



## ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

# Application Form for Part A

*Parts B & C must be completed using a separate document*

**PROJECT unique APPLICATION NO.:**

03-Biggs-1

Auto populated

**Total ATP Funds Requested:**

\$ 809

(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:**

Biggs

**IMPLEMENTING AGENCY'S ADDRESS**

**CITY**

**ZIP CODE**

PO Box 307, 465 C Street

Biggs

CA

95917

**IMPLEMENTING AGENCY'S CONTACT PERSON:**

Mark Sorensen

**CONTACT PERSON'S TITLE:**

City Administrator

**CONTACT PERSON'S PHONE NUMBER:**

(530) 868-0100

**CONTACT PERSON'S EMAIL ADDRESS :**

mark@biggs-ca.gov



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

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

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

**PROJECT PARTNERING AGENCY'S NAME:**

N/A

**PROJECT PARTNERING AGENCY'S ADDRESS**

**CITY**

**ZIP CODE**

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**PROJECT PARTNERING AGENCY'S CONTACT PERSON:**

**CONTACT PERSON'S TITLE:**

**CONTACT PERSON'S PHONE NUMBER:**

**CONTACT PERSON'S EMAIL ADDRESS :**

**MASTER AGREEMENTS (MAs):**

Does the Implementing Agency currently have a MA with Caltrans?

Yes  No

Implementing Agency's Federal Caltrans MS number

03-5128R

Implementing Agency's State Caltrans MS number

00288S

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

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

City of Biggs - Safe Routes to School - B Street and 2nd Street Sidewalk Improvement Project

**Application Number:**  out of  **Applications**

**PROJECT DESCRIPTION:** (Max of 250 Characters)

Construct sidewalk and curb ramps along B Street and 2nd Street to close sidewalk gaps and provide a safe route to school.

**PROJECT LOCATION:** (Max of 250 Characters)

On B Street from 1st Street to 11th Street and on 2nd Street from E Street to just north of I Street





**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 10.0 % (ped + bike must = 100%)
- Pedestrian Transportation**      % of Project 90.0 %
- Safe Routes to School**      *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

**How many schools does the project impact/serve:**      2

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: Biggs Elementary School

School address: 300 B Street, Biggs, CA 95917

District name: Biggs Unified School District

District address: 300 B Street, Biggs, CA 95917

Co.-Dist.-School Code: 04-61408-6002943

School type (K-8 or 9-12 or Both)       Both      Project improvements maximum distance from school      0.7 mile

Total student enrollment: 432

% of students that currently walk or bike to school%      32.0 %

Approx. # of students living along route proposed for improvement:      50

Percentage of students eligible for free or reduced meal programs \*\*      77.5 %

\*\*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
<b>CTC - PA&amp;ED Allocation:</b>	_____		7/1/16
* CEQA Environmental Clearance:	_____		12/1/16
* NEPA Environmental Clearance:	_____		12/1/16
<b>CTC - PS&amp;E Allocation:</b>	_____		1/1/17
<b>CTC - Right of Way Allocation:</b>	_____		NA
* Right of Way Clearance & Permits:	_____		6/1/17
Final/Stamped PS&E package:	_____		6/1/17
* <b>CTC - Construction Allocation:</b>	_____		7/1/17
* Construction Complete:	_____		9/1/18
* Submittal of "Final Report"	_____		12/1/18



**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:	\$30	
ATP funds for PS&E:	\$90	
ATP funds for Right of Way:	\$0	
ATP funds for Construction:	\$689	
ATP funds for Non-Infrastructure:	\$0	(All NI funding is allocated in a project's Construction Phase)
<b>Total ATP funds being requested for this application/project:</b>	<b>\$809</b>	

**Local funds leveraging or matching the ATP funds:** \$0

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:** \$10

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:** **\$819**

**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"

A small sidewalk improvement project within existing street right-of-way and the City of Biggs has limited staff resources. Use of state-only funds (CEQA only) would significantly reduce project delivery cost. (See attachment B for 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.: 03-BIGGS-1

Implementing Agency's Name: BIGGS

**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:**

A major concern for the City of Biggs has been the lack of funds to meet ADA requirements by retrofitting curb ramps where only curb and gutter exist. Founded in 1871 and incorporated in 1903, the City of Biggs is a quintessential rural American town surrounded by agriculture. With a population of only 1,776 residents and larger cities within a 40-minute driving distance, the town's commercial core has struggled in recent years. The town supports just a handful of small businesses, not enough to impact the budget through sales tax increases. Median household income is only \$41,328 and 77.5% of students are eligible for the Free or Reduced Price Meals Programs, making increasing property taxes untenable. The City's current annual budget is \$3 million, with a full-time workforce of 9 positions. As a result, the town is unable to support the needed infrastructure upgrades outlined below.

Grant funds for construction of curb ramps and sidewalk gap closures will provide students and parents the much need safe routes to schools and will create a more walkable community for all residents. The proposed sidewalk improvements will increase safety by providing pedestrians the needed separation from the vehicular traffic.

The City of Biggs, the Biggs Unified School District, and the Gridley-Biggs Police Department have identified the following needs to provide safe routes to schools for local area students and all pedestrians:

- Close existing gaps in sidewalk along designated City street routes



- Upgrade ramps at intersection corners to meet ADA design standards
- Upgrade portions of sidewalk to meet ADA-compliant grades
- Improve street crossings by installing crosswalks and signing
- ATP / SRTS Education and Encouragement program for local community
- City ATP / SRTS Plan to identify and prioritize pedestrian improvements

This City of Biggs Safe Routes to School (SRTS) project proposes to construct new sidewalks to close gaps along the main routes to schools. The project includes construction of new sidewalk, curb and gutter, ADA-compliant ramps, and ADA-compliant grades along B Street (from 1<sup>st</sup> Street to 11<sup>th</sup> Street) and along 2<sup>nd</sup> Street (from E Street to just north of I Street), within the central portion of the City. Closing these gaps will provide a continuous sidewalk for students to walk from residential areas to and from Biggs Elementary School and Biggs High School. (See Attachment E: Project Map)

The lack of safe pedestrian facilities discourages students from walking to school. The lack of pedestrian sidewalks places students at an unsafe distance from vehicles and bikes when walking. The lack of ADA-compliant ramps prevents students with disabilities from using the sidewalk along B Street and 2<sup>nd</sup> Street. The lack of curb and gutter in the proposed improvement areas also creates safety hazards as students are forced to walk in the street to avoid saturated shoulders and localized ponding.

The City is currently developing an **ATP Education and Encouragement program** with funding from a previous project. The program is being developed to provide local community awareness and information regarding the sidewalk improvements, to encourage students and other pedestrians to use the improved routes, and to conduct a field survey before and after to evaluate project success. This program will be developed in coordination with the City, school district, police department, Butte County Public Health, and any other ongoing public outreach programs.



The City is also developing an **ATP / SRTS plan** with funding from a previous SRTS project. The plan includes a City-wide street map showing designated “Safe Routes to School” for local schools and other routes for general pedestrian circulation. It will identify and prioritize the SRTS pedestrian and bike facility improvement needs to assist the City in planning future projects. This plan is being developed in coordination with City staff, local schools, the community, and police department and will incorporate the City’s Bicycle Transportation Plan. (See Attachment K for Draft ATP SRTS Plan.)

By constructing the proposed infrastructure improvements, the children of this community will be provided with safer and more accessible routes for walking and biking to and from school.

## 2. Consistency with Regional Plan.

This project is consistent with BCAG’s goals, objectives, and policies included in the current ***Metropolitan Transportation Plan/Sustainable Communities Strategy*** adopted on December 13, 2012, for Butte County. Specifically, this project furthers the objectives of meeting air quality and greenhouse gas emissions goals. (See attached BCAG support letter, Attachment J)

This SRTS project is consistent with the ***City of Biggs General Plan*** adopted on April 8, 2014 (<http://www.biggsgeneralplan.com/>). The Circulation Plan references state law (California Complete Streets Act of 2007), which requires consideration of complete streets and it includes the following policy statement consistent with this ATP Safe Routes to School project application:

Policy CIRC-4.5 (Prioritization of Improvements) – Pedestrian and bicycle improvements shall be prioritized in the following order:

- 1) Projects that increase safety for children traveling to and from school
- 2) Projects that remove barriers to handicapped individuals



- 3) Projects that increase overall convenience and safety for pedestrians and bicyclists

This SRTS project is also consistent with the City's Draft ATP/SRTS Plan (currently in development) and with the Bicycle Transportation Plan, which can be found at the following links (10 pages provide in Attachment K):

**Bicycle Transportation Plan:** <http://www.biggs-ca.gov/planning/documents/bicycle-transportation-plan.pdf>

Furthermore, this project will help meet the health department goal of reducing childhood obesity by promoting physical activities like walking/biking to and from school.



## **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 Biggs Elementary School and Biggs High School have a combined enrollment of about 432 students. Approximately 60% of student live within a ½ mile radius from the schools and 85% live within a ¾ mile radius. Approximately 33% of the students walk to school on a daily basis. To accommodate these children, the City has taken a very active role over the past eight years to ensure the necessary facilities are put in place to encourage these children to keep walking to school and provide them with the safest routes possible. The goal is to provide the gap closures in the sidewalks. This will make students feel more secure and enable parents and guardians to feel more comfortable in allowing children to walk to and from school. Our goal is to increase the number of students from the current 33% to 43%—a 10 % increase.

Through the SRTS program, the City will provide the school and parents with information on the complete streets routes and make suggestions on how to motivate and create non-reward based encouragement for students to walk or bike to school. The City has discussed with the local police department how to implement the “Officer Friendly” program, which educates elementary school children on safety and awareness while at school and while in transit to and from school.



Additionally the walking school bus campaign was suggested as a means to encourage elementary students and their parents to walk to school. This has worked well in other communities and presents an emphasis on exercise in an effort to educate our youth about childhood obesity.

The project would close sidewalk gaps to connect the western (B Street route) and northern (2<sup>nd</sup> street route) residential areas of the City to the local schools and central area of Biggs. Proposed improvements include construction of sidewalks, curb and gutter, and ADA-compliant ramps at all intersections, providing a safe and reliable route for students walking and biking to school. These improvements will complete connectivity for pedestrians and bicyclists traveling to and from school, connect to the new bike path located in the north-west area within the new housing development, and provide greater safety for all residents. (See Attachment E for improvement locations.)

- 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.)**
- a. creation of new routes
  - b. removal of barrier to mobility
  - c. closure of gaps
  - d. other improvements to routes
  - e. educates or encourages use of existing routes

Currently, pedestrian and bicycle facilities are inadequate. For pedestrians, there is no ADA-compliant connectivity between the west side of the city (west side of UPRR tracks) along B Street and the local schools on the east end of the city. North of the residential area on 2<sup>nd</sup> Street there is a major gap in existing sidewalk from E Street to just north of I Street. This project will upgrade the infrastructure and close the sidewalk gaps to resolve connectivity in the following ways:



- **Creation of new routes:** The proposed improvements would clearly establish B Street as a safe route to school and enable students living on the west side of the Union Pacific Railroad tracks to safely travel to and from school. The proposed improvements along 2<sup>nd</sup> Street would close the sidewalk gap and provide a new safe route to school for students living in the northern residential area.
- **Removal of barrier to mobility:** The installation of ADA-compliant ramps, sidewalk crossing UPRR tracks, and sidewalk grade corrections will enable students with disabilities to travel to and from school. Locations where the sidewalks have been uplifted by tree roots will also be corrected.
- **Closure of gaps:** The closure of sidewalk gaps on 2<sup>nd</sup> Street will allow students living on the northern part of the City to travel to school safely without having to walk on the shoulder of the street.
- **Other improvement to routes:** The modification to the intersection on 2<sup>nd</sup> Street and W. Rio Bonito Road will provide a safer crossing for students and prevent them from having to wait on the shoulder of the road.
- **Educates or encourages use of existing routes:** The City has begun work on the City's ATP/SRTS Plan and will also be developing an Encouragement Program, which will highlight all the current safe routes to school and identify the new routes being developed. The program will also identify potential for addition encouragement programs, such as the walking school bus.

**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 City, police, and community have observed deficiencies with pedestrian and bicycle facilities along these school routes. Students are forced to either use the dirt shoulder or share the road with bikes and vehicles when traveling to and from school. Fences, parked cars, trees, plants, and shrubbery add additional obstacles to the route along the shoulder, giving students no clear



area to walk or bike safely. The lack of safe pedestrian facilities discourages students from walking to school. The lack of pedestrian sidewalks places students at an unsafe, close distance to vehicles and bikes when walking. The lack of curb and gutters in the proposed improvement areas also creates safety hazards as students are forced to walk in the streets to avoid saturated shoulders and localized ponding. This makes it difficult for pedestrians and bicyclists to stay out of the vehicle travel lanes.

A major concern for the City of Biggs has been the lack of funds to meet ADA requirements by retrofitting curb ramps where only curb and gutter exist. Founded in 1871 and incorporated in 1903, the City of Biggs is a quintessential rural American town surrounded by agriculture. With a population of only 1,776 residents and larger cities within a 40-minute driving distance, the town's commercial core has struggled in recent years. The City's current annual budget is \$3 million, with a full-time workforce of 9 positions. As a result, the town's infrastructure does not reflect the most recently updated ADA requirements for pedestrian facilities (see Attachment F – photos of exiting problem areas).

Grant funds for construction of curb ramps and sidewalk gap closures will provide students and parents the much need safe routes to schools and will create a more walkable community for all residents. The proposed sidewalk improvements will increase safety by providing pedestrians the needed separation from the vehicular traffic.



## **Part B: Narrative Questions**

### **Detailed Instructions for: Question #2**

#### **QUESTION #2**

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

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

The City, police, and community observations have identified deficiencies with pedestrian and bicyclist facilities along these school routes. Students are forced to either use the dirt shoulder or share the road with bikes and vehicles when traveling to and from school. Fences, parked cars, trees, plants and shrubbery add additional obstacles to the route along the shoulder, giving students no clear area to walk or bike safely. In addition, where sidewalk exist, uplift from tree roots and other settlement issues creates trip hazards along the sidewalk.

The addition of curb ramps and gap closures in sidewalk segments will create a walkable community for all residents. The addition of sidewalks will provide students and all pedestrians a much needed separation from the vehicular traffic.

The TIMS accident data reports, including the bike and pedestrian collisions, are provided in Attachment J. The following is a summary of accident history found from 2004 to 2012:

- 2011, one pedestrian fatal accident, on B Street in local school zone, TIMS
- 2005, one pedestrian injury accident, on Trent Street residential area, TIMS

This is a small rural community so the overall accident numbers will not be high, but the high morning and afternoon peak hour traffic volumes in and around the identified project areas are a constant concern for the parents, students, police department, and school district. The City, police, and community observations have identified deficiencies with pedestrian and bicyclist facilities along these school routes. Students are forced to either use the dirt shoulder or share the road with bikes and vehicles when traveling to and from school. Fences, parked cars, trees, plants, and



shrubby add additional obstacles to the route along the shoulder, giving students no clear area to walk or bike safely.

The lack of safe pedestrian facilities discourages students from walking to school. The lack of pedestrian sidewalks place students at an unsafe distance from vehicles and bikes when walking. The lack of curb and gutters in the proposed improvement areas also create safety hazards as students are forced to walk in the streets to avoid saturated shoulders and localized ponding.

These obstacles and hazards make it difficult for students, pedestrians, and bicyclists to stay out of the vehicle travel lanes. The addition of curb ramps and gap closures in sidewalk segments will create a walkable community for residents. The addition of sidewalks will provide students and all pedestrians a much needed separation from the vehicular traffic.

- 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.

The City, police, and community observations have identified deficiencies with pedestrian and bicyclist facilities along these school routes. Students are forced to either use the dirt shoulder or share the road with bikes and vehicles when traveling to and from school. Fences, parked cars, trees, plants and shrubby add additional obstacles to the route along the shoulder, giving students no clear area to walk or bike safely.



These obstacles and hazards make it difficult for students, pedestrians, and bicyclists to stay out of the vehicle travel lanes. The addition of curb ramps and gap closures in sidewalk segments will create a walkable community for residents. The addition of sidewalks will provide students and all pedestrians a much needed separation from the vehicular traffic. This project will provide the following improvements:

- **Reduces speed or volume of motor vehicles in the proximity of non-motorized users**  
Addition of yellow street crosswalks and signing at appropriate locations is expected to reduce overall vehicle speeds.
- **Improves sight distance and visibility between motorized and non-motorized users**  
Removal of the trees, shrubs, and yard fences from the roadside for construction of a continuous sidewalk will greatly increase sight distance and visibility for all.
- **Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users.**  
By reconfiguring the crosswalks on 2<sup>nd</sup> Street and E Street, pedestrians will no longer need to wait on the shoulder in an area where space is limited. The reconfiguration will encourage pedestrian to use the modified crosswalks and place them on sidewalk, rather than the limited road shoulder, moving them out of harm's way.
- **Improves compliance with local traffic laws for both motorized and non-motorized users**  
Added street crosswalks and signing at appropriate locations and installation of warning flashers at pedestrian crossings will be considered to improve compliance.
- **Eliminates behaviors that lead to collisions involving non-motorized users**  
Places students on sidewalks and out of the bike shoulder area and traffic lanes.
- **Addresses inadequate traffic control devices**  
Will add street crosswalks and signing at appropriate locations.
- **Addresses inadequate or unsafe traffic control devices, bicycle facilities, trails, crosswalks, and/or sidewalks**  
Places students on sidewalks and out of the bike shoulder area and traffic lanes.  
Adds street crosswalks and signing at appropriate locations.

The lack of safe pedestrian facilities discourages students from walking to school. The lack of pedestrian sidewalks place students at an unsafe distance from vehicles and bikes when walking.



These obstacles and hazards make it difficult for students, pedestrians and bicyclists to stay out of the vehicle travel lanes. The addition of curb ramps and gap closures in sidewalk segments will create a walkable community for residents. The addition of sidewalks will provide students and all pedestrians a much needed separation from the vehicular traffic.



## **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)**

To identify the need for this project and the specific infrastructure improvements, outreach meetings and discussions were conducted with the following:

- Public at ATP Community Stakeholders Meeting
- Butte County Public Health Department
- Biggs Elementary Schools, Biggs High School, and School District
- City Public Works Committee, City Manager, and City Engineer
- Gridley-Biggs Police Chief
- BCAG Regional Planners
- Chico VELO Cycling Club

An assessment of the existing facilities was conducted and prioritized based on infrastructure deficiencies, safety concerns, and knowledge of routes student take to walk or bike to school. The City, in conjunction with BCAG, held regional ATP Public Workshops to obtain input and recommendations from all public stakeholders regarding the pedestrian and bike facility needs.

A main concern from stakeholders was the lack of continuous sidewalks and curb ramps along main walking routes to school in different sections of the community. There was general consensus that improvements along B Street to the west, across the UPRR tracks, and along 2<sup>nd</sup> Street to the north would provide access to large residential areas and would improve routes for student. The need to address the 2<sup>nd</sup> Street sidewalk gaps was a direct outcome from the stakeholder outreach.



Letters of support for this project have been received from the following stakeholders (See Attachment J for letters):

- Biggs Elementary School Principal
- Butte County Public Health
- Butte County Association Of Governments (BCAG)
- Gridley-Biggs Police Department
- Chico Velo Cycling Club

The City will continue additional public outreach for stakeholder input in development of the City's ATP-SRTS Plan, implementation of SRTS infrastructure improvement projects, and the community ATP Education/Encouragement program.

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

Project meetings at City hall were conducted when the initial routes were being identified. These meetings included the participation of two of the five city council members, the city manager, the director of public works, the city engineer, and the consultant.

The following is a summary of the public stakeholder outreach meetings (see Attachment I for meeting records):

- ATP Community Stakeholder Meetings
- City Public Works Committee Meetings
- BCAG Technical Advisory Committee
- School Meeting with Parents and Teachers

The City, in conjunction with the school district, conducted outreach meetings with principals and school staff, parent-teacher committees, and local police. The City, police, and community observations have identified deficiencies with pedestrian and bicyclist facilities along these school



routes. Students are forced to either use the dirt shoulder or share the road with bikes and vehicles when traveling to and from school. Fences, trees, plants, and shrubbery add additional obstacles to the route along the shoulder, giving students no clear area to walk or bike safely.

This project is consistent with BCAG's goals, objectives, and policies included in the current **Metropolitan Transportation Plan/Sustainable Communities Strategy** adopted on December 13, 2012 for Butte County. Specifically, this project furthers goals in meeting air quality and greenhouse gas emissions goals.

It is also, consistent with the **City of Biggs General Plan** adopted on April 8, 2014. Specifically, with the Circulation Plan policy statements and priority for increased safety for children traveling to and from school.

Both of these planning policy documents have gone through extensive public review, participation, meetings, and approval processes.

- 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)**

Initial feedback from the City Public Works Committee identifies the necessary updates to the sidewalk grid within the city limits instead of identifying a particular safe route to school. Through additional input from the City Engineer, the City Manager, and the Public Works Committee, the main safe routes to school were identified and a more focused approach was determined. B Street and 2<sup>nd</sup> Street became the priority routes for this ATP-SRTS project application and the stakeholder input has supported the proposed sidewalk improvements.

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



The City will continue with additional public outreach to stakeholders for input in development of the City's ATP-SRTS Plan, implementation of SRTS improvement projects, and the community ATP Education and Encouragement program.

Stakeholders will continue to be engaged throughout project development, including development of the City ATP-SRTS Plan. Parents, student, and teachers will continue to be involved in the project implementation and in development of the community ATP Education and Encouragement program. Information about the improvements to safe routes to school will be provided and students will be encouraged to walk and bike to school. The City Manager, City Engineer, and Public Works Committee will provide oversight and will be involved throughout the project.



## Part B: Narrative Questions

### Detailed Instructions for: Question #4

**QUESTION #4**

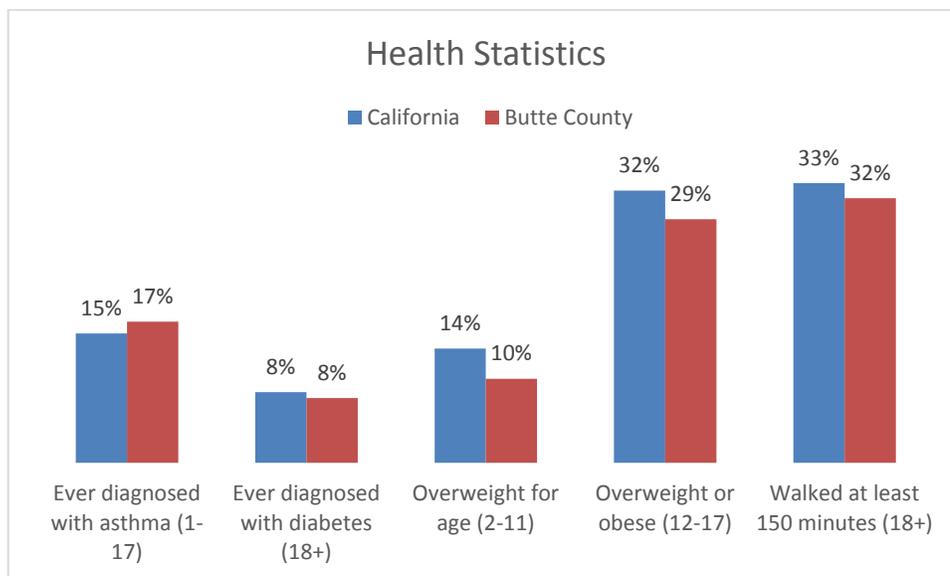
**IMPROVED PUBLIC HEALTH (0-10 points)**

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

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

In Butte County approximately 31 percent of children are overweight or obese. In addition, only 12 percent of Chico’s 5<sup>th</sup> graders and just 20 percent of 9<sup>th</sup> graders meet all fitness standards. It is important to address obesity because it can lead to chronic diseases, such as asthma and diabetes, which reduce life expectancy.

Within Biggs Unified Elementary, 22 percent of 5<sup>th</sup> graders have asthma. In addition, 22 percent of students admitted to have trouble breathing while not exercising. Below are some statistics from health in Butte County when compared to California. Notice that most of the percentages in Butte County seem to be very close to the state California percentages. Having people become more active will prevent unhealthy weight gain, will prevent chronic diseases, and lead to a better mental health.



*Source: AskCHIS Neighborhood Edition; Accessed 5/13/15*



This information was provided by Patti Horsley, MPH North Coast and Cascades Training and Resource Center at the Center for Healthy Communities. Attachments can be found in the Narrative Questions Backup Information, Section I. Below are full document links:

[http://chks.wested.org/resources/ButteCounty\\_elem1112\\_main\\_1\\_.pdf?1384966281](http://chks.wested.org/resources/ButteCounty_elem1112_main_1_.pdf?1384966281)

[http://healthpolicy.ucla.edu/health-profiles/Child\\_Teen/Documents/2011-2012/Counties/Butte.pdf](http://healthpolicy.ucla.edu/health-profiles/Child_Teen/Documents/2011-2012/Counties/Butte.pdf)

California Dept. of Education, Physical Fitness Testing Research Files (Jan. 2015)

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

By installing the much needed infrastructure, the children in this community will be provided a safer means to travel to and from school. The addition of curb ramps and gap closures in sidewalk segments will create a walkable community for residents.

Through the SRTS program the City will provide the school and parents with information on the Safe Routes to Program tool kit, and make suggestions on how to motivate and create non-reward based incentives for students to walk or bike to school. The City has discussed with the local police department how to implement the “Officer Friendly” program, which educates school children on safety and awareness while at school and in transit to and from school. Additionally, the walking school bus campaign will be used as a means to encourage children and parents to walk to school together. This has worked well in other communities and presents an emphasis on exercise in an effort to educate students about childhood obesity.



## **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:**

**\$ 41,328 (see Attachment I for support document)**

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

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

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

##### **Option 3: Percentage of students eligible for the Free or Reduced Price Meals Programs:**

**77.5 % (see Attachment I for support document)**

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

Option 4: Alternative criteria for identifying disadvantaged communities:

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



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

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

City of Biggs is considered a disadvantage community under options 1 and 3 of this section. Since all funding will be used to construct Safe Routes to School improvements the percent of funds used for disadvantaged communities is 100%.

**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.**

This project will serve the disadvantaged community City of Biggs students and residents in the project area. Some students are now walking and biking to school and this project will provide safer and more accessible routes for these students, and it will encourage many more parents and students to walk and bike to school. Not only will this project provide Safe Routes to Biggs Elementary School and Biggs High School, it will also provide suitable sidewalks for anyone walking up and down B Street. The improvement to the sidewalks and installation of ADA-compliant curb ramps will also make it safer for people to walk to and from the small market store in downtown Biggs. The entire town is less than one mile long by one mile wide. Improving sidewalks and making them accessible will encourage the community to make the mile walk to school, to buy groceries, or simply to walk to the nearest park.



## **Part B: Narrative Questions**

### **Detailed Instructions for: Question #6**

#### **QUESTION #6**

#### **COST EFFECTIVENESS (0-5 POINTS)**

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

The City has identified many street locations with sidewalks and bike lane improvement needs and the various street location improvements were discussed and considered. The sidewalk gap closures selected for this ATP-SRTS project along B Street (to west) and 2<sup>nd</sup> Street (to north) will provide continuous sidewalk routes from two large residential areas to the local schools on the east side of city. The City previously obtained funding for sidewalk gap closure improvements along 2<sup>nd</sup> Street, south of the local schools. Closure of the sidewalk gaps along these three key routes to school (west, north, and south) is the most cost effective and timely way to provide the most students with a safe route to school. See Attachment D – for project area map. The remaining street improvement locations will be considered for future project funding applications.

- 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.)**

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

The B/C ratio for Benefit / Total Project Cost = **10.39**

The B/C ration for Benefit / Funds Requested = **10.39**

Feedback:

The number of accidents and specifically fatal accidents seems to have a very significant impact on the B/C ratio. That may be appropriate for a safety improvement program, such as HSIP, but it may not be the best way to compare the benefits to determine best ATP projects.



It would seem that high accident locations will always out score all the others and will overshadow all other program objectives. Increasing safety is just one of eight stated program goals.



## **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.)

Because the City of Biggs is a disadvantaged community, they have no funds to leverage.



## **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)  
**X 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](mailto:atp@ccc.ca.gov)  
Phone: (916) 341-3154

Community Conservation Corps representative:  
Name: Danielle Lynch  
Email: [inquiry@atpcommunitycorps.org](mailto: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):

**X Neither corps can participate in the project (0 points)**

**See Attachment I for CCC and CCCC communication records.**

Applicant intends to utilize the CCC or a certified community conservation corps on the following items listed below (0 points).

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- 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.

No project delivery failures are noted for City of Biggs, per Mr. Jim Day of Caltrans D3 Office database check on May 21, 2015. The City has delivered a federally-funded transportation project in the recent past and is familiar with federal and State/Caltrans Local Assistance Program requirements. See Attachment I for the Caltrans D3 communication document.

***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

<b>Application Signature Page</b> Required for all applications	<b>Attachment A</b>
<b>ATP - PROJECT PROGRAMMING REQUEST (ATP-PPR)</b> Required for all applications	<b>Attachment B</b>
<b>Engineer's Checklist</b> Required for Infrastructure Projects	<b>Attachment C</b>
<b>Project Location Map</b> Required for all applications	<b>Attachment D</b>
<b>Project Map/Plans showing existing and proposed conditions</b> Required for Infrastructure Projects (optional for 'Non-Infrastructure' and 'Plan' Projects)	<b>Attachment E</b>
<b>Photos of Existing Conditions</b> Required for all applications	<b>Attachment F</b>
<b>Project Estimate</b> Required for Infrastructure Projects	<b>Attachment G</b>
<b>Non-Infrastructure Work Plan (Form 22-R)</b> Required for all projects with Non-Infrastructure Elements	<b>Attachment H</b>
<b>Narrative Questions backup information</b> Required for all applications Label attachments separately with "H-#" based on the # of the Narrative Question	<b>Attachment I</b>
<b>Letters of Support</b> Required or Recommended for all projects (as designated in the instructions)	<b>Attachment J</b>
<b>Additional Attachments</b> Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information.	<b>Attachment K</b>



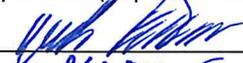
# Part C: Attachments

## 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: 530-868-0100 5/26/2015  
Name: MARK SORENSON Phone:   
Title: CITY ADMINISTATOR e-mail: MARK@BIGGS-CA.GOV

**For projects with a Partnering Agency: Chief Executive Officer or other officer authorized by the governing board**

*(For use only when appropriate)*

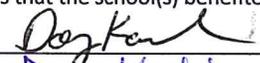
The undersigned affirms that their agency is committed to partner with the "Implementing Agency" and agrees to assume the responsibility for the ongoing operations and maintenance of the facility upon completion by the implementing agency and they intend to document such agreement per the CTC guidelines. The undersigned also affirms that they are the Chief Executive Officer 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: 5/22/15  
Name: DOUG KAELIN Phone: 530-868-1281 X250  
Title: Superintendent e-mail: dkaelin@biggs.org

**For projects with encroachments on the State right-of-way: Caltrans District Traffic Operations Office Approval\***

*(For use only when appropriate)*

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

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

Signature: \_\_\_\_\_ 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>

**ATP PROJECT PROGRAMMING REQUEST**

Date: 5/24/2015

Project Information:					
<b>Project Title:</b> City of Biggs - SRST- B Street and 2nd Street, construct new Sidewalk and curb ramps					
District	County	Route	EA	Project ID	PPNO
3	Butte	B and 2nd Streets			

Funding Information:									
DO NOT FILL IN ANY SHADED AREAS									
Proposed Total Project Cost (\$1,000s)									Notes:
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)				30				30	
PS&E				90				90	
R/W									
CON					689			689	
<b>TOTAL</b>				<b>120</b>	<b>689</b>			<b>809</b>	
ATP Funds Infrastructure Cycle 2									Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)				30				30	
PS&E				90				90	
R/W									
CON					689			689	
<b>TOTAL</b>				<b>120</b>	<b>689</b>			<b>809</b>	
ATP Funds Non-infrastructure Cycle 2									Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
<b>TOTAL</b>									
ATP Funds Plan Cycle 2									Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
<b>TOTAL</b>									
ATP Funds Previous Cycle									Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
<b>TOTAL</b>									
ATP Funds Future Cycles									Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
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ATP Funds Infrastructure Cycle 2									Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)				30				30	
PS&E				90				90	
R/W									
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<b>TOTAL</b>				<b>120</b>	<b>689</b>			<b>809</b>	
ATP Funds Non-infrastructure Cycle 2									Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
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CON									
<b>TOTAL</b>									
ATP Funds Plan Cycle 2									Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
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<b>TOTAL</b>									
ATP Funds Previous Cycle									Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
<b>TOTAL</b>									
ATP Funds Future Cycles									Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
<b>TOTAL</b>									

## 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:** JR

- 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:** JR

- 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:** JR

*(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:** JR

- 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:** JR  
 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:** JR  
 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:** JR  
 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:** JR  
 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: *Jorge Renteria*

Date:

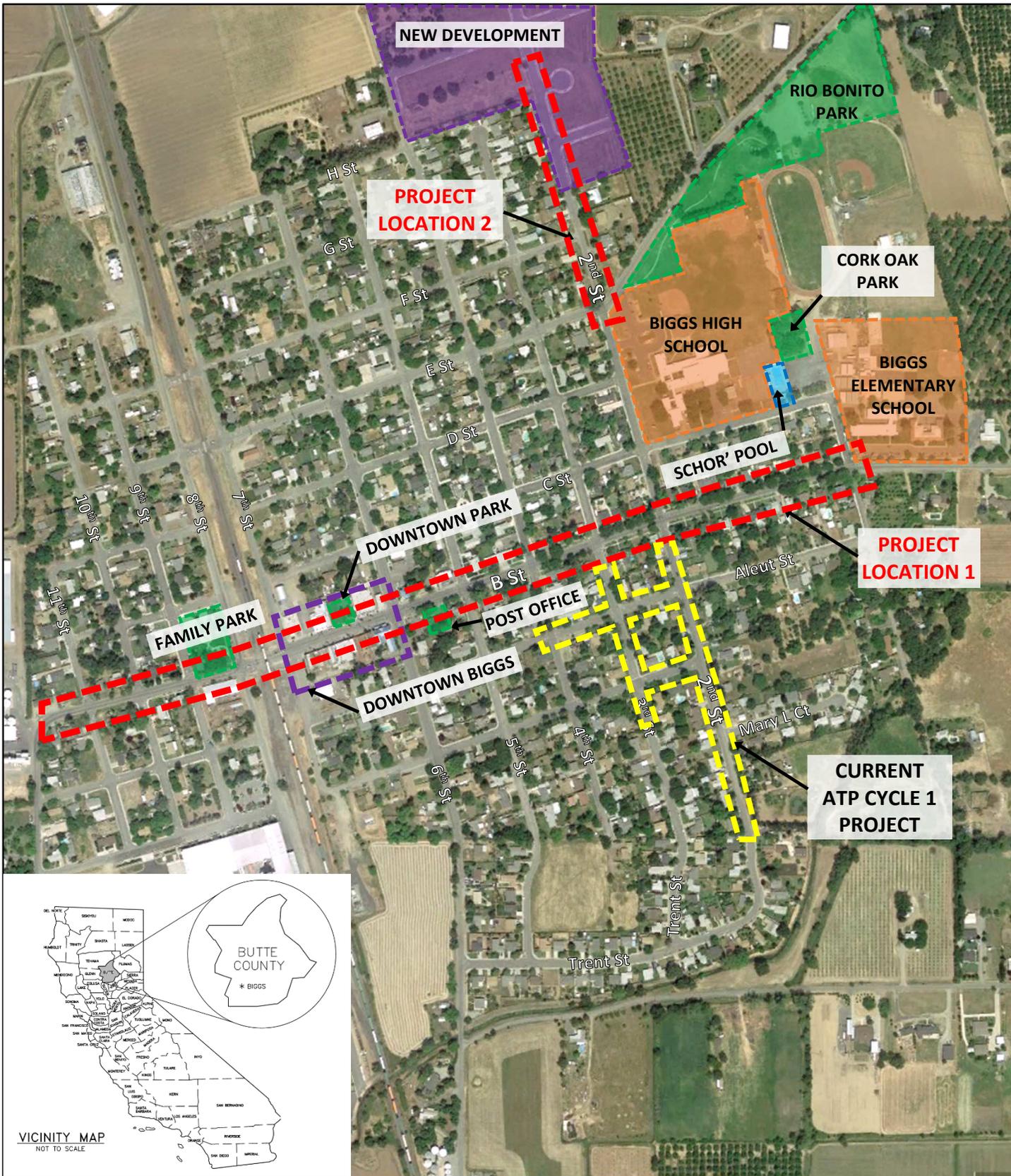
Email:

Phone:

**Engineer's Stamp:**



# ATTACHMENT D: PROJECT LOCATION MAP



## LEGEND

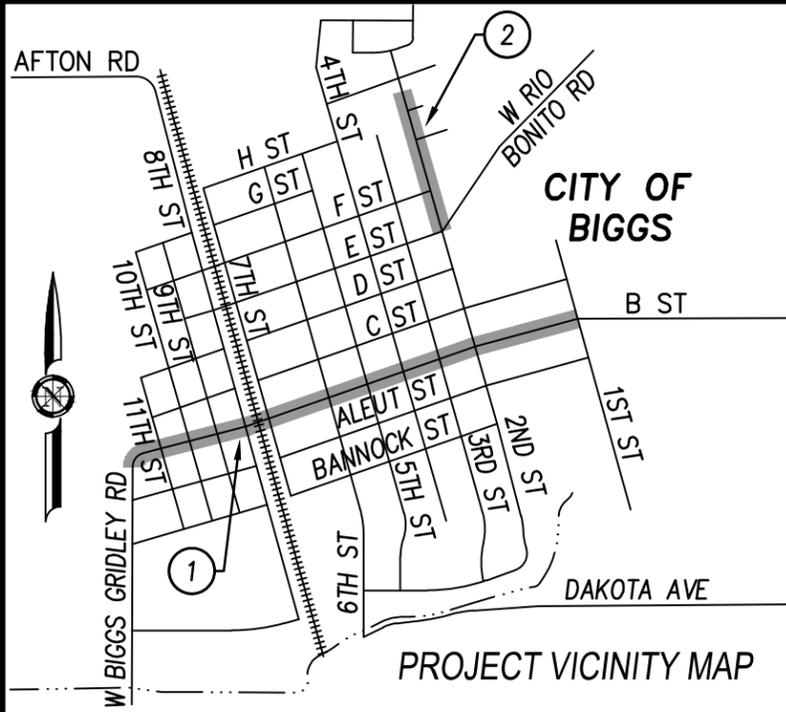
- - - PROPOSED PROJECT LIMITS
- SCHOOLS
- PARKS AND RECREATION
- NEW DEVELOPMENT



1" = 600'  
Attachment D

# ATTACHMENT E: PROJECT MAP EXISTING & PROPOSED WORK

## SAFE ROUTES TO SCHOOL - CITY OF BIGGS



### LOCATION

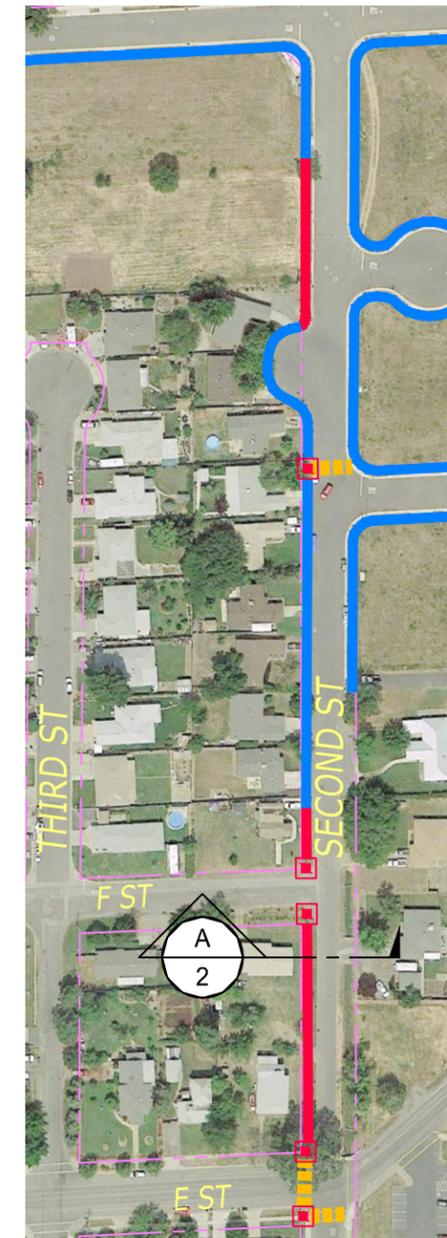
- ① B STREET
- ② SECOND STREET

### LEGEND

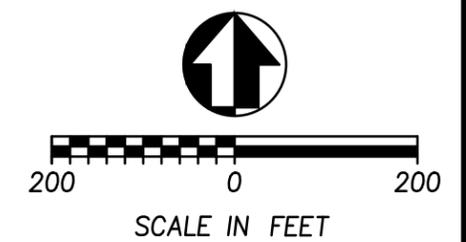
- PROPOSED NEW SIDEWALK
- EXISTING SIDEWALK
- ◉ RECTANGULAR RAPID FLASH BEACON
- ◻ PROPOSED ADA CURB RAMP
- ◄ SPECIAL ADA SIDEWALK RAMP
- ▬▬▬ RE-STRIPE CROSSWALKS



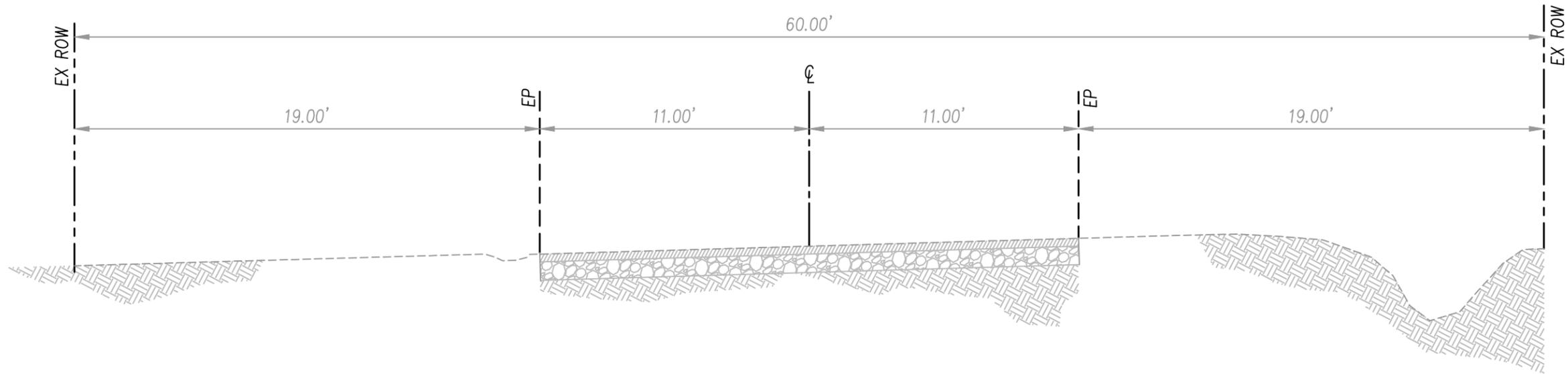
LOCATION 1



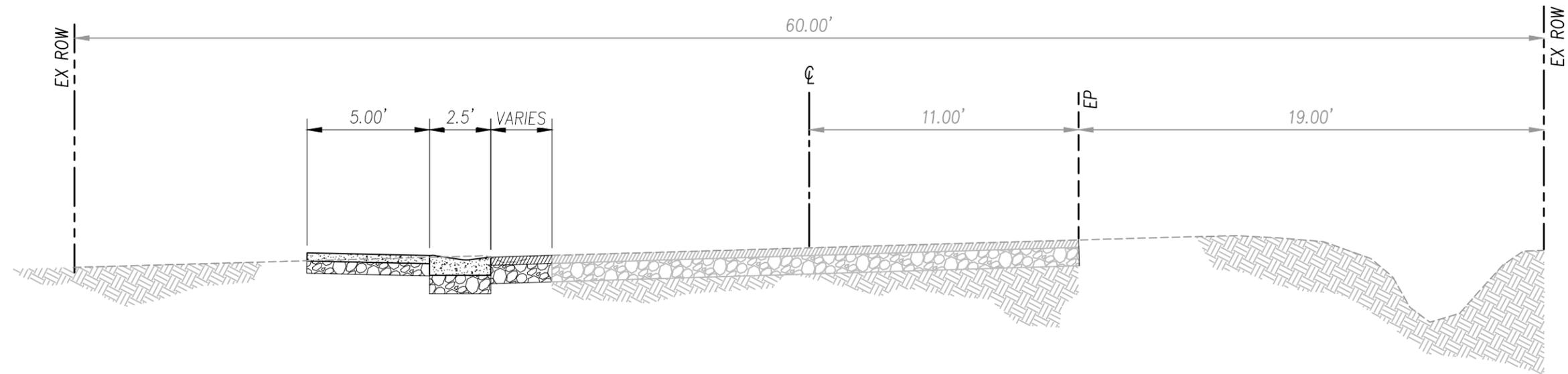
LOCATION 2



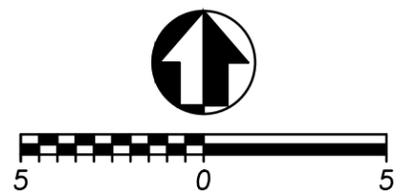
ATTACHMENT E: PROJECT MAP EXISTING & PROPOSED WORK  
SAFE ROUTES TO SCHOOL - CITY OF BIGGS



EXISTING CROSS SECTION



PROPOSED CROSS SECTION



SCALE IN FEET

## Trin Campos

---

**From:** Trin Campos  
**Sent:** Wednesday, May 27, 2015 8:44 PM  
**To:** Kevin A. Yoder  
**Cc:** 'Liisa L. Stark'; Mark Sorensen  
**Subject:** RE: City of Biggs - Proposed sidewalk improvement project - need for future UP encroachment coordination

Kevin,

Thanks for your replay. This is all that is needed at this time. I will add this note to the project design file and the City will be in contact once project funding is obtained. Thank You.

Trin Campos, PE



O 916.783.4100 | D 916.771.6154 | C 916.842.7154  
1082 Sunrise Avenue, Suite 100, Roseville, CA 95661  
E [tcampos@ben-en.com](mailto:tcampos@ben-en.com) | W [www.ben-en.com](http://www.ben-en.com)

---

**From:** Kevin A. Yoder [KAYODER@UP.COM]  
**Sent:** Wednesday, May 27, 2015 6:59 PM  
**To:** Trin Campos  
**Cc:** 'Liisa L. Stark'; Mark Sorensen  
**Subject:** RE: City of Biggs - Proposed sidewalk improvement project - need for future UP encroachment coordination

Trin,

I'm not exactly sure what you are asking me to do at this point. I will verify that yes you will need the railroads approval and involvement with any modifications to a crossing. In addition a diagnostic with UPRR, CPUC and the road authority will be required to progress any modification request. Legals and plats will be required to verify the City has an easement wide enough to cover the additional width required for sidewalk. I am the correct person to work with to progress this project.

Hope that answers some questions.

Kevin Yoder  
Manager Industry and Public Projects  
Union Pacific Railroad Company  
9451 Atkinson Street  
Roseville, California 95747  
(916) 789-5152  
[kayoder@up.com](mailto:kayoder@up.com)

Public Project Information: [http://www.up.com/real\\_estate/roadxing/industry/index.htm](http://www.up.com/real_estate/roadxing/industry/index.htm)  
Real Estate/Utility Information: [http://www.up.com/real\\_estate/utilities/index.htm](http://www.up.com/real_estate/utilities/index.htm)  
Right of Entry Application: [http://www.up.com/real\\_estate/tempuse/index.htm](http://www.up.com/real_estate/tempuse/index.htm)  
Technical Specifications for Construction of Industrial  
Tracks: <http://www.uprr.com/aboutup/operations/specs/track/index.shtml>  
Public Safety Information: <http://www.upcares.com>

*Please note: If making a submittal to UPRR, ensure that the following information is in the email subject or your plan will be rejected.*

**Project type, % Plans, City, State, Street, Milepost, Subdivision, DOT# and Lat/Long**

▼ Trin Campos ---05/27/2015 03:51:24 PM---Hi Kevin, The City of Biggs is requesting State/Federal grant funding for proposed sidewalk improvem

From: Trin Campos <TCampos@ben-en.com>  
To: "Kevin A. Yoder" <KAYODER@UP.COM>, "Liisa L. Stark" <LLSTARK@up.com>  
Cc: Mark Sorensen <Mark@biggs-ca.gov>, Trin Campos <TCampos@ben-en.com>  
Date: 05/27/2015 03:51 PM  
Subject: RE: City of Biggs - Proposed sidewalk improvement project - need for future UP encroachment coordination

---

Hi Kevin,

The City of Biggs is requesting State/Federal grant funding for proposed sidewalk improvement project. The grant fund application requires RxR contact for notice of future project coordination.

**Project Description:** In City of Biggs, Construct Sidewalk improvements to meet ADA requirements along B Street, including UP RxR at-grade sidewalk crossing. See attached site map and photos.

UP encroachment coordination will be needed if project is funded. Design is planned for 2016 and construction in 2017.

**Please confirm receipt of this notice and the need for future UP RXR coordination with City project.** Please let me know if any questions or contact me at 916-842-7154 to discuss.

Thank You.

Trin Campos, PE



📞 916.783.4100 | 📠 916.771.6154 | 📠 916.842.7154  
1082 Sunrise Avenue, Suite 100, Roseville, CA 95661  
✉ [tcampos@ben-en.com](mailto:tcampos@ben-en.com) | 🌐 [www.ben-en.com](http://www.ben-en.com)

**From:** Liisa L. Stark [<mailto:LLSTARK@up.com>]  
**Sent:** Wednesday, May 27, 2015 3:44 PM  
**To:** Trin Campos; Kevin A. Yoder  
**Cc:** Mark Sorensen; Trin Campos  
**Subject:** Re: City of Biggs - Proposed sidewalk improvement project - need for future UP encroachment coordination

Trin: I believe Public Projects Manager Kevin Yoder would be the best contact for this on the Coordination sue with UP.

Kevin-- are you the best contact for this?

Liisa

Sent from my iPhone

> On May 27, 2015, at 3:12 PM, "Trin Campos" <[TCampos@ben-en.com](mailto:TCampos@ben-en.com)> wrote:  
>  
> sidewalk crossing. See attached site map and photos.

\*\*

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\*\*[attachment "Attachement E\_Project Map.pdf" deleted by Kevin A. Yoder/UPC] [attachment "20150504\_162831.jpg" deleted by Kevin A. Yoder/UPC] [attachment "20150504\_162838.jpg" deleted by Kevin A. Yoder/UPC]

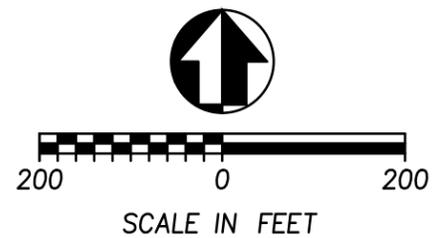
\*\*

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\*\*

# ATTACHMENT F: PHOTOS OF EXISTING CONDITIONS

## SAFE ROUTES TO SCHOOL - CITY OF BIGGS

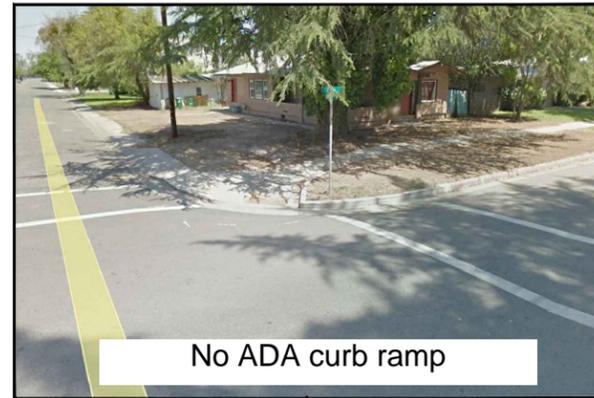


# ATTACHMENT F: PHOTOS OF EXISTING CONDITIONS

## SAFE ROUTES TO SCHOOL - CITY OF BIGGS



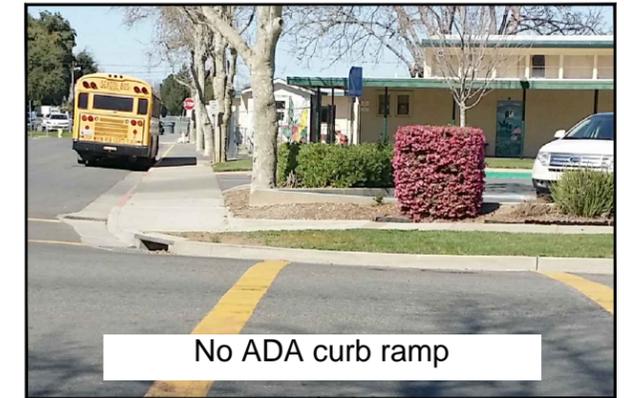
Non-compliant ADA curb ramp



No ADA curb ramp



Non-compliant ADA curb ramp



No ADA curb ramp



Non-compliant ADA curb ramp



Non-compliant ADA curb ramp



No ADA curb ramp



No pedestrian refuge area



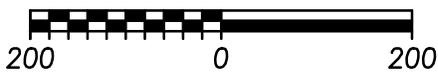
SCALE IN FEET

# ATTACHMENT F: PHOTOS OF EXISTING CONDITIONS

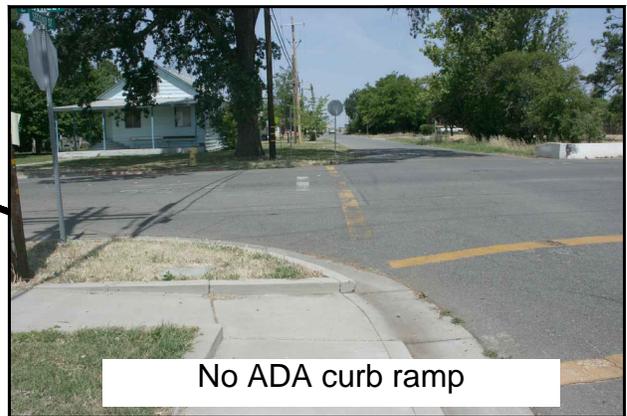
## SAFE ROUTES TO SCHOOL - CITY OF BIGGS



LOCATION 2



SCALE IN FEET



## Detailed Engineer's Estimate and Total Project Cost

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

### Project Information:

Agency:	City of Biggs		
Application ID:	03-Biggs-1	Prepared by:	Jorge Renteria
Project Description:	B Street & 2nd Street SR2S Project, construct new sidewalk gap closures and curb ramps		
Project Location:	City of Biggs, on B Street from 1st Street to 11th Street and on 2nd Street from E Street to J Street		

### 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	TRAFFIC CONTROL SYSTEM	1	LS	\$20,000.00	\$20,000	100%	\$20,000							
2	ADJUST UTILITY COVER TO GRADE	10	EA	\$500.00	\$5,000	100%	\$5,000							
3	REMOVE CONCRETE SIDEWALK AND DRIVEWAY	63	CY	\$130.00	\$8,190	100%	\$8,190							
4	REMOVE CONCRETE (CURB AND GUTTER)	650	LF	\$14.00	\$9,100	100%	\$9,100							
5	CLEARING AND GRUBBING (LS)	1	LS	\$15,000.00	\$15,000	100%	\$15,000	40%	\$6,000					
6	ROADWAY EXCAVATION	380	CY	\$100.00	\$38,000	100%	\$38,000							
7	EROSION CONTROL	1	LS	\$10,000.00	\$10,000	100%	\$10,000							
8	CLASS 2 AGGREGATE BASE (TON)	620	TON	\$80.00	\$49,600	100%	\$49,600							
9	HOT MIX ASPHALT (TYPE A)	480	TON	\$200.00	\$96,000	100%	\$96,000							
10	ROADSIDE SIGN - ONE POST	10	EA	\$400.00	\$4,000	100%	\$4,000							
11	MINOR CONCRETE (CURB, GUTTER, SIDEWALK AND DRIVEWAY)	200	CY	\$430.00	\$86,000	100%	\$86,000							
12	DETECTABLE WARNING SURFACE	560	SQFT	\$30.00	\$16,800	100%	\$16,800							
13	CONCRETE SIDEWALK RAMP	5250	SQFT	\$9.00	\$47,250	100%	\$47,250							
14	THERMOPLASTIC CROSSWALK AND PAVEMENT MARKING	1500	SQFT	\$6.00	\$9,000	100%	\$9,000							
15	FLASHING BEACON SYSTEM (RRFB)	2	EA	\$6,000.00	\$12,000	100%	\$12,000							
16	24" STORM DRAIN PIPE (CLASS V)	420	LF	\$150.00	\$63,000	100%	\$63,000							
17	TYPE GO DROP INLET	3	EA	\$3,500.00	\$10,500	100%	\$10,500							
18														
<b>Subtotal of Construction Items:</b>					<b>\$499,440</b>		<b>\$499,440</b>		<b>\$6,000</b>					
<b>Construction Item Contingencies (% of Construction Items):</b>														
<b>Enter in the cell to the right</b>					<b>20.00%</b>									
<b>Total (Construction Items &amp; Contingencies) cost:</b>					<b>\$599,328</b>									

### Project Cost Estimate:

Type of Project Delivery Cost	Cost \$		
<b>Preliminary Engineering (PE)</b>			
Environmental Studies and Permits(PA&ED):	\$	30,000	
Plans, Specifications and Estimates (PS&E):	\$	90,000	
<b>Total PE:</b>	<b>\$</b>	<b>120,000</b>	<b>20%</b> 25% Max
<b>Right of Way (RW)</b>			
Right of Way Engineering:			
Acquisitions and Utilities:			
<b>Total RW:</b>	<b>\$</b>	<b>-</b>	
<b>Construction (CON)</b>			
Construction Engineering (CE):	\$	90,000	<b>13%</b> 15% Max
Total Construction Items & Contingencies:		\$599,328	
<b>Total CON:</b>	<b>\$</b>	<b>689,328</b>	
<b>Total Project Cost Estimate:</b>		<b>\$</b>	<b>809,328</b>

# SAFE ROUTES TO SCHOOL COLLISION MAP VIEWER

Interactive map and data summaries of bicycle and/or pedestrian collisions around school.

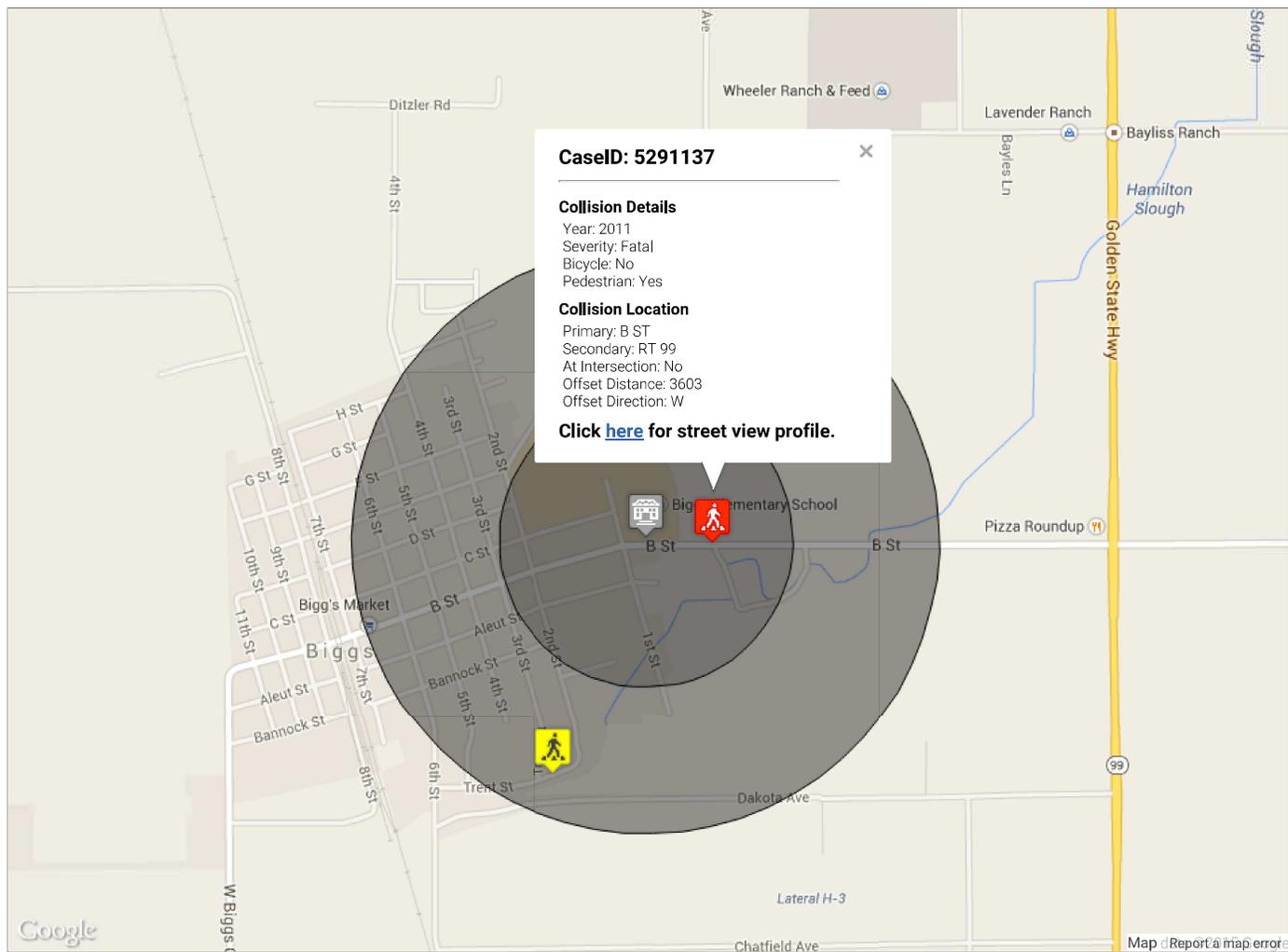
## Biggs Elementary

300 B St. | Biggs | Butte County | CDS: 4614086002943

Types of Collisions:  Bicycle  Pedestrian

Collision Severity:  Fatal  Severe Injury  Other Visible Injury  Complaint of Pain

Years : 2004 - 2012



Summary Statistics							
Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<¼ mi.	1	0	0	0	1	0	1
¼ - ½ mi.	0	0	1	0	1	0	1
<b>Total</b>	1	0	1	0	2	0	2



# Active Transportation Program (ATP)

## Community Stakeholder Meeting

**The public is invited to come and participate!**

**ATP** encourages increased use of active modes of transportation by achieving the following goals:

- Increase the proportion of trips accomplished by biking and walking,
- Increase safety and mobility for non-motorized users,
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas (GHG) reduction goals,
- Enhance public health,
- Ensure that disadvantaged communities fully share in the benefits of the program, and
- Provide a broad spectrum of projects to benefit many types of active transportation users.

### ***Get Involved, Make a Difference.***

The purpose of the Active Transportation Program Community Stakeholder Meeting is to gather information and feedback regarding active transportation in Butte County. Local agencies will be applying for Active Transportation Program Grants to address active transportation needs in our community. Your input is needed to guide future plans and projects.

***Provide valuable input on active transportation needs in our community!***



Questions? Contact Ivan Garcia at 530-879-2468 or [igarcia@bcag.org](mailto:igarcia@bcag.org)

**City of Chico**  
Council Chambers Conf. Rm 1  
411 Main Street  
**Monday, May 4, 2015**  
**11am to 1pm**

**Gridley City Hall**  
Conference Room  
685 Kentucky Street  
**Monday, May 4, 2015**  
**4pm to 6pm**

**Oroville**  
Oakdale Elementary  
School Library  
2255 Las Plumas Ave  
**Tuesday, May 5, 2015**  
**2pm to 4pm**

**Paradise Town Hall**  
Council Chambers  
5555 Skyway  
**Wednesday, May 6, 2015**  
**2pm to 4pm**



2580 Sierra Sunrise Terrace, Suite 100  
Chico, California 95928-8441  
(530) 879-2468 FAX (530) 879-2444

May 19, 2015

Mark Sorensen, City Administrator  
City of Biggs  
465 C Street  
Biggs, CA 95917

Subject: Active Transportation Program, Public Participation Process Documentation for  
Community Stakeholder Meetings - May 4, 2015 - 4-6pm for the City of Biggs

Workshop Summary:

Active Transportation Workshops were noticed in the Gridley Harold, Paradise Post, Chico Enterprise Record, and the Oroville Mercury Register newspapers as well as posted on the entire Butte Regional Transit Fleet. In addition, Chico Velo, the regional bicycle advocacy group posted the announcement on its Facebook page. The announcement of ATP and workshops was also presented and circulated to the BCAG Transportation Advisory Committee and BCAG Board of Directors and sent to their comprehensive email distribution list.

The meeting was held between 4 and 6 pm with various stakeholders in attendance. Ivan Garcia of BCAG welcomed the group and went over the importance of active transportation for the community and gave a brief background presentation on the Active Transportation Program and its goals. Ann Dickman from Butte County Public Health discussed the public health benefits of active transportation and went over statistics regarding current health issues in the region such as obesity and inactivity. Ivan Garcia highlighted the significance of public outreach in the transportation planning process.

Trin Campos representing the City of Biggs discussed the safe routes to schools proposal for the City of Biggs and used visual aids to communicate the proposed improvements. This portion brought out many questions and comments from the group. A site review prior to the workshop was held by the City of Biggs and BCAG to witness the interaction of vehicle traffic and the school kids as well as to discuss the obstacles and challenges faced by the kids. Janine Rood from Chico Velo Cycling Club discussed bike safety concerns for the region.

Overall the presentations were a success and the participants were in favor of the proposed project. Comments were very supportive of the proposed new sidewalks, curb and gutters, ADA-compliant ramps, and ADA compliant grades along B Street and 2nd Street, within the central portion of the City. Closing the gaps was received very favorably to provide a continuous

sidewalk for students to walk south from the new proposed residential areas to Biggs Elementary School and Biggs High School.

A California Highway Patrol officer was in attendance to communicate observations from a law enforcement perspective concerning active transportation and safety considerations.

Signed:



---

Ivan Garcia, BCAG Programming Manager

# MEETING COMMENTS

Date: 5/4/15 Time: 4pm

Project: ATP-GRINDER Sheet 1 of 1

Author: Ann Dickman Location / Attendees: \_\_\_\_\_

## Comments:

BCFH - can provide obesity + physical fitness / school

County wide injury data:

- # children killed due to bike / Ped
- # hospitalizations
- # ED visits

Payer source of hospitalization:  
% paid by Medi-Cal  
low income designation

Overall health status of the county  
+ specific health rankings -

Asthma Rates / asthma hospitalizations

Community Walk scores

# SIGN-IN SHEET

Meeting Title: City of Biggs  
 Project: Safe Routes to Schools Cycle 10  
 Date/Time: March 22, 2012  
 Location: Biggs Unified



## ATTENDANCE LIST

Name (Initial next to your name please)	Company	Email Address
STEVE LAMB	BENNETT ENG.	slamb@ben-en.com
DEAN PRICE	GRIDLEY-BILAS PD	dprice@gridley.ca.us
ALBERTO RODRIGUEZ	GRIDLEY BILAS PD	arodriguez@gridley.ca.us
Stacy Doughman	BUSD	sdoughma@biggs.org
Doug Koelin	BUSD	dKoelin@biggs.org
Angela Thompson	BUSD + Biggs City Council	angelate@biggs.ca.gov
Nelda Andes	BUSD	nandes@biggs.org
PETER R. CARR <sup>MC</sup>	CITY BIGGS	biggs1@biggs-ca.gov









# California Healthy Kids Survey

Butte County  
Elementary  
2011-2012  
Main Report

This report was prepared for the district by WestEd, a research, development, and service agency, in collaboration with Duerr Evaluation Resources, under contract from the California Department of Education, Safe and Healthy Kids Program Office. For contract information, contact:

Hilva Chan  
California Department of Education  
Safe and Healthy Kids Program Office  
1430 N. Street  
Sacramento, CA 95814  
[hchan@cde.ca.gov](mailto:hchan@cde.ca.gov)

Recommended citation:

[District/COE Name]. *California Healthy Kids Survey, 2011-2012: Main Report* San Francisco: WestEd Health and Human Development Program for the California Department of Education.

# PREFACE

This report provides the detailed results for each question from this district's 2011-12 *California Healthy Kids Survey* (CHKS), presented in tables organized by topic. In addition to this Main Report, the *CHKS Key Findings* provides a summary of selected results with graphic presentations and short discussions. To help in understanding and interpreting these results, the *CHKS Survey Content Guidebook*, ([chks.wested.org/reports](http://chks.wested.org/reports)) discusses the significance of each question. Several other tools to help in data use are also available, as described below.

The results of this student survey should be compared to those obtained from school staff from the companion *California School Climate Survey* (CSCS). It is important to determine whether staff perceptions accurately reflect student behaviors and experiences. The *CHKS Survey Content Guidebook* provides a cross-walk between the two surveys' questions to facilitate this comparison. Combined, the CHKS and CSCS provide a comprehensive assessment of the school climate and the needs of students and staff to guide school improvement efforts. For additional information and resources, visit the survey websites: [chks.wested.org](http://chks.wested.org) and [cscs.wested.org](http://cscs.wested.org).

## **SURVEY PURPOSE**

The CHKS and CSCS form the largest, most comprehensive effort in the nation to assess *local* students and staff on a regular basis to provide key data on learning barriers, engagement, and supports. The California Department of Education (CDE) funded the CHKS in 1997 to provide data that would assist schools in: (1) preventing youth health-risk behaviors and other barriers to academic achievement; (2) promoting positive youth development, resilience, and well-being; and (3) fostering positive school climates and engagement in learning. A thorough understanding of the scope and nature of youth behaviors, attitudes, and learning conditions is essential to guide school improvement efforts and develop effective prevention, health, and youth development programs. These surveys grew out of CDE's commitment to helping schools promote the successful cognitive, social, and emotional development of all students and create more positive, engaging school environments for both students and staff.

## **SURVEY CONTENT OVERVIEW**

The CHKS consists of a required general Core Module and a series of optional supplementary topic-focused modules that districts can elect to administer. Districts may also add their own questions of local interest in a custom module. Table A1.1 indicates the modules administered by the district. The Core Module consists of a broad range of key questions identified by an expert advisory committee considered most important for schools to administer to guide improvement of academic, health, and prevention programs and the promotion of student achievement, positive development, and well-being.<sup>1</sup> The primary focus of the Core Module is assessing student perceptions and experiences related to school climate and engagement, learning supports, and health-related, non-academic learning barriers (e.g., substance use, bullying and violence, and poor physical and mental health).

---

<sup>1</sup> The CHKS Guidebook to Survey Administration contains detailed information about the content of all the survey modules. The modules themselves can be downloaded from the website.

## **School-Related Content**

To support school improvement efforts, the majority of questions on the CHKS assess school performance, engagement, climate, performance, and experiences. The survey provides self-report data on:

- school connectedness;
- the level of which students experience caring adult relationships, high expectations, and opportunities for meaningful participation at school, three fundamental developmental supports (protective factors) that promote positive academic outcomes; and
- perceived safety and frequency of, and reasons for, harassment and bullying at school

## ***SURVEY ADMINISTRATION AND SAMPLING***

School staff administered the survey following detailed instructions provided by CDE designed to assure the protection of all student and parental rights to privacy and maintain confidentiality. Students were surveyed only with the *consent of parents or guardians*. Each student's participation was voluntary, anonymous, and confidential. Table 1.1 gives the target sample of students, and the final number and percent that completed the survey (the participation response rate).

## ***THE REPORT***

The tables in this Main CHKS Report provide the percentages responding to each question response option by grade level, organized by topic. Because it is just as important to identify the positive behaviors of youth as it is to identify the risks they face, the tables include the percentages of youth who do not engage in each risk behavior. Percentages are rounded off to the nearest whole number.

## ***AIDS TO UNDERSTANDING AND USING THE DATA***

Several guides, workshops, and other aids are available to help you understand and use survey results. These are described and made available on the survey website. Three are particularly important.

- To help in understanding and interpreting these results, a *Survey Content Guidebook* provides a detailed explanation of each question and its significance (why it was asked) and the potential implications for programs of the results.
- The CHKS *Data Use and Dissemination Guidebook* describes a step-by-step process for reviewing, analyzing, and disseminating your results as part of a data-driven decision making process for program improvement. Free call-in data use workshops are offered as well.
- A *Workbook on Improving School Climate and Closing the Achievement Gap* provides a practical guide to using the data in the framework of improving academic achievement and well-being among all students and closing the achievement gap. It provides examples of how to use the data to improve practice and policy. A workshop accompanying this Workbook will be available in 2011.

## **ASSESSING THE DATA**

Care must be taken to fully understand the survey, the context within which the data were collected, and the factors that can impact the quality, validity, and generalizability of the results, the changes obtained between administrations, or differences between your results and those from other districts or state norms. The following are a few of the key issues that should be kept in mind. A more detailed discussion of these topics can be found in the *CHKS Data Use and Dissemination Guidebook*.

### **Representativeness**

Among the most important factors affecting the quality of survey results is the level of student participation. The validity and representativeness of the results will be adversely affected if the student response rate is lower than 60%. One indication of the survey's representativeness is how accurately the sample reflects the gender and ethnic composition of the district's student enrollment. Even if the response rate is low, the results provide an indication of what those students who did respond felt about the school and their experiences and behavior.

### **Changes Between Surveys**

Many factors may account for changes in results from administration to administration besides real changes in behavior, attitudes, or experiences among students. The change could be due to differences over time in the characteristics or size of the sample of students who completed the survey, or changes in the questions themselves, or differences in the time period in which the survey was administered (e.g., some risk behaviors tend to increase with age, and be higher after holidays or even a social event).

## **NEXT STEPS**

Receiving this report is just a beginning step in a data-driven, decision-making process. The following describes actions you can take to analyze and use the results and provide additional information to support school- and program- improvement efforts.

### **Request School Reports**

Individual school-level reports may be of interest for many reasons. Primary among these is the interest of staff and parents about their own local school results, especially if the schools vary significantly in demographics, programs, or other characteristics. A comparison among schools may also prove useful in identifying sites which might benefit from special work or interventions. A small fee applies. (For large districts that sample schools and students, the sample may not support school reports.)

### **Compare with Other Data Sources**

CHKS results will be enriched if analyzed in the context of data from the California School Climate Survey and other sources, particularly in identifying consistent patterns. Other data typically collected in effectiveness studies of school climate include number and kinds of discipline referrals, school demographic information, school vandalism costs, and behavioral observations in classrooms.

### **Discuss with Students and Staff**

Discuss the results with both students and staff to explore their meaning in more depth and obtain their input into how the school might better meet the needs identified. This is especially important because it communicates to students that you value their input into how to improve the school and gives them an opportunity for meaningful participation. As such, it helps improve

their perceptions of the developmental supports and opportunities that the school offers and their school connectedness. Survey staff can provide information on conducting structured group “listening” discussions of the data with youth focused on obtaining their input on how to address the needs identified by the survey.

### **Conduct Additional Analyses of The Dataset**

The complete dataset is available electronically for analysis (there is a small fee for preparation). The dataset enables analyses of patterns in the results, how they are interrelated, and how they vary by different subgroups of students and across schools. Particularly valuable in understanding factors that may affect student achievement is examining how other variables relate to student reports of attendance, grades, and school connectedness.

### **Add Questions to your Next CHKS**

Determine what additional information is needed from staff to guide school improvement efforts and add questions to your next CSCS or CHKS. Both surveys were designed so that schools can add additional questions to help them conduct a more individualized and comprehensive assessment.

### ***ACKNOWLEDGEMENTS***

The CHKS was developed, and this report prepared for the district, by WestEd in collaboration with Duerr Evaluation Resources, under contract from the California Department of Education (CDE) Safe and Healthy Kids Program Office. For more information, call the toll-free helpline at 888.841.7536, or visit the website at <http://www.wested.org/chks>.

Gregory Austin, Ph.D.  
CHKS Director, WestEd

Tom Herman, Administrator  
Safe and Healthy Kids Program Office  
California Department of Education

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## Sample Characteristics

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*Note: Tables 3.1 through 5.3 include results by gender.*

**Table 1.1**

***Student Sample Characteristics***

---

	Grade 5
<hr/>	
<b>Student Sample Size</b>	
Final Sample (Number of Respondents)	899

---

**Table 2.1**  
*Age of Sample*

	Grade 5 Total %
7 years old, or younger than 7	0
8 years old	0
9 years old	3
10 years old	72
11 years old	23
12 years old	2
13 years old, or older than 13	0

*Question ES 2, 4: How old are you? What grade are you in?*

**Table 2.2**  
*Gender of Sample*

	Grade 5 Total %
Female	51
Male	49

*Question ES 3: Are you female or male?*

**Table 2.3*****Number of Times Moved, Past Year***

	Grade 5 Total %
0 times	54
1 time	22
2 times or more times	24

*Question ES 5: During the past year, how many times have you moved (changed where you live)?*

**Table 2.4*****Perceived Ability with School Work***

	Grade 5 Total %
One of the best students	23
Better than most students	26
About the same as others	39
Don't do as well as most others	12

*Question ES 16: How well do you do in your school work?*

**Table 2.5*****Military***

	Grade 5 Total %
No	79
Yes	13
Don't know	8

*Question ES 65: Is your father, mother, or caretaker currently in the military (Army, Navy, Marines, Air Force, National Guard, or Reserves)?*

## Alcohol and Other Drug (AOD) Use

**Table 3.1**

***Ever Used Alcohol or Other Drugs, Lifetime***

	Grade 5		
	Female %	Male %	Total %
Alcohol, one or two sips	21	29	25
Alcohol, a full glass	3	4	3
Inhalants (to get high)	5	4	4
Marijuana	0	2	1
<i>None of the above</i>	73	66	70
<i>Any of the above</i>	27	34	30

*Questions ES 33-35: Have you ever drunk beer, wine, or other alcohol? Have you ever sniffed something through your nose to get "high"? Have you ever smoked any marijuana (pot, grass, weed)?*

**Table 3.2**

***Any Alcohol Use, Past Month***

	Grade 5		
	Female %	Male %	Total %
No	93	91	92
Yes, I drank one or two sips	6	7	6
Yes, I drank a full glass	1	2	2

*Question ES 40: In the past month, did you drink any beer, wine or other alcohol?*

**WHAT I SAW**

**MASTER AGREEMENTS (MAs):**

Does the Implementing Agency currently have a MA with Caltrans? (Y/N)\* \_\_\_\_\_  
 Implementing Agency's Federal Caltrans MA number: \_\_\_\_\_  
 Implementing Agency's State Caltrans MA number: \_\_\_\_\_

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

To receive disadvantaged community credit under the ATP, the project must be located within or provide a **direct, meaningful, and assured** benefit to a disadvantaged community which meets at least one of the criteria below. (Answer all that apply)

Commented [TED1]: Still need to con ... [1]

The median household income is less than 80% of the statewide median (based on the most current census tract level data from the American Community Survey. Data is available at: <http://factfinder2.census.gov/faces/nav/jsf/pages/index.xhtml>)

Location Name:	Census Tract Number:	Median Income	Population
B1665	-----	\$ 41,328	
	-----	\$	

An area identified as among the most disadvantaged 25% in the state (according to latest versions of the California Communities Environmental Health Screening Tool (CalEnviroScreen) scores). Scores are available at: <http://oehha.ca.gov/ej/ces11.html> or <http://www.calepa.ca.gov/EnvJustice/GHGInvest/>

Location Name:	Census Tract Number:	ZIP Code:	Longitude / Latitude
	-----	-----	-----
	-----	-----	-----

**Safe Routes to School** (Also fill out Bicycle and Pedestrian Sub-Type information above)

Does the project involve more than one school: (yes/no): \_\_\_\_\_ (More room on back)  
 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 (and address): B166 ELE.  
 District name (and address): B1665 UNIFIED  
 Co.-Dist.-School Code: 0416140816002943  
 Percentage of students eligible for the Free or Reduced Price Meals Programs: 77.5%

Data is available at: <http://www.cde.ca.gov/ds/sd/sd/filespp.asp> Applicants using this measure must indicate how the project benefits the school students in the project area or, for projects not directly benefiting school students, explain why this measure is representative of the larger community.

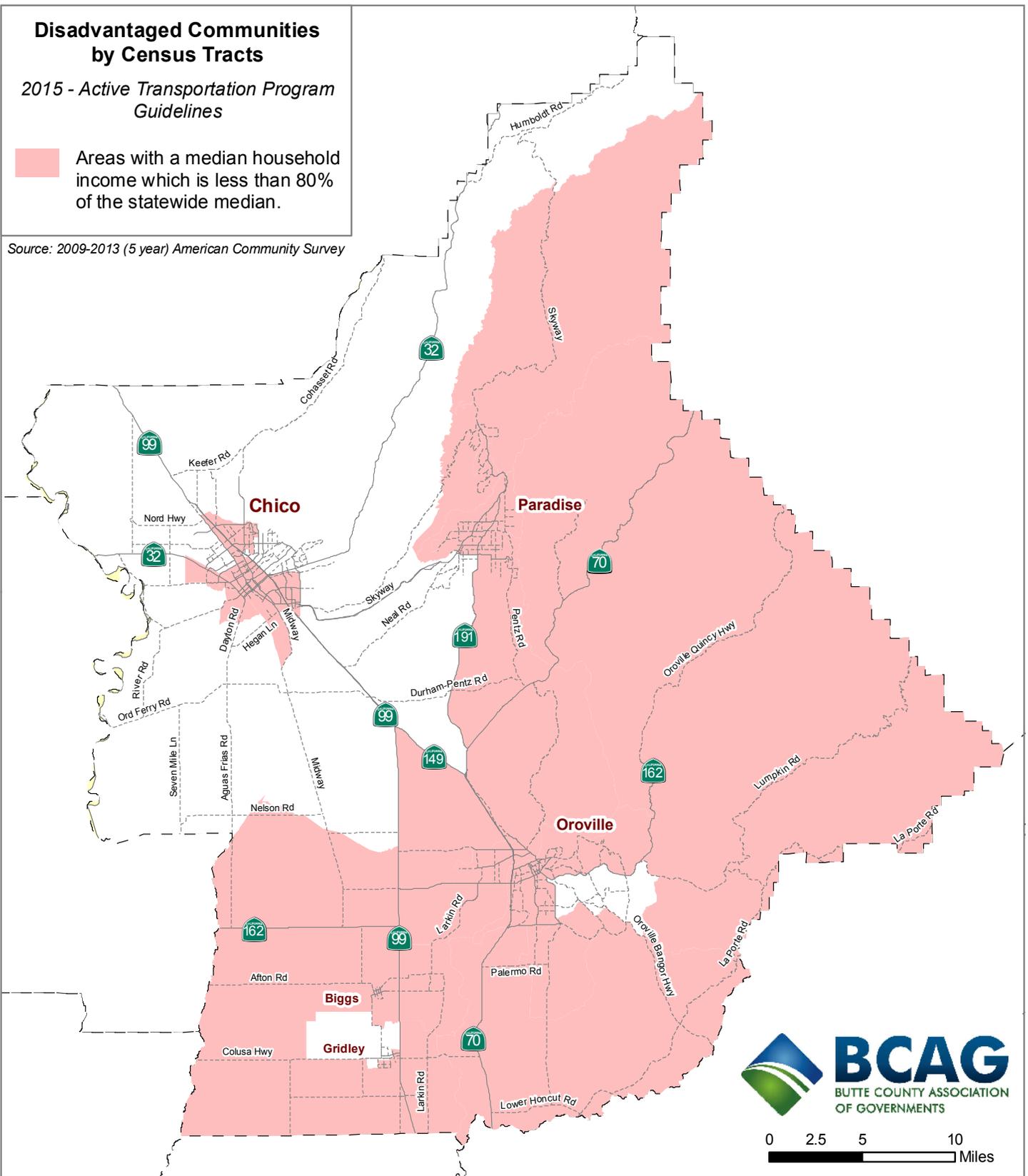
Thank you for attending the Caltrans /District 3 Active Transportation Program Cycle 2 Workshop

# Disadvantaged Communities by Census Tracts

2015 - Active Transportation Program  
Guidelines

 Areas with a median household income which is less than 80% of the statewide median.

Source: 2009-2013 (5 year) American Community Survey



[MAIN](#) | [COMMUNITY FACTS](#) | [GUIDED SEARCH](#) | [ADVANCED SEARCH](#) | [DOWNLOAD CENTER](#)

**Community Facts** - Find popular facts (population, income, etc.) and frequently requested data about your community.

Enter a state, county, city, town, or zip code:  [GO](#)

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- [Income](#)
- [Origins and Language](#)
- [Poverty](#)
- [Race and Hispanic Origin](#)
- [Veterans](#)
- [Show All](#)

### Biggs city, California

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Median Household Income [Bookmark/Save](#) | [Print](#)

# 41,328

Source: 2009-2013 American Community Survey 5-Year Estimates

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**Popular tables for this geography:**

**2013 American Community Survey**

- [Selected Economic Characteristics \(Employment, Commute, Occupation, Income, Health Insurance, Poverty, ...\)](#)
- [Income in the Past 12 Months \(Households, Families, ...\)](#)
- [Earnings in the Past 12 Months \(Sex, Educational Attainment, ...\)](#)
- [Employment Status \(Age, Race, Sex, Poverty, Disability, Education, ...\)](#)
- [Occupation by Sex and Median Earnings in the Past 12 Months](#)

**Census 2000**

- [Selected Economic Characteristics \(Employment, Commute, Occupation, Income, Health Insurance, ...\)](#)

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Measuring America — People, Places, and Our Economy

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United States Census Bureau

Source: U.S. Census Bureau | American FactFinder

**20 Year Invest Summary Analysis**

Total Costs	\$808,365.00
Net Present Cost	\$777,274.04
Total Benefits	\$12,198,193.82
Net Present Benefit	\$8,078,613.88
Benefit-Cost Ratio	10.39

***20 Year Itemized Savings***

Mobility	\$142,521.24
Health	\$8,890.04
Recreational	\$0.00
Gas & Emissions	\$4,001.78
Safety	\$12,042,780.76

Funds Requested	\$808,365.00
Net Present Cost of Funds Requested	\$777,274.04
Benefit Cost Ratio	10.39

## **RE: ATP Grant Application - City of Biggs SRTS Project - Request for CCC & CCCC participation**

Hsieh, Wei@CCC [Wei.Hsieh@CCC.CA.GOV] on behalf of ATP@CCC [ATP@CCC.CA.GOV]

**Sent:** Friday, May 22, 2015 1:54 PM

**To:** Trin Campos

**Cc:** Hsieh, Wei@CCC [Wei.Hsieh@CCC.CA.GOV]; Welch, Keith@CCC [Keith.Welch@CCC.CA.GOV]; Wolsey, Scott@CCC [Scott.Wolsey@CCC.CA.GOV]; ATP@CCC [ATP@CCC.CA.GOV]; inquiry@atpcommunitycorps.org

Hi Trin,

Thank you for contacting the CCC. Unfortunately, we are unable to participate in this project. 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 24<sup>th</sup> Street  
Sacramento, CA 95816  
(916) 341-3154  
[Wei.Hsieh@ccc.ca.gov](mailto:Wei.Hsieh@ccc.ca.gov)

---

**From:** Trin Campos [<mailto:TCampos@ben-en.com>]

**Sent:** Wednesday, May 20, 2015 8:50 AM

**To:** ATP@CCC; 'inquiry@atpcommunitycorps.org'

**Cc:** Trin Campos; Jorge Renteria

**Subject:** ATP Grant Application - City of Biggs SRTS Project - Request for CCC & CCCC participation

Wei Hsieh/CCC & Danielle Lynch/CCCC,

### **RE: Request for CCC & CCCC participation**

The City is submitting an ATP Grant application for local project, **please determine if your agency is able to participate with response to this email ASAP.**

-

#### **Project: City of Biggs SRTS Project**

- Description: City of Chico - Local Street sidewalk improvements,
- Detailed Estimate: See Attached, project construction items and estimate. Some minor clearing & grubbing work is expected.

Attachment I

- Project Schedule: Construction target is 2018 (during March – July). If ROW and Utility impacts are resolved, construction may advance to 2017.
- Project Map: See Attached.
- Preliminary Plan: See Attached.

Please let me know when you receive this email request and if you have any questions. Thank You.

Trin Campos, PE



O 916.783.4100 | D 916.771.6154 | C 916.842.7154  
1082 Sunrise Avenue, Suite 100, Roseville, CA 95661  
E [tcampos@ben-en.com](mailto:tcampos@ben-en.com) | W [www.ben-en.com](http://www.ben-en.com)

**Re: ATP Grant Application - City of Biggs SRTS Project - Request for CCC & CCCC participation**

Active Transportation Program [inquiry@atpcommunitycorps.org]

**Sent:** Friday, May 22, 2015 4:54 PM

**To:** Trin Campos

**Cc:** atp@ccc.ca.gov; Jorge Renteria

Hi Trin,

Thank you for reaching out to the local conservation corps. Unfortunately, we are not able to participate in this project. Please include this email with your application as proof that you reached out to the Local Corps.

Thank you

On Wed, May 20, 2015 at 8:49 AM, Trin Campos <[TCampos@ben-en.com](mailto:TCampos@ben-en.com)> wrote:

Wei Hsieh/CCC & Danielle Lynch/CCCC,

**RE: Request for CCC & CCCC participation**

The City is submitting an ATP Grant application for local project, **please determine if your agency is able to participate with response to this email ASAP.**

-

**Project: City of Biggs SRTS Project**

- Description: City of Chico - Local Street sidewalk improvements,
- Detailed Estimate: See Attached, project construction items and estimate. Some minor clearing & grubbing work is expected.
- Project Schedule: Construction target is 2018 (during March – July). If ROW and Utility impacts are resolved, construction may advance to 2017.

- Project Map: See Attached.
- Preliminary Plan: See Attached.

Please let me know when you receive this email request and if you have any questions. Thank You.

Trin Campos, PE



O [916.783.4100](tel:916.783.4100) | D [916.771.6154](tel:916.771.6154) | C [916.842.7154](tel:916.842.7154)  
1082 Sunrise Avenue, Suite 100, Roseville, CA 95661  
E [tcampos@ben-en.com](mailto:tcampos@ben-en.com) | W [www.ben-en.com](http://www.ben-en.com)

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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](tel:916.426.9170) | [inquiry@atpcommunitycorps.org](mailto:inquiry@atpcommunitycorps.org)

## Trin Campos

---

**From:** Day, James P@DOT <j.p.day@dot.ca.gov>  
**Sent:** Thursday, May 21, 2015 11:09 AM  
**To:** Trin Campos  
**Subject:** RE: ATP Cycle 2 Data Check request - City of Biggs, ATP/SRTS Project Application

---

**From:** Trin Campos [mailto:TCampos@ben-en.com]  
**Sent:** Wednesday, May 20, 2015 4:25 PM  
**To:** Day, James P@DOT  
**Cc:** Jorge Renteria; Trin Campos  
**Subject:** ATP Cycle 2 Data Check request - City of Biggs, ATP/SRTS Project Application

Hi Jim,

Please confirm the following;

Past project delivery status, City is in good standing with no red flags?

- QAP Program : 4/6/2012 (OK)
- DBE Exhibit 9-B out of date
- ADA Exhibit 9-C is current, but will need updating (OK)
- No invoices returned (OK)
- No Inactive projects (OK)
- No funds lost due to reversion date (OK)
- No Red flags from HSIP/SRTS?SR2S
- Disadvantage community data? **The data sheet we filled out is correct, your numbers on the attachment**

SRTS schools: Biggs Elementary School (see attached) and Biggs High School free lunch program %?

**Biggs Elementary qualifies based on the most recent Dept. of Education data, Biggs High School does not qualify.**

- City of Biggs has MS Agreements in place?  
Fed MS #: 03-5128R **Executed 8/22/2007**  
State MS# : 00288S **Executed 1/20/2010**

Let me know if you need more project information. Thanks You!

Trin Campos, PE | [BEN|EN](#)  
C 916.842.7154 | E [tcampos@ben-en.com](mailto:tcampos@ben-en.com)



# Biggs - Richvale Elementary Schools

## BIGGS UNIFIED SCHOOL DISTRICT

300 B Street, Biggs, California 95917

(530) 868-5870 Ext 221

Fax (530) 868-5137

May 14, 2015

*A Culture of Learning and Success!*

Theresa McWilliam, ATP Program Manager  
CALTRANS  
Division of Local Assistance, MS 1  
Attn: Office of Active Transportation Program  
P.O. Box 942874  
Sacramento, CA 94274-0001

**Subject: Active Transportation Program (ATP), Project Funding Application (Cycle 2)**

Dear Ms. McWilliam,

Biggs Elementary School actively supports the City of Biggs ATP (Cycle 2) grant application for funding of the Safe Routes to School (SRTS) project that will improve safety for students and other pedestrians as they walk to and from Biggs area schools.

This SRTS project proposes to construct sidewalks to close existing gaps in street sidewalks along the main routes to school and includes construction of new sidewalks, curb and gutters, ADA-compliant curb ramps, and crosswalks at locations along B Street to residential homes west of the school and on 2<sup>nd</sup> Street to residential homes north of the school.

The funds requested in this application would allow the City to provide a complete sidewalk route from residential areas to Biggs Elementary School, Biggs High School, and Biggs Secondary Community Day School. The residential streets carry a significant amount of automobile traffic during the school morning and afternoon commute times and during lunch hours. The completed sidewalks along the school routes will improve safety and will encourage students and other pedestrians to walk to and from school. The completed sidewalks will also promote the programs goal to increase activity and reduce childhood obesity by encouraging more walking and biking.

We endorse the City of Biggs in their effort to make pedestrian facilities safer and more accessible in the Biggs community. Children and their safety are our priority. Thank you for your consideration of this project funding application.

Sincerely,

Mrs. Minden King  
Principal, Biggs Elementary School



# *Gridley-Biggs Police Department*



*Dean A. Price*  
*Chief of Police*

May 20, 2015

Theresa McWilliam, ATP Program Manager  
CALTRANS  
Division of Local Assistance, MS 1  
Attn: Office of Active Transportation Program  
PO Box 942874  
Sacramento, CA 94274-0001

Re: Active Transportation Program (ATP), Project Funding Application (Cycle 2)

Dear Ms. McWilliam,

The Gridley-Biggs Police Department would like to offer its support for the City of Biggs ATP (Cycle 2) grant application for funding of the Safe Routes to School (SRTS) project that will improve safety for students and other pedestrians as they walk to and from Biggs area schools. Gridley-Biggs Police Department is the responsible and jurisdictional law enforcement services provider for the City of Biggs in Butte County.

As I understand the grant, the purpose of this SRTS project is to construct sidewalks to close existing gaps in street sidewalks along the main routes to school and includes construction of new sidewalks, curb and gutters, ADA-compliant curb ramps, and crosswalks at locations along B Street to residential homes west of the school and on 2<sup>nd</sup> Street to residential homes north of the school.

The funds requested in this application would allow the City to provide a complete sidewalk route from residential areas to Biggs Elementary School, Biggs High School, and Biggs Secondary Community Day School. The residential streets carry a significant amount of automobile traffic during the school morning and afternoon commute times and during lunch hours. The completed sidewalks along the school routes will improve safety and will encourage students and other pedestrians to walk to and from school.

The Gridley-Biggs Police Department will work with and supports the City of Biggs in their effort to make pedestrian facilities safer and more accessible in the Biggs community. School children safety is our priority and we look forward to the implementation of the SRTS project improvements.

We are optimistic that CALTRANS will fund this project and continue its dedication to safe routes to school for Californians. Thank you for the consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "Dean A. Price".

Dean A. Price, Chief of Police



**Public Health Department**

**Nursing Programs - Chico**

2491 Carmichael Drive, Ste 100  
Chico, California 95928

Cathy A. Raevsky, Director  
Mark A. Lundberg, M.D., M.P.H., Health Officer

T: 530.895.6565  
F: 530.891.2873

[buttecounty.net/publichealth](http://buttecounty.net/publichealth)

May 15, 2015

Theresa McWilliam, ATP Program Manager  
CALTRANS  
Division of Local Assistance, MS 1  
Attn: Office of Active Transportation Program  
P.O. Box 942874  
Sacramento, CA 94274-0001

**Subject: Active Transportation Program (ATP), Project Funding Application (Cycle 2)**

Dear Ms. McWilliam,

As the Maternal Child and Adolescent Health Director for Butte County Public Health, I am pleased to offer my supports for the City of Biggs ATP (Cycle 2) grant application for funding of the Safe Routes to School (SRTS) project that will improve safety for students and other pedestrians as they walk to and from Biggs area schools.

The funds requested in this application would allow the City to provide a complete sidewalk route from residential areas to Biggs Elementary School, Biggs High School, and Biggs Secondary Community Day School. The completed sidewalks along the school routes will improve safety and will encourage students and other pedestrians to walk to and from school.

On May 4, 2015 I attended a BCAG public workshop focused on the 2015 ATP projects proposed in Butte County, including discussion on this SRTS project in the City of Biggs. We discussed the various community needs for improvement to pedestrian and bike facilities and I provide input on the health benefits that result from an increase in walking and biking.

I fully support the City of Biggs in their effort to make pedestrian facilities safer and more accessible to students and all residents in the Biggs community. These sidewalk improvements promote the ATP goal to increase activity and reduce childhood obesity by encouraging more walking and biking to and from schools. I look forward to the implementation of the SRTS project improvements.

Sincerely,

Ann Dickman, PHN  
Maternal Child and Adolescent Health Director  
Butte County Public Health



2580 Sierra Sunrise Terrace, Suite 100  
Chico, California 95928-8441  
(530) 879-2468 FAX (530) 879-2444

May 20, 2015

Mr. Ted Davini  
CALTRANS  
Division of Local Assistance, MS 1  
Attn: Office of Active Transportation and Special Programs  
Sacramento, CA 94274-0001

Dear Mr. Davini,

Butte County Association of Governments (BCAG) is pleased to offer its support for Butte the City of Biggs Safe Routes to School ATP Cycle 2 – Grant Application. BCAG is the federally designated Metropolitan Planning Organization (MPO) and State designated Regional Transportation Planning Agency (RTPA) and Regional Transit Operator for Butte County.

This City of Biggs Safe Routes to School (SRTS) project proposes to construct new sidewalks to close existing gaps in street sidewalks along the main routes to school. The project includes construction of new sidewalks, curb and gutters, ADA-compliant ramps, and ADA compliant grades along B Street and 2nd Street, within the central portion of the City. Closing the gaps will provide a continuous sidewalk for students to walk south from the new proposed residential areas to Biggs Elementary School and Biggs High School.

The lack of safe pedestrian facilities discourages students from walking to school. The lack of pedestrian sidewalks places students at an unsafe distance from vehicles and bikes when walking. The lack of ADA Ramps prevents students with disabilities from using the sidewalk along B Street and 2nd Street. The lack of curb and gutters in the proposed improvement areas also creates safety hazards as students are forced to walk in the streets to avoid saturated shoulders and localized ponding.

The following project needs have been identified to provide safe routes to schools for local area students and all pedestrians:

- Need to close existing gaps in sidewalk along designated City street routes
- Need to upgrade ramps at intersection corners to meet ADA design standards
- Need to upgrade portions of sidewalk to meet ADA compliant grades
- Need to improve street crossings by installing crosswalks and signing
- Need for ATP / SRTS Education and Encouragement program for local community

Mr. Ted Davini  
City of Biggs ATP Grant Application RTPA/MPO Letter of Support  
May 20, 2015  
Page 2

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The City of Biggs has a commitment from Butte County Public Health, Chico Velo Cycling Club and the Butte County Association of Governments to assist as able to ensure the project is a success.

This project is consistent with BCAG's goals, objectives and policies included in the current Metropolitan Transportation Plan/Sustainable Communities Strategy for Butte County; specifically, this project furthers our goals in meeting air quality and greenhouse gas emissions goals.

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

Sincerely,



Ivan Garcia  
Programming Manager

C: Ann Dickman, Butte County Public Health  
Janine Rood, Chico Velo



2580 Sierra Sunrise Terrace, Suite 100  
Chico, California 95928-8441  
(530) 879-2468 FAX (530) 879-2444

May 19, 2015

Mark Sorensen, City Administrator  
City of Biggs  
465 C Street  
Biggs, CA 95917

Subject: Active Transportation Program, Public Participation Process Documentation for  
Community Stakeholder Meetings - May 4, 2015 - 4-6pm for the City of Biggs

Workshop Summary:

Active Transportation Workshops were noticed in the Gridley Harold, Paradise Post, Chico Enterprise Record, and the Oroville Mercury Register newspapers as well as posted on the entire Butte Regional Transit Fleet. In addition, Chico Velo, the regional bicycle advocacy group posted the announcement on its Facebook page. The announcement of ATP and workshops was also presented and circulated to the BCAG Transportation Advisory Committee and BCAG Board of Directors and sent to their comprehensive email distribution list.

The meeting was held between 4 and 6 pm with various stakeholders in attendance. Ivan Garcia of BCAG welcomed the group and went over the importance of active transportation for the community and gave a brief background presentation on the Active Transportation Program and its goals. Ann Dickman from Butte County Public Health discussed the public health benefits of active transportation and went over statistics regarding current health issues in the region such as obesity and inactivity. Ivan Garcia highlighted the significance of public outreach in the transportation planning process.

Trin Campos representing the City of Biggs discussed the safe routes to schools proposal for the City of Biggs and used visual aids to communicate the proposed improvements. This portion brought out many questions and comments from the group. A site review prior to the workshop was held by the City of Biggs and BCAG to witness the interaction of vehicle traffic and the school kids as well as to discuss the obstacles and challenges faced by the kids. Janine Rood from Chico Velo Cycling Club discussed bike safety concerns for the region.

Overall the presentations were a success and the participants were in favor of the proposed project. Comments were very supportive of the proposed new sidewalks, curb and gutters, ADA-compliant ramps, and ADA compliant grades along B Street and 2nd Street, within the central portion of the City. Closing the gaps was received very favorably to provide a continuous

sidewalk for students to walk south from the new proposed residential areas to Biggs Elementary School and Biggs High School.

A California Highway Patrol officer was in attendance to communicate observations from a law enforcement perspective concerning active transportation and safety considerations.

Signed:



---

Ivan Garcia, BCAG Programming Manager



May 14, 2014

Theresa McWilliam, ATP Program Manager

CALTRANS

Division of Local Assistance

1120 N Street

Sacramento, CA 95814

Dear Ms. McWilliam,

This letter is to inform you of Chico Velo's support for the City of Biggs' ATP application for a Safe Routes to School project. Chico Velo is a 501.c.3 non-profit organization and our mission is to advocate for bicyclists and educate the general public about bicycling, its attendant benefits and bicycling safety.

The new sidewalks that this project would fund will make walking or bicycle riding to school a safe and practical option for children in Biggs, and expose them to the health benefits of 'active transportation'. Currently the safety hazards outweigh the benefits in the minds of most parents. With the current trends in childhood obesity, diabetes and hard disease, any viable option to improve children's health should be strongly considered, and this project will go a long way toward encouraging our children to use 'active transportation' options whenever possible!

We hope Caltrans can partner with the City of Biggs and get this Safe Routes to School project done. Thanks for your consideration!

Sincerely,

***Janine***

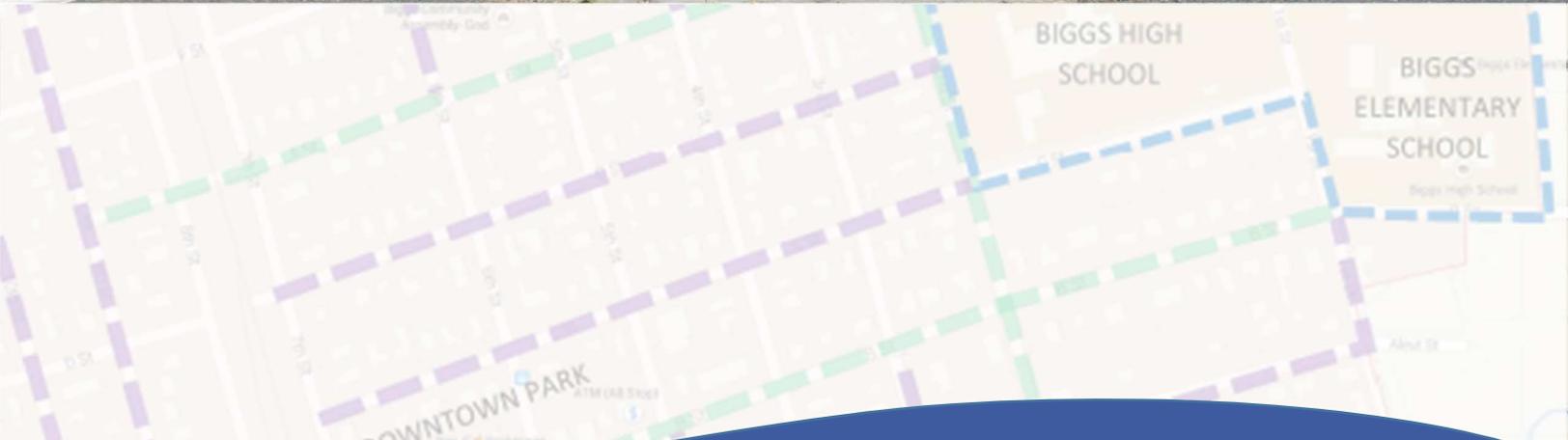
Janine Rood

Executive Director

Chico Velo Cycling Club

# CITY OF BIGGS

## ATP-SAFE ROUTES to SCHOOL PLAN



JULY 2015  
DEVELOPED BY  
BENNETT ENGINEERING SERVICES

SafeRoutes



Attachment K

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# CITY OF BIGGS ATP - SRTS PLAN

## LEGEND

- ▬▬▬ SCHOOL ZONE
- ▬▬▬ PRIMARY ROUTES
- ▬▬▬ SECONDARY ROUTES
- ▬▬▬ PARKS AND RECREATION



# BIGGS AREA

## **BICYCLE TRANSPORTATION PLAN**

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PREPARED FOR:

**THE CITY OF BIGGS**  
**465 C STREET**  
**BIGGS, CA 95917**



**June 2011**





# BIGGS AREA BICYCLE TRANSPORTATION PLAN

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# BIGGS AREA BICYCLE TRANSPORTATION PLAN

## Executive Summary

### VISION

The guiding vision for this plan is to support the efforts of the City of Biggs into a “bicycle-friendly community where residents will have the opportunity to integrate cycling into their daily lives.”

### PLAN COMPONENTS

This plan includes a network of existing and planned bicycle routes that will help support the vision. It also includes developing and improving other aspects of Biggs’ bicycling infrastructure, such as bicycle parking and other end of trip facilities. It also supports the integration of bicycling and transit as a way to increase convenience for cyclists and lowering demand for automobile transportation. It also discusses methods that can be used to increase safety and invite new users to Biggs’ bicycle transportation system.



### GUIDING PRINCIPLES

The following goals and principles guide the vision of the Biggs Area Bicycle Transportation Plan:

#### IMPROVING SAFETY

Providing safety and educational programs, assigning dedicated road space to cyclists and alerting motorists of their presence will help improve safety and convenience for all users of Biggs’ streets and sidewalks. Bicycling can also serve as a mobility need for all ranges of citizens. By providing safe and comfortable routes to schools and parks, the City will be able to promote life long habits of active living and independence for children, seniors and other adults.





# BIGGS AREA BICYCLE TRANSPORTATION PLAN

## CONNECTING LOCAL AND REGIONAL DESTINATIONS

Providing safe and convenient connections to destinations in Biggs and neighboring communities will increase bicycle use and reduce motor vehicle trips. Connecting to regional trails will expand the number of potential destinations available to Biggs residents and potentially increase the number of individuals coming to Biggs, which in return, this may help to improve economic conditions for local businesses.

## CYCLING TO PROMOTE COMMUNITY HEALTH

A safe and appealing bicycle transportation network will help improve community health by increasing opportunities for active living for all of Biggs' citizens.

## CYCLING AS AN ALTERNATIVE TRANSPORTATION OPTION

A high quality and well-connected bicycle network will make it easier and more convenient for citizens of Biggs to choose cycling as a way to meet at least some of their transportation and mobility needs. A network of safe, convenient and easily accessible routes will expand the use of cycling and reduce the impact and usage of automobile.



## BENCHMARK

Success for this Plan will be measured by increases in the number of completed proposed bicycle facilities and by the number of people who cycle in Biggs as a means of fulfilling at least some of their daily transportation and mobility needs.



# BIGGS AREA BICYCLE TRANSPORTATION PLAN

## Chapter One Introduction

*This chapter discusses the overall purpose of the plan, as well as background information regarding the types of bike path classifications proposed and previous planning efforts used.*

### IN THIS SECTION:

- 1.1 PURPOSE
- 1.2 BACKGROUND
- 1.3 PREVIOUS PLANNING EFFORTS
- 1.4 DEFINITIONS
- 1.5 PUBLIC PARTICIPATION PROCESS
- 1.6 INTERAGENCY PLANNING



# BIGGS AREA BICYCLE TRANSPORTATION PLAN

## Introduction

### 1.1 PURPOSE

The Biggs Area Bicycle Transportation Plan provides the long-term framework to improve and encourage bicycle transportation throughout the city. This document is an update to the 2005 Biggs Area Bicycle Transportation Plan. In order to receive Bicycle Transportation Account (BTA) funding, the City is required to adopt a Bicycle Transportation Plan and have it approved by the local agency's Regional Transportation Planning Agency. The 2011 Biggs Area Bicycle Transportation Plan is prepared in compliance with the California Bicycle Transportation Act (California Streets and Highway Code, Chapter 8, Article 2, Section 891.2).

### 1.2 BACKGROUND

Bicycling has become an increasingly popular method of travel. Now more than ever, many are attracted to the known cost and energy savings, environmental benefits, and health advantages. Others simply may not be able to drive due to youth, finances, or otherwise, and use bicycles as their primary means of transportation.

Biggs is perfectly suited for bicyclists due to the flat terrain, shade trees, low traffic volumes, and favorable climate. The city's numerous low volume streets and flat terrain provides a strong basis for the establishment of a bikeway system. One physical obstacle facing bicycle circulation in the City of Biggs is the railroad tracks, which create a barrier to east-west travel within the city. But careful and coordinated planning efforts are underway, and intend to provide the best and safest access throughout the City and plan area.

Depending on the location, overall development of bikeways may be a responsibility of city, county, state, or federal government. The City of Biggs plans bikeways within its sphere of influence. The City is responsible for the development of bikeways within its incorporated limits, while the county is responsible for the unincorporated area.





# BIGGS AREA BICYCLE TRANSPORTATION PLAN

Although there have been no joint bikeway projects constructed in the Biggs Urban Area, the County of Butte and the Butte County Association of Governments (BCAG) have traditionally cooperated with other cities on local bikeway projects. CalTrans is responsible for the development and maintenance of bikeways along state highways or where established bikeways are interrupted by highway construction. The federal government would be responsible for funding bikeways on federal lands, such as national forests, or along interstate highways if their provision will enhance safety.

Planning and implementation of bikeways is not a mandated process, but one undertaken by communities at their discretion. Funding programs have become increasingly flexible about how the transportation monies may be spent, expanding project eligibility to include bicycle and pedestrian paths. However, many discretionary funding sources require that bikeway projects must be part of a bicycle transportation plan in order to be eligible for funding. It is up to the individual jurisdictions to either propose bikeway projects for these funding sources, or decide to use transportation allocations on bikeways.

## 1.3 PREVIOUS PLANNING EFFORTS

This plan updates and revises the BIGGS AREA BICYCLE TRANSPORTATION PLAN from October of 2005. The Butte County Association of Governments (BCAG) established the framework to 2005 Bicycle Transportation Plan in 1998.

Some projects were identified in the draft *Countywide Master Plan*, September 1998. Bikeway and pedestrian facilities are discussed in the Circulation Element of the *City of Biggs General Plan*, which is currently being updated. These goals and policies form the core on which the policy element of this bicycle transportation plan is based.



# BIGGS AREA BICYCLE TRANSPORTATION PLAN

## 1.4 DEFINITIONS

The City of Biggs uses Caltrans' design standards, as described in Chapter 1000 of the Caltrans Highway Design Manual, dated July 1993 (Appendix A illustrates each bikeway classification). It also follows standards based off of American Association of State Highway and Transportation Officials (AASHTO). There may be cases where the city's design standards may vary from those used by Caltrans based upon local conditions, resources and constraints. Conditions for a specific bikeway may justify an easing of some requirement, or necessitate a more stringent requirement, as the case may be.

### CLASS I BIKE PATH

Provides a completely separated facility designed for the exclusive use of bicycles and pedestrians with minimal cross flows by motorists. Caltrans Standards call for Class I bikeways to have 8 feet (2.4 meters) of pavement with 2 foot (0.6 meters) graded shoulders on either side, for a total right-of-way of 12 feet (3.6 meters). These bikeways must also be at least 5 feet (1.5 meters) from the edge of a paved roadway.

### CLASS II BIKE PATH

Provides a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles within through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and cross flows by pedestrians and motorists permitted. Caltrans standards generally require a 4-foot (1.2 meters) bike lane with a 6-inch (150mm) white stripe separating the roadway from the bike lane.

### CLASS III BIKE PATH

Provides a right-of-way designated by signs or permanent markings and shared with pedestrians and motorists. Roadways designated as Class III bike routes should have sufficient width to accommodate motorists, bicyclists, and pedestrians. Other than a street sign, there are no special markings required for a Class III bike route.



# BIGGS AREA BICYCLE TRANSPORTATION PLAN

## 1.5 PUBLIC PARTICIPATION PROCESS

The Butte County Association of Governments developed the City's original Bicycle Transportation Plan in 1998 and the City of Biggs prepared and adopted a revised Plan, the *2005 Biggs Urban Area Bicycle Transportation Plan* for the City of Biggs in 2005. A cornerstone of this plan's contents was the city's General Plan, which contains significant outreach and extensive citizen participation. The 2011 update was proposed and undertaken by the City of Biggs, utilizing resources including the *City of Biggs General Plan*, *County of Butte General Plan*, the *City of Biggs/BCAG 2005 Biggs Urban Area Bicycle Transportation Plan*, and current City of Biggs project and budget information. Additional citizen input will be obtained through the hearing process prior to the adaptation of a bikeway plan. Public hearings will be held by the City as part of the consideration of this document.

## 1.6 INTERAGENCY PLANNING

The 2011 Biggs Area Bicycle Transportation Plan will be incorporated into BCAG's 2012 Regional Transportation Plan (RTP), which is currently being worked on. The City of Biggs has also made this plan available to the BCAG Transportation Advisory Committee, which includes representation from each of the cities in the County of Butte, the Butte County Air Quality Management District, citizen representation, Native American tribes within Butte County, and Caltrans District 3.



## City of Biggs

465 C STREET  
P.O. Box 307  
BIGGS, CALIFORNIA 95917  
TELEPHONE (530) 868-5493  
[www.biggs-ca.gov](http://www.biggs-ca.gov)

May 27, 2015

Caltrans  
Division of Local Assistance, MS-1  
Attention: Chief, Office of Active Transportation and Special Programs  
PO Box 942874  
Sacramento, CA 95814

**Subject: Exhibit 22-F - Request for State-Only ATP Funding**

The City of Biggs hereby requests State-only ATP funds for the following project:

**PROJECT NAME**

City of Biggs – Safe Routes to School (SRTS) Project - ATP Cycle 2, No. 03-Biggs-1

**PROJECT DESCRIPTION**

This City of Biggs SRTS project proposes to construct new sidewalk to close existing gaps in street sidewalks and address ADA requirements along the main routes to school. The project includes sidewalk construction on B Street west of local schools (from 1<sup>st</sup> Street to 11<sup>th</sup> Street) and on 2<sup>nd</sup> Street north of local schools (from F Street to just north of I Street) within the central portion of the City.

The project work will consist of constructing new sidewalks, curb and gutters, ADA compliant ramps, intersection crosswalks and installing new signage and is consistent with the City's General Plan to provide for future pedestrian improvements.

Request for State-Only ATP Funding  
City of Biggs – Safe Routes to School (SRTS) Project - ATP Cycle 2, No. 03-Biggs-1

Attachment K

## JUSTIFICATION

### A. Type of Work (Infrastructure):

Construct Pedestrian/ADA Facility Improvements

### B. Project cost: \$809,000.00

### C. Status of Project

#### 1. Beginning and Ending Dates of the Project

Preliminary Engineering & Environmental Review: 07/2016-06/2017

Construction: 02/2018-2018

Non-Infrastructure: NA

#### 2. Environmental Clearance Status

NEPA/CEQA reviews to be completed: 12/2016

#### 3. R/W Clearance Status:

No new right of way anticipated.

Minor utility relocations expected.

Certification to be completed: 06/2017

#### 4. Status of Construction

a) Proposed Advertising Date: 11/2017

b) Proposed Contract and Construction Award Dates: 02/2018

### D. Total Project Funding Plan by Fiscal Year:

FFY 2016-2017	\$110,000	100% ATP
FFY 2017-2018	\$689,000	100% ATP
Total	\$809,000	100% ATP

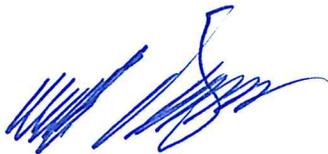
**E. Specific reasons for requesting State-Only funds and why Federal funds should not be used on the project.**

The City of Biggs is requesting State-Only funds to more efficiently deliver this much needed ATP SRTS project. The City would like to expedite the environmental review and design work in order to delivery this project on schedule. Using federal funds to complete the proposed sidewalk improvements within existing right of way will require additional process steps and time, including NEPA review. The City of Biggs is a small rural community with limited staff and resources and would greatly benefit from State-Only fund approval.

**REGIONAL AGENCY CONCURRENCE**

The Butte County Association of Governments (BCAG) concurs with this request for State Only Funding.

Respectfully submitted by:



Mark Sorensen  
City Administrator