



# ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

## Application Form for Part A

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

**PROJECT unique APPLICATION NO.:**

Auto populated

**Total ATP Funds Requested:**

(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:**

**IMPLEMENTING AGENCY'S ADDRESS**

**CITY**

**ZIP CODE**

1215 Market Street	Colusa	CA	95932
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**IMPLEMENTING AGENCY'S CONTACT PERSON:**

**CONTACT PERSON'S TITLE:**

**CONTACT PERSON'S PHONE NUMBER:**

**CONTACT PERSON'S EMAIL ADDRESS :**



**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:**

**PROJECT PARTNERING AGENCY'S ADDRESS**

**CITY**

**ZIP CODE**

<input type="text"/>	<input type="text"/>	CA	<input type="text"/>
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**PROJECT PARTNERING AGENCY'S CONTACT PERSON:**

**CONTACT PERSON'S TITLE:**

**CONTACT PERSON'S PHONE NUMBER:**

**CONTACT PERSON'S EMAIL ADDRESS :**

**MASTER AGREEMENTS (MAs):**

Does the Implementing Agency currently have a MA with Caltrans?

Yes  No

Implementing Agency's Federal Caltrans MA number

03-5915R

Implementing Agency's State Caltrans MA number

00072S

\* 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)

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

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

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



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. 39.184266 /long. -121.994924

Congressional District(s):  3

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

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>1,216</u>	Bicyclists	<u>79</u>
One Year Projection:	Pedestrians	<u>1,275</u>	Bicyclists	<u>83</u>
Five Year Projection:	Pedestrians	<u>1,501</u>	Bicyclists	<u>98</u>

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

Bicycle: Class I  Class II  Class III  Other \_\_\_\_\_

Pedestrian: Sidewalk  Crossing  Other \_\_\_\_\_

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

**DISADVANTAGED COMMUNITIES**

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

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

Household Income  Yes  No CalEnvioScreen  Yes  No

Student Meals  Yes  No Local Criteria  Yes  No

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

**CORPS**

Does the agency intend to utilize the Corps:  Yes  No



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

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

“Plan” applications to show as NI only

**Development of a Plan in a Disadvantaged Community:**       Yes       No

If Yes, check all Plan types that apply:

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

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

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

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

- Bicycle Transportation**      % of Project 50.0 % (ped + bike must = 100%)
- Pedestrian Transportation**      % of Project 50.0 %
- Safe Routes to School** (Also fill out Bicycle and Pedestrian Sub-Type information above)

**How many schools does the project impact/serve:** 14

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 - All K-12 Schools in County

School address: Multiple Schools - Varies Throughout County

District name: Multiple Districts - All five Districts in County

District address: Multiple Districts - Varies Throughout County

Co.-Dist.-School Code: Multiple Codes

School type (K-8 or 9-12 or Both)  Both Project improvements maximum distance from school 2.0 mile

Total student enrollment: 4,458

% of students that currently walk or bike to school% 28.4 %

Approx. # of students living along route proposed for improvement: 4,458

Percentage of students eligible for free or reduced meal programs \*\* 71.5 %

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

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



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

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

**For all trails projects:**

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

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

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

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

**PROJECT STATUS and EXPECTED DELIVERY SCHEDULE**

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

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

MILESTONE:	DATE COMPLETED	OR	EXPECTED DATE
<b>CTC - PA&amp;ED Allocation:</b>			N/A
* CEQA Environmental Clearance:	_____		10/1/15
* NEPA Environmental Clearance:	_____		10/1/15
<b>CTC - PS&amp;E Allocation:</b>			N/A
<b>CTC - Right of Way Allocation:</b>			N/A
* Right of Way Clearance & Permits:	_____		10/12/15
Final/Stamped PS&E package:	_____		N/A
* <b>CTC - Construction Allocation:</b>			12/9/15
* Construction Complete:			5/30/16
* Submittal of "Final Report"			5/30/16



**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:	_____	
ATP funds for PS&E:	_____	
ATP funds for Right of Way:	_____	
ATP funds for Construction:	_____	
ATP funds for Non-Infrastructure:	_____	\$200 (All NI funding is allocated in a project's Construction Phase)
<b>Total ATP funds being requested for this application/project:</b>	_____	<b>\$200</b>

**Local funds leveraging or matching the ATP funds:**

\_\_\_\_\_

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

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

\_\_\_\_\_

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

**TOTAL PROJECT FUNDS:** \_\_\_\_\_ **\$200**

**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-Colusa County-1

Implementing Agency's Name: Colusa County

**Important:**

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

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## **Part B: Narrative Questions** **Detailed Instructions for: Screening Criteria**

**The following Screening Criteria are requirements for applications to be considered for ATP funding. Failure to demonstrate a project meets these criteria will result in the disqualification of the application.**

**1. Demonstrated fiscal needs of the applicant:**

The Colusa County Safe Routes to School (SRTS) Plan is currently unfunded, and no funding is allocated to any elements of the proposed project. This project is necessary to identify challenges and opportunities to increasing student walking and bicycling safety and to increase walking and bicycling to school. Currently, less than 30 percent of all students walk or bike to school, though most live within two miles of the school site.

The project is currently unfunded through the County's FY 2015/16 Budget. General Fund expenditures are as of yet not finalized but may be programmed for core services. Colusa County and the incorporated cities are small rural agencies without benefit of a MPO or significant regional transportation planning funding.

**2. Consistency with Regional Plan.**

A countywide SRTS Plan is consistent with multiple goals stated in the circulation element of the Colusa County General Plan, and with those stated in the Colusa County Regional Transportation Plan. Both emphasize the need to create a balanced, multi-modal transportation system that provides transportation choices to residents, reduces demand for travel by single-occupant vehicles, and honors and protects the region's environmental resources.

By developing a SRTS Plan and beginning systematic investments to improve the walking and bicycling environment for students and families, Colusa County will make it safer, easier, and more comfortable for people to walk and bicycle, and improve air quality by reducing the number of school trips made by automobile.

Specific policies in regionally relevant plans that support the development of a Countywide SRTS Plan include (See Attachment K for excerpted pages):



### **Colusa County General Plan**

- Goal CIRC-1: Provide an efficient multi-modal road and highway system that meets the needs of all users for the movement of people and goods.
- Policy CIRC 1-3: Address the concept of “complete” streets, which requires more complete consideration of all users of the street, in new development and roadway improvement projects.
- Policy CIRC 1-19: Include safe routes to schools in new development projects, where appropriate.
- Action CIRC 1-E: Seek funding for the Safe Routes to School program.
- Objective CIRC-1C: Promote and ensure the provision of safe, convenient and attractive sidewalks, bikeways, and trails where appropriate for local, regional, and recreational travel.
- Policy CIRC 1-29: Create a complete bikeway and sidewalk system within each community, including the completion of existing systems and provide connections to the regional system. Create walkways and bikeways that connect existing paths where feasible, and that connect to downtown/community core areas, schools, grocery stores, parks, and other community features.
- Policy CIRC 1-37: Explore and pursue all available state, federal, and private funding for the development of its transportation systems, where the County has a reasonable chance of receiving funding or developing a successful program.

### **Colusa County Regional Transportation Plan**

- Regional and Local Transportation Issues: Bikeways
  - New sections of sidewalk and bikeways need to be constructed in the gaps between existing sections of sidewalk and bikeways to improve safety and the flow of pedestrians and bicyclists.
  - There are several areas that do not have any concrete sidewalk between existing sidewalks. There are also gaps between existing Class 2 bicycle paths. An emphasis should be places on constructing new sidewalks and bikeways rather than just replacing old existing areas. Also, there are



conflicts between pedestrians, bicyclists, and vehicles on the state highways. It is important to enhance the safety of these conflict areas as a means to encourage non-automobile trips. New roads should also consider bicycle and pedestrian modes of transportation in the transportation corridor.

- Goal 1.1: Provide mobility for people and goods in Colusa County on a reliable system.
- Policy 1.1.1: Promote a balanced multi-modal transportation system that considers all modes.
- Implementation measure: Provide adequate maintenance funding for all components of the transportation system.
- Policy 2.1.1: Transportation decisions will be based on equitable access to the region's transportation system and decision-making process.
- Goal 2.3: Develop a continuous countywide pedestrian and bikeway system that is part of the multi-modal regional transportation network.
- Policy 2.3.1: Develop pedestrian and bicycle routes and promote them as alternative modes of travel.
- Policy 3.2.1: Design and fund improvements of transportation facilities with primary consideration of providing for the safety of school children and local residents on existing and proposed facilities.

#### **City of Colusa General Plan**

- Policy CCD-3.4: The City shall encourage and promote neighborhood design that provides pedestrian and bicyclist connectivity to community civic areas, schools, parks, workplaces, and commercial areas.
- Policy CCD-3.5: The City shall designate bicycle routes within the existing and planned transportation network.
- Policy CCD-3.6: Pedestrian and bicycle routes/corridors shall be incorporated into all new major development projects.



- Policy CCD-3.7: Sidewalks shall be provided on both sides of the street in all neighborhoods, except areas designated as Estate Residential, where it may be acceptable to have sidewalks on only one side of the street.
- Policy CCD-3.11: As existing areas redevelop and change over time, improved connections for vehicular, bicycle, and pedestrian access shall be considered as part of the overall site design.
- Policy CCD-3.13: Schools shall be geographically sited to maximize the number of students that can walk or travel by bicycle.
- Policy CCD-3.14: Neighborhood and local streets shall be designed with widths that result in slower traffic and allow for safe pedestrian and bicycle movement.
- Policy CIR-1.8: Access to new schools shall be located away from major arterials and adjacent to pedestrian and bicycle routes.
- Implementing Action CIR-1.8.a: Interagency Coordination. The City will work with the Colusa Unified School District and developers to plan for circulation to new schools that provide safe vehicle access and pedestrian/bicycle routes.
- Goal CIR-4: To provide a city-wide system of safe, efficient, and attractive bicycle routes for commuter, school, medical, and recreational uses.
- Policy CIR-4.1: The City shall extend its network of bicycle paths to provide viable alternatives to vehicle transportation, especially for access to neighborhoods, commercial centers, schools, parks, and other key activity centers.
- Policy CIR-4.2: The City shall encourage the use of bicycles by students at City schools, with an emphasis on safety.
- Implementing Action CIR-4.2.a: Safe Routes to School Program. The City will work with the Colusa Unified School District and Caltrans to identify those routes eligible for Safe Routes to School Improvements, and jointly pursue Safe Routes to Schools funding for identified improvements.
- Implementing Action CIR-4.2.b: Public Awareness. The City will support a local safety awareness program for bicycling that targets school students.



- Goal CIR-5: To provide a city-wide system of safe, efficient and attractive pedestrian routes for commuter, school, medical, and recreational use.
- Policy CIR-5.1: The City shall emphasize use of pedestrian pathways and sidewalks as an integral part of the City's circulation system.

### **City of Williams General Plan**

- Multi-Modal Strategy: This Circulation Element includes all the State required topics that must be included in a Circulation Element in addition to identification of issues of concerns and potential solutions to address them to include the primary circulation system, the secondary circulation system, and goals, policies, and programs. Williams circulation system in this General Plan is designed to accommodate multiple methods of travel including automobile, pedestrian, bicycle, and public transit. Such a strategy is often called "multi-modal."

The City's transportation planning will therefore encourage pedestrian and bicycle use. Consequently, the City will not design roads simply to accommodate vehicular traffic during peak demand periods. The City will design its circulation infrastructure to facilitate a more sustainable proportion of vehicular and non-vehicular trips. The City will emphasize pedestrian and bicycle safety over vehicular traffic flow and speed in the downtown area, residential neighborhoods where higher pedestrian activity is expected.

- Goal 1: Coordinate the development of a circulation network incorporating multi-modal circulation programs.
- Goal 4: Promote alternative travel modes, including transit, pedestrian, bicycle, and rail systems.
- Action 8.b-7: The City shall coordinate bicycle and pedestrian paths to logically link to the County's plans for bicycle and pedestrian travel.
- Action 8.c-4: The City will seek funding for, and include pedestrian and bicycle improvements in Capital Improvement Planning, as feasible. Such improvements will include, but are not limited to:
  - Construction of sidewalks where they do not currently exist.



- Widening of sidewalks in high pedestrian traffic areas.
- Installation of bike paths and lanes.
- Improved crossings of roads and railroad for bicycles and pedestrians.
- Policy 8.d: Maintain roadways and circulation improvements to ensure safe, energy efficient and convenient daily travel for pedestrians, bicyclists, transit users, and drivers as Williams grows.
- Action 8.d-3: New development shall construct and dedicate and/or contribute to a connected bicycle/pedestrian network that is designed to promote travel to schools, parks, and other major destinations.
- Action 8.d-7: The City shall integrate local bikeway planning with regional plans.
- Action 8.h-4: The City shall plan and require construction of bikeways, sidewalks, and pedestrian access ways to major destination points with emphasis on providing connecting access to schools, parks, and shopping centers from residential neighborhoods.
- Action 8.j-1: The City shall identify and prioritize major sidewalk improvements.



## 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:**

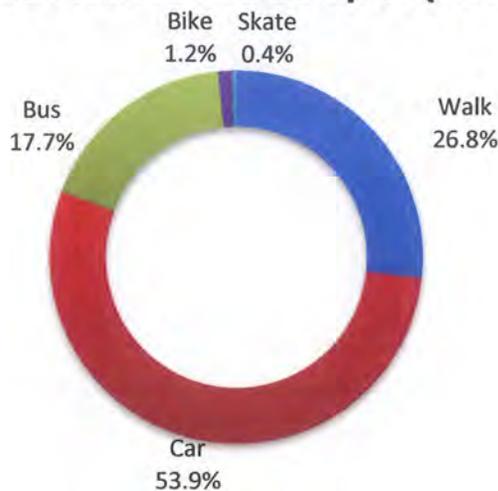
**-Current and projected types and numbers/rates of users. (12 points max.)**

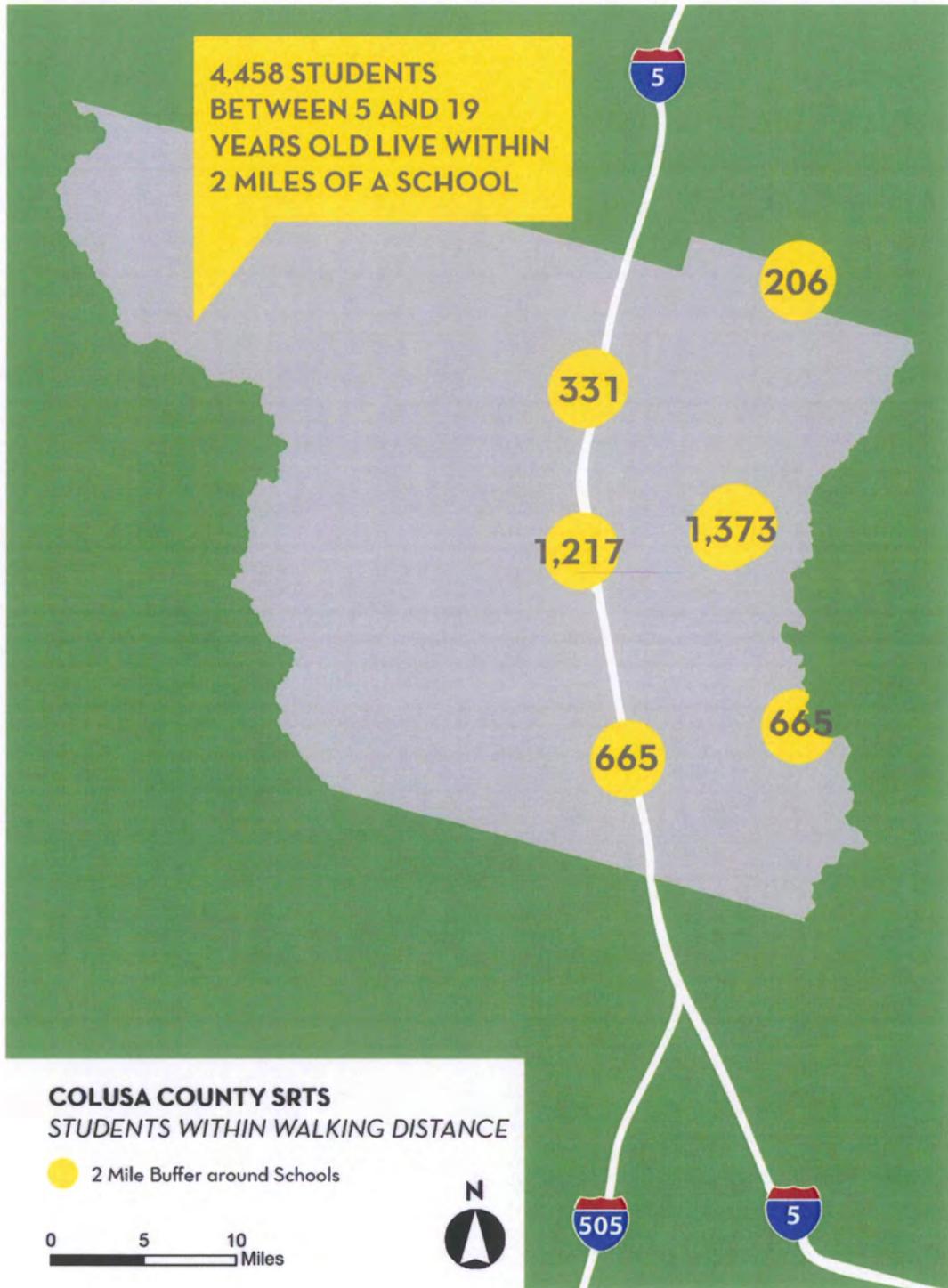
While little walking and bicycling infrastructure currently exists in Colusa County, a demand for walking and bicycling to school is evident in the current school trip mode split data.

Spring 2015 Hand tally data collected at all fourteen schools in the county reveal that 26.8 percent of students walk and 1.6 percent bicycle or skate to school.

Because residential developments in Colusa County cluster around schools, a large number of students live within 2 miles of a school (see map on next page).

### **School Travel Mode Split (2015)**







With such a strong baseline for active transportation, Colusa County schools are well positioned to make the most of funding for SRTS infrastructure and programming. With only 1,181 students walking or bicycling out of the potential 4,458 students living within 2 miles, there is an opportunity for a SRTS program to shift the travel behavior of 3,277 students.

In order to estimate how many of those 3,277 students that a SRTS program may be able to influence to use an active mode of transportation for trips to school, a review of recent SRTS program evaluations was conducted. A [long-term study of Marin County's SRTS program](#) showed an 8 percent increase between 2008 and 2011 in the number of students walked to school (from 16 percent to 22 percent). Similarly, a [study of Eugene, Oregon's SRTS program](#) showed that a combination of new sidewalks, crosswalks, covered bicycle parking, and education and encouragement programming lead to a 5 to 20 percent increase in the students who walked or bicycled to school. A [2013 evaluation of a rural SRTS program in Washington State](#) found that the number students who shifted their school trip to an active mode of transportation after just one year in the program was 1.6 percent. Lastly, A [2014 multistate evaluation of SRTS programs](#) found that active modes increased by 4.7 percent over the evaluation period.

Based on these recent studies of SRTS programs, a Colusa County SRTS program along with infrastructure improvements could conservatively expect to shift the travel behavior of 2 percent students living within 2 miles of a school each year the program is in place. By the fifth year of the program, a reasonable estimate of the number of students walking or bicycling to school would be 35.9 percent or 1,599 students. This does not include the increased number of students who may take transit in place of vehicle trips due to improved pedestrian infrastructure.



- 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**

By identifying the necessary improvements and developing a clear prioritization system for infrastructure projects through a SRTS Plan, Colusa County will be able to proactively focus efforts on improving infrastructure where it will have the greatest community benefit. Key criteria in developing a list of improvements will include the ability of a project to close a network gap between residential neighborhoods and the fourteen included schools. All projects will meet or exceed current ADA standards, reducing barriers to mobility. By creating Suggested Routes to School Maps, the Plan will educate parents and students about existing pedestrian and bicycle routes and encourage more walking and bicycling to school. Education and encouragement programs identified in the plan will further promote increased walking and bicycling by educating Colusa County students and families about the transportation options available, educating drivers on their responsibilities when driving near bicyclists and pedestrians, and incentivizing active transportation through school- or community-based campaigns.



- C. Referencing the answers to AandB 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.)

Every child, regardless of economic status, has a right to an education—and that means they deserve a safe route to school. Developing a SRTS Plan to identify and prioritize investments for walking and bicycling is a top priority in Colusa County. This represents one of the highest unfunded priorities for improving active transportation throughout the county, because it will enable deliberate, effective investment in walking and bicycling infrastructure and programs to support 28% of students countywide who currently walk or bicycle to school on unpaved paths, through vacant lots, or along busy roadways with inadequate bicycle or pedestrian facilities.

Colusa County recognizes the need for improvements in communities countywide to keep children and their families safe and provide reliable, comfortable walking and bicycling routes that allow every child access to an education. By preparing a countywide SRTS Plan, Colusa County will be able to identify locations with the greatest need, and where improvements will have the greatest benefit. This balanced approach will allow them to more equitably distribute the limited resources for walking and bicycling while maximizing the investment in active transportation.



## **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.)

Based on the most recent data available, 20 pedestrian- and bicycle-involved collisions occurred in Colusa County between 2010 and 2014. All but 1 of the 24 collisions took place within 2 miles of a school included in the SRTS plan scope. The collisions resulted in 27 injuries and 3 fatalities.<sup>1</sup> See Attachment K for a detailed list of collisions.

The most common causes of collisions are listed below:

- Pedestrian right-of-way (45)
- Pedestrian violation (15%)
- Unsafe Starting or Backing (10%)

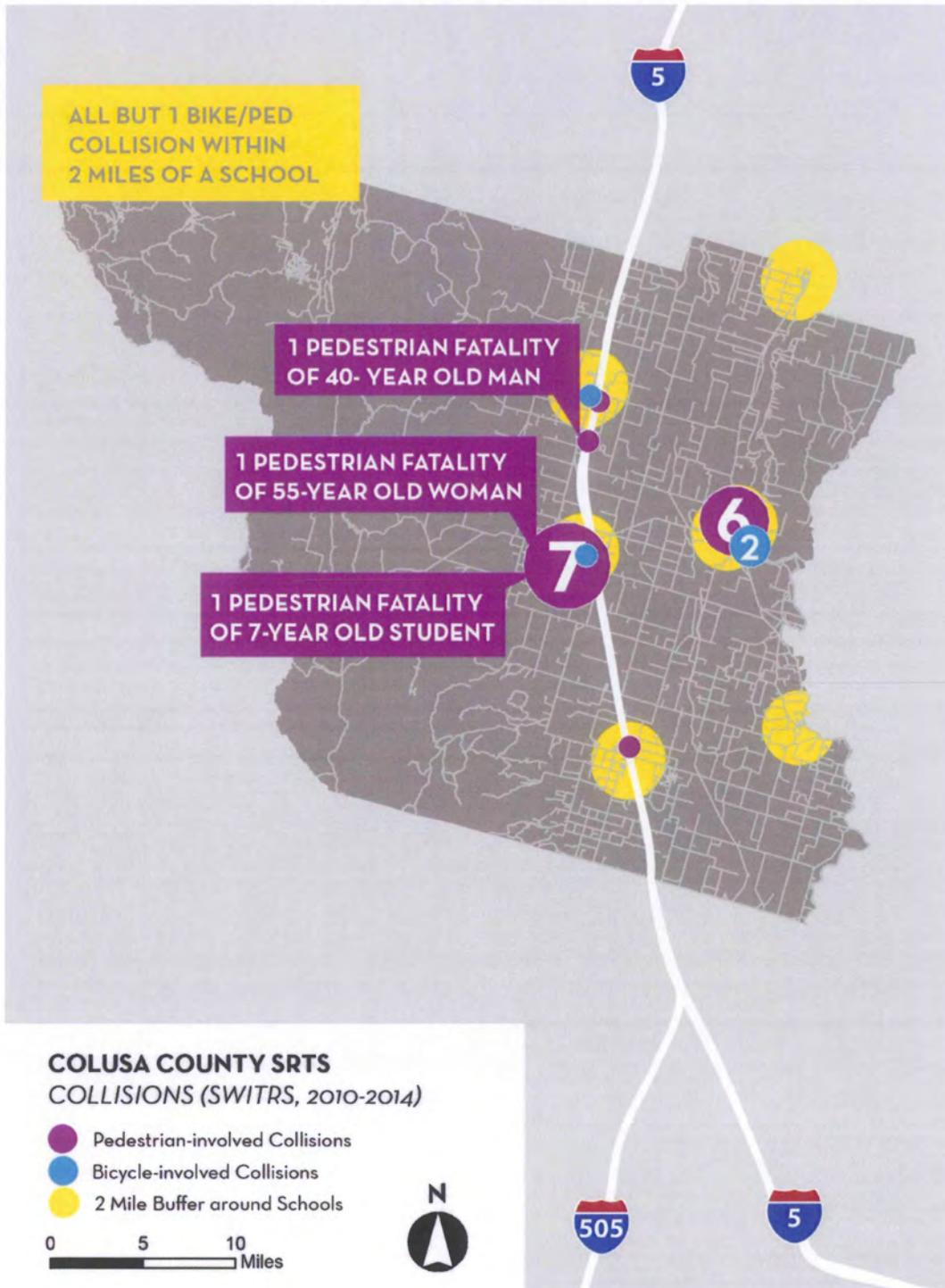
These primary collision factors signal confusion about where pedestrian space begins and ends. Pedestrian right-of-way collisions typically involve motorists entering crosswalks without yielding to pedestrians or turning right at red lights without first looking for pedestrians. In contrast, pedestrian violations occur when pedestrians attempt to cross the street outside of a designated crosswalk, or fail to obey traffic signals. The three collisions caused by unsafe starting or backing were the result of motor vehicles backing out of parking spaces and into pedestrian right-of-way.

All nine of the collisions that resulted in injuries to individuals under 19 years old took place within two miles of a school, and eight of the nine resulted in visible injuries.

See the next page for a map of the collisions.

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<sup>1</sup>[http://www.appeal-democrat.com/colusa\\_sun\\_herald/boy-struck-killed-by-car-in-williams/article\\_39e15d4a-331a-11e4-9403-0017a43b2370.html](http://www.appeal-democrat.com/colusa_sun_herald/boy-struck-killed-by-car-in-williams/article_39e15d4a-331a-11e4-9403-0017a43b2370.html)





- 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.

Developing a SRTS Plan has potential to indirectly reduce the number, rate, and severity of bicycle and pedestrian related injuries by identifying current safety challenges, recommending projects that address the issues identified, and prioritizing implementation based in part on safety improvements. This plan will allow Colusa County to comprehensively and systematically identify SRTS projects to remedy safety challenges identified during the planning process. All possible areas noted in the question will be considered in the plan as challenge areas are identified, and recommendations will be developed to address these areas and support walking and bicycling.

As noted in the response to question 2a, the most frequent causes of bicycle- and pedestrian-involved collisions in Colusa County include motorists violating the pedestrian right-of-way, or pedestrians failing to follow the rules of the road. Education programs identified in a SRTS plan, when implemented in conjunction with targeted infrastructure improvements, can significantly reduce these motorist and pedestrian behaviors that have led to collisions in the past. During the planning process, collision data will be analyzed in further detail to identify improvements and programs that address specific contexts.



## **Part B: Narrative Questions**

### **Detailed Instructions for: Question #3**

#### **QUESTION #3**

##### **PUBLIC PARTICIPATION and PLANNING (0-15 POINTS)**

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

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

The identification and development of the proposed county-wide SRTS plan included the following entities:

- Colusa County Transportation Commission
- City of Colusa City Council
- City of Williams City Council
- Colusa County Board of Supervisors
- Pierce Joint Unified School District
- Colusa Unified School District
- Maxwell Unified School District
- Princeton Joint Unified School District
- Colusa County Department of Public Works
- California Department of Transportation, District 3
- California Highway Patrol
- Colusa County Sheriff's Office
- City of Colusa Police Department
- City of Williams Police Department
- Colusa Fire Department
- Williams Fire Department
- Arbuckle Fire Department
- Princeton Fire Department

All of the above entities will be engaged in the development of the county-wide SRTS plan.



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

Over the last year there has been significant communication with the public, key stakeholders, school administration, elected officials, parents and students, through multiple meetings to discuss interest and direction for the proposed SRTS plan. These include:

- August 2014 - January 2015 – Two Public Meetings in Princeton to include discussion regarding sidewalks and students walking from school to business area. Included residents, CHP, Sheriff, Public Works, County Supervisor
- September 2014 - May 2015 – Monthly safety meetings at Pierce Joint Unified School District. Included administrative representatives from all four schools and County Public Works Director to address potential elements to include in a SRTS plan.
- February - May 2015 – Colusa County Transportation Commission meeting to discuss the development of a county-wide SRTS plan. Includes members of the public and commissioners by way of City of Colusa and Williams Council Members, County Board of Supervisors members, Commission staff, Caltrans, CHP..
- February 2015 – Presentation to the Colusa County Office of Education, Superintendents Council meeting. Details of the proposed plan were discussed, as were options to develop various projects. Superintendents from all four county school districts, County Superintendent of Schools, Public Works Director administrative staff.
- March 2015 – Staff report to the Colusa County Board of Supervisors regarding the development of SRTS Plan
- April 2015 site visits and meetings with key personnel at the following sites:
  - o Princeton Elementary, Jr/Sr High School (Mr. Cody Walker, Superintendent)
  - o Maxwell Elementary, Jr/Sr High School (Mr. Rich Rhodes, Superintendent)
  - o Colusa Elementary, Middle, and High School (Mr. Jesse Cain, Public Works Administrator)
  - o Princeton Jr/Sr High School (Mr. Blake Kitchen, Mr. George Griffin)
  - o Arbuckle Elementary (Ms. Summer Shadley)



- Arbuckle Elementary (Ms. Summer Shadley)
  - Williams Elementary, Middle and High School (Mr. Frank Kennedy, City Administrator)
  - April – Public meetings at the following locations:
    - Stonyford (April 2)
    - Maxwell (April 9)
    - Princeton (April 16)
    - Grimes (April 23)
    - Arbuckle (April 30)
  - May 2015 – Meetings and discussions with the following individuals:
    - Colusa County Sheriff, Director Health and Human Services – discussions to explain the ATP program and its goals, how it would help provide for safer, more active travel by students
- 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)**

Feedback from the community, key stakeholders, education staff, law enforcement, fire protection has been overwhelmingly supportive. We have received over 30 letters of support (see Attachments J and K), gained the commitment of all five school districts within the County to work towards a comprehensive, county-wide SRTS plan. Resolutions by the County Board of Supervisors, County Transportation Commission, City Councils for Colusa and Williams, and the Pierce Joint School District Board have also been received.

All stakeholders have agreed to participate in the public engagement process to address the most critical and needed infrastructure components for active travel to schools by students, teachers, and parents.

By engaging the schools, public and key stakeholders in multiple venues (i.e. local community meetings throughout the County, specialized safety meetings, Board, Commission and Council meetings, department specific meetings) the input received has leveraged the outreach conducted since the fall of 2014. Specifically, one-on-one conversations with parents, school principals and teachers, students, elected officials has



demonstrated a strong community commitment to endorsing and following through with the development of the SRTS plan, and ultimately much needed infrastructure improvements.

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

Stakeholders will continue to be engaged in the process through the following means:

- Active review of the plan as it is developed in draft and final stages
- Continued public meetings at major communities throughout the County (Spring 2016)
- Ongoing discussion and plan preparation progress at Board and Commission meetings
- Frequent site visits to conduct walk audits, bicycle travel surveys (number and routes taken)
- Interviews with law enforcement and fire protection to ensure the plan is addressing emergency response needs for infrastructure projects
- One on one meetings with school/district administration
- Development of a plan-specific web page to allow ongoing public input regarding types of projects proposed, locations of projects, nature of the benefit, costs, and specific details for each project proposed.



## 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)

Compared to the state of California, Colusa County has high rates of missed school days due to health, asthma, children in poverty, and poor access to exercise opportunities.

- More than **43 percent of students reported missing one or more days of school** due to health issues according to the 2011-2012 California Health Interview Survey (CHIS), **24 percent higher than the statewide average**.
- More than **14 percent of Colusa teens also reported having been diagnosed with asthma** compared to just 12 percent of teens across the state (CHIS, 2011-2012).
- Colusa County ranks among the **bottom 25 percent of counties in California for access to exercise opportunities** (University of Wisconsin Population Health Institute, 2010 and 2013). This means that students in Colusa County have poor access to sidewalks, parks, gyms, and recreational facilities and are less likely to exercise.<sup>2,3</sup> This puts children and teens at risk for type 2 diabetes, cancer, stroke, hypertension, and cardiovascular disease.<sup>4</sup>
- The 2009-2013 American Community Survey reports that **rates of childhood poverty are 3.3 percent higher in Colusa County** than the rest of the state (26.1% and 22.8%, respectively).

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<sup>2</sup> Babey SH, Wolstein J, Krumholz S, Robertson B, Diamant AL. Physical Activity, Park Access and Park Use among California Adolescents. Los Angeles, CA: UCLA Center for Health Policy Research, 2013.

<sup>3</sup> Sallis, James F., et al. "Distance between homes and exercise facilities related to frequency of exercise among San Diego residents." Public health reports 105.2 (1990): 179.

<sup>4</sup> Cohen, Deborah A., et al. "Contribution of public parks to physical activity." American Journal of Public Health 97.3 (2007): 509-514.



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

The SRTS Plan will address childhood inactivity and obesity levels by improving bicycle and pedestrian safety throughout the county and by educating and encouraging residents to walk or bike to school more often, thereby increasing the amount of physical activity incorporated into everyday activities of residents. Active daily transportation that incorporates bicycling or walking is associated with an overall 11 percent reduction in cardiovascular risk, and children who bicycle at least twice a week are less likely to be overweight than their peers.<sup>5,6</sup>

Increasing the number of students who walk and bicycle to school will also address the asthma and other air-quality related impacts in the county. Compared to people who ride in cars or transit vehicles, people on bicycles or walking have significantly lower exposure to harmful pollutants.<sup>7</sup> Bicycling to school also helps improve cardiorespiratory fitness in children,<sup>8</sup> allowing them to live healthier and more active lifestyles.

As walking and bicycling to school become more popular and normal activities, students and their families are likely to increase the walking and bicycling trips they take for other purposes as their confidence and knowledge of comfortable routes increases.<sup>9</sup> When more trips are taken on foot or by bicycle as opposed to by motor vehicle, carbon emissions and other pollutants are reduced. This will have positive health impacts for all residents and visitors to Colusa County by improving the overall air quality in the region.

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<sup>5</sup> Hamer, M., and Y. Chida. 2007. Active commuting and cardiovascular risk: A meta-analytic review. *Preventive Medicine*, 46, 9-13.

<sup>6</sup> Dudas, R., and M. Crocetti. 2008. Association of bicycling and childhood overweight status. *Ambulatory Pediatrics*, 8, 392-395.

<sup>7</sup> Chertok, M., et al. 2004. Comparison of air pollution exposure for five commuting modes in Sydney—car, train, bus, bicycle, and walking. *Health Promotion Journal of Australia*, 15, 63-67.

<sup>8</sup> Borrestad, L., et al. 2012. Experiences from a randomized controlled trial on cycling to school: Does cycling increase cardiorespiratory fitness? *Scandinavian Journal of Public Health*, 7 March 2012.

<sup>9</sup> Dollman, J., and J. Lewis. 2007. Active transport to school as part of a broader habit of walking and cycling among South Australian youth. *Pediatric Exercise Science*, 19, 436-43.



## **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: **\$46,752 (weighted average of median household income for census tracts in Colusa County – see table below). This is less than 80% of the California statewide median income (\$48,875).**

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

Census Tract	Population	Median Household Income
06011000100	5,183	\$50,806
06011000300	6,055	\$40,163
06011000400	2,495	\$45,743
06011000500	2,565	\$43,911
06011000200	5,121	\$52,353
<b>Weighted Average</b>		<b>\$46,752</b>

**Option 2:** California Communities Environmental Health Screening Tool 2.0 (CalEnviroScreen) score for the community benefited by the project: 26.91(**does not meet ATP threshold of 25%**)



**Option 3:** Percentage of students eligible for the Free or Reduced Price Meals Programs:  
**71.5% (does not meet ATP threshold of 75%)**

School	Enrollment	Number of Students Eligible for Free or Reduced Lunch	Percent of Students Eligible for Free or Reduced Lunch
Burchfield Primary School	479	354	74%
Egling Middle School	527	379	72%
Colusa High School	348	177	51%
Maxwell Elementary School	226	165	73%
Maxwell High School	107	54	50%
Arbuckle Elementary School	586	429	73%
<b>Grand Island Elementary School</b>	<b>76</b>	<b>71</b>	<b>93%</b>
Lloyd G. Johnson Junior High School	326	222	68%
Pierce High School	391	247	63%
<b>Williams Primary Elementary School</b>	<b>462</b>	<b>389</b>	<b>84%</b>
<b>Williams Upper Elementary School</b>	<b>288</b>	<b>239</b>	<b>83%</b>
Williams Junior-Senior High School	550	371	67%
<b>Princeton Elementary School</b>	<b>86</b>	<b>85</b>	<b>99%</b>
Princeton High School	6	4	67%
<b>Countywide Percent Eligible</b>			<b>71.5%</b>

While the county as a whole does not meet the 75% threshold for Free or Reduced Meals, there are four schools within the county that greatly exceed this threshold and may indicate pockets of more disadvantaged populations clustered within those school catchment areas. Grand Island Elementary School (93%), Williams Primary Elementary School (84%), Williams Upper Elementary School (83%), and Princeton Elementary School (99%) all fall well above the 75% threshold established by the Active Transportation Program for students eligible for free or reduced price meals.



**Option 4:** Alternative criteria for identifying disadvantaged communities:

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

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

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

The weighted average of median household income for Colusa County falls below 80% of the California statewide median (\$46,752 in Colusa County compared to \$48,875).

Therefore, the entire countywide SRTS Plan is located within this disadvantaged county.

**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.**

Because Colusa County as a whole meets the median household income criteria for a disadvantaged community, all benefits of a countywide SRTS plan will benefit members of this disadvantaged community.

While a SRTS Plan will benefit all students in Colusa County, those students and families that live in particularly disadvantaged communities will be reached out to and invited to participate in the planning process to help the County and consultant staff better understand the unique challenges that they face. Families with a median income below the statewide level may not have access to a vehicle for school trips, leaving their children no choice but to walk or bicycle to school on a network that lacks even basic accommodations in many places. Children who walk or bicycle to school are currently forced to travel on shoulders of rural roads, across vacant lots or fields, and along other unsafe routes on their way to and from school each day.

Developing a SRTS plan will allow Colusa County to document these challenges and areas where high concentrations of disadvantaged families live, and to prioritize infrastructure and programmatic improvements where they will provide the greatest benefit to these underserved communities.



## 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.)

Two alternatives were considered:

**Alternative 1:** Implement infrastructure improvements to benefit active transportation as needs are identified through public comments or requests, after collisions occur, or during individual developments.

**Alternative 2:** Develop a comprehensive SRTS plan to document existing conditions, identify needed improvements, and create a system to strategically prioritize and implement those projects that offer the highest benefit and align with the priorities of community members.

Alternative 2 was selected because it allows Colusa County to maximize their extremely limited resources for active transportation projects. Having a SRTS plan in place that concisely outlines the needed improvements and the priorities of the communities will provide a clear strategy for Colusa County to efficiently and effectively improve walking and bicycling throughout the county. It also ensures disadvantaged communities are engaged in identifying needs within the county, promoting a more equitable distribution of future investments in active transportation. Without a comprehensive plan in place (Alternative 1), the County would be forced to adopt a reactive approach to improvements that would result in less effective use of limited resources, and may be inequitable in their investments.



- 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.)

$$\left( \frac{\textit{Benefit}}{\textit{TotalProjectCost}} \textit{ and } \frac{\textit{Benefit}}{\textit{FundsRequested}} \right).$$

The benefit-cost ratio for the proposed project is 32.31.

To improve the benefit-cost tool, more clearly delineate the SRTS and Non SRTS input boxes on the Non-infrastructure Inputs worksheet and hide the Current Active Trans Walker/Bicyclists box because it is an automated input.



**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.)  
No other federal, state, or local funding is available for the Colusa County SRTS Plan.



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

Community Conservation Corps representative:

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

- Step 3: The applicant has coordinated with Wei Hsieh with the CCC **AND** Danielle Lynch with the certified community conservation corps and determined the following (check appropriate box):
- 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).  


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

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



## Part B: Narrative Questions

### Detailed Instructions for: **Question #9**

#### QUESTION #9

#### APPLICANT'S PERFORMANCE ON PAST GRANTS AND DELIVERABILITY OF PROJECTS

*( 0 to-10 points OR disqualification)*

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

The following table shows the performance on Local Assistance Projects for the County of Colusa for the past five years. There are four bridge projects that are ongoing, and one remaining TE project in the Environmental Stage.

#### Colusa County (5915) Summary of Projects and Status from FY 2009/2010 through 2014/2015

Prefix	Locode	PN	Name	Status	Comment
BRLS	5915	37	Norman Road @ Colusa Drain	Complete	Project delivered as programmed
BRLO	5915	44	East Camp Road @ Spring Creek	Complete	Project delivered as programmed
BRLO	5915	45	Leesville Road @ Freshwater Creek	Complete	Project delivered as programmed
BRLO	5915	48	Lenehan Road @ Funks Creek	Complete	Project delivered as programmed
SPOA	5915	49	Various Bridges in County	Complete	Project delivered as programmed
BPMP	5915	50	Various Bridges in County	Complete	Project delivered as programmed
ESPL	5915	62	Grimes-Arbuckle Rd - Sycamoure Slough to SR 45	Complete	Project delivered as programmed
SPOA	5915	63	Various Locations County Wide	Complete	Project delivered as programmed
ESPLERP	5915	65	Hall Street - Ninth to Putnam Way	Complete	Project delivered as programmed
ESPL	5915	67	Norman Road Drive Feedback Sign	Complete	Project delivered as programmed
RPSTPL	5915	71	Old HWY 99 - Maxwell to County Line	Complete	Project delivered as programmed
BRLO	5915	54	Danley Road @ GCID Main Canal	Ongoing	Project pending HBP funding
BRLO	5915	55	Finks Road @ GCID Canal	Ongoing	Project pending HBP funding
BRLO	5915	56	Leesville-Lodoga Road @ Little Indian Creek	Ongoing	Project pending HBP funding
RPSTPLE	5915	64	Arbuckle Rail Depot	Ongoing	Project in environmental stage
BR NBIL	5915	509	Evans Road @ Cortina Creek	Ongoing	Project in PE Stage

In addition to the above information, it should be noted that the Department of Public Works successfully passed our County Road Fund Audit Report conducted by the California State Controller's Office for the years 2007 through 2013 with no significant findings.



**B. *Caltrans response only:***

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



## **Part C: Application Attachments**

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

### **List of Application Attachments**

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

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

## Attachment A: Signatures

Applicable signatures for the lead agency.

Remaining signatures are included in Section K: Additional School Information for other participating school districts.



# Attachment B. Project Programming Request

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION  
ATP PROJECT PROGRAMMING REQUEST

Date: 1-JUN-15

Project Information:					
Project Title: Colusa County Safe Routes to School Plan					
District	County	Route	EA	Project ID	PPNO
3	Colusa				

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)										
FS&E										
R/W										
CON				200				200		
TOTAL				200				200		
ATP Funds		Infrastructure Cycle 2							Program Code	
Proposed Funding Allocation (\$1,000s)									Funding Agency	
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:	
E&P (PA&ED)										
FS&E										
R/W										
CON										
TOTAL										
ATP Funds		Non-Infrastructure Cycle 2							Program Code	
Proposed Funding Allocation (\$1,000s)									Funding Agency	
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:	
E&P (PA&ED)										
FS&E										
R/W										
CON										
TOTAL										
ATP Funds		Plan Cycle 2							Program Code	
Proposed Funding Allocation (\$1,000s)									Funding Agency	
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:	
E&P (PA&ED)										
FS&E										
R/W										
CON				200				200		
TOTAL				200				200		
ATP Funds		Previous Cycle							Program Code	
Proposed Funding Allocation (\$1,000s)									Funding Agency	
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:	
E&P (PA&ED)										
FS&E										
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	Notes:	
E&P (PA&ED)										
FS&E										
R/W										
CON										
TOTAL										

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION  
**ATP PROJECT PROGRAMMING REQUEST**

Date: 1-Jun-15

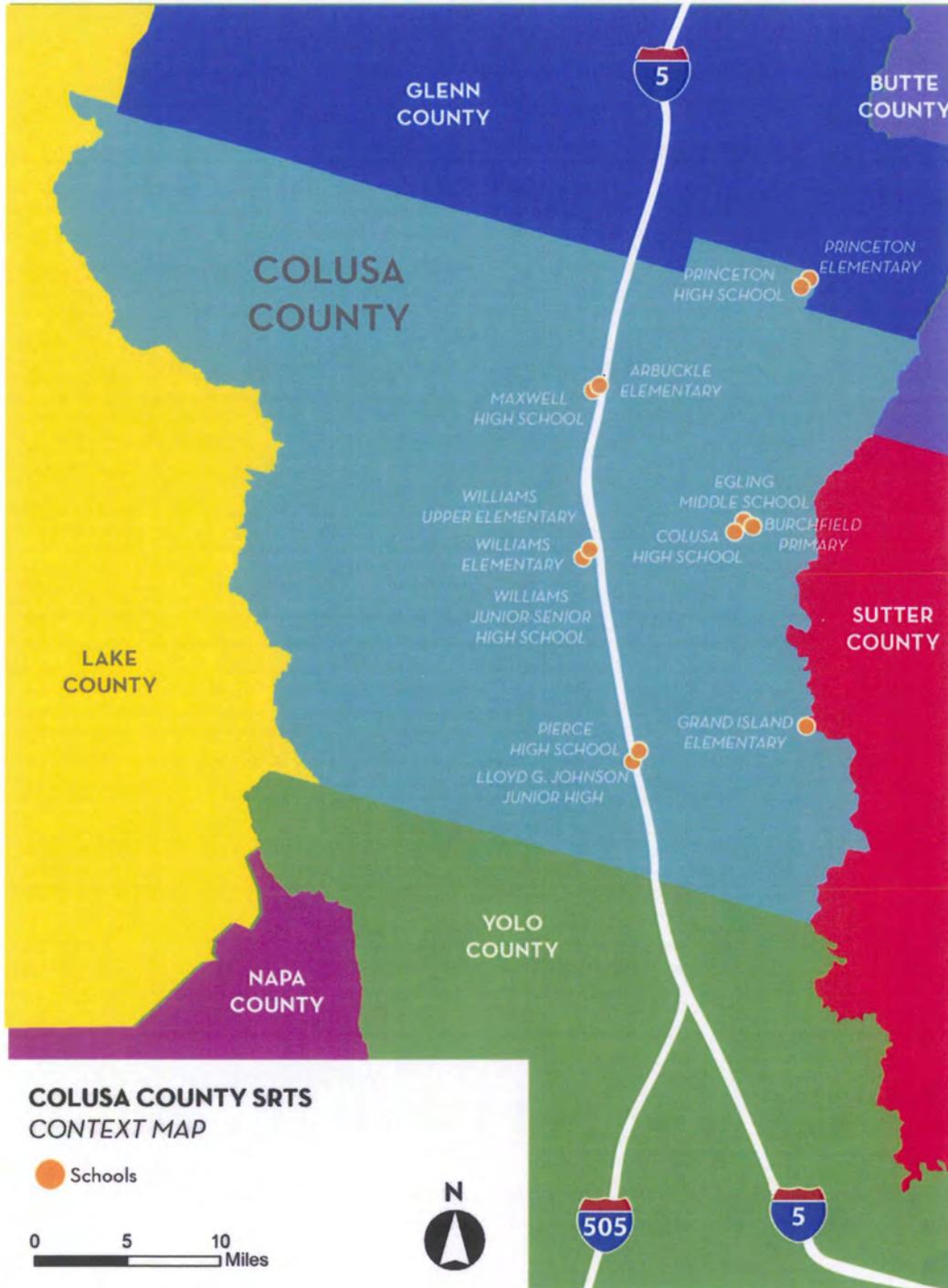
Project Information:					
Project Title: Colusa County Safe Routes to School Plan					
District	County	Route	EA	Project ID	PPNO
3	Colusa				

Funding Information:										
DO NOT FILL IN ANY SHADED AREAS										
Fund No. 2:	Future Source for Matching								Program Code	
Proposed Funding Allocation (\$1,000s)										
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency	
E&P (PA&ED)										
PS&E									Notes:	
R/W										
CON										
TOTAL										
Fund No. 3:	Future Source for Matching								Program Code	
Proposed Funding Allocation (\$1,000s)										
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency	
E&P (PA&ED)										
PS&E									Notes:	
R/W										
CON										
TOTAL										
Fund No. 4:	Future Source for Matching								Program Code	
Proposed Funding Allocation (\$1,000s)										
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency	
E&P (PA&ED)										
PS&E									Notes:	
R/W										
CON										
TOTAL										
Fund No. 5:	Future Source for Matching								Program Code	
Proposed Funding Allocation (\$1,000s)										
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency	
E&P (PA&ED)										
PS&E									Notes:	
R/W										
CON										
TOTAL										
Fund No. 6:	Future Source for Matching								Program Code	
Proposed Funding Allocation (\$1,000s)										
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency	
E&P (PA&ED)										
PS&E									Notes:	
R/W										
CON										
TOTAL										
Fund No. 7:	Future Source for Matching								Program Code	
Proposed Funding Allocation (\$1,000s)										
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency	
E&P (PA&ED)										
PS&E									Notes:	
R/W										
CON										
TOTAL										

## Attachment C. Engineers Checklist

Non-Infrastructure Project: Development of a Safe Routes to School Plan. Not applicable.

## Attachment D. Location Map



## Attachment E. Project Map Plans

Non-Infrastructure Project: Development of a Safe Routes to School Plan. Not applicable.

## Attachment F. Photos of Existing Conditions

### City of Colusa Schools

#### Burchfield Primary School

400 Freemont Street, Colusa, CA 9593

---



Student crossing at unmarked location

---



Parents arriving at school

---

**Egling Middle School**

813 Webster Street, Colusa, CA 95932



Students walking to school.

**Colusa High School**

901 Colusa Avenue, Colusa, CA 95932

---



Students walk along unimproved shoulder

---



Students walk along unimproved shoulder

---

## City of Williams Schools

Williams Elementary School and Upper  
Elementary School

1404 E Street, Williams, Ca 95987

300 11th St, Williams, CA



Students along roadway with no sidewalk



Students cross at uncontrolled, unmarked locations

**Williams Junior-Senior High School**

222 11th Street, Williams, Ca 95987



Walking path along school route does not have sidewalk



School area does not have walking facilities

## Colusa County Schools

### Maxwell Elementary School

146 North Street, Maxwell, CA 95955



Students walk along roadways where there are no sidewalks.

**Maxwell High School**

515 Oak Street, Maxwell, CA 95955



Lack of sidewalks makes it challenging to walk to school.

**Arbuckle Elementary School**

701 Hall Street, Arbuckle, CA 95912



Lack of sidewalks and bikeways makes it challenging to walk to school.



Students contend with large vehicles.

**Grand Island Elementary School**  
551 Leven Street, Grimes, CA 95950

---



Students must walk along roadway.

---



Students must use unimproved shoulders to access school.

---

**Lloyd G. Johnson Junior High School**

938 Wildwood Road, Arbuckle, CA 95912



There are no sidewalks or bikeways.

Incomplete sidewalk network

**Pierce High School**

960 Wildwood Road, Arbuckle, CA 95912



Students walk on gravel shoulder next to high volumes of vehicles.



Students walk on shoulders where there are no sidewalks.

**Princeton Elementary School**

438 Norman Road, Princeton, CA 95970



Students must walk on shoulder in order to get to school.



School access on Norman Road.

**Princeton High School**

473 State Street, Princeton, CA 95970



School crossing with no connecting sidewalks.



Students who walk do not have sidewalks and travel on route used by agricultural trucks.

## Attachment G. Project Estimate

Non-Infrastructure Project: Development of a Safe Routes to School Plan. Not applicable.

## Attachment H. Exhibit-22R

Exhibit 22-R ATP Non-Infrastructure Project Work Plan				
Fill in the following items:				
Date: (1)	1-Jun-15			
Project Number: (2)				
Project Location(s): (3a)	Colusa County, CA			
" " (3b)				
" " (3c)				
Project Description: (4)	Develop a Countywide Safe Routes to School Plan			
Proceed to enter information in each Task Tab, as applies (Task A, Task B, Task C, Task C, etc.)				
<i>For Department use only</i>				
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
<a href="#">Task "A"</a>	Project Initiation			\$ 3,800.00
<a href="#">Task "B"</a>	Technical Advisory Committee and Outreach			\$ 87,450.00
<a href="#">Task "C"</a>	Safe Routes to School Plan			\$ 108,750.00
<a href="#">Task "D"</a>				\$ -
<a href="#">Task "E"</a>				\$ -
<a href="#">Task "F"</a>				\$ -
<a href="#">Task "G"</a>				\$ -
<a href="#">Task "H"</a>				\$ -
<a href="#">Task "I"</a>				\$ -
<a href="#">Task "J"</a>				\$ -
GRAND TOTAL				\$ 200,000.00

TASK "A" DETAIL			
Task Name (5a):		Project Initiation	
Task Summary (5b): Project kick off meeting, project management, RFP for consultant services			
Task Schedule (5c):		Start Date:	End Date:
Activities (6a):		Deliverables (6b):	
1.	Task A.1. Project Kick-Off Meeting	Project Kick-Off Meeting notes	
2.	Develop a Countywide Safe Routes to School Plan	Monthly Meeting notes	
3.	Task A.3. RFP for Consultant Services	Copy of Procurement Procedures and Executed Consultant Contract	
4.			
5.			
6.			
7.			
8.			
9.			
10.			
Staff Costs:			
Staff Title (7a):		Annual Hours (7b)	Rate Per Hour (7c)
Party 1 -	County staff	76	\$50.00
Party 2 -			\$ -
Party 3 -			\$ -
Party 4 -			\$ -
Party 5 -			\$ -
Party 6 -			\$ -
		Subtotal Party Costs (6d):	
		\$ 3,800.00	
		Indirect Costs (8e):	
		Total Staff Costs (8f):	
		\$ 3,800.00	
Task Notes (9):			
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:  <input type="button" value="Itemized 'Other Costs' Section"/>		Travel (9a):	\$ -
		Equipment (9b):	\$ -
		Supplies/Materials (9c):	\$ -
		Incentives (9d):	\$ -
		Other Direct Costs (9e):	\$ -
		** (9f):	\$ -
		Total Other Costs (9g):	\$ -
		<b>TASK GRAND TOTAL (10g):</b>	
		<b>\$ 3,800.00</b>	

ATP (03/25/2015)

**Task "A" Other Costs:**

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

Itemized Equipment Cost (8b)				
Please provide an itemized "equipment" cost estimate for all equipment cost applicable to each task				
Equipment (8b)				
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			\$	-
<b>Total:</b>	0		\$0	\$
<b>Total Equipment Cost:</b>			\$	-

Itemized Supplies/Materials Cost (8c)				
Please provide an itemized "supplies/materials" cost estimate for all equipment cost applicable to each task				
Supplies/Materials (8c)				
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			\$	-
<b>Total:</b>	0		\$0	\$
<b>Total Supplies/Materials Cost:</b>			\$	-

Itemized Incentives Cost (8d)				
Please provide an itemized "incentives" cost estimate for all incentives cost applicable to each task				
Incentives (8d)				
Type of Incentives	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			\$	-
<b>Total:</b>	0		\$0	\$
<b>Total Incentives Cost:</b>			\$	-

ATP (03/25/2015)

Task "A" Other Costs:				
Itemized Other Direct Costs (8e)				
Please provide an itemized "other" cost estimate for all other costs applicable to each task				
Other Direct Costs (8e)				
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:			\$	-

Itemized Other Direct Costs (8f)				
Please provide an itemized "other direct" cost estimate for all other costs applicable to each task				
Other Direct Costs (8f)				
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:			\$	-

ATP (03/25/2015)

TASK "B" DETAIL				
Task Name (5a):		Technical Advisory Committee and Outreach		
Task Summary (5b):		Technical Advisory Committee, project website, audits, and community workshop		
Task Schedule (5c):		Start Date:	End Date:	
Activities and Deliverables:				
Activities (5a):		Deliverables (5b):		
1.	Task B.1. Technical Advisory Committee	Technical advisory committee meetings (4) Meeting agendas, meeting notes		
2.	Develop a Countywide Safe Routes to School Plan	Project website		
3.	Task B.3. Audits and Working Sessions	Audit fliers and email narrative for each of the 14 schools Audits and working sessions at all 14 schools		
4.	Task B.4. Countywide Community Workshop	Countywide Community Workshop; Noticing materials; Presentation; Sign-in sheets; Meeting notes		
5.				
6.				
7.				
8.				
9.				
10.				
Staff Costs:				
Staff Title (7a):		Annual Hours (7b)	Rate Per Hour (7c)	Total \$
Party 1 -	Consultant: Principal	42	\$190.00	\$ 7,980.00
Party 2 -	Consultant: Project Manager	194	\$180.00	\$ 31,040.00
Party 3 -	Consultant: Planner	208	\$100.00	\$ 20,800.00
Party 4 -	Consultant: GIS-Web Developer	96	\$100.00	\$ 9,600.00
Party 5 -	Consultant: Admin	28	\$60.00	\$ 1,680.00
Party 6 -	County/City Staff	218	\$50.00	\$ 10,900.00
Party 7 -	County/City Staff	108	\$40.00	\$ 4,320.00
Subtotal Party Costs (6d):				\$ 86,320.00
Indirect Costs (6e):				
Total Staff Costs (6f):				\$ 86,320.00
Task Notes (8):				
This task will focus on outreach to the community to gather input on infrastructure and program needs related to SRTS. Outreach will be broad, ensuring disadvantaged community members participate in the process.				
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:		Travel (9a):	\$ 1,130.00	
<b>Itemized "Other Costs" Section</b>		Equipment (9b):	\$ -	
		Supplies/Materials (9c):	\$ -	
		Incentives (9d):	\$ -	
		Other Direct Costs (9e):	\$ -	
		** (9f):	\$ -	
Total Other Costs (9g):			\$ 1,130.00	
<b>TASK GRAND TOTAL (10g):</b>			<b>\$ 87,450.00</b>	

ATP (03/25/2015)

Task "B" Other Costs:				
<b>Itemized Travel Cost (8a)</b>				
Please provide an itemized "travel" cost estimate for all travel costs applicable to each task				
Travel (8a)				
Type of Travel	Quantity	Unit Cost \$	Total \$	
1 School audits	14	\$	1,304	
2 Workshop	1	\$	20	
3 Develop a Countywide Safe Routes to School Plan		\$	-	
4		\$	-	
5		\$	-	
6		\$	-	
7		\$	-	
8		\$	-	
9		\$	-	
10		\$	-	
11		\$	-	
12		\$	-	
13		\$	-	
14		\$	-	
15		\$	-	
16		\$	-	
17		\$	-	
18		\$	-	
19		\$	-	
20		\$	-	
<b>Total:</b>	15	\$	1,324	
		<b>Total Travel Cost: \$ 1,324.00</b>		
<b>Itemized Equipment Cost (8b)</b>				
Please provide an itemized "equipment" cost estimate for all equipment cost applicable to each task				
Equipment (8b)				
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				\$ -
<b>Total:</b>	0		\$0	\$ -
		<b>Total Equipment Cost: \$ -</b>		
<b>Itemized Supplies/Materials Cost (8c)</b>				
Please provide an itemized "supplies/materials" cost estimate for all equipment cost applicable to each task				
Supplies/Materials (8c)				
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			\$	-
<b>Total:</b>	0		\$0	\$ -
		<b>Total Supplies/Materials Cost: \$ -</b>		
<b>Itemized Incentives Cost (8d)</b>				
Please provide an itemized "incentives" cost estimate for all incentives cost applicable to each task				
Incentives (8d)				
Type of Incentives	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				\$ -
<b>Total:</b>	0		\$0	\$ -
		<b>Total Incentives Cost: \$ -</b>		

ATP (03/25/2015)

Task "B" Other Costs:				
Itemized Other Direct Costs (8e)				
Please provide an itemized "other" cost estimate for all other costs applicable to each task				
Other Direct Costs (8e)				
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	\$ -
<b>Total Other Direct Cost:</b>				<b>\$ -</b>

Itemized Other Direct Costs (8f)				
Please provide an itemized "other direct" cost estimate for all other costs applicable to each task				
Other Direct Costs (8f)				
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	\$ -
<b>Total Other Direct Cost:</b>				<b>\$ -</b>

ATP (03/25/2015)

TASK "C" DETAIL				
Task Name (5a):		Safe Routes to School Plan		
Task Summary (5b):		Development of Plan		
Task Schedule (5c):		Start Date:	End Date:	
Activities and Deliverables:				
Activities (6a):		Deliverables (6b):		
1.	Task C.1. Existing Data, Documents, and Conditions	Existing data, documents and conditions review		
2.	Develop a Countywide Safe Routes to School Plan	Administrative Draft Safe Routes to School Plan		
3.	Task C.3. Draft Safe Routes to School Plan	Draft Safe Routes to School Plan		
4.	Task C.4. Final Safe Routes to School Plan	Final Safe Routes to School Plan		
5.	Task C.5. Plan Adoption	Plan Adoption		
6.				
7.				
8.				
9.				
10.				
Staff Costs:				
Staff Title (7a):		Annual Hours (7b)	Rate Per Hour (7c)	Total \$
Party 1 -	Consultant: Principal	13	\$190.00	\$ 2,470.00
Party 2 -	Consultant: Project Manager	198	\$160.00	\$ 31,680.00
Party 3 -	Consultant: Planner	278	\$100.00	\$ 27,800.00
Party 4 -	Consultant: GIS-Web Developer	300	\$100.00	\$ 30,000.00
Party 5 -	Consultant: Admin	154	\$60.00	\$ 9,240.00
Party 6 -	County/City Staff	84	\$50.00	\$ 4,200.00
Party 7 -	County/City Staff	84	\$40.00	\$ 3,360.00
Subtotal Party Costs (6d):				\$ 108,750.00
Indirect Costs (6e):				
Total Staff Costs (6f):				\$ 108,750.00
Task Notes (8):				
This task will include a review of relevant planning and policy documents, detailed collision analysis and Plan development.				
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:		Travel (9a):	\$	-
<a href="#">Itemized "Other Costs" Section</a>		Equipment (9b):	\$	-
		Supplies/Materials (9c):	\$	-
		Incentives (9d):	\$	-
		Other Direct Costs (9e):	\$	-
		** (9f):	\$	-
Total Other Costs (9g):				\$ -
<b>TASK GRAND TOTAL (10g):</b>				<b>\$ 108,750.00</b>

ATP (03/25/2015)

Task "C" Other Costs:				
<b>Itemized Travel Cost (8a)</b>				
Please provide an itemized "travel" cost estimate for all travel costs applicable to each task				
Travel (8a)				
Type of Travel	Quantity	Unit Cost \$	Total \$	
1		\$		-
2		\$		-
3		\$		-
4		\$		-
5		\$		-
6		\$		-
7		\$		-
8		\$		-
9		\$		-
10		\$		-
11		\$		-
12		\$		-
13		\$		-
14		\$		-
15		\$		-
16		\$		-
17		\$		-
18		\$		-
19		\$		-
20		\$		-
21		\$		-
22		\$		-
23		\$		-
Total	0	\$		-
<b>Total Travel Cost: \$ -</b>				
<b>Itemized Equipment Cost (8b)</b>				
Please provide an itemized "equipment" cost estimate for all equipment cost applicable to each task				
Equipment (8b)				
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	\$ -
<b>Total Equipment Cost: \$ -</b>				
<b>Itemized Supplies/Materials Cost (8c)</b>				
Please provide an itemized "supplies/materials" cost estimate for all equipment cost applicable to each task				
Supplies/Materials (8c)				
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			\$	-
21			\$	-
22			\$	-
Total	0		\$0	\$ -
<b>Total Supplies/Materials Cost: \$ -</b>				
<b>Itemized Incentives Cost (8d)</b>				
Please provide an itemized "incentives" cost estimate for all incentives cost applicable to each task				
Incentives (8d)				
Type of Incentives	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	\$ -
<b>Total Incentives Cost: \$ -</b>				

ATP (03/25/2015)

Task "C" Other Costs:				
Itemized Other Direct Costs (8e)				
Please provide an itemized "other" cost estimate for all other costs applicable to each task				
Other Direct Costs (8e)				
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:	U		\$C	\$
<b>Total Other Direct Cost:</b>				<b>\$ -</b>

Itemized Other Direct Costs (8f)				
Please provide an itemized "other direct" cost estimate for all other costs applicable to each task				
Other Direct Costs (8f)				
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:	U		\$U	\$
<b>Total Other Direct Cost:</b>				<b>\$ -</b>

ATP (03/25/2015)

## Attachment I. Narrative Question Backup

### Information included:

- 1) Record summary of all school district and school site information including a record of receiving letters of support, site visit/photographs, and survey of child arrival mode (i.e. bike, walk, bus, car). Also included is prime contact information for all school officials, including superintendents and site administration for all schools involved.
- 2) Press release of County Sheriff's town hall meetings that were used to collect resident concerns regarding safety issues, including children walking to school. Town hall meetings are held annually, and this year the ATP grant was timely such that public input could be received during the ATP grant application.
- 3) Press release of Public Meeting in Princeton regarding traffic speed/safety on SR 45 through Princeton. ATP options were discussed.
- 4) Press release of child being struck/killed by vehicle en route to Williams elementary school
- 5) Meeting agenda for Colusa Department of Public Works discussing ATP issues, and application development/submittal.
- 6) Safety meeting minutes for Pierce Joint Unified School District from December 2014 to April 2015.

**Colusa County 2015 Active Transportation Program Grant Application  
Master Contact List**

District	School	Principal	Letter of Support?	Site Visit/Meeting/Photos	Child Arrival Survey?
<u>Colusa Unified School District</u> Dwayne Newman Superintendent 745 Tenth Street Colusa, CA 95932 (530) 458-7791 - Ext. 14113 <a href="mailto:dnewman@colusa.k12.ca.us">dnewman@colusa.k12.ca.us</a>	Burchfield Primary School 400 Freemont Street Colusa, CA 95932 458-5853	Tina Coth (Effective July 1, 2015)	Yes	4/30/15	Yes
	Egling Middle School 813 Webster Street Colusa, CA 95932 458-7631	Jody Johnston	Yes	4/23/15	Yes
	Colusa High School 901 Colusa Avenue Colusa, CA 95932 458-2156	Darren Brown	Yes	4/30/15	Yes
<u>Maxwell Unified School District</u> Dr. Rich Rhodes Superintendent PO Box 788 Maxwell, CA 95955 (530) 438-2291 - Ext. 12155 <a href="mailto:rrhodes@maxwell.k12.ca.us">rrhodes@maxwell.k12.ca.us</a>	Maxwell Elementary School PO Box 788 146 North Street Maxwell, CA 95955 438-2401	Paul Johnson	Yes	4/16/15	Yes
	Maxwell High School PO Box 788 515 Oak Street Maxwell, CA 95955 438-2291	Rich Rhodes			
<u>Pierce Joint Unified School District</u> Carol Geyer Superintendent PO Box 239 Arbuckle, CA 95912 (530) 476-2892 - Ext. 13001 <a href="mailto:cgeyer@pierce.k12.ca.us">cgeyer@pierce.k12.ca.us</a>	Arbuckle Elementary School PO Box 100 701 Hall Street Arbuckle, CA 95912 476-2522	Summer Shadley	Yes	4/15/15	Yes
	Grand Island Elementary School 551 Leven Street Grimes, CA 95950 437-2416	Summer Shadley	Yes	4/20/15	Yes
	Lloyd G. Johnson Junior High School 938 Wildwood Road Arbuckle, CA 95912 476-3261	Blake Kitchen	Yes	4/15/15	Yes
	Pierce High School 960 Wildwood Road Arbuckle, CA 95912 476-2277	George Griffin	Yes	4/15/15	Yes

**Colusa County 2015 Active Transportation Program Grant Application  
Master Contact List**

District	School	Principal	Letter of Support?	Site Visit/Meeting/Photos	Child Arrival Survey?
<u>Williams Unified School District</u> Jennifer Foglesong Superintendent PO Box 7 Williams, CA 95987 (530) 473-2550 - Ext. 11401 <a href="mailto:jfoglesong@williams.k12.ca.us">jfoglesong@williams.k12.ca.us</a>	Williams Elementary School 1404 E Street Williams, Ca 95987 473-2885	Jennifer Foglesong Acting Principal	Yes	4/16/15	Yes
	Williams Upper Elementary School 300 11th St Williams, CA 473-5304	Lynda Nichols Principal	Yes	4/16/15	
	Williams Junior-Senior High School 222 11th Street Williams, Ca 95987 473-2885	Dr. Nicholas Richter Principal	Yes	4/16/15	Yes
<u>Princeton Joint Unified School District</u> Cody Walker Superintendent/Principal PO Box 8 Princeton, CA 95970 (530) 439-2261 <a href="mailto:cwalker@glenncoe.org">cwalker@glenncoe.org</a>	Princeton Elementary School 438 Norman Road, PO Box 8 Princeton, CA 95970 439-2501	Cody Walker Principal	Yes	4/14/15	Yes
	Princeton High School 473 State Street, PO Box 8 Princeton, CA 95970 439-2261	Cody Walker Principal	Yes	4/14/15	

Notes:

- 1) Schedule meetings to coincide with site administrator's availability.
- 2) Record site conditions with photographs
- 3) All data collection complete as of May 21, 2015.

## Sheriff to host series of town hall meetings

By Susan Meeker [smeeker@tcnpress.com](mailto:smeeker@tcnpress.com) | Posted: Wednesday, March 25, 2015 12:00 am

The Colusa County Sheriff's Department will once again start a series of town hall meetings, starting next week in Stonyford.

Sheriff Joe Garofalo, who took over the helm of the department in January, said the Thursday-night meetings are an effort for him and other county officials to better understand and address problems that affect everyday life in the predominantly rural areas of the county.

"It's an opportunity for the public to get to know me, the department and to discuss their concerns," Garofalo said.

Meetings will also be conducted in Maxwell, Princeton, Grimes and Arbuckle.

Sheriff's personnel and other county personnel and agencies will also participate to address public safety and other concerns, Garofalo said.

"The meetings are not just about law enforcement," he said.

Subjects that may be covered include traffic, animal control, drugs and alcohol, children and youth, safety and noise.

The first town hall meeting will be held at 6:30 p.m. April 2 at the Stonyford Grange Hall.

### Know & Go

Colusa County Sheriff community meetings:

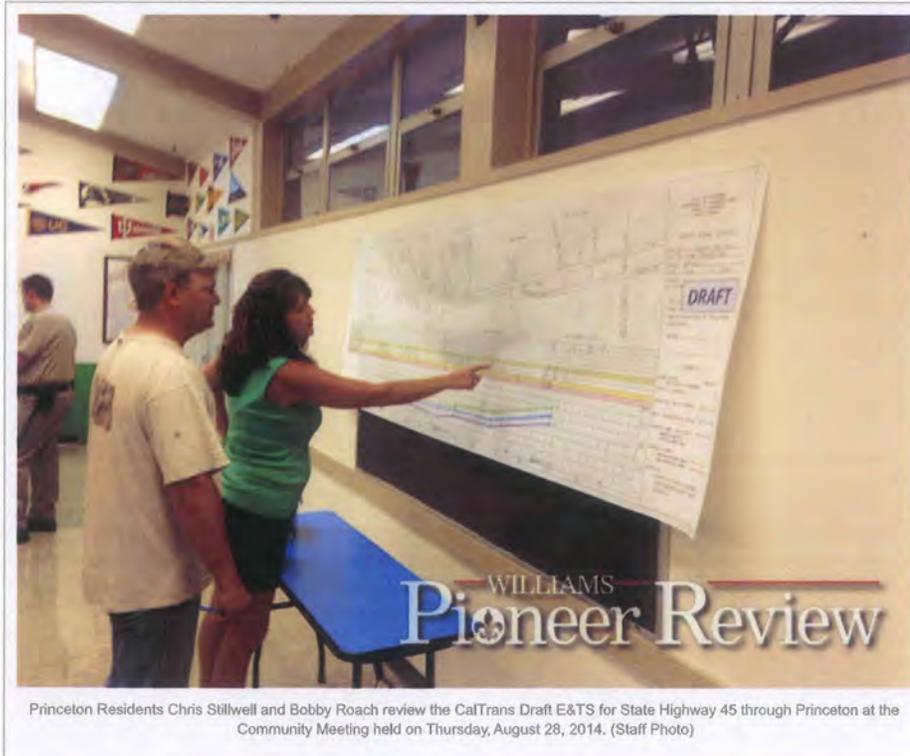
- 6:30 p.m. April 2, Stonyford Grange Hall, 101 Market St., Stonyford.
- 6:30 p.m. April 9, Maxwell Sheriff's Substation, 122 Old Highway 99W, Maxwell.
- 6:30 p.m. April 16, Princeton High School Cafeteria, 473 State St., Princeton.
- 6:30 p.m. April 23. Grimes Scott Cabin, 15 Fourth St., Grimes.
- 6:30 p.m., April 30, Arbuckle Fire Department, 506 Lucas St., Arbuckle.

# WILLIAMS Pioneer Review

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## Princeton Fights for Safe Speed



Princeton Residents Chris Stillwell and Bobby Roach review the CalTrans Draft E&TS for State Highway 45 through Princeton at the Community Meeting held on Thursday, August 28, 2014. (Staff Photo)

Princeton residents call Commercial Street the main street through town; to CalTrans, Commercial Street is State Highway 45.

"A tragedy waiting to happen" is what many Princeton residents are saying about CalTrans proposal to increase the speed limit through its town from 35 MPH to 40 MPH.

As motorists travel into the small community of Princeton, they may notice a string of homes alongside State Highway 45, with several businesses, a post office, a library, a park and a high school. Halfway through town drivers make the bend around a blind curve, with crosswalks on both sides.

The road is most frequented by travelers heading to work in the Chico area.

At a current speed limit of 35 MPH, some may say that is too fast, but according to CalTrans the speed needs to be higher according to a recent study.

Earlier this year CalTrans completed an Engineering and Traffic Survey (E&TS), a requirement every seven to ten years when any stretch of highway has a speed limit set lower than the State Maximum of 55 MPH. The E&TS consists of engineering measurements of prevailing free flow speeds in a specified roadway segment; this study allows the court systems and the general public to accept and respect the posted speed limits and allowing them to be enforceable.

The E&TS from seven years ago is set to expire for the one mile stretch of highway through Princeton.

According to a recent E&TS completed by CalTrans earlier this year, it's time to raise the speed limit.

At a public meeting held at the Princeton High School Cafeteria on Thursday, August 28, 2014, CalTrans met with a group of concerned citizens discussing the reasoning behind the proposed speed increase.

"The basic speed law says that no person shall drive a vehicle upon a highway at a speed greater than is reasonable and at a rate that won't endanger themselves or others," said Don Rushton, Caltrans Chief of District 3 Traffic Operations,

"The E&TS was measured using traffic free flowing through town, and our we generally set speed limits to the 85th Percentile, rounding it to the nearest 5 MPH."

According to the survey completed by CalTrans, the 85th Percentile of drivers drive at speeds of 39 MPH as they come into town, and 35 MPH through the curve, and increase their speeds back to 38 MPH.

Outraged with the data presented, many residents claimed to have witnessed vehicles traveling at much greater speeds than currently posted; blaming the lack of speed enforcement.

"Since cars are speeding down the road anyways, you think you should raise the speed limit," said a resident of Princeton.

Rushton commented that raising the speed limit to match the 85th percentile will be safer, reducing tailgating, road rage and many vehicle accidents.

According the California Highway Patrol there had been only one accident during the 20092012 period.

California Highway Patrol Lieutenant Commander E.L. Walker commented that his agency has been understaffed.

"We try to have an officer in the Princeton area a few times a week," said Walker.

After hearing concerns of the citizens, Walker commented that he was going to increase enforcement in the area.

#### **School Zone**

Along the one mile stretch of State Highway 45 in Princeton is the town High School.

"What about the Children walking across the street and the school zone?" asked a resident of Princeton.

Rushton commented that the School Zone speed limit of 25 MPH would remain in effect as California Vehicle Code states in Section 22353, establishing a school zone when children are going to or leaving the school, during school hours or during the noon recess period.

"That's a recipe for disaster," said a resident of Princeton, "to have driver's slowdown from 40mph to 25mph, somebody is going to get killed."

Princeton residents also commented that it was difficult for school children and pedestrian traffic to cross the state highway to get to local businesses or their homes.

"People who travel that road don't want to stop for pedestrians," said a resident of Princeton.

"I almost got hit the other day crossing the road, a car came around the blind corner and nearly ran over me!" commented another resident.

With three crosswalks along the State Highway, residents asked if it was advisable to raise the speed limit out of safety.

According to the 2014 California Manual for Setting Speed limits published by CalTrans, Section 1.3.6 states that the frequency of pedestrians is likewise an important factor, particularly at intersections with limited sight distance and in areas with crosswalks with no intersection traffic controls.

#### **Residential and Business District**

A business owner and resident of Princeton commented that the speed was already too fast as it is difficult for many residents to back out of their driveways, turn onto side streets, or pull out of business parking areas.

"We have young kids crossing the road, businesses and a residential area," said a resident of Princeton, "We are a community, not a freeway."

D'Arcy McLeod, CalTrans Traffic Operations Engineer commented, "as more people drive through the speed zones; they usually become comfortable with the route and drive slightly faster; we are required to go back and review speed zones to make sure that they match that of the 85th percentile."

According to the 2014 California Manual for Setting Speed limits published by CalTrans, Section 1.3.1 states that the design and physical characteristics of the roadway place limitations on the safe operating speeds of vehicles. These characteristics include roadway geometrics, sight distance, parking practices and pedestrian activity, driveway density, intersections, rural, residential or developed areas.

Princeton Fire Station traffic also frequents the highway tending to calls.

"A 40 MPH speed limit is not going to work when we have our 40,000 gallon water tanker coming out of the station, and pulling onto the highway to attend and emergency call," said a Princeton Firefighter.

Upon research, the mile long stretch of State Highway within the speed zone includes three crosswalks, a library, children's center, a post office, community park, school zone, nine businesses and 30 residential dwellings in which their driveways enter/exit onto the highway.

In the 2014 California Manual for Setting Speed limits published by CalTrans, states that a business district is a portion of a highway and the property contiguous thereto whereupon one side of a highway, for a distance of 600 feet, 50 percent or more of the contiguous property fronting thereon is occupied by buildings in use for businesses or upon both sides in of which highway, collectively, for a distance of 300 feet, 50 percent or more of the contiguous property fronting thereon is so occupied. The section also states that all churches, apartments, hotels, multiple dwelling homes, clubs, public buildings (other than schools), shall be deemed business structures.

Additionally, the same manual state that according to California Vehicle Code, Section 515, a residential district is that portion of a highway and the property contiguous thereto, other than a business district, upon one side of the highway within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 12 or more separate dwelling houses or business structures, or upon both sides of the highway collectively, within a distance of a quarter mile, the contiguous property fronting thereon is occupied by 16 or more separate dwellings. A residence district may be longer than one quarter of a mile if the above ratio of separate dwelling houses or business structures to the length of the highway exists.

#### **Setting the New Speed Limit or Keeping the Old**

While many community members questioned whether their attendance was necessary, as many believed that CalTrans had its mind already set on the new speed limit.

"What can we do as a community to not get this changed," asked a resident of Princeton.

Rushton commented that the purpose of the community form was to gain public insight for consideration on setting a new limit; however stated that setting the speed limit at the 85th percentile was most likely evident.

According to the 2014 California Manual for Setting Speed limits published by CalTrans, Section 3.4.4 allows CalTrans to apply a 5 mile per hour reduction, stating that when a speed limit is to be posted it shall be established at the nearest 5 MPH increment to the 85th percentile speed of free flowing traffic, rounding as standard mathematics direct. Under some circumstances, the posted speed may be reduced by 5 MPH from the nearest 5 MPH increment of the 85th percentile speed. If a 5 MPH reduction is justified, the E&TS shall document in writing the conditions and justification for the lower speed limit and be approved by a registered Civil or Traffic Engineer.

This article also states that California Vehicle Code allows for setting the speed limit at the 5 MPH increment below the 85th percentile as stated in CVC 21400: The Department of Transportation shall revise the California Manual on Uniform Traffic Control Devices, as it read on January 1, 2012, to require the Department of Transportation or a local authority to round speed limits to the nearest five miles per hour of the 85th percentile of the free flowing traffic.

However, in cases in which the speed limit needs to be rounded up to the nearest five miles per hour increment of the 85th percentile speed, the Department of Transportation or a local authority may decide to instead round down the speed limit to the lower five miles per hour increment, but then the Department of Transportation or a local authority shall not reduce the speed limit any further for any reason.

With the information found in the 2014 California Manual for Setting Speed limits, it appears that CalTrans would be able to keep the 35 MPH speed limit, and still be within the stated law.

#### **The Next Step**

Colusa County District 5, Board Supervisor, Denise Carter was in attendance and stated that she was going to submit a letter from the Board of Supervisors with a list of concerns to pursue the CalTrans District to consider keeping the posted speed limit as is.

The concerns Princeton residents had with the speed limit increase included: no turn pockets onto side streets, three crosswalks in the highway, no sidewalks for pedestrians, a children's park adjacent to the highway, fire department traffic, business clustering and traffic, perpendicular parking, town post office adjacent to the highway, a high school with an open campus for lunch, and pedestrian traffic at all times during the day, extreme weather and fog conditions, and high traffic from farm equipment and tractor trailers.

Rushton commented that a letter from the County Board of Supervisors will help with the decision making of the speed zone along State Highway 45 in Princeton.

If the speed limit is set to increase, Princeton residents can expect that change at the beginning of next year.

**Correction Notice:** *In the printed edition of this article, we incorrectly identified the individuals in the photo as Maxwell residents, the individuals are Princeton residents. We apologize for this error.*

# WILLIAMS Pioneer Review

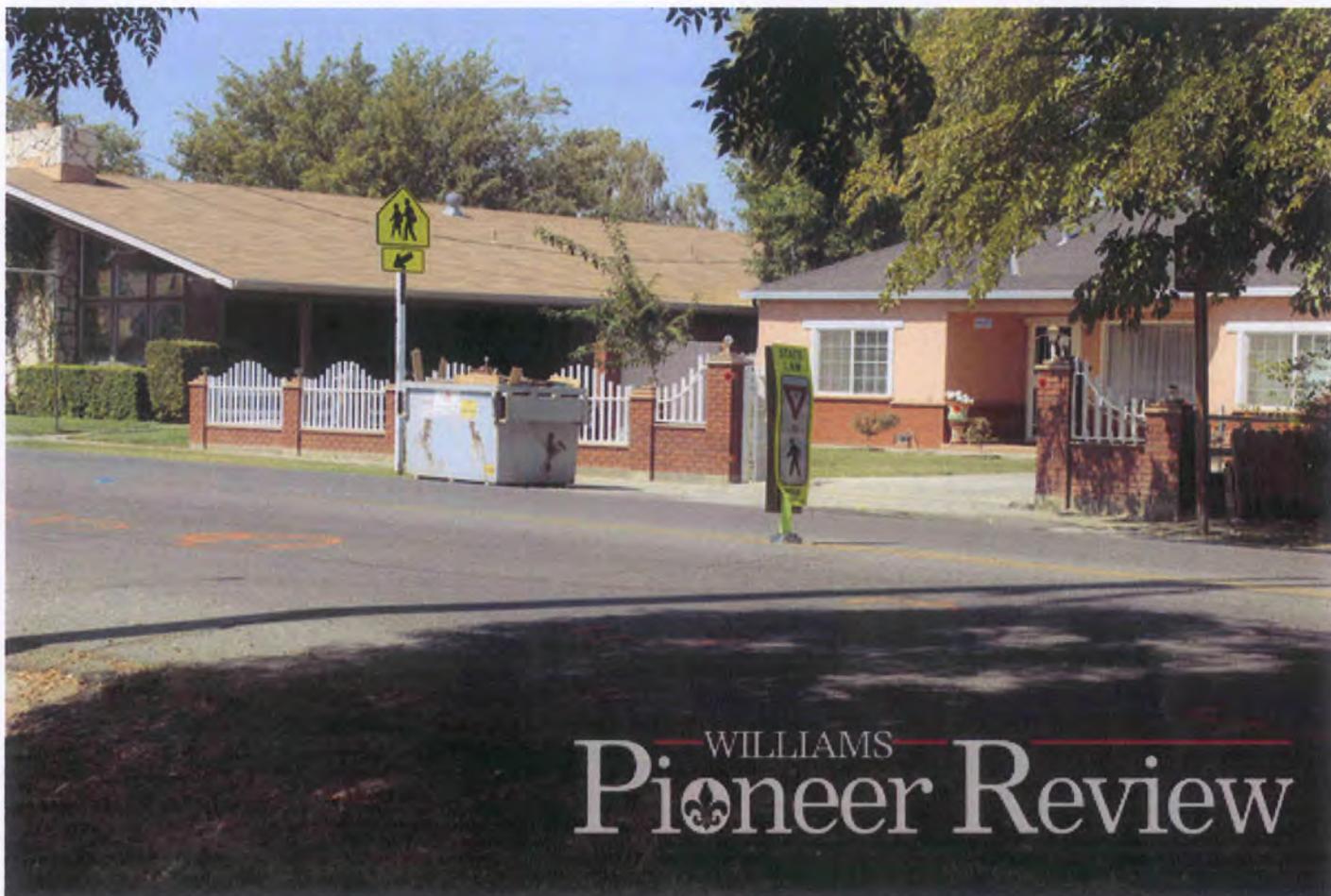
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<http://williamspioneer.com/article/64098>

## Williams Elementary Mourns the Tragic Loss of a Student



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IMG\_2753

[Previous](#)

[Next](#)

A seven-year-old Williams Elementary Student died after being struck by a car on his way to school.

The Williams Police Department reported that at approximately 7:45 AM on Tuesday, September 2, 2014, a 20-year-old Williams woman was driving east on E Street, near the Twelfth Street intersection, in a 1995 Chevrolet Corsica, where she became blinded by the sun rising from the east.

Subsequently the driver lost visibility and hit a seven-year-old, Christian Orosco and his older brother as they were crossing the roadway, within the crosswalk, on their way to school.

Williams Police Officers, Williams Fire personnel, Enloe Paramedics, Colusa County Sheriff's Office and the California Highway Patrol arrived to render aid.

Orosco sustained significant injuries from the collision and was transported by air ambulance to U.C. Davis Medical Center in Sacramento.

Due to the severity of his injuries, the boy did not survive.

The Sacramento County Coroner's Office is conducting the coroner's investigation.

The older brother, who was also struck by the car, had minor injuries; however, declined medical treatment and

was released to a parent.

The driver, who was visibly shaken and distraught, is fully cooperating with the investigation, which is ongoing said the Williams Police Department.

At this time, alcohol nor drugs appear to be a contributing factor.

The Williams Unified School District was notified and have made counselors available to all students.

The Williams Police Department urges drivers to be aware of their surroundings and speeds, especially in school zones.

“Our thoughts go out the families of those involved at this very sad and difficult time,” said SGT Ed Anderson of the Williams Police Department.

If anyone has information regarding this investigation, please call the Williams Police Department at (530) 473-2661.

A memorial fund has been setup with US Bank in Williams under the care of Jorge Orosco; to make a donation, use reference number 157502195306.

Also a 'GoFundMe' crowdsourcing fundraiser has also been setup to help the family with memorial services; to make a donation, [visit this link](#).

# agenda

**Staff/Safety Meeting**

5/13/2015

9:00am – 10:00pm

Meeting called by: slanphier

Attendees: DPW Office Staff

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9:00 – 10:00	<b>Staff Meeting</b> East Park Reservoir FEMA LOMRs (Maxwell, Williams) <b>ATP Grant Application</b> Princeton Speed Reduction Roadway Rehabilitation 15/16 Budget
9:30 – 9:40	<b>Safety Meeting</b> Heat Stress Safety
9:40 – 10:00	<b>Round Table Discussion</b> Chance for each staff member to speak
10:00	<b>Adjourn</b>

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Pierce Joint Unified  
Health/Safety Committee Meeting  
Monday, December 15, 2014  
3:30 PM – JJH Media Center

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**MINUTES:**

- **Welcome:** Blake Kitchen opened the meeting at 3:30PM
- **Site Safety Reports:**
  - **Grand Island:** Summer Shadley gave report. GIE had a phone installed in the small room where Special Education is located to help with safety issues and communications.
  - **Arbuckle Elementary:** Summer Shadley gave report. AES continues to work on the communication between yard supervisors and the office during an emergency. Jeff Stuivenberg has also visited AES to help advise Summer on installing outdoor speakers, and deciding on cost and placement for the best results. The gates along the perimeter of AES have been installed.
  - **Johnson Jr. High:** Blake Kitchen gave report. The new section of cement that was installed in front of the 600 wing has been a huge help, with the rain storms that came recently. No standing puddles, the water is running off and the drains are working great. This has helped so much with the mud not being tracked into the classrooms. With the rains, the ditch that runs along the soccer field has been flowing. The students have become fascinated with the ditch, many students have slipped along the sides and become very muddy, Mr. Kitchen would suggest at a future time to look into the possibility of putting up a fence along the soccer field. Traffic situation has been much better on Wildwood Road. Mr. Kitchen would like to look into the possibility of having bells installed to ring in room 901,902, and 903, and also to have emergency alarms ring in these classrooms as well. As this time the only communication is through the telephone system.
  - **Pierce High/Alternative High:** George Griffin gave report. PHS conducted a lockdown drill two weeks ago, it went well overall, however there is need for discussion on the communication part of

it, as there is not loud speakers and all communication is done over the phones. George is going to follow up with Jeff Stuivenberg. There has been safety issues with the drop off and pick up traffic, George will follow up with the county for ways to deal with the traffic.

- **Dollar General/Crosswalks:** Funding/Basis of project: Carol Geyer gave report. Scott, from County Road Works, emailed Carol. ATP will be issuing information for grant that will be due in March. Everything is proceeding as discussed at previous meetings.
- **Superintendent Report on safety collaboration within the county:** Carol Geyer gave report. The emergency radios that had been issued to each site have been returned to the Sheriff's Office and will be updated, the county will also train staff on the usage of the radios. Pierce district has given the site safety plans to law enforcement agencies, Kristin Murphy, CHP Officer, thanked our district for the reports, as we are the only district in the county to have turned them in. All law enforcement in the county would all work together in case of an emergency. Carol shared that last week with the pending storm, a letter was sent home with all students and emailed to all staff. It was a great way to make sure all the district emergency plans and lists were updated. In case of an emergency, the district has the capability of activating the auto dialer, contacting necessary personnel, and updating the district twitter account. This can all be done remotely as well. The district had huge absences on the day of the pending storm, 12/11/14, the district will be applying to the state to not use this day of attendance.
- **Others:** Kristen Murphy, CHP Officer, asked about the possibility of doing a mock drill for a lock down drill, She stated that Colusa Unified has offered their site to have a mock drill. Blake Kitchen also reported that in the 600 wing at JJH all the blinds have been installed.
- **Next Meeting** – Monday, January 26, 2015 @ 3:30 PM in the JJH Media Center
- **Meeting was adjourned at 3:48PM.**
- **Members Present:** Nadine High, Ariel Alonso, Blake Kitchen, Maryann Diaz, Julie Dillard, George Griffin, Susie Stassi, Summer Shadley, Carol Geyer, Casey Cox, Kristen Murphy, Nicole Day

Pierce Joint Unified  
Health/Safety Committee Meeting  
Monday, January 26, 2015  
3:30 PM – JJH Media Center

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**MINUTES:**

- **Welcome:** Blake Kitchen called the meeting to order at 3:30PM
- **Site Safety Reports:**
  - **Grand Island:** Carol Geyer gave report from Summer Shadley, no safety concerns.
  - **Arbuckle Elementary:** Carol Geyer gave report from Summer Shadley, no safety concerns, today at AES was a high absence number due to illnesses.
  - **Johnson Jr. High:** Blake Kitchen gave report. No safety concerns at this time, today JJH had 32 absences due to illnesses.
  - **Pierce High/Alternative High:** Don Friel gave report. Today the PHS had 84 absences, very high number. There was a marijuana and knife incident at PHS, it was dealt with using the PJUSD Discipline Matrix.
- **Dollar General/Crosswalks:** Carol Geyer gave report from Scott Lanphier. The county will be taking a county wide approach to apply for the monies so a study can happen, the due dates are March 31 and April 30. Once they are awarded the monies they can at that time do a complete study, county wide. The grants is called "ATP" study, which stands for "Active Transportation Program". The county would not have money to do the study without applying for this grant. If they were to be awarded the funding it is 100%. Some of the members shared that they have noticed an increase in CHP coverage around the schools at the high traffic times.
- **Others:** Duffy Bailey met today with Jeff Stuivenberg in regards to the intercom systems at GIE, PHS, and AES. When Inter-tel made the upgrades at each site, the intercoms were not a part of the system. Jeff will follow up with Inter-tel to see what needs to be done. JJH is the only site with a true intercom system. Duffy Bailey reported that the new regulations for fire alarms systems only pertains to new buildings, we would not need to retrofit old systems. Ariel Alonso shared a glitch on the new Chromebooks, that student's name and lunch numbers appear when doing a search for student's account. Mr. Griffin was made aware of the problem and immediately let Jeff know and he is in the process of correcting the issue.
- **Next Meeting – Monday, February 23, 2015 @ 3:30 PM** in the JJH Media Center
- **Meeting was adjourned at 3:39PM.**
- **MEMBERS PRESENT:** Blake Kitchen, Ariel Alonso, Julie Dillard, Maryann Diaz, Don Friel, Cathy Lopez, Susie Stassi, Nicole Day, Duffy Bailey, Carol Geyer, and Nadine High

Pierce Joint Unified  
Health/Safety Committee Meeting  
Monday, February 23, 2015  
3:30 PM – JJH Media Center

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**MINUTES:**

- **Welcome:** Blake Kitchen called the meeting to order at 3:31PM
- **Site Safety Reports:**
  - **Grand Island:** No report was given.
  - **Arbuckle Elementary:** No report was given.
  - **Johnson Jr. High:** Blake Kitchen gave report. All is going well at JJH in regards to discipline and safety. Mr. Kitchen inquired about the metal poles being installed to block the driveways behind gym and baseball field. Mr. Griffin will come over to see where these are to be installed, measure, and give the measurements to Mrs. Rohde.
  - **Pierce High/Alternative High:** George Griffin gave report. It has been relatively quiet at PHS. There was one incident of a student in possession of marijuana, wasn't dealing but had paraphernalia on his personal belonging. Mr. Griffin has contacted the Williams Police Department about having the drug dog come on campus. They are in the process of training a new officer and dog. Should be about two more months and then they will be able to bring the dog to campus at PHS. Possibly at the end of spring they will come for a visit. Mr. Griffin feels it is more of a deterrent than anything, as to the laws that the dog can only sniff cars, lockers, but not people. Mr. Griffin met with Cindy Rohde to discuss the plans for the gates to be located at PHS at each end of the school to deter autos from coming in behind the school on weekends. Arbuckle Fire department would need at least a 20 foot clearance that will definitely not be an issue. Mr. Griffin reported all was well at the ALT.
- **Wildwood Road Safety Issues:** Scott Lanphier gave the report. There has been progress made, he will be recommending using a consultant to help with the ATP application to the Colusa County Transportation Commission on March 24. They are recommending ALTA Planning and Design to do the grant application. They were one of the cheapest by far but one of the most qualified. The tentative schedule would be: submit the grant toward the end of May, if accepted we

would know in November/December and the monies would be funded in 2016. We would know of the decision within 6 – 8 months. Scott shared it is in our favor to have a big project. Scott shared that you may look up the information for Safe Routes to School Plans on the internet, or Active Transportation Plan, Cycle II. We would be asking Caltrans to approve the application which could range from \$100,000 to \$500,000, this would be for a comprehensive, county-wide safe routes to school plan. If the application is approved, we would hire a firm to do the study, they would begin the process and come out to sites to get a feel for all projects. Scott gave a handout to members “ATP grant Application”. There was discussion that followed, Mrs. Geyer will begin the process of collecting the data and photographs. We would need all information by May 4. The program seems to be gaining momentum, this will substantially help us to get funding, and Scott reminded it is not a 100% guarantee.

- **Health policy updates to reflect new laws/requirements:** Carol Geyer gave report.
  - **TB Testing:** Employees will no longer have to take the TB Poke test, unless they are at risk. They will be given a questionnaire to complete.
  - **Child abuse reporting law:** Mandated reporters will be required to take a yearly training within the first 6 weeks of the year, this will be available through Keenan Safety Videos.
  - **Vision screening – near vision:** Near vision will be added to the testing that is already in place at each site.
  - **Concussions – athletics:** There must be a protocol in place for athletes, a gradual return to play, released from doctor statement, information sheets to all parents, with football they are allowed to only have 2 contacts practices per week.
  - **Epi-pens:** All schools are required to have epi pens on campus. Training is on a voluntary basis. The school nurse as a rule trains the necessary personnel.
- **Others:** Radios have been given to each administrator from Colusa County Sheriff’s Office, they would be used in case of telephones not being able to call 911 for emergency. Office Knudson will train the administrators.
- **Meeting adjourned at 4:02PM**
- **Next Meeting – Monday, March30, 2015 @ 3:30 PM** in the JJH Media Center
- **Members Present:** Blake Kitchen, George Griffin, Maryann Diaz, Carol Geyer, Nadine High, Scott Lamphir, Susie Stassi, Casey Cox

Pierce Joint Unified  
Health/Safety Committee Meeting  
Monday, March 30, 2015  
3:30 PM – JJH Media Center

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**MINUTES:**

- **Welcome:** Blake Kitchen called the meeting to order at 3:30PM
- **Site Safety Reports:**
  - **Grand Island:** Rebecca Castagnetto gave report. All is going well at GIE. She has a concern with the doors that are located in the boys and girls bathroom that lead to the underneath of the school, would there be a way to secure and lock the doors. Jose Corona says he does not have a key that would do that. Carol Geyer asked Rebecca to place a work order. There was a bat issue over the weekend, the bat did test positive for rabies and the student is undergoing treatment for rabies exposure. Carol Geyer asked if there was any literature that could be passed out to the student body to educate them on bats.
  - **Arbuckle Elementary:** Summer Shadley gave report. AES conducted a fire drill, they used the radios that had been issued to them by Colusa County Sherriff's Office. There was an issue with the connection and they used the telephone land lines. All was well, AES will be conducting a lock down drill upon return from spring break. Carol Geyer asked Summer Shadley if the county responded to the fire drill and she said yes.
  - **Johnson Jr. High:** Blake Kitchen gave report. It has been quiet at JJH. JJH Staff had a work day on March 13, on this day the staff had a bus tour of the different routes that the bus drivers have. Paco Mendoza gave the tour, which started out with Felicia's route. The group concluded that Felicia's route does cover quite a bit of miles. It was an eye opener for the group. On the Dunnigan route there are many tight corners and narrow roads. The staff came back with a new appreciation for our District bus drivers. It was a great experience and Blake thanked Cathy Lopez for taking the tour with both AES and

JJH groups to point out different locations. Over the past weekend on Sunday, one of the soccer players broke their leg and had to be airlifted. This is a part Williams League that uses the field on Sunday. Blake reported Officer Wagoner had been very helpful with a certain car that almost every day during lunch would speed by on Wildwood at a good speed. Blake was able to identify the person and Officer Wagoner made contact and the problem has improved. Blake Kitchen reported that the Sports Medical Bags were all updated.

- **Pierce High/Alternative High:** George Griffin gave report. He reported there has not been a lot safety wise at PHS. The metal has arrived for gates. Progress should begin shortly. Officer Wagoner has been coming to campus during lunch to help George with an older person coming to lunch to visit a younger student. The issue has been resolved and Officer Wagoner was a great help. Officer Knudson has been present at PHS a lot, which is very helpful. Sadie Hawkins Dance was a success. College Career Fair was a great success. George reported that they did have a drug paraphernalia issue but nothing significant and was dealt with. There was an incident on a bus with an e-cigarette, Mr. Friel is still in the process of investigating issue. There was an injury at a baseball game, was a broken arm, parent transported student. Carol Geyer inquired about the drug dogs, Mr. Griffin reported that he had contacted Williams Police Department and they are waiting for certification on dogs, the time line George gave was two months out. George will follow up with Williams Police Department. Ariel Alonso asked Mr. Griffin about the PHS Sports Bags being updated. Mr. Griffin stated that Gary Teague does update the sports bags every season. Noah Gomez stated they do not have access to ice during basketball. Ice is a hit and miss, there are not bags for ice, nor is there wrap for applied ice.
- **Wildwood Road Safety Issues**
  - **Letters of support for ATP grant:** Scott Lanphier gave report. He introduced himself for any new persons at the meeting. He gave an update on the project. They are actively pursuing the grant, the project has mushroomed at the last County Meeting, the budget was doubled and ALL county was included on this project. It means there will be a little more work and coordination. Scott has already received almost 20 letters to support the grant, the deadline is

Wednesday, April 1. Once the deadline passes, then there will be county personnel out to collect data and do surveys, they would visit each site but all would call ahead to arrange the visit. Scott also asked if it would be possible to get volunteers to help collect data as well. The more recent and comprehensive information collected the better the chances. Scott will be taking the resolution/letters to Board of Supervisors and also to his company meeting. Any data is helpful. Carol Geyer shared that she would follow-up with her administrators of each site on how they would collect data. George Griffin suggested using Illuminate to do a survey. Scott is very excited about the project and moving forward with this and all are on board to see this happen. Carol Geyer also shared that Mike Azevedo had contacted her about public sidewalks/drains, however this is a different grant but Scott certainly thought that it could all tie in together. Scott also asked the group, if you hear of any incidents/near misses, etc. to please email him with information.

- **Others:** Carol Geyer mentioned that she had seen in the PHS bulletin about dress code and spring time. She was very appreciative of the notice as it is difficult for students to follow dress code during spring and summer.
- **Meeting was adjourned at 3:53PM**
- **Next Meeting – Monday, April 27, 2015 @ 3:30 PM** in the JJH Media Center
- **Persons Present:** Blake Kitchen, Julie Dillard, Ariel Alonso, Maryann Diaz, Noah Gomez, Nadine High, Cathy Lopez, Summer Shadley, Scott Lanphier, Rebecca Castagnetto, Nicole Day, George Griffin, Susie Stassi, Carol Geyer

Pierce Joint Unified  
Health/Safety Committee Meeting  
Monday, April 27, 2015  
3:30 PM – JJH Media Center

---

**MINUTES:**

- **Welcome:** Blake Kitchen called the meeting to order at 3:30PM
- **Site Safety Reports:**
  - **Grand Island:** Summer Shadley gave report. The bats continue to be an issue at GIE. Animal control was called and came out to try and remove a few bats. Everything else is good at GIE.
  - **Arbuckle Elementary:** Summer Shadley gave report. AES conducted a lockdown drill using Google Docs, Officer Knudson was there for the drill as well. All went well. Everything else is good AES.
  - **Johnson Jr. High:** Blake Kitchen gave report. The 6<sup>th</sup> grade classes attended Shady Creek last week and all had a great time. SMARTER Balanced testing began today at JJH for 8<sup>th</sup> graders, all went well, and technology for testing got a thumbs up. All is good at JJH.
  - **Pierce High/Alternative High:** George Griffin gave report. It has been relatively quiet at PHS, there was a girl fight two weeks ago, and all were dealt with through the district discipline matrix. Mr. Griffin conducted the survey for road department, most students do arrive by car or bus to PHS. Mrs. Rohde and her classes have begun the construction for the metal gates to be placed at PHS and JJH. Installation should take place at the beginning of summer break.
- **Wildwood Road Safety Issues:** Scott Lanphier gave report. Mr. Lanphier thanked the group on a whole for providing him with all the information that was requested. The Pierce District is the only district that has provided all information requested and he was very thankful for that. Mr. Lanphier will begin collecting signatures from county officials, the grant is moving forward, and it is an annual grant, which Mr. Lanphier felt would be funded of \$200,000. Mr. Lanphier will send follow up emails to the necessary people in charge throughout the summer months to keep them updated.
- **Others:** None at this time
- **Meeting was adjourned at 3:38PM.**

## Attachment J. Letters of Support

Letters of support are provided by the following entities:

- 1) County of Colusa, Office of Education, County Superintendent
- 2) Pierce Joint Unified School District, Superintendent
- 3) Maxwell Unified School District, Superintendent
- 4) Princeton Joint Unified School District, Superintendent
- 5) Colusa Unified School District, Superintendent
- 6) Williams Unified School District, Superintendent
- 7) Colusa County Department of Health and Human Services
- 8) California Highway Patrol, Area Commander
- 9) Colusa County Sheriff's Office, County Sheriff
- 10) City of Colusa Police Department, Police Chief

Note: Over 31 letters of support were received. The remaining 21 letters of support are located in Attachment K: Additional Attachments.

# Colusa County Office of Education

Michael P. West

COUNTY SUPERINTENDENT OF SCHOOLS

March 3, 2015

California Department of Transportation  
Division of Local Assistance  
Sacramento, CA  
c/o Colusa County Transportation Commission  
Scott Lanphier, Executive Director  
1215 Market Street  
Colusa, CA 95932

Re: Colusa County's Active Transportation Program (ATP) Grant Application  
Letter of Support

Mr. Lanphier –

Colusa County Office of Education supports the County of Colusa's funding application for the development of a Safe Routes to School (SRTS) Plan. We feel this project is important because our community seeks to improve safety for children going to school and to increase the numbers of children walking and bicycling to school.

Colusa County is a rural county and does not have the infrastructure and programs that would support walking and bicycling to school. A comprehensive plan would help identify and prioritize improvements for implementation.

This application will establish a plan that identifies much needed infrastructure projects and education/encouragement programs, which will increase active transportation in Colusa County and improve the quality of life of our community.

Infrastructure projects on various streets adjacent to and leading to school sites will encourage the use of active modes of transportation and facilitate the achievement of the ATP goals, including:

- Increasing the proportion of trips accomplished by biking and walking;
- Increasing safety and mobility for non-motorized users;
- Advancing the active transportation efforts of CCTC to achieve greenhouse gas reduction goals;
- Enhancing public health;
- Ensuring that disadvantaged communities, such as Arbuckle, Maxwell, and Grimes fully share in the benefits of the program; and
- Providing a broad spectrum of projects to benefit many types of active transportation users.

CO  
CC  
OE

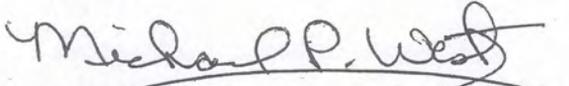
California Department of Transportation  
Page 2  
March 3, 2015

The Colusa County SRTS Plan will also include identification of education and encouragement programs that will inspire and help our students, parents, school administrators, and others encourage more biking, walking, and rolling to school, improve public health, and foster the creation of a livable, sustainable community.

I appreciate the County's efforts on this front and look forward to future improvements, more mobility choices on our roadways, and increased safety. Active transportation provides many positive benefits that will be enjoyed by all.

I enthusiastically support the County of Colusa's efforts to develop a comprehensive SRTS Plan funded through the Active Transportation Program.

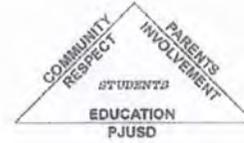
Sincerely,

A handwritten signature in black ink that reads "Michael P. West". The signature is written in a cursive style with a large, sweeping underline that extends across the width of the signature.

Michael P. West  
Colusa County Superintendent of Schools

# Pierce Joint Unified School District

P.O. Box 239 • Arbuckle CA 95912 • (530) 476-2892 • Fax (530) 476-2289



14 – 15:

Carol Geyer, Superintendent  
March 10, 2015

California Department of Transportation  
Division of Local Assistance  
Sacramento, CA  
c/o Colusa County Transportation Commission  
Scott Lanphier, Executive Director  
1215 Market Street  
Colusa, CA 95932

Re: Colusa County’s Active Transportation Program Grant Application Letter of Support

Dear Mr. Lanphier:

As Superintendent of the Pierce Joint Unified School District, I am writing in full support of the County of Colusa’s funding application for the development of a Safe Routes to School Plan. Our district’s health and safety committee has been meeting regularly on the topic of improving safety for children as they are walking or biking to and from school. This project is hugely important in that improvement effort for both our students and our community.

Colusa County is a rural county and the communities of Arbuckle and Grimes, which our school district serves, have no infrastructure and programs that support walking and bicycling to school. By doing a comprehensive plan, improvement areas could be identified and prioritized. Implementation could then begin based on those extensive plans. Active transportation would naturally come out of this effort meaning students and the community as a whole would experience high health benefits.

Many of the goals of our school district in terms of health and safety match those goals of the Active Transportation Program:

- Increasing the proportion of trips accomplished by biking and walking;
- Increasing safety and mobility for non-motorized users;
- Advancing the active transportation efforts of CCTC to achieve greenhouse gas reduction goals;
- Enhancing public health;
- Ensuring that disadvantaged communities, such as Arbuckle and Grimes fully share in the benefits of the program; and
- Providing a broad spectrum of projects to benefit many types of active transportation users.

As superintendent I would work with the county to ensure that education and encouragement of active forms of transportation takes place in the schools. We are committed to any projects that get students moving and increases safety. Public health will improve because folks are moving and less cars will be on the roads producing toxic emissions.

I am appreciative of the County’s effort to look toward the future in terms of improvements in its roadways. By doing so, safety will be increased. I unequivocally support Colusa County’s efforts to develop a comprehensive SRTS Plan funded through the Active Transportation Program.

Sincerely,

Carol Geyer, Superintendent

Board of Trustees: Debbie Charter • Amy Charter • Abel Gomez • John Friel • Nadine High  
*President Vice-President Clerk Member Member*

Colusa Countywide Safe Routes to School Plan

Attachment J

Page J-4

RICH RHODES, Ed.D  
Superintendent/Principal

BOARD OF TRUSTEES

*Diana Kemp-Azevedo*  
*Tom Charter*  
*Cristy Edwards*  
*Kim Giffin*  
*Kelly Haywood*

## MAXWELL UNIFIED SCHOOL DISTRICT

515 W. Oak Street • P.O. Box 788  
Maxwell, California 95955-0788

DISTRICT/HIGH SCHOOL  
(530) 438-2291  
Fax (530) 438-2693

DISTRICT BUSINESS OFFICE  
(530) 438-2052  
Fax (530) 438-2693

ELEMENTARY SCHOOL  
(530) 438-2401  
Fax (530) 438-2460

April 30, 2015  
California Department of Transportation  
Division of Local Assistance  
Sacramento, CA  
C/o Colusa County Transportation Commission  
Scott Lanphier, Executive Director  
1215 Market Street  
Colusa, CA 95932

Re: Colusa County's Active Transportation Program Grant Application Letter of Support

Mr. Lanphier –

Maxwell Unified School District supports the County of Colusa's funding application for the development of a Safe Routes to School Plan. We feel this project is important because our community seeks to improve safety for children going to school and to increase the numbers of children walking and bicycling to school.

Colusa County is a rural county and does not have the infrastructure and programs that would support walking and bicycling to school. A comprehensive plan would help identify and prioritize improvements for implementation.

This application will establish a plan that identifies much needed infrastructure projects and education/encouragement programs, which will increase active transportation in Colusa County and improve the quality of life of our community.

Infrastructure projects on various streets adjacent to and leading to school sites will encourage the use of active modes of transportation and facilitate the achievement of the ATP goals, including:

- Increasing the proportion of trips accomplished by biking and walking;
- Increasing safety and mobility for non-motorized users;
- Advancing the active transportation efforts of CCTC to achieve greenhouse gas reduction goals;
- Enhancing public health;
- Ensuring the disadvantaged communities such as Arbuckle, Maxwell, and Grimes fully share in the benefits of the program; and

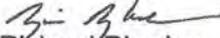
Providing a broad spectrum of projects to benefit many types of active transportation users. The Colusa County SRTS Plan will also include identification of education and encouragement programs that will inspire and help our students, parents, school administrators, and others

Encourage more biking, walking, and rolling to school, improve public health, and foster the creation of a livable, sustainable community.

I appreciate the County's efforts on this front and look forward to future improvements, more mobility choices on our roadways, and increased safety. Active transportation provides many positive benefits that will be enjoyed by all.

I enthusiastically support the County of Colusa's efforts to develop a comprehensive SRTS Plan funded through the Active Transportation Program.

Sincerely,

  
Richard Rhodes  
Superintendent/Principal  
Maxwell Unified School District  
515 Oak Street  
Maxwell, CA 95961  
[rrhodes@maxwell.k12.ca.us](mailto:rrhodes@maxwell.k12.ca.us)  
530-438-2291



March 3, 2015  
California Department of Transportation  
Division of Local Assistance  
Sacramento, CA  
c/o Colusa County Transportation Commission  
Scott Lanphier, Executive Director  
1215 Market Street  
Colusa, CA 95932

RECEIVED

MAR 09 2015

Colusa County Public Works

**PRINCETON JOINT  
UNIFIED SCHOOL  
DISTRICT**

CODY WALKER  
SUPERINTENDENT - PRINCIPAL

BETH PENNER  
CBO / DIRECTOR OF HUMAN  
RESOURCES

RAYLENE ROBINSON  
COUNSELOR

LANCE SWIFT  
DIRECTOR MOT

**BOARD OF TRUSTEES**  
CATHY WITHROW, PRESIDENT  
CINDY CAMPBELL  
LANCE GLASSGOW  
TROY HANSEN  
VICTORIA REAMER

Re: Colusa County's Active Transportation Program Grant Application Letter of Support

Dear Mr. Lanphier:

Princeton Joint Unified School District supports the County of Colusa's funding application for the development of a Safe Routes to School Plan. We feel this project is important because our community is seeking to improve safety for children going to school and to increase the numbers of children walking and bicycling to school.

Colusa County is a rural county and does not have the infrastructure and programs that support walking and bicycling to school. A comprehensive plan would help identify and prioritize improvements for implementation.

This application will establish a plan that identifies much needed infrastructure projects and education/encouragement programs, which will increase active transportation in Colusa County and improve the quality of life of our community.

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- Advancing the active transportation efforts of CCTC to achieve greenhouse gas reduction goals;
- Enhancing public health;
- Ensuring that disadvantaged communities, such as Princeton, Arbuckle, Maxwell, and Grimes fully share in the benefits of the program; and
- Providing a broad spectrum of projects to benefit many types of active transportation users.

The Colusa County SRTS Plan will also include identification of education programs that will inspire and help our students, parents, school administrators, and others encourage more biking, walking, and rolling to school, improve public health, and foster the creation of a livable, sustainable community.

I appreciate the County's efforts on this front and look forward to future improvements, more mobility choices on our roadways, and increased safety. Active transportation provides many positive benefits that will be enjoyed by all.

I enthusiastically support the County of Colusa's efforts to develop a comprehensive SRTS Plan funded through the Active Transportation Program.

Sincerely,

Cody Walker  
Superintendent-Principal  
Princeton Joint Unified School District

Colusa Countywide Safe Routes to School Plan  
Attachment J  
Page J-7

473 STATE STREET  
PO Box 8  
PRINCETON, CA 95970  
530.439.2261  
530.439.2113 (FAX)  
WWW.PJUSD.ORG

# COLUSA UNIFIED SCHOOL DISTRICT

TRUSTEES:  
MR. LINCOLN FORRY  
MR. TERRY BRESSLER  
MR. CHARLES YERXA  
MRS. KELLI GRIFFITH-GARCIA  
MRS. KATHIE WHITESELL

745 TENTH STREET, COLUSA, CA 95932  
PHONE: (530) 458-7791 • FAX: (530) 458-4030

DWAYNE NEWMAN  
DISTRICT SUPERINTENDENT



27 April 2015

California Department of Transportation  
Division of Local Assistance  
Sacramento, CA  
c/o Colusa County Transportation Commission  
Scott Lanphier, Executive Director  
1215 Market Street  
Colusa, CA 95932

Re: Colusa County's Active Transportation Program Grant Application Letter of Support

Dear Mr. Lanphier;

Colusa Unified School District supports the County of Colusa's funding application for the development of a Safe Routes to School Plan. We feel this project is important because our community seeks to improve safety for children going to school and to increase the numbers of children walking and bicycling to school.

Colusa County is a rural county and does not have the infrastructure and programs that would support walking and bicycling to school. A comprehensive plan would help identify and prioritize improvements for implementation.

This application will establish a plan that identifies much needed infrastructure projects and education/encouragement programs, which will increase active transportation in Colusa County and improve the quality of life of our community.

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The Colusa County SRTS Plan will also include identification of education and encouragement programs which will encourage more biking, walking, and rolling to school, improve public health, and foster the creation of a livable, sustainable community.

I appreciate the County's efforts on this front and look forward to future improvements, more mobility choices on our roadways, and increased safety. Active transportation provides many positive benefits that will be enjoyed by all.

I enthusiastically support the County of Colusa's efforts to develop a comprehensive SRTS Plan funded through the Active Transportation Program.

Sincerely,



Dwayne K. Newman  
Superintendent

## WILLIAMS UNIFIED SCHOOL DISTRICT

P. O. Box 7 - 260 Eleventh Street - Williams, California 95987

www.williamsusd.net

JENNIFER FOGLESONG, SUPERINTENDENT

District Office 530-473-2550

Fax 530-473-5894

*"Students in Williams Unified will graduate with 21<sup>st</sup> century skills giving them true choices; career or college"*

April 16, 2015

California Department of Transportation  
Division of Local Assistance  
Sacramento, CA  
c/o Colusa County Transportation Commission  
Scott Lanphier, Executive Director  
1215 Market Street  
Colusa, CA 95932

Re: Colusa County's Active Transportation Program Grant Application Letter of Support

Mr. Lanphier –

I support the County of Colusa's funding application for the development of a Safe Routes to School Plan. I feel this project is important because our community seeks to improve safety for children going to school and to increase the numbers of children walking and bicycling to school.

Colusa County is a rural county and does not have the infrastructure and programs that would support walking and bicycling to school. A comprehensive plan would help identify and prioritize improvements for implementation.

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- Enhancing public health;
- Ensuring that disadvantaged communities, such as Arbuckle, Maxwell, and Grimes fully share in the benefits of the program; and
- Providing a broad spectrum of projects to benefit many types of active transportation users.

BOARD OF TRUSTEES: KELLY LEWIS - NOELLE MAYES - ROSA OROZCO-LOPEZ - SELENE TAPIA - SILVIA VACA

Colusa Countywide Safe Routes to School Plan

Attachment J

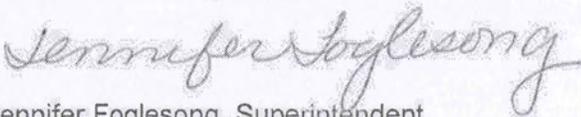
Page J-10

The Colusa County SRTS Plan will also include identification of education and encouragement programs that will inspire and help our students, parents, school administrators, and others encourage more biking, walking, and rolling to school, improve public health, and foster the creation of a livable, sustainable community.

I appreciate the County's efforts on this front and look forward to future improvements, more mobility choices on our roadways, and increased safety. Active transportation provides many positive benefits that will be enjoyed by all.

I enthusiastically support the County of Colusa's efforts to develop a comprehensive SRTS Plan funded through the Active Transportation Program.

Sincerely,

A handwritten signature in cursive script that reads "Jennifer Foglesong". The signature is written in dark ink and is positioned above the typed name.

Jennifer Foglesong, Superintendent  
Williams Unified School District

COUNTY OF COLUSA  
HEALTH AND HUMAN SERVICES

251 E. Webster St.  
Colusa, CA 95932

Elizabeth Kelly  
Director



HUMAN SERVICES DIVISION

Children's Services: (530) 458-0280  
Adult Services: (530) 458-0280  
Eligibility Services: (530) 458-0250  
Public Guardian: (530) 458-0280  
Veterans Service Office: (530) 458-0388  
Special Investigations Unit: (530) 458-0279

HEALTH SERVICES DIVISION

Environmental Health: (530) 458-0395  
Public Health/Nursing: (530) 458-0380  
Tobacco: (530) 458-0380

May 6, 2015

California Department of Transportation  
Division of Local Assistance  
Sacramento, CA  
c/o Colusa County Transportation Commission  
Scott Lanphier, Executive Director  
1215 Market Street  
Colusa, CA 95932

Re: Colusa County's Active Transportation Program Grant Application Letter of Support

Mr. Lanphier,

Colusa County Department of Health & Human Services supports the County of Colusa's funding application for the development of a Safe Routes to School Plan. We feel this project is important because our community seeks to improve safety for children going to school and to increase the numbers of children walking and bicycling to school.

Colusa County is a rural county and does not have the infrastructure and programs that would support walking and bicycling to school. A comprehensive plan would help identify and prioritize improvements for implementation.

This application will establish a plan that identifies much needed infrastructure projects and education/encouragement programs, which will increase active transportation in Colusa County and improve the quality of life of our community.

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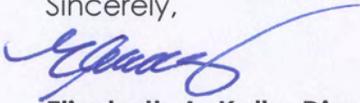
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- Increasing safety and mobility for non-motorized users;
- Advancing the active transportation efforts of CCTC to achieve greenhouse gas reduction goals;
- Enhancing public health;
- Ensuring that disadvantaged communities, such as Arbuckle, Maxwell, and Grimes fully share in the benefits of the program; and
- Providing a broad spectrum of projects to benefit many types of active transportation users.

The Colusa County SRTS Plan will also include identification of education and encouragement programs that will inspire and help our students, parents, school administrators, and others encourage more biking, walking, and rolling to school, improve public health, and foster the creation of a livable, sustainable community.

I appreciate the County's efforts on this front and look forward to future improvements, more mobility choices on our roadways, and increased safety. Active transportation provides many positive benefits that will be enjoyed by all.

I enthusiastically support the County of Colusa's efforts to develop a comprehensive SRTS Plan funded through the Active Transportation Program.

Sincerely,



**Elizabeth A. Kelly, Director**  
Colusa County Health & Human Services  
251 E. Webster, Colusa, CA  
[ekelly@colusadhhs.org](mailto:ekelly@colusadhhs.org)

**DEPARTMENT OF CALIFORNIA HIGHWAY PATROL**

100 'E' Street  
Williams, CA 95987-5807  
(530) 473-2821  
(800) 735-2929 (TT/TDD)  
(800) 735-2922 (Voice)



March 12, 2015

RECEIVED

File No.: 155.15477

MAR 17 2015

Colusa County Public Works

California Department of Transportation  
Division of Local Assistance  
Sacramento, CA  
C/o Colusa County Transportation Commission  
Scott Lanphier, Executive Director  
1215 Market Street  
Colusa, CA 95932

Mr. Lanphier:

The Williams Area California Highway Patrol office supports the County of Colusa's funding application for the development of a Safe Routes to School Plan. We feel this project is important as it will improve safety for children going to school and allow the number of children walking and bicycling to school to increase.

Colusa County is a rural county and does not currently have the infrastructure and programs that support walking and bicycling to school. A comprehensive plan would help identify and prioritize improvements for implementation.

This application will establish a plan that identifies much needed infrastructure projects and education/encouragement programs, which will increase active transportation in Colusa County and improve the quality of life of our community.

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- Enhancing public health;
- Ensuring that disadvantaged communities, such as Arbuckle, Maxwell, Princeton, and Grimes fully share in the benefits of the program; and



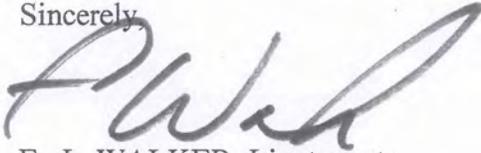
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I appreciate the County's efforts on this front and look forward to future improvements, more mobility choices on our roadways, and increased safety. Active transportation provides many positive benefits that will be enjoyed by all.

I enthusiastically support the County of Colusa's efforts to develop a comprehensive SRTS Plan funded through the Active Transportation Program.

Sincerely,

A handwritten signature in black ink, appearing to read 'E. L. Walker', written in a cursive style.

E. L. WALKER, Lieutenant  
Commander  
Williams Area



# Office of the Sheriff

COLUSA COUNTY

929 Bridge Street • Colusa, California 95932

(530) 458-0200

JOE GAROFALO  
Sheriff-Coroner

3/16/2015

California Department of Transportation  
Division of Local Assistance  
Sacramento, CA  
c/o Colusa County Transportation Commission  
Scott Lanphier, Executive Director  
1215 Market Street  
Colusa, CA 95932

Re: Colusa County's Active Transportation Program Grant Application Letter of Support

Mr. Lanphier –

I fully support the County of Colusa's funding application for the development of a Safe Routes to School Plan. We feel this project is important because our community seeks to improve safety for children going to school and to increase the numbers of children walking and bicycling to school.

Colusa County is a rural county and does not have the infrastructure and programs that would support walking and bicycling to school. A comprehensive plan would help identify and prioritize improvements for implementation.

This application will establish a plan that identifies much needed infrastructure projects and education/encouragement programs, which will increase active transportation in Colusa County and improve the quality of life of our communities.

Infrastructure projects on various streets adjacent to and leading to school sites will encourage the use of active modes of transportation and facilitate the achievement of the ATP goals, including:

- Increasing the proportion of trips accomplished by biking and walking;
- Increasing safety and mobility for non-motorized users;
- Advancing the active transportation efforts of CCTC to achieve greenhouse gas reduction goals;
- Enhancing public health;
- Ensuring that disadvantaged communities fully share in the benefits of the program; and
- Providing a broad spectrum of projects to benefit many types of active transportation users.

The Colusa County SRTS Plan will also include identification of education and encouragement programs that will inspire and help our students, parents, school administrators, and others encourage more biking, walking, and rolling to school, improve public health, and foster the creation of a livable, sustainable community.



# Office of the Sheriff

COLUSA COUNTY

929 Bridge Street • Colusa, California 95932

(530) 458-0200

JOE GAROFALO  
Sheriff-Coroner

I appreciate the County's efforts on this front and look forward to future improvements, more mobility choices on our roadways, and increased safety. Active transportation provides many positive benefits that will be enjoyed by all.

I enthusiastically support the County of Colusa's efforts to develop a comprehensive SRTS Plan funded through the Active Transportation Program.

Sincerely,

Joe Garofalo  
Sheriff  
County of Colusa  
929 Bridge Street  
(530)458-0200  
jgarofalo@colusasheriff.com



## COLUSA POLICE DEPARTMENT

260 Sixth Street, Colusa, California 95932 • Phone: (530) 458-7777 Fax: (530) 458-2391

Josh Fitch  
Chief of Police

May 7, 2015

California Department of Transportation  
Division of Local Assistance  
Sacramento, CA  
c/o Colusa County Transportation Commission  
Scott Lanphier, Executive Director  
1215 Market Street  
Colusa, CA 95932

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- Enhancing public health;
- Ensuring that disadvantaged communities, such as Arbuckle, Maxwell, Colusa, and Grimes fully share in the benefits of the program; and
- Providing a broad spectrum of projects to benefit many types of active transportation users.

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Sincerely,

  
Joshua Fitch  
Chief of Police, City of Colusa  
260 6<sup>th</sup> Street  
Colusa CA, 95932

## Attachment K. Additional Attachments

This Attachment K includes the following information:

Additional School Data .....	K-2
Adopted Plans Supporting Project.....	K-4
Resolutions Supporting Application .....	K-32
Collision Data (SWITRS, 2010-2014) .....	K-40
Benefit Cost Analysis Details .....	K-41
Project Scope of Work.....	K-42
Additional Letters of Support.....	K-48

**Additional School Data**

School Name	School Address	District Name	District Address	Co-Dist-School Code
Burchfield Primary School	400 Fremont Street Colusa, CA 95932	Colusa Unified School District	745 Tenth Street Colusa, CA 95932	06615986003495
Egling Middle School	813 Webster Street Colusa, CA 95932	Colusa Unified School District	745 Tenth Street Colusa, CA 95932	06615986057152
Colusa High School	901 Colusa Avenue Colusa, CA 95932	Colusa Unified School District	745 Tenth Street Colusa, CA 95932	06615980631259
Maxwell Elementary School	146 North Street Maxwell, CA 95955	Maxwell Unified School District	P.O. Box 788 Maxwell, CA 95955	06616066003503
Maxwell High School	515 Oak Street Maxwell, CA 95955	Maxwell Unified School District	P.O. Box 788 Maxwell, CA 95955	06616060634758
Arbuckle Elementary School	701 Hall Street Arbuckle, CA 95912	Pierce Joint Unified School District	P.O. Box 239 Arbuckle, CA 95912	06616146003511
Grand Island Elementary School	551 Leven Street Grimes, CA 95950	Pierce Joint Unified School District	P.O. Box 239 Arbuckle, CA 95912	06616146003537
Lloyd G Johnson Junior High School	938 Wildwood Road Arbuckle, CA 95912	Pierce Joint Unified School District	P.O. Box 239 Arbuckle, CA 95912	06616146103576

School Name	School Address	District Name	District Address	Co-Dist-School Code
Pierce High School	960 Wildwood Road Arbuckle, CA 95912	Pierce Joint Unified School District	P.O. Box 239 Arbuckle, CA 95912	06616140635250
Williams Primary Elementary School	1404 E Street Williams, CA 95987	Williams Unified School District	P.O. Box 7 Williams, CA 95987	06616226003552
Williams Upper Elementary School	300 11 <sup>th</sup> Street Williams, CA 95987	Williams Unified School District	P.O. Box 7 Williams, CA 95987	06616220118729
Williams Junior-Senior High School	222 11 <sup>th</sup> Street Williams, CA 95987	Williams Unified School District	P.O. Box 7 Williams, CA 95987	06616220637504
Princeton Elementary School	438 Norman Road Princeton, CA 95970	Princeton Joint Unified School District	P.O. Box 8 Princeton, CA 95970	11626466089262
Princeton High School	473 State Street Princeton, CA 95970	Princeton Joint Unified School District	P.O. Box 8 Princeton, CA 95970	11626461136209



## 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**

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Signature: \_\_\_\_\_ Date: \_\_\_\_\_  
 Name: \_\_\_\_\_ Phone: \_\_\_\_\_  
 Title: \_\_\_\_\_ e-mail: \_\_\_\_\_

**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.

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 Title: \_\_\_\_\_ e-mail: \_\_\_\_\_

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

*(For use only when appropriate)*

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

Signature: Carol Geyer Date: May 26, 2015  
 Name: Carol Geyer Phone: (530) 476-2892  
 Title: Superintendent e-mail: cgeyer@pierce.k12.ca.us  
Pierce Joint Unified School District

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

*(For use only when appropriate)*

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

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

Signature: \_\_\_\_\_ Date: \_\_\_\_\_  
 Name: \_\_\_\_\_ Phone: \_\_\_\_\_  
 Title: \_\_\_\_\_ e-mail: \_\_\_\_\_

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



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*(For use only when appropriate)*

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

Signature: \_\_\_\_\_ Date: May 26, 2015  
Name: Rich Rhodes Phone: (530) 438-2291  
Title: Superintendent e-mail: rrhodes@maxwell.k12.ca.us  
Maxwell Unified School District

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

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

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## Part C: Attachments

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*(For use only when appropriate)*

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

Signature: Cody M. Walker Date: May 26, 2015  
 Name: Cody Walker Phone: (530) 439-2261  
 Title: Superintendent e-mail: cwalker@glenncoe.com  
Princeton Joint Unified School District

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

*(For use only when appropriate)*

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

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

Signature: *Dwayne R Newman* Date: May 26, 2015  
 Name: Dwayne Newman Phone: (530) 458-7791  
 Title: Superintendent e-mail: dnewman@colusa.k12.ca.us  
 Colusa Unified School District

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*(For use only when appropriate)*

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(For use only when appropriate)**

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Signature: Jennifer Foglesong Date: May 26, 2015  
 Name: Jennifer Foglesong Phone: (530) 473-2550  
 Title: Superintendent e-mail: jfoglesong@williams.k12.ca.us  
Williams Unified School District

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

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## Adopted Plans Supporting Project

This section includes documentation from:

Colusa County General Plan.....	K-5
Colusa County Regional Transportation Plan .....	K-11
City of Colusa General Plan.....	K-16
City of Williams General Plan.....	K-25

## Colusa County General Plan

### 3. CIRCULATION ELEMENT



This Circulation Element provides the framework for Colusa County decisions concerning the countywide transportation system, which consists of various transportation modes, including roadway, transit, bike, pedestrian, rail, and aviation. The Circulation Element also provides for coordination with the incorporated municipalities within the county, the Colusa County Local Transportation Commission (as the Regional Transportation Planning Agency), and State and Federal agencies that fund and manage the County's transportation facilities.

State law (California Government Code Section 65302(b)) mandates that the Circulation Element contain the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, military airports and port, and other public utilities and facilities, to the extent these items exist in the planning area. As required by California Government Code Section 65302(b), the Circulation Element is correlated closely with the land use element and is related to the housing, open-space, noise, and safety elements. The General Plan also draws on information contained in the 2008/09 Colusa County Regional Transportation Plan Update.

The Circulation Element reflects the diversity of Colusa County and establishes standards that guide development of the transportation system through goals policies and actions.

#### Background

Colusa County's preservation of agricultural land and concentration of growth within incorporated cities has created a unique transportation system compared to the rest of the Sacramento region. Most travel in the County is by automobile.

3. CIRCULATION ELEMENT

**Goal CIRC-1: Provide an Efficient Multi-modal Road and Highway System that Meets the Needs of All Users for the Movement of People and Goods**

**Objective CIRC-1A: Maintain Safe and Efficient Operating Conditions on All County Roadways**

**Policy CIRC 1-1:** Provide a circulation system that is consistent with the roadway network shown in the Circulation Element Diagram Figure CIRC-1.

**Policy CIRC 1-2:** Roadway classifications shall be built to the standards described below and illustrated in Figures CIRC-2a and CIRC-2b.

**Complete Street**  
A transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility.

**Policy CIRC 1-3:** Address the concept of "complete" streets, which requires more complete consideration of all users of the street, in new development and roadway improvement projects.

**Policy CIRC 1-4:** Define level of service (LOS) consistent with the latest edition of the Highway Capacity Manual and calculate using the methodologies contained in that manual. At a minimum, weekday AM and PM peak hour traffic volumes will be used in determining compliance with the level of service standard. The analysis of other periods may be appropriate and will depend on type of use.

**Policy CIRC 1-5:** Maintain LOS C or better for County roadways and intersections in the unincorporated County.

**Policy CIRC 1-6:** Maintain levels of service on state highways consistent with Caltrans standards, to the extent feasible.

**Policy CIRC 1-7:** Use transportation facilities to support the economic growth of the region and to provide safe and efficient movement of persons and goods.

**Policy CIRC 1-8:** Plan and design transportation facilities to avoid damage to the County's scenic and environmental resources, such as reductions in air quality and disruption of soils, topography, vegetative cover, and wildlife habitat.

**Policy CIRC 1-9:** Periodically evaluate the adequacy of traffic impact fees and roadway financing programs to ensure sufficient funding is provided for circulation network improvements necessitated by existing and planned future growth.

**Policy CIRC 1-10:** Ensure adequate funding and planning mechanisms are in place to identify needed roadway improvements and establish methods to finance roadway improvements, particularly those improvements that may not be provided in full by new development.

**Policy CIRC 1-11:** Require new development to: 1) finance and construct all off-site circulation improvements (including safety improvements) necessary to mitigate a project's transportation impacts to local roads, consistent with the policies of the General Plan; and 2) to analyze traffic

### 3. CIRCULATION ELEMENT

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impacts on the regional transportation system and require a fair-share contribution necessary to mitigate significant impacts to regional transportation improvements where a financing plan or other mechanism has been adopted to ensure the full funding and construction of improvements. Right-of-way dedication should be requested as a condition of a proposed new or widened major or minor collector.

**Policy CIRC 1-12:** Require new development and other projects with transportation impacts to pay their fair share cost of all feasible transportation improvements, including bicycle/pedestrian, transit, and safety, necessary to reduce the severity of cumulative transportation impacts.

**Policy CIRC 1-13:** Require specific plans, commercial and industrial projects, subdivisions, and other large-scale projects to implement appropriate transportation control measures to reduce vehicle miles traveled and traffic congestion.

**Policy CIRC 1-14:** Ensure that transportation and circulation improvements are constructed and operational prior to or concurrent with the need for the improvements, to the extent feasible.

**Policy CIRC 1-15:** Encourage increased patrolling of streets and highways by the California Highway Patrol to enforce speed, weight, and safety regulations on the road.

**Policy CIRC 1-16:** Encourage transportation improvements that permit increased travel by recreational vehicles, provided that such improvements do not have a negative environmental impact.

**Policy CIRC 1-17:** Program and spend available transportation funds to maximize the use of federal and other matching sources.

**Policy CIRC 1-18:** Maintain the County roadway network through a regular program that prioritizes improvement projects based on need for improvements and available funding.

**Policy CIRC 1-19:** Include safe routes to schools in new development projects, where appropriate.

***Action CIRC 1-A:** Develop and adopt transportation impact study (TIS) guidelines for development, infrastructure, and public projects that consider all modes of travel and define, at a minimum, the need for transportation impact studies, analysis methodology, and CEQA significance criteria.*

***Action CIRC 1-B:** Pursue all available sources of funding and protect existing sources for the development, improvement, and maintenance of the existing roadway system*

***Action CIRC 1-C:** Establish a County transportation impact fee program that addresses impacts to Countywide transportation facilities and establish or update community-level fee programs to address impacts to local roadways in communities projected to accommodate the majority of growth in the next 5-10 years, including Arbuckle, Maxwell, and the unincorporated areas around Colusa and Williams. The program should address: timely construction of necessary improvements to accommodate existing needs and projected growth, a stable source of funding for necessary road improvements, and that new*

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### 3. CIRCULATION ELEMENT

*development pays for its fair share of impacts to local facilities, regional facilities, and interchanges on the State Highway System.*

***Action CIRC 1-D:** Review and revise roadway standards for community and rural areas to ensure that the standards are adequate to accommodate complete streets, addressing the following factors as applicable: number of travel lanes, lane width, medians, drainage control, shoulder width, parking lanes, bike lanes, fire and emergency response standards, curb and gutter design, landscaped strip and sidewalk width. The revised standards should also include a requirement for a 40-foot minimum easement width when creating an access easement or road when one or more parcels is to be accessed.*

***Action CIRC 1-E:** Seek funding for the Safe Routes to Schools program.*

***Action CIRC 1-F:** As part of the development review and planning process, review general plan amendments, zone change requests, specific plans, subdivisions, commercial and industrial projects, as well as other large-scale development projects to ensure that adequate transportation control measures are included.*

**Objective CIRC-1B: Provide and Sustain a Viable Rural Public Transit System**

**Policy CIRC 1-20:** Ensure that residents have convenient transit service to employment centers, County service centers, other government centers, and regional destinations (i.e., Sacramento International Airport), as funding allows.

**Policy CIRC 1-21:** Work with Colusa County Transit and neighboring transit providers, including Yuba/Sutter Transit, Yolo Bus, and Glenn County Transit, to ensure that Colusa County residents have access to destinations throughout the region.

**Policy CIRC 1-22:** Prioritize providing public transit connections, through Colusa County Transit and Dial-a-Ride, from the major unincorporated communities to locations that connect with other regional transit providers (e.g., Yuba/Sutter Transit, Yolo Bus, and Glenn County Transit) and to the incorporated cities and make every effort to provide daily service, at a minimum, to the unincorporated communities of Arbuckle, College City, Grimes, Princeton, Maxwell, and Stonyford.

**Policy CIRC 1-23:** Apply for Urban Mass Transit Act (AMTA) Section 18 formula and discretionary funds.

**Policy CIRC 1-24:** Limit use of State Transit Assistance funds to transit facilities and service.

**Policy CIRC 1-25:** Encourage the continuation of privately operated bus service between unincorporated communities, Colusa, Williams, and connections to regional transit.

**Policy CIRC 1-26:** Prioritize providing public transportation for the elderly, handicapped, economically disadvantaged, and others with unmet transportation needs. Secondary priority is given to diverting automobile trips to transit.

**Policy CIRC 1-27:** Support applications by private non-profit rural transit providers for federal subsidies. Explore and support opportunities for private operation of the transit system as needed to fill gaps in public transit options.

### 3. CIRCULATION ELEMENT

*Action CIRC 1-G: Support regional transit planning efforts to develop and implement intra-regional transit service.*

*Action CIRC 1-H: As part of the development review process, ensure that development and planning projects accommodate transit facilities (bus stops, sheltered bus stops, turnarounds, etc.) where appropriate and that development contributes its fair share to transit facilities and services.*

**Objective CIRC-1C: Promote and Ensure the Provision of Safe, Convenient and Attractive Sidewalks, Bikeways, and Trails where Appropriate for Local, Regional and Recreational Travel**

**Policy CIRC 1-28:** Work with appropriate agencies to implement a regional bikeway system that connects the cities, larger unincorporated communities, recreation destinations, and scenic areas as shown in Figure CIRC-3. Implement a dedicated multi-purpose bikeway between Arbuckle, Maxwell, Williams, and Colusa as a part of this effort.

**Policy CIRC 1-29:** Create a complete bikeway and sidewalk system within each community, including the completion of existing systems and provide connections to the regional system. Create walkways and bikeways that connect existing paths where feasible, and that connect to downtown/community core areas, schools, grocery stores, parks, and other community features.

**Policy CIRC 1-30:** Ensure that existing and new pedestrian facilities are compliant with the Americans With Disabilities Act (ADA).

**Policy CIRC 1-31:** Protect abandoned rail corridors for re-use as trails and other forms of alternative transportation, where feasible.

**Policy CIRC 1-32:** Support development of facilities that link bicyclists and pedestrians with other modes of transportation.

**Policy CIRC 1-33:** Require residential development at urban densities (3.5 units per gross acre or greater) to include provisions for bicycle and pedestrian travel. Where possible, these bicycle and pedestrian routes should be integrated with trails serving the rest of the community.

**Policy CIRC 1-34:** Sidewalks should be required within all new development at urban densities if such development is contiguous or within the communities of Arbuckle, Maxwell, Grimes, or Princeton. This requirement also applies to the unincorporated portions of Colusa and Williams, and its adoption by each of these two cities is encouraged.

*Action CIRC 1-I: Develop and adopt a Bicycle Master Plan that provides for and encourages the development of an integrated system of bikeway facilities. These facilities would provide for safe and convenient travel for bicyclists and access to recreational bicycling opportunities throughout the County.*

*The Bicycle Master Plan should include provisions that:*

- *Provide safe bicycle routes within communities between residential, commercial areas, schools, downtown/community core areas, and essential services.*

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3. CIRCULATION ELEMENT

- *Provide regional bicycle routes establishing access between the larger communities, incorporated cities, recreation destinations, and scenic areas as generally shown in Figure CIRC-3*
- *Utilize existing linear features such as levees and public utility right-of-ways.*
- *Provide access to recreational areas such as the Sacramento River, East Park Reservoir, Mendocino National Forest, and proposed Sites Reservoir.*
- *Prioritize construction of bikeways, including off-road bikeways in locations that have the highest demand, both at the local community and regional recreation levels.*
- *Require development to dedicate rights-of-way or easements to construction.*
- *Consider Bicycle/Pedestrian Master Plans adopted by the Cities of Colusa and Williams.*

*Action CIRC 1-J: Pursue funding for construction and maintenance of bikeways and sidewalks, including off-road bikeways where feasible.*

*Action CIRC 1-K: Develop an Americans With Disabilities Act (ADA) transition and compliance program for pedestrian facilities.*

**Objective CIRC-1D:** *Prioritize the Improvement and Maintenance of Roads and Transportation Facilities, Directing County Funds to those Areas Most in Need of Improvement*

**Policy CIRC 1-35:** Local transportation funds shall be allocated to the cities of Colusa and Williams and the County by the Local Transportation Commission based on the most current Department of Finance population estimate for each area.

**Policy CIRC 1-36:** Where appropriate and feasible, establish road maintenance districts to provide a stable source of funding and to ensure that road maintenance can occur when necessary.

**Policy CIRC 1-37:** Explore and pursue all available state, federal, and private funding for the development of its transportation systems, where the County has a reasonable chance of receiving funding or developing a successful program.

**Policy CIRC 1-38:** Any excess local transportation funds not needed for new or improved circulation facilities should be used for road maintenance.

**Policy CIRC 1-39:** Prioritize the replacement or rehabilitation of deficient bridges.

**Policy CIRC 1-40:** Twenty-five percent of the timber funds generated from forest sales should continue to be used for streets and roads.

**Policy CIRC 1-41:** Support and encourage legislation that will ensure that Colusa County receives a larger share of State and Federal road maintenance funds.

# Colusa County Regional Transportation Plan

## 2013 COLUSA COUNTY REGIONAL TRANSPORTATION PLAN



Prepared for:

Colusa County  
Local Transportation Commission  
September 2014  
Amendment 1

FEHR & PEERS

**TABLE 3.1  
REGIONAL AND LOCAL TRANSPORTATION ISSUES**

Transportation Facility/ Element	Issue(s)/Need	Comment(s)
Colusa County Transit Authority (CCTA)	<ul style="list-style-type: none"> <li>Transit service continues to be an increasingly important component of Colusa County's regional transportation system and should expand to other areas of the County and possibly neighboring counties.</li> <li>Lack of adequate funds to purchase replacement equipment.</li> </ul>	<ul style="list-style-type: none"> <li>Use service standards to help direct the use of limited resources.</li> <li>Employ ITS technologies where appropriate.</li> <li>Continue to use FTA grants and other grant programs to provide for equipment purchases.</li> </ul>
Emergency Preparedness	<ul style="list-style-type: none"> <li>Defining the appropriate use of transit equipment and personnel for major emergencies.</li> </ul>	<ul style="list-style-type: none"> <li>Develop regional policy between CCTA and the County to define roles and responsibilities.</li> </ul>
Unmet Transit Needs	<ul style="list-style-type: none"> <li>Transportation of elderly and specially care patients and other reasons.</li> </ul>	<ul style="list-style-type: none"> <li>Work with Caltrans to implement the recommendations in the 2008 Coordinated Human Services Plan.</li> <li>Work with the CCTC and SSTAC to implement recommendations from the "unmet transit needs" findings.</li> </ul>
<b>AVIATION</b>		
Airport Facilities	<ul style="list-style-type: none"> <li>The future expansion of the Colusa Airport should consider incompatible land uses around the airport and maintaining adequate clear space for "safety zones".</li> </ul>	<ul style="list-style-type: none"> <li>The County must continue to protect the County's airport facilities from incompatible surrounding land uses consistent with the California Aviation System Plan (2011).</li> </ul>
<b>BIKE AND PEDESTRIAN</b>		
Bikeways	<ul style="list-style-type: none"> <li>Lack of formal bike facilities and regional connections in the County.</li> <li>New sections of sidewalk and bikeways need to be constructed in the gaps between existing sections of sidewalk and bikeways to improve safety and the flow of pedestrians and bicyclists.</li> </ul>	<ul style="list-style-type: none"> <li>Implementation of 2012 Bicycle Master Plan for the County. The plan allows the County to seek bicycle funding through the Bicycle Transportation Act (BTA).</li> <li>There are several areas that do not have any concrete sidewalk between existing sidewalks. There are also gaps between existing Class 2 bicycle paths. An emphasis should be placed on constructing new sidewalks and bikeways rather than just replacing old existing areas. Also, there are conflicts between pedestrians, bicyclists, and vehicles on the state highways. It is important to enhance the safety of these conflict areas as a means to encourage non-automobile trips. New roads should also consider bicycle and pedestrian modes of transportation in the transportation corridor.</li> </ul>

The goals, objectives, and policies in the 2013 RTP document are intended to guide the development of the transportation system and improve the quality of life for the citizens in Colusa County. The categories for setting goals are based on a regional perspective for long term funding commitments.

- A **goal** is the end toward which effort is directed; it is general and timeless.
- A **policy** is a direction statement that guides actions for use in determining present and future decisions, often used to help reach goals.
- An **implementation measure** is a specific means to accomplish the intent of the goal and direction of the policy.

The following goals, policies, and implementation measures have been developed for the 2013 RTP update. The policy element is consistent with the 2012 General Plan and other planning documents used by the County.

#### MOBILITY AND RELIABILITY FOR PEOPLE AND GOODS

*Goal 1.1: Provide mobility for people and goods in Colusa County on a reliable system.*

- **Policy 1.1.1: Promote a balanced multi-modal transportation system that considers all modes.**
- **Implementation Measure: Provide adequate maintenance funding for all components of the transportation system.**

*Goal 1.2: Maintain and improve goods movement facilities in a manner that supports the economic well-being and quality of life in Colusa County.*

- Policy 1.2.1: The CCTC will continue to work with Caltrans, the County, and the trucking industry to develop regulatory guidelines for truck travel in and through the county.
- Implementation Measure: Keep the trucking industry informed about truck impacts to County facilities and lessen the impacts wherever possible.
- Implementation Measure: The County should carry out studies of alternatives to (1) financing road maintenance and construction and (2) reducing the impacts of large trucks on the local road system.

*Goal 1.3: Provide economic transit service that reaches the greatest number of people that can reasonably meet the transportation needs of county residents.*

- Policy 1.3.1: Transit operation should strive to achieve an annual average of 10% fare box return, and the fares on all public transportation systems should be set to minimize the subsidy per ride, provided the amount of fare does not cause a reduction in ridership.
- Implementation Measure: Increase accessibility to the transportation system by continuing to promote the transit system.

*Goal 1.4: Promote financially self-supporting airports that are maintained and improved to better serve the needs of general and commercial aviation users, as well as the general public.*

- Policy 1.4.1: Prevent new land uses and zoning surrounding the County Airport from creating future land use conflicts.
- Implementation Measure: Participate with the state in the development of the California Aviation System Plan as a means for the planning and development of aviation facilities.

#### **EQUITY AND CUSTOMER SATISFACTION FOR ALL SYSTEM USERS**

*Goal 2.1: Develop streets and highway projects that meet environmental, social, economic, and circulation objectives.*

- Policy 2.1.1: Transportation decisions will be based on equitable access to the region's transportation system and decision-making process.
- Implementation Measure: Research and develop all available sources of funding that will be a subvention to current funding.

*Goal 2.2: Promote the transit system for all users.*

- Policy 2.2.1: Meet any unmet transit needs that are reasonable to meet according to the criteria established by CCTC.
- Implementation Measure: Preserve and expand the multi-modal transportation system to serve the needs of the County by promoting transit and reduce dependence on the automobile.

*Goal 2.3: Develop a continuous countywide pedestrian and bikeway system that is part of the multi-modal regional transportation network.*

- Policy 2.3.1: Develop pedestrian and bicycle routes and promote them as alternative modes of travel.
- Implementation Measure: Require new development to fully mitigate the impacts of their activities on all transportation systems - streets, roads, transit, pedestrian, and bicycle.

#### **SUSTAINABILITY, SAFETY, AND SECURITY OF THE SYSTEM**

*Goal 3.1: Maintain and upgrade the existing transportation system to prevent costly deterioration; to ensure that the efficiency of the system does not decline; and to preserve access into communities for residents and emergency service providers.*

- Policy 3.1.1: The CCTC shall work with the State Legislature, the County, the City of Williams, and the City of Colusa to identify new sources of maintenance funding.

- Implementation Measure: An inventory of discretionary funds and grant sources that could be used for transportation improvements should be maintained by the County.
- Policy 3.1.2: Use cost-effectiveness measures to prioritize transportation projects.
- Implementation Measure: Use the County's project selection criteria to help prioritize RTP projects.

*Goal 3.2: Rehabilitation and maintenance of the existing road system shall be a high priority of the County.*

- **Policy 3.2.1: Design and fund improvements of transportation facilities with primary consideration to providing for the safety of school children and local residents on existing and proposed facilities.**
- Implementation Measure: Permitted roadside commercial uses should have an approved public access plan. The plan should address public safety and ease of access to the site.

#### **SENSITIVITY TO THE ENVIRONMENT**

*Goal 4.1: Preserve high quality view-sheds along state highways and county roads in an effort to improve visitor experience and economic enhancement.*

- Policy 4.1.1: Avoid areas of sensitive habitats for plants and wildlife when constructing facilities contained in the proposed system whenever possible, and if sensitive areas are affected, mitigate impacts to less than significant to remain consistent with the CEQA process.
- Implementation Measure: Maintain and protect the Scenic Highways and Focal Points designated by the General Plan.

*Goal 4.2: Preserve the historic nature and rural atmosphere of the County.*

- 4.2.1 Policy: Conduct environmental review consistent with CEQA for individual projects as they advance to the implementation state of development.
- Implementation Measure: Transportation projects and improvements should be subjected to the appropriate environmental review as determined by the CEQA process.

#### **VITALITY AND ECONOMIC WELL BEING FOR THE REGION**

*Goal 5.1: Improve the transportation system to support access to and economic vitality of locally-operated businesses for economic enhancement.*

- 5.1.1 Policy: Maintain the competitiveness of the region by directing investment in the transportation system.

City of Colusa General Plan



# CITY OF COLUSA GENERAL PLAN

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CITY OF COLUSA  
PLANNING DEPARTMENT  
425 WEBSTER STREET  
COLUSA, CA 95932  
(530) 458-4740

**ADOPTED OCTOBER 30, 2007**

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### 3.0 COMMUNITY CHARACTER & DESIGN

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adjacent to alleys promote a pedestrian-friendly environment while allowing efficient movement of motorized vehicles throughout a neighborhood.

Deciduous street trees create shade in summer keeping the pavement cool and allowing solar warming during cold winter months. Trees also soften the streetscape and define corridors of use. Street trees are essential in making neighborhoods attractive and livable.

To the extent practicable, the City intends to preserve and promote the traditional circulation concept throughout the existing neighborhoods and in new areas of development.

**Goal CCD-3:**

**To create safe, attractive streets that serve to interconnect the entire community.**

**Policy CCD-3.1:**

New development shall ensure that street systems within new areas are designed to efficiently connect to the existing street network.

Implementing Action CCD-3.1.a: Design Review Ordinance (see Implementing Action CCD-1.1.a above)

Implementing Action CCD-3.1.b: Design Guidelines – Streets and Blocks Design Criteria (see Implementing Action CCD-1.1.b above)

**Policy CCD-3.2:**

New development street patterns shall minimize distances to adjacent neighborhoods and avoid a concentration of vehicles associated with internal neighborhood trips.

Implementing Action CCD-3.2.a: Design Review Ordinance (see Implementing Action CCD-1.1.a above)

Implementing Action CCD-3.2.b: Design Guidelines – Streets and Blocks Design Criteria (see Implementing Action CCD-1.1.b above)

**Policy CCD-3.3:**

Neighborhoods shall be designed with a street pattern that allows for multiple routes through a neighborhood and greater opportunities for pedestrian movement.

Implementing Action CCD-3.3.a: Design Review Ordinance (see Implementing Action CCD-1.1.a above)

Implementing Action CCD-3.3.b: Design Guidelines – Streets and Blocks Design Criteria (see Implementing Action CCD-1.1.b above)

**Policy CCD-3.4:**

The City shall encourage and promote neighborhood design that provides pedestrian and bicyclist connectivity to community civic areas, schools, parks, workplaces, and commercial areas.

### **3.0 COMMUNITY CHARACTER & DESIGN**

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Implementing Action CCD-3.4.a: Design Guidelines – Streets and Blocks Design Criteria (see Implementing Action CCD-1.1.b above)

#### **Policy CCD-3.5**

The City shall designate bicycle routes within the existing and planned transportation network.

Implementing Action CCD-3.5.a: Design Guidelines – Streets and Blocks Design Criteria (see Implementing Action CCD-1.1.b above)

Implementing Action CCD-3.5.b: Bike Master Plan (see Implementing Action CIR-4.1.a in the Circulation Element)

#### **Policy CCD-3.6:**

Pedestrian and bicycle routes/corridors shall be incorporated into all new major development projects.

Implementing Action CCD-3.6.a: Design Review Ordinance (see Implementing Action CCD-1.1.a above)

Implementing Action CCD-3.6.b: Design Guidelines – Streets and Blocks Design Criteria (see Implementing Action CCD-1.1.b above)

#### **Policy CCD-3.7:**

Sidewalks shall be provided on both sides of the street in all neighborhoods, except areas designated as Estate Residential, where it may be acceptable to have sidewalks on only one side of the street.

Implementing Action CCD-3.7.a: Design Guidelines – Streets and Blocks Design Criteria (see Implementing Action CCD-1.1.b above)

Implementing Action CCD-3.7.b: Improvement Standards (see Implementing Action CCD-2.2.c above)

#### **Policy CCD-3.8:**

New development shall avoid long, unbroken blocks, interruptions of pathways to common destinations, and other street design elements that impede pedestrian circulation for internal trips. Alleys shall be encouraged and incorporated into the street design where lengthy blocks occur.

Implementing Action CCD-3.8.a: Design Review Ordinance (see Implementing Action CCD-1.1.a above)

Implementing Action CCD-3.8.b: Design Guidelines – Streets and Blocks Design Criteria (see Implementing Action CCD-1.1.b above)

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**3.0 COMMUNITY CHARACTER & DESIGN**

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**Policy CCD-3.9:**

On-street parking shall be provided in all neighborhoods, and where street widths are too narrow to allow for emergency vehicles, accommodation shall be made for parking turnouts.

Implementing Action CCD-3.9.a: Design Review Ordinance (see Implementing Action CCD-1.1.a above)

Implementing Action CCD-3.9.b: Design Guidelines – Streets and Blocks Design Criteria (see Implementing Action CCD-1.1.b above)

**Policy CCD-3.10:**

Common driveways serving multiple units shall be encouraged to minimize hardscape.

Implementing Action CCD-3.10.a: Design Review Ordinance (see Implementing Action CCD-1.1.a above)

Implementing Action CCD-3.10.b: Design Guidelines – Ancillary or Second Unit Design Criteria

**Policy CCD-3.11:**

As existing areas redevelop and change over time, improved connections for vehicular, bicycle, and pedestrian access shall be considered as part of the overall site design.

Implementing Action CCD-3.11.a: Design Review Ordinance (see Implementing Action CCD-1.1.a above)

Implementing Action CCD-3.11.b: Design Guidelines – Streets and Blocks Design Criteria (see Implementing Action CCD-1.1.b above)

**Policy CCD-3.12:**

Neighborhoods shall be designed so that daily shopping errands can generally be completed within easy walking or biking distance to businesses and services.

Implementing Action CCD-3.12.a: Design Review Ordinance (see Implementing Action CCD-1.1.a above)

Implementing Action CCD-3.12.b: Design Guidelines – Streets and Blocks Design Criteria (see Implementing Action CCD-1.1.b above)

**Policy CCD-3.13**

Schools shall be geographically sited to maximize the number of students that can walk or travel by bicycle.

Implementing Action CCD-3.13.a: Design Review Ordinance (see Implementing Action CCD-1.1.a above)

### **3.0 COMMUNITY CHARACTER & DESIGN**

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Implementing Action CCD-3.13.b: Design Guidelines – Streets and Blocks Design Criteria (see Implementing Action CCD-1.1.b above)

#### **Policy CCD-3.14:**

Neighborhood and local streets shall be designed with widths that result in slower traffic and allow for safe pedestrian and bicycle movement.

Implementing Action CCD-3.14.a: Design Guidelines – Streets and Blocks Design Criteria (see Implementing Action CCD-1.1.b above)

Implementing Action CCD-3.14.b: Improvement Standards (see Implementing Action CCD-2.2.c above)

#### **Policy CCD-3.15:**

The City shall include landscaping and use street trees in street right-of-ways to create a shaded environment in summer and to define the clear separation of uses.

Implementing Action CCD-3.15.a: Design Guidelines – Streets and Blocks Design Criteria (see Implementing Action CCD-1.1.b above)

Implementing Action CCD-3.15.b: City Code 19.3 Tree Ordinance

The City will continue to implement its Tree Ordinance governing the protection of mature trees by retaining the Tree Commission and assessing tree removal as part of the development review process.

Implementing Action CCD-3.15.c: Improvement Standards (see Implementing Action CCD-2.2.c above)

#### **Policy CCD-3.16:**

Site design shall avoid access routes through parking lots and loading and service areas or behind residential rear yards wherever possible.

Implementing Action CCD-3.16.a: Design Review Ordinance (see Implementing Action CCD-1.1.a above)

Implementing Action CCD-3.16.b: Design Guidelines – Streets and Blocks Design Criteria (see Implementing Action CCD-1.1.b above)

#### **Policy CCD-3.17:**

Parking lots shall not dominate street frontage, public spaces, or buildings.

Implementing Action CCD-3.17.a: Design Review Ordinance (see Implementing Action CCD-1.1.a above)

Implementing Action CCD-3.17.b: Design Guidelines – Streets and Blocks Design Criteria (see Implementing Action CCD-1.1.b above)

#### 4.0 CIRCULATION

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##### **Policy CIR-1.8:**

Access to new schools shall be located away from major arterials and adjacent to pedestrian and bicycle routes.

##### Implementing Action CIR-1.8.a: Interagency Coordination

The City will work with the Colusa Unified School District and developers to plan for circulation to new schools that provide safe vehicle access and pedestrian/bicycle routes.

##### **Policy CIR-1.9:**

Industrial and commercial development shall be planned so that truck access through residential areas is avoided.

##### Implementing Action CIR-1.9.a: Streets and Roadways Master Plan

The City will prepare and adopt a Streets and Roadways Master Plan. The Plan will locate to the extent feasible, designated truck routes along roadways that are compatible with affected land uses.

##### **Goal CIR-2:**

**To encourage well-designed roadways which conserve and enhance the scenic character of Colusa.**

##### **Policy CIR-2.1:**

The City shall ensure that projects enhance the character of arterials, collectors and local streets with landscaping and special design elements in and adjacent to residential neighborhoods and commercial districts.

##### Implementing Action CIR-2.1.a: Design Guidelines (see Implementing Action CCD-1.1.b in Community Character and Design Element)

The City will adopt a set of comprehensive Design Guidelines in which preservation and enhancement of the City's scenic corridors and local roadways will be an over-arching design principle. This will include a set of *Highway 20 and 20/45 Corridor Design Criteria* and *Streets and Blocks Design Criteria* which will give special attention to the arterials (i.e., SR 20/45 and SR 20) as well as neighborhood streets. Design criteria will include but not be limited to, setback provisions, parking requirements, walkways, bikeways, landscaping, lighting, architecture, signage, landmarks/focal points, and other design criteria as determined appropriate.

**4.0 CIRCULATION**

**Goal CIR-3:**

**To provide safe, convenient, and adequate parking for land uses throughout the City.**

**Policy CIR-3.1:**

The City shall require adequate parking to meet the needs of existing and planned land uses.

Implementing Action CIR-3.1.a: Development Review

Through its application review process, the City will require new development to provide sufficient on- or off-street parking that meets the standards of the City's Zoning Ordinance or other applicable documents (e.g., Specific Plans, Riverfront Plan, Planned Developments, etc.).

Implementing Action CIR-3.1.b: Public-Private Cooperation

The City will work with property owners and developers to develop parking strategies (e.g. shared parking) and discourage the loss of parking due to future development in the downtown area, and encourage the creation of additional off-street parking (e.g. parking garages) efficiently distributed throughout the business district, as an alternative to centralized parking lots. The City may also explore parking close to the downtown area for tour buses, recreational vehicles, and other large vehicles with passengers going to and from Colusa Casino.

Implementing Action CIR-3.1.c: Ordinance and Regulations Review and Update

The City will amend its Zoning Ordinance to recognize the desirability of reduced on-site parking requirements for developments that include provisions for lower-income or senior housing.

**Goal CIR-4:**

**To provide a city-wide system of safe, efficient, and attractive bicycle routes for commuter, school, medical, and recreational uses.**

**Policy CIR-4.1:**

The City shall extend its network of bicycle paths to provide viable alternatives to vehicle transportation, especially for access to neighborhoods, commercial centers, schools, parks, and other key activity centers.

Implementing Action CIR-4.1.a: Bike Master Plan

The City will prepare and adopt a Bike Master Plan for the City's bike system that establishes priorities for new construction and improvements, as well as funding sources. In preparing the Bike Master Plan, the City will emphasize the construction of Class I bike paths that will promote safety by separating bicyclists from motorists. Discussion of a Bike Master Plan will include bicycle parking and a route(s) encircling the City, linking important points of interests (schools, parks, Sacramento River, etc.) together. The City

#### 4.0 CIRCULATION

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will also coordinate its Bike Plan with an update to the Colusa County Bicycle Plan, in cooperation with Colusa County and the City of Williams.

##### Implementing Action CIR-4.1.b: Development Review

As part of the Development Review process, where appropriate, the City will require proposed development projects adjacent to existing or proposed bikeway routes to include bicycle paths or lanes in their street improvement plans, and to construct the bicycle paths or lanes as a condition of project approval. The City will give priority to developments that include Class I bike paths consistent with the Bike Master Plan and General Plan policies.

##### **Policy CIR-4.2:**

The City shall encourage the use of bicycles by students at City schools, with an emphasis on safety.

##### Implementing Action CIR-4.2.a: Safe Routes to School Program

The City will work with the Colusa Unified School District and Caltrans to identify those routes eligible for Safe Routes to School improvements, and jointly pursue Safety Routes to Schools funding for identified improvements.

##### Implementing Action CIR-4.2.b: Public Awareness

The City will support a local safety awareness program for bicycling that targets school students.

##### Implementing Action CIR-4.2.c: Capital Improvement Program

The City will strive to identify funding through its Capital Improvement Program in combination with Colusa Unified School District funding, to construct needed improvements outside of those funded by the Safe Routes to Schools program.

##### **Policy CIR-4.3:**

The City shall require inclusion of bicycle parking facilities at all new major public and quasi-public facilities and commercial and employment sites. Major employers shall be encouraged to provide showers and lockers in their facilities to encourage biking.

##### Implementing Action CIR-4.3a: Bike Master Plan

The City will develop a Bike Master Plan for the City's bike system that establishes priorities for new construction and improvements, as well as funding sources. In preparing the Bike Master Plan, the City should emphasize the construction of bicycle parking and support facilities.

**4.0 CIRCULATION**

**Goal CIR-5:**

**To provide a city-wide system of safe, efficient and attractive pedestrian routes for commuter, school, medical, and recreational use.**

**Policy CIR-5.1:**

The City shall emphasize use of pedestrian pathways and sidewalks as an integral part of the City's circulation system.

Implementing Action CIR-5.1.a: Ordinance and Regulations Review and Update

As part of the Public Works Improvement Standards update, the City will incorporate sidewalk standards to increase pedestrian safety, use, and aesthetics, including the following principles:

- Maintain ample sidewalk widths in residential areas and in commercial areas as identified in the City's Public Works Improvement Standards.
- Consider use of decorative concrete, stamps, and other aesthetic treatments for sidewalks in commercial locations or areas used for public gathering.
- Include streetscape amenities with sidewalks, such as street trees, landscape planters, and benches.
- Provide adequate and aesthetically pleasing lighting of sidewalks to improve safety and encourage evening use by City residents.

Implementing Action CIR-5.1.b: Capital Improvement Program (CIP)

The City will identify needed sidewalk improvements in the CIP, along with potential funding sources, to ensure that pedestrian access is maintained. This would include curb cuts to improve access for disabled persons.

Implementing Action CIR-5.1.c: Development Review

As part of the Development Review process, future subdivision design will be required to provide pedestrian circulation and connectivity into established areas of the City by providing sidewalks and pedestrian pathways, as appropriate, in accordance with the City standards.

**Goal CIR-6:**

**To provide public transportation system options to facilitate the mobility of all City residents and to reduce potential traffic congestion.**

**Policy CIR-6.1:**

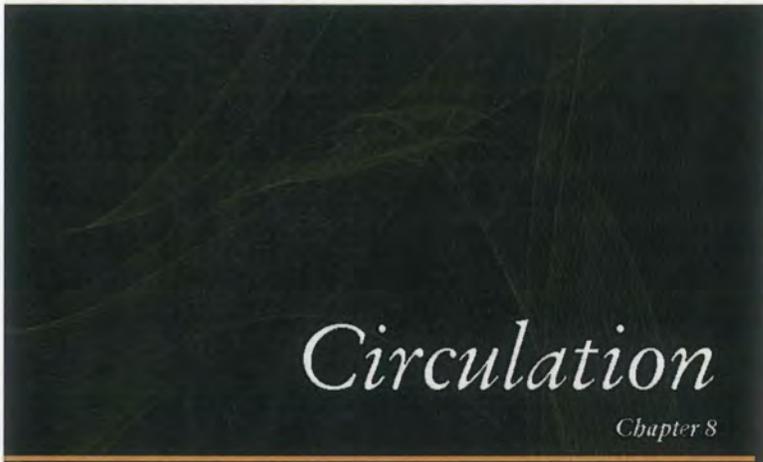
The City shall encourage increased use of public transportation by City residents.

# City of Williams General Plan

City of Williams, California



**Williams**  
2010 GENERAL PLAN



# Circulation

*Chapter 8*

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The Circulation Element addresses the movement of people, goods, and services within and around the City of Williams. This Element contains goals, policies and programs that establish the City's circulation system to accommodate pedestrians, bicycles, motor vehicles, public transit, and other means of travel.

Since the Circulation Element was first required by State law in 1955, transportation technology and needs in California have changed greatly, with the emphasis today on the development of a balanced, multi-modal transportation system. More recently, Assembly Bill 1358, The California Complete Streets Act, adopted in 2010, contains a number of requirements to include in the Circulation Element to create a coordinated circulation network incorporating multi-modal circulation programs. The policies and plan proposals of the Circulation Element should:

1. Create complete streets that serve everyone, including pedestrians, bicyclists, transit riders, and drivers; that they take into account the needs of people with disabilities, older people, and children.
2. Coordinate the transportation and circulation system with planned land uses;
3. Promote the efficient and accessible transport of goods and the safe and effective movement of all segments of the population;
4. Make efficient use of existing transportation facilities; and
5. Protect environmental quality and promote the wise and equitable use of economics and natural resources.

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Final May 2012

8.1

street trees and other landscaping, street furniture, and other features as appropriate.

The Draft Citywide Circulation Study, prepared in 2007 based by Omni-Means, in October, 2007, was used as a basic improvement needs to accommodate anticipated growth in Williams. This study was further updated to coincide with the Draft Land Use and Character Element update by the Technical Memorandum prepared by Omni Means on March 1, 2012. These studies includes a complete description and analysis of the City's circulation system and incorporates an evaluation of existing transportation facilities, a buildout development summary, a transportation capital improvement program and a circulation element with a number of proposed policies and programs for possible implementation by the City. These studies are incorporated into this document by reference (refer to Appendices B and C). Appendix B serves and the list of recommended improvements. Based on further evaluation of the revised land use scenario for 2010 General Plan Update, a number of improvements shown in the 2007 Study were shown as no longer necessary in the 2011 Technical Memorandum

#### Multi-Modal Strategy

This Circulation Element includes all the State required topics that must be included in a Circulation Element in addition to identification of issues of concerns and potential solutions to address them to include the primary circulation system, the secondary circulation system, and goals, policies, and programs. Williams circulation system in this General Plan is designed to accommodate multiple methods of travel including automobile, pedestrian, bicycle, and public transit. Such a strategy is often called "multi-modal."

The City's transportation planning will therefore encourage pedestrian and bicycle use. Consequently, the City will not design roads simply to accommodate vehicular traffic during peak demand periods. The City will design its circulation infrastructure to facilitate a more sustainable proportion of vehicular and non-vehicular trip. The City will emphasize pedestrian and bicycle safety over vehicular traffic flow and speed in the downtown area, residential neighborhoods where higher pedestrian activity is expected.

#### Circulation Element Organization

A Circulation Master Plan was developed to guide the future expansion of the City's circulation system and to define the functional classification of the system to meet the travel needs of the community. Shown on Map 8.1 is the City's Circulation Master Plan.

#### Roadways

Functional classification designates all streets and highways within the City Limits and Sphere of Influence (SOI). These categories include Freeway, Highway, Arterial (Major and Minor), Major Collector, Collector, and Local streets. Each classification has specific standards and criteria through which design and routes are developed. These criteria include:

## Circulation



also provide a highly connected transportation network (Refer to Figure 8.2). In general, highly connected street patterns characterized by:

- A dense system of parallel routes, both east-west and north-south, with many streets providing through connections;
- Minimal use of cul-de-sacs;
- Frequent intersections; and,
- Frequent points of access.

#### Goals

The City's General Plan Circulation Element goals are intended to provide the overall direction desired by the City for planning and implementing the expansion of their circulation system, which meets the changing travel demands of their community. The recommended circulation policies will establish the link between the adopted goals and the implementing programs, and guide how the programs will actually be implemented. The programs, themselves, are the specific action items that will accomplish the improvement or plan that will meet and serve the expanded community need.

1. Coordinate the development of a circulation network incorporating multi-modal circulation programs.
2. Provide Safe and efficient vehicular movement.
3. Coordinate policies for land development and circulation.
4. Promote alternative travel modes, including transit, pedestrian, bicycle, and rail systems.
5. Coordinate local transportation planning and administration with the activities of other governmental agencies and concerns of local citizens and businesses.
6. Design and implement the circulation system to protect natural features and conserve energy.

#### Policies and Actions

*Policy 8.a- Create/Update Citywide Circulation Master Plan.*

##### Actions:

- 8.a-1 The City shall maintain the Citywide Traffic Model to help forecast future travel, identify circulation deficiencies and recommend improvements and coordinate this model with other agencies, such as the Colusa County Transportation Commission, Colusa County, and Caltrans.
- 8.a-2 The City shall pursue funding to construct improvements identified in the Circulation Master Plan, including seeking Federal and State grants and updating the traffic impact fee program on a timely basis.



*Policy 8.b- Establish Complete Street Subdivision Criteria for new development and improve convenience, energy efficiency, and safety for multi-modal travel in existing neighborhoods.*

**Actions:**

- 8.b-1 The City will develop Complete Street Subdivision Development Standards. These standards shall include provisions for cul-de-sac designs, required stubbing of streets to adjacent planned development areas, block lengths and neighborhood connectivity.
- 8.b-2 New development shall incorporate connected street and pedestrian/bicycle networks, with many connections between new and older neighborhoods and between neighborhood and commercial and downtown areas.
- 8.b-3 The City shall control and coordinate with adjacent jurisdictions major access points.
- 8.b-4 The City shall consider restriction of on-street parking on major and secondary arterials when needed to provide additional street capacity and/or, accommodate bicycle lanes.
- 8.b-5 Upon signalization improvements, the City shall optimize traffic signal performance to increase traffic flow and reduce vehicular emissions.
- 8.b-6 On an ongoing basis, the City will identify priority transportation improvements in existing developed portions of the City consistent with this Circulation Element and include such improvements in grant applications, capital improvements planning, and through other funding mechanisms as appropriate.

**8.b-7** The City shall coordinate bicycle and pedestrian paths to logically link to the County's plans for bicycle and pedestrian travel.

*Policy 8.c- Monitor the operation and performance of the multi-modal circulation system.*

**Actions:**

- 8.c-1 The City shall maintain and update a functional classification of the street system (Figure 8.1) that reflects land use and traffic patterns.
- 8.c-2 The City shall establish a data collection program for the street system to include a physical inventory, traffic volumes and accident reports.
- 8.c-3 The City shall strive to control traffic levels in residential neighborhoods a "livable communities standard", to not exceed a threshold of 3,500 ADT on any given residential street segment. As the City grows and this threshold is approached, alternative traffic calming strategies may be considered and implemented as resources permit. Such calming devices may include planted medians, landscaped planter strips, landscaped traffic circles.

## Circulation



Williams  
2010 GENERAL PLAN

- 8.c-4 The City will seek funding for, and include pedestrian and bicycle improvements in Capital Improvement Planning, as feasible. Such improvements will include, but are not limited to:
- Construction of sidewalks where they do not currently exist;
  - Widening of sidewalks in high pedestrian traffic areas;
  - Installation of bike paths and lanes; and
  - Improved crossings of roads and railroad for bicycles and pedestrians.
- 8.c-6 The City and Redevelopment Agency will explore opportunities to construct new freeway crossings and improve safety of the existing east-west crossing at E Street. Such improvements may be required as a condition of new development, as appropriate.
- 8.c-7 All transportation improvement projects proposed for inclusion in the City's Capital Improvement Program shall be consistent with air quality, land use, circulation, and other goals and policies of the General Plan.

*Policy 8.d- Maintain roadways and circulation improvements to ensure safe, energy efficient and convenient daily travel for pedestrians, bicyclists, transit users and drivers as Williams grows.*

**Actions:**

- 8.d-1 Establish a City transportation impact fee program that addresses impacts to City transportation facilities. Following adoption of the 2010 General Plan, the City will revise its development impact fees based on a Nexus Study. The City will collaborate with Caltrans in considering incorporation of State Highway Facilities into these programs.
- 8.d-2 New development shall construct and dedicate streets that accommodate the full range of locally available travel modes.
- 8.d-3 New development shall construct and dedicate and/or contribute to a connected bicycle/pedestrian network that is designed to promote travel to schools, parks, and other major destinations.
- 8.d-4 Bicycle parking should be provided as a part of all non-residential development.
- 8.d-5 Through the Capital Improvement Program, the City shall develop a priority system for physical improvements based on demonstrated needs according to the collected data on physical conditions, traffic volumes and safety reports. CIP improvements shall be made consistent with the City's Circulation Master Plan.
- 8.d-6 The City shall maintain and update a Bikeway Master Plan to guide the orderly provision of bikeway facilities throughout the City.

- 8.d-7** The City shall integrate local bikeway planning with regional plans.
- 8.d-8 The City shall seek State Bicycle Lane Account funds and other funding to help pay for the completion of a comprehensive bikeway system within in the City.
- 8.d-9 Limit driveway intersections and curb cuts along arterial and collector roadways in order to provide improved mobility and public safety.
- 8.d-10 Encourage the widening of State highways to allow the safe movement of farm vehicles and equipment.
- 8.d-11 Provide dedicated pedestrian and bike lanes on the E Street overpass of I-5, as recommended in Chapter 5, Open Space and Conservation.
- 8.d-12 Collect fair share cost of all feasible transportation improvements necessary to reduce the severity of cumulative transportation impacts (including public transit, pedestrian and bicycle mobility, safety and level of service-related impacts).
- 8.d-13 Work with Caltrans and Colusa County to fund necessary improvements to Interstate 5 and SR 20 that would maintain acceptable level of service.
- 8.d-14 Require new development to enter into an agreement with the City that establishes circulation improvements to be constructed and/or fair share cost to be the responsibility of the project applicant.”

*Policy 8.e. Improve travel safety, accessibility and energy efficiency.*

**Actions:**

- 8.e-1 The City shall review the location and frequency of accidents and develop specific site improvements.
- 8.e-2 The City shall consider changes in speed limits, parking and turning restrictions to enhance public safety.
- 8.e-3 The City shall strive to provide for smooth traffic flow and a compact urban pattern to maximize efficient movement between residential, commercial, and public areas.
- 8.e-4 The City shall develop an Americans With Disabilities Act (ADA) transition and compliance program for pedestrian facilities.

*Policy 8.f. Provide for truck and emergency vehicle traffic.*

**Actions:**

- 8.f-1 Accommodate truck and emergency vehicle traffic.
- 8.f-2 The City shall designate by ordinance truck routes to direct trucks to routes that maintain sufficient carrying capacity and to prohibit truck traffic on local residential streets (refer to Figure 4).

considered as a traffic calming option. If such street width reduction is recommended and implemented, consideration for reduction of public right of way should also be included. All traffic calming and road narrowing projects shall be designed to accommodate emergency service vehicle accessibility.

**8.h-4** The City shall plan and require construction of bikeways, sidewalks, and pedestrian access ways to major destination points with emphasis on providing connecting access to schools, parks and shopping centers from residential neighborhoods.

8.h-5 The City shall evaluate the pedestrian and bicycle safety of critical circulation links, such as the E Street Bridge over Highway 5, and make improvements to these linkages to facilitate safe travel.

*Policy 8.i- Encourage the continued development and expansion of local and regional public transit systems.*

**Action:**

8.i-1 The City shall review and comment on proposed changes to the Colusa County Transit Authority (CCTA) bus system.

8.i-2 The City will consult with the California Public Utilities Commission, Amtrak, Union Pacific Railroad Company, and any other relevant agencies to encourage and accommodate any future opportunities for establishing passenger rail service in Colusa County and create a central multi-modal transit station in Williams.

8.i-3 The City shall encourage the restoration of passenger rail service along the California Northern Pacific Railroad tracks within Williams.

*Policy 8.j- Improve and maintain the system of sidewalks and crosswalks to promote a pedestrian-friendly community.*

**Actions:**

**8.j-1** The City shall identify and prioritize major sidewalk improvements.

8.j-2 The City shall comply with the American Disabilities Act (ADA) and construct improvements to enhance accessibility.

8.j-3 The City shall provide crosswalks at signalized intersections and improve pedestrian access across railroad track crossings.

*Policy 8.k- Publicize major transportation issues and solicit public input.*

**Actions:**

8.k-1 The City shall provide timely notification on major transportation issues to the public through press releases, public service radio announcements, television, and contact with local organizations.

## Resolutions Supporting Application

### RESOLUTION NO. 15-019

**A RESOLUTION OF THE COLUSA COUNTY BOARD OF SUPERVISORS  
AUTHORIZING THE DEVELOPMENT AND SUBMITTAL OF AN ACTIVE  
TRANSPORTATION PROGRAM (ATP) CYCLE II APPLICATION FOR A COUNTY-  
WIDE SAFE ROUTES TO SCHOOL PLAN GRANT AND AUTHORIZING THE  
PUBLIC WORKS DIRECTOR TO SIGN AND SUBMIT THE CYCLE II ATP GRANT  
APPLICATION**

**WHEREAS**, in 2013 the Active Transportation Program (ATP) was created by California Senate Bill 99 and California Assembly Bill 101 to encourage increased use of active modes of transportation, such as biking and walking;

**WHEREAS**, on March 26, 2015 the California Transportation Commission (CTC) adopted guidelines for the development and submittal of applications for the second cycle of ATP funding in 2015 (Cycle II);

**WHEREAS**, ATP Cycle II funding provides competitive grant funding, which can be used for the development of a county-wide Safe Routes to Schools Plan, and in turn will be used to identify specific infrastructure and non-infrastructure improvements at and around various school sites according to the ATP Cycle II guidelines;

**WHEREAS**, future ATP funding will be used to fund the construction of infrastructure and non-infrastructure projects identified in the proposed county-wide Safe Routes to Schools Plan, such as improved sidewalks, crosswalks, signing and striping, traffic signals, educational programs, and community outreach;

**WHEREAS**, many of Colusa County's elementary, middle, and high school sites are in need of improved "Active Transportation" access for school children, parents, teachers and staff including those that walk, bicycle, take the bus, or drive; and

**WHEREAS**, the County of Colusa, City of Colusa, City of Williams, Colusa County Transportation Commission, and local school districts have agreed to collaborate on the development of an ATP Cycle II application for funding to develop a comprehensive, county-wide Safe Routes to Schools Plan.

**NOW, THEREFORE, BE IT RESOLVED** that the County of Colusa supports the collaborative efforts of the Colusa County Transportation Commission, City of Colusa, City of Williams, and local school districts to prepare and submit a Cycle II ATP grant application for the purpose of funding the development of a comprehensive county-wide Safe Routes to Schools Plan; and

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**BE IT FURTHER RESOLVED** that the Director of Public Works of the County of Colusa is authorized to sign and submit the Cycle II ATP grant application on behalf of the Colusa County Board of Supervisors.

**PASSED AND ADOPTED** this 12<sup>th</sup> day of May, 2015 by the following vote:

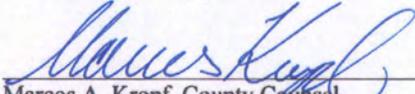
**AYES:** Supervisors Denise J. Carter, Gary J. Evans, Kim Dolbow Vann, John D. Loudon and Mark D. Marshall.

**NOES:** None.

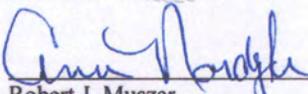
**ABSENT:** None.

  
\_\_\_\_\_  
Mark D. Marshall, Board Chair

**APPROVED AS TO FORM:**

  
\_\_\_\_\_  
Marcos A. Kropf, County Counsel

**ATTEST**

  
\_\_\_\_\_  
Robert J. Muszar  
Clerk to the Board of Supervisors

**RESOLUTION NO. 1415-17**

**A RESOLUTION OF THE COLUSA COUNTY TRANSPORTATION COMMISSION IN SUPPORT OF AN ACTIVE TRANSPORTATION PROGRAM (ATP) CYCLE II APPLICATION FOR A COUNTY-WIDE SAFE ROUTES TO SCHOOL PLAN GRANT**

**WHEREAS**, in 2013 the Active Transportation Program (ATP) was created by California Senate Bill 99 and California Assembly Bill 101 to encourage increased use of active modes of transportation, such as biking and walking;

**WHEREAS**, on March 26, 2015 the California Transportation Commission (CTC) adopted guidelines for the development and submittal of applications for the second cycle of ATP funding in 2015 (Cycle II);

**WHEREAS**, ATP Cycle II funding provides competitive grant funding, which can be used for the development of a county-wide Safe Routes to Schools Plan, and in turn will be used to identify specific infrastructure and non-infrastructure improvements at and around various school sites according to the ATP Cycle II guidelines;

**WHEREAS**, future ATP funding will be used to fund the construction of infrastructure and non-infrastructure projects identified in the proposed county-wide Safe Routes to Schools Plan, such as improved sidewalks, crosswalks, signing and striping, traffic signals, educational programs, and community outreach;

**WHEREAS**, many of Colusa County’s elementary, middle, and high school sites are in need of improved “Active Transportation” access for school children, parents, teachers and staff including those that walk, bicycle, take the bus, or drive; and

**WHEREAS**, the County of Colusa, City of Colusa, City of Williams, Colusa County Transportation Commission, and local school districts have agreed to collaborate on the development of an ATP Cycle II application for funding to develop a comprehensive, county-wide Safe Routes to Schools Plan.

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**NOW, THEREFORE, BE IT RESOLVED** that the Colusa County Transportation Commission supports the collaborative efforts of the County of Colusa, Colusa County Transportation Commission, City of Colusa, City of Williams, and local school districts to prepare and submit a Cycle II ATP grant application for the purpose of funding the development of a comprehensive county-wide Safe Routes to Schools Plan.

**PASSED AND ADOPTED** this 12<sup>th</sup> day of May, 2015 by the following vote:

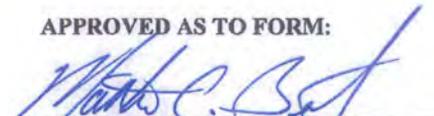
**AYES:** Carter, Evans, Womble, Reische, Kennedy, & Vann.

**NOES:** None.

**ABSENT:** None.

  
\_\_\_\_\_  
Kim Vann, Commission Chair

**APPROVED AS TO FORM:**

  
\_\_\_\_\_  
Matthew Bently, Deputy County Counsel

**ATTEST**

  
\_\_\_\_\_  
Amy Gwinup  
Clerk to the Transportation Commission

**RESOLUTION NO. 15-15**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COLUSA SUPPORTING  
THE DEVELOPMENT AND SUBMITTAL OF AN ACTIVE TRANSPORTATION  
PROGRAM CYCLE II APPLICATION FOR A COUNTY-WIDE SAFE ROUTES TO  
SCHOOL PLAN GRANT**

**WHEREAS**, the Active Transportation Program (ATP) was created by California Senate Bill 99 (Chapter 359, Statutes of 2013) and California Assembly Bill 101 (Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking.

**WHEREAS**, on March 26, 2015 the California Transportation Commission (CTC) adopted guidelines for the development and submittal of applications for the second cycle of ATP funding in 2015 (Cycle II).

**WHEREAS**, ATP Cycle II funding provides competitive grant funding, which can be used for the development of a county-wide Safe Routes to Schools Plan, and in turn will be used to identify specific infrastructure and non-infrastructure improvements at and around various school sites according to the ATP Cycle II guidelines.

**WHEREAS**, future ATP funding will be used to fund the construction of infrastructure and non-infrastructure projects identified in the proposed county-wide Safe Routes to Schools Plan, such as improved sidewalks, crosswalks, signing and striping, traffic signals, educational programs, and community outreach, etc.

**WHEREAS**, many of Colusa County's elementary, middle, and high school sites are in need of improved "Active Transportation" access for school children, parents, teachers and staff including those that walk, bicycle, take the bus, or drive.

**WHEREAS**, the Colusa County Transportation Commission, County of Colusa, City of Colusa, City of Williams, and local school districts have agreed to collaborate on the development of an ATP Cycle II application for funding to develop a comprehensive, county-wide Safe Routes to Schools Plan.

**NOW, THEREFORE, BE IT RESOLVED** that the City of Colusa, fully supports the collaborative efforts of the County of Colusa, the Colusa County Transportation Commission, City of Williams, and local school districts to prepare and submit a Cycle II ATP grant application for the purpose of funding the development of a comprehensive county-wide Safe Routes to Schools Plan, and that the City Manager of the City of Colusa is hereby delegated authority to sign and submit the Cycle II ATP grant application on behalf of the City of Colusa

**PASSED AND ADOPTED** this 21<sup>st</sup> day of April, 2015 by the following vote:

**AYES: Womble, Reische, Kelleher and Ponciano.**

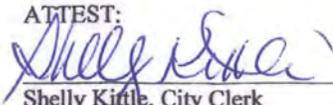
**NOES: None.**

**ABSTAIN: None.**

**ABSENT: Acree.**

  
\_\_\_\_\_  
GREG PONCIANO, MAYOR

ATTEST:

  
\_\_\_\_\_  
Shelly Kittle, City Clerk

**RESOLUTION NO. 15-05**

**A RESOLUTION OF THE CITY OF WILLIAMS  
SUPPORTING THE DEVELOPMENT AND SUBMITTAL OF AN  
ACTIVE TRANSPORTATION PROGRAM CYCLE II APPLICATION FOR A  
COUNTY-WIDE SAFE ROUTES TO SCHOOL PLAN GRANT**

**WHEREAS**, the Active Transportation Program (ATP) was created by California Senate Bill 99 (Chapter 359, Statutes of 2013) and California Assembly Bill 101 (Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking;

**WHEREAS**, on March 26, 2015 the California Transportation Commission (CTC) adopted guidelines for the development and submittal of applications for the second cycle of ATP funding in 2015 (Cycle II);

**WHEREAS**, ATP Cycle II funding provides competitive grant funding which can be used for the development of a county-wide Safe Routes to Schools Plan, which will in turn be used to identify specific infrastructure and non-infrastructure improvements at and around various school sites according to the ATP Cycle II guidelines;

**WHEREAS**, future ATP funding will be used to fund the construction of infrastructure and non-infrastructure projects identified in the proposed county-wide Safe Routes to Schools Plan, such as improved sidewalks, crosswalks, signing and striping, traffic signals, educational programs, and community outreach, etc.;

**WHEREAS**, many of City of Williams elementary, middle, and high school sites are in need of improved "Active Transportation" access for school children, parents, teachers and staff including those that walk, bicycle, take the bus, or drive;

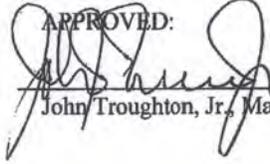
**WHEREAS**, the County of Colusa, the City of Colusa, and the City of Williams have agreed to collaborate on the development of an ATP Cycle II application for funding to develop a comprehensive, county-wide Safe Routes to Schools Plan;

**NOW, THEREFORE, BE IT RESOLVED** that the Colusa County Transportation Commission fully supports the collaborative efforts of the County of Colusa, City of Colusa, and City of Williams to prepare and submit a Cycle II ATP grant application for the purpose of funding the development of a comprehensive county-wide Safe Routes to Schools Plan.

**PASSED AND ADOPTED** by the City Council of the City of Williams, California on the 20<sup>th</sup> day of May, 2015 by the following vote:

AYES: Council Member Troughton Jr., Sellers Jr., Boes, Jauregui, Bergson  
NOES: None.  
ABSTAIN: None.  
ABSENT: None.

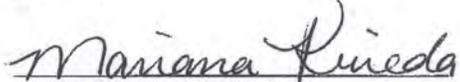
APPROVED:



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John Troughton, Jr., Mayor

ATTEST:



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Mariana Pineda, City Clerk

PIERCE JOINT UNIFIED SCHOOL DISTRICT  
Arbuckle, CA

RESOLUTION #14/15-14

RESOLUTION IN SUPPORT OF  
COLUSA COUNTY'S ACTIVE TRANSPORTATION PROGRAM GRANT

**WHEREAS,** Colusa County is a rural county and does not have the infrastructure and programs that would support walking and bicycling to school; and

**WHEREAS,** Colusa County seeks to improve safety for children going to school and increase the number of children walking and bicycling to school; and

**WHEREAS,** Colusa County seeks to incorporate a Safe Routes to School Plan that will establish a plan that identifies much needed infrastructure projects and education/encouragement programs, which will increase active transportation in Colusa County; and

**WHEREAS,** A Colusa County Safe Routes to School Plan will help our students, parents, school administrators, and others encourage more biking, walking, and rolling to school, improve public health, and foster the creation of a livable, sustainable community.

**NOW THEREFORE BE IT RESOLVED THAT THIS** Board supports Colusa County's efforts to develop a Safe Routes to School Plan; and

**AND BE IT FURTHER RESOLVED THAT THIS** Board supports the Colusa County's Active Transportation Grant Application;

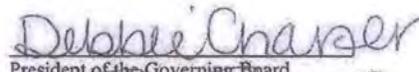
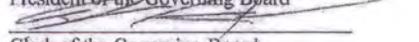
**AND BE IT FURTHER RESOLVED** that the Superintendent provide copies of the resolution with appropriate attachments to interested citizens of this district.

Passed and adopted at a regular meeting of the Pierce Joint Unified School District Board of Trustees held on the 12<sup>th</sup> day of March 2015 by the following vote:

Ayes: 4

Noes: 0

Absent: 1

  
President of the Governing Board  
  
Clerk of the Governing Board

**Collision Data (SWITRS, 2010-2014)**

Location	Year	Victim	Primary Collision Factor	Injuries
Laurel St	2012	Pedestrian	Unsafe Speed	2
Route 5	2012	Pedestrian	Improper Turning	3
9 <sup>th</sup> St	2010	Bicycle	Wrong Side of the Road	1
C St	2010	Pedestrian	Pedestrian Right-of-Way	1
E St	2011	Pedestrian	Pedestrian Right-of-Way	1
E St	2012	Pedestrian	Pedestrian Right-of-Way	1
Market St	2011	Pedestrian	Pedestrian Violation	1
4 <sup>th</sup> St	2014	Pedestrian	Unsafe Starting or Backing	1
Route 45	2011	Pedestrian	Other Hazardous Violation	1
Layette St	2012	Pedestrian	Wrong Side of the Road	1
Route 45	2010	Bicycle	Improper Turning	1
Sioc St	2012	Pedestrian	Pedestrian Violation	1
Route 5	2011	Pedestrian	Pedestrian Violation	Fatality
Route 5	2011	Pedestrian	Unsafe Starting or Backing	1
San Francisco St	2011	Bicycle	Unknown	1
Route 45	2013	Pedestrian	Pedestrian Right-of-Way	Fatality
Route 20	2013	Pedestrian	Pedestrian Right-of-Way	1
Wescott Rd	2013	Bicycle	Automobile Right-of-Way	1
12 <sup>th</sup> St	2014	Pedestrian	Pedestrian Right-of-Way	Fatality + 1 injury

## Benefit Cost Analysis Details

### Benefit Cost Analysis Inputs

**Project Name:** Colusa County Safe Routes to School **NON-INFRASTRUCTURE**  
**Project Location:** Colusa County

Outreach (SR2S)- (Box 2A)	
Participants (School Enrollment)	4,458
Current Active Trans Walker/Bicyclist Users	1,266
Percentage of Current Active Trans Walkers/Bicyclists	28%
Project Cost	\$200,000
ATP Requested Funds	\$200,000
Duration of Outreach (months)	18
Outreach to new users	3,192

Outreach (Non SR2S)- (Box 2B)	
Participants	
Current Active Trans Walker/Bicyclist Users	
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.)	
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	
Knowledgeable Staff/Educator	
Partnership/Volunteers	
Creates Community Ownership/Relationship	
Part of Bigger Effort (e.g., political support)	

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

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

Projected New Active Trans Riders	
Longitudinal New Users	239

Projected New Active Trans Riders	
Longitudinal New Users	0

CRASH DATA - (Box 2G)		
	Last 5 Yrs	Annual
Fatal Crashes	3	0.6
Injury Crashes	17	3.4
PDO		0

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

### Benefit Cost Analysis Output

20 Year Invest Summary Analysis	
Total Costs	\$200,000.00
Net Present Cost	\$192,307.69
Total Benefits	\$6,982,595.35
Net Present Benefit	\$6,207,408.23
Benefit-Cost Ratio	32.28

20 Year Itemized Savings	
Mobility	\$0.00
Health	\$181,889.59
Recreational	\$0.00
Gas & Emissions	\$237,104.29
Safety	\$6,563,601.46

Funds Requested	\$200,000.00
Net Present Cost of Funds Requested	\$192,307.69
Benefit Cost Ratio	32.28

## Project Scope of Work

### Task A. Project Initiation

#### Task A.1. Project Kick-Off Meeting

The County and City will hold a kick-off meeting with Caltrans staff to discuss grant procedures and project expectations including invoicing, quarterly reporting, and all other relevant project information. Meeting summary will be documented.

*Responsible Party: County of Colusa*

#### Task A.2. Project Management

Monthly in-person or conference call project team meetings with consultants to ensure good communication on upcoming tasks and to make sure the project remains on time and within budget. Caltrans staff will be invited to the project team meetings.

*Responsible Party: County of Colusa*

#### Task A.3. RFP for Consultant Services

Complete an RFP process for selection of a consultant using the proper procurement procedures.

*Responsible Party: County of Colusa*

#### Task A Deliverables

Task	Deliverable	Responsible Party
A.1	Project Kick-Off Meeting notes	County of Colusa
A.2	Monthly Meeting notes	County of Colusa
A.3	Copy of Procurement Procedures and Executed Consultant Contract	County of Colusa

### Task B. Technical Advisory Committee and Outreach

#### Task B.1. Technical Advisory Committee

A Technical Advisory Committee (TAC) will be formed and will consist of (but is not limited to) representatives from:

- Colusa County
- Colusa County Health and Human Services
- City of Colusa
- City of Williams
- Colusa Unified School District
- Maxwell Unified School District
- Pierce Joint Unified School District
- Williams Unified School District
- Princeton Joint Unified School District

The TAC will meet four times over the course of the project to discuss:

- Existing environment and known needs
- Audit feedback
- Review of Administrative Draft Plan recommendations
- Review of Final Plan recommendations

*Responsible Party: Consultant*

### **Task B.2. Project Website**

The Consultant will develop a project website for the Safe Routes to School project process.

The website will provide information on the overall project goals, upcoming community workshops, audits, improvement report and suggested routes to school maps. All approved project deliverables will be posted to the website. The website will also include a page for the community to provide specific information on a comment form.

The website will provide information in both English and Spanish.

*Responsible Party: Consultant*

### **Task B.3. Audits and Working Sessions**

In collaboration with the TAC, the Consultant will conduct school audits at all 14 project schools. Consultant will develop fliers and email narrative for the schools to distribute.

The audits will be conducted at either school arrival or school dismissal time. The school audits will include observation and evaluation of the existing behavioral and infrastructure challenges in walking and bicycling to school. After the audit, participants will meet in a working session format to discuss observations, opportunities for improvement, and provide input on suggested routes for walking and bicycling to school.

*Responsible Party: Consultant*

**Task B.4. Countywide Community Workshop**

The Consultant will work with the County to organize and facilitate two countywide workshops to share the Draft SRTS Plan, issues and strategies developed by the various stakeholders; assess benefits, challenges, and implementation issues; and develop community consensus on priorities. The Workshop will be noticed through the project website, school newsletters, backpack fliers, and interested parties lists.

Consultant will prepare noticing materials, presentation, sign-in sheets and meeting notes.

*Responsible Party: Consultant*

**Task B Deliverables**

Task	Deliverable	Responsible Party
B.1	Technical advisory committee meetings (4) Meeting agendas, meeting notes	Consultant
B.2	Project website	Consultant
B.3	Audit fliers and email narrative for each of the 14 schools Audits and working sessions at all 14 schools	Consultant
B.4	Countywide Community Workshop Noticing materials Presentation Sign-in sheets Meeting notes	Consultant

**Task C. Safe Routes to School Plan**

**Task C.1. Existing Data, Documents, and Conditions**

The Consultant will collect existing data and documents from the County, cities and school districts including:

- Existing facilities around school areas
- Identified safety issues, opportunities and constraints
- Street maps, city databases, traffic counts, collision data
- Student enrollment data

Consultant will summarize this information along with information gathered from the audits (Task 2.3) in the Administrative Draft SRTS Plan (Task 3.2).

*Responsible Party: Consultant*

**Task C.2. Administrative Draft Safe Routes to School Plan**

At the completion of the school audits and working sessions, the Consultant will document findings in an Administrative Draft Safe Routes to School Plan for review by the TAC. The Administrative Draft SRTS Plan will include the following elements:

**Engineering Improvements**

The Draft SRTS Plan will include one chapter for each school and will identify observed challenges, recommended improvements, associated costs, responsible agencies, and possible sources of funding.

**Program Recommendations**

Recommended programmatic improvements will be based on proven programs that address the four program “E’s” – education, encouragement, enforcement and evaluation.

**Suggested Routes to School Maps**

Consultant will develop suggested route to school maps for each of the 14 schools. The maps will show the recommended walking and bicycling routes to school for up to a one-mile radius. They will also include the school location, key traffic controls, bicycle facilities, key pedestrian facilities, crossing guard locations, and school bicycle and pedestrian access points.

*Responsible Party: Consultant*

**Task C.3. Draft Safe Routes to School Plan**

The Consultant will revise the Administrative Draft Plan based on TAC comments and prepare a Draft Safe Routes to School Plan for public review and presentation at the Countywide Community Workshop.

*Responsible Party: Consultant*

**Task C.4. Final Safe Routes to School Plan**

The Consultant will revise the Draft Plan based on public input and TAC guidance and prepare the Final Safe Routes to School Plan.

*Responsible Party: Consultant*

**Task C.5. Plan Adoption**

The Final Safe Routes to School Plan will be brought to the Colusa County Board of Supervisors, City of Colusa City Council and the City of William City Council for adoption.

**Task C Deliverables**

Task	Deliverable	Responsible Party
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Task	Deliverable	Responsible Party
C.1	Existing data, documents and conditions review	Consultant
C.2	Administrative Draft Safe Routes to School Plan	Consultant
C.3	Draft Safe Routes to School Plan	Consultant
C.4	Final Safe Routes to School Plan	Consultant
C.5	Plan adoption	County of Colusa, City of Colusa, City of Williams, Consultant

**Budget**

Task	Consultant					City/County		Task Hours	Task Budget
	Principal in Charge	Project Manager	Project Planner	GIS Analyst/ Web	Admin	Staff	Staff		
<b>Task A. Project Initiation</b>	\$190	\$160	\$100	\$100	\$60	\$50	\$40	76	\$3,800
Task A.1. Project Kick-Off Meeting						12		12	\$600
Task A.2. Staff Coordination						48		48	\$2,400
Task A.3. RFP for Consultant Services						16		16	\$800
<b>Task B. Technical Advisory Committee and Outreach</b>								894	\$86,320
Task B.1. Technical Advisory Committee	6	32	32			72	24	166	\$14,020
Task B.2. Project Website	2	8	12	40		12		74	\$7,460
Task B.3. Audits and Working Sessions	28	140	140	56	20	112	84	580	\$57,480
Task B.4. Countywide Community Workshop	6	14	24		8	22		74	\$7,360
<b>Task C. Safe Routes to School Plan</b>								1111	\$108,750
Task C.1. Existing Data, Documents, and Conditions	1	10	20	40	10			81	\$8,390
Task C.2. Administrative Draft Safe Routes to School Plan	8	112	168	140	84	24	24	560	\$57,440
Task C.3. Draft Safe Routes to School Plan	2	32	60	80	40	20	20	254	\$23,700
Task C.4. Final Safe Routes to School Plan	2	20	30	40	20	20	20	152	\$13,580
Task C.5. Plan Adoption		24				20	20	64	\$5,640
<b>Staff Hours</b>	55	392	486	396	182	378	192	2081	\$198,870
Reimbursable Expenses & Travel									\$1,130
<b>Project Total</b>	<b>\$10,450</b>	<b>\$62,720</b>	<b>\$48,600</b>	<b>\$39,600</b>	<b>\$10,920</b>	<b>\$18,900</b>	<b>\$7,680</b>		<b>\$200,000</b>

# Colusa County Office of Education

Michael P. West

COUNTY SUPERINTENDENT OF SCHOOLS

March 4, 2015

California Department of Transportation  
Division of Local Assistance  
Sacramento, CA  
c/o Colusa County Transportation Commission  
Scott Lanphier, Executive Director  
1215 Market Street  
Colusa, CA 95932

Re: Colusa County's Active Transportation Program Grant Application Letter of Support

Mr. Lanphier –

I support the County of Colusa's funding application for the development of a Safe Routes to School Plan (SRTS). I feel this project is important because our community seeks to improve safety for children going to school and to increase the numbers of children walking and bicycling to school.

Colusa County is a rural county and does not have the infrastructure and programs that would support walking and bicycling to school. A comprehensive plan would help identify and prioritize improvements for implementation.

This application will establish a plan that identifies much needed infrastructure projects and education/encouragement programs, which will increase active transportation in Colusa County and improve the quality of life of our community.

Infrastructure projects on various streets adjacent to and leading to school sites will encourage the use of active modes of transportation and facilitate the achievement of the Active Transportation Program goals, including:

- Increasing the proportion of trips accomplished by biking and walking;
- Increasing safety and mobility for non-motorized users;
- Advancing the active transportation efforts of Colusa County Transportation Commission to achieve greenhouse gas reduction goals;
- Enhancing public health;
- Ensuring that disadvantaged communities, such as Arbuckle, Maxwell, and Grimes fully share in the benefits of the program; and
- Providing a broad spectrum of projects to benefit many types of active transportation users.

The Colusa County SRTS Plan will also include identification of education and encouragement programs that will inspire and help our students, parents, school administrators, and others encourage more biking, walking, and rolling to school, improve public health, and foster the creation of a livable, sustainable community.

I appreciate the County's efforts on this front and look forward to future improvements, more mobility choices on our roadways, and increased safety. Active transportation provides many positive benefits that will be enjoyed by all.

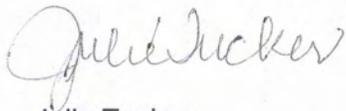
Colusa Countywide Safe Routes to School Plan

Attachment K

Page K-48

I enthusiastically support the County of Colusa's efforts to develop a comprehensive SRTS Plan funded through the Active Transportation Program.

Sincerely,

A handwritten signature in cursive script that reads "Julie Tucker".

Julie Tucker  
Assistant Superintendent-Administrative Services  
Colusa County Office of Education  
146 Seventh Street  
Colusa, CA 95932  
jtucker@ccoe.net



# CITY OF COLUSA

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425 WEBSTER STREET \* COLUSA, CA 95932 \* (530) 458-4740 \* FAX (530) 458-7555

May 6, 2015

California Department of Transportation  
Division of Local Assistance  
Sacramento, CA  
c/o Colusa County Transportation Commission  
Scott Lanphier, Executive Director  
1215 Market Street  
Colusa, CA 95932

Re: Colusa County's Active Transportation Program Grant Application Letter of Support

Mr. Lanphier –

The City of Colusa supports the County of Colusa's funding application for the development of a Safe Routes to School Plan. I feel this project is important because our community seeks to improve safety for children going to school and to increase the numbers of children walking and bicycling to school.

Colusa County is a rural county and does not have the infrastructure and programs that would support walking and bicycling to school. A comprehensive plan would help identify and prioritize improvements for implementation.

This application will establish a plan that identifies much needed infrastructure projects and education/encouragement programs, which will increase active transportation in Colusa County and improve the quality of life of our community.

Infrastructure projects on various streets adjacent to and leading to school sites will encourage the use of active modes of transportation and facilitate the achievement of the ATP goals, including:

- Increasing the proportion of trips accomplished by biking and walking;
- Increasing safety and mobility for non-motorized users;
- Advancing the active transportation efforts of CCTC to achieve greenhouse gas reduction goals;
- Enhancing public health;
- Ensuring that disadvantaged communities, such as Arbuckle, Maxwell, Colusa and Grimes fully share in the benefits of the program; and
- Providing a broad spectrum of projects to benefit many types of active transportation users.

The Colusa County SRTS Plan will also include identification of education and encouragement programs that will inspire and help our students, parents, school administrators, and others

encourage more biking, walking, and rolling to school, improve public health, and foster the creation of a livable, sustainable community.

I appreciate the County's efforts on this front and look forward to future improvements, more mobility choices on our roadways, and increased safety. Active transportation provides many positive benefits that will be enjoyed by all.

I enthusiastically support the County of Colusa's efforts to develop a comprehensive SRTS Plan funded through the Active Transportation Program.

Sincerely,

A handwritten signature in blue ink, appearing to read "Randall L. Dunn".

Randall L. Dunn  
Interim City Manager  
425 Webster st Colusa ca 95932

March 25, 2015  
California Department of Transportation  
Division of Local Assistance  
Sacramento, CA  
C/o Colusa County Transportation Commission  
Scott Lanphier, Executive Director  
1215 Market Street  
Colusa, CA 95932

Re: Colusa County's Active Transportation Program Grant Application Letter of Support

Mr. Lanphier –

I strongly support the County of Colusa's funding application for the development of a Safe Routes to School Plan. I feel this project is important because our community seeks to improve safety for children going to school and to increase the numbers of children walking and bicycling to school.

Colusa County is a rural county and does not have the infrastructure and programs that would support walking and bicycling to school. A comprehensive plan would help identify and prioritize improvements for implementation.

This application will establish a plan that identifies much needed infrastructure projects and education/encouragement programs, which will increase active transportation in Colusa County and improve the quality of life of our community.

Infrastructure projects on various streets adjacent to and leading to school sites will encourage the use of active modes of transportation and facilitate the achievement of the ATP goals, including:

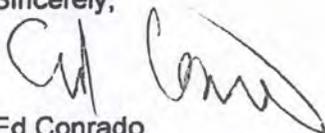
- Increasing the proportion of trips accomplished by biking and walking;
- Increasing safety and mobility for non-motorized users;
- Advancing the active transportation efforts of CCTC to achieve greenhouse gas reduction goals;
- Enhancing public health;
- Ensuring that disadvantaged communities, such as Arbuckle, Maxwell, and Grimes fully share in the benefits of the program; and
- Providing a broad spectrum of projects to benefit many types of active transportation users.

The Colusa County SRTS Plan will also include identification of education and encouragement programs that will inspire and help our students, parents, school administrators, and others encourage more biking, walking, and rolling to school, improve public health, and foster the creation of a livable, sustainable community.

I appreciate the County's efforts on this front and look forward to future improvements, more mobility choices on our roadways, and increased safety. Active transportation provides many positive benefits that will be enjoyed by all.

I enthusiastically support the County of Colusa's efforts to develop a comprehensive SRTS Plan funded through the Active Transportation Program.

Sincerely,



Ed Conrado  
School Board President  
Colusa County Office of Education  
[econrado@ccoe.net](mailto:econrado@ccoe.net)

March 4, 2015  
California Department of Transportation  
Division of Local Assistance  
Sacramento, CA  
c/o Colusa County Transportation Commission  
Scott Lanphier, Executive Director  
1215 Market Street  
Colusa, CA 95932

Re: Colusa County's Active Transportation Program Grant Application Letter of Support

Mr. Lanphier –

I support the County of Colusa's funding application for the development of a Safe Routes to School Plan. I feel this project is important because our community seeks to improve safety for children going to school and to increase the numbers of children walking and bicycling to school.

Colusa County is a rural county and does not have the infrastructure and programs that would support walking and bicycling to school. A comprehensive plan would help identify and prioritize improvements for implementation.

This application will establish a plan that identifies much needed infrastructure projects and education/encouragement programs, which will increase active transportation in Colusa County and improve the quality of life of our community.

Infrastructure projects on various streets adjacent to and leading to school sites will encourage the use of active modes of transportation and facilitate the achievement of the ATP goals, including:

- Increasing the proportion of trips accomplished by biking and walking;
- Increasing safety and mobility for non-motorized users;
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- Enhancing public health;
- Ensuring that disadvantaged communities, such as Arbuckle, Maxwell, and Grimes fully share in the benefits of the program; and
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The Colusa County SRTS Plan will also include identification of education and encouragement programs that will inspire and help our students, parents, school administrators, and others encourage more biking, walking, and rolling to school, improve public health, and foster the creation of a livable, sustainable community.

I appreciate the County's efforts on this front and look forward to future improvements, more mobility choices on our roadways, and increased safety. Active transportation provides many positive benefits that will be enjoyed by all.

I enthusiastically support the County of Colusa's efforts to develop a comprehensive SRTS Plan funded through the Active Transportation Program.

Sincerely,

A handwritten signature in cursive script that reads "Lisa Olivera".

Lisa Olivera  
Speech and Language Specialist  
Colusa County Office of Education  
3760 Mawson Road  
Meridian, CA 95957  
lolivera@ccoe.net



# WILLIAMS POLICE DEPARTMENT

C.R. Waugh, Interim Chief of Police

May 20, 2015  
California Department of Transportation  
Division of Local Assistance  
Sacramento, CA  
c/o Colusa County Transportation Commission  
Scott Lanphier, Executive Director  
1215 Market Street  
Colusa, CA 95932

Re: Colusa County's Active Transportation Program Grant Application Letter of Support

Mr. Lanphier –

The city of Williams Police Department supports the County of Colusa's funding application for the development of a Safe Routes to School Plan. We feel this project is important because our community seeks to improve safety for children going to school and to increase the numbers of children walking and bicycling to school.

On September 2, 2014 Williams experienced a tragic reminder of the importance of safe routes to school. That morning a seven year old boy was struck by a car and killed while walking with his brother to school.

This application will establish a plan that identifies much needed infrastructure projects and education/encouragement programs, which will increase active transportation throughout Colusa County and improve the quality of life of our community.

Infrastructure projects on various streets adjacent to and leading to school sites will encourage the use of active modes of transportation and facilitate the achievement of the ATP goals, including:

- Increasing the proportion of trips accomplished by biking and walking;
- Increasing safety and mobility for non-motorized users;
- Advancing the active transportation efforts of CCTC to achieve greenhouse gas reduction goals;
- Enhancing public health;
- Ensuring that disadvantaged communities, such as Williams fully share in the benefits of the program; and
- Providing a broad spectrum of projects to benefit many types of active transportation users.

The Colusa County SRTS Plan will also include identification of education and encouragement programs that will inspire and help our students, parents, school administrators, and others encourage more biking, walking, and rolling to school, improve public health, and foster the creation of a livable, sustainable community.

I appreciate the County's efforts on this front and look forward to future improvements, more mobility choices on our roadways, and increased safety. Active transportation provides many positive benefits that will be enjoyed by all.

I enthusiastically support the County of Colusa's efforts to develop a comprehensive SRTS Plan funded through the Active Transportation Program.

Sincerely,



C. R. Waugh  
Interim Chief of Police  
City of Williams Police Department  
700 North Street  
Williams, CA 95987  
530.473.3138  
rwaugh@williamspd.net

March 16, 2015

California Department of Transportation  
Division of Local Assistance  
Sacramento, CA  
c/o Colusa County Transportation Commission  
Scott Lanphier, Executive Director  
1215 Market Street  
Colusa, CA 95932

Re: Colusa County's Active Transportation Program Grant Application Letter of Support

Mr. Lanphier –

I support the County of Colusa's funding application for the development of a Safe Routes to School Plan. I feel this project is important because our community seeks to improve safety for children going to school and to increase the numbers of children walking and bicycling to school.

Colusa County is a rural county and does not have the infrastructure and programs that would support walking and bicycling to school. A comprehensive plan would help identify and prioritize improvements for implementation.

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I enthusiastically support the County of Colusa's efforts to develop a comprehensive SRTS Plan funded through the Active Transportation Program.

Sincerely,

Kathy Boehm, RN, MSN  
School Nurse  
Colusa County Office of Education  
101 Marguerite St., Suite A  
Williams, CA 95987

## WILLIAMS ELEMENTARY & UPPER ELEMENTARY SCHOOLS

P. O. Box 7/1404 E Street/300 11<sup>th</sup> Street - Williams, California 95987

[www.williamsusd.net](http://www.williamsusd.net)

Lynda Nichols, Principal

Denise Conrado, Assistant Principal

Williams Elementary  
Phone 530-473-2885  
Fax 530-473-3780

Williams Upper Elementary  
Phone 530-473-5304  
Fax 530-473-5928



### Williams Unified School District Vision:

*Students in Williams Unified will graduate with 21<sup>st</sup> century skills giving them true choices; career or college*

### Williams Elementary Schools' Mission:

*To ensure full access to learning, all students will: read at grade level by the end of 3<sup>rd</sup> grade and practice Communication, Collaboration, Critical Thinking, and Creativity daily*

April 16, 2015

California Department of Transportation  
Division of Local Assistance  
Sacramento, CA  
c/o Colusa County Transportation Commission  
Scott Lanphier, Executive Director  
1215 Market Street  
Colusa, CA 95932

Re: Colusa County's Active Transportation Program Grant Application Letter of Support

Mr. Lanphier –

I support the County of Colusa's funding application for the development of a Safe Routes to School Plan. I feel this project is important because our community seeks to improve safety for children going to school and to increase the numbers of children walking and bicycling to school.

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- Increasing the proportion of trips accomplished by biking and walking;
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- Enhancing public health;
- Ensuring that disadvantaged communities, such as Arbuckle, Maxwell, and Grimes fully share in the benefits of the program; and
- Providing a broad spectrum of projects to benefit many types of active transportation users.

## WILLIAMS ELEMENTARY & UPPER ELEMENTARY SCHOOLS

P. O. Box 7/1404 E Street/300 11<sup>th</sup> Street - Williams, California 95987

[www.williamsusd.net](http://www.williamsusd.net)

Lynda Nichols, Principal

Denise Conrado, Assistant Principal

Williams Elementary

Phone 530-473-2885

Fax 530-473-3780

Williams Upper Elementary

Phone 530-473-5304

Fax 530-473-5928



### Williams Unified School District Vision:

*Students in Williams Unified will graduate with 21<sup>st</sup> century skills giving them true choices; career or college*

### Williams Elementary Schools' Mission:

*To ensure full access to learning, all students will: read at grade level by the end of 3<sup>rd</sup> grade and practice Communication, Collaboration, Critical Thinking, and Creativity daily*

The Colusa County SRTS Plan will also include identification of education and encouragement programs that will inspire and help our students, parents, school administrators, and others encourage more biking, walking, and rolling to school, improve public health, and foster the creation of a livable, sustainable community.

I appreciate the County's efforts on this front and look forward to future improvements, more mobility choices on our roadways, and increased safety. Active transportation provides many positive benefits that will be enjoyed by all.

I enthusiastically support the County of Colusa's efforts to develop a comprehensive SRTS Plan funded through the Active Transportation Program.

Sincerely,

A handwritten signature in cursive that reads "Denise Conrado".

Denise Conrado, MA  
Assistant Principal  
Williams Upper Elementary School  
300 11<sup>th</sup> St.  
Williams, CA 95987

RICH RHODES, Ed.D.  
Superintendent/Principal

BOARD OF TRUSTEES

*Diana Kemp-Azevedo*  
*Tom Charter*  
*Cristy Edwards*  
*Kim Giffin*  
*Kelly Haywood*

## MAXWELL UNIFIED SCHOOL DISTRICT

515 W. Oak Street • P.O. Box 788  
Maxwell, California 95955-0788

DISTRICT/HIGH SCHOOL  
(530) 438-2291

Fax (530) 438-2693

DISTRICT BUSINESS OFFICE  
(530) 438-2052

Fax (530) 438-2693

ELEMENTARY SCHOOL

(530) 438-2401

Fax (530) 438-2460

May 6, 2015

California Department of Transportation  
Division of Local Assistance  
Sacramento, CA  
C/o Colusa County Transportation Commission  
Scott Lanphier, Executive Director  
1215 Market Street  
Colusa, CA 95932

Re: Colusa County's Active Transportation Program Grant Application Letter of Support

Mr. Lanphier –

Maxwell Elementary supports the County of Colusa's funding application for the development of a Safe Routes to School Plan. We feel this project is important because our community seeks to improve safety for children going to school and to increase the numbers of children walking and bicycling to school.

Colusa County is a rural county and does not have the infrastructure and programs that would support walking and bicycling to school. A comprehensive plan would help identify and prioritize improvements for implementation.

This application will establish a plan that identifies much needed infrastructure projects and education/encouragement programs, which will increase active transportation in Colusa County and improve the quality of life of our community.

Infrastructure projects on various streets adjacent to and leading to school sites will encourage the use of active modes of transportation and facilitate the achievement of the ATP goals, including:

- Increasing the proportion of trips accomplished by biking and walking;
- Increasing safety and mobility for non-motorized users;
- Advancing the active transportation efforts of CCTC to achieve greenhouse gas reduction goals;
- Enhancing public health;
- Ensuring that disadvantaged communities, such as Arbuckle, Maxwell, and Grimes fully share in the benefits of the program; and
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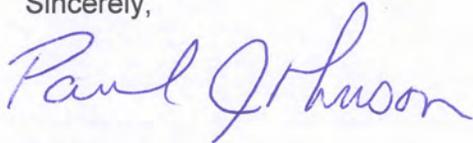
The Colusa County SRTS Plan will also include identification of education and encouragement programs that will inspire and help our students, parents, school administrators, and others.

encourage more biking, walking, and rolling to school, improve public health, and foster the creation of a livable, sustainable community.

I appreciate the County's efforts on this front and look forward to future improvements, more mobility choices on our roadways, and increased safety. Active transportation provides many positive benefits that will be enjoyed by all.

I enthusiastically support the County of Colusa's efforts to develop a comprehensive SRTS Plan funded through the Active Transportation Program.

Sincerely,



Paul Johnson  
Principal  
Maxwell Elementary  
146 North Street, PO Box 788  
Maxwell, CA 95955  
530-438-2401

# WILLIAMS UNIFIED SCHOOL DISTRICT

P. O. Box 7 - 260 Eleventh Street - Williams, California 95987  
www.williamsusd.net

**JENNIFER FOGLESONG, SUPERINTENDENT**

District Office 530-473-2550

Fax 530-473-5894

*"Students in Williams Unified will graduate with 21st century skills giving them true choices; career or college"*

LYNDA NICHOLS, Principal  
DENISE CONRADO, Assistant Principal  
K-6 Elementary Schools

Phone: 530-473-2885 (K-3) Fax: 530-473-3780 (K-3)

Phone: 530-473-5304 (Grades 4-6) Fax: 530-473-5928 (Grades 4-6)

DR. NICHOLAS R. RICHTER, Principal  
ROSA VILLASEÑOR, Assistant Principal  
7-12 Secondary Schools

Phone: 530-473-5369

Fax: 530-473-5540

May 5, 2015

California Department of Transportation  
Division of Local Assistance  
Sacramento, CA  
c/o Colusa County Transportation Commission  
Scott Lanphier, Executive Director  
1215 Market Street  
Colusa, CA 95932

Re: Colusa County's Active Transportation Program Grant Application Letter of Support

Mr. Lanphier –

I support the County of Colusa's funding application for the development of a Safe Routes to School Plan. I feel this project is important because our community seeks to improve safety for children going to school and to increase the numbers of children walking and bicycling to school.

Colusa County is a rural county and does not have the infrastructure and programs that would support walking and bicycling to school. A comprehensive plan would help identify and prioritize improvements for implementation.

This application will establish a plan that identifies much needed infrastructure projects and education/encouragement programs, which will increase active transportation in Colusa County and improve the quality of life of our community.

Infrastructure projects on various streets adjacent to and leading to school sites will encourage the use of active modes of transportation and facilitate the achievement of the ATP goals, including:

- Increasing the proportion of trips accomplished by biking and walking;
- Increasing safety and mobility for non-motorized users;
- Advancing the active transportation efforts of CCTC to achieve greenhouse gas reduction goals;
- Enhancing public health;
- Ensuring that disadvantaged communities, such as Arbuckle, Maxwell, and Grimes fully share in the benefits of the program; and

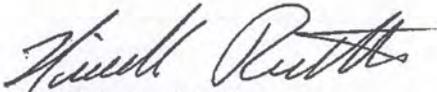
- Providing a broad spectrum of projects to benefit many types of active transportation users.

The Colusa County SRTS Plan will also include identification of education and encouragement programs that will inspire and help our students, parents, school administrators, and others encourage more biking, walking, and rolling to school, improve public health, and foster the creation of a livable, sustainable community.

I appreciate the County's efforts on this front and look forward to future improvements, more mobility choices on our roadways, and increased safety. Active transportation provides many positive benefits that will be enjoyed by all.

I enthusiastically support the County of Colusa's efforts to develop a comprehensive SRTS Plan funded through the Active Transportation Program.

Sincerely,



Dr. Nicholas Richter  
Principal,  
Williams Jr/Sr High School  
222 Eleventh St.  
Williams, CA 95987

## WILLIAMS ELEMENTARY & UPPER ELEMENTARY SCHOOLS

P. O. Box 7/1404 E. Street/300 11<sup>th</sup> Street - Williams, California 95987

[www.williamsusd.net](http://www.williamsusd.net)

Lynda Nichols, Principal

Denise Conrado, Assistant Principal

Williams Elementary

Phone 530-473-2885

Fax 530-473-3780

Williams Upper Elementary

Phone 530-473-5304

Fax 530-473-5928



### Williams Unified School District Vision:

*Students in Williams Unified will graduate with 21<sup>st</sup> century skills giving them true choices; career or college*

### Williams Elementary Schools' Mission:

*To ensure full access to learning, all students will: read at grade level by the end of 3<sup>rd</sup> grade and practice Communication, Collaboration, Critical Thinking, and Creativity daily*

April 16, 2015

California Department of Transportation  
Division of Local Assistance  
Sacramento, CA  
c/o Colusa County Transportation Commission  
Scott Lanphier, Executive Director  
1215 Market Street  
Colusa, CA 95932

Re: Colusa County's Active Transportation Program Grant Application Letter of Support

Mr. Lanphier –

I support the County of Colusa's funding application for the development of a Safe Routes to School Plan. I feel this project is important because our community seeks to improve safety for children going to school and to increase the numbers of children walking and bicycling to school.

Colusa County is a rural county and does not have the infrastructure and programs that would support walking and bicycling to school. A comprehensive plan would help identify and prioritize improvements for implementation.

This application will establish a plan that identifies much needed infrastructure projects and education/encouragement programs, which will increase active transportation in Colusa County and improve the quality of life of our community.

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- Increasing the proportion of trips accomplished by biking and walking;
- Increasing safety and mobility for non-motorized users;
- Advancing the active transportation efforts of CCTC to achieve greenhouse gas reduction goals;
- Enhancing public health;
- Ensuring that disadvantaged communities, such as Arbuckle, Maxwell, and Grimes fully share in the benefits of the program; and
- Providing a broad spectrum of projects to benefit many types of active transportation users.

## WILLIAMS ELEMENTARY & UPPER ELEMENTARY SCHOOLS

P. O. Box 7/1404 E Street/300 11<sup>th</sup> Street - Williams, California 95987

[www.williamsusd.net](http://www.williamsusd.net)

Lynda Nichols, Principal

Denise Conrado, Assistant Principal



Williams Elementary  
Phone 530-473-2885  
Fax 530-473-3780

Williams Upper Elementary  
Phone 530-473-5304  
Fax 530-473-5928



### Williams Unified School District Vision:

*Students in Williams Unified will graduate with 21<sup>st</sup> century skills giving them true choices;  
career or college*

### Williams Elementary Schools' Mission:

*To ensure full access to learning, all students will: read at grade level by the end of 3<sup>rd</sup> grade and practice  
Communication, Collaboration, Critical Thinking, and Creativity daily*

The Colusa County SRTS Plan will also include identification of education and encouragement programs that will inspire and help our students, parents, school administrators, and others encourage more biking, walking, and rolling to school, improve public health, and foster the creation of a livable, sustainable community.

I appreciate the County's efforts on this front and look forward to future improvements, more mobility choices on our roadways, and increased safety. Active transportation provides many positive benefits that will be enjoyed by all.

I enthusiastically support the County of Colusa's efforts to develop a comprehensive SRTS Plan funded through the Active Transportation Program.

Sincerely,

A handwritten signature in cursive script that reads "Denise Conrado".

Denise Conrado, MA  
Assistant Principal  
Williams Upper Elementary School  
300 11<sup>th</sup> St.  
Williams, CA 95987

# Arbuckle Elementary School

P. O. Box 100 / 701 Hall St., Arbuckle, CA 95912

Phone (530) 476-2522 Fax (530) 476-2234

Summer Shadley, Principal

A Place to Learn

A Place to Grow

A Place to be Safe

A Place to be Proud

March 16, 2015

RECEIVED

APR 01 2015

Colusa County Public Works

California Department of Transportation  
Division of Local Assistance  
Sacramento, CA  
c/o Colusa County Transportation Commission  
Scott Lanphier, Executive Director  
1215 Market Street  
Colusa, CA 95932

Re: Colusa County's Active Transportation Program Grant Application Letter of Support

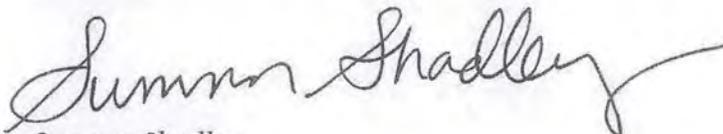
Mr. Lanphier,

Arbuckle Elementary supports the County of Colusa's funding application for the development of a Safe Routes to School Plan. Colusa County is comprised of several rural communities and lacks the ability to fund infrastructure development.

The Pierce Joint Unified Safety Committee which is comprised of district representatives, California Highway Patrol, Arbuckle Fire Department, Colusa County Sherriff's Department and representation from Colusa County Transportation Commission have found it necessary to create a plan that will help ensure the safety of children coming to and from school in Arbuckle. The safety of the children is our number one concern and it is our duty to ensure we have done everything possible to prevent tragedies that have been experienced recently in Colusa County.

On the average school day you will see congestion at our main intersection at Wildwood and Hillgate. This intersection is the main access point to Pierce High School and Johnson Junior High. Currently, this intersection is a 4-way stop. The crossing guard is expected to cross students at four different places. The freeway off ramp also exists at the intersection and during the morning and afternoon can cause backup. For the reasons listed I fully support the county and its efforts to secure a grant that would help create a plan that would increase safety through creating a plan for future improvements.

Sincerely,



Summer Shadley  
Principal  
Arbuckle Elementary and Grand Island Elementary  
701 Hall St., P.O. Box 100, Arbuckle, CA 95912  
530-476-2522/sshadley@pierce.k12.ca.us

# LLOYD G. JOHNSON JUNIOR HIGH

*A Place to Learn    A Place to Grow    A Place to be Safe    A Place to be Proud*

*Educating Students Today for a World of Tomorrow*

938 Wildwood Rd.

Arbuckle, CA 95912

(530) 476-3261 Fax (530)476-2017

March 19, 2015

California Department of Transportation  
Division of Local Assistance  
Sacramento, CA  
C/o Colusa County Transportation Commission  
Scott Lanphier, Executive Director  
1215 Market Street  
Colusa, CA 95932

RECEIVED  
MAR 30 2015  
Colusa County Public Works

RE: Colusa County's Active Transportation Program Grant Application Letter of Support

Mr. Lanphier,

Johnson Jr. High supports the County of Colusa's funding application for the development of a Safe Routes to School Plan. We feel this project is important because our community seeks to improve safety for children going to school and to increase the numbers of children walking and bicycling to school.

Colusa County is a rural county and does not have the infrastructure and programs that would support walking and bicycling to school. A comprehensive plan would help identify and prioritize improvements for implementation.

I am writing to you today in support of the Active Transportation Program (ATP) grant application you are submitting to Caltrans in the coming days. This application will pursue important funding to establish a plan that identifies much needed infrastructure projects and education/encouragement programs, which will increase active transportation in Colusa County and improve the quality of life of our community.

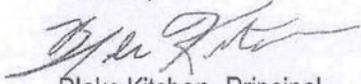
Infrastructure projects on various streets adjacent to and leading to school sites will encourage the use of active modes of transportation and facilitate the achievement of the ATP goals, including:

- Increasing the proportion of trips accomplished by biking and walking
- Increasing safety and mobility for non-motorized users
- Advancing the active transportation efforts of CCTC to achieve greenhouse gas reduction goals
- Enhancing public health
- Ensuring that disadvantaged communities, such as Arbuckle, Maxwell, and Grimes fully share in the benefits of the program
- Providing a broad spectrum of projects to benefit many types of active transportation users.

The Colusa County SRTS Plan request must also include funding for identification of education and encouragement programs that will inspire more community members to use active transportation in their daily lives providing significant benefits throughout the County. In particular, funding support for the robust Colusa County Safe Routes to School Program and that will help out students, parents, school administrators, and others to encourage more biking, walking, and rolling to school, improve public health, and foster the creation of a livable, sustainable community.

A robust ATP grant with requests for infrastructure projects and educational/encouragement programs is important for Colusa County, I appreciate the County's efforts on this front and look forward to a safe environment.

Sincerely,

A handwritten signature in black ink, appearing to read "Blake Kitchen", written in a cursive style.

Blake Kitchen, Principal



Pierce High School  
Application Number CS 0150 County-1

960 Wildwood Rd  
Arbuckle, CA 95912  
(530) 476-2277 Phone  
(530) 476-3285 Fax

<http://pierce.phs.schooldesk.net>

George Griffin, Principal  
Donald Friel, Vice Principal  
Perla Duarte, Counselor

RECEIVED

MAR 23 2015

March 13, 2015  
California Department of Transportation  
Division of Local Assistance  
Sacramento, CA  
c/o Colusa County Transportation Commission  
Scott Lanphier, Executive Director  
1215 Market Street  
Colusa, CA 95932

Colusa County Public Works

Re: Colusa County's Active Transportation Program Grant Application  
Letter of Support

Mr. Lanphier –

Pierce High School faculty, parents and students support the County of Colusa's funding application for the development of a Safe Routes to School Plan. We feel this project is important because our community seeks to improve safety for children going to school and to increase the numbers of children walking and bicycling to school.

Colusa County is a rural county and does not have the infrastructure and programs that would support walking and bicycling to school. A comprehensive plan would help identify and prioritize improvements for implementation.

This application will establish a plan that identifies much needed infrastructure projects and education/encouragement programs, which will increase active transportation in Colusa County and improve the quality of life of our community.

Infrastructure projects on various streets adjacent to and leading to school sites will encourage the use of active modes of transportation and facilitate the achievement of the ATP goals, including:

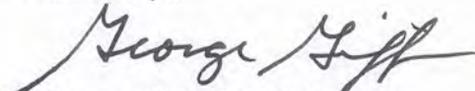
- Increasing the proportion of trips accomplished by biking and walking;
- Increasing safety and mobility for non-motorized users;
- Advancing the active transportation efforts of CCTC to achieve greenhouse gas reduction goals;
- Enhancing public health;
- Ensuring that disadvantaged communities, such as Arbuckle, Maxwell, and Grimes fully share in the benefits of the program; and
- Providing a broad spectrum of projects to benefit many types of active transportation users.

The Colusa County SRTS Plan will also include identification of education and encouragement programs that will inspire and help our students, parents, school administrators, and others encourage more biking, walking, and rolling to school, improve public health, and foster the creation of a livable, sustainable community.

We appreciate the County's efforts on this front and look forward to future improvements, more mobility choices on our roadways, and increased safety. Active transportation provides many positive benefits that will be enjoyed by all.

We enthusiastically support the County of Colusa's efforts to develop a comprehensive SRTS Plan funded through the Active Transportation Program.

Sincerely,



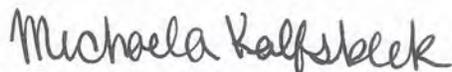
George Griffin, Principal



Susan Stassi, Parent & PHS/AAHS Site Council President



Charles Franklin, Teacher & PJUEA President



Michaela Kalfsbeek, Student & Associated Student Body President

# BURCHFIELD PRIMARY SCHOOL

400 FREMONT STREET, COLUSA, CA 95932  
PHONE: (530) 458-5853 • FAX: (530) 458-8874

MARIA ARVIZU-ESPINOZA  
PRINCIPAL

April 23, 2015

California Department of Transportation  
Division of Local Assistance  
Sacramento, CA

c/o Colusa County Transportation Commission  
Scott Lanphier, Executive Director  
1215 Market Street  
Colusa, CA 95932

Re: Colusa County's Active Transportation Program Grant Application Letter of Support

Mr. Lanphier:

Burchfield Primary School supports the County of Colusa's funding application for the development of a Safe Routes to School Plan. We feel this project is important because our community seeks to improve safety for children going to school and to increase the numbers of children walking and bicycling to school.

Colusa County is a rural county and does not have the infrastructure and programs that would support walking and bicycling to school. A comprehensive plan would help identify and prioritize improvements for implementation.

This application will establish a plan that identifies much needed infrastructure projects and education/encouragement programs, which will increase active transportation in Colusa County and improve the quality of life of our community.

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- Increasing safety and mobility for non-motorized users;
- Advancing the active transportation efforts of CCTC to achieve greenhouse gas reduction goals;
- Enhancing public health;
- Ensuring that disadvantaged communities, such as Arbuckle, Maxwell, and Grimes fully share in the benefits of the program; and
- Providing a broad spectrum of projects to benefit many types of active transportation users.

The Colusa County SRTS Plan will also include identification of education and encouragement programs that will inspire and help our students, parents, school administrators, and others encourage more biking, walking, and rolling to school, improve public health, and foster the creation of a livable, sustainable community.

I appreciate the County's efforts on this front and look forward to future improvements, more mobility choices on our roadways, and increased safety. Active transportation provides many positive benefits that will be enjoyed by all.

I enthusiastically support the County of Colusa's efforts to develop a comprehensive SRTS Plan funded through the Active Transportation Program.

Sincerely,



Maria Arvizu-Espinoza  
mespinoza@colusa.k12.ca.us

ERIKA LEMENAGER  
Vice-Principal  
KATHY APLANALP  
Counselor  
BARBARA REECE  
Administrative Assistant

## GEORGE T. EGLING MIDDLE SCHOOL

813 WEBSTER STREET, COLUSA, CA 95932

TELEPHONE: (530) 458-7631

FAX: (530) 458-8107

JODY JOHNSTON, Principal



April 23, 2015

California Department of Transportation  
Division of Local Assistance  
Sacramento, CA  
c/o Colusa County Transportation Commission  
Scott Lanphier, Executive Director  
1215 Market Street  
Colusa, CA 95932

RECEIVED

APR 27 2015

Colusa County Public Works

Re: Colusa County's Active Transportation Program Grant Application Letter of Support

Mr. Lanphier –

Egling Middle School supports the County of Colusa's funding application for the development of a Safe Routes to School Plan. We feel this projects important because our community seeks to improve safety for children going to school and to increase the numbers of children walking and bicycling to school.

Colusa County is a rural county and does not have the infrastructure and programs that would support walking and bicycling to school. A comprehensive plan would help identify and prioritize improvements for implementation.

This application will establish a plan that identifies much needed infrastructure projects and education/encouragement programs, which will increase active transportation in Colusa County and improve the quality of life of our community.

Infrastructure projects on various streets adjacent to and leading to school sites will encourage the use of active modes of transportation and facilitate the achievement of the ATP goals, including:

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- Advancing the active transportation efforts of CCTC to achieve greenhouse gas reduction goals;
- Enhancing public health;
- Ensuring that disadvantaged communities, such as Arbuckle, Maxwell, and Grimes fully share in the benefits of the program; and
- Providing a broad spectrum of projects to benefit many types of active transportation users.

The Colusa County SRTS Plan will also include identification of education and encouragement programs that will inspire and help our students, parents, school administrators, and others encourage more biking, walking, and rolling to school, improve public health, and foster the creation of a livable, sustainable community.

I appreciate the County's efforts on this front and look forward to future improvements, more mobility choices on our roadways, and increased safety. Active transportation provides many positive benefits that will be enjoyed by all.

I enthusiastically support the County of Colusa's efforts to develop a comprehensive SRTS Plan funded through the Active Transportation Program.

Sincerely,

Jody Johnston  
Principal  
Egling Middle School  
813 Webster Street  
Colusa, CA 95932  
530.458.7631  
jjohnston@colusa.k12.ca.us



## WILLIAMS FIRE PROTECTION AUTHORITY

---

810 E Street • P.O. Box 755 • Williams, California 95987  
(530) 473-2269 • Fax: (530) 473-3174 • E-mail: wfpa@frontiernet.net

May 6, 2015

California Department of Transportation  
Division of Local Assistance  
Sacramento, CA  
c/o Colusa County Transportation Commission  
Scott Lanphier, Executive Director  
1215 Market Street  
Colusa, CA 95932

RE: Colusa County's Active Transportation Program Grant Application Letter of Support

Mr. Lanphier,

In the fall of 2014, the Williams Community mourned the loss of a 7 year old boy who was struck by a vehicle when he was walking to school. The Williams Fire Protection Authority supports the County of Colusa's funding application for the development of a Safe Routes to School Plan. We feel this project is important because our community seeks to improve safety for children going to school and to increase the numbers of children walking and bicycling to school.

Colusa County is a rural county that does not have the infrastructure and programs that would support walking and bicycling to school. A comprehensive plan would help identify and prioritize improvements for implementation.

We feel that this application will establish a plan that identifies much needed infrastructure projects and education/encouragement programs, which will increase active transportation in Colusa County and improve the quality of life of our community.

Infrastructure projects on various streets adjacent to and leading to school sites will encourage the use of active modes of transportation and facilitate the achievement of the ATP goals, including:

- Increasing the proportion of trips accomplished by biking and walking;
- Increasing the safety and mobility for non-motorized users;
- Advancing the active transportation efforts of CCTC to achieve greenhouse gas reduction goals;
- Enhancing public health;

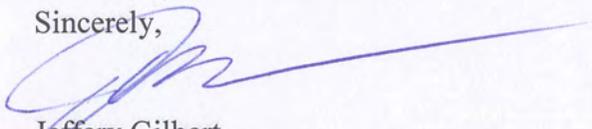
- Ensuring that disadvantaged communities, such as Arbuckle, Maxwell, and Grimes fully share in the benefits of the program; and
- Providing a broad spectrum of projects to benefit many types of active transportation users.

The Colusa County Safe Routes to School Plan will also include identification of education and encouragement programs that will inspire and help our students, parents, school administrators, and others encourage more biking, walking, and rolling to school, improve public health, and foster the creation of a livable, sustainable community.

We appreciate the County's efforts on this front and look forward to future improvements, more mobility choices on our roadways, and increased safety. Active transportation provides many positive benefits that will be enjoyed by all.

We fully support the County of Colusa's efforts to develop a comprehensive Safe Routes to School Plan funded through the Active Transportation Program.

Sincerely,



Jeffery Gilbert  
Fire Chief  
Williams Fire Protection Authority  
P.O. Box 755  
Williams, CA 95987  
(530) 473-2269  
wfdc300@frontiernet.net

## **Princeton Fire Protection District**

Andy Ferrendelli, Chief  
PO Box 176  
Princeton, CA 95970

May 14, 2015

California Department of Transportation  
Division of Local Assistance  
Sacramento, CA  
c/o Colusa County Transportation Commission  
Scott Lanphier, Executive Director  
1215 Market Street  
Colusa, CA 95932

Re: Colusa County's Active Transportation Program Grant Application Letter of Support

Mr. Lanphier:

I support the County of Colusa's funding application for the development of a Safe Routes to School Plan. This project is important to our community and to all communities in Colusa County to improve safety for children going to and from school and to encourage a larger number of children to walk and bicycle to and from school.

Colusa County is a rural county and does not have the infrastructure and programs that would support walking and bicycling to and from school. A comprehensive plan would help identify and prioritize improvements for implementation.

This application will establish a plan that identifies much needed infrastructure projects and education/encouragement programs, which will increase active transportation in Colusa County and improve the quality of life of our community.

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- Increasing the proportion of trips accomplished by bicycling and walking;
- Increasing safety and mobility for non-motorized users;
- Advancing the active transportation efforts of CCTC to achieve greenhouse gas reduction goals;
- Enhancing public health;
- Ensuring that disadvantaged communities, such as Arbuckle, Maxwell, Princeton and Grimes fully share in the benefits of the program; and
- Providing a broad spectrum of projects to benefit many types of active transportation users.

The Colusa County SRTS Plan will also include identification of education and encouragement programs that will inspire and help our students, parents, school administrators, and others by encouraging more bicycling, walking, and rolling to school, improve public health, and foster the creation of a livable, sustainable community.

I appreciate Colusa County's efforts on this front and look forward to future improvements, with more mobility choices on our roadways, with increased safety. Active transportation provides many positive benefits that will be enjoyed by all.

I enthusiastically support the County of Colusa's efforts to develop a comprehensive SRTS Plan funded through the Active Transportation Program.

Sincerely,

*Andy Ferrendelli*

Andy Ferrendelli, Chief  
Princeton Fire Protection District  
PO Box 176  
Princeton, CA 95970

BOARD OF DIRECTORS  
Charles Manhart  
David Burgess  
Micheel F. Doherty  
Clark Ormbaum  
Charles C. Grimmer

# ARBUCKLE-COLLEGE CITY FIRE DISTRICT

Casey J. Cox, Chief  
Telephone: (530) 476-2231

P.O. BOX 727

ARBUCKLE, CALIFORNIA 95912

March 23, 2015

California Department of Transportation  
Division of Local Assistance  
Sacramento, CA  
c/o Colusa County Transportation Commission  
Scott Lanphier, Executive Director  
1215 Market Street  
Colusa, CA 95932

RE: Colusa County's Active Transportation Program Grant Application of Support

Mr. Lanphier,

The Arbuckle-College City Fire Protection District supports the County of Colusa's funding application for the development of a Safe Routes to School Plan. We feel this project is important because our community seeks to improve safety for children going to and from school and to increase the numbers of children walking and bicycling to and from school.

Colusa County is a rural county and would benefit with funding for infrastructure and programs that would support children walking and bicycling to and from school. A comprehensive plan would help identify and prioritize improvements needed for implementation. This application helps identify much needed infrastructure projects, identify education/encouragement programs that will increase active transportation in Colusa County and improve the over-all quality of life for everyone in our communities.

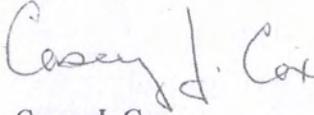
Infrastructure projects on various streets adjacent to and leading to school sites will encourage the use of active modes of transportation and facilitate the achievement of the ATP goals including those listed below:

- Increasing the proportion of trips accomplished by bicycling and walking;
- Increase safety and mobility for non-motorized users;
- Advancing the active transportation efforts of CCTC to achieve greenhouse gas reduction goals;
- Enhancing public health;
- Ensuring that disadvantaged communities, such as Arbuckle, Maxwell, and Grimes fully share in the benefits of the program; and
- Providing a broad spectrum of projects to benefit many types of active transportation users.

The Colusa County SRTS Plan will also include identification of education and encouragement programs that will inspire and will help our students, parents, school administrators, and others to encourage more biking, walking, and rolling to school. It will help improve public health and foster the creation a livable and sustainable community.

We appreciate the County's efforts on this front and look forward to future improvements to more mobility choices on our roadways and increased safety. Active transportation provides many positive benefits that will be enjoyed by all communities.

Sincerely,

A handwritten signature in black ink that reads "Casey J. Cox". The signature is written in a cursive style with a large initial 'C'.

Casey J. Cox  
Fire Chief  
ACCFPD

March 25, 2015

California Department of Transportation  
Division of Local Assistance  
Sacramento, CA  
c/o Colusa County Transportation Commission  
Scott Lanphier Executive Director  
1215 Market Street  
Colusa, Ca 95932

**Re: Colusa County's Active Transportation Program Grant  
Application Letter of Support**

Mr. Lanphier,

I am writing to you in support of the Active Transportation Grant. Our community would benefit greatly with any improvement that can be added to help make walking or biking to school safe. As the parent of 3 children who walk to school in Arbuckle, I worry from the minute they walk out the door until I know that they arrive safely at home at the end of the day. The corner of Hillgate and Wildwood Roads is a congested mess before and after school every day. One child has already been hit in the cross walk walking to school, our school district has done its best to provide a crossing guard but we still need to implement a comprehensive plan to support our children. As we encourage our kids to go out and get exercise and save the environment by walking or riding a bike we should also show them that safety is a priority. The ATP Grant will help provide educational programs and encouragement that is important to Colusa County. I support Colusa County's efforts in trying to develop a comprehensive SRTS Plan funded through the Active Transportation Program.

Sincerely,

Nadine High  
Parent & Pierce Joint Unified School Board Trustee  
6621 Hillgate Road  
Arbuckle, CA 95912  
[Hizaman@frontiernet.net](mailto:Hizaman@frontiernet.net)  
(530)476-3159

March 10, 2014  
California Department of Transportation  
Division of Local Assistance  
Sacramento, CA  
c/o Colusa County Transportation Commission  
Scott Lanphier, Executive Director  
1215 Market Street  
Colusa, CA 95932

Re: Colusa County's Active Transportation Program Grant Application Letter of Support

Mr. Lanphier –

Betty Huson, as a resident and grandparent of Colusa County students, supports the County of Colusa's funding application for the development of a Safe Routes to School Plan. I feel this project is important because our community seeks to improve safety for children going to school and to increase the numbers of children walking and bicycling to school.

Colusa County is a rural county and does not have the infrastructure and programs that would support walking and bicycling to school. A comprehensive plan would help identify and prioritize improvements for implementation.

This application will establish a plan that identifies much needed infrastructure projects and education/encouragement programs, which will increase active transportation in Colusa County and improve the quality of life of our community.

Infrastructure projects on various streets adjacent to and leading to school sites will encourage the use of active modes of transportation and facilitate the achievement of the ATP goals, including:

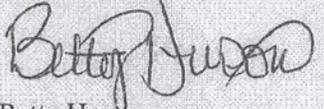
- Increasing the proportion of trips accomplished by biking and walking;
- Increasing safety and mobility for non-motorized users;
- Advancing the active transportation efforts of CCTC to achieve greenhouse gas reduction goals;
- Enhancing public health;
- Ensuring that disadvantaged communities, such as Arbuckle, Maxwell, and Grimes fully share in the benefits of the program; and
- Providing a broad spectrum of projects to benefit many types of active transportation users.

The Colusa County SRTS Plan will also include identification of education and encouragement programs that will inspire and help our students, parents, school administrators, and others encourage more biking, walking, and rolling to school, improve public health, and foster the creation of a livable, sustainable community.

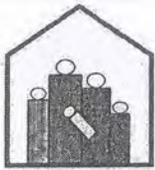
I appreciate the County's efforts on this front and look forward to future improvements, more mobility choices on our roadways, and increased safety. Active transportation provides many positive benefits that will be enjoyed by all.

I enthusiastically support the County of Colusa's efforts to develop a comprehensive SRTS Plan funded through the Active Transportation Program.

Sincerely,

A handwritten signature in cursive script that reads "Betty Huson".

Betty Huson  
1018 Nicolaus Drive  
Williams, CA 95987  
bhuson50@gmail.com



Family Action Centers  
of Colusa County  
We're here for you...  
The Community!

P.O. Box 751  
Arbuckle CA, 9912

March 16, 2015  
California Department of Transportation  
Division of Local Assistance  
Sacramento, CA  
c/o Colusa County Transportation Commission  
Scott Lanphier, Executive Director  
1215 Market Street  
Colusa, CA 95932

Re: Colusa County's Active Transportation Program Grant Application Letter of Support

Mr. Lanphier –

The Family Action Centers of Colusa County supports the County of Colusa's funding application for the development of a Safe Routes to School Plan. We feel this project is important because our community seeks to improve safety for children going to school and to increase the numbers of children walking and bicycling to school.

Colusa County is a rural county and does not have the infrastructure and programs that would support walking and bicycling to school. A comprehensive plan would help identify and prioritize improvements for implementation.

I am writing to you today in support of the Active Transportation Program (ATP) grant application you are submitting to Caltrans in the coming days. This application will pursue important funding for establishing a plan that identifies much needed infrastructure projects and education/encouragement programs, which will increase active transportation in Colusa County and improve the quality of life of our community.

Infrastructure projects on various streets adjacent to and leading to school sites will encourage the use of active modes of transportation and facilitate the achievement of the ATP goals, including:

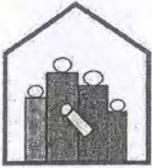
- Increasing the proportion of trips accomplished by biking and walking;
- Increasing safety and mobility for non-motorized users;
- Advancing the active transportation efforts of CCTC to achieve greenhouse gas reduction goals;
- Enhancing public health;

**Williams Family Action Center**

602 12th Street/P.O. Box 336  
Williams CA, 95987  
Phone/Fax: 530-473-5400  
Please call prior to faxing  
Website: [www.Williamsfac.org](http://www.Williamsfac.org)

**Arbuckle Family Action Center**

812 King Street /P.O. Box 751  
Arbuckle CA, 95912  
Phone: 530-476-0822  
Fax: 530-476-0924  
Website: [www.Arbucklefac.org](http://www.Arbucklefac.org)



Family Action Centers  
of Colusa County

We're here for you...  
The Community!

P.O. Box 751  
Arbuckle CA, 9912

- Ensuring that disadvantaged communities, such as Arbuckle, Maxwell, and Grimes fully share in the benefits of the program; and
- Providing a broad spectrum of projects to benefit many types of active transportation users.

The grant Colusa County SRTS Plan request must also include funding for identification of education and encouragement programs that will inspire more community members to use active transportation in their daily lives providing significant benefits throughout the County. In particular, funding support for a robust Colusa County Safe Routes to School Program and will help our students, parents, school administrators, and others encourage more biking, walking, and rolling to school, improve public health, and foster the creation of a livable, sustainable community.

A robust ATP grant with requests for infrastructure projects and educational/encouragement programs is important for Colusa County. I appreciate the County's efforts on this front and look forward to future improvements, more mobility choices on our roadways, and increased safety. Active transportation provides many positive benefits that will be enjoyed by all.

Sincerely,

Lora Ceccon, Chair  
Family Action Centers of Colusa County  
P O Box 751  
Arbuckle, CA 95912

**Williams Family Action Center**  
602 12th Street/P.O. Box 336  
Williams CA, 95987  
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March 28, 2015  
California Department of Transportation  
Division of Local Assistance  
Sacramento, CA  
c/o Colusa County Transportation Commission  
Scott Lanphier, Executive Director  
1215 Market Street  
Colusa, CA 95932

RECEIVED

APR 03 2015

Colusa County Public Works

Re: Colusa County's Active Transportation Program Grant Application Letter of Support

Mr. Lanphier,

Ariel Alonso supports the County of Colusa's funding application for the development of a Safe Routes to School Plan. We feel this project is extremely important because our community seeks to improve safety for the growing number of children that are walking and riding bikes to the various school sites in Arbuckle. Over the last 10 years we have had several housing developments built in our community that have increased the number of children walking and riding bikes to school. The infrastructure and programs have not been provided to coincide with this growth in Arbuckle to support or ensure a safer route for the children to get to school.

Colusa County is a rural county and does not have the infrastructure and programs that would support walking and bicycling to school. A comprehensive plan would help identify and prioritize improvements for implementation.

This funding application will establish a plan that will help identify the much needed infrastructure projects and education programs needed in Colusa County to increase the safety of our children to get to school as well as improve the quality of life in our community.

Infrastructure projects on various streets adjacent to and leading to school sites will encourage the use of active modes of transportation and facilitate the achievement of the Active Transport Program goals, including:

- Increasing the proportion of trips accomplished by walking and biking
- Increasing safety and mobility for non-motorized users

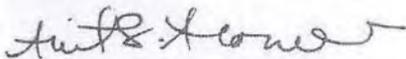
- Advancing the active transportation efforts of CCTC to achieve greenhouse gas reduction goals
- Enhancing public health
- Ensuring that disadvantaged communities, such as Arbuckle, Williams, Maxwell and Grimes fully share in the benefits of the programs
- Providing a broad spectrum of project to benefit many types of active transportation users

The Colusa County SRTS Plan will also include and identify education and encouragement programs that will inspire and help our students, parents, teachers, school administrators, and others to encourage a more healthy and active lifestyle for our community members. Providing safer routes to school for our children to walk and ride their bikes will improve public health and foster the creation of a livable, sustainable community.

I appreciate the County's efforts on this front and look forward to future improvements, more safe mobility choices on our roadways, and increased overall safety for our community. Active transportation provides many positive benefits that will be enjoyed by our community.

I completely support the County of Colusa's efforts to develop a comprehensive SRTS Plan funded through the Active Transportation Program.

Sincerely,  
Ariel Alonso



Pierce School District Safety Committee Member  
Arbuckle Resident  
Parent of two School Age Children  
1111 Hailey Drive  
Arbuckle, CA 95912  
arielalonso@frontiernet.net

March 25, 2015

RECEIVED  
MAR 30 2015

California Department of Transportation  
Division of Local Assistance  
Sacramento, CA  
c/o Colusa County Transportation Commission  
Scott Lanphier, Executive Director  
1215 Market Street  
Colusa, CA 95932

Colusa County Public Works

Re: Colusa County's Active Transportation Program Grant Application Letter of Support

Dear Mr. Lanphier,

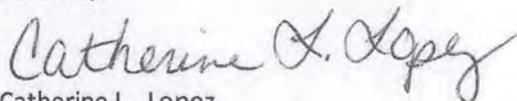
I am writing this letter in support of the County of Colusa's funding application for the development of a Safe Routes to School Plan. This plan is important because I want to keep our Arbuckle students safe while making their way to and from school.

As an educator, my priorities are to educate my students and provide for their safety when given the opportunity. Writing a letter in support of this plan is my way of protecting my students. While our students who do not live nearby get transported by bus to and from school, those that live closer depend on private transportation, bicycles, or their legs. It is disheartening to me to hear of students that have been involved in pedestrian or bicycle accidents while on their way home or from school. Simply stated, these accidents should not and would not take place if our communities were better protected. Unfortunately, to prevent these catastrophes, our communities need resources that we simply do not have. That is where plans such as the Safe Routes to School Plan come into place. While many of our streets and intersections in Arbuckle are safe, we do have a number of them that are potentially dangerous to our students. Intersections such as the one located on Wildwood and Hillgate. I understand that some of these intersections have crosswalks and even a part time crossing guard but many times that is not even enough.

I have witnessed this disarray in person. I have walked to the Dollar General on the corner and I was somewhat frightened to cross that busy intersection. It is a difficult intersection because you have the off ramp from the highway as well as a four way stop. It is very difficult to see in all four directions. We need to be able to keep our students and pedestrians safe at all times. There needs to be a plan to ensure the safety of Pierce Unified Students and community members.

I fully support the county in making it a safer place for students and community members to guarantee their safety to and from school.

Sincerely,



Catherine L. Lopez  
Prevention and Intervention Counselor  
Pierce Unified School District  
P.O. Box 100, Arbuckle, CA 95912  
[530-713-2588/clopez@pierce.k12.ca.us](mailto:530-713-2588/clopez@pierce.k12.ca.us)

March 17, 2015

California Department of Transportation  
Division of Local Assistance  
Sacramento, CA  
c/o Colusa County Transportation Commission  
Scott Lanphier, Executive Director  
1215 Market Street  
Colusa, CA 95932

RECEIVED  
APR 01 2015

Colusa County Public Works  
Colusa County Public Works

Re: Colusa County's Active Transportation Program Grant Application Letter of Support

Dear Mr. Lanphier,

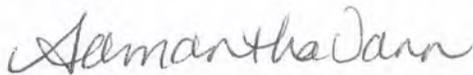
I am writing this letter in support of the County of Colusa's funding application for the development of a Safe Routes to School Plan. This project is important because our community seeks to improve safety for children going to and from school, and to increase the numbers of children walking and bicycling to school.

As a teacher and a parent, I drive through many of the intersections used by students on a daily basis. It has been encouraging to see an increased presence of the sheriff deputies and highway patrolmen in the area during school time, but many people still drive too fast, and with little regard to traffic rules. The crossing guard at the intersection of Hillgate and Wildwood works hard to keep children safe, but any options that could be implemented there would be a great asset to our community, and it's safety.

I live nine miles outside of town, otherwise I would encourage my children to walk or bicycle to school. When I am driving to the junior high school to drop my daughter off, I witness numerous students crossing from the housing development to the high school. There is a crosswalk there, but often people do not stop for those children waiting, and the speed at which many cars drive through there is unsafe. A child could easily be struck by a speeding car, whose driver is not paying attention to the situation around them.

I enthusiastically support the County of Colusa's efforts to develop a comprehensive SRTS Plan funded through the Active Transportation Program.

Sincerely,



Samantha Vann  
Teacher, Arbuckle Elementary School  
701 Hall Street  
Arbuckle, CA 95912  
530.701.3112  
svann@pierce.k12.ca.us