



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-Butte County Public Works-1

Auto populated

Total ATP Funds Requested:

\$ 1,516

(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:

Butte County Public Works

IMPLEMENTING AGENCY'S ADDRESS

CITY

ZIP CODE

7 County Center Dr.

Oroville

CA

95965

IMPLEMENTING AGENCY'S CONTACT PERSON:

Lane Green

CONTACT PERSON'S TITLE:

Senior Civil Engineer

CONTACT PERSON'S PHONE NUMBER:

530-538-7681

CONTACT PERSON'S EMAIL ADDRESS :

L.Green@ButteCounty.net



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:

Butte County Public Health

PROJECT PARTNERING AGENCY'S ADDRESS

CITY

ZIP CODE

202 Mira Loma Ave.

Oroville

CA

95965

PROJECT PARTNERING AGENCY'S CONTACT PERSON:

Ann Dickman

CONTACT PERSON'S TITLE:

Maternal Child and Adolescent Health Director

CONTACT PERSON'S PHONE NUMBER:

530-891-2736

CONTACT PERSON'S EMAIL ADDRESS :

ADickman@ButteCounty.net

MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans?

Yes No

Implementing Agency's Federal Caltrans MA number

03-5912R

Implementing Agency's State Caltrans MA number

00248S

* 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)

South Oroville Safe Routes to School ATP Cycle 2 – Lincoln Blvd. and Las Plumas Ave.

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

PROJECT DESCRIPTION: (Max of 250 Characters)

The proposed improvements for this project would install bike lanes, sidewalks, pedestrian crossing safety enhancements, and driver feedback signs along the main corridors of the south Oroville routes to school.

PROJECT LOCATION: (Max of 250 Characters)

This project is located along Lincoln Blvd., Las Plumas Ave., Lower Wyandotte Rd., and Monte Vista Ave.



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

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

Project Coordinates: (latitude/longitude in decimal format) Lat. 39.480000 /long. -121.530000

Congressional District(s): 1

State Senate District(s): 4 State Assembly District(s): 1 3

Caltrans District(s): 03

County:

MPO:

RTPA:

MPO UZA Population:

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

ESTIMATION OF ACTIVE TRANSPORTATION USERS

Existing Counts:	Pedestrians	<u>500</u>	Bicyclists	<u>500</u>
One Year Projection:	Pedestrians	<u>600</u>	Bicyclists	<u>600</u>
Five Year Projection:	Pedestrians	<u>600</u>	Bicyclists	<u>600</u>

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

Bicycle: Class I Class II Class III Other Driver Feedback Signs

Pedestrian: Sidewalk Crossing Other Driver Feedback Signs

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

DISADVANTAGED COMMUNITIES

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

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

Household Income Yes No CalEnvioScreen Yes No

Student Meals Yes No Local Criteria Yes No

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

CORPS

Does the agency intend to utilize the Corps: Yes No



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

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

“Plan” applications to show as NI only

Development of a Plan in a Disadvantaged Community: Yes No

If Yes, check all Plan types that apply:

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

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

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

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

- Bicycle Transportation** % of Project 40.0 % (ped + bike must = 100%)
- Pedestrian Transportation** % of Project 60.0 %
- Safe Routes to School** (Also fill out Bicycle and Pedestrian Sub-Type information above)

How many schools does the project impact/serve: 5

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: Multiple Schools See Attachment I - Multiple Schools-Dist.
 School address: Multiple Schools
 District name: Multiple Districts
 District address: Multiple Districts See Attachment I - Multiple Schools-Dist.
 Co.-Dist.-School Code: _____

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

Total student enrollment: 2,435
 % of students that currently walk or bike to school% 9.0 %
 Approx. # of students living along route proposed for improvement: 974
 Percentage of students eligible for free or reduced meal programs ** 75.9 %

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

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



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

Trails Projects constructing multi-purpose trails and are generally eligible in the Active Transportation Program. If the applicant believes all or part of their project meets the federal requirements of the Recreational Trails Program they are encouraged to seek a determination from the California Department of Parks and Recreation on the eligibility of their project to complete for this funding. This is optional but recommended because some trails projects may compete well under this funding program.

For all trails projects:

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

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

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

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

PROJECT STATUS and EXPECTED DELIVERY SCHEDULE

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

The agency is responsible for meeting all CTC delivery requirements or their ATP funding will be forfeited. For projects consisting of entirely non-infrastructure elements are not required to complete all standard infrastructure project milestones listed below. Non-infrastructure projects only have to provide dates for the milestones identified with a "*" and can provide "N/A" for the rest.

MILESTONE:	DATE COMPLETED	OR	EXPECTED DATE
CTC - PA&ED Allocation:	_____		10/25/16
* CEQA Environmental Clearance:	_____		12/12/16
* NEPA Environmental Clearance:	_____		12/26/16
CTC - PS&E Allocation:	_____		1/23/17
CTC - Right of Way Allocation:	_____		10/22/18
* Right of Way Clearance & Permits:	_____		1/21/19
Final/Stamped PS&E package:	_____		3/1/19
* CTC - Construction Allocation:	_____		3/25/19
* Construction Complete:	_____		9/1/19
* Submittal of "Final Report"	_____		7/1/19



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:	\$25	
ATP funds for PS&E:	\$140	
ATP funds for Right of Way:	\$30	
ATP funds for Construction:	\$1,071	
ATP funds for Non-Infrastructure:	\$250	<i>(All NI funding is allocated in a project's Construction Phase)</i>
Total ATP funds being requested for this application/project:	\$1,516	

Local funds leveraging or matching the ATP funds: \$200

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: \$0

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

TOTAL PROJECT FUNDS: \$1,716

ATP - FUNDING TYPE REQUESTED:

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

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

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

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



ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Part B: Narrative Questions (Application Screening/Scoring)

Project unique application No.: 03-Butte County Public Works-1

Implementing Agency's Name: Butte County Public Works

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:

This proposed Safe Routes to School project needs ATP funded for the project to move forward. Butte County Public Works current budget constraints only allows for continued maintenance of our 1300+ miles of roads. Without the ATP funds we would not be able to construct the much needed curb, gutter, sidewalks, and safety enhancements for this disadvantaged community in south Oroville.

2. Consistency with Regional Plan.

The proposed project is consistent with BCAG's Regional Plan. Per page 8-1, Action Element of BCAG's 2012 Regional Plan,

"The two primary types of non-motorized transportation used in Butte County are bicycling and pedestrian travel.

Bicycling has become an increasingly popular method of travel throughout the region. Many individuals are attracted to the energy savings, environmental benefits, and health advantages, while others who are not able to drive due to age or finances use bicycles as a primary means of transportation. The valley areas of the county are particularly attractive to bicyclists and pedestrians due to the flat terrain.

Pedestrian travel is commonly used for very short trips and for students traveling to school. In addition, the health benefits of walking have made this a popular form of exercise for all ages. In urban areas, pedestrian facilities most often consist of sidewalks and shared bicycle/pedestrian paths."



Not only does this proposed Safe Routes to School project provide safe access to the local schools in this community, but it also provides safe access to regional and local mass transportation facilities. Please see the attached bus routes for local area as well as the transit centers for regional transportation.

Please find the relevant Regional Plan pages attached in **Attachment I – BCAG Regional Plan Docs.**



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.)

Each of the elementary schools provided current enrollments and current and projected numbers of non-motorized users. This community currently has 1399 K-6 students enrolled with 9% that currently walk or bike to school. We (School staff, BCPH, and BCPW) project that this would increase to 30% for the K-6 students. Helen Wilcox also stated that about 68 students walk to their school to catch the bus that goes to Palermo Middle school.

Las Plumas High School, 1126 student enrollment, also states about 300 students cross Las Plumas Ave at the 3 midblock crossings several times per day and that about 10% walk or bike to school. These numbers were included in the non-SR2S user group for the B/C tool due to the (K-8) limitation for SRTS (LAPG Ch.22, pg.15). This community and area is also known for the number of non-motorized users. The local markets suggest that 1 in 10 customers use a motorized vehicle throughout the day.

An estimated 9900 residents live within 95966 zip code.(Attachment 1 - #1, Census) Of those people, an estimated 6200 live within a 2 mile radius of the proposed project. This was based on 3100 addresses with an average of 2 residents per address. The 5 year, 2009-2013, shows little to no growth for this area. The 5 year projections after this project reflect this as a no increase from the added users after the project is built.

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

The proposed project includes gap closures on two main corridors of the routes to these schools that are all within 0.5 miles of each other. These main corridors are included in the local bus routes and also provide access to 4 local markets (Piggs, Robertson's, Beaver's, and 7-11), one local park, a couple churches, a mission, and Wyandotte Elementary School (a school that is outside this project scope, but still within 1.5 miles of the improvements. Las Plumas High School is also a major pedestrian and bike bicycle user group of these proposed facilities but, is outside the k-8 requirement for ATP for Safe Routes to School (LAPG Ch.22, pg.15). Palermo Middle school is also serviced by these improvements as many of the students live in the immediate vicinity of these improvements and walk to Helen Wilcox to be picked up by the bus that goes to the middle school.

One perceived concern from parents, students, and general users is the general speed of vehicular traffic in this area. There has been numerous instances of speeding and primary collision factors attributed to speed. The proposed driver feedback signs should help keep traffic at appropriate speeds and encourage more pedestrian bicycle travel in this community. We have installed these feedback signs for another HSIP project and have received compliments from CHP and travelers on their effectiveness.

- 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.)**

This disadvantaged community is one of our (BCPW) and BCPH's highest unfunded non-motorized active transportation priorities because this locale has the greatest number of schools, students, and residents for any localized area in Butte County. The remaining communities within Butte County are typically one to two school (K-8) communities. This location's topography and nearby destinations also make this project very conducive to walking and biking, whether it is students going to school or commuters, and recreationalists.



This proposed project is also a top priority for BCPH. Butte County ranks 42nd out of 58 counties in overall health outcomes of our residents and 48th in length of life and years of potential life lost (CountyHealthRankings.org). Twenty four percent of Butte County residents are classified as obese while another seventeen percent report “no leisure-time” physical activity. (CountyHealthRankings.org)

Obesity, fitness and asthma rates are often used as indicators of child health in a community. According to Kidsdata.org, 34.7% of Butte County’s children are overweight or obese. When we look specifically at our target populations, Oroville City Elementary School District (OCES), 42.4% of fifth graders and 44.5% of seventh graders were overweight or obese. In addition, only 18% of OCES 5th graders and 22.6% of 7th graders met all fitness standards compared to 25.4% and 37.9% of Butte County’s students respectively. Palermo Union student data noted that 35.3% and 46.2% of 5th and 7th graders were reported as overweight or obese. Fitness scores were less impressive with only 13.3% of 5th graders and 19.3% of 7th graders able to meet all fitness standards. High school data indicates that 34.7% of 9th graders were overweight/obese and only 31.5% of students met fitness standards. (As cited on kidsdata.org; Babey S. H., et al. 2010; California Department of Education, Physical Fitness Testing Research Files.)

The California Health Interview Survey (CHIS) indicates that 22% of Butte County’s children ages 1 - 17 have been diagnosed with asthma. CHIS also lists Butte County’s rate of “active asthma prevalence” as 14.7%, nearly twice as high as the California rate of 8.3%. Poor air quality is another concern for Butte County residents with an average of 2.76% days/year exceeding emission standards and contributing to respiratory issues and overall poor health. (Accessed on: Community Commons; CDC, National Environmental Public Health Tracking Network)



Walkability is limited in the area of our target schools. Reasons include a patchwork of unfinished sidewalks, inadequate drainage, excessive traffic around schools and excessive speed by drivers. Walk Scores are one way of predicting walking within a community. The higher the score, the more likely the residents are walking for transportation or recreation. Downtown Oroville boasts a Walk Score of 69, the busy main artery through town has a Walk Score of 35 while the neighborhoods around our target schools have a Walk Score of only 12. (Walkscore.com) Just under 30% of adults residing in the 95966 Zip Code walked at least 150 minutes/week (150 minutes of physical activity is recommended/week for adults). (AskCHIS Neighborhood Edition)

This spring, Oakdale Heights Elementary School parents were given the opportunity to complete the Safe Routes to School Parent Survey. The school's enrollment is listed at 459 students of which 211 (46%) completed the survey. Parent responses indicated that 9% of children currently walked to school; 3% indicated distance was too great and did not complete the survey form and another 4% left the back blank. Eighty two percent of the parents expressed concern about one or more of the following issues as affecting their decision to allow their children to walk to school:

- **Speed along the route**
- **Amount of traffic along route**
- **Sidewalks/pathways**
- **Safety at intersections/crossings**

Of those parents expressing concern, 58% stated they would allow their child to walk if these issues were addressed, 32% indicated they would not allow their child to walk and another 8% were unsure (2% did not comment).

Creating a safer environment for walking and biking is an essential element in improving the overall health and wellbeing of the families and children residing in these target neighborhoods! Active transportation is positively associated with better cardiovascular health, lower risk of diabetes and lower risk of hypertension. There is also evidence that active transportation has a positive effect on overall body weight.



(Furie, G., et al. Am J Prev Med. 2012) These findings are further supported by California Department of Public Health's Integrated Transport and Health Impacts Model which found that an increase in daily walking and biking per capita from 4 to 22 minutes would reduce cardiovascular disease and diabetes by 14% and decrease greenhouse gas emissions by 14%. (Maizlish, et al. Am J Public Health. 2013)



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 proposed project's area of influence has seen 3 pedestrian fatalities along Lincoln Blvd. just north of the proposed improvements. That segment received two cycles of HSIP funding to provide safety improvements. That particular segment was listed on California's Top 5% Report for the State's most dangerous roads.

This SRTS project is a supplemental phase of continued safety improvements for this community. This project has seen one reported vehicle/pedestrian severe injury collision which was also a student. The proposed improvements should reduce these collisions by separating the pedestrians/bicyclists from the vehicular traffic, provide for safer midblock crossings, and enhance all controlled crossings and markings with increased reflectivity, and reduce speeding of vehicles near these active modes of travel.

For the past 5 years, Butte County Public Health (BCPH) and the UC Collaborative (UCC) have been working within the Oakdale Heights Elementary School community to improve the fitness and nutrition of students. One of the highlights has been a monthly "Walk to School" celebration that incentivizes walking to school but allows students, parents and the teachers to walk for twenty minutes before the school bell rings. Participation is over 300 students, parents and teachers!

BCPH also has a strong working relationship with Helen Wilcox. Staff has been active in classroom education around car seat safety as well as attending "Back to School Night" and their Kindergarten Roundup. Golden Hills shares a parking lot with Helen



Wilcox, lending it as an easy partner to gather into our educational and encouragement focus.

Las Plumas High School students are active on many of the elementary school campuses supporting a variety of programs. This last spring a group of high school students assisted BCPH and UCC in conducting “Kid’s Farmer’s Markets” that were held on three consecutive Fridays at Oakdale Heights Elementary. The high school student’s involvement was considered “Youth Engagement” and this successful program lends itself to easy expansion as a part of the non-infrastructure education and encouragement program.

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 proposed improvements will reduce the cases of speeding motor vehicles in the proximity of non-motorized users by installing driver feedback signs along all four corridors. Visibility and separation will be improved by constructing sidewalks, drainage, and enhanced crossing improvements, and markings. Compliance to local traffic laws will also be improved by installing feedback signs, rapid flashing beacons, and enhanced reflective markings letting the users know who has the right of way. The proposed improvements reduces overall speeding and encroaching of motorized and non-motorized users. This safe routes to school project will provide sidewalk, provide bike lanes, improve crossing safety, and reduces speeding for this community.



A “Safe Routes to School” coordinator working with the four target schools will be tasked with pre a post intervention assessment to document program successes. Activities designed to promote safe walking/biking, such as “Walk and Roll” days, bike rodeos, will be used to promote the newly completed construction and teach the rules of the road. Students from the high school will be engaged to educate and encourage the elementary students. High school students will learn, along with the elementary students, as a by-product of their engagement! Additional support will be garnered by working with the PTO/School Site Counsels. The goal in working with these organizations will be to influence the School Wellness Policies as well as to institutionalize a culture of walking.



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)

All four schools were contacted about this call for projects and what infrastructure improvements were eligible. The local RTPA (BCAG), local CHP, BCPH, and BCPW, put together a communitywide workshop to discuss the proposed project and to provide community involvement with this project as it developed into this proposal. This group of agencies have worked together on past safety projects and have formed a successful team focused on Safe Routes to School for this community.

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

The workshops were noticed in the Paradise Post, Chico Enterprise Record, Oroville Mercury Register, and the Gridley Harold 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. In addition, the announcement was presented and circulated to the BCAG Transportation Advisory Committee and BCAG Board of Directors and sent to their respective email distribution list. The schools also notified the parents using their callback lists and additional promotion of the project and workshop were presented at the community's local farmers' market and open houses/back to school nights.

The south Oroville Active Transportation Program (ATP) Workshop was put together by Butte County Association of Governments (BCAG), Butte County Public Works (BCPW), and Butte County Public Health (BCPH) and was held at the Oakdale Hts. Elementary School Library on May 5, from 2-4 pm. Advertising and promotion of the workshop was provided by the school staff as well as BCAG. Four separate



workshops/opportunities were held to give the public ample opportunities to participate. There were approximately 30 people in attendance at the first two workshops held at the Oakdale Elementary School, with representatives from BCAG, BCPW, BCPH, Oakdale Heights Elementary School, California Highway Patrol, Chico Velo Cycling Advocacy Club, students, and parents.

Another gathering was hosted by Butte County Public Health and County staff at the Oakdale Heights Open House on May 7, from 5:30 to 7:30 pm. Tables and Aerial maps of the vicinity were posted showing what is being constructed this year, what will be constructed next year, and some ideas of what can be done with ATP in the future to enhance safety and connectivity via sidewalks. Approximately 48 signatures were gathered at that function.

Butte County Public Health staff (Ann Dickman) independently attended a Helen Wilcox Elementary School Open House meeting on May 14, 2015 in which the County's proposed project was again presented. Additional signatures were gathered as well. Feedback at all events was positive and generated excitement.

- 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)**

Overall, the presentations were a success and the participants were in favor of the proposed project. Most Comments were generally very supportive of the proposed sidewalks, bike lanes, education, encouragement, and enhanced safety, for this south Oroville community. This area is lacking many active transportation facilities and the participants were very excited to hear about this proposed project and proposed future projects.

This spring, Oakdale Heights Elementary School parents were given the opportunity to complete the Safe Routes to School Parent Survey. The school's enrollment is listed at 459 students of which 211 (46%) completed the survey. Parent responses indicated



that 9% of children currently walked to school; 3% indicated distance was too great and did not complete the survey form and another 4% left the back blank. Eighty two percent of the parents expressed concern about one or more of the following issues as affecting their decision to allow their children to walk to school:

- Speed along the route
- Amount of traffic along route
- Sidewalks/pathways
- Safety at intersections/crossings

Of those parents expressing concern, 58% stated they would allow their child to walk if these issues were addressed, 32% indicated they would not allow their child to walk and another 8% were unsure (2% did not comment).

Parents were very happy to see there was a true, honest effort to improve the conditions for the South Oroville area, which is generally a low income region. Parents and students indicated they would walk or ride to school if it was safe and convenient to do so.

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

This community will continue to be engaged in the implementation of this project through the involvement of BCPH, and the other agencies in a supportive extent, at the four local schools focusing on the 4E's. Other community members also be encouraged to attend future workshops focusing on additional improvements that are lacking in other areas of this community.



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)

Butte County ranks 42nd out of 58 counties in overall health outcomes of our residents and 48th in length of life and years of potential life lost (CountyHealthRankings.org). Twenty four percent of Butte County residents are classified as obese while another seventeen percent report “no leisure-time” physical activity. (CountyHealthRankings.org)

Obesity, fitness and asthma rates are often used as indicators of child health in a community. According to Kidsdata.org, 34.7% of Butte County’s children are overweight or obese. When we look specifically at our target populations, Oroville City Elementary School District (OCES), 42.4% of fifth graders and 44.5% of seventh graders were overweight or obese. In addition, only 18% of OCES 5th graders and 22.6% of 7th graders met all fitness standards compared to 25.4% and 37.9% of Butte County’s students respectively. Thermalito students fared slightly better with only 36.5% and 39.3% of their 5th and 7th graders reported as overweight or obese. Fitness scores were less impressive with only 14.2% of 5th graders and 33.6% of 7th graders able to meet all fitness standards. High school data indicates that 34.7% of 9th graders were overweight/obese and only 31.5% of students met fitness standards. (As cited on kidsdata.org; Babey S. H., et al. 2010; California Department of Education, Physical Fitness Testing Research Files.)

The County Asthma Profile published by the California Department of Health, indicates that 22% of Butte County’s children ages 1 - 17 have been diagnosed with asthma and lists Butte County’s rate of “active asthma prevalence” as 14.7%, nearly twice as high as the California rate of 8.3%. Poor air quality is another concern for Butte County



residents with an average of 2.76% days/year exceeding emission standards and contributing to respiratory issues and overall poor health. (Accessed on: Community Commons; CDC, National Environmental Public Health Tracking Network)

B. Describe how you expect your project/proposal/plan to enhance public health. (7 points max.)
Walkability is limited in the area of our target schools. Reasons include a patchwork of unfinished sidewalks, inadequate drainage, excessive traffic around schools and excessive speed by drivers. Walk Scores are one way of predicting walking within a community. The higher the score, the more likely the residents are walking for transportation or recreation. Downtown Oroville boasts a Walk Score of 69, the busy main artery through town has a Walk Score of 35 while the neighborhoods around our target schools have a Walk Score of only 12. (Walkscore.com) Just under 30% of adults residing in the 95966 Zip Code walked at least 150 minutes/week (150 minutes of physical activity is recommended/week for adults). (AskCHIS Neighborhood Edition)

Creating a safer environment for walking and biking is an essential element in improving the overall health and wellbeing of the families and children residing in these target neighborhoods! Active transportation is positively associated with better cardiovascular health, lower risk of diabetes and lower risk of hypertension. There is also evidence that active transportation has a positive effect on overall body weight. (Furie, G., et al. Am J Prev Med. 2012) These findings are further supported by California Department of Public Health's Integrated Transport and Health Impacts Model which found that an increase in daily walking and biking per capita from 4 to 22 minutes would reduce cardiovascular disease and diabetes by 14% and decrease greenhouse gas emissions by 14%. (Maizlish, et al. Am J Public Health. 2013)

Walk Scores are a common measure of walkability, and consistently predict walking for transportation, with the higher the walk score the more walkable the area and the more walking. (Hirsch, et al. Am J of Prev Med, August 2013) Recent studies have further determined that body mass index, a marker for obesity and health risk, actually



declines when people move to locations with a higher Walk Score. (Hirsch, et al., Am J of Public Health, March 2014) The neighborhood Walk Score of 12 indicates the residents are “car dependent” for “almost all errands.” (Walkscore.com) Increasing the walkability for this area has significant potential to increase walking and decrease obesity and associated health risks.

Programs, such as the Safe Routes to School program, that combine active transportation infrastructure with education, outreach, and encouragement programs significantly increase walking, biking, and use of transit (i.e., public buses, subways, rails, etc.). (Wanner M, et al. Am J Prev Med. 2012)



Part B: Narrative Questions Detailed Instructions for: **Question #5**

QUESTION #5

BENEFIT TO DISADVANTAGED COMMUNITIES (0-10 points)

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

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

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

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

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

\$ _____

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

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

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

Option 3: Percentage of students eligible for the Free or Reduced Price Meals Programs: 75.9 %

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

The percentages and enrollments for the three elementary schools and Las Plumas High School (LPSH) were combined and a total percentage was calculated at 75.9%. Please note that LPHS is in Oroville Union School District, the largest district in Butte County. As such, LPHS gets a lot of out of the area students which skews the Free or Reduced Meals Program data within this community. All three elementary schools are in the 80+% range. Please see Attachment 1.

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.

This percentage was calculated based on the proximity (0.5 mile radius) of the disadvantaged schools (K-6) within the proposed safe routes to school project.

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 proposed SRTS project provides a direct, meaningful, and assured benefit to members of this disadvantaged community by providing safe access to the local schools used by the students with the help of the 4E's (Evaluation, Education, Encouragement, and Enforcement). This project also benefits all members of this community by providing the same safe access to other destinations of the community; shopping, religion, free meals from the mission, and recreation.



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.)

History of pedestrian/bicycle-vehicle collisions w/in 0.5-miles of target schools: As indicated, there is a high risk of pedestrian/vehicle and bicycle/vehicle accidents occurring due to lack of sidewalks and bike lanes for students to travel safely to and from school and also due to traffic congestion, high speeds, and driver inattention during this time due to a high number of high school student drivers and parents delivering their children to school. The major factor for this is a lack of pedestrian/bike facilities which put students in close proximity to heavy traffic when walking along and crossing the streets. Pedestrian injury and fatality accidents (including a young boy who was stuck and killed on the shoulder of the road returning from playing basketball on the Oakdale Hts. campus) are currently being addressed with a county project to install sidewalks and improved crosswalks along a mile stretch of the east side of Lincoln Blvd. This project would eliminate the obstructions and install current county standard curb, gutter, sidewalk, and ADA access ramps in a continuous path to the schools. This proposal focusses on improvements that involve the least amount of ROW and utility relocations as well as environmental impacts.

Other alternatives were considered but, deemed too costly, were class 1 bike paths, along Autrey, sidewalks along Autrey, continued sidewalk along Lower Wyandotte, and walks along the south side of Las Plumas Ave. from Autrey to Lower Wyandotte. These are still projects to consider for the future once resources become available for the needed ROW and improvements.

- 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 tool shows a result of 6.96 for this proposed Safe Routes to School project. I feel this tool is helpful to sort alternatives. This tool could use some revisions that address all collisions instead of limiting to non-motorized/motorized collisions. This project in particular is providing separation from vehicles. The potential for non-motorized and motorized collisions is greatly increased without any separation. Also, the FAQ's that address the use of collisions is confusing. Please see below.

14) For the crash data in box 1F, are these all crashes or just those that include bike & pedestrians as appropriate to the project?

A- The crashes should only involve pedestrians and bicyclists crashes, with and without autos.

18) Why are PDOs even included? The guidelines are clear that safety benefit should be for people walking and biking only.

A. For benefit-cost analysis, EAB want to include all costs and benefits quantified.

37) Are the accident reduction benefits (fatal- \$4.1 mil, injury- \$81k, etc.) based on all accidents or just on bike/ped accidents?

A- **Yes, the values used are taken from all accidents.**

http://www.dot.ca.gov/hq/LocalPrograms/HSIP/Documents/hsip/CA_SM4LROv11.pdf



Part B: Narrative Questions **Detailed Instructions for: Question #7**

QUESTION #7

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

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

The proposed project funding consists of \$1.516 M total Fed and State ATP funding with 11.65% Local match of \$200K., \$1.716M in total. Please see Attachment B – PPR.



Part B: Narrative Questions Detailed Instructions for: **Question #8**

QUESTION #8

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

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

Step 2: The applicant must submit the following information via email concurrently to **both** the CCC **AND** certified community conservation corps prior to application submittal to Caltrans. The CCC and certified community conservation corps will respond within five (5) business days from receipt of the information.

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

California Conservation Corps representative:

Name: Wei Hsieh
 Email: atp@ccc.ca.gov
 Phone: (916) 341-3154

Community Conservation Corps representative:

Name: Danielle Lynch
 Email: inquiry@atpcommunitycorps.org
 Phone: (916) 426-9170

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

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

The CCC and certified community conservation corps will provide a list to Caltrans of all projects submitted to them and indicating which projects they are available to participate on. The applicant must also attach any email correspondence from the CCC and certified community conservation corps to the application verifying communication/participation. **ATTACHMENT I** - #8



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.

We have been very successful with Caltrans Local Assistance Administered Programs. Of the 5 HSIP, 3 SR2S/TS, 1 BTA, and numerous HBP, as well as CMAQ, we have only been flagged for one HSIP project due to unforeseen environmental and ROW at the time of the grant. This particular project is being resolved as we speak and should be constructed and closed next construction season.

- B. **Caltrans response only:**

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



Part C: Application Attachments

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

List of Application Attachments

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

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

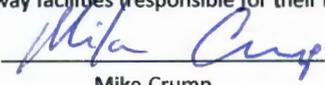


Part C: Attachments Attachment A: Signature Page

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

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

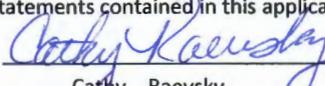
The undersigned affirms that their agency will be the "Implementing Agency" for the project if funded with ATP funds and they are the Chief Executive Officer, Public Works Director or other officer **authorized by their governing board with the authority to commit the agency's resources and funds.**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

Signature:  Date: 5/28/15
 Name: Mike Crump Phone: 530-538-7681
 Title: Director of Butte County Public Works e-mail: MCrump@Buttecounty.net

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

(For use only when appropriate)

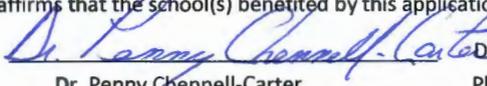
The undersigned affirms that their agency is committed to partner with the "Implementing Agency" and agrees to assume the responsibility for the ongoing operations and maintenance of the facility upon completion by the implementing agency and they intend to document such agreement per the CTC guidelines. 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.

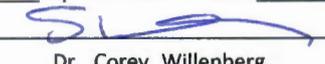
Signature:  Date: 5/28/15
 Name: Cathy Raevsky Phone: 530-538-7581
 Title: Director of Butte County Public Health e-mail: CRaevsky@Buttecounty.net

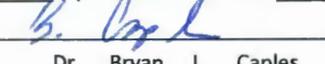
For Safe Routes to School projects and/or projects presented as benefiting a school: School or School District Official

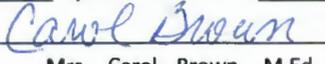
(For use only when appropriate)

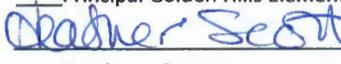
The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

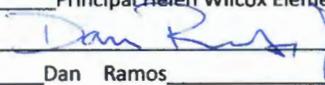
Signature:  Date: 5-28-15
 Name: Dr. Penny Chennell-Carter Phone: 530-532-3000
 Title: Superintendent OCESD e-mail: PChennel@Ocesd.org

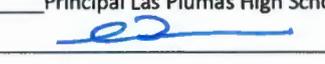
Signature:  Date: 5-28-15
 Name: Dr. Corey Willenberg Phone: 530-538-2300
 Title: Superintendent OUHSD e-mail: CWillenb@Ouhsd.org

Signature:  Date: 5/28/15
 Name: Dr. Bryan L. Caples Phone: 530-533-4842
 Title: Superintendent PUSD e-mail: BCaples@palermoschools.org

Signature:  Date: 5-28-15
 Name: Mrs. Carol Brown, M.Ed. Phone: 530-532-6000
 Title: Principal Golden Hills Elementary e-mail: CaBrown@Palermoschools.org

Signature:  Date: 5/28/15
 Name: Heather Scott Phone: 530-533-7626
 Title: Principal Helen Wilcox Elementary e-mail: HScott@Palermoschools.org

Signature:  Date: 5/28/2015
 Name: Dan Ramos Phone: 530-538-2310
 Title: Principal Las Plumas High School e-mail: dramos@Ouhsd.org

Signature:  Date: 5/28/15
 Name: Rick Desimone Phone: 530-532-3004
 Title: Principal Oakdale Heights Elementary School e-mail: RDesimon@Ocesd.org

ATP PROJECT PROGRAMMING REQUEST

Date:

Project Information:					
Project Title:					
District	County	Route	EA	Project ID	PPNO
03	Butte				

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)				25				25	
PS&E					140			140	
R/W						30		30	
CON					125	1,396		1,521	
TOTAL				25	265	1,426		1,716	

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	
E&P (PA&ED)				25				25	Caltrans
PS&E					140			140	Notes:
R/W						30		30	
CON						1,071		1,071	
TOTAL				25	140	1,101		1,266	

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	
E&P (PA&ED)									Caltrans
PS&E									Notes:
R/W									
CON					125	125		250	
TOTAL					125	125		250	

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	
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

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	
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

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	
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP PROJECT PROGRAMMING REQUEST

Date: _____

Project Information:					
Project Title:					
District	County	Route	EA	Project ID	PPNO
03	Butte				

Funding Information:
DO NOT FILL IN ANY SHADED AREAS

Fund No. 2:	Future Source for Matching								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									Butte County Public Works
PS&E									
R/W									Notes: Matching/leveraging funds
CON						200		200	
TOTAL						200		200	

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

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

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

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

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

ATP Engineer’s Checklist for Infrastructure Projects

Required for “Infrastructure” applications ONLY

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

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

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

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

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

- 1. **Vicinity map /Location map** Engineer’s Initials: J.A.F.
 - 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: J.A.F.
 - 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: J.A.F.
(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: J.A.F.
 - 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: T.A.F.

- 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: T.A.F.

- 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: T.A.F.

- 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: T.A.F.

- 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

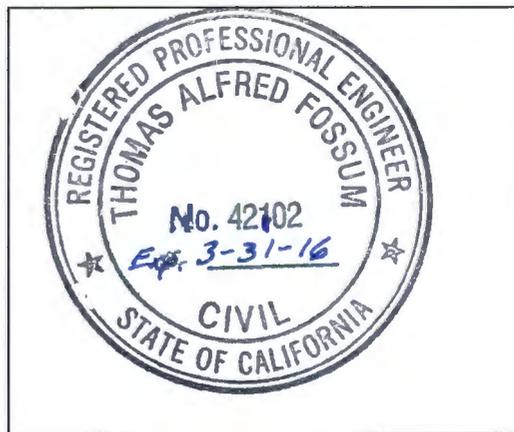
Signature: Thomas A. Fossum

Date:

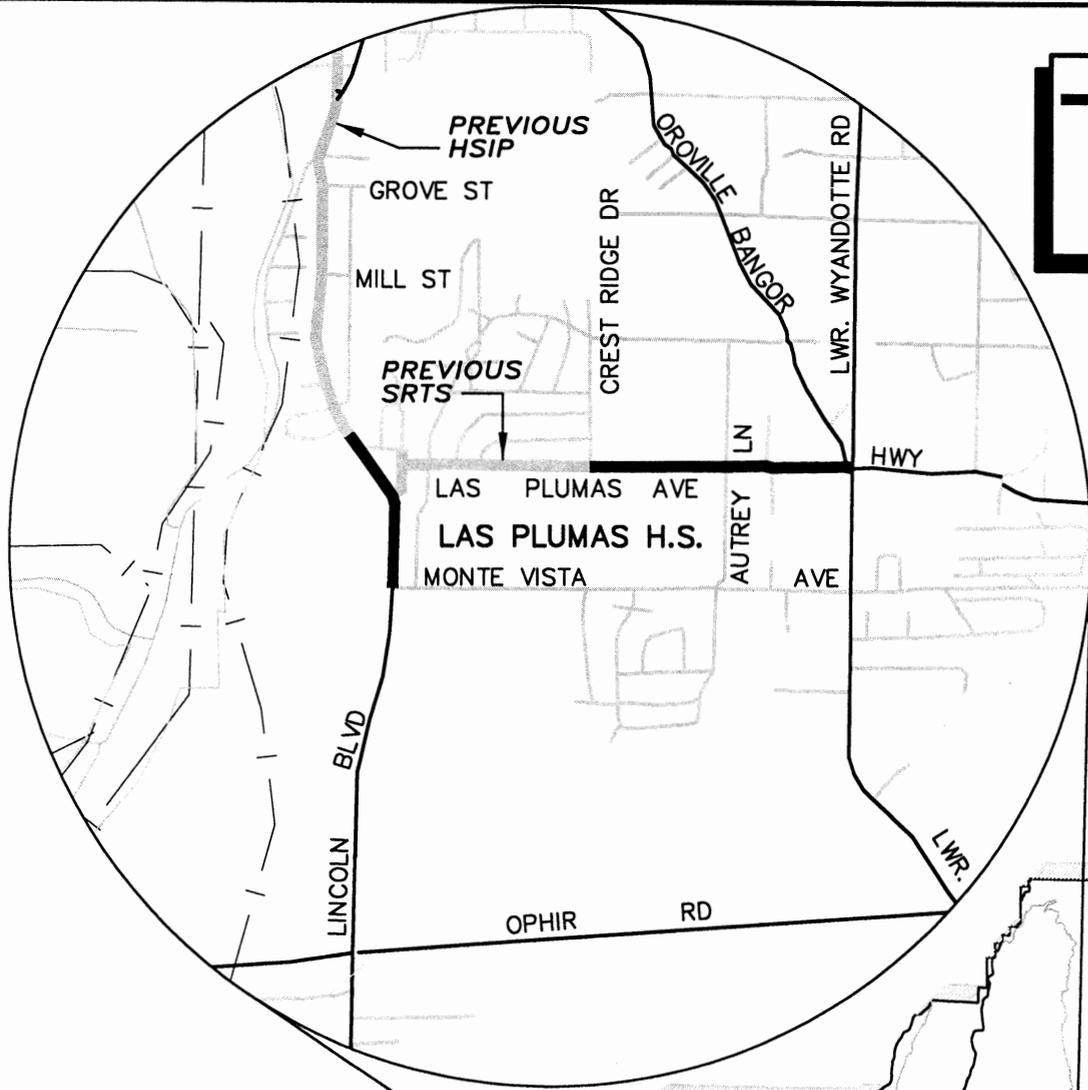
Email:

Phone:

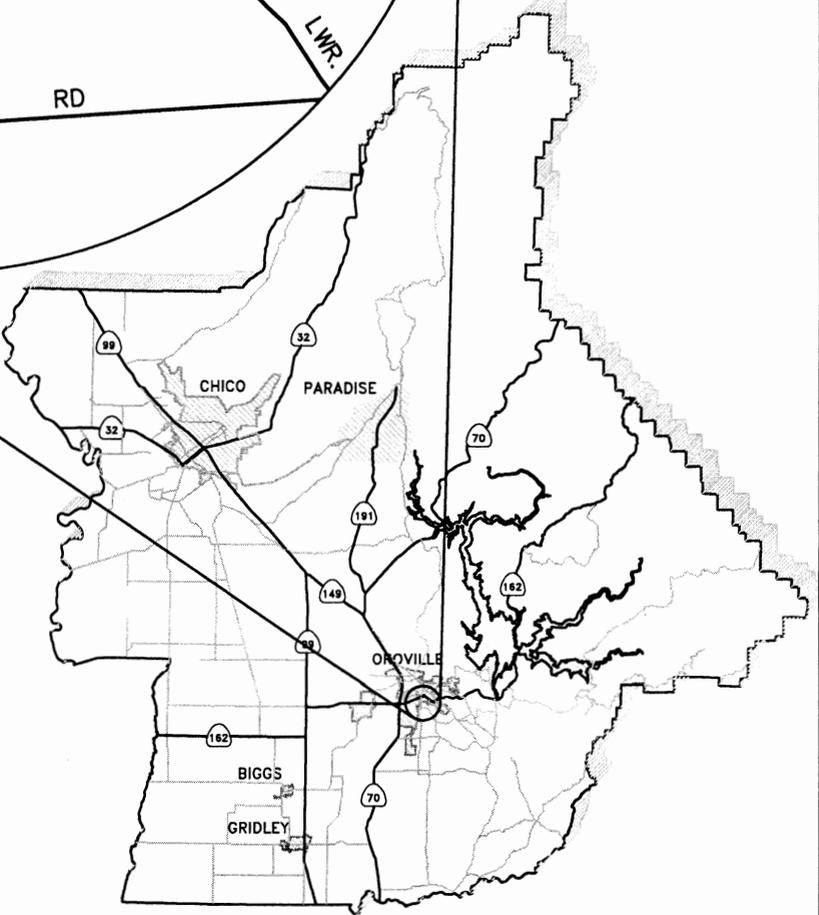
Engineer's Stamp:



— Denotes Project Location

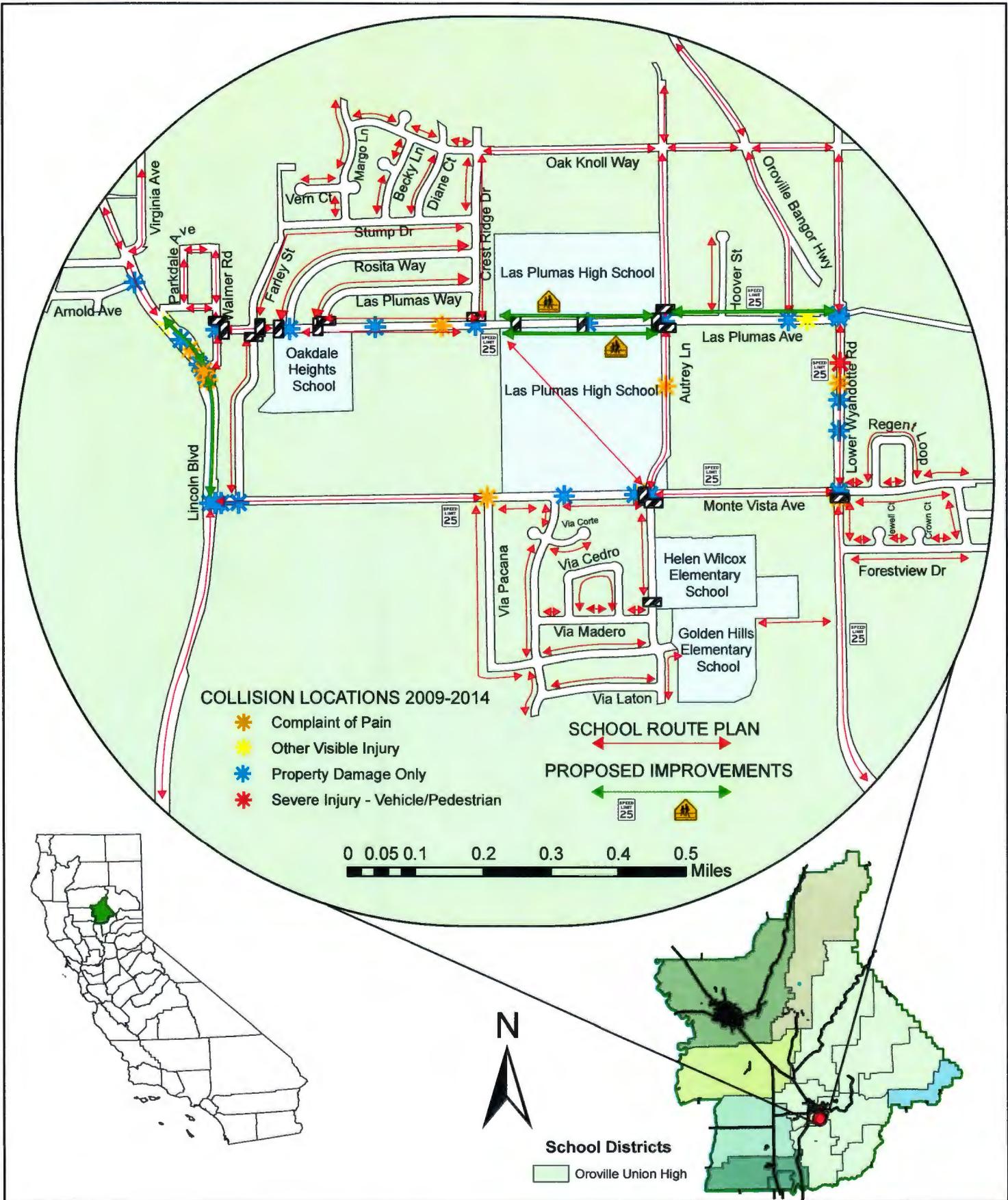


PROJECT

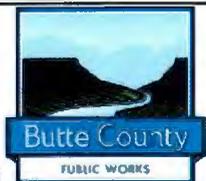


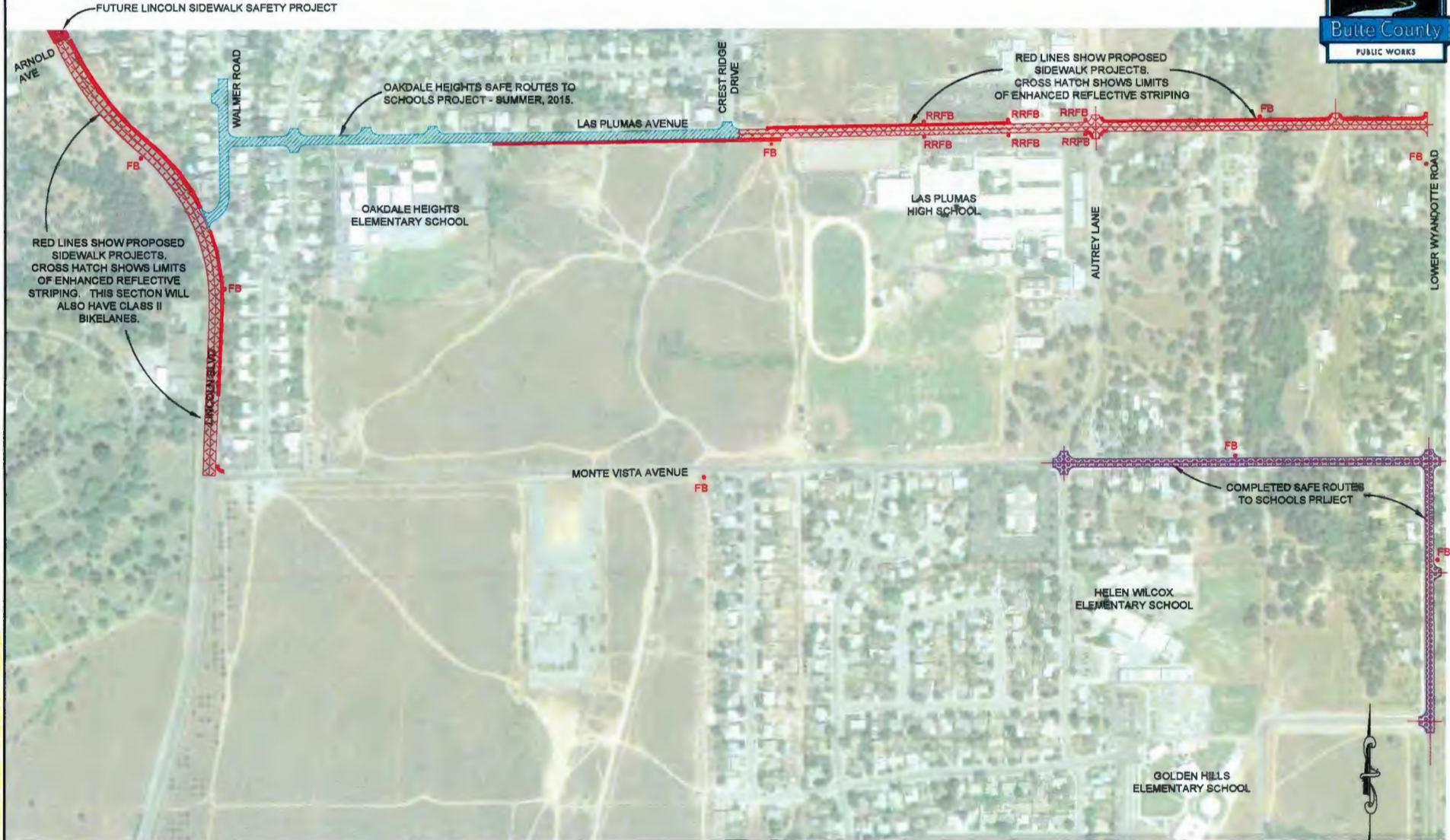
**BUTTE COUNTY DEPARTMENT OF PUBLIC WORKS
LOCATION MAP FOR
PROPOSED SOUTH OROVILLE SAFE ROUTE TO SCHOOL ATP CYCLE 2
LINCOLN BLVD. & LAS PLUMAS AVENUE**





COUNTY OF BUTTE, DEPARTMENT OF PUBLIC WORKS
 SAFE ROUTES TO SCHOOL (ATP CYCLE 2) PROGRAM
 SOUTH OROVILLE GENERAL LOCATION MAP,
 ROUTE PLAN, AND COLLISION HISTORY (2009-2014)





RED LINES SHOW PROPOSED SIDEWALK PROJECTS. CROSS HATCH SHOWS LIMITS OF ENHANCED REFLECTIVE STRIPING. THIS SECTION WILL ALSO HAVE CLASS II BIKE LANES.

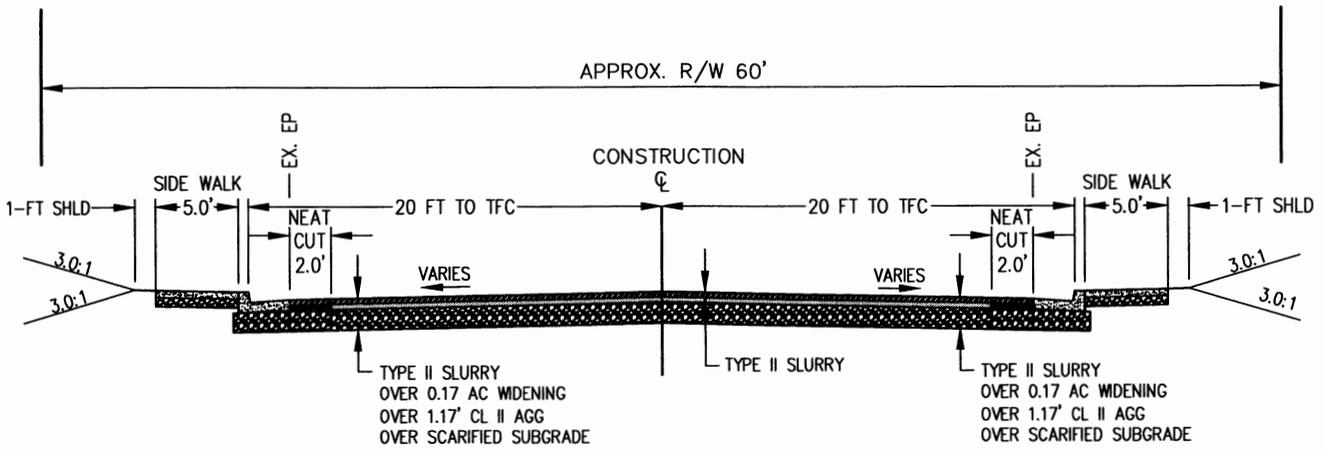
RED LINES SHOW PROPOSED SIDEWALK PROJECTS. CROSS HATCH SHOWS LIMITS OF ENHANCED REFLECTIVE STRIPING

COMPLETED SAFE ROUTES TO SCHOOLS PROJECT

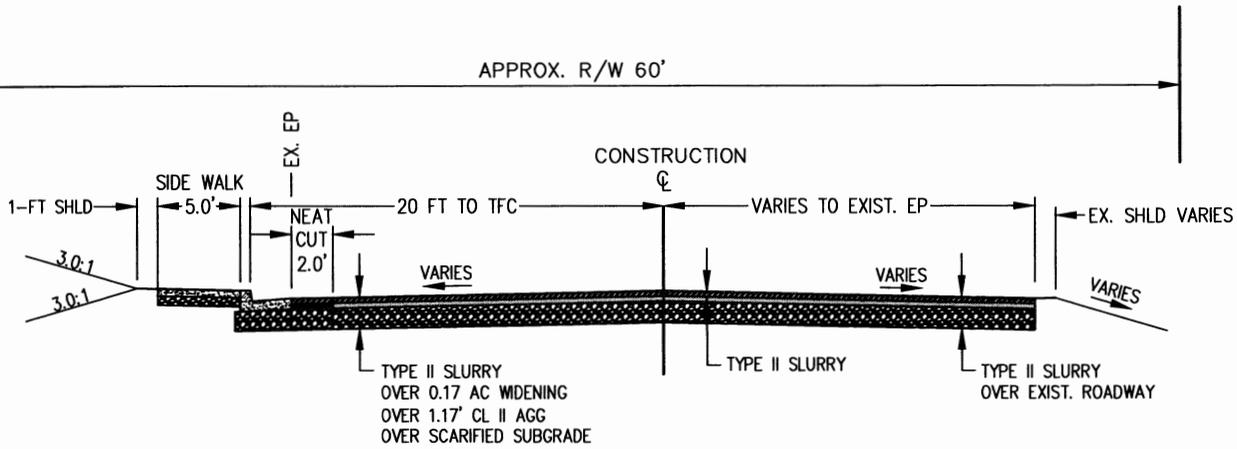
RRFB - RECTANGULAR RAPID FLASHING BEACON
 FB - DRIVER FEEDBACK SIGN.



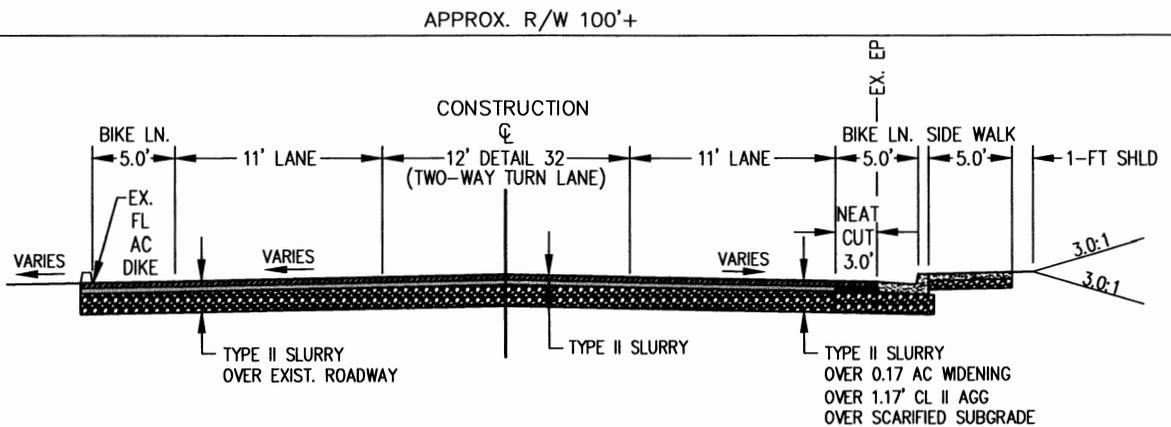
DISTANCE IN MILES



TYPICAL STREET SECTION - LAS PLUMAS AVE. (CREST RIDGE DR. - AUTREY LN.)
N.T.S.



TYPICAL STREET SECTION - LAS PLUMAS AVE. (AUTREY LN. - LOWER WYANDOTTE RD.)
N.T.S.



TYPICAL STREET SECTION - LINCOLN BLVD. - (MONTE VISTA AVE. - ARNOLD AVE.)
N.T.S.

BUTTE COUNTY DEPARTMENT OF PUBLIC WORKS
TYPICAL X-SECTION FOR
LAS PLUMAS AVE. AND LINCOLN BLVD.
ATP CYCLE 2





Photo 1: 4/17/2015, Morning traffic in front of Las Plumas High School: Shows a mixture of High School and Elementary School students walking and biking to school, shows vehicles blocking the crosswalks, sight distance is obscured.



Photo 2: 4/17/2015, Morning traffic in front of Las Plumas High School: Shows the lack of ADA ramps, sidewalks at midblock crossings.



Photo 3: 4/17/2015, Lunch traffic in front of Las Plumas High School: Shows the lack of infrastructure and ADA improvements, students walking along the shoulders and in the traveled way.



Photo 4: 3/17/2015, Lincoln Blvd. at Arnold Ave: Shows a bicyclist leaving Arnold, the lack of sidewalks past Arnold Ave. and the end of the Class II bike lanes just past Arnold. This picture also shows the trail up the bank that the kids take to school.



Photo 4: 3/17/2015, Lincoln Blvd. at Arnold Ave: This photo shows the lack of sidewalks and where the bike lanes terminate. It also shows the blind curve on a slope where feedback signs would help alert drivers to slow as they come up on the cross walk at Arnold Ave.



Photo 4: 5/20/2015 ATP Community Workshop: Project Proposal Presentation.



Photo 4: 5/20/2015 ATP Community Workshop: Project Proposal Presentation

Exhibit 22-R ATP Non-Infrastructure Project Work Plan

Fill in the following items:

Date: (1)	2-May-15
Project Number: (2)	
Project Location(s): (3a)	South Oroville - Golden Hills Elementary, Helen Wilcox Elementary
" " (3b)	Oakdale Heights Elementary
" " (3c)	Las Plumas High School
Project Description: (4)	Conduct bicycle and Pedestrian Evaluations, Education, Encouragement, and traffic safety Enforcement at the listed schools.

Proceed to enter information in each Task Tab, as applies (Task A, Task B, Task C, Task C, etc.)

For Department use only

You will not be able to fill in the following items. Items will auto-populate once you've entered all "Task" tabs that applies:

Task Summary:

Click the links below
to navigate to
"Task Details" tabs:

Task	Task Name	Start Date	End Date	Cost
Task "A"	Preconstruction program administration and program start-up for South Oroville ATP Project.	Jan-2018	Jun-2018	\$ 64,480.00
Task "B"	Construction Phase 2 South Oroville ATP Project	Jul-2018	Jun-2019	\$ 123,131.00
Task "C"	Pse 3 - Post Construction Evaluation and Sustainability	Jul-2019	Dec-2019	\$ 62,389.00
Task "D"				\$ -
Task "E"				\$ -
Task "F"				\$ -
Task "G"				\$ -
Task "H"				\$ -
Task "I"				\$ -
Task "J"				\$ -
GRAND TOTAL				\$ 250,000.00

TASK "A" DETAIL				
Task Name (5a):		Preconstruction program administration and program start-up for South Oroville ATP Project.		
Task Summary (5b):		Conduct required pre-surveys, establish school Safe Routes to School Committees and begin education and outreach		
Task Schedule (5c):		Start Date : Jan-2018	End Date: Jun-2018	
Activities (6a):		Deliverables (6b):		
1.	Conduct pre- construction parent survey and classroom tallies X 3 elementary schools	Data reports for each school		
2.	Coordinate and establish a Safe Routes to School Committee for 3 Elementary Schools including teachers, parents, law enforcement and	Announcements, agendas, sign in sheets, outcomes report and photos		
3.	Conduct pedestrian and bicycle safety outreach at School sponsored events i.e. Back to School Night, Multi-Cultural Dinner and Kindergarten	Flyers, advertisements of events, photos and list of material provided.		
4.	Publish bicycle and pedestrian safety educational articles for school newsletters/websites. 2 articles/school preconstruction	Copy of printed newsletters, screen shots of website publications.		
5.	Identify, edit and print pedestrian and bicycle safety educational curricula to be used for classroom education in Phase 2 of Non-infrastructure grant.	Summary of process to identify and choose curricula, sample from each grade level curricula and lesson plan.		
6.	Coordinate with law enforcement to identify and conduct enforcement activities supportive of encouragement and education during the pre-	Summary of meetings with law enforcement, list of enforcement dates and summary of citations/actions taken by law enforcement.		
7.	Plan and conduct "Kick Off" and at least on additional Walk a Child to School Day events at each of the three elementary schools during Phase	Summary of planning meetings, list of dates for meetings, flyers for "kick off" events, copies of media alerts, summary of events		
8.				
9.				
10.				
Staff Costs:				
Staff Title (7a):		Staff Hours (7b)	Rate Per Hour (7c)	Total \$
Party 1 -				\$ -
Party 2 -				\$ -
Party 3 -				\$ -
Party 4 -				\$ -
Party 5 -				\$ -
Party 6 -				\$ -
Subtotal Party Costs (6d):			\$	-
Indirect Costs (6e):				
Total Staff Costs (6f):			\$	-
Task Notes (8):				
<p>For this 24 month project, Butte County Public Works Department will be contracting with Butte County Public Health (BCPH), Lake Oroville Bicyclist Organization (LOBO) and a yet to be identified entity to conduct the Safe Routes to School Workshop for Palermo School District schools. Activities for Phase 1 are designed to set the foundation and begin program activities. BCPH staff will work with the schools to establish the Safe Routes to School Committees (SRTS) for the 3 elementary schools, assure completion required data collection and assist with planning "Kick Off" Walk to School day events. Curricula to be used for classroom education will be identified, purchased/printed and prepared and education days will be calendared. BCPW will purchased equipment to be used during classroom and rodeo events. The Safe Routes to School workshop will be planned and a contractor identified. Student interns from California State University Chico will be recruited to assist with education and events. Interns will be offered stipends to off-set travel expenses. Enforcement activities will be coordinated with the Oroville California Highway Patrol office.</p>				
Other Costs:				
<p>You will not be able to fill in the following items. The totals for each "Other Costs" category listed below will automatically calculate from information entered in the itemized other costs section:</p>				
<p>To fill out an itemized cost for each "Other Cost", click below:</p> <p style="text-align: center;">Itemized "Other Costs" Section</p>		Travel (9a):	\$	-
		Equipment (9b):	\$	1,800.00
		Supplies/Materials (9c):	\$	-
		Incentives (9d):	\$	3,240.00
		Other Direct Costs (9e):	\$	56,440.00
		" " (9f):	\$	3,000.00
		Total Other Costs (9g):	\$	64,480.00
TASK GRAND TOTAL (10g):			\$	64,480.00

Task "A" Other Costs:

Itemized Travel Cost (9a)		
Please provide an itemized "travel" cost estimate for all travel costs applicable to each task		
Travel (9a)		
Type of Travel	Expense/Quantity	Total \$
1.		\$ -
2.		\$ -
3.		\$ -
4.		\$ -
5.		\$ -
6.		\$ -
7.		\$ -
8.		\$ -
9.		\$ -
10.		\$ -
11.		\$ -
12.		\$ -
13.		\$ -
14.		\$ -
15.		\$ -
16.		\$ -
17.		\$ -
18.		\$ -
19.		\$ -
20.		\$ -
Total	0	\$ -
Total Travel Cost:		\$ -

Itemized Equipment Cost (9b)				
Please provide an itemized "equipment" cost estimate for all equipment cost applicable to each task				
Equipment (9b)				
Type of Equipment	Quantity	Units	Unit Cost \$	Total \$
1. Bicycles for school bicycle clinics	10	each	\$150	\$ 1,500.00
2. Helmets for school bicycle clinics	20	each	\$10	\$ 200.00
3. Bicycle locks for clinic bikes	10	each	\$10	\$ 100.00
4.				\$ -
5.				\$ -
6.				\$ -
7.				\$ -
8.				\$ -
9.				\$ -
10.				\$ -
11.				\$ -
12.				\$ -
13.				\$ -
14.				\$ -
15.				\$ -
16.				\$ -
17.				\$ -
18.				\$ -
19.				\$ -
20.				\$ -
Total:	40		\$170	\$ 1,800.00
Total Equipment Cost:				\$ 1,800.00

Itemized Supplies/Materials Cost (9c)				
Please provide an itemized "supplies/materials" cost estimate for all equipment cost applicable to each task				
Supplies/Materials (9c)				
Type of Supplies/Materials	Quantity	Units	Unit Cost \$	Total \$
1.				\$ -
2.				\$ -
3.				\$ -
4.				\$ -
5.				\$ -
6.				\$ -
7.				\$ -
8.				\$ -
9.				\$ -
10.				\$ -
11.				\$ -
12.				\$ -
13.				\$ -
14.				\$ -
15.				\$ -
16.				\$ -
17.				\$ -
18.				\$ -
19.				\$ -
20.				\$ -
Total:	0		\$0	\$ -
Total Supplies/Materials Cost:				\$ -

Itemized Incentives Cost (9d)				
Please provide an itemized "incentives" cost estimate for all incentives cost applicable to each task				
Incentives (9d)				
Type of Incentives	Quantity	Units	Unit Cost \$	Total \$
1. Bicycles	13	each	\$100	\$ 1,300.00
2. helmets	26	each	\$10	\$ 260.00
3. Reflective back pack belt wraps, bracelets, sneaker tags, bike reflectors	200	each	\$1.5	\$ 300.00
4. rubber braciets and buttons with safety messages	600	each	\$1.3	\$ 780.00
5. Pedometers	400	each	\$2	\$ 800.00
6.				\$ -
7.				\$ -
8.				\$ -
9.				\$ -
10.				\$ -
11.				\$ -
12.				\$ -
13.				\$ -
14.				\$ -
15.				\$ -
16.				\$ -
17.				\$ -
18.				\$ -
19.				\$ -
20.				\$ -
Total:	1239		\$114	\$ 3,240.00
Total Incentives Cost:				\$ 3,240.00

ATTACHMENT 14

Task "A" Other Costs:

Itemized Other Direct Costs (9e)				
Please provide an itemized "other" cost estimate for all other costs applicable to each task				
Other Direct Costs (9e)				
Type of Other Direct Costs	Quantity	Units	Unit Cost \$	Total \$
1. External contract with Butte County Public Health	1	LS	\$56,280	\$ 56,280.00
2. Stipends for CSUC Interns 2/event/school	8	each	\$20	\$ 160.00
3.				\$ -
4.				\$ -
5.				\$ -
6.				\$ -
7.				\$ -
8.				\$ -
9.				\$ -
10.				\$ -
11.				\$ -
12.				\$ -
13.				\$ -
14.				\$ -
15.				\$ -
16.				\$ -
17.				\$ -
18.				\$ -
19.				\$ -
20.				\$ -
Total:	9		\$56,300	\$ 56,440.00
Total Other Direct Cost:			\$	56,440.00

Itemized Other Direct Costs (9f)				
Please provide an itemized "other direct" cost estimate for all other costs applicable to each task				
Other Direct Costs (9f)				
Type of Other Direct Costs	Quantity	Units	Unit Cost \$	Total \$
1. Printing education curricula, student handouts and outreach materials	1		\$3,000	\$ 3,000.00
2.				\$ -
3.				\$ -
4.				\$ -
5.				\$ -
6.				\$ -
7.				\$ -
8.				\$ -
9.				\$ -
10.				\$ -
11.				\$ -
12.				\$ -
13.				\$ -
14.				\$ -
15.				\$ -
16.				\$ -
17.				\$ -
18.				\$ -
19.				\$ -
20.				\$ -
Total:	1		\$3,000	\$ 3,000.00
Total Other Direct Cost:			\$	3,000.00

TASK "B" DETAIL			
Task Name (5a):	Construction Phase 2 South Oroville ATP Project		
Task Summary (5b):	Education, Encouragement and Enforcement activities to increase pedestrian/bicycle use to and from schools		
Task Schedule (5c):	Start Date: Jul-2018	End Date: Jun-2019	
Activities and Deliverables:			
Activities (6a):		Deliverables (6b):	
1.	Facilitate ongoing Safe Routes to School Committee meetings for 3 schools; supporting 3E (education, encouragement and enforcement), identifying additional safety issues i.e. drop off/pick up and working towards program sustainability. (4 meetings/school = 12)	Agendas, minutes, flyers, list of additional safety concerns and proposed solutions, summary of actions taken towards sustainability.	
2.	Conduct pedestrian and bicycle safety outreach at school sponsored events i.e. Back to School Night, Multi-Cultural Dinner and Kindergarten Roundups. (2/school Phase 2 = 6)	Flyers, advertisements of events, photos and list of material provided.	
3.	Publish bicycle and pedestrian educational articles for websites, newsletters and robocalling. (3 articles published in 3 schools = 9 publications total)	Copy of printed newsletters, screen shots of website publications.	
4.	Plan and conduct 6 Walk to School events at each of the three elementary schools over one school year. Incentivize participation as permitted.	Summary of planning meetings, flyers for walk to school events, copies of school and community based advertising, summary of events and pictures	
5.	Coordinate and conduct walking and biking safety education/encouragement events 1/school = 3 events	List of planning meetings, media releases, receipts, photos	
6.	Conduct pedestrian and bike safety education and training. (2 per class/all 4th - 6th grades)	Flyers, lesson plans, student/classroom count and photos	
7.	Conduct pedestrian and bike safety education and training. (1 per class/all K-3rd grades)	Flyers, lesson plans, student/classroom count and photos	
8.	Conduct one Safe Routes to School workshop for Palermo Union School District schools that adjoin one another and share similar traffic concerns.	Flyers, media alerts and published article(s), sign in sheets, agenda, materials provided, photos and recommendations from stakeholders	
9.	Coordinate with law enforcement to identify and conduct enforcement activities supportive of encouragement and education	List of enforcement dates and summary of citations/actions taken by law enforcement	
10.			
Staff Costs:			
Staff Title (7a):	Staff Hours (7b)	Rate Per Hour (7c)	Total \$
Party 1 -			\$ -
Party 2 -			\$ -
Party 3 -			\$ -
Party 4 -			\$ -
Party 5 -			\$ -
Party 6 -			\$ -
Subtotal Party Costs (6d):			\$ -
Indirect Costs (6e):			
Total Staff Costs (6f):			\$ -
Task Notes (8):			
<p>During Phase 2, BCPH will complete classroom based education for all grade levels, conduct at least one bicycle education event at each school with the assistance of LOBO members. Student learning, participation and behavior change will be encouraged with judicious use of incentives. The SRTS Committees will meet to plan the Safe Routes to School Workshop, Walk to School events and outreach at existing school meetings such as Back to School Night, Open House and Kindergarten Roundups. The SRTS Committees will also begin identifying factors to assure ongoing program sustainability. The Safe Routes to School Workshop will be held for the two Palermo Unified school with adjoining campuses. Multiple stakeholders such as school district, county personnel, parents, hospital and law enforcement will be invited to attend the workshop. Enforcement activities will be coordinated with the Oroville office of the California Highway Patrol.</p>			
Other Costs:			
<p>You will not be able to fill in the following items. The totals for each "Other Costs" category listed below will automatically calculate from information entered in the itemized other costs section:</p>			
<p>To fill out an itemized cost for each "Other Cost", click below:</p> <p style="text-align: center;">Itemized "Other Costs" Section</p>	Travel (9a):	\$	-
	Equipment (9b):	\$	-
	Supplies/Materials (9c):	\$	-
	Incentives (9d):	\$	4,060.00
	Other Direct Costs (9e):	\$	119,071.00
	" " (9f):	\$	-
Total Other Costs (9g):			\$ 123,131.00
TASK GRAND TOTAL (10g):			\$ 123,131.00

Task "B" Other Costs:

Itemized Travel Cost (9a)			
Please provide an itemized "travel" cost estimate for all travel costs applicable to each task			
Travel (9a)			
Type of Travel	Expense/Quantity	Total \$	
1.		\$	-
2.		\$	-
3.		\$	-
4.		\$	-
5.		\$	-
6.		\$	-
7.		\$	-
8.		\$	-
9.		\$	-
10.		\$	-
11.		\$	-
12.		\$	-
13.		\$	-
14.		\$	-
15.		\$	-
16.		\$	-
17.		\$	-
18.		\$	-
19.		\$	-
20.		\$	-
Total	0	\$	-
Total Travel Cost:		\$	-

Itemized Equipment Cost (9b)				
Please provide an itemized "equipment" cost estimate for all equipment cost applicable to each task				
Equipment (9b)				
Type of Equipment	Quantity	Units	Unit Cost \$	Total \$
1.				\$ -
2.				\$ -
3.				\$ -
4.				\$ -
5.				\$ -
6.				\$ -
7.				\$ -
8.				\$ -
9.				\$ -
10.				\$ -
11.				\$ -
12.				\$ -
13.				\$ -
14.				\$ -
15.				\$ -
16.				\$ -
17.				\$ -
18.				\$ -
19.				\$ -
20.				\$ -
Total:	0		\$0	\$ -
Total Equipment Cost:			\$	-

Itemized Supplies/Materials Cost (9c)				
Please provide an itemized "supplies/materials" cost estimate for all equipment cost applicable to each task				
Supplies/Materials (9c)				
Type of Supplies/Materials	Quantity	Units	Unit Cost \$	Total \$
1.				\$ -
2.				\$ -
3.				\$ -
4.				\$ -
5.				\$ -
6.				\$ -
7.				\$ -
8.				\$ -
9.				\$ -
10.				\$ -
11.				\$ -
12.				\$ -
13.				\$ -
14.				\$ -
15.				\$ -
16.				\$ -
17.				\$ -
18.				\$ -
19.				\$ -
20.				\$ -
Total:	0		\$0	\$ -
Total Supplies/Materials Cost:			\$	-

Itemized Incentives Cost (9d)				
Please provide an itemized "incentives" cost estimate for all incentives cost applicable to each task				
Incentives (9d)				
Type of Incentives	Quantity	Units	Unit Cost \$	Total \$
1. Bicycles	13	each	\$100	\$ 1,300.0
2. helmets	26	each	\$10	\$ 260.0
3. Reflective back pack belt wraps, bracelets, sneaker tags, bike reflectors	200	each	\$1.5	\$ 300.0
4. rubber bracelets and buttons with safety messages	1000	each	\$1.3	\$ 1,300.0
5. Pedometers	600	each	\$1.5	\$ 900.0
6.				\$ -
7.				\$ -
8.				\$ -
9.				\$ -
10.				\$ -
11.				\$ -
12.				\$ -
13.				\$ -
14.				\$ -
15.				\$ -
16.				\$ -
17.				\$ -
18.				\$ -
19.				\$ -
20.				\$ -
Total:	1839		\$114	\$ 4,060.0
Total Incentives Cost:			\$	4,060.0

Task "B" Other Costs:

Itemized Other Direct Costs (9e)				
Please provide an itemized "other" cost estimate for all other costs applicable to each task				
Other Direct Costs (9e)				
Type of Other Direct Costs	Quantity	Units	Unit Cost \$	Total \$
1. Contract with Butte County Public Health	1	LS	\$111,941	\$ 111,941.00
2. Outside contract for Safe Routes to School Workshop	1	LS	\$3,000	\$ 3,000.00
3. Outside contract with Lake Oroville Bicyclist Organization to assist with bicycle s	1	LS	\$3,200	\$ 3,200.00
4. Food for working lunch SRTS workshop	30	1	\$11	\$ 330.00
5. Stipends for CSUC interns to assist with SRTS events	30	1	\$20	\$ 600.00
6.				\$ -
7.				\$ -
8.				\$ -
9.				\$ -
10.				\$ -
11.				\$ -
12.				\$ -
13.				\$ -
14.				\$ -
15.				\$ -
16.				\$ -
17.				\$ -
18.				\$ -
19.				\$ -
20.				\$ -
Total:	63		\$118,172	\$ 119,071.00
Total Other Direct Cost:				\$ 119,071.00

Itemized Other Direct Costs (9f)				
Please provide an itemized "other direct" cost estimate for all other costs applicable to each task				
Other Direct Costs (9f)				
Type of Other Direct Costs	Quantity	Units	Unit Cost \$	Total \$
1.				\$ -
2.				\$ -
3.				\$ -
4.				\$ -
5.				\$ -
6.				\$ -
7.				\$ -
8.				\$ -
9.				\$ -
10.				\$ -
11.				\$ -
12.				\$ -
13.				\$ -
14.				\$ -
15.				\$ -
16.				\$ -
17.				\$ -
18.				\$ -
19.				\$ -
20.				\$ -
Total:	0		\$0	\$ -
Total Other Direct Cost:				\$ -

TASK "C" DETAIL				
Task Name (5a):	Pse 3 - Post Construction Evaluation and Sustainability			
Task Summary (5b):	Completion of Non Infrastructure Elements, facilitate sustainability plan for each school and evaluation/final reporting.			
Task Schedule (5c):	Start Date : Jul-2019	End Date: Dec-2019		
Activities and Deliverables:				
Activities (6a):		Deliverables (6b):		
1.	Conduct post- construction parent survey and classroom tallies X 3 elementary schools. Incentivize participation within guidelines	Data reports for each school, summary of incentives provided		
2.	Continue Safe Routes to School Committee meetings for 3 Schools to finalize sustainability plans for 3E activities, compile final report for school boards, county officials, parents and other key stakeholders. (2 meetings/school = 6)	Announcements, agendas, sign in sheets, outcomes report and photos		
3.	Coordinate with law enforcement to identify and conduct enforcement activities supportive of encouragement and education during the pre-construction Phase 1.	List of enforcement dates and summary of citations/actions taken by law enforcement		
4.	Conduct pedestrian and bicycle safety outreach at School sponsored events i.e. Back to School Night, Multi-Cultural Dinner and Kindergarten Roundups. (1/school post-construction Phase 3 = 3)	Flyers, advertisements of events, photos and list of material provided.		
5.	Assist school based SRTS committee to plan and conduct 2 Walk to School events at each of the three elementary schools over remaining 3 months.	Summary of planning meetings, flyers for walk to school events, copies of school and community based advertising, summary of events and pictures		
6.	Create and distribute bicycle and pedestrian safety education curricula binders for each classroom including videos, handouts, skill building exercises and links to supplemental materials. Provide technical assistance as needed.	Sample binder, list of classrooms receiving binders, summary of technical assistance provided.		
7.	Compose final reporting as required by ATP grant guidance.	final report		
8.				
9.				
10.				
Staff Costs:				
Staff Title (7a):		Staff Hours (7b)	Rate Per Hour (7c)	Total \$
Party 1 -				\$ -
Party 2 -				\$ -
Party 3 -				\$ -
Party 4 -				\$ -
Party 5 -				\$ -
Party 6 -				\$ -
			Subtotal Party Costs (6d):	\$ -
			Indirect Costs (6e):	
			Total Staff Costs (6f):	\$ -
Task Notes (8):				
Phase 3 will be dedicated to assuring sustainability within the schools including classroom education, monthly walk to school events and encouragement events such as bike rodeos. Staff will provide teachers with grade level curricula and provide technical assistance for teachers as they utilize the curricula in the classrooms. Outreach with bicycle and pedestrian education will continue at school based events and encouragement will continue via the classroom and school wide recognition. Parents Surveys and classroom tallies will be collected and submitted for input at the National SRTS Center. Project results will be evaluated and presented to Oroville City Elementary School Board and the Palermo Union School District School Board. Final evaluation reports will be completed.				
Other Costs:				
You will not be able to fill in the following items. The totals for each "Other Costs" category listed below will automatically calculate from information entered in the itemized other costs section:				
To fill out an itemized cost for each "Other Cost", click below: Itemized "Other Costs" Section		Travel (9a):	\$	-
		Equipment (9b):	\$	-
		Supplies/Materials (9c):	\$	-
		Incentives (9d):	\$	2,860.00
		Other Direct Costs (9e):	\$	58,629.00
		" " (9f):	\$	900.00
		Total Other Costs (9g):	\$	62,389.00
		TASK GRAND TOTAL (10g):	\$	62,389.00

Task "C" Other Costs:

Itemized Travel Cost (9a)			
Please provide an itemized "travel" cost estimate for all travel costs applicable to each task			
Travel (9a)			
Type of Travel	Expense/Quantity	Total \$	
1.		\$	-
2.		\$	-
3.		\$	-
4.		\$	-
5.		\$	-
6.		\$	-
7.		\$	-
8.		\$	-
9.		\$	-
10.		\$	-
11.		\$	-
12.		\$	-
13.		\$	-
14.		\$	-
15.		\$	-
16.		\$	-
17.		\$	-
18.		\$	-
19.		\$	-
20.		\$	-
Total		0	\$ -
Total Travel Cost:		\$	-

Itemized Equipment Cost (9b)				
Please provide an itemized "equipment" cost estimate for all equipment cost applicable to each task				
Equipment (9b)				
Type of Equipment	Quantity	Units	Unit Cost \$	Total \$
1.				\$ -
2.				\$ -
3.				\$ -
4.				\$ -
5.				\$ -
6.				\$ -
7.				\$ -
8.				\$ -
9.				\$ -
10.				\$ -
11.				\$ -
12.				\$ -
13.				\$ -
14.				\$ -
15.				\$ -
16.				\$ -
17.				\$ -
18.				\$ -
19.				\$ -
20.				\$ -
Total:		0	\$0	\$ -
Total Equipment Cost:				\$ -

Itemized Supplies/Materials Cost (9c)				
Please provide an itemized "supplies/materials" cost estimate for all equipment cost applicable to each task				
Supplies/Materials (9c)				
Type of Supplies/Materials	Quantity	Units	Unit Cost \$	Total \$
1.				\$ -
2.				\$ -
3.				\$ -
4.				\$ -
5.				\$ -
6.				\$ -
7.				\$ -
8.				\$ -
9.				\$ -
10.				\$ -
11.				\$ -
12.				\$ -
13.				\$ -
14.				\$ -
15.				\$ -
16.				\$ -
17.				\$ -
18.				\$ -
19.				\$ -
20.				\$ -
Total:		0	\$0	\$ -
Total Supplies/Materials Cost:				\$ -

Itemized Incentives Cost (9d)				
Please provide an itemized "incentives" cost estimate for all incentives cost applicable to each task				
Incentives (9d)				
Type of Incentives	Quantity	Units	Unit Cost \$	Total \$
1. Bicycles	13	each	\$100	\$ 1,300.0
2. helmets	26	each	\$10	\$ 260.0
3. rubber bracelets and buttons with safety messages	1000	each	\$1	\$ 1,300.0
4.				\$ -
5.				\$ -
6.				\$ -
7.				\$ -
8.				\$ -
9.				\$ -
10.				\$ -
11.				\$ -
12.				\$ -
13.				\$ -
14.				\$ -
15.				\$ -
16.				\$ -
17.				\$ -
18.				\$ -
19.				\$ -
20.				\$ -
Total:		1039	\$111	\$ 2,860.0
Total Incentives Cost:				\$ 2,860.0

Task "C" Other Costs:

Itemized Other Direct Costs (9e)

Please provide an itemized "other" cost estimate for all other costs applicable to each task

Other Direct Costs (9e)

Type of Other Direct Costs		Quantity	Units	Unit Cost \$	Total \$
1.	External contract with Butte County Public Health	1	LS	\$58,629	\$ 58,629.00
2.					\$ -
3.					\$ -
4.					\$ -
5.					\$ -
6.					\$ -
7.					\$ -
8.					\$ -
9.					\$ -
10.					\$ -
11.					\$ -
12.					\$ -
13.					\$ -
14.					\$ -
15.					\$ -
16.					\$ -
17.					\$ -
18.					\$ -
19.					\$ -
20.					\$ -
Total:		1		\$58,629	\$ 58,629.00
Total Other Direct Cost:				\$	\$ 58,629.00

Itemized Other Direct Costs (9f)

Please provide an itemized "other direct" cost estimate for all other costs applicable to each task

Other Direct Costs (9f)

Type of Other Direct Costs		Quantity	Units	Unit Cost \$	Total \$
1.	Printing of curricula notebooks 1/classroom with binder	60	each	\$15	\$ 900.00
2.					\$ -
3.					\$ -
4.					\$ -
5.					\$ -
6.					\$ -
7.					\$ -
8.					\$ -
9.					\$ -
10.					\$ -
11.					\$ -
12.					\$ -
13.					\$ -
14.					\$ -
15.					\$ -
16.					\$ -
17.					\$ -
18.					\$ -
19.					\$ -
20.					\$ -
Total:		60		\$15	\$ 900.00
Total Other Direct Cost:				\$	\$ 900.00

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:	Butte County Public Works		
Application ID:		Prepared by:	Ian Sanders
		Date:	5/21/2015
Project Description:	South Oroville Safe Routes to School ATP Cycle 2 – Lincoln Blvd. and Las Plumas Ave.		
Project Location:			

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	Sidewalk	28500	sqft	\$9.00	\$256,500	100%	\$2,565						
2	Curb and Gutter	5,700	lf	\$18.00	\$102,600	100%	\$1,026						
3	Drainage	3000	lf	\$55.00	\$165,000	100%	\$1,650						
4	Type II Slurry Seal	22000	SY	\$2.75	\$60,500	100%	\$605						
5	Striping	23000	lf	\$1.00	\$23,000	100%	\$230						
6	Markings	500	sqft	\$5.00	\$2,500	100%	\$25						
7	Rectangular Rapid Flashing Beacons	3	pair	\$6,000.00	\$18,000	100%	\$180						
8	Driver Feedback Signs	4	pair	\$12,000.00	\$48,000	100%	\$480						
9	Excavation	4500	CY	\$50.00	\$225,000	100%	\$2,250						
10	Tie-in HMA	900	Ton	\$80.00	\$72,000	100%	\$720						
11	Markers	250	Ea	\$5.00	\$1,250	100%	\$13						
12	Drainage Inlet	7	Ea	\$3,800.00	\$26,600	100%	\$266						
13													
14													
15													
16													
Subtotal of Construction Items:					\$1,000,950		\$10,010						
Construction Item Contingencies (% of Construction Items):				15.00%	\$150,143								
Enter in the cell to the right													
Total (Construction Items & Contingencies) cost:					\$1,151,093								

Project Cost Estimate:

Type of Project Delivery Cost	Cost \$		
Preliminary Engineering (PE)			
Environmental Studies and Permits(PA&ED):	\$ 25,000		
Plans, Specifications and Estimates (PS&E):	\$ 140,000		
Total PE:	\$ 165,000	14.33%	25% Max
Right of Way (RW)			
Right of Way Engineering:	\$ 15,000		
Acquisitions and Utilities:	\$ 15,000		
Total RW:	\$ 30,000		
Construction (CON)			
Construction Engineering (CE):	\$ 120,000	9.44%	15% Max
Total Construction Items & Contingencies:	\$1,151,093		
Total CON:	\$ 1,271,093		
Total Project Cost Estimate:	\$ 1,466,093		

U.S. Census Bureau



S0801

COMMUTING CHARACTERISTICS BY SEX

2009-2013 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Subject	ZCTA5 95966				
	Total		Male		Female
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
Workers 16 years and over	9,875	+/-663	5,071	+/-506	4,804
MEANS OF TRANSPORTATION TO WORK					
Car, truck, or van	91.8%	+/-2.2	92.2%	+/-2.8	91.4%
Drove alone	79.0%	+/-3.0	76.8%	+/-3.6	81.2%
Carpooled	12.8%	+/-2.7	15.4%	+/-3.5	10.2%
In 2-person carpool	10.4%	+/-2.5	13.2%	+/-3.5	7.6%
In 3-person carpool	1.1%	+/-0.5	0.6%	+/-0.4	1.5%
In 4-or-more person carpool	1.4%	+/-1.0	1.6%	+/-1.4	1.1%
Workers per car, truck, or van	1.08	+/-0.02	1.10	+/-0.02	1.07
Public transportation (excluding taxicab)	0.3%	+/-0.4	0.1%	+/-0.4	0.4%
Walked	1.9%	+/-1.0	2.2%	+/-1.7	1.7%
Bicycle	0.2%	+/-0.3	0.5%	+/-0.5	0.0%
Taxicab, motorcycle, or other means	0.3%	+/-0.4	0.0%	+/-0.7	0.6%
Worked at home	5.5%	+/-1.8	5.0%	+/-2.4	6.0%
PLACE OF WORK					
Worked in state of residence	99.6%	+/-0.4	99.2%	+/-0.7	100.0%
Worked in county of residence	89.8%	+/-2.6	84.3%	+/-4.3	95.6%
Worked outside county of residence	9.8%	+/-2.6	14.9%	+/-4.3	4.4%
Worked outside state of residence	0.4%	+/-0.4	0.8%	+/-0.7	0.0%
Living in a place	92.3%	+/-2.0	93.3%	+/-2.0	91.2%
Worked in place of residence	25.9%	+/-3.7	22.8%	+/-4.9	29.1%
Worked outside place of residence	66.4%	+/-4.1	70.5%	+/-5.3	62.1%
Not living in a place	7.7%	+/-2.0	6.7%	+/-2.0	8.8%
Living in 12 selected states	0.0%	+/-0.4	0.0%	+/-0.7	0.0%
Worked in minor civil division of residence	0.0%	+/-0.4	0.0%	+/-0.7	0.0%
Worked outside minor civil division of residence	0.0%	+/-0.4	0.0%	+/-0.7	0.0%
Not living in 12 selected states	100.0%	+/-0.4	100.0%	+/-0.7	100.0%
Workers 16 years and over who did not work at home	9,333	+/-685	4,817	+/-504	4,516
TIME LEAVING HOME TO GO TO WORK					
12:00 a.m. to 4:59 a.m.	6.1%	+/-1.6	8.1%	+/-2.3	3.9%
5:00 a.m. to 5:29 a.m.	4.1%	+/-1.3	6.5%	+/-2.2	1.6%

Subject	ZCTA5 95966				
	Total		Male		Female
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
5:30 a.m. to 5:59 a.m.	5.9%	+/-1.6	6.1%	+/-2.0	5.6%
6:00 a.m. to 6:29 a.m.	5.7%	+/-1.5	6.6%	+/-2.2	4.8%
6:30 a.m. to 6:59 a.m.	11.6%	+/-2.2	10.5%	+/-3.1	12.8%
7:00 a.m. to 7:29 a.m.	13.3%	+/-3.0	13.7%	+/-3.5	12.9%
7:30 a.m. to 7:59 a.m.	15.0%	+/-2.7	15.2%	+/-4.3	14.9%
8:00 a.m. to 8:29 a.m.	7.2%	+/-1.9	7.5%	+/-2.8	6.8%
8:30 a.m. to 8:59 a.m.	7.0%	+/-1.9	7.1%	+/-2.5	6.9%
9:00 a.m. to 11:59 p.m.	24.0%	+/-3.2	18.6%	+/-3.9	29.8%
TRAVEL TIME TO WORK					
Less than 10 minutes	32.0%	+/-3.9	29.1%	+/-4.9	35.1%
10 to 14 minutes	19.2%	+/-3.1	18.2%	+/-4.6	20.4%
15 to 19 minutes	13.4%	+/-2.5	11.7%	+/-3.2	15.1%
20 to 24 minutes	6.4%	+/-1.8	7.9%	+/-2.6	4.7%
25 to 29 minutes	5.3%	+/-2.1	5.6%	+/-2.9	4.9%
30 to 34 minutes	8.3%	+/-2.0	11.0%	+/-3.1	5.4%
35 to 44 minutes	2.6%	+/-1.0	1.7%	+/-1.0	3.6%
45 to 59 minutes	5.9%	+/-1.8	6.3%	+/-2.5	5.6%
60 or more minutes	6.9%	+/-1.6	8.4%	+/-2.3	5.2%
Mean travel time to work (minutes)	21.3	+/-1.7	23.5	+/-2.4	19.0
VEHICLES AVAILABLE					
Workers 16 years and over in households	9,841	+/-657	5,045	+/-502	4,796
No vehicle available	1.8%	+/-0.9	1.4%	+/-1.0	2.2%
1 vehicle available	14.8%	+/-2.9	13.9%	+/-3.4	15.7%
2 vehicles available	35.0%	+/-4.2	37.3%	+/-5.3	32.5%
3 or more vehicles available	48.5%	+/-4.4	47.4%	+/-5.9	49.6%
PERCENT IMPUTED					
Means of transportation to work	7.5%	(X)	(X)	(X)	(X)
Private vehicle occupancy	8.4%	(X)	(X)	(X)	(X)
Place of work	8.1%	(X)	(X)	(X)	(X)
Time leaving home to go to work	14.1%	(X)	(X)	(X)	(X)
Travel time to work	10.0%	(X)	(X)	(X)	(X)
Vehicles available	0.9%	(X)	(X)	(X)	(X)

Subject	ZCTA5 95966
	Female
	Margin of Error
Workers 16 years and over	+/-435
MEANS OF TRANSPORTATION TO WORK	
Car, truck, or van	+/-3.6
Drove alone	+/-4.2
Carpooled	+/-3.0
In 2-person carpool	+/-2.4
In 3-person carpool	+/-1.0
In 4-or-more person carpool	+/-1.0
Workers per car, truck, or van	+/-0.02
Public transportation (excluding taxicab)	+/-0.6
Walked	+/-1.0
Bicycle	+/-0.7
Taxicab, motorcycle, or other means	+/-0.9
Worked at home	+/-3.3
PLACE OF WORK	
Worked in state of residence	+/-0.7
Worked in county of residence	+/-2.1
Worked outside county of residence	+/-2.1
Worked outside state of residence	+/-0.7
Living in a place	+/-2.9
Worked in place of residence	+/-5.6
Worked outside place of residence	+/-6.0
Not living in a place	+/-2.9
Living in 12 selected states	+/-0.7
Worked in minor civil division of residence	+/-0.7
Worked outside minor civil division of residence	+/-0.7
Not living in 12 selected states	+/-0.7
Workers 16 years and over who did not work at home	+/-406
TIME LEAVING HOME TO GO TO WORK	
12:00 a.m. to 4:59 a.m.	+/-1.8
5:00 a.m. to 5:29 a.m.	+/-1.1
5:30 a.m. to 5:59 a.m.	+/-2.6
6:00 a.m. to 6:29 a.m.	+/-1.8
6:30 a.m. to 6:59 a.m.	+/-3.7
7:00 a.m. to 7:29 a.m.	+/-4.2
7:30 a.m. to 7:59 a.m.	+/-3.3
8:00 a.m. to 8:29 a.m.	+/-2.5
8:30 a.m. to 8:59 a.m.	+/-3.1
9:00 a.m. to 11:59 p.m.	+/-5.0
TRAVEL TIME TO WORK	
Less than 10 minutes	+/-4.7
10 to 14 minutes	+/-3.5
15 to 19 minutes	+/-3.5
20 to 24 minutes	+/-1.9
25 to 29 minutes	+/-2.9
30 to 34 minutes	+/-2.6
35 to 44 minutes	+/-1.9
45 to 59 minutes	+/-3.1
60 or more minutes	+/-2.2
Mean travel time to work (minutes)	+/-2.3
VEHICLES AVAILABLE	
Workers 16 years and over in households	+/-436

Subject	ZCTA5 95966
	Female
	Margin of Error
No vehicle available	+/-1.6
1 vehicle available	+/-3.8
2 vehicles available	+/-4.9
3 or more vehicles available	+/-4.6
PERCENT IMPUTED	
Means of transportation to work	(X)
Private vehicle occupancy	(X)
Place of work	(X)
Time leaving home to go to work	(X)
Travel time to work	(X)
Vehicles available	(X)

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

The 12 selected states are Connecticut, Maine, Massachusetts, Michigan, Minnesota, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, and Wisconsin.

Workers include members of the Armed Forces and civilians who were at work last week.

While the 2009-2013 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2009-2013 5-Year American Community Survey

Explanation of Symbols:

1. An '***' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '***' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

**Butte County
Traffic Engineering Department**

From 1/1/2009 to 12/31/2014

Total Collisions: 31

Injury Collisions: 13

Fatal Collisions: 0

Collision Summary Report

5/26/15

Page 1

09-05-44	5/24/2009	10:25	Sunday	MONTE VISTA AV & LOWER WYANDOTTE RD	0'	Direction:	Daylight	Clear	Pty at Fault:1
	Broadside		Other Motor Vehicle	Auto R/W Violation	21802A	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1	Driver		East	Making Left Turn		Female	Age: 16		
Veh Type:	Passenger Car	Sobriety:	HNBD	Assoc Factor: None Apparent		Lap/Shoulder Harness Used			
Party 2	Driver		South	Proceeding Straight		Female	Age: 23		
Veh Type:	Passenger Car	Sobriety:	HNBD	Assoc Factor: None Apparent		Lap/Shoulder Harness Used			
09-08-026	8/17/2009	09:50	Monday	LOWER WYANDOTTE RD & LAS PLUMAS AV	0'	Direction:	Daylight	Clear	Pty at Fault:1
	Broadside		Other Motor Vehicle	Traffic Signals and Signs	21453A	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1	Driver		East	Proceeding Straight		Female	Age: 37		
Veh Type:	Passenger Car	Sobriety:	HNBD	Assoc Factor: Inattention		Lap/Shoulder Harness Used			
Party 2	Driver		North	Proceeding Straight		Female	Age: 59		
Veh Type:	Passenger Car	Sobriety:	HNBD	Assoc Factor: None Apparent		Lap/Shoulder Harness Used			
09-08-34	8/20/2009	17:25	Thursday	LOWER WYANDOTTE RD & MONTE VISTA AV	0'	Direction:	Daylight	Clear	Pty at Fault:1
	Broadside		Other Motor Vehicle	Auto R/W Violation	21802A	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1	Driver		West	Proceeding Straight		Female	Age: 47		
Veh Type:	Passenger Car	Sobriety:	HNBD	Assoc Factor: None Apparent		Lap/Shoulder Harness Used			
Party 2	Driver		South	Proceeding Straight		Female	Age: 39		
Veh Type:	Passenger Car	Sobriety:	HNBD	Assoc Factor: None Apparent		Lap/Shoulder Harness Used			
09-09-0040	9/26/2009	12:43	Saturday	LOWER WYANDOTTE RD & MONTE VISTA AV	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Broadside		Other Motor Vehicle	Auto R/W Violation	21802A	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		West	Proceeding Straight		Female	Age: 62		
Veh Type:	Passenger Car	Sobriety:	HNBD	Assoc Factor: None Apparent		Lap/Shoulder Harness Used			
Party 2	Driver		South	Proceeding Straight		Male	Age: 23		
Veh Type:	Pickup Truck	Sobriety:	HBD Under Influenc	Assoc Factor: None Apparent		Lap/Shoulder Harness Used			
10-04-20	4/12/2010	03:50	Monday	LOWER WYANDOTTE RD & FORESTVIEW DR	65'	Direction: South	Dark - Street Light	Raining	Pty at Fault:1
	Head-On		Parked Motor Vehicle	Unsafe Speed	22350	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Driver		South	Ran Off Road		Male	Age: 18		
Veh Type:	Passenger Car	Sobriety:	HNBD	Assoc Factor: Violation		Lap/Shoulder Harness Used			

10-05-07	5/8/2010	14:15	Saturday	LOWER WYANDOTTE RD & LAS PLUMAS AV	40'	Direction: South	Daylight	Clear	Pty at Fault:1
	Overturned		Non-Collision	Improper Turning	22107	Hit & Run: Felony	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Bicyclist		South	Other Unsafe Turning	Male	Age:			
Veh Type:	Bicycle		Sobriety:	Impairment Not Kno	Assoc Factor:	None Apparent	M/C Helmet Driver - No		
Party 2	Driver		South	Proceeding Straight	Female	Age: 60			
Veh Type:	Motorcycle		Sobriety:	HNBD	Assoc Factor:	None Apparent	M/C Helmet Driver - Yes		
10-07-18	7/7/2010	10:00	Wednesday	LOWER WYANDOTTE RD & MONTE VISTA AV	14'	Direction: North	Daylight	Clear	Pty at Fault:1
	Broadside		Other Motor Vehicle	Auto R/W Violation	21802A	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Driver		East	Proceeding Straight	Male	Age: 50			
Veh Type:	Motorcycle		Sobriety:	HNBD	Assoc Factor:	None Apparent	M/C Helmet Driver - Yes		
Party 2	Driver		North	Proceeding Straight	Female	Age: 48			
Veh Type:	Passenger Car		Sobriety:	HNBD	Assoc Factor:	None Apparent	Lap/Shoulder Harness Used		
10-10-14	10/12/2010	02:00	Tuesday	LAS PLUMAS AV & OROVILLE BANGOR HWY (E)	0'	Direction: Not State	Dark - No Street Li	Clear	Pty at Fault:1
	Hit Object		Fixed Object	Unsafe Speed	22350	Hit & Run: No	Property Damage Glnly	# Inj: 0	# Killed: 0
Party 1	Driver		East	Ran Off Road	Female	Age: 27			
Veh Type:	Passenger Car		Sobriety:	HBD Not Under Infl	Assoc Factor:	None Apparent	Lap/Shoulder Harness Used		
10-10-17	10/15/2010	20:40	Friday	MONTE VISTA AV & LOWER WYANDOTTE RD	0'	Direction: Not State	Dark - Street Light	Clear	Pty at Fault:1
	Broadside		Other Motor Vehicle	Auto R/W Violation	21802A	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Driver		East	Proceeding Straight	Female	Age: 16			
Veh Type:	Pickup Truck		Sobriety:	HNBD	Assoc Factor:	None Apparent	Lap/Shoulder Harness Used		
Party 2	Driver		South	Proceeding Straight	Female	Age: 59			
Veh Type:	Pickup Truck		Sobriety:	HBD Not Under Infl	Assoc Factor:	None Apparent	Lap/Shoulder Harness Used		
Party 3	Driver		North	Proceeding Straight	Female	Age: 44			
Veh Type:	Passenger Car		Sobriety:	HNBD	Assoc Factor:	None Apparent	Lap/Shoulder Harness Used		
10-12-028	12/13/2010	12:55	Monday	LOWER WYANDOTTE RD & LAS PLUMAS AV	0'	Direction: Not State	Daylight	Cloudy	Pty at Fault:1
	Broadside		Other Motor Vehicle	Traffic Signals and Signs	21453A	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Driver		South	Proceeding Straight	Male	Age: 81			
Veh Type:	Passenger Car		Sobriety:	HNBD	Assoc Factor:	None Apparent	Lap/Shoulder Harness Used		
Party 2	Driver		East	Making Left Turn	Male	Age: 51			
Veh Type:	Passenger Car		Sobriety:	HNBD	Assoc Factor:	None Apparent	Lap/Shoulder Harness Used		
11-01-09	1/4/2011	18:10	Tuesday	LOWER WYANDOTTE RD & OROVILLE BANGOR HW	343'	Direction: South	Dark - No Street Li	Clear	Pty at Fault:2
	Vehicle - Pedestrian		Pedestrian	Unsafe Speed	22350	Hit & Run: Felony	Severe Injury	# Inj: 1	# Killed: 0
Party 1	Pedestrian		South	Proceeding Straight	Male	Age: 16			
Veh Type:	Pedestrian		Sobriety:	HNBD	Assoc Factor:	Violation			
Party 2	Driver		South	Proceeding Straight		Age:			
Veh Type:	Other		Sobriety:	Impairment Not Kno	Assoc Factor:	None Apparent	Unknown		

11-01-0026	1/10/2011	19:05	Monday	LOWER WYANDOTTE RD & FORESTVIEW DR	150'	Direction: South	Dark - No Street Li	Cloudy	Pty at Fault:1
	Hit Object		Parked Motor Vehicle	Other Equipment	29004A	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1	Driver		North	Proceeding Straight		Age:			
	Veh Type: Pickup Truck		Sobriety: Impairment Not Kno	Assoc Factor: Runaway Vehicle					
11-01-41	1/17/2011	16:55	Monday	LOWER WYANDOTTE RD & OROVILLE BANGOR HW	0'	Direction: Not State	Dark - Street Light	Fog	Pty at Fault:1
	Broadside		Other Motor Vehicle	Traffic Signals and Signs	21453A	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		South	Proceeding Straight		Female	Age: 34		
	Veh Type: Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent		Lap/Shoulder Harness Used			
Party 2	Driver		West	Proceeding Straight		Female	Age: 26		
	Veh Type: Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent		Lap/Shoulder Harness Used			
11-02-47	2/27/2011	14:45	Sunday	LOWER WYANDOTTE RD & MONTE VISTA AV	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Broadside		Other Motor Vehicle	Auto R/W Violation	21802A	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1	Driver		East	Making Left Turn		Female	Age: 55		
	Veh Type: Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent		Lap/Shoulder Harness Used			
Party 2	Driver		South	Proceeding Straight		Male	Age: 83		
	Veh Type: Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent		Lap/Shoulder Harness Used			
11-03-11	3/1/2011	10:15	Tuesday	LOWER WYANDOTTE RD & MONTE VISTA AV	0'	Direction: Not State	Daylight	Clear	Pty at Fault:1
	Broadside		Other Motor Vehicle	Auto R/W Violation	21801A	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1	Driver		West	Making Left Turn		Female	Age: 88		
	Veh Type: Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent		Lap/Shoulder Harness Used			
Party 2	Driver		South	Proceeding Straight		Male	Age: 75		
	Veh Type: Pickup Truck		Sobriety: HNBD	Assoc Factor: None Apparent		Lap/Shoulder Harness Used			
11-03-0013	3/5/2011	18:18	Saturday	LOWER WYANDOTTE RD & MONTE VISTA AV	0'	Direction: Not State	Dusk - Dawn	Raining	Pty at Fault:1
	Broadside		Other Motor Vehicle	Traffic Signals and Signs	22450A	Hit & Run: Misde	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		South	Proceeding Straight		Age:			
	Veh Type: Other		Sobriety: Impairment Not Kno	Assoc Factor: Unfamiliar With R		Unknown			
Party 2	Driver		East	Proceeding Straight		Male	Age: 54		
	Veh Type: Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent		Lap/Shoulder Harness Used			
11-03-29	3/14/2011	19:25	Monday	LOWER WYANDOTTE RD & MONTE VISTA AV	30'	Direction: South	Dark - No Street Li	Cloudy	Pty at Fault:1
	Rear-End		Other Motor Vehicle	Unsafe Speed	22350	Hit & Run: No	Complaint of Pain	# Inj: 2	# Killed: 0
Party 1	Driver		South	Proceeding Straight		Male	Age: 22		
	Veh Type: Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent		Lap/Shoulder Harness Used			
Party 2	Driver		South	Stopped In Road		Female	Age: 34		
	Veh Type: Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent		Lap/Shoulder Harness Used			

11-04-33	4/25/2011	13:20	Monday	LOWER WYANDOTTE RD & LAS PLUMAS AV	0'	Direction: Not State	Daylight	Cloudy	Pty at Fault:1
	Broadside		Other Motor Vehicle	Traffic Signals and Signs	21453A	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1	Driver		South	Proceeding Straight		Female Age: 57			
Veh Type:	Passenger Car		Sobriety:	HNBD		Assoc Factor: None Apparent	Lap/Shoulder Harness Used		
Party 2	Driver		East	Making Left Turn		Female Age: 44			
Veh Type:	Passenger Car		Sobriety:	HNBD		Assoc Factor: None Apparent	Lap/Shoulder Harness Used		
11-05-51	5/29/2011	00:45	Sunday	LOWER WYANDOTTE RD & OROVILLE BANGOR HW	633'	Direction: South	Dark - No Street Li	Clear	Pty at Fault:1
	Rear-End		Other Motor Vehicle	Unsafe Speed	22350	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1	Driver		North	Proceeding Straight		Male Age: 62			
Veh Type:	Passenger Car		Sobriety:	HNBD		Assoc Factor: None Apparent	Lap/Shoulder Harness Used		
Party 2	Driver		North	Slowing/Stopping		Male Age: 26			
Veh Type:	Passenger Car		Sobriety:	HNBD		Assoc Factor: None Apparent	Lap/Shoulder Harness Used		
2011060010	6/9/2011	12:30	Thursday	LOWER WYANDOTTE RD & MONTE VISTA AV	480'	Direction: North	Daylight	Clear	Pty at Fault:1
	Rear-End		Other Motor Vehicle	Following Too Closely	21703	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1	Driver		South	Proceeding Straight		Male Age: 52			
Veh Type:	Pickup Truck		Sobriety:	HNBD		Assoc Factor: None Apparent	Lap/Shoulder Harness Used		
Party 2	Driver		South	Slowing/Stopping		Female Age: 23			
Veh Type:	Passenger Car		Sobriety:	HNBD		Assoc Factor: None Apparent	Lap/Shoulder Harness Used		
11-06-47	6/29/2011	10:55	Wednesday	LOWER WYANDOTTE RD & MONTE VISTA AV	8'	Direction: North	Daylight	Cloudy	Pty at Fault:1
	Rear-End		Other Motor Vehicle	Unsafe Starting or Backing	22106	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1	Driver		South	Proceeding Straight		Female Age: 43			
Veh Type:	Passenger Car		Sobriety:	HNBD		Assoc Factor: None Apparent	Lap/Shoulder Harness Used		
Party 2	Driver		South	Proceeding Straight		Female Age: 22			
Veh Type:	Passenger Car		Sobriety:	HNBD		Assoc Factor: None Apparent	Lap/Shoulder Harness Used		
11-09-37	9/17/2011	22:55	Saturday	LOWER WYANDOTTE RD & MONTE VISTA AV	0'	Direction: Not State	Dark - Street Light	Clear	Pty at Fault:1
	Broadside		Other Motor Vehicle	Traffic Signals and Signs	22450A	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1	Driver		South	Proceeding Straight		Male Age: 48			
Veh Type:	Pickup Truck		Sobriety:	HNBD		Assoc Factor: None Apparent	Lap/Shoulder Harness Used		
Party 2	Driver		East	Proceeding Straight		Male Age: 77			
Veh Type:	Passenger Car		Sobriety:	HNBD		Assoc Factor: None Apparent	Lap/Shoulder Harness Used		
11-11-08	11/3/2011	17:50	Thursday	LOWER WYANDOTTE RD & LAS PLUMAS AV	30'	Direction: North	Daylight	Cloudy	Pty at Fault:1
	Rear-End		Other Motor Vehicle	Unsafe Starting or Backing	22106	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1	Driver		South	Proceeding Straight		Female Age: 20			
Veh Type:	Passenger Car		Sobriety:	HNBD		Assoc Factor: Inattention	Lap/Shoulder Harness Used		
Party 2	Driver		South	Stopped In Road		Female Age: 64			
Veh Type:			Sobriety:	HNBD		Assoc Factor: None Apparent	Lap/Shoulder Harness Used		

11-11-30	11/19/2011	20:40	Saturday	LOWER WYANDOTTE RD & OROVILLE BANGOR HW	500'	Direction: South	Dark - No Street Li	Raining	Pty at Fault:
	Head-On		Animal	Other Than Driver		Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		South		Male	Age: 53			
Veh Type:		Sobriety:		Assoc Factor:	M/C Helmet Driver - Yes				
11-11-32	11/20/2011	18:37	Sunday	LOWER WYANDOTTE RD & MONTE VISTA AV	0'	Direction: Not State	Dark - No Street Li	Clear	Pty at Fault:1
	Head-On		Other Motor Vehicle	Traffic Signals and Signs	22450A	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1	Driver		South	Proceeding Straight	Male	Age: 45			
Veh Type:	Passenger Car	Sobriety:	HNBD	Assoc Factor: None Apparent	Lap/Shoulder Harness Used				
Party 2	Driver		North	Making Left Turn	Male	Age: 44			
Veh Type:	Passenger Car	Sobriety:	HNBD	Assoc Factor: None Apparent	Lap/Shoulder Harness Used				
11-12-33	12/17/2011	18:15	Saturday	LOWER WYANDOTTE RD & MONTE VISTA AV	6'	Direction: South	Dark - No Street Li	Clear	Pty at Fault:1
	Broadside		Other Motor Vehicle	Unsafe Starting or Backing	22106	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1	Driver		South	Stopped In Road	Female	Age: 65			
Veh Type:	Passenger Car	Sobriety:	HNBD	Assoc Factor: None Apparent	Lap/Shoulder Harness Used				
Party 2	Driver		West	Stopped In Road	Female	Age: 26			
Veh Type:	Passenger Car	Sobriety:	HNBD	Assoc Factor: None Apparent	Lap/Shoulder Harness Used				
2011-12-0050	12/31/2011	12:50	Saturday	LOWER WYANDOTTE RD & MONTE VISTA AV	50'	Direction: South	Daylight	Clear	Pty at Fault:1
	Rear-End		Other Motor Vehicle	Unsafe Speed	22350	Hit & Run: No	Complaint of Pain	# Inj: 2	# Killed: 0
Party 1	Driver		South	Proceeding Straight	Male	Age: 61			
Veh Type:	Passenger Car	Sobriety:	HNBD	Assoc Factor: Inattention	Lap/Shoulder Harness Used				
Party 2	Driver		South	Proceeding Straight	Female	Age: 19			
Veh Type:	Passenger Car	Sobriety:	HNBD	Assoc Factor: None Apparent	Lap/Shoulder Harness Used				
12-01-03	1/4/2012	15:50	Wednesday	LOWER WYANDOTTE RD & FORESTVIEW DR	59'	Direction: North	Daylight	Clear	Pty at Fault:1
	Rear-End		Other Motor Vehicle	Unsafe Speed	22350	Hit & Run: Misde	Property Damage Only	# Inj: 0	# Killed: 0
Party 1	Driver		North	Proceeding Straight	Male	Age:			
Veh Type:	Passenger Car	Sobriety:	Impairment Not Kno	Assoc Factor: None Apparent	Unknown				
Party 2	Driver		North	Slowing/Stopping	Male	Age:			
Veh Type:	Pickup Truck	Sobriety:	HNBD	Assoc Factor: None Apparent	Lap/Shoulder Harness Used				
12-01-42	1/27/2012	19:20	Friday	LOWER WYANDOTTE RD & FORESTVIEW DR	25'	Direction: South	Dark - No Street Li	Clear	Pty at Fault:1
	Rear-End		Other Motor Vehicle	Unsafe Speed	22350	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1	Driver		North	Proceeding Straight	Male	Age: 52			
Veh Type:	Passenger Car	Sobriety:	HNBD	Assoc Factor: None Apparent	Lap/Shoulder Harness Used				
Party 2	Driver		North	Slowing/Stopping	Female	Age: 81			
Veh Type:	Passenger Car	Sobriety:	HNBD	Assoc Factor: None Apparent	Lap/Shoulder Harness Used				

2012-04-0018	4/12/2012	13:15	Thursday	LOWER WYANDOTTE RD & MONTE VISTA AV	16'	Direction: North	Daylight	Cloudy	Pty at Fault:1
	Rear-End		Other Motor Vehicle	Unsafe Speed	22350	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1	Driver		South	Slowing/Stopping		Male			
	Veh Type: Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent		Lap/Shoulder Harness Used			
Party 2	Driver		South	Stopped In Road		Male			
	Veh Type: Pickup Truck		Sobriety: HNBD	Assoc Factor: None Apparent		Lap/Shoulder Harness Used			
2014-12-047	12/31/2014	18:15	Wednesday	LOWER WYANDOTTE RD & MONTE VISTA AV	8'	Direction: North	Dark - No Street Li	Clear	Pty at Fault:1
	Sideswipe		Other Motor Vehicle	Driving Under Influence	23152A	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1	Driver		North	Making Right Turn		Male			
	Veh Type: Passenger Car		Sobriety: HBD Under Influen	Assoc Factor: Violation		Lap/Shoulder Harness Used			
Party 2	Driver		South	Making Right Turn		Male			
	Veh Type: Passenger Car		Sobriety: HNBD	Assoc Factor: None Apparent		Lap/Shoulder Harness Used			

Segment Length: 0.34 miles (1,801')

Settings for Query:

Start Date: 1/1/2009

End Date: 12/31/2014

Street: LOWER WYANDOTTE RD between LAS PLUMAS AV and FORESTVIEW DR

Include Intersection Related: True

**Butte County
Traffic Engineering Department**

Collisions by Severity / Type / PCF / Lighting

5/20/2015

Date Range Reported: 1/1/2009 - 12/31/2014

Total Collisions: 4

Collision Type

Broadside	2
Head-On	0
Hit Object	2
Not Stated	0
Other	0
Overturned	0
Rear-End	0
Sideswipe	0
Vehicle - Pedestrian	0

Total: 4

Day/Night

Day	2
Night	2
Unknown	0

Total: 4

Highest Degree of Injury

Complaint of Pain	1
Fatal	0
Other Visible Injury	0
Property Damage Only	3
Severe Injury	0

Total: 4

Primary Collision Factor

Auto R/W Violation	2
Brakes	0
Driving Under Influence	0

Fell Asleep	0
Following Too Closely	0
Hazardous Parking	0
Impeding Traffic	0
Improper Passing	0
Improper Turning	1
Lights	0
Not Stated	0
Other	0
Other Equipment	0
Other Hazardous Movement	0
Other Improper Driving	0
Other Than Driver or Ped	0
Ped or Other Under Influence	0
Ped R/W Violation	0
Pedestrian Violation	0
Traffic Signals and Signs	1
Unknown	0
Unsafe Lane Change	0
Unsafe Speed	0
Unsafe Starting or Backing	0
Wrong Side of Road	0

Total: 4

Segment Length: 0.26 miles (1,372')

Settings for Query:

Start Date: 1/1/2009

End Date: 12/31/2014

Street: AUTREY LN between LAS PLUMAS AV and MONTE VISTA AV

Include Intersection Related: True

**Butte County
Traffic Engineering Department**

Collisions by Severity / Type / PCF / Lighting

5/20/2015

Date Range Reported: 1/1/2009 - 12/31/2014

Total Collisions: 16

Collision Type

Broadside	5
Head-On	1
Hit Object	5
Not Stated	0
Other	1
Overturned	0
Rear-End	3
Sideswipe	1
Vehicle - Pedestrian	0

Total: 16

Day/Night

Day	11
Night	5
Unknown	0

Total: 16

Highest Degree of Injury

Complaint of Pain	3
Fatal	0
Other Visible Injury	2
Property Damage Only	11
Severe Injury	0

Total: 16

Primary Collision Factor

Auto R/W Violation	1
Brakes	0
Driving Under Influence	0

Fell Asleep	0
Following Too Closely	0
Hazardous Parking	0
Impeding Traffic	0
Improper Passing	0
Improper Turning	3
Lights	0
Not Stated	0
Other	0
Other Equipment	0
Other Hazardous Movement	0
Other Improper Driving	0
Other Than Driver or Ped	0
Ped or Other Under Influence	0
Ped R/W Violation	0
Pedestrian Violation	0
Traffic Signals and Signs	4
Unknown	0
Unsafe Lane Change	0
Unsafe Speed	7
Unsafe Starting or Backing	1
Wrong Side of Road	0

Total: 16

Segment Length: 0.92 miles (4,866')

Settings for Query:

Start Date: 1/1/2009

End Date: 12/31/2014

Street: LAS PLUMAS AV between WALMER RD and LOWER WYANDOTTE RD

Include Intersection Related: True

**Butte County
Traffic Engineering Department**

Collisions by Severity / Type / PCF / Lighting

5/20/2015

Date Range Reported: 1/1/2009 - 12/31/2014

Total Collisions: 12

Collision Type

Broadside	4
Head-On	1
Hit Object	4
Not Stated	0
Other	0
Overturned	0
Rear-End	2
Sideswipe	1
Vehicle - Pedestrian	0

Total: 12

Day/Night

Day	11
Night	1
Unknown	0

Total: 12

Highest Degree of Injury

Complaint of Pain	4
Fatal	0
Other Visible Injury	1
Property Damage Only	7
Severe Injury	0

Total: 12

Primary Collision Factor

Auto R/W Violation	3
Brakes	0
Driving Under Influence	2

Fell Asleep	0
Following Too Closely	0
Hazardous Parking	0
Impeding Traffic	0
Improper Passing	0
Improper Turning	1
Lights	0
Not Stated	0
Other	0
Other Equipment	0
Other Hazardous Movement	0
Other Improper Driving	0
Other Than Driver or Ped	0
Ped or Other Under Influence	0
Ped R/W Violation	0
Pedestrian Violation	0
Traffic Signals and Signs	0
Unknown	0
Unsafe Lane Change	0
Unsafe Speed	6
Unsafe Starting or Backing	0
Wrong Side of Road	0

Total: 12

Segment Length: 0.36 miles (1,912')

Settings for Query:

Start Date: 1/1/2009

End Date: 12/31/2014

Street: LINCOLN BL between ARNOLD AV and MONTE VISTA AV

Include Intersection Related: True

**Butte County
Traffic Engineering Department**

Collisions by Severity / Type / PCF / Lighting

5/20/2015

Date Range Reported: 1/1/2009 - 12/31/2014

Total Collisions: 27

Collision Type

Broadside	14
Head-On	2
Hit Object	1
Not Stated	0
Other	0
Overturned	1
Rear-End	7
Sideswipe	1
Vehicle - Pedestrian	1

Total: 27

Day/Night

Day	15
Night	12
Unknown	0

Total: 27

Highest Degree of Injury

Complaint of Pain	7
Fatal	0
Other Visible Injury	4
Property Damage Only	15
Severe Injury	1

Total: 27

Primary Collision Factor

Auto R/W Violation	7
Brakes	0
Driving Under Influence	1

Fell Asleep	0
Following Too Closely	1
Hazardous Parking	0
Impeding Traffic	0
Improper Passing	0
Improper Turning	1
Lights	0
Not Stated	0
Other	0
Other Equipment	0
Other Hazardous Movement	0
Other Improper Driving	0
Other Than Driver or Ped	0
Ped or Other Under Influence	0
Ped R/W Violation	0
Pedestrian Violation	0
Traffic Signals and Signs	7
Unknown	0
Unsafe Lane Change	0
Unsafe Speed	6
Unsafe Starting or Backing	3
Wrong Side of Road	0

Total: 26

Segment Length: 0.26 miles (1,353')

Settings for Query:

Start Date: 1/1/2009

End Date: 12/31/2014

Street: LOWER WYANDOTTE RD between LAS PLUMAS AV and MONTE VISTA AV

Include Intersection Related: True

**Butte County
Traffic Engineering Department**

Collisions by Severity / Type / PCF / Lighting

5/20/2015

Date Range Reported: 1/1/2009 - 12/31/2014

Total Collisions: 21

Collision Type

Broadside	14
Head-On	2
Hit Object	0
Not Stated	0
Other	2
Overturned	1
Rear-End	2
Sideswipe	0
Vehicle - Pedestrian	0

Total: 21

Day/Night

Day	15
Night	6
Unknown	0

Total: 21

Highest Degree of Injury

Complaint of Pain	6
Fatal	0
Other Visible Injury	1
Property Damage Only	14
Severe Injury	0

Total: 21

Primary Collision Factor

Auto R/W Violation	9
Brakes	0
Driving Under Influence	0

Fell Asleep	0
Following Too Closely	0
Hazardous Parking	0
Impeding Traffic	0
Improper Passing	0
Improper Turning	2
Lights	0
Not Stated	0
Other	0
Other Equipment	0
Other Hazardous Movement	0
Other Improper Driving	0
Other Than Driver or Ped	0
Ped or Other Under Influence	0
Ped R/W Violation	0
Pedestrian Violation	0
Traffic Signals and Signs	4
Unknown	1
Unsafe Lane Change	0
Unsafe Speed	2
Unsafe Starting or Backing	1
Wrong Side of Road	2

Total: 21

Segment Length: 0.93 miles (4,914')

Settings for Query:

Start Date: 1/1/2009

End Date: 12/31/2014

Street: MONTE VISTA AV between LINCOLN BL and LOWER WYANDOTTE RD

Include Intersection Related: True



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

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



Active Transportation Program (ATP)

Reunión De La Comunidad De Las Partes Interesadas

El público está invitado a venir y participar!

El propósito de la ATP es fomentar un mayor uso de los modos activos de transporte por la consecución de los siguientes objetivos :

- Aumentar la proporción de viajes realizados por el ciclismo y el senderismo,
- Aumentar la seguridad y la movilidad de los usuarios no motorizados ,
- Avanzar en los esfuerzos de transporte activo de los organismos regionales para alcanzar los objetivos de gases (Greenhouse gas -GHG) de reducción de efecto invernadero ,
- Mejorar la salud pública
- Asegurar que las comunidades desfavorecidas plenamente participar en los beneficios del programa , y
- Proporcionar una amplia gama de proyectos en beneficio de muchos tipos de usuarios del transporte activo .

Involúcrate , Hacer la Diferencia!

El propósito de la reunión de las partes interesadas Activo Comunidad Programa de Transporte es reunir información y retroalimentación sobre el transporte activo en el condado de Butte. Las agencias locales estarán aplicando para Activos Programa Becas de transporte para abordar las necesidades de transporte activos en nuestra comunidad. Se necesita su entrada para guiar a los planes y proyectos futuros.

Proporcionar información valiosa sobre las necesidades de transporte activos en nuestra comunidad!



¿Preguntas? Póngase en contacto con Iván García al 530-879-2468 o igarcia@bcag.org

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Active Transportation Program (ATP)

Community Stakeholder Lub Rooj Sib Tham

Thov caw txhua tus pej xeem tuaj thiab koom!

ATP txhawb kom muaj active transportation los ntawm cov hom phiaj nram qab no:

- Txhawb kom muaj kev taug kev lossis caij luv thij,
- Txhawb kom muaj kev ruaj ntseg thiab kev zoo ncig rau cov tibneeg tsis caij tsheb lossis caij bus,
- Txhawb kom muaj active transportation thiaj li ncav cuag txojkev siv greenhouse gas kom tsawg,
- Txhim kho pej xeem kev noj qab haus huv,
- Xyuas kom meej tias tej zej zog txhua tus tau txhais kev pab los ntawm lub kev pab cuam no,
- Thiab muab ntau yam kev pab rau cov tibneeg uas siv active transportation.

Sib Pab Koom Tes.

Active Transportation Program lub rooj sib tham no yog tsim los rau sawdaws koj tswvim thiab kev txhawjxeeb tuaj hais qhia rau sawdaws paub txog lawv txojkev taug kev thiab caij luv thij hauv Butte County. Cov koom haum nyob hauv Butte County yuav rov qab thov nyiaj pab los ntawm Active Transportation Program Grants los pab kho tej yam uas lub zej zog cov pejxeem xam pom tias yuav tsum tau kho thiaj li zoo taug kev thiab caij luv thij. Peb xav tau koj lub tswvim thiab koj kev xav txog qhov no.

Muab tswvim tseemceeb txog active transportation koj tuaj pab peb lub zej zog!



Yog muaj lus nug, hu rau Ivan Garcia ntawm 530-879-2468 lossis igarcia@bcag.org

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MEETINGS & AGENDAS

MEETINGS & AGENDAS

Board of Directors

Committees

HCP Committees

Public Notices

You Are Here: > Home > Meetings & Agendas

 May 2015						
Sun	Mon	Tue	wed	Thu	Fri	Sat
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						
Click here to view a full-sized calendar						

May 5th, 2015

2:00 pm - 4:00 pm Active Transportation Program (ATP) Workshop, City of Oroville, Oakdale Elementary School Library, 2255 Las Plumas Avenue

Commonly Used Meeting Acronyms:

TAC: [Transportation Advisory Committee](#)

TAOC: [Transit Administrative Oversight Committee](#)

SSTAC: [Social Services Transportation Advisory Council](#)

Print District Helen Wilcox Honcut Golden Hills Palermo



626

Staff Resources Staff Directory Parent Resources Student Enrollment Forms

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- Administration
- Calendar
- Library
- Newsletter
- Nutrition Services
- Standards

Choose calendars to view

Helen Wilcox Elementary School

Search Calendar

Cal Feed | Synchronize Calendar | Advanced Search

Day Week

< Thursday, May 14, 2015 >

Month Year

Click on an event to view its details.

Current Increment: 30 minutes | Change to 15 minutes

Details Of: Open House

Date: 5/14/2015 (5:30 PM - 6:30 PM)

Calendar: Helen Wilcox Elementary School (General)

Summary: Open House

CREATE A PERSONAL REMINDER

RECEIVE THE DAILY EMAIL

« May 2015 »

Sun	Mon	Tue	Wed	Thu	Fri	Sat
26	27	28	29	30	1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
25	26	27	28	29	30	
31	1	2	3	4	5	6

Palermo, CA 56° F

8 AM

9 AM

10 AM

11 AM

12 PM

1 PM

2 PM

3 PM

4 PM

5 PM

6 PM

- Open House
5:30 PM - 6:30 PM

Username:

Password:

Forget your password? Submit

Options

- View key
- Export events
- View "printer-friendly" page

Select a Day

Skip to the following day:

May 14 2015 Go

Helen M. Wilcox Elementary School • 5737 Autrey Ln. • Oroville, CA 95966 • Phone: (530) 533-7626



Campus Announcements

Archives

- [2015-4-2](#)
- [2015-4-1](#)
- [2015-3-30](#)
- [2015-3-27](#)
- [2015-3-26](#)
- [2015-3-25](#)
- [2015-3-24](#)
- [2015-3-23](#)

[All Archives](#)

Kids Farmers' Market Held At Oakdale Heights Elementary School Throughout April

Media Advisory

Kids Farmers' Market Held At Oakdale Heights Elementary School Throughout April

Oakdale Heights Elementary School is Joining the Statewide Movement for Healthy Change

WHAT: Oakdale Heights Elementary School students and families will enjoy a student-focused free farmers' market. Supported by community donations and students from neighboring Las Plumas High School, this free farmer's market will provide students with "school market bucks" which they will use to "purchase" produce provided by the North State Food Bank. The market will be coupled with education for students and their families about the benefits of eating fresh fruits and vegetables, along with recipes and healthy food tastings. The event will also promote math and life skills by teaching students the value of exchange through the process of receiving "school market bucks" and using them to purchase produce. Finally, the event will feature cooking demonstrations and a reusable bag giveaway. Seeds and vegetable starts, grown by Las Plumas High School students, will be given to parents in attendance. CalFresh Outreach will be in attendance to answer CalFresh questions and enroll any eligible parents.

WHEN: Friday, April 10th, 17th, and 24th, 2015 from 1:45 pm – 2:30 pm.

WHERE: Oakdale Heights Elementary School
2255 Las Plumas Avenue
Oroville, CA 95966

WHO: Oakdale Elementary School students and families; Las Plumas High School students; CSU Chico, Center for Healthy Communities; Butte County Public Health Department; North State Food Bank; and UC CalFresh.

VISUALS: Oakdale Heights Elementary School students and their families participating in the student-focused farmers' market where there will be cooking demonstrations, and reusable bag giveaways.

CONTACT: Alyson Wylie
530-898-3311

PLEASE SIGN IN

Would like to be put on an email list concerning updates?
 If so, please provide appropriate contact information.

NAME:	Affiliation	Contact Information (email)
1. Cory Hanna	OH	channa@ocesd.org
2. Christy Lephart	OAKDALE	clephart@ocesd.org
3. Mary R. Chay	"	mchayr2@ocesd.org
4. Rick DeSnoo		rdesnoo@ocesd.org
5. Martina Johnson		mjohnson@ocesd.org
6. Rose Sabino Blodgett		rsabino@ocesd.org
7. Jenny Cooper		jcooper@ocesd.org jcooper@ocesd.org
8. Gary Anderson		ganderso@ocesd.org
9. Laimeng Chao	OHs.	lchao@ocesd.org
10. Kellie S. Riggs	Oakdale	kriggs@ocesd.org
11. Ben Parmentier	"	eparmentier@ocesd.org
12.		
13.		
14.		
15.		
16.		
17.		
18.		
19.		
20.		

ACTIVE TRANSPORTATION PROGRAM 5/8/2015 COMMUNITY WORKSHOP

Get Involved, Make 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.**

Please provide your concerns, comments & suggestions (write them down or draw them out).

Name & Contact information if needed for clarification:

Joseph Bill

side walk between LP AVE and Lincoln on Oro Bayor.



PLEASE SIGN IN

Active Transportation Program Community Workshop

NAME:	Affiliation	Email	Would you like to be informed on any updates for the ATP?
1. Jedidiah Guerra		JedidiahGuerra@gmail.com	Yes
2. Jamie Ereth		Jamie.Ereth82@gmail.com	
3. Tim Morrison		Timm331@gmail.com	Yes No
4. Kim Nestz		kimcon4@gmail.com	yes
5. Tenisha Torres		tenetorres23@gmail.com	yes
6. Jason Galeana		Jason-Galeana@yahoo.com	yes
7. Joseph Bill		crxjoe8891@yahoo.com	(yes)
8. David Shippy		Dshippy@Hotmail.com	
9. Maria Melchor		MPCM946@gmail.com	
10. Elizabeth Sonia		esoria@buttecounty.net	
11. Michael Revucha		mrcsteel@hotmail.com	
12. Sarah Pierce		lamysgur177@gmail.com	Yes
13. Larry Pierce		Larry.Pierce7621@comcast.net	
14. Kristen Dinsmore		KCDINSK10@gmail.com	
15. Edward Sisk		EDSISK71968@gmail.com	
16. Catelyn McCardle		Catic435607@gmail.com	Yes
17. Amy Stephens-Vang		amystephensvang@yahoo.com	yes
18. M. Mathis			
19. Tommy Waldorf			

PLEASE SIGN IN

Would like to be put on an email list concerning updates?
If so, please provide appropriate contact information.

NAME:	Affiliation	Contact Information (email)
1. JUAN GARCIA	BCAG	isarcia@bcag.org
2. IAN SANDERS	BCPW	isanders@buttecounty.net
3. Sandy Henley	BCPHD	shenley@buttecounty.net
4. LANE GREEN	BCPW	LGREEN@Buttecounty.NET
5. Melissa Carpenter	PCPH	mcarpenter@buttecounty.net
6. Zong Yang	BCAG	zyang@bcag.org
7. TODD IRVIN	CHP	TIRVIN@CHP.CA.GOV
8. ANN Dickman	BCPH	adickman@yahoo.com
9. Aimee Critser	BCPH	acritser@buttecounty.net
10. Janine Rood	Chico Velo	janinerood@chicovelo.org
11. Sheng Yang	OH	Sthao@ocesd.org
12. Brianna Stanley	OH	bstanley@ocesd.org
13. Kara Flores	OH	kflores@ocesd.org
14. Nicole Robles	OH	nrobles@ocesd.org
15. Martina Johnson	OH	mjohnson@ocesd.org
16. Elisa Huru	OH	ehuru@ocesd.org
17. Elaine Moya	OH	emoya@ocesd.org
18. Alicia	OH	rdiaz@ocesd.org
19. Cindy King	OH	cking@ocesd.org
20. Amelia Carson	OH	acarson@ocesd.org

PLEASE SIGN IN

Active Transportation Program Community Workshop

NAME:	Affiliation	Email	Would you like to be informed on any updates for the ATP?
1. Hollie Bergstrom		deepbluesecis@yahoo.com	
2. Jane Shettlesworth		Janebell61@hotmail.com	
3. Bianca Rodriguez		brodriguez23358@gmail.com	
4. Heather Scott		hscott@palermoschools.org	
5. Jeanne Neville		jneville@palermoschools.org	
6. Maria Munoz			
7. Debra Rasmussen			
8. Sunnie Bertelli			
9. Liza Mena		liznyadi@gmail.com	
10. Katie Neal			
11. Chris Sweeney		Sweeney/Chris 20@gmail.com	
12. Cynthia Pelletreau		cynthia-a-pelletreau@uha.com	
13. Annette Driver		adriverco@gmail.com	
14. Kenneth Barth		kbarth97@gmail.com	
15. Amber Kaimaona		ambkaimaona@gmail.com	Yes
16. Melissa Valdez			
17. Kelsey Cabrera			
18. Terry Osborn			
19. Ellen G. Osborn		Gail Osborn@yahoo.com	Yes

PLEASE SIGN IN

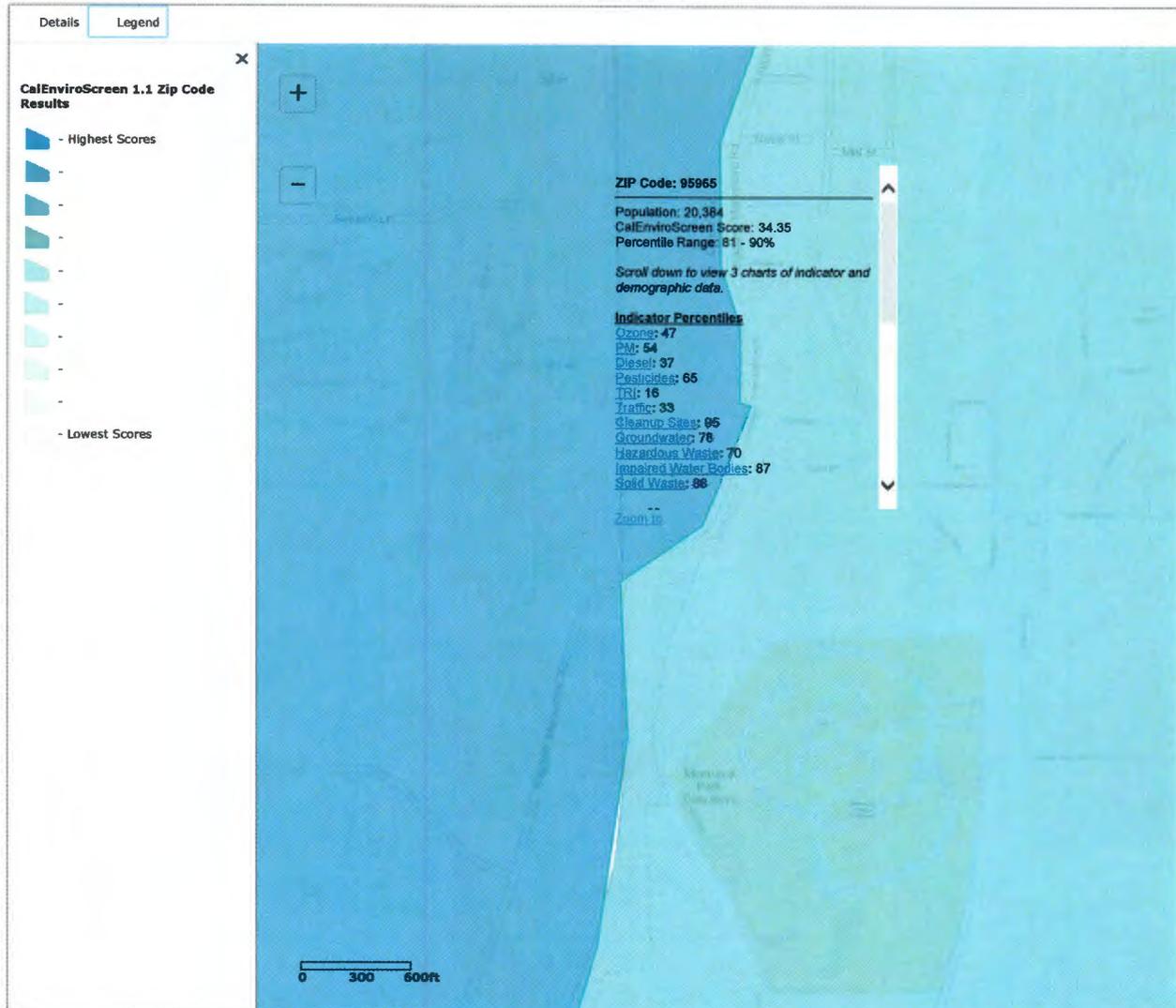
Active Transportation Program Community Workshop

NAME:	Affiliation	Email	Would you like to be informed on any updates for the ATP?
1. JANI FRIEDMAN		FIREMEN 332003 @YAHOO .COM	
2. Josh Osborn			
3. Sara Davis		benmarked@gmail	
4. Angelica Romo			
5. miranda mackabee			
6. Juana Camacho.			
7. Sandra Muñoz			
8. Maricela Ortiz		marci42Leave@gmail.com	
9. Jani		rgoldte@yahoo.com	
10. Mary Ann O'Connell			
11. Therese Sheehan			
12. Paige			
13. Dany Lee J. Jayden Walker			
14.			
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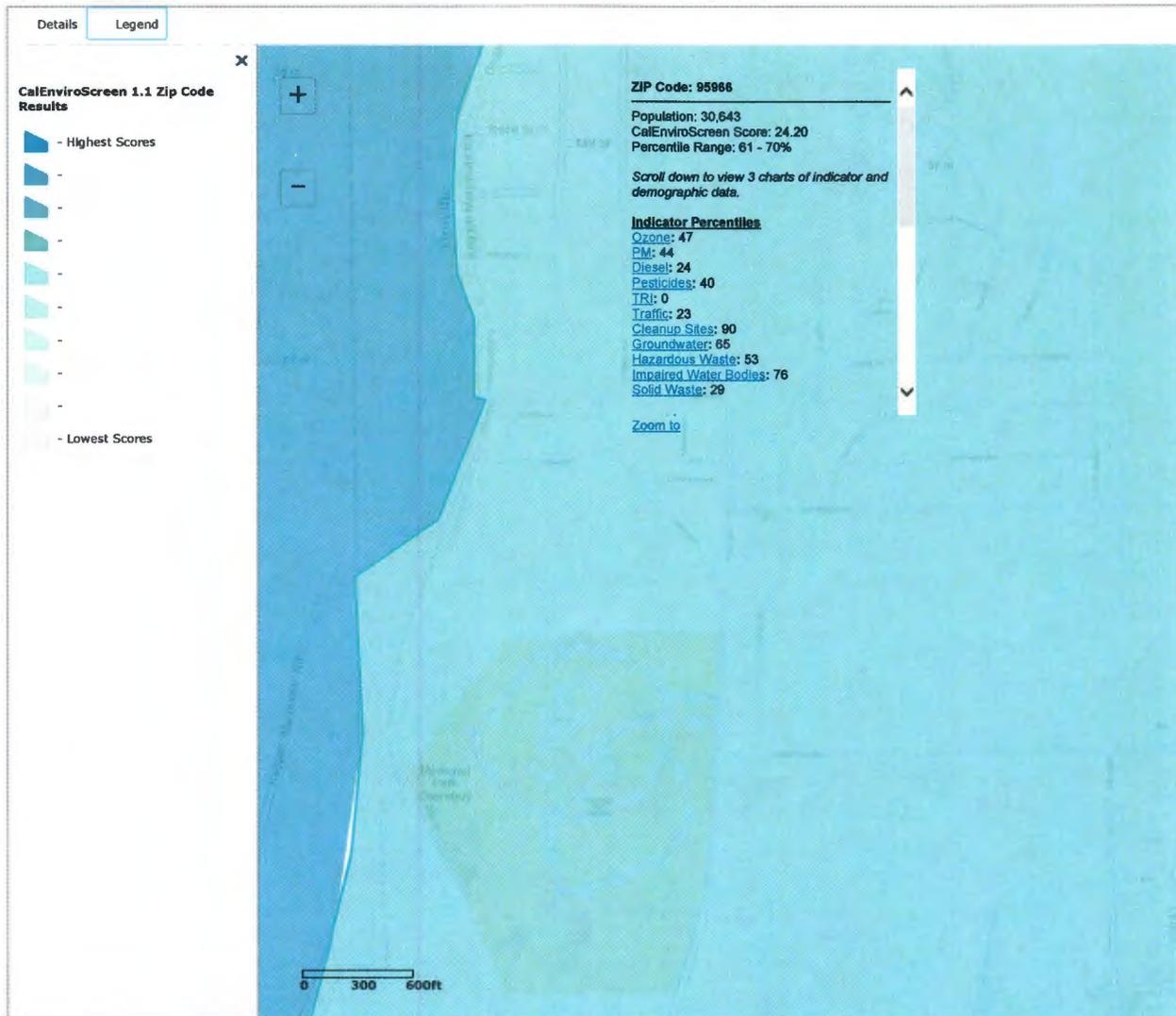
Paige Hunsberger 693-99-50

School	Enrollment	FMRL %	
LPH	1126	69.9%	787.074
ODE	433	80.0%	346.4
HWE	575	81.4%	468.05
GHE	301	81.9%	246.519
Total	2435	75.9%	1848.043

CalEnviroScreen 1.1 Statewide ZIP Code Results



CalEnviroScreen 1.1 Statewide ZIP Code Results



Project Name:
Project Location:

03-Butte County Public Works-1
 incoln Blvd., Las Plumas Ave., Lower Wyandotte Rd., and Monte Vista Ave

INFRASTRUCTURE

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

	Without Project	With Project
Existing	500	
Forecast (1 Yr after completion)	500	600
	Commuters	Recreational Users
Existing Trips	55	165
New Daily Trips (estimate) (1 YR after completion) (actual)	27.5	82.5

Project Information- Non SR2S Infrastructure

Bike Class Type	Bike Class II
Average Annual Daily Traffic (AADT)	10,000

Project Costs (Box 1D)

Non-SR2S Infrastructure Project Cost	\$0
SR2S Infrastructure Project Cost	\$1,500,000

ATP Requested Funds (Box 1E)

Non-SR2S Infrastructure	\$0
SR2S Infrastructure	\$1,500,000

CRASH DATA (Box 1F)

	Last 5 Yrs	Annual Average
Fatal Crashes	0	0
Injury Crashes	1	0.2
PDO	0	0

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

	Without Project	With Project
Existing	500	
Forecast (1 YR after project completion)	500	600

	Without Project	With Project
Existing step counts (600 steps=0.3mi=1 trip)		
Existing miles walked		

SAFETY COUNTERMEASURES (improvements) (Box 1G)

	Y or N (Capitalized)	
Signalized Intersection	Pedestrian countdown signal heads	
	Pedestrian crossing	Y
	Advance stop bar before crosswalk	
Unsignalized Intersection	Install overpass/underpass	
	Raised medians/refuge islands	
	Pedestrian crossing (new signs and markings only)	Y
Roadways	Pedestrian crossing (safety features/curb extensions)	
	Pedestrian signals	
	Bike lanes	Y
	Sidewalk/pathway (to avoid walking along roadway)	Y
	Pedestrian crossing (with enhanced safety features)	Y
	Pedestrian crossing	Y
	Other reduction factor countermeasures	Y

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

	Total
Number of student enrollment	1,399
Approximate no. of students living along school route proposed for improvement	368
Percentage of students that currently walk or bike to school	9.00%
Projected percentage of students that will walk or bike to school after the project	30.00%

Project Name:

03-Butte County Public Works-1

NON-INFRASTRUCTURE

Project Location:

Lincoln Blvd., Las Plumas Ave., Lower Wyandotte Rd., and Monte Vista Ave.

Outreach (SR2S)- (Box 2A)	
Participants (School Enrollment)	1,399
Current Active Trans Walker/Bicyclist Users	210
Percentage of Current Active Trans Walkers/Bicyclists	15%
Project Cost	\$250,000
ATP Requested Funds	\$250,000
Duration of Outreach (months)	24
Outreach to new users	1,189

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

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

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

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

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

Projected New Active Trans Riders	
Longitudinal New Users	268

Projected New Active Trans Riders	
Longitudinal New Users	0

CRASH DATA - (Box 2G)	Last 5 Yrs	Annual
Fatal Crashes	0	0
Injury Crashes	1	0.2
PDO	0	0

Assumption:
Benefits only accrue for five years, unless the project is ongoing.

Non Infrastructure- All

Projected New ATP Users 268

Annual Mobility Benefits \$0

Did not quantify mobility benefits.

Annual Health Benefits \$39,064

Annual Recreational Benefits \$0

Did not quantify recreational benefits.

Annual Safety Benefits \$8,000

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

Fuel saved	\$47,444
Emissions Saved	\$3,478
Fuel and Emissions Saved	\$50,922

Underlying assumptions for calculations:

- 1) 1 mile driven is ~ 0.05 gal ~ 1 lb of CO2 based on US average 20mpg.
Source: Active Transportation for America: The Case for Increased Federal Investment in Bicycling and Walking. Rails to Trails Conservancy, page 22.
<http://www.railstotrails.org/resourcehandler.ashx?id=2948>
- 2) Assume users divert 1040 miles (4 miles (bike 3 mi, walk .6 mi) * 5days *52 weeks)
- 3) Gasoline price per gallon is \$3.41 (incl. tax)
- 4) Carbon price is \$25 per ton (updated \$2014 value)
- 5) 2,000 lbs = 1 ton

ESTIMATED SAFETY BENEFITS FROM POTENTIAL CRASH REDUCTION

Countermeasures	OTHER REDUCTION FACTOR
Crash Reduction Factors (CRFs)	10%
Service Life	5
1st year	\$8,000

	Fatal	Injury	PDO	Total
Frequency	0	1	0	1
Cost/crash	\$3,750,837	\$80,000	\$6,924	

0-1

SAFE ROUTES TO SCHOOL

Infrastructure

Before Project

No. of students enrollment	1,399
Approximate no. of students living along school route proposed for improvement	368
Percent that currently walks/bikes to school	9%
Number of students that walk/bike to school	33.12

After Project

No. of students enrollment	1,399
Approximate no. of students living along school route proposed for improvement	368
Projected percentage of students that will walk or bike because of the project	30%
Number of students that will walk/bike to school after the project	110.4

ATP Shift	27,821
Fuels Saved	\$4,743.45
Emissions Saved	\$347.76

Annual Mobility Benefits	\$181,321
Annual Health Benefits	\$11,310
Annual Safety Benefits	\$8,140
Fuel and Emissions Saved	\$5,091
Recreational Benefits	\$0

Assumptions:

- 1) 180 school days
- 2) 2 miles distance to school = 1 hour walk
- 3) Takes 1 hour back and forth to school grounds, used distance of 1 mile (composite for bike and walk)
- 4) Approximate no. of students living along school route proposed for improvement- we used this number for before and after to get an actual increase number of ATP users or corresponding percentage.
- 5) We used the value of time for adults for SR2S since we did not quantify parents' time, and the community in general. Value of time for adults \$13.03 vs. \$5.42 for kids.
- 6) Safety benefits are assumed to be the same as non-SRTS infrastructure projects.

Did not quantify recreational benefits for SR2S Infrastructure projects.

20 Year Invest Summary Analysis

Total Costs	\$1,750,000.00
Net Present Cost	\$1,682,692.31
Total Benefits	\$17,508,247.33
Net Present Benefit	\$11,710,954.11
Benefit-Cost Ratio	6.96

20 Year Itemized Savings

Mobility	\$8,867,919.53
Health	\$833,698.82
Recreational	\$6,910,718.66
Gas & Emissions	\$458,733.01
Safety	\$437,177.30

Funds Requested	\$1,750,000.00
Net Present Cost of Funds Requested	\$1,682,692.31
Benefit Cost Ratio	6.96

ESTIMATED DAILY MOBILITY BENEFITS FROM THE PROJECT

Current Walk Counts	
Total miles walked	0.00
Total person Trips walked	500.00
Total Steps walked	0.00

After the Project is Completed	
Total miles walked	0.00
Total person trips walked	600.00
Total Steps walked	0.00

Converted miles walked to trips	0
Difference of person trips walked	100
Converted steps walked to trips	0

Current Bike Counts	
Existing Commuters	55
New Commuters	28

Benefits, 2014 values	
Annual Mobility Benefit (Walking)	\$21,250
Annual Mobility Benefit (Biking)	\$162,403.75

Total Annual Mobility Benefits	\$183,654
---------------------------------------	------------------

Project Types

For M values:

20.38 min/trip	OFF STREET	Bike Class I
18.02 min/trip	ON STREET w/o parking benefit	Bike Class II
15.83 min/trip	ON STREET w/ parking benefit	Bike Class III

\$13.03 Value of Time

600 steps=0.3mi=1 trip

\$1 Value of Total Pedestrian Environmental Impacts per trip

Sources:

NCHRP 552 Methodology (Biking)

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

YEARLY ESTIMATED HEALTH BENEFITS FROM THE PROJECT

INFRASTRUCTURE

Cycling:

New Cyclists 50

Value of Health (ave.annual) \$146

Annual Health Benefits \$7,318

GDP Deflator

2006 0.9429

2014 1.0781

Walking:

New Walkers 50

Value of Health \$146

Annual Health Benefits \$7,318

Total Annual Health Benefits \$14,635

Source: NCHRP 552- Guidelines for Analysis of Investments in Bicycle Facilities, Appendix G.

YEARLY ESTIMATED GAS AND EMISSION SAVINGS FROM THE PROJECT

INFRASTRUCTURE

New Pedestrians	50
New Bicyclists	50
Avoided VMT due to Walking	3,188
Avoided VMT due to Biking	12,563
Fuel Saved	\$2,685
Emissions Saved	\$197
Fuel and Emissions saved	\$2,882

Underlying assumptions for calculations:

- 1) Bike miles traveled= 1.5 mi, walk miles traveled= .3 (CHTS)
- 2) Assume 50% of new walkers and cyclists choose not to drive their cars
- 3) 1 mile driven is ~ 0.05 gal ~ 1 lb of CO₂ based on US average 20mpg.
Source: Active Transportation for America: The Case for Increased Federal Investment in Bicycling and Walking. Rails to Trails Conservancy, page 22.
<http://www.railstotrails.org/resourcehandler.ashx?id=2948>
- 4) Gasoline price per gallon is \$3.41 (incl. tax)
- 5) Carbon price is \$25 per ton
- 6) 250 working days
- 7) 2,000 lbs = 1 ton

YEARLY ESTIMATED RECREATIONAL BENEFITS FROM THE PROJECT

Biking		
New Recreational Users	83	\$10 per trip
New Commuters	28	
Existing Recreational Users	165	\$4 per trip
Value of Spending Recreational Time for New Recreational Users	\$102,300	
Value of Spending Recreational Time for Existing Recreational Users	\$81,840	
Potential number of recreational time outdoors	124	
Annual Biking Recreational Benefits	\$184,140	
Sources: NCHRP 552 for New Users and Commuters, TAG (January 2010 UK's Department of Transport Guidance on the Appraisal of Walking and Cycling Schemes) for Existing Users, World Health Organization's HEAT for cycling (124 days- the observed number of days cycled in Stockholm)		

Walking		
Total Recreational pedestrians	15	15%- See Misc. Tab
Value of Spending Recreational time for all pedestrians	\$5,475	\$1 per trip
Potential number of recreational time outdoors	365	
Annual Walking Recreational Benefits	\$5,475	
Sources: Pedestrian and Bicycle Information Center. TAG (January 2010 UK's Department of Transport Guidance on the Appraisal of Walking and Cycling Schemes) for Existing Users.		

Total Annual Recreational Benefits	\$189,615
-------------------------------------------	------------------

ESTIMATED SAFETY BENEFITS FROM POTENTIAL CRASH REDUCTION

Countermeasures	SIGNALIZED INTERSECTION COUNTERMEASURES				UNSIGNALIZED INTERSECTION COUNTERMEASURES			ROADWAY COUNTERMEASURES					OTHER REDUCTION FACTOR	Average of 3 highest countermeasures	Annual Benefits
	Install pedestrian countdown signal heads	Install pedestrian crossing	Install advance stop bar before crosswalk (bicycle box)	Install pedestrian overpass/underpass	Install raised medians/refuge islands	Install pedestrian crossings (new signs and markings only)	Install pedestrian crossing (with enhanced safety measures/ curb extensions)	Install pedestrian signal	Install bike lanes	Install sidewalk/pathway to avoid walking along roadways	Install pedestrian crossing (with enhanced safety measures)	Install Pedestrian crossing			
Applicable Countermeasures	0	Y	0	0	0	Y	0	0	Y	Y	Y	Y	Y		
Crash Reduction Factors (CRFs)	25%	25%	15%	75%	45%	25%	35%	55%	35%	80%	30%	35%	10%		
Service Life	20	20	10	20	20	10	20	20	20	20	10	10	20		
1st year	\$0	\$4,070	\$0	\$0	\$0	\$4,070	\$0	\$0	\$5,698	\$13,023	\$4,884	\$5,698	\$1,628	\$8,140	\$8,140

	Fatal	Injury	PDO	Total
Frequency	0	0.2	0	0.2
Cost/crash	\$4,130,347	\$81,393	\$7,624	

Assumption:
For Other Reduction Factor countermeasure, EAB assumes 20 years service life.

From: [Hsieh, Wei@CCC](mailto:Hsieh_Wei@CCC) on behalf of ATP@CCC
To: [Sanders, Ian](mailto:Sanders_Ian); inquiry@atpcommunitycorps.org
Cc: [Crump, Mike](mailto:Crump_Mike); [Fossum, Tom](mailto:Fossum_Tom); [Green, Lane](mailto:Green_Lane); [Dickman, Ann](mailto:Dickman_Ann); ATP@CCC; [Hsieh, Wei@CCC](mailto:Hsieh_Wei@CCC); [Welch, Keith@CCC](mailto:Welch_Keith@CCC); [Wolsey, Scott@CCC](mailto:Wolsey_Scott@CCC)
Subject: RE: ATP Cycle 2 Participation Inquiry - Atn: Wei Hsieh, Danielle Lynch
Date: Tuesday, May 19, 2015 10:42:51 AM

Hi Ian,

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 24th Street
 Sacramento, CA 95816
 (916) 341-3154
Wei.Hsieh@ccc.ca.gov

From: Sanders, Ian [mailto:ISanders@buttecounty.net]
Sent: Monday, May 18, 2015 3:10 PM
To: ATP@CCC; inquiry@atpcommunitycorps.org
Cc: mcrump@buttecounty.net; Fossum, Tom; Green, Lane; Dickman, Ann
Subject: ATP Cycle 2 Participation Inquiry - Atn: Wei Hsieh, Danielle Lynch
Importance: High

Wei, Danielle,

Please review our ATP Cycle 2 project outlined below and let us know your interest in participating with us if the project is awarded.

Project Title:

South Oroville Safe Routes to School ATP Cycle 2

Description:

The proposed improvements for this project would install curb, gutter, drainage, sidewalk, pedestrian ramps, and tie-in pavement along these older neighborhood arterial roadways currently deficient of continuous pedestrian facilities built to ADA standards. This project will also include and overall surface treatment for these roadways. Updated school crossing facilities, rectangular rapid flashing beacons,

and driver feedback signs would also be installed to increase pedestrian safety along the roadway and school zones. The proposed multi-phase project is located in south Oroville along Lincoln Blvd. and Las Plumas Avenue, from Lincoln Blvd. to Lower Wyandotte Ave., as well as a bike lanes and sidewalk gap closures along Lincoln Blvd from Arnold Ave. to Monte Vista Ave, which serves as an east-west arterial and primary access to the older neighborhood to the north and Oakdale Heights Elementary and Las Plumas High Schools located at either end on the south side. To reach these schools, many students must cross and/or travel along Las Plumas Ave. in traffic without the benefit of sidewalks.

This proposed project also includes a non-infrastructure component to be performed by Butte County Public Health and will focus on education, encouragement, and enforcement, at the four schools within this disadvantage community.

Map: Please see attached

Engineers Estimate: \$2M, please see attached

Preliminary Plan: Please see attached

Thank you for your time and consideration,

Ian Sanders
 Butte County Department of Public Works
 Engineer, Assistant
isanders@buttecounty.net
 phone: (530) 538-7681
 fax: (530) 538-7171

'Keep not standing fixed and rooted. Briskly venture, briskly roam' Luther Kelly

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"COUNTY OF BUTTE E-MAIL DISCLAIMER: This e-mail and any attachment thereto may contain private, confidential, and privileged material for the sole use of the intended recipient. Any review, copying, or distribution of this e-mail (or any attachments thereto) by other than the County of Butte or the intended recipient is strictly prohibited. If you are NOT the intended recipient, please contact the sender immediately and permanently delete the original and any copies of this e-mail and any attachments thereto."

From: [Active Transportation Program](#)
To: [Sanders, Ian](#)
Cc: atp@ccc.ca.gov; [Crump, Mike](#); [Fossum, Tom](#); [Green, Lane](#); [Dickman, Ann](#)
Subject: Re: ATP Cycle 2 Participation Inquiry - Atn: Wei Hsieh, Danielle Lynch
Date: Tuesday, May 19, 2015 10:36:50 AM

Hi Ian,

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

Thank you

Monica

On Mon, May 18, 2015 at 3:09 PM, Sanders, Ian <ISanders@buttecounty.net> wrote:

Wei, Danielle,

Please review our ATP Cycle 2 project outlined below and let us know your interest in participating with us if the project is awarded.

Project Title:

South Oroville Safe Routes to School ATP Cycle 2

Description:

The proposed improvements for this project would install curb, gutter, drainage, sidewalk, pedestrian ramps, and tie-in pavement along these older neighborhood arterial roadways currently deficient of continuous pedestrian facilities built to ADA standards. This project will also include and overall surface treatment for these roadways. Updated school crossing facilities, rectangular rapid flashing beacons, and driver feedback signs would also be installed to increase pedestrian safety along the roadway and school zones. The proposed multi-phase project is located in south Oroville along Lincoln Blvd. and Las Plumas Avenue, from Lincoln Blvd. to Lower Wyandotte Ave., as well as a bike lanes and sidewalk gap closures along Lincoln Blvd from Arnold Ave. to Monte Vista Ave, which serves as an east-west arterial and

primary access to the older neighborhood to the north and Oakdale Heights Elementary and Las Plumas High Schools located at either end on the south side. To reach these schools, many students must cross and/or travel along Las Plumas Ave. in traffic without the benefit of sidewalks.

This proposed project also includes a non-infrastructure component to be performed by Butte County Public Health and will focus on education, encouragement, and enforcement, at the four schools within this disadvantage community.

Map: Please see attached

Engineers Estimate: \$2M, please see attached

Preliminary Plan: Please see attached

Thank you for your time and consideration,

Ian Sanders

Butte County Department of Public Works

Engineer, Assistant

isanders@buttecounty.net

phone: [\(530\) 538-7681](tel:(530)538-7681)

fax: [\(530\) 538-7171](tel:(530)538-7171)

'Keep not standing fixed and rooted. Briskly venture, briskly roam' Luther Kelly

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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@atpccommunitycorps.org



Public Health Administration

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

202 Mira Loma Drive
Oroville, California 95965

T: 530.538.7581
F: 530.538.2164

buttecounty.net/publichealth

May 18, 2015

Mr. Mike Crump, Director of Public Works
Butte County Department of Public Works
7 County Center Drive
Oroville, CA 95965

Re: Letter of Commitment for the County Department of Public Works Active Transportation Program, Project Funding Application (Cycle 2)

Butte County Public Health Department is pleased to provide a letter of commitment for the County of Butte Department of Public Works (BCPW) Active Transportation Program (ATP) proposal to complete much-needed infrastructure along Lincoln Boulevard and Las Plumas Avenue. These extremely busy corridors feed into three elementary schools and one high school. The improvements are necessary to assure the safety of students walking and biking to school. This funding will also include a non-infrastructure element that will provide bike and pedestrian safety education programs for the four schools.

The proposed multi-phase project is located in south Oroville, a low-income disadvantaged community along Lincoln Boulevard and Las Plumas Avenue, from Lincoln Blvd to Lower Wyandotte Avenue. The project also provides bike lane and sidewalk gap closure along Lincoln Blvd from Arnold Avenue to Monte Vista Avenue. Lincoln Boulevard serves as an east-west arterial and primary access to an older neighborhood to the north of the three elementary schools and high school. The four target schools are located within a half mile of each other in this low-income, disadvantaged community. To reach these schools, many students must cross and/or travel along Las Plumas Avenue in traffic without the benefit of sidewalks.

The proposed improvements would install curbs, gutters, sidewalks, pedestrian ramps, and tie-in pavement along an older neighborhood arterial roadway currently deficient of continuous pedestrian facilities built to ADA standards. Updated school crossing facilities, rectangular rapid flashing beacons, and driver feedback signs would also be installed to increase pedestrian safety along the roadway and school zones.

Butte County Public Health is committed to protecting the health and safety of Butte County residents. We are acutely aware of the increasing numbers of overweight and obese children in south Oroville and are committed to enacting non-infrastructure programs to curb the current epidemic. The proposed sidewalk improvements promote the ATP goal to increase activity and reduce childhood obesity by encouraging more walking and biking to and from schools. Butte County Public Health fully supports BCPW in their effort to make pedestrian facilities safer and more accessible to students and all residents in the community and looks forward to the implementation of the project improvements.

Sincerely,


Cathy Raevsky, Director



Public Health Department

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

Nursing Programs - Chico

2491 Carmichael Drive, Ste 100
Chico, California 95928

T: 530.895.6565

F: 530.891.2873

buttecounty.net/publichealth

May 18, 2015

Mr. Mike Crump, Director of Public Works
Butte County Department of Public Works
7 County Center Drive
Oroville, CA 95965

Re: Letter of Commitment for the County Department of Public Works Active Transportation Program, Project Funding Application (Cycle 2)

Butte County Public Health's Maternal, Child and Adolescent Health Program (MCAH) is pleased to provide a letter of commitment for the County of Butte Department of Public Works (BCPW) Active Transportation Program (ATP) proposal to complete much-needed infrastructure along Lincoln Blvd. and Las Plumas Avenue. These extremely busy corridors feed into three elementary schools and one high school. The improvements are necessary to assure the safety of students walking and biking to school. This funding will also include a non-infrastructure element that will provide bike and pedestrian safety education program for the four schools.

The proposed multi-phase project is located in south Oroville, a low-income disadvantaged community along Lincoln Blvd. and Las Plumas Avenue, from Lincoln Blvd. to Lower Wyandotte Avenue. The project also provides bike lane and sidewalk gap closure along Lincoln Blvd from Arnold Avenue to Monte Vista Avenue. Lincoln Blvd serves as an east-west arterial and primary access to an older neighborhood to the north of the three elementary schools and high school that are located within a half a mile of each other. To reach these schools, many students must cross and/or travel along Las Plumas Ave. in traffic without the benefit of sidewalks. The proposed improvements would install curb, gutter, sidewalk, pedestrian ramps, and tie-in pavement along an older neighborhood arterial roadway currently deficient of continuous pedestrian facilities built to ADA standards. Updated school crossing facilities, rectangular rapid flashing beacons, and driver feedback signs would also be installed to increase pedestrian safety along the roadway and school zones. The four target schools are also located within the within the low-income, disadvantaged community.

The MCAH program is committed to protecting the health and safety of Butte County's residents. We are acutely aware of the increasing numbers of overweight and obese children in south Oroville and are committed to enacting non-infrastructure programs to curb the current epidemic. The proposed sidewalk improvements promote the ATP goal to increase activity and reduce childhood obesity by encouraging more walking and biking to and from schools. Butte County Public Health fully supports BCPW in their effort to make pedestrian facilities safer and more accessible to students and all residents in the community and we look forward to the implementation of the project improvements.

Sincerely,

Ann Dickman, PHN Sr.
Maternal, Child and Adolescent Health Director

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

2072 Third Street
Oroville, CA 95965
(530) 538-2700
(800) 735-2929 (TT/TDD)
(800) 735-2922 (Voice)



May 19, 2015

File No.: 240.15864.17303

Mike Crump, Director of Public Works
Butte County Department of Public Works
7 County Center Drive
Oroville, CA 95965

The California Highway Patrol (CHP) would like to support Butte County Department of Public Works Active Transportation Program proposal to complete much-needed infrastructure along Lincoln Blvd. and Las Plumas Avenue. We acknowledge how important it is for agencies in Butte County to continue to work together to keep children safe.

These extremely busy corridors feed into three elementary schools and one high school. The improvements are necessary to assure the safety of students walking and biking to school. This funding will also include a non-infrastructure element that will provide bike and pedestrian safety education program for the four schools. To reach the schools, many students must cross and/or travel along Las Plumas Avenue in traffic without the benefit of sidewalks. The proposed improvements would install curbs, gutters, sidewalks, pedestrian ramps, and tie-in pavement along an older neighborhood arterial roadway currently deficient of continuous pedestrian facilities built to ADA standards. Updated school crossing facilities, rectangular rapid flashing beacons, and driver feedback signs would also be installed to increase pedestrian safety along the roadway and school zones.

The Oroville CHP Area is committed to providing indispensable service through traffic enforcement and ongoing bike and pedestrian safety education programs at Oakdale Heights Elementary, Helen Wilcox, Golden Hills, and Las Plumas High School. We have a vital role in keeping children safe on their way to and from school. The combination of improved roadways and education will help us achieve the ultimate goal of safety and security for all.

Sincerely,

A handwritten signature in blue ink, appearing to read "M. D. Stokes".

M. D. STOKES, Lieutenant
Commander

Safety, Service, and Security



An Internationally Accredited Agency

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MAY 26 2015

County of Butte
Department of Public Works



OROVILLE CITY ELEMENTARY SCHOOL DISTRICT

2795 YARD STREET, OROVILLE, CA 95966-5113

(530) 532-3000 • www.ocesd.org

J.

PENNY CHENNEL-CARTER, Ed.D.

*Superintendent
Extension 3001
(530) 532-3050 FAX*

ANDREA DUNN
*Associate Superintendent
of Educational Services
Extension 3013
(530) 532-3050 FAX*

ANDREW JAMES
*Asst. Superintendent, Business
Extension 3005
(530) 532-3030 FAX*

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Lori Strieby, Principal
1421 Bird Street
Oroville, CA 95965-4783
(530) 532-3001
(530) 532-3041 FAX

CENTRAL MIDDLE SCHOOL
Mikeal Williamson, Principal
2565 Mesa Avenue
Oroville, CA 95966-6000
(530) 532-3002
(530) 532-3042 FAX

ISHI HILLS MIDDLE SCHOOL
Kathy Myszka, Principal
1 Ishi Hills Way
Oroville, CA 95966-5519
(530) 532-3078
(530) 532-3040 FAX

OAKDALE HEIGHTS SCHOOL
Rick Desimone, Principal
2255 Las Plumas Avenue
Oroville, CA 95966-6920
(530) 532-3004
(530) 532-3044 FAX

OPHIR SCHOOL
Rita Costa, Principal
210 Oakvale Avenue
Oroville, CA 95966-9494
(530) 532-3005
(530) 532-3045 FAX

SIERRA DEL ORO SCHOOL
(Temporarily Closed)
Andrea Dunn, Principal
(530) 532-3000, Ext. 3013
(530) 532-3050 FAX

STANFORD AVENUE SCHOOL
Patricia Garrison, Principal
1801 Stanford Avenue
Oroville, CA 95966-5231
(530) 532-3006
(530) 532-3046 FAX

WYANDOTTE AVENUE SCHOOL
Lynne Vincent, Ed.D., Principal
2800 Wyandotte Avenue
Oroville, CA 95966-6538
(530) 532-3007
(530) 532-3047 FAX

May 15, 2015

Mr. Mike Crump, Director
County of Butte Department of Public Works
7 County Center Drive
Oroville, CA 95965

RE: Letter of Commitment for the County Department of Public Works Active Transportation Program, Project Funding Application (Cycle 2)

Dear Mr. Crump:

The Oroville City Elementary School District is pleased to provide a letter of commitment for the County of Butte Department of Public Works Active Transportation Program (ATP) proposal to complete much-needed infrastructure along Lincoln Boulevard and Las Plumas Avenue. These extremely busy corridors feed into Oakdale Heights Elementary School, located at 2255 Las Plumas Avenue. The improvements are necessary to assure the safety of students walking and biking to our school. In addition, we are also committed to participating in the non-infrastructure elements that will provide bike and pedestrian safety education programs for our students.

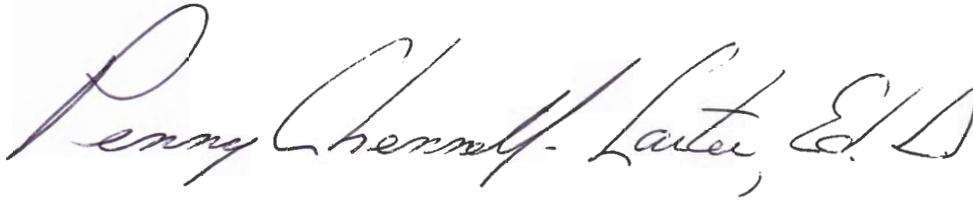
Oakdale Heights Elementary School is situated in South Oroville and serves many students from low-income families. The proposed project will directly benefit students and families within this community. The project will provide a bike lane and sidewalk gap closure along Lincoln Boulevard, from Arnold Avenue to Monte Vista Avenue. In addition, many of our students must cross and/or travel along Las Plumas Avenue in traffic without the benefit of sidewalks. The proposed improvements include the installation of curbs, gutters, sidewalks, and pedestrian ramps. It also will tie-in pavement along an older neighborhood arterial roadway currently deficient of continuous pedestrian facilities built to ADA standards. The updated school crossing facilities, rectangular rapid flashing beacons, and driver feedback signs that are proposed in the ATP project would serve to increase pedestrian safety along the busy roadway and in school zones.

J

Mike Crump, Director
County of Butte Department of Public Works
May 15, 2015
Page 2

The Oroville City Elementary School District is committed to protecting the health and safety of its students. We fully support BCPW in their effort to provide much-needed upgrades to our local roadways, making them more accessible to our students and all residents in our community. We also look forward to the implementation of additional pedestrian and bike safety education programs and the benefits they provide.

Sincerely,



Penny Chennell-Carter, Ed.D.
Superintendent

PCC:kjf

RECEIVED

MAY 21 2015

County of Butte
Department of Public Works

**PALERMO
UNION SCHOOL
DISTRICT**

7390 Bulldog Way
Palermo, CA 95968-9700
(530) 533-4842
Fax (530) 532-1047

Superintendent
Dr. Bryan L. Caples

Board of Trustees
Walter Hancock
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Thomas Robertson
Susan Short
William Bynum

Helen Wilcox School
5737 Autrey Lane
Oroville, CA 95966
(530) 533-7626
Fax (530) 533-6949
Heather Scott, Principal

Honcut School
68 School Street
Oroville, CA 95966
(530) 742-5284
Fax (530) 742-2955
Heather Scott, Principal

Palermo School
7350 Bulldog Way
Palermo, CA 95968
(530) 533-4708
Fax (530) 532-7801
Kathleen Andoe, Principal

Golden Hills School
2400 Via Canela
Oroville, CA 95966
(530) 532-6000
Fax (530) 534-7982
Carol Brown, Principal

An Equal Opportunity Employer

May 18, 2015

Mr. Mike Crump, Director of Public Works
Butte County Department of Public Works
7 County Center Drive
Oroville, CA 95965

Re: Letter of Commitment for the County Department of Public Works
Active Transportation Program, Project Funding Application (Cycle 2)

As Principal of Golden Hills Elementary School, I am pleased to provide a letter of commitment for the County of Butte Department of Public Works (BCPW) Active Transportation Program (ATP) proposal to complete much-needed infrastructure along Lincoln Blvd. and Las Plumas Avenue. These extremely busy corridors feed into three elementary schools and one high school; all located in south Oroville, a low-income disadvantaged community. The improvements are necessary to assure the safety of students walking and biking to our school. We are also committed to participating in the non-infrastructure elements that will provide a much needed bike and pedestrian safety education program for our students.

This project will provide bike lane and sidewalk gap closure served along Lincoln Blvd. and Las Plumas Avenue, from Lincoln Blvd. to Lower Wyandotte Avenue. The project will also provide bike lane and sidewalk gap closure along Lincoln Blvd from Arnold Avenue to Monte Vista Avenue. Lincoln Blvd serves as an east-west arterial and primary access to an older neighborhood to the north of the three elementary schools and high school that are located within a half a mile of each other. To reach these schools, many students must cross and/or travel along Las Plumas Ave. in traffic without the benefit of sidewalks. The proposed improvements would install curb, gutter, sidewalk, pedestrian ramps, and tie-in pavement along an older neighborhood arterial roadway currently deficient of continuous pedestrian facilities built to ADA standards. Updated school crossing facilities, rectangular rapid flashing beacons, and driver feedback signs would also be installed to increase pedestrian safety along the roadway and school zones. The three target schools are also located within the within the low-income, disadvantaged community.

Golden Hills Elementary School is committed to protecting the health and safety of the students and families that make up our school community. We are acutely aware that the lack of updated infrastructure around our school poses a safety risk to students that are walking or biking to school. We fully support BCPW in their effort to provide much-needed upgrades to our local roadways making them more accessible to students and all residents in the community. We also look forward to the implementation of the safety education that will benefit our school family.

Sincerely,



Carol Brown

J



Board of Trustees:
Mr. Walter Hancock, President
Mr. Thomas Robertson, Vice Pres.
Mr. William Bynum
Mrs. Juanita Connelly
Mrs. Susan Short

Palermo Union School District

“To ensure high levels of learning for all students”

7390 Bulldog Way
Palermo, CA 95968
Phone (530) 533-4842 / FAX (530) 532-1047

Dr. Bryan Caples, Superintendent

5/15/15

Mr. Mike Crump, Director of Public Works
 Butte County Department of Public Works
 7 County Center Drive
 Oroville, CA 95965

Re: Letter of Commitment for the County Department of Public Works Active Transportation Program, Project Funding Application (Cycle 2)

The Palermo Union School District is pleased to provide a letter of commitment for the County of Butte Department of Public Works Active Transportation Program (ATP) proposal to complete much-needed infrastructure along Lincoln Blvd. and Las Plumas Avenue. These extremely busy corridors feed into three elementary schools, two of which are part of our school district, and one high school. The improvements are necessary to assure the safety of students walking and biking to our school. We are also committed to participating in the non-infrastructure elements that will provide much needed bike and pedestrian safety education program for our students.

Helen Wilcox and Golden Hills Elementary Schools are situated in south Oroville, a low-income disadvantaged community and the proposed project directly effects students and families within these school communities. The project provides much needed bike lane and sidewalk gap closure along Lincoln Blvd from Arnold Avenue to Monte Vista Avenue. In addition, many of our students must cross and/or travel along Las Plumas Ave in traffic without the benefit of sidewalks. The proposed improvements would install curb, gutter, sidewalk, pedestrian ramps, and tie-in pavement along an older neighborhood arterial roadway currently deficient of continuous pedestrian facilities built to ADA standards. The updated school crossing facilities, rectangular rapid flashing beacons, and driver feedback signs that are proposed in the ATP project would serve to increase pedestrian safety along the busy roadway and in school zones.

The Palermo Union School District is committed to protecting the health and safety of the students and families that make up our school community. We fully support BCPW in their effort to provide much-needed upgrades to our local roadways making them more accessible to students and all residents in the community. We also look forward to the implementation of additional pedestrian and bike safety education, which will benefit our entire school family.

Sincerely,

Dr. Bryan Caples
 District Superintendent

J



May 22, 2015

To Whom it May Concern:

The Oroville Union High School District supports the County of Butte in applying for ATP funds to improve the roads near Las Plumas High School in Oroville, California.

The proposed project would positively impact three school districts, Oroville Union High School District, Oroville City Elementary School District and Palermo Union School District. All three districts have schools that are accessed by Monte Vista and/or Lincoln Blvd. The proposed project would greatly increase the safety for all adults and students travelling to any of the schools in the area.

Please do not hesitate to contact me by email at cwillenb@ouhsd.org or by telephone at (530) 538-2300, extension 1107, if I can be of further assistance to make sure this project that will improve the neighborhoods surrounding my high school will be completed.

Respectfully,

Dr. Corey Willenberg
Superintendent

2211 Washington Ave.
Oroville, CA 95966
(530) 538-2300 Business
(530) 538-2308 FAX - Dist. Office
(530) 538-2357 FAX - Supt. Office

Superintendent
(530) 538-2300, ext. 1107

Asst. Supt. of Business
(530) 538-2300, ext. 1103

Director of Alternative Education
(530) 538-5350

Educational Services
(530) 538-2300, ext. 1104

Las Plumas High School
2380 Las Plumas Avenue
Oroville, CA 95966
(530) 538-2310
Fax: (530) 534-5974

Oroville High School
1535 Bridge Street
Oroville, CA 95966
(530) 538-2320
Fax: (530) 534-6203

**Prospect High School/
Community Day School**
2060 2nd Street
Oroville, CA 95965
(530) 538-2330
Fax: (530) 538-2338

**Oroville Adult Education
Career & Technical Center**
2750 Mitchell Avenue
Oroville, CA 95966
(530) 538-5350
Fax: (530) 538-5396

**PALERMO UNION
SCHOOL DISTRICT**

May 15, 2015

Mr. Mike Crump, Director of Public Works
Butte County Department of Public Works
7 County Center Drive
Oroville, CA 95965

7390 Bulldog Way
Palermo, CA 95968-9700
(530) 533-4842
Fax (530) 532-1047

Superintendent
Dr. Bryan L. Caples

Board of Trustees
Walter Hancock
Juanita Connelly
Thomas Robertson
Susan Short
William Bynum

Helen Wilcox School
5737 Autrey Lane
Oroville, CA 95966
(530) 533-7626
Fax (530) 533-6949
Heather Scott, Principal

Honcut School
68 School Street
Oroville, CA 95966
(530) 742-5284
Fax (530) 742-2955
Heather Scott, Principal

Palermo School
7350 Bulldog Way
Palermo, CA 95968
(530) 533-4708
Fax (530) 532-7801
Kathleen Andoe, Principal

Golden Hills School
2400 Via Canela
Oroville, CA 95966
(530) 532-6000
Fax (530) 534-7982
Carol Brown, Principal

Re: Letter of Commitment for the County Department of Public Works Active Transportation Program, Project Funding Application (Cycle 2)

As Principal of Helen M. Wilcox School, I am pleased to provide a letter of commitment for the County of Butte Department of Public Works (BCPW) Active Transportation Program (ATP) proposal to complete much-needed infrastructure along Lincoln Blvd. and Las Plumas Avenue. These extremely busy corridors feed into three elementary schools and one high school. The improvements are necessary to assure the safety of students walking and biking to our school. We are also committed to participating in the non-infrastructure elements that will provide much needed bike and pedestrian safety education program for our students.

Helen M. Wilcox School is situated in south Oroville, a low-income disadvantaged community. served by the along Lincoln Blvd. and Las Plumas Avenue, from Lincoln Blvd. to Lower Wyandotte Avenue. The project also provides bike lane and sidewalk gap closure along Lincoln Blvd from Arnold Avenue to Monte Vista Avenue. Lincoln Blvd serves as an east-west arterial and primary access to an older neighborhood to the north of the three elementary schools and high school that are located within a half a mile of each other. To reach these schools, many students must cross and/or travel along Las Plumas Ave. in traffic without the benefit of sidewalks. The proposed improvements would install curb, gutter, sidewalk, pedestrian ramps, and tie-in pavement along an older neighborhood arterial roadway currently deficient of continuous pedestrian facilities built to ADA standards. Updated school crossing facilities, rectangular rapid flashing beacons, and driver feedback signs would also be installed to increase pedestrian safety along the roadway and school zones. The three target schools are also located within the within the low-income, disadvantaged community.

Helen M. Wilcox School is committed to protecting the health and safety of the students and families that make up our school community. We are acutely aware that the lack of updated infrastructure around our school poses a safety risk to students that are walking or biking to school. We fully support BCPW in their effort to provide much-needed upgrades to our local roadways making them more accessible to students and all residents in the community. We also look forward to the implementation of the safety education that will benefit our school family.

Sincerely,

Heather M. Scott
Principal
Helen M. Wilcox Elementary
Palermo Union School District
(530) 533-7626

Las Plumas High School

Oroville Union High School District

2380 Las Plumas Avenue
Oroville, CA 95966
Tel: (530) 538-2310
Fax: (530) 534-5974

May 15, 2015

Mr. Mike Crump, Director of Public Works
Butte County Department of Public Works
7 County Center Drive
Oroville, CA 95965

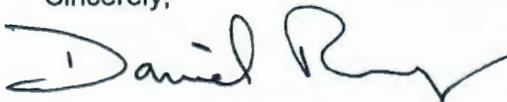
Re: Letter of Commitment for the County Department of Public Works Active Transportation Program, Project Funding Application (Cycle 2)

As Principal of Las Plumas High School, I am pleased to provide a letter of commitment for the County of Butte Department of Public Works (BCPW) Active Transportation Program (ATP) proposal to complete much-needed infrastructure along Lincoln Blvd. and Las Plumas Avenue. These extremely busy corridors feed into our school, as well as three elementary schools. The improvements are necessary to assure the safety of students walking and biking to our school. We are also committed to participating in the non-infrastructure elements that will provide much needed bike and pedestrian safety education program for our students.

Las Plumas High School is situated in south Oroville, a low-income disadvantaged community, served by the along Lincoln Blvd. and Las Plumas Avenue, from Lincoln Blvd. to Lower Wyandotte Avenue. The project also provides bike lane and sidewalk gap closure along Lincoln Blvd from Arnold Avenue to Monte Vista Avenue. Lincoln Blvd serves as an east-west arterial and primary access to an older neighborhood to the north of the three elementary schools and high school that are located within a half a mile of each other. To reach these schools, many students must cross and/or travel along Las Plumas Ave. in traffic without the benefit of sidewalks. The proposed improvements would install curb, gutter, sidewalk, pedestrian ramps, and tie-in pavement along an older neighborhood arterial roadway currently deficient of continuous pedestrian facilities built to ADA standards. Updated school crossing facilities, rectangular rapid flashing beacons, and driver feedback signs would also be installed to increase pedestrian safety along the roadway and school zones. The three target schools are also located within the within the low-income, disadvantaged community.

Las Plumas High School is committed to protecting the health and safety of the students and families that make up our school community. We are acutely aware that the lack of updated infrastructure around our school poses a safety risk to students that are walking or biking to school. We fully support BCPW in their effort to provide much-needed upgrades to our local roadways making them more accessible to students and all residents in the community. We also look forward to the implementation of the safety education that will benefit our school family.

Sincerely,



Daniel Ramos, Principal
Las Plumas High School



Oakdale Heights Elementary School
2255 Las Plumas Avenue
Oroville, CA 95966
(530) 532-3004 office
(530) 532-3044 fax
<http://www.ocesd.org/schools/oakdaleheightses/>
A Professional Learning Community

May 15, 2015

Mr. Mike Crump, Director of Public Works
Butte County Department of Public Works
7 County Center Drive
Oroville, CA 95965

Re: Letter of Commitment for the County Department of Public Works Active Transportation Program, Project Funding Application (Cycle 2)

As Principal of Oakdale Heights Elementary School, I am pleased to provide a letter of commitment for the County of Butte Department of Public Works (BCPW) Active Transportation Program (ATP) proposal to complete much-needed infrastructure along Lincoln Blvd. and Las Plumas Avenue. These extremely busy corridors feed into three elementary schools and one high school. The improvements are necessary to assure the safety of students walking and biking to our school. We are also committed to participating in the non-infrastructure elements that will provide much needed bike and pedestrian safety education program for our students.

Oakdale Heights Elementary School is situated in south Oroville, a low-income disadvantaged community served by the along Lincoln Blvd. and Las Plumas Avenue, from Lincoln Blvd. to Lower Wyandotte Avenue. The project also provides bike lane and sidewalk gap closure along Lincoln Blvd from Arnold Avenue to Monte Vista Avenue. Lincoln Blvd serves as an east-west arterial and primary access to an older neighborhood to the north of the three elementary schools and high school that are located within a half a mile of each other. To reach these schools, many students must cross and/or travel along Las Plumas Ave. in traffic without the benefit of sidewalks. The proposed improvements would install curb, gutter, sidewalk, pedestrian ramps, and tie-in pavement along an older neighborhood arterial roadway currently deficient of continuous pedestrian facilities built to ADA standards. Updated school crossing facilities, rectangular rapid flashing beacons, and driver feedback signs would also be installed to increase pedestrian safety along the roadway and school zones. The three target schools are also located within the within the low-income, disadvantaged community.

Oakdale Heights Elementary School is committed to protecting the health and safety of the students and families that make up our school community. We are acutely aware that the lack of updated infrastructure around our school poses a safety risk to students that are walking or biking to school. We fully support BCPW in their effort to provide much-needed upgrades to our local roadways making them more accessible to students and all residents in the community. We also look forward to the implementation of the safety education that will benefit our school family.

Sincerely,

Rick Desimone
Principal

RECEIVED

MAY 21 2015

County of Butte
Department of Public Works



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

May 19, 2015

Mike Crump, Public Works Director
Butte County
7 County Center Drive
Oroville, CA 95965

Subject: Active Transportation Program, Public Participation Process Documentation for
Community Stakeholder Meetings - May 5, 2015 - 2-4pm for Butte County Public Works

Workshop Summary:

The workshops were noticed in the Paradise Post, Chico Enterprise Record, Oroville Mercury Register, and the Gridley Harold 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. In addition, the announcement was presented and circulated to the BCAG Transportation Advisory Committee and BCAG Board of Directors and sent to their respective email distribution list.

The south Oroville Active Transportation Program (ATP) Workshop was put together by Butte County Association of Governments (BCAG), Butte County Public Works (BCPW), and Butte County Public Health (BCPH) and was held at Oakdale Hts. Elementary School Library on May 5, from 2-4 pm. Advertising and promotion of the workshop was provided by the school staff as well as BCAG. Four separate workshops/opportunities were held to give the public ample opportunities to participate. There were approximately 30 people in attendance at the first two workshops held at the Oakdale Elementary School with representatives from BCAG, BCPW, BCPH, Oakdale Heights Elementary School, California Highway Patrol, Chico Velo Cycling Advocacy Club, students, and parents.

Overall the presentations were a success and the participants were in favor of the proposed project. Comments were very supportive of the proposed sidewalks, bike lanes, education, encouragement, and enhanced safety, for this south Oroville community. This area is lacking many active transportation facilities and the participants were very excited to hear about this proposed project and proposed future projects.

Butte County Public Works
Active Transportation Program
Public Participation Documentation
May 5, 2015
Page 2

Parents were very happy to see a true, honest effort to improve the conditions for the South Oroville area which is generally a low income region. Parents and students indicated they would walk or ride to school if it was safe and convenient to do so.

Another gathering was hosted by Butte County Public Health and County staff at the Oakdale Heights Open House on May 7, from 5:30 to 7:30 pm. Aerial maps of the vicinity were posted showing what is being constructed this year, what will be constructed next year, and some ideas of what can be done with ATP in the future to enhance safety and connectivity via sidewalks. Approximately 48 signatures were gathered at that function.

Butte County Public Health staff (Ann Dickman) independently attended a Helen Wilcox Elementary School Open House meeting on May 14, 2015 in which the County's proposed project was again presented. Additional signatures were gathered as well. Feedback at all events was positive and generated excitement.

Signed:



Ivan Garcia, BCAG Programming Manager



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 County Public Work's South Oroville Safe Routes to School ATP Cycle 2 – Lincoln Blvd. and Las Plumas Ave. BCAG is the federally designated Metropolitan Planning Organization (MPO) and State designated Regional Transportation Planning Agency (RTPA) and Regional Transit Operator for Butte County.

The areas currently identified in the County's application are heavily utilized by students walking and biking to school. The existing configuration of the roadway poses a safety concern with traffic too close to pedestrians. Comprehensive improvements are being proposed by the County. After witnessing the area firsthand and assisting in their outreach efforts, I can attest, the proposed recommended improvements are justified and seriously needed. South Oroville is a very low income region in which many kids have no choice but to walk or ride their bikes. It is our responsibility and duty to try to accommodate and promote safe access to the public schools.

The proposed improvements for this project would install curb, gutter, drainage, sidewalk, pedestrian ramps, and tie-in pavement along these older neighborhood arterial roadways currently deficient of continuous pedestrian facilities built to ADA standards. This project will also include and overall surface treatment for these roadways. Updated school crossing facilities, rectangular rapid flashing beacons, and driver feedback signs would also be installed to increase pedestrian safety along the roadway and school zones.

The proposed multi-phase project is located in south Oroville along Lincoln Blvd. and Las Plumas Avenue, from Lincoln Blvd. to Lower Wyandotte Ave., as well as a bike lanes and sidewalk gap closures along Lincoln Blvd from Arnold Ave. to Monte Vista Ave, which serves as an east-west arterial and primary access to the older neighborhood to the north and Oakdale Heights Elementary and Las Plumas High Schools located at either end on the south side.

Mr. Ted Davini
Butte County Public Works ATP Grant Application RTPA/MPO Letter of Support
May 20, 2015
Page 2

To reach these schools, many students must cross and/or travel along Las Plumas Ave. in traffic without the benefit of sidewalks.

This proposed project also includes a non-infrastructure component to be performed by Butte County Public Health and will focus on education, encouragement, and enforcement, at the four schools within this disadvantage community. With the implementation of safer improved routes to school, parents will also become more inclined to allow their children to walk and bike to school. This will help in reducing the peak hour traffic congestion around our schools and promote increased physical activity which is the goal of our Local School Wellness Policy, as mandated by federal law. Without safer routes, students are also often unable to walk or ride a bike safely to or from school facilities where they can enjoy recreational activities during out of school hours.

The County is fortunate to have Butte County Public Health and Chico Velo Cycling Club passionate to help meet the community walking and cycling needs in a safe manner. BCAG intends to work with the County wherever necessary to complete their proposed project and ensure timely use of funds.

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: Lane Green & Ian Sanders, Butte County Public Works
Ann Dickman, Butte County Public Health
Janine Rood, Chico Velo Cycling Club
Rick Desimone, Oakdale Heights Elementary Principal



Center for Healthy Communities

CALIFORNIA STATE UNIVERSITY, CHICO

CHC helps create healthy, connected and empowered communities

May 18, 2015

Mike Crump, Director of Public Works
Butte County Department of Public Works
7 County Center Drive
Oroville, CA 95965

Re: Letter of Commitment for the County Department of Public Works Active Transportation Program, Project Funding Application (Cycle 2)

Dear Mr. Crump:

The Center for Healthy Communities (CHC) at California State University, Chico enthusiastically supports the Butte County Department of Public Works (BCPW) Active Transportation Program (ATP) proposal to complete much-needed infrastructure to improve safety along Lincoln Blvd. and Las Plumas Avenue in South Oroville. These extremely busy corridors feed into three elementary schools and one high school and lack basic infrastructure necessary to assure the safety of students walking and bicycling to school.

The four schools in the vicinity of this project are the types schools that Active Transportation Program funding is meant to impact. All are disadvantaged schools with high rates of low-income students. The communities surrounding them lack even basic safety infrastructure and children are often walking in streets filled with fast moving traffic. CHC is excited for the forward-thinking of BCPW in incorporating a non-infrastructure element for the four schools impacted by this project because FHWA research has demonstrated that comprehensive active transportation programs that couple infrastructure improvements with education, outreach and encouragement programs significantly increase walking and bicycling.

CHC has a long history of working with Oakdale Heights Elementary and Las Plumas High School to provide nutrition education and youth engagement activities for students. We are acutely aware of the increasing numbers of overweight and obese children in south Oroville and are committed to supporting non-infrastructure programs to curb the current epidemic. The proposed sidewalk improvements promote the ATP goal to increase activity and reduce childhood obesity by encouraging more walking and biking to and from schools.

CHC fully supports BCPW in their work to make pedestrian facilities safer and more accessible to students and all residents in the community and we look forward to the implementation of the project improvements. We are confident this proposal will have significant safety and health benefits for residents in the disadvantaged community being served.

Sincerely,

Patti Horsley, MPH
Program Manager

University of California
Agriculture and Natural Resources

Cooperative Extension
Butte County



May 20th, 2015

Mike Crump, Director of Public Works
Butte County Department of Public Works
7 County Center Drive
Oroville, CA 95965

Re: Letter of Commitment for the County Department of Public Works Active Transportation Program, Project Funding Application (Cycle 2)

Dear Mr. Crump:

University of California Cooperative Extension actively supports the County of Butte Department of Public Works (BCPW) Active Transportation Program (ATP) proposal to complete much-needed infrastructure along Lincoln Blvd. and Las Plumas Avenue. These extremely busy corridors feed into three elementary schools and one high school. The improvements are necessary to assure the safety of students walking and biking to school. This funding will also include a non-infrastructure element that will provide bike and pedestrian safety education program for the four schools.

The proposed multi-phase project is located in south Oroville, a low-income disadvantaged community along Lincoln Blvd. and Las Plumas Avenue, from Lincoln Blvd. to Lower Wyandotte Avenue. The project also provides bike lane and sidewalk gap closure along Lincoln Blvd from Arnold Avenue to Monte Vista Avenue. Lincoln Blvd serves as an east-west arterial and primary access to an older neighborhood to the north of the three elementary schools and high school that are located within a half a mile of each other. To reach these schools, many students must cross and/or travel along Las Plumas Ave. in traffic without the benefit of sidewalks. The proposed improvements would install curb, gutter, sidewalk, pedestrian ramps, and tie-in pavement along an older neighborhood arterial roadway currently deficient of continuous pedestrian facilities built to ADA standards. Updated school crossing facilities, rectangular rapid flashing beacons, and driver feedback signs would also be installed to increase pedestrian safety along the roadway and school zones. The four target schools are also located within the within the low-income, disadvantaged community.

University of California Cooperative Extension has a long history of working with the four target schools provide nutrition education activities for students. We are acutely aware of the increasing numbers of overweight and obese children in south Oroville and are committed to enacting non-infrastructure programs to curb the current epidemic. The proposed sidewalk improvements promote the ATP goal to increase activity and reduce childhood obesity by encouraging more walking and biking to and from schools. University of California Cooperative Extension fully supports BCPW in their effort to make pedestrian facilities safer and more accessible to students and all residents in the community and we look forward to the implementation of the project improvements.

Sincerely,
Mary Ann Willis

LAKE OROVILLE BICYCLISTS ORGANIZATION



5/28/15

Mike Crump, Director of Public Works
Butte County Department of Public Works
7 County Center Drive
Oroville, CA 95965

Re: Letter of Commitment for the County Department of Public Works Active Transportation Program, Project Funding Application (Cycle 2)

Dear Mr. Crump:

Please consider this letter as evidence of our unilateral support for the County of Butte Department of Public Works Active Transportation Program (ATP) proposal to complete much-needed infrastructure along Lincoln Blvd. and Las Plumas Avenue. These extremely busy corridors feed into three elementary schools and one high school. The improvements are necessary to assure the safety of students walking and biking to school. This funding will also include a non-infrastructure element that will provide bike and pedestrian safety education program for the four schools.

The proposed multi-phase project is located in south Oroville, a low-income disadvantaged community along Lincoln Blvd. and Las Plumas Avenue, from Lincoln Blvd. to Lower Wyandotte Avenue. The project also provides bike lane and sidewalk gap closure along Lincoln Blvd from Arnold Avenue to Monte Vista Avenue. Lincoln Blvd serves as an east-west arterial and primary access to an older neighborhood to the north of the three elementary schools and high school that are located within a half a mile of each other. To reach these schools, many students must cross and/or travel along Las Plumas Ave. in traffic without the benefit of sidewalks. The proposed improvements would install curb, gutter, sidewalk, pedestrian ramps, and tie-in pavement along an older neighborhood arterial roadway currently deficient of continuous pedestrian facilities built to ADA standards. Updated school crossing facilities, rectangular rapid flashing beacons, and driver feedback signs would also be installed to increase pedestrian safety along the roadway and school zones. The four target schools are also located within the within the low-income, disadvantaged community.

Lake Oroville Bicyclist Organization (LOBO) is also committed to assisting with the expansion of the bike and pedestrian safety education programs at Oakdale Heights, Helen Wilcox and Golden Hills Elementary Schools. We have a stake in keeping children safe on their way to and from school. The combination of improved roadways and education/encouragement will help us achieve the ultimate goal of safety for all.

Sincerely,

Anna Kastner
President of
Lake Oroville Bicyclist Organization

School name: Golden Hills Elementary
School address: 2400 Via Canela, Oroville, CA 95966
District name: Palermo Union School District
District address: 7390 Bulldog Way, Palermo, CA 95968
Co.-Dist.-School Code: 04-61523-0110510

School name: Helen Wilcox Elementary
School address: 5737 Autrey Ln., Oroville, CA 95966
District name: Palermo Union School District
District address: 7390 Bulldog Way, Palermo, CA 95968
Co.-Dist.-School Code: 04-61523-6003289

School name: Las Plumas High School
School address: 2380 Las Plumas Ave., Oroville, CA 95966
District name: Oroville Union High School District
District address: 2211 Washington Ave., Oroville, CA 95966
Co.-Dist.-School Code: 04-61515-0434803

School name: Oakdale Heights Elementary
School address: 2255 Las Plumas Ave., Oroville, CA 95966
District name: Oroville City Elementary School District
District address: 2795 Yard St., Oroville, CA 95966
Co.-Dist.-School Code: 04-61507-6003255

ACTION ELEMENT – NON-MOTORIZED TRANSPORTATION

Background

The two primary types of non-motorized transportation used in Butte County are bicycling and pedestrian travel.

Bicycling has become an increasingly popular method of travel throughout the region. Many individuals are attracted to the energy savings, environmental benefits, and health advantages, while others who are not able to drive due to age or finances use bicycles as a primary means of transportation. The valley areas of the county are particularly attractive to bicyclists and pedestrians due to the flat terrain.

Pedestrian travel is commonly used for very short trips and for students traveling to school. In addition, the health benefits of walking have made this a popular form of exercise for all ages. In urban areas, pedestrian facilities most often consist of sidewalks and shared bicycle/pedestrian paths.

Another aspect of the pedestrian system in rural areas is hiking. Butte County has much to offer in scenery, diversity of climatic zones, and wildlife. Large portions of land are not accessible by car or off-road vehicles due to the rugged terrain. However, a networks of trails and pathways have provided access to the abundant natural resources. These trails have added to the quality of life within the region by providing recreational, physical, and educational opportunities.

Local land use and transportation planning within the region has been sensitive to the attributes necessary to promote and encourage bicycling and walking. Each urban area within the region boasts at least one non-motorized transportation facility. Mixed land use developments, which include commercial, office, school, and residential areas, have also been used to make bicycling and walking more attractive as a method of travel. Jurisdictions generally require sidewalks be installed for new developments. In addition, jurisdictions have required developers to construct, or contribute toward, the construction of bicycle and pedestrian paths.

Purpose and Need

The purpose of identifying non-motorized transportation is to identify early in the planning process potential new routes. Bikeway and pedestrian paths are used for recreation and leisure. In addition, bikeways and pedestrian paths are a valuable tool in the quest to improve air quality and relieve traffic congestion. The greater the use of bicycling and walking as an alternative to single occupant vehicles, the fewer vehicle emissions produced and cars on the road.

Butte County

Butte County adopted their Bicycle Transportation Plan in 2012. The Bicycle Plan Update for the unincorporated areas is the County vision for making bicycling an integral part of the transportation system in Butte County unincorporated areas. The plan recommends projects, programs, and policies to encourage use of this practical, non-polluting, healthy and affordable mode of transportation.

The unincorporated areas of Butte County are included with emphasis on regional connectivity to the communities of Biggs, Chico, Gridley, Oroville and the Town of Paradise, as well as gap closures.

PEDESTRIAN FACILITIES

As part of their development policies, each jurisdiction has criteria and requirements for sidewalks. In general, sidewalks are required for new developments in urbanized areas. However, many existing urbanized areas do not have sidewalks.

Separate Class I bikeways are considered as joint use facilities for the use of pedestrians and bicyclists, and are thereby included in the inventory of pedestrian facilities. Hiking is an important recreational transportation method. Butte County has a significant number of hiking trails, mostly located in the Sierra Foothills in the eastern portion of the county. Some of these trails include:

- Bille Park Trail - Located on the West Side of the Paradise Urban Area along the rim of Little Butte Creek Canyon, operated and managed by the Paradise Recreation and Park District. The trail starts at Bille Park, heading north along the rim of the canyon for approximately ½ mile. At the end of the trail is Promontory Point, which provides a view of the canyon and the Sacramento Valley.
- Paradise Lake Trail - Located off Coutolenc Road north of Paradise, a beautiful 4½ mile well-groomed trail paralleling the north shore of Paradise Lake. Maintained by the Paradise Irrigation District, markers tick off every half-mile of the trail.
- Pacific Gas and Electric Company Flume Trails - Located along the large network of flumes maintained by the utility company throughout the foothill region surrounding Paradise. One of the most popular flume trails is along the west branch of the Feather River, beginning at the head dam just off Coutolenc Road north of Magalia and extending south for more than 10 miles to the Kunkle Reservoir south of Paradise.
- DeSabra/Butte Creek Trail - Managed by the U.S. Bureau of Land Management (BLM) and the Butte Creek Trail Council, a non-profit organization established to promote and maintain the Butte Creek Trail. The DeSabra/Butte Creek Trail is bisected by Butte Creek. The northern portion of the trail starts at the California

with the Thermalito Afterbay southwest of the Oroville Urban Area. These wide trails were developed to provide maintenance access, but now also provide hiking and bicycling access to these recreation areas.

- Bidwell River State Recreation Area - Located near the Sacramento River west of Chico. This state recreation area includes 1.5 miles of trails through the river's riparian forest and several picnic areas.

NON-MOTORIZED TRANSPORTATION NEEDS ASSESSMENT

In order for non-motorized transportation to be viable as a transportation control measure, it must be safe, convenient and easy to use. Generally, this includes use of pathway design techniques that promote safety and eliminate barriers, and the placement of paths in sufficient location and numbers to connect with important traffic generators, such as schools, parks, shopping centers, and residential areas.

The bikeway and pedestrian facility improvements for each of the jurisdictions are based on their bikeway master plans. These plans are available at the BCAG office and posted on the internet.

NON MOTORIZED BIKE ACTION PLAN – EXISTING FACILITIES AND PLANNED IMPROVEMENTS

The following tables identify the existing and planned bike routes for each of the jurisdictions. The tables are organized by route classification (Class 1, Class 2 and Class 3) and by agency.

Typically, new bicycle projects are developed by the local agency using local funds or with funding provided by the state and federal Safe Routes to Schools Program and the Bicycle Transportation Account (BTA) program. Also, bicycle projects may be built as development occurs or as part of a bigger road improvement project. In some instances, CMAQ funds may be used if the project can demonstrate a reduction in emissions for the non-attainment pollutants. As part of the 2009 FTIP, BCAG programmed the City of Chico's SR 99 Corridor Bikeway Project which will serve as a "backbone" for north south travel providing significant connectivity to the rest of the bikeway system. BTA funds will also be pursued for this project.

Short and Long Range Improvements

1. Assist local jurisdictions to seek funding through Caltrans funding programs for new Safe Routes to Schools and Bicycle Transportation Account funds.
2. Support CMAQ projects applications which demonstrate a reduction in emissions.

**Table 8-5
Class 2 Routes – Proposed Facilities - Continued**

2	Agency	Route	From	To
	Oroville	Stanford Ave	Oro Dam Blvd – East	Argonaut Ave
	Oroville	Argonaut Ave	Stanford Ave	Canyon Highlands Dr.
	Oroville	Canyon Highlands Drive	Agonaut Ave	Roble Ave
	Oroville	Roble Avenue	Canyon Highlands Dr	Foothill Blvd.
	Oroville	Foothill Blvd	Oro Chico Hwy	Lower Wyandotte Rd
	Oroville	SR 162 / Olive Hwy	Oro Dam Blvd. – East	Kelly Ridge Rd
	Oroville	Canyon Drive	SR 162	Royal Oaks Drive
	Oroville	Royal Oaks Drive	Canyon Drive	Kelley Ridge Rd
	Oroville	Kelly Ridge Rd	Lake Oroville Visitor's Ctr.	SR 162
	Oroville	Wyandotte Minors Ranch Rd	SR 162	Lower Wyandotte Rd
	Oroville	Mt. Ida Rd.	Oakvale Avenue	Foothill Blvd.
	Oroville	Lower Wyandotte Rd	Oro Bangor Hwy	Wyandotte Miners Ranch Rd
	Oroville	Ophir Rd	SR 70	Lower Wyandotte Rd
	Oroville	Feather River Blvd.	Feather River	SR 70
	Oroville	Pacific Heights Rd	SR 70	Southern Planning Area Boundary
	Oroville	Georgia Pacific Way	SR 70	Baggett-Marysville Rd
	Oroville	Baggett-Marysville Rd	Georgia Pacific Way	Ophir Rd
	Oroville	Monte Vista Ave	Lincoln Blvd.	Lower Wyandotte Rd
	Oroville	Las Plumas Ave.	Walmer Rd	Lower Wyandotte Rd
	Oroville	Walmer Rd.	Lincoln Blvd.	Las Plumas Ave
	Oroville	Autry Lane	Las Plumas Ave.	End
	Oroville	Lincoln Blvd	Arlin Rhine Drive	Southern Planning Area Boundary
	Oroville	5 th Avenue	Feather River Blvd	Georgia Pacific Way
	Oroville	Mitchell Ave.	Feather River Blvd.	Georgia Pacific Way
	Oroville	Bird Ave.	Feather River Blvd.	Myers Street
	Oroville	Robinson Street	Feather River Blvd.	Myers Street
	Oroville	Myers Street	Bird Ave.	Lincoln Blvd.
	Oroville	Wyandotte Ave.	Lincoln Blvd.	Lower Wyandotte Rd
	Oroville	Lower Wyandotte Rd	Wyandotte Ave	SR 162
	Oroville	Spencer Ave.	Wyandotte Ave.	Oro Bangor Hwy
	Oroville	Burlington Ave.	Wyandotte Ave.	Oro Bangor Hwy
	Oroville	20 th Street	Nelson Ave.	Oro Dam Blvd. West
	Oroville	Larkin Rd	SR 162	Past Afterbay to Southern Planning Area
	Oroville	Nelson Ave	Wilbur Rd.	Table Mountain Blvd.

BCAG TRANSIT & NON-MOTORIZED PLAN | EXISTING CONDITIONS REPORT | DRAFT
Butte County Association of Governments

Route 27 South Oroville

At a Glance		
Weekday Boardings		86
Weekday Revenue Hours		3.7
Boardings per Hour		23.5
Boardings per Trip		7.8
Frequency (minutes)	Mon-Fri All Day	60
Span	Mon-Fri	7:10am - 6:50pm

Description

Route 27 provides a loop service between the Oroville Transit Center and Las Plumas High School, operating on Lincoln Boulevard and in a counterclockwise loop on Monte Vista Avenue, Autrey Lane, and Las Plumas Avenue in South Oroville. Most of the route has no defined stops, and flag stop operation is in effect along Lincoln Boulevard from Oro Dam Boulevard to Oro Bangor Highway as well as along both Monte Vista and Las Plumas Avenues in South Oroville. The major stops and timepoints on Route 27 are Oroville Transit Center, Las Plumas High School, and Myers & D Street in South Oroville. Total running time for Route 27 is 20 minutes. Route 27 is through-routed with Route 24.

Route 27 Weekday Service

Figure 3-61 presents the boarding and alighting activity for Route 27.

Figure 3-61 Route 27 Weekday Boardings and Alightings by Stop



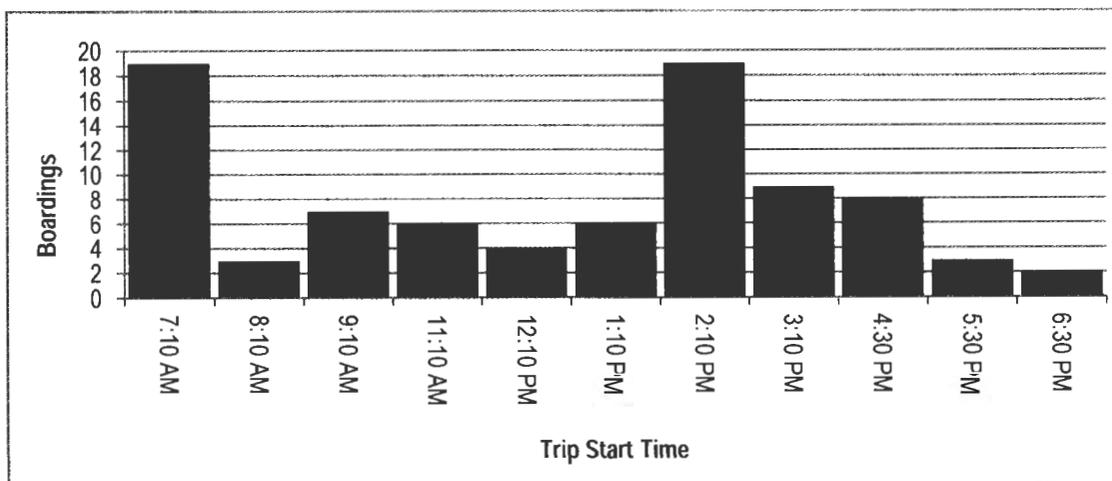
Aside from the Oroville Transit Center, most boarding and alighting activity on Route 27 occurred at Las Plumas & Autrey Lane, outside Las Plumas High School. In the morning, 15 passengers disembarked the 7:10am bus, and in the afternoon, 11 boarded at this stop.

The most popular flag stop was located at Monte Vista Avenue and Autrey Lane, adjacent to a Mormon church and the Las Plumas High School sports fields. Other popular flag stops were located along Myers Street in South Oroville, and included Myers & Ontario, which had more alightings than boardings, and Myers & Ft. Wayne, which had more boardings than alightings.

Additionally, a total of 31 passengers joined Route 27 on through-routed Route 24 buses at Oroville Transit Center.

Figure 3-62 presents boardings by trip start time for Route 27. The peak boarding runs occurred in the morning and mid-afternoon, at 7:10am and 2:10pm. In conjunction with the boarding and alighting counts at Las Plumas High School on these runs, it seems reasonable to assume that high school students are using Route 27 on a regular basis.

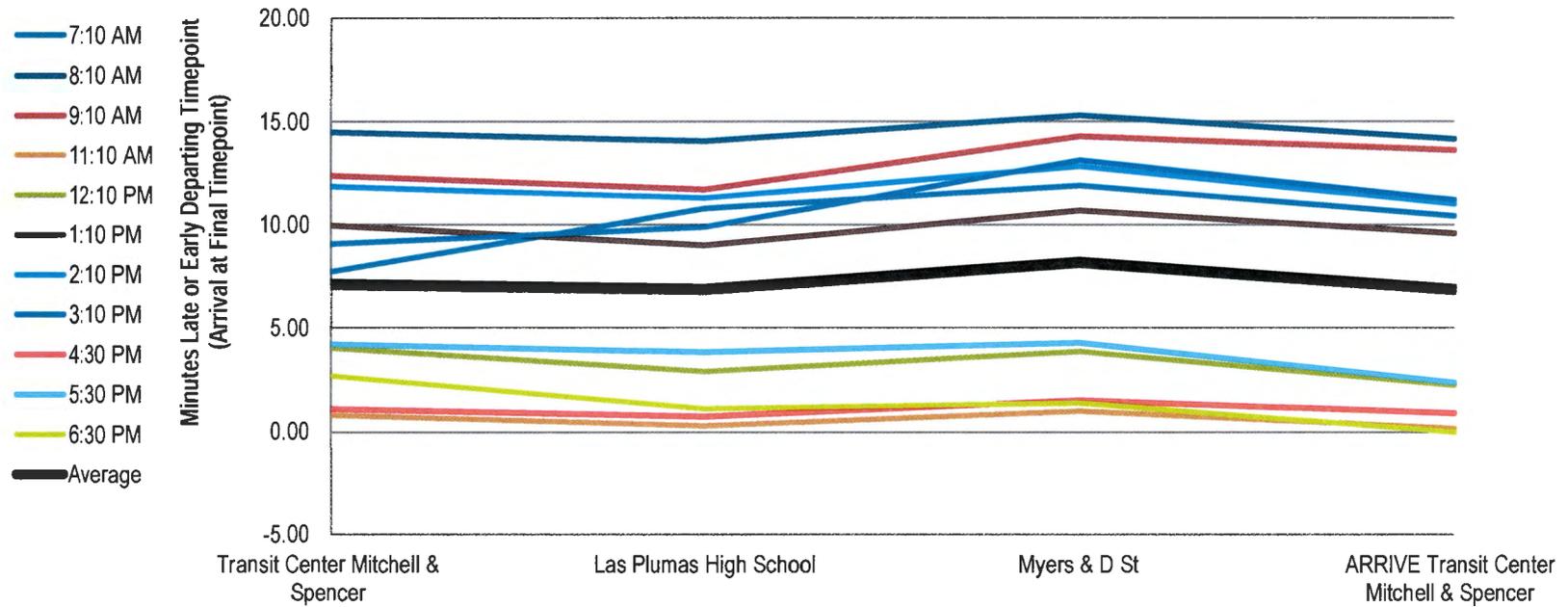
Figure 3-62 Route 27 Weekday Boardings by Run



Route 27 On-Time Performance

Six of eleven Route 27 runs (55%) were more than five minutes late at timepoints, with all six of these runs more than ten minutes behind schedule at times (see Figure 3-63). This is likely a direct outgrowth of late-running Route 24 buses, showing the cascading effects of late buses in a system that relies on through-routing to efficiently maximize frequency and coverage. That the rest of the runs were all on time throughout the duration of Route 27 indicates that its schedule is appropriately timed, especially when connecting Route 24 buses are also on time.

Figure 3-63 Route 27 Schedule Adherence by Route Segment



INTRODUCTION

2012 Metropolitan Transportation Plan

The Metropolitan Transportation Plan (MTP) specifies the policies, projects, and programs necessary over a 20+ year period to maintain, manage, and improve the region's transportation system. The Butte County 2012 MTP covers the 23 year period between 2012 and 2035. The MTP is required to be updated every four years. The MTP includes an Air Quality Conformity Analysis and Determination, as well as a Program Environmental Impact Report.

The MTP provides a comprehensive long-range view of transportation needs and opportunities for Butte County. It establishes goals and objectives for the future system.

The MTP's scope is **Regional**: The issues transcend the boundaries of local jurisdictions. Local, state, and federal governments work together to achieve an effective system.

The MTP concerns **Transportation**: The movement of people and goods for purposes such as working, shopping, school, or recreation by means of autos, trucks, buses, trains, planes, bicycling, or even walking.

The MTP is a **Plan**: Identifies problems and proposes solutions. It is long-term, looking more than 20 years into the future. It must balance priorities with expected funding. The MTP is a financially constrained document.

2012 MTP Preparation

The MTP is prepared by the Butte County Association of Governments (BCAG). BCAG is the federally designated Metropolitan Planning Organization (MPO) and the state designated Regional Transportation Planning Agency for Butte County. BCAG has a 10 member Board of Directors, including each of the five Butte County Supervisors and one council person from each of the five incorporated cities/town; the cities of Biggs, Chico, Gridley, Oroville, and the Town of Paradise.

BCAG held various MTP public workshops beginning in 2010 and spanning through 2012 in the cities of Chico, Gridley, Oroville, and the Town of Paradise. Development of the 2012 MTP was made in consultation with its member jurisdictions, BCAG's advisory committees, local Tribal Governments, interested state and federal agencies, and the public.

MTP Purpose

The MTP provides a foundation for transportation decisions by local, regional, and state officials. This foundation is based on a vision of an efficient and environmentally sound multi-modal system. The MTP also serves as the foundation for the development of the:

- Federal Transportation Improvement Program
- Regional Transportation Improvement Program
- Interregional Transportation Improvement Program for Butte County

Document Structure

The MTP is divided into three sections with thirteen specific chapters. The three required sections include:

- Policy Element – Outlining the goals, policies, and objectives of the MTP
- Action Element – Identifying each mode of transportation with recommended improvements by short range and long range plans
- Financial Element – Identifying the funding strategy to implement the Action Element, including a set of recommended projects
- Sustainable Communities Strategy – Addressing SB 375 / Global Greenhouse Gas emissions
- Air Quality Conformity Analysis and Determination
- Environmental Impact Report

Planning Process & Consultation

The MTP is the result of a broad planning process. This process involves many government agencies, as well as private interests and the public. Early consultation workshops were held prior to development of the MTP document. BCAG first updated its Public Participation Plan prior to development the MTP. An early consultation outreach effort was made to Caltrans' suggested list of interested agencies, including various state and federal resource agencies, local Tribal Governments, interest groups, and BCAG's advisory committees. All public workshops were noticed in the local newspapers and held at various times during the day in order to give interested people various opportunities to be involved. In addition, the MTP was developed in consultation with its advisory committees, and presentations were made at the Board of Directors meetings which are open to the public. Appendix 3 documents the efforts made to engage the above listed groups.

All components of the Plan were distributed to the Transportation Advisory Committee (TAC). The TAC includes representatives from each of the cities, the county, and the state, as well as representatives from the public, the air district, and the Native American communities. Various government-to-government participation attempts to the local Rancherias were initiated by BCAG. Documentation of BCAG's public