Hello Larry,

Del Norte County is applying for six different ATP projects. Five will be infrastructure and one is a non-infrastructure project. Below we have listed the description, estimate, plan and schedule for each project.

Del Norte Walk and Roll to School Encouragement Program - non-infrastructure

Project description: Non-Infrastructure Safe Routes to Schools Community Engagement Program for Bess Maxwell and Joe Hamilton Elementary Schools. The purpose is to improve the health of our children by encouraging active transportation. The need is to reduce childhood obesity and increase physical fitness of our children.

Estimate: approximately \$100,000

Preliminary plan: NA

Schedule: January 1, 2015 and go through December 31 2016

Hobbs Wall Class I Bikeway

Project description: The class 1 bikeway and pedestrian trail will be eight feet wide with two foot graded shoulders. It will be constructed of at least seven inches of aggregate base and two inches of asphalt concrete. The entire trail measures close to a mile long.

Estimate: \$2,146,000 (see attached engineers estimate)

Preliminary plan: see attached map

Schedule: notice to bidders October 2014

Peacock/Arlington Street Safe Routes to School Corridor

Project description: Install continuous sidewalks along Arlington Drive between Mary Peacock School and Del Norte High School, improve signage and striping within the school zone and upgrade curb ramps for ADA compliance.

Estimate: \$450,000

Preliminary plan: Can send exhibit later this week if needed

Schedule: Preliminary engineering to begin October 2014. Tentative construction to begin Spring 2014.

El Dorado Street Safe Routes to School Corridor

Project description: Constructing sidewalks on the east side of El Dorado Street between Pacific Avenue and Cooper Avenue, the construction of curb, gutter and sidewalk on the west side of El Dorado Street between Bess Maxwell Elementary School, reconstructing/constructing ADA compliant curb ramps along El Dorado Street between Pacific Avenue and Del Norte High School, restriping all of El Dorado Street to include bicycle lanes and improving signage and striping within the school zone.

Estimate: \$680,806.27 (see attached engineers estimate)

Preliminary plan: Can send exhibit later this week if needed

Schedule: notice to bidders October 2014

Front Street Catalyst

Project description: Construction of a new Coastal Trail trailhead parking facility along an extension of G Street, in the City of Crescent City, and associated new trail connections from the trailhead parking to the existing Coastal Trail. Also, reconstruction of a ADA-compliant sidewalk along the southern edge of Front Street between B Street and K Street.

Estimate: approximately \$1,500,000

Preliminary plan: see attached map

Schedule: notice to bidders October 2014

Harbor/Starfish

Project description: Class one sidewalk within existing harbor property.

Estimate: \$376,706 (see attached engineers estimate)

Preliminary plan: Can send exhibit later this week if needed

Schedule: notice to bidders October 2014

The final scope and overall cost may need to be adjusted slightly per project. This would not effect the work that the CCC or CALCC might be able to take on.

Please reply to this email and let us know per project if you can or cannot assist with any of the work needed.

Thank you,
-Molly

Molly Payne - Associate Planner

Matthew C. Boyer & Associates

Management and Policy Consulting Services

(530) 305-5063

Matt Boyer

From: Cynthia Vitale <Cynthia@csgcalifornia.com>
Sent: Tuesday, May 6, 2014 9:21 AM
To: 'mpayne@mcbandassociates.com'
Cc: Matt Boyer; tamera@dnltc.org; Cynthia Vitale
Subject: RE: ATP application for Del Norte county

Good morning Molly,

Thank you for contacting CALCC. Unfortunately, no local corps will be able to participate on the Del Norte Walk and Roll to School Encouragement Program, Hobbs Wall Class I Bikeway, Peacock/Arlington Street Safe Routes to School Corridor, El Dorado Street Safe Routes to School Corridor, Front Street Catalyst or Harbor/Starfish due to their geographic locations. They are too far away from the nearest site for any local corps to participate.

This email showing that you contacted us should be sufficient documentation for your application. Please let me know if you have any questions.

Thanks,
Cynthia

From: mpayne@mcbandassociates.com [<mailto:mpayne@mcbandassociates.com>]
Sent: Tuesday, April 29, 2014 2:49 PM
To: Cynthia Vitale
Cc: Matt Boyer; tamera@dnltc.org
Subject: ATP application for Del Norte county

Hello Cynthia,

Del Norte County is applying for six different ATP projects. Five will be infrastructure and one is a non-infrastructure project. Below we have listed the description, estimate, plan and schedule for each project.

I know that we conversed a few weeks ago via email, but if you do not mind replying to each project below on this email, that would be great!

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Please reply to this email and let us know per project if you can or cannot assist with any of the work needed.

Thank you,
-Molly

Molly Payne - Associate Planner
Matthew C. Boyer & Associates
Management and Policy Consulting Services
(530) 305-5063

We, the undersigned parents/guardians, teachers/administrators & partners support the Bess Maxwell School and Joe Hamilton Safe Routes to School program.

The purpose of the Active Transportation Program grant application is to fund the following:

- Programs that educate our children on the importance of active transportation
- Programs that reduce childhood obesity and increase physical fitness of our children
- Bicycle maintenance education
- School-wide walking days such as Walking Wednesday
- International Walk (and roll) to School Day in October
- May Walk and Roll to School Day

Name	Address	Phone #	Signature	Relation
Ronald F. Eastman	1078 Deven Ct., Crescent City	707-218-1000		Crescent City Councilman
Bill Lawrence	135 Maple Terrace CC 95531	707-465-5888	W. R. Lawrence	Partner
Mathie McClure	1895 Pebble Beach	707-464-1899	Mathie McClure	Educator
Bernadette McCune-Sokoloski	160 FREEMAN ST.	(707) 464-7189	Bernadette McCune-Sokoloski	Parent/Volunteer
Gene King	90 Box 1027 Placerville CA 95348	(707) 954-7514	G King	Partner
Tatiana Ahlstrand	1656 Union St., Eureka, CA 95501	(707) 441-4540	Uden Ahlstrand	Partner
Koranna Bower	120 W Essex St. 95531	707-951-0319	Koranna Bower	resident
Heidi Kunstal	981 H St, Ste 110 95531	707 464-7259	Heidi Kunstal	Partner
Eric Wiec	277 S st. 95531	707 464-9506	Eric Wiec	Partner
Gerry Hemmingsen	137 E Washington Blvd	707 464 4061	Gerry Hemmingsen	Partner
Michael Sullivan	201 Howell Dr. Crescent City	(707) 218-8464	Michael Sullivan	Partner
Douglas Watofield	1680 Elk Valley Rd CCC	707-954-0121	Douglas Watofield	Partner
Jeanine Galafato	333 Myrtle Ln CCC	707-954-7214	Jeanine Galafato	Partner

We, the undersigned parents/guardians, teachers/administrators & partners support the Bess Maxwell School Safe Routes to School program.

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- May Walk and Roll to School Day

Name	Address	Phone #	Signature	Relation
Keith Owsbey	450 Fernwood Ln	954-6817	Keith Owsbey	father
Lindalovg	313 E. Harding Ave	581-312-0821	<i>[Signature]</i>	Mom
Emerymattz	135 Mason	218 5808	Emerymattz	Uncle
Aaron Reilly	1113 California St	509-714-4462	<i>[Signature]</i>	Parent
Juelle Corbett	215 Wier Ln	487 8106	Juelle Corbett	School Board
William Einman	150 Pine View Court	954-4575	William Einman	Principal
Don Olson	160 W. Hubbs Ln	458-3353	Don Olson	Superintendent
Craig Dambler	2891 Alder Rd	464-2791	Craig Dambler	Father
Aubrey Hamilton	1661 Northcrest Dr #25	951-3160	Aubrey Hamilton	Teacher

We, the undersigned parents/guardians, teachers/administrators & partners support the Bess Maxwell School and Joe Hamilton Safe Routes to School program.

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- School-wide walking days such as Walking Wednesday
- International Walk (and roll) to School Day in October
- May Walk and Roll to School Day

Please put speed bumps on our streets at J. H. + to slow down cars!!!
 "E" St. It is not safe!!!!

Name	Address	Phone #	Signature	Relation
Angele Nova	1050 E St.	218-8306	Angele Nova	Secretary
Denise Harnden	1050 E. St.	954-1064	Denise Harnden	Principal
Joyce Brock	1050 E. St.	464-0331	Joyce Brock	Secretary
Mary Webster	1050 E St	464-0330	Mary Webster	teacher
Khela Newton	1050 E St.	464-0330	Khela d Newton	teacher
Sharon Anderson	1050 E St.	464-0330	Sharon Anderson	teacher
Kendall Robinson	1050 EST	464-0330	Kendall Robinson	teacher
Melissa Ferguson	1050 E St.	464-0330	Melissa Ferguson	EE Specialist
Kim Sisson	1050 E St	464-0330	Kim Sisson	teacher
Frene Vargas	1056 E St	464-0330	Frene Vargas	Crossing guard
Bobby Ruppert	1050 E St	464-0330	Bobby Ruppert	teacher
Rocio Hernandez	1050 E St.	464-0330	Rocio Hernandez	FA
Daniela Gonzalez	1050 E St	951-8688	Daniela Gonzalez	FA

We, the undersigned parents/guardians, teachers/administrators & partners support the Joe Hamilton School Safe Routes to School program.

The purpose of the Active Transportation Program grant application is to fund the following:

- Programs that educate our children on the importance of active transportation
- Programs that reduce childhood obesity and increase physical fitness of our children
- Bicycle maintenance education
- School-wide walking days such as Walking Wednesday
- International Walk (and roll) to School Day in October
- May Walk and Roll to School Day

Name	Address	Phone #	Signature	Relation
Miguel Lopez	10775 northcrest dr apt 17	464 4585	<i>Miguel Lopez</i>	
Morgan Jones		9548105	<i>Morgan Jones</i>	
Brenden Schreiber		9548105	<i>Brenden Schreiber</i>	
Don Olson	160 Neighbors Lane		<i>Don Olson</i>	
4 Boyson Bikirs				
2 girls bikers CE				
3 kid w/ Parents Joe Hamilton				
Amy	pages ic	707-951-1882		
Christine Pollard	5355 Southbank	458 3334	<i>CPollard</i>	
Richard Enea	211 W. 7th St. CC	464-4428	<i>Richard Enea</i>	City Council
Karen L Phillips	501 H St	464 9651	<i>Karen Phillips</i>	Champion 825
Kathryn Murray	377 J St CC		<i>Kathryn Murray</i>	City Council
Beth Enea	211 W. 7th St CC	464-4428	<i>Beth Enea</i>	

We, the undersigned parents/guardians, teachers/administrators & partners support the Joe Hamilton School Safe Routes to School program.

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- School-wide walking days such as Walking Wednesday
- International Walk (and roll) to School Day in October
- May Walk and Roll to School Day

Name	Address	Phone #	Signature	Relation
Jim Jamison	821 Butler St	503535000		Parent
Michelle	111 Pacific Ave	75		
Denise	911 Pacific Ave	954-1641		
Kirk Hockett	993 Arizona St. CC	764-6581		Member
Kelly Schellong	1143 Breen CC	218-5060		City Council
John Hall	2241 Harmony	951-6657		
Tamara Leigh	183 A Street	218 6424		Volunteer
Rhonda Doud	1680 Gained St. CC	464-9573		Volunteer April



COUNTY OF DEL NORTE
DEPARTMENT OF HEALTH AND HUMAN SERVICES

880 Northcrest Drive
Crescent City, California 95531

Phone
(707) 464-3191

Gary R. Blatnick, Director/Public Guardian/Conservator

Fax
(707) 465-1783

May 5, 2014

California Department of Transportation
P.O. Box 942874
Sacramento, CA 94274-0001

Re: ATP Applications for projects in Del Norte County

Dear Caltrans:

In April 2014, Del Norte County was named the second-least healthy county in California, in a report by the Robert Wood Johnson Foundation, the nation's largest philanthropy devoted solely to the public's health.

To reverse our situation, our Department fully supports the following Active Transportation Program applications from our transportation partners in Del Norte County.

- Walk and Roll to School Encouragement Program
- Hobbs Wall Trail Project
- Bess Maxwell School / El Dorado Street Corridor Safe Routes to Schools Project
- Starfish Way Segment of the California Coastal Trail
- Front Street Crescent City/Coastal Trail Connection
- Mark Peacock School / Arlington Drive Safe Routes to School Project

For several years the Department of Health and Human Services of Del Norte County has worked closely with our local agencies and the Del Norte County Transportation Commission to re-tool our transportation programs, and project priorities. The new Active Transportation Program provides a special opportunity to make great strides in reversing our local trend of declining public health, which is based in large part on our existing transportation infrastructure that focuses on motor vehicle travel, and provides limited other transportation options.

The resulting lack of physical activity leads to a rise in a variety of poor health conditions which includes obesity, diabetes and heart disease.

Moreover, in many corridors in our region, resident view active transportation as unsafe because of motor vehicle traffic and the lack of safe sidewalks, crosswalks, bicycle lanes and other infrastructure.

That is true of the Bess Maxwell and Mary Peacock Elementary School zones. It is also true of our potential bicycle and pedestrian commute corridors, such as the Hobbs Wall Trail corridor. Your support for these applications is critical to implementing our aggressive public health strategies in Del Norte County! Please contact me if you have any questions!

Sincerely,



Gary Blatnick, Director
Public Guardian/Conservator

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

1444 Parkway Drive
Crescent City, CA 95531
707-464-3117
(800) 735-2929 (TT/TDD)
(800) 735-2922 (Voice)



May 9, 2014

File No.: 120.10554

California Department of Transportation
Division of Local Assistance, MS1
Attn: Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 94274-0001

**RE: BESS MAXWELL ELEMENTARY SCHOOL EL DORADO STREET
SAFE ROUTES TO SCHOOL CORRIDOR PROJECT**

Dear Caltrans:

The Crescent City Area of the California Highway Patrol fully supports the Active Transportation Program (ATP) application for the El Dorado Street Safe Routes to School Corridor.

The current conditions of El Dorado Street provide a hazardous route for children who walk to Bess Maxwell Elementary School, and other schools in the immediate vicinity, including Del Norte High School. Students going to and from school have to avoid motorized vehicles by walking in the street gutters, around parked cars, trespassing across private property, and through weeds and other vegetation that grow close to the road. Some areas of the roadway lack sidewalks entirely.

Bicycling to school is not any safer. There are no marked bike lanes or designated area for bikes to safely travel. According to Del Norte County's traffic collision history report, on February 10th of this year, there was another accident that occurred between a motorized vehicle and a bicycle that was traveling the wrong direction on El Dorado Street. Incidents such as these are more likely to be avoided if the El Dorado Street Safe Routes to School corridor project is constructed.

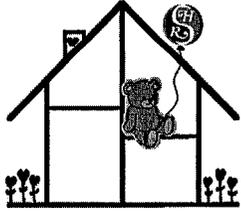


The School District, County of Del Norte, and the Del Norte Local Transportation Commission have all invested significantly in safety education and engineering of a series of solutions to protect students. On their behalf; I urge full funding of the ATP application.

Sincerely,

A handwritten signature in black ink, appearing to read 'M. R. REDEL', with a stylized flourish at the end.

M. R. REDEL, Lieutenant
Commander
Crescent City Area



HARRINGTON HOUSE
an agency of Rural Human Services
Advocacy, Emergency Shelter & Outreach
for victims of domestic violence and their children

May 12, 2014

Caltrans
Division of Local Assistance, MS1
Attn: Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 94274-0001

RE: EL DORADO STREET SAFE ROUTES TO SCHOOL CORRIDOR

Dear Caltrans:

The victims of domestic violence and their children who stay at our shelter, as well as myself and staff, are aware of the less-than-safe conditions that school children and everyone in the neighborhood face when walking or biking to Bess Maxwell Elementary School or on El Dorado and Harding Streets.

Our facility is on the corner of El Dorado Street directly across from Bess Maxwell School. We witness children walking over our landscaping daily in order to stay clear of oncoming traffic. In addition, any children staying at our shelter who walk to school are put at risk due to the lack of complete sidewalks, lack of bike lanes, confusing signage and high speed of traffic in the area.

The proposed sidewalks and bike lanes that the El Dorado Street Safe Routes to School Corridor would provide greatly improve the safety of the children who are walking and biking along this area.

Sincerely,

A handwritten signature in black ink, appearing to read 'Katie Leathers', is written over a light blue circular stamp.

Katie Leathers, Program Director
Harrington House



Bess Maxwell School

*1124 El Dorado Street
Crescent City, CA 95531
Phone (707) 464-0310
Fax (707) 464-0316*

William Einman, Principal

May 7, 2014

Caltrans
Division of Local Assistance, MS1
Attn: Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 94274-0001

**RE: EL DORADO STREET SAFE ROUTES TO SCHOOL
CORRIDOR PROJECT**

Dear Caltrans:

I believe that the El Dorado Street Safe Routes to School Corridor project will be a tremendous improvement and positive addition to the routes that children take when actively commuting to Bess Maxwell Elementary School, as well as the other schools in the immediate vicinity.

The current conditions for our students who travel to school by foot and/or bike are less than satisfactory. Students have been seen walking and biking in the gutters and through residential landscape in order to stay safe. Many other students do not walk or bike to school because of the conditions, and we have had one bicyclist/motor vehicle collision in the last year in front of our school. Thankfully everyone was okay, but improvements are needed to make sure that no more accidents occur and we are able to keep pedestrians, cyclists and motorists safe.

The proposed project will eliminate gaps in the sidewalk, construct disability-compliant curb ramps, add bicycle lanes and improve school zone signage among other things. These improvements will help make El Dorado Street safer for our children who actively commute.

Students are highly encouraged to actively commute to school. Bess Maxwell Elementary School participates in and promotes a Walk and Bike to school encouragement program. This program teaches our students the importance of active transportation and the benefit to increased physical fitness. We have frequent school-wide walking and rolling days to promote the program and well as activities and materials that educate parents on the importance of walking and biking and the rules of the road.

With the improvements proposed in the El Dorado Street Safe Routes to School Corridor project, the current Bess Maxwell and Del Norte High School (adjacent school) students who bike and walk in this area, as well as the new students who will join them, will be able to do so in a much safer environment.

Sincerely,

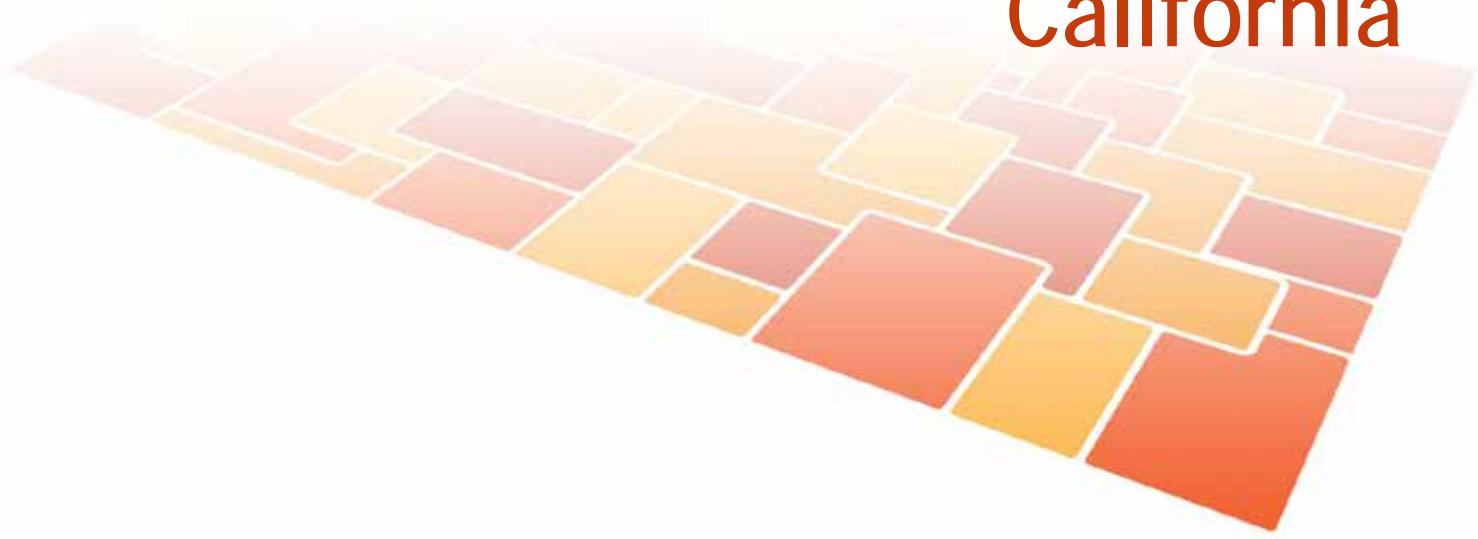
William Einman
William Einman, Principal
Bess Maxwell Elementary School

**County Health
Rankings & Roadmaps**

Building a Culture of Health, County by County

A Robert Wood Johnson Foundation program

2014 *Rankings* California



A collaboration between the Robert Wood Johnson Foundation and the University of Wisconsin Population Health Institute.



Support provided by

Robert Wood Johnson Foundation



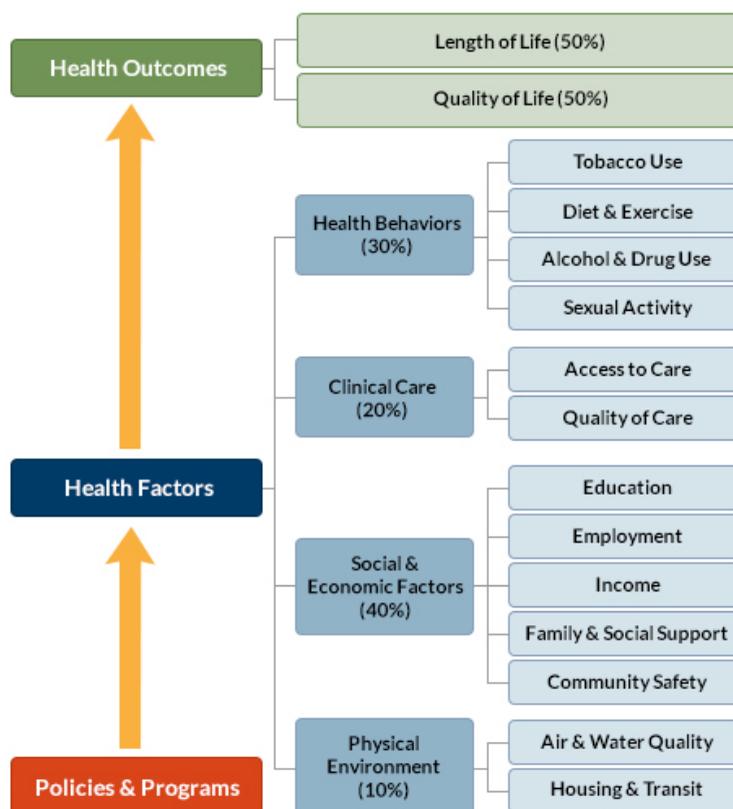
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INTRODUCTION

The *County Health Rankings & Roadmaps* program helps communities identify and implement solutions that make it easier for people to be healthy in their schools, workplaces, and neighborhoods. Ranking the health of nearly every county in the nation, the *County Health Rankings* illustrate *what we know* when it comes to what is making people sick or healthy. The *Roadmaps* show *what we can do* to create healthier places to live, learn, work, and play. The Robert Wood Johnson Foundation (RWJF) collaborates with the University of Wisconsin Population Health Institute (UWPHI) to bring this program to cities, counties, and states across the nation.

WHAT ARE THE COUNTY HEALTH RANKINGS?

The *County Health Rankings* measure the health of nearly every county in the nation. Published online at countyhealthrankings.org, the *Rankings* help counties understand what influences how healthy residents are and how long they will live. The *Rankings* look at a variety of measures that affect health, such as high school graduation rates, access to healthy foods, rates of smoking, obesity, and teen births. Based on data available for each county, the *Rankings* are unique in their ability to measure the overall health of each county in all 50 states. They have been used to garner support for local health improvement initiatives among government agencies, healthcare providers, community organizations, business leaders, policy makers, and the public.



HOW ARE PEOPLE USING THE RANKINGS?

- Ø Highlighting community success
- Ø Identifying root causes of poor health
- Ø Supporting policy change
- Ø Engaging communities in health improvement

For more information, visit countyhealthrankings.org

WHAT ARE THE ROADMAPS TO HEALTH?

The *Roadmaps to Health* help communities bring people together to look at the many factors that influence health, select strategies that work, and make changes that will have a lasting impact. The *Roadmaps* focus on helping communities determine what they can do and what they can learn from others.

What You Can Do

The *Roadmaps to Health* Action Center provides step-by-step guides, tools, and webinars to help groups working to improve the health of their communities. Community Coaches also provide customized consultation to local communities that have demonstrated a willingness to address factors that we know influence health, such as education, income, and community safety.

The Action Center also features *What Works for Health* – a searchable database of evidence-informed policies and programs that can improve health.

Learning From Others

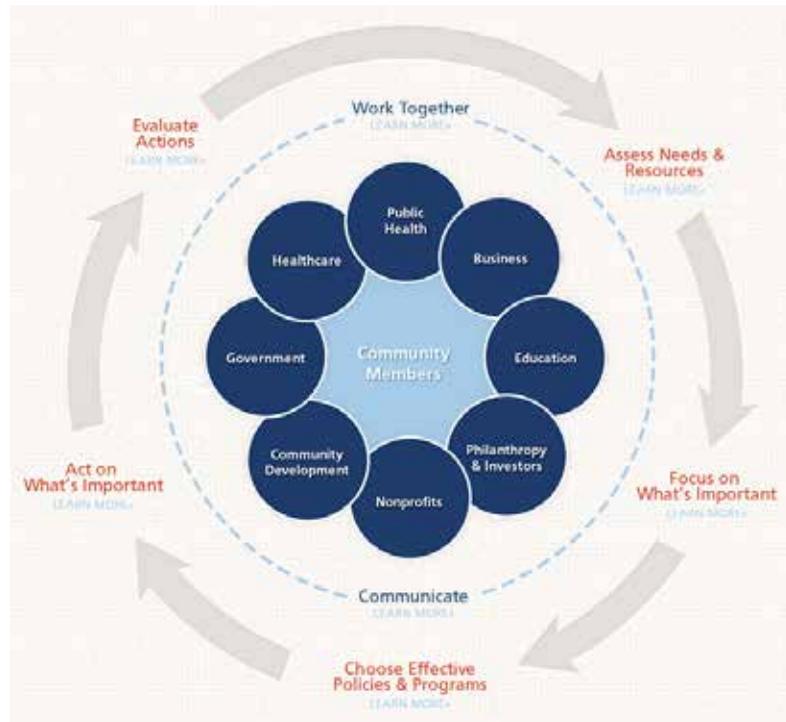
Honoring the efforts of communities working at the forefront of health improvement, the Robert Wood

Johnson Foundation annually awards the *RWJF Culture of Health Prize* to outstanding communities that are working toward better health. The *Prize* recognizes communities with strong and diverse partnerships that are coming together with a shared vision and commitment to address multiple factors that affect health and make lasting changes that create a culture of health for all. Visit countyhealthrankings.org or rwjf.org/prize to learn about the work of past prize winners.

At countyhealthrankings.org, we also feature stories from communities across the nation who have used data from the *County Health Rankings* or have engaged in strategies to improve health. For example, you can learn from the successes and challenges of the 30 *Roadmaps to Health* Community Grantees. These grantees are working to create positive policy or systems changes that address social and economic factors that influence how healthy people are and how long they live, such as education and community safety. You might also want to contact your local affiliate of United Way Worldwide, the National Business Coalition on Health, or the National Association of Counties - their national parent organizations have partnered with us to raise awareness and stimulate action to improve health in their local members' communities.

How can you get involved?

In communities large and small, people from all walks of life are taking ownership and action to improve health. Visit countyhealthrankings.org to get ideas and guidance on how you can take action in your community. Working with others, you can improve the health of your community.



The green map below shows the distribution of California's **health outcomes**, based on an equal weighting of length and quality of life.

Lighter colors indicate better performance in the respective summary rankings. Detailed information on the underlying measures is available on our web site.

HEALTH OUTCOMES RANKS



County	Rank	County	Rank	County	Rank	County	Rank
Alameda	20	Kings	41	Placer	2	Sierra	39
Alpine	NR	Lake	57	Plumas	34	Siskiyou	55
Amador	33	Lassen	36	Riverside	26	Solano	31
Butte	45	Los Angeles	28	Sacramento	30	Sonoma	12
Calaveras	32	Madera	43	San Benito	10	Stanislaus	35
Colusa	13	Marin	1	San Bernardino	40	Sutter	29
Contra Costa	17	Mariposa	24	San Diego	18	Tehama	50
Del Norte	56	Mendocino	44	San Francisco	22	Trinity	49
El Dorado	7	Merced	37	San Joaquin	42	Tulare	47
Fresno	46	Modoc	53	San Luis Obispo	9	Tuolumne	21
Glenn	25	Mono	19	San Mateo	4	Ventura	14
Humboldt	38	Monterey	23	Santa Barbara	16	Yolo	5
Imperial	27	Napa	15	Santa Clara	3	Yuba	52
Inyo	51	Nevada	8	Santa Cruz	11		
Kern	54	Orange	6	Shasta	48		

The blue map displays California's summary ranks for **health factors**, based on weighted scores for health behaviors, clinical care, social and economic factors, and the physical environment.

Lighter colors indicate better performance in the respective summary rankings. Detailed information on the underlying measures is available on our web site.

HEALTH FACTORS RANKS



County	Rank	County	Rank	County	Rank	County	Rank
Alameda	16	Kings	51	Placer	2	Sierra	27
Alpine	NR	Lake	52	Plumas	32	Siskiyou	42
Amador	20	Lassen	39	Riverside	38	Solano	24
Butte	33	Los Angeles	35	Sacramento	30	Sonoma	13
Calaveras	23	Madera	49	San Benito	28	Stanislaus	44
Colusa	37	Marin	1	San Bernardino	45	Sutter	36
Contra Costa	12	Mariposa	25	San Diego	18	Tehama	47
Del Norte	43	Mendocino	40	San Francisco	5	Trinity	46
El Dorado	9	Merced	50	San Joaquin	48	Tulare	57
Fresno	54	Modoc	29	San Luis Obispo	6	Tuolumne	21
Glenn	34	Mono	19	San Mateo	3	Ventura	17
Humboldt	26	Monterey	31	Santa Barbara	15	Yolo	10
Imperial	55	Napa	14	Santa Clara	4	Yuba	56
Inyo	22	Nevada	7	Santa Cruz	11		
Kern	53	Orange	8	Shasta	41		

Summary Health Outcomes & Health Factors Rankings

Counties receive two ranks:

- Health Outcomes
- Health Factors

Each of these ranks represents a weighted summary of a number of measures.

Health outcomes represent how healthy a county is while health factors represent what influences the health of the county.

Rank	Health Outcomes	Rank	Health Factors
1	Marin	1	Marin
2	Placer	2	Placer
3	Santa Clara	3	San Mateo
4	San Mateo	4	Santa Clara
5	Yolo	5	San Francisco
6	Orange	6	San Luis Obispo
7	El Dorado	7	Nevada
8	Nevada	8	Orange
9	San Luis Obispo	9	El Dorado
10	San Benito	10	Yolo
11	Santa Cruz	11	Santa Cruz
12	Sonoma	12	Contra Costa
13	Colusa	13	Sonoma
14	Ventura	14	Napa
15	Napa	15	Santa Barbara
16	Santa Barbara	16	Alameda
17	Contra Costa	17	Ventura
18	San Diego	18	San Diego
19	Mono	19	Mono
20	Alameda	20	Amador
21	Tuolumne	21	Tuolumne
22	San Francisco	22	Inyo
23	Monterey	23	Calaveras
24	Mariposa	24	Solano
25	Glenn	25	Mariposa
26	Riverside	26	Humboldt
27	Imperial	27	Sierra
28	Los Angeles	28	San Benito
29	Sutter	29	Modoc
30	Sacramento	30	Sacramento
31	Solano	31	Monterey
32	Calaveras	32	Plumas
33	Amador	33	Butte
34	Plumas	34	Glenn
35	Stanislaus	35	Los Angeles
36	Lassen	36	Sutter
37	Merced	37	Colusa
38	Humboldt	38	Riverside
39	Sierra	39	Lassen
40	San Bernardino	40	Mendocino

Rank	Health Outcomes	Rank	Health Factors
41	Kings	41	Shasta
42	San Joaquin	42	Siskiyou
43	Madera	43	Del Norte
44	Mendocino	44	Stanislaus
45	Butte	45	San Bernardino
46	Fresno	46	Trinity
47	Tulare	47	Tehama
48	Shasta	48	San Joaquin
49	Trinity	49	Madera
50	Tehama	50	Merced
51	Inyo	51	Kings
52	Yuba	52	Lake
53	Modoc	53	Kern
54	Kern	54	Fresno
55	Siskiyou	55	Imperial
56	Del Norte	56	Yuba
57	Lake	57	Tulare

Not Ranked: Alpine