



ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Part B: Narrative Questions (Application Screening/Scoring)

Project unique application No.: 03-County of Yuba-1

Implementing Agency's Name: County of Yuba

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 County of Yuba has no other funding source for this proposed project. Project is located in an economically disadvantaged community, with a median household income of \$42,915. The project would provide pedestrian and bicycle access to four schools, all serving the disadvantaged community. The percentages of students eligible for free or reduced meal programs are as follow:

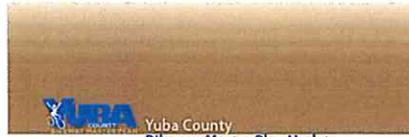
County Code	District Code	School Code	County Name	District Name	School Name	Enrollment K-12	Adjusted FRPM Count (Ages 5-17)	Adjusted Percent (%) Eligible FRPM (Ages 5-17)
58	72736	5830013	Yuba	Marysville Joint Unified	Lindhurst High	1,092	915	87.10%
58	72736	6056709	Yuba	Marysville Joint Unified	Johnson Park Elementary	363	312	92.00%
58	72736	6056741	Yuba	Marysville Joint Unified	Olivehurst Elementary	542	459	86.10%
58	72736	6056790	Yuba	Marysville Joint Unified	Yuba Gardens Intermediate	708	638	90.10%

Total Student Enrollment: **2,705** FRPM for Grant: **88.83%**

The proposed project is not related to past or future environmental mitigation.

2. Consistency with Regional Plan.

Project is consistent with the Yuba County Bikeway Master Plan Update dated January 2013, the Olivehurst Sustainable Community and Economic Revitalization Plan dated January 2013, the County’s General Plan dated June 2011, and the SACOG Regional Bicycle, Pedestrian, and Trails Master Plan approved in June 2013.



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.)

During May 2015, County staff collected data on daily walking and biking trips along McGowan Parkway, including student trips to Olivehurst Elementary, Johnson Park Elementary, Yuba Gardens Intermediate, and Lindhurst High School. According to the results of that field count, there are 80 daily pedestrian trips along the project corridor and an additional 44 daily bicycle trips along the project corridor.

There are 1,092 students at Lindhurst High, 363 students at Johnson Park Elementary, 542 students at Olivehurst Elementary, and 708 students at Yuba Gardens Intermediate. According to information provided by the schools, approximately 40% of these students either walk or bike to school. Installing sidewalks and bicycle lanes will make it safer for students currently walking and bicycling to and from the subdivisions



east of Powerline Road and these four schools. Furthermore, installing sidewalks and bicycle lanes will encourage more students, commuters, and recreational users to walk or bike along this route.

Based upon the County's graphical information system and attendance area maps provided by the schools, it is estimated that 540 students live along the route proposed for improvement. According to recent field counts conducted by County staff only 59 (11%) of these students who live along the project route walk or bicycle to school. Assuming that the percentage of students walking and bicycling to school along the project route would increase to the overall school average of 40%, this project would result in an increase of 165 students either walking or bicycling to school daily once the route is improved (i.e. within one year of project completion). Based upon the current pedestrian / bicycle split, this would equate to 50 additional (new) student bicycle trips and 115 pedestrian trips daily. In addition, there would be an increase in the number of daily commuter and recreational users along the project corridor. Based upon the percentages of daily trips associated with students, commuters, and recreational users respectively, the project is forecasted to increase the number of overall daily bicycle trips by 60 and the number of overall daily pedestrian trips by 125 within one year of project completion.

Student Bicycling to Yuba Gardens Intermediate School in the Morning





Due to the existence of State Highway 70, the inhabitants of the neighborhoods east of Powerline Road must travel along the section of McGowan Parkway covered by the proposed improvement in order to access the employment centers, shopping areas, and Churches west of Powerline Road. Thus, the improvement of this corridor would provide a definite, specific benefit to this economically disadvantaged community.

McGowan Parkway Looking West from Dan Avenue

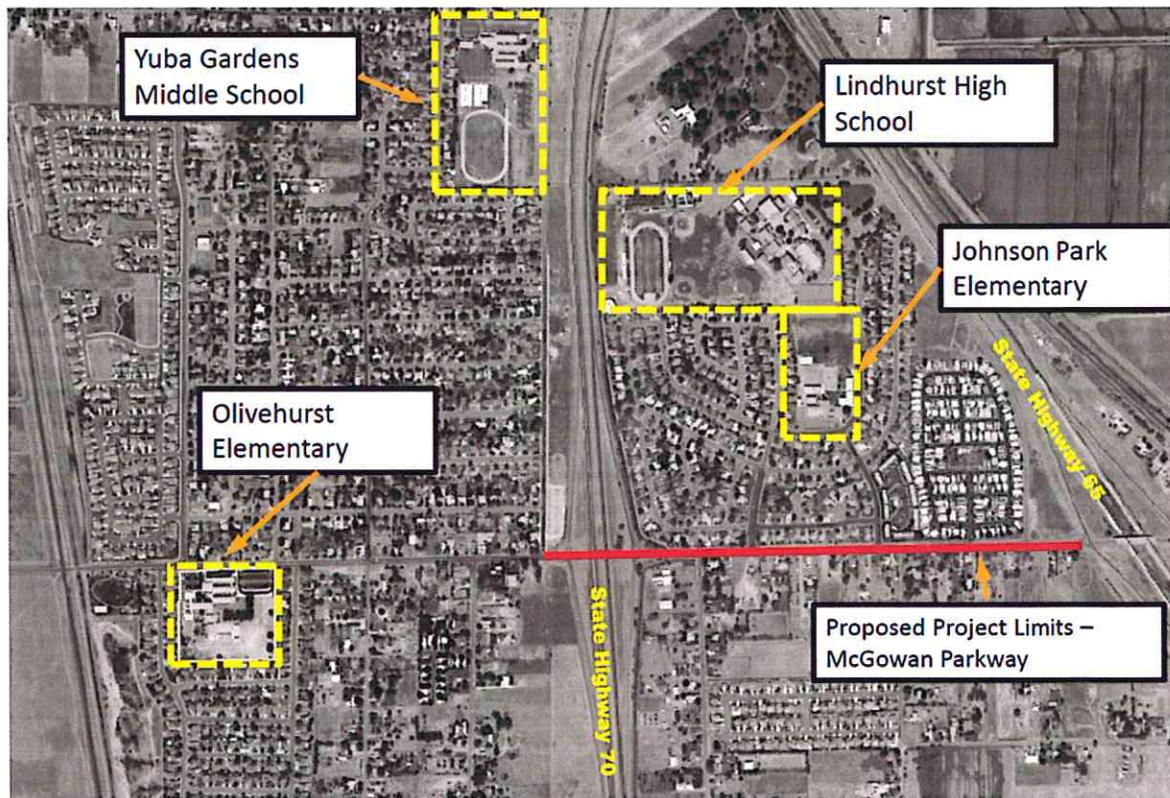




Describe how the project links or connects, or encourages use of existing routes (for non-infrastructure applications) to transportation-related and community identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community identified destinations via: (12 points max.)

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

The portion of the Community of Olivehurst between Powerline Road and Highway 65 is primarily residential, while the portion west of Powerline Road contains more commercial. The presence of State Highways 70 and 65 effectively make the neighborhoods east of Powerline Road into an island for which the only means of ingress and egress is McGowan Parkway.





The construction of bicycle lanes and sidewalks on McGowan Parkway will create an improved route connecting the currently isolated residential neighborhoods between State Highways 65 and 70 with the schools and commercial areas west of Powerline Road. The proposed project will therefore connect the residential neighborhoods to destinations including Olivehurst Elementary, Yuba Gardens Intermediate, the Olivehurst Community Center, grocery stores, parks, the sheriff's substation, Churches, the Post Office, medical and dental offices, the Yuba-Sutter Head Start office, the park and ride and transit facilities located at the intersection of McGowan Parkway and Highway 70, pharmacies, local businesses, and restaurants. The proposed project would also provide safe pedestrian and bicycle access for residents living west of Powerline Road who attend Lindhurst High School, located between State Highways 65 and 70.

There are existing sidewalks on McGowan Parkway west of Powerline Road. Sidewalks and Class II bicycle lanes are being constructed on Olivehurst Avenue south of Seventh Avenue and on Seventh Avenue between Olivehurst Avenue and Powerline Road this year. The proposed project adds to this bicycling and pedestrian network linking the Community of Olivehurst, and closes the gap between the area west of Powerline Road and the residential neighborhoods east of Powerline Road.

- B. Referencing the answers to A and B above, describe how the proposed project represents one of the Implementing Agencies (and/or project Partnering Agency's) highest unfunded non-motorized active transportation priorities. (6 points max.)**

The County engaged in an extensive outreach effort when developing the revitalization plan for the Community of Olivehurst. The result of this planning effort was the Olivehurst Sustainable Community & Economic Revitalization (OS CER) Plan. This project was identified and prioritized in the OSCER plan. Sidewalks and bicycle lanes have been installed or are in the process of being installed along Powerline Road, Olivehurst Avenue and Seventh Avenue. This project provides safe access to the Olivehurst Elementary School, Johnson Park Elementary School, Yuba Gardens Intermediate School, and Lindhurst High School. The project also connects the



residential portion of Olivehurst between Highway 70 and Highway 65 / Powerline Road to the commercial and social center west of Powerline Road, and provides improved access to the park and ride / transit facilities at the intersection of McGowan Parkway and State Route 70.



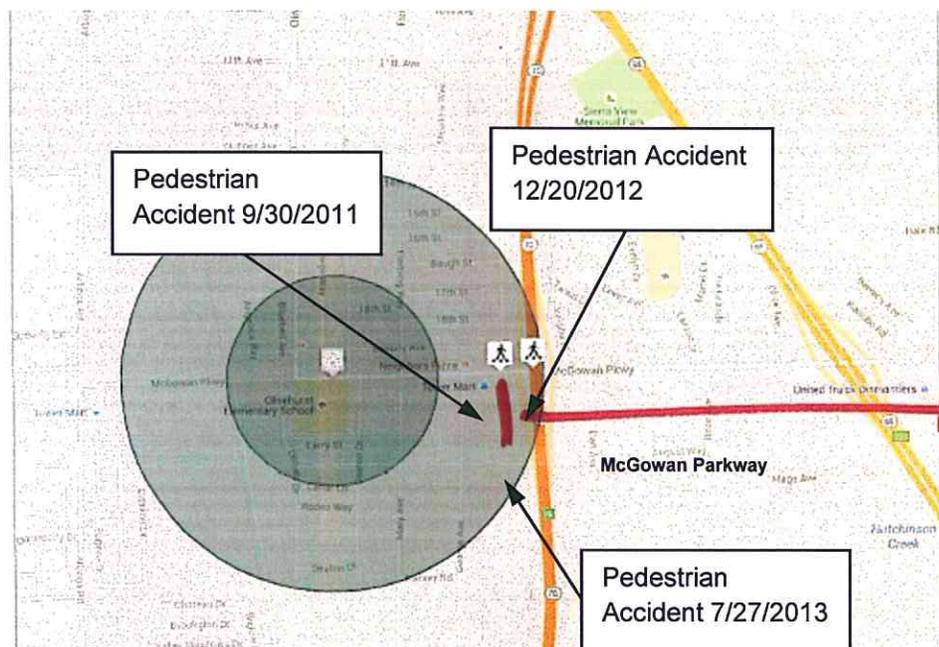
Part B: Narrative Questions **Detailed Instructions for: Question #2**

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.)**

According to the Transportation Injury Mapping System (TIMS), there were two reported collisions involving a pedestrian along the proposed project route from January 1, 2008 through December 31, 2012. The County-maintained electronic collision database confirmed these accidents and documented a third injury accident involving a pedestrian on July 27, 2013. All three accidents were on McGowan Parkway between Powerline Road and State Highway 70 as shown on the following map:



The proposed project would provide a continuous turn lane, improved cross walks, sidewalks, and bicycle lanes which would separate pedestrians and bicyclists from



motorized traffic. Thus, the proposed project would have a high potential for reducing the number of injuries to non-motorized users.

The Community of Olivehurst had 12 collisions involving pedestrians and 13 collisions involving bicyclists in the period between 2009 and 2014. Once there is a network of bicycle lanes and sidewalks connecting the various neighborhoods within Olivehurst, it is reasonable to expect that the pedestrians and bicyclists will begin using these safer routes, thereby further reducing the overall frequency of collisions involving non-motorized users.

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.

The project has the potential to reduce vehicular speeds by installing bicycle lanes and sidewalks. Installing sidewalks will discourage speeding because motorists see sidewalks as a boundary to the road, making the lane seem visually narrower. When bike lanes and sidewalks exist, motorists feel less confident at high speeds and are less likely to exceed the speed limit.

- Improves sight distance and visibility between motorized and non-motorized users.

Project will include additional pedestrian lighting in poorly-lit areas which would increase the visibility of pedestrians and bicyclists.

- Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users.

Installing sidewalks will provide separation between vehicles and pedestrians. The current lack of both sidewalks and bike lanes forces non-motorized traffic into the vehicle lane. The project will provide sidewalks, improved cross walks, and bicycle lanes; these features will further separate motorized and non-motorized users.

- Improves compliance with local traffic laws for both motorized and non-motorized users.

Complete streets make motorists perceive the road as an enclosed space where it is not safe to exceed the speed limit. Due to flat terrain and shoulders, the existing lanes



feel wider which encourages speeding. Bicycle lanes will additionally remove the potential for motorized traffic to crowd non-motorized traffic when passing.

- Addresses inadequate traffic control devices.

The proposed project would include a continuous turn lane that will make it easier and safer for traffic making left turns. The continuous turn lane would also negate the necessity for motorists to use the shoulder to pass vehicles waiting to turn left off McGowan. Project will also include improved signage and lane markings.

- Eliminates or reduces behaviors that lead to collisions involving non-motorized users.

The following table provides a summary of all reported bicycle collisions included in the Bikeway Master Plan. All reported collisions occurred within the more developed southern portion of the County. The collisions are clustered along a relatively small number of corridors, including Olivehurst Avenue, North Beale Road, Arboga Road, and McGowan Parkway.

**Yuba County Bicycle Collision Summary
(January 2006-December 2010)**

Primary Collision Factor	Number of Collisions
Wrong Side of Road (Bike)	12
Right of Way Violation (Auto)	11
Improper Turn	7
Ran Signal or Stop Sign	4
Other	15

The addition of sidewalks and bike lanes encourages drivers to slow down, which would reduce collisions. The continuous turn lane would stop motorists from using the shoulder to pass vehicles waiting to turn left off McGowan; this practice puts motorized vehicles into the same space currently utilized by bicyclists and pedestrians.



Furthermore, bicycle lanes and sidewalks provide physical separation between motorized and non-motorized users, and provide safe, even, well-drained surfaces for non-motorized users.

- Addresses inadequate or unsafe traffic control devices, bicycle facilities, trails, crosswalks and/or sidewalks.

No bicycle or pedestrian facilities currently exist along this stretch of McGowan Parkway except for a section of sidewalk between Larson Road and Olive Avenue on the north side of McGowan Parkway. This project will address inadequate walking and bicycling facilities by installing sidewalks for pedestrians and Class II bicycle lanes for bicyclists.

McGowan Parkway Looking East towards Olive and State Highway 65





McGowan Parkway Looking West towards Evelyn Drive





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 proposed project was discussed during the preparation of the Yuba County Bikeway Master Plan Update dated January 2013, the Olivehurst Sustainable Community and Economic Revitalization (OSCER) Plan dated January 2013, the County's General Plan updated in June 2011, and the SACOG Regional Bicycle, Pedestrian, and Trails Master Plan approved in June 2013.

The County conducted an online survey, held two public workshops, and conducted a public hearing for the Yuba County – Bikeway Master Plan. Attendees included representatives from the Senior Center Board of Directors, other County agencies, Yuba County Trails, Yuba-Sutter Cycling Group, Harmony Health Family Resource Center, Marysville Joint Unified School District, and WALKSacramento – Safe Routes for All Coalition. Yuba County planning staff also met with the South Yuba Economic Improvement Committee on several occasions throughout the planning process.

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

In 2011, the County initiated a revitalization plan for the Community of Olivehurst. The result of the planning effort was the Olivehurst Sustainable Community & Economic Revitalization Plan (OSCER). The OSCER Plan was adopted by the Yuba County Board of Supervisors at a public hearing held in February 2013. Stakeholders were engaged through an advisory committee, multiple workshops, a public hearing, and targeted stakeholder meetings.

The link to the project can be found at:



<http://www.co.yuba.ca.us/Departments/Community%20Development/Planning/Projects/O.S.C.E.R.%20Plan/OSCER%20Plan.aspx>.

Additionally, the County initiated a Bikeway Master Plan update that expanded upon the urban areas and included potential bicycle routes in the rural, less-populated areas of the County. The Bikeway Master Plan also identified potential bicycle route connections within the urbanized areas as well as connections between the urban and rural areas. The result of the planning effort was the 2013 Yuba County Bikeway Master Plan. The plan was adopted by the Yuba County Board of Supervisors at a public hearing held in January 2013. Stakeholders were engaged through multiple workshops, a public hearing, and coordination with targeted stakeholders. This project was identified as part of the Bikeway Master Plan update.

Information relating to the Bikeway Master Plan Update can be found at:

<http://www.co.yuba.ca.us/Departments/Community%20Development/Public%20Works/pubBike.aspx>

- C. What: Describe the feedback received during the stakeholder engagement process and describe how the public participation and planning process has improved the project's overall effectiveness at meeting the purpose and goals of the ATP. (5 points max)**

The County received 97 responses from its online survey conducted as part of the Bikeway Master Plan update. The County received 42 individual comments concerning sidewalks and bicycle lanes. Seven of those comments addressed concerns about the safety issues associated with walking and bicycling. One comment received was specifically directed at the McGowan Parkway corridor that is part of this proposed project.



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

Chapter 4.30 of the Yuba County Ordinance Code establishes a Trails Commission with the purpose of advising the Planning Commission and Board of Supervisors concerning bicycle trail needs. The County also coordinates with other public agencies such as the Sheriff's Department, fire department, and school districts to carry out educational programs and safety programs relating to bicycling and walking.

On a more regional basis, stakeholders can remain involved through the Sacramento Area Council of Governments' "511 - Sacramento Region Travel Information." This program provides several resources for commuter bicycling in the Sacramento region as follow:

- Sacramento Region Bicycle Friendly Business awards
- An online Bicycle Trip Planner that allows users to select a route that is most bike-friendly
- Bicycle Commute Guide
- Bike maps



Part B: Narrative Questions

Detailed Instructions for: Question #4

QUESTION #4

IMPROVED PUBLIC HEALTH (0-10 points)

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

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

In a 2012 study, 23% of the County's population is living in poverty, compared to 17% for California. Thirty-two percent of County children live in poverty compared to 24% of California children. Current data on overweight and obesity among children are not available at less than the countywide level. Physical fitness tests for 2013 show that 46% of Yuba County children did not make the healthy fitness zone for body composition. The California Center for Public Health Advocacy provides data on overweight children in California counties and communities. Overweight and obese children have a higher risk factor for many health problems, including type 2 diabetes, high blood pressure, asthma, as well as low self-esteem, poor body image, and depression. These children are also more likely to be obese as adults, putting them at a much higher risk for heart disease, cancer, stroke, and diabetes later in life.

The CalEnviroScreen 2.0 (CES 2.0) produced a score of 33.48 for the census tract covering the project area. The asthma percentile was 82.75% which can be linked to an overweight and obese population. According to statistics from the California Health Interview Survey (downloaded from AskCHIS-NE), the incidence of heart disease for the community of Olivehurst (95961 zip code) is 8.6%, which is significantly higher than the statewide incidence at 6.3%. Similarly, the local rate of obesity is 32.7% as compared to a statewide rate of 24.8% (California Health Interview Survey).

The UCLA California Health Interview Survey (CHIS) data for Yuba County in 2011-2012 indicated that approximately 25% of children were physically active for at least one hour a day for 3 days or less during the week prior to the time of survey. The



CHIS data for 2009 indicated that 62% of students did not walk/bike to school in the past week. Of the students that did not walk/bike to school approximately 60% live within a half hour of the school. This indicates that a large percentage of students do not gain the health benefits by walking or riding to school.

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

To protect against most chronic conditions, such as diabetes, heart disease, high blood pressure and other conditions, only 30 minutes a day of moderate activity at least 5 days a week is needed, according to the national Centers for Disease Control, the nation's lead public health agency. This activity can be as simple as walking; however, few Americans exercise that much. According to the California Health Interview Survey, only 37% of adults in the Sacramento region are moderately active for 30 minutes per day. In fact, the most recent national survey revealed that 38% of Americans walk less than 10 minutes per day.

Adding sidewalks on McGowan Parkway will provide improved access to Olivehurst Elementary, Yuba Gardens Middle School, a health clinic, community churches, the local post office, and local businesses. By providing safe infrastructure for active transportation this project will create a community where walking and cycling are facilitated and safe. By incentivizing bicycling and walking, this project will reduce motorized vehicle trips, thus benefiting the public health of the community in three ways. First, the project will reduce traffic-related air pollutants such as particulate matter, thereby reducing rates of asthma, bronchitis, chronic obstructive pulmonary disease, and other respiratory conditions. Second, reducing traffic-related air pollution also provides direct benefits to the cardiovascular, reproductive, and other systems of the human body. For example, community exposure to particulate matter has been linked to increased rates of heart disease, high blood pressure, stroke, cardiovascular-related deaths, birth defects, and autism. The third area of benefit to creating communities that replace car travel with walking and bicycling is that when people are more physically active through walking and bicycling, the community experiences lower



rates of obesity, diabetes, cardiovascular disease, and other conditions associated with a more sedentary lifestyle.

There is also a significantly improved quality of life for older members of the community. Careful community planning such as establishing bicycle and pedestrian networks minimizes exposure to harmful emissions and increases physical activity. The reduced exposure to emissions and increased physical activity improve the overall public health, safety, and quality of life of community residents.

People refrain from walking and biking due to convenience and safety issues. Most roadways are designed with the goal of moving vehicles quickly. McGowan Parkway is a prime example. The lack of infrastructure for walking and biking combined with high vehicle speeds results in roads that are hazardous for pedestrians and bicyclists. The roads are perceived as so unsafe that people use vehicles for travel even when the distances are short. A recent survey conducted by WALKSacramento revealed that safety is a primary concern expressed by parents who do not allow their children to walk or bike to school.

Other health problems caused by an environment focused on the use of cars for all transportation needs include the many health conditions that result from breathing polluted air. Automobiles in the Sacramento region generate 70% of the air pollution. The Sacramento Valley air basin is among the top ten most polluted in the nation. Long-term exposure to particulate matter can cause premature death from heart and lung disease, and can exacerbate asthma. Diabetes levels are higher in areas with higher levels of particulate matter air pollution. Higher levels of particulate air pollution are linked to faster rates of cognitive decline in older adults.

The solution to these health problems is to reshape our built environment so that communities are designed for walking, biking, and transit use. This project will better facilitate daily journeys by facilitating walking, bicycling and transit use.



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:

Olivehurst CDP, California is \$42,915

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

Option 2: California Communities Environmental Health Screening Tool 2.0 (CalEnviroScreen) score for the community benefited by the project: **Census Tract 6115040500 provided a poverty percentile of 92.56% and a population of 13,656.**

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

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

- Provide percentage of students eligible for the Free or Reduced Meals Program for each and all schools included in the proposal. **88.8 % of students at the four affected schools (Olivehurst Elementary, Johnson Park Elementary, Yuba Gardens Intermediate, and Lindhurst High) are eligible for the Free or Reduced Meals Program.**

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 Community of Olivehurst is an economically disadvantaged community. The median household income is \$42,915. The proposed project is 100% within the geographic area of the disadvantaged community. All four schools benefiting from this project serve the Community of Olivehurst.

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.

The Community of Olivehurst is an economically disadvantaged community. The proposed project is to improve facilities for students to walk or bike to Olivehurst Elementary, Johnson Park Elementary, Yuba Gardens Intermediate, and Lindhurst High. The project also would connect the residential neighborhoods east of Powerline Road to the more commercial neighborhoods west of Powerline Road. Thus, the project would provide a multi-modal connection between different parts of the community by installing a sidewalk and bicycle lane network. Currently, the lack of adequate and safe infrastructure for pedestrians and bicyclists discourages these modes of travel for residents and students. Students that walk to school must either walk on the shoulders along McGowan Parkway or in the travel lanes; this increases the potential for students to be struck by vehicles. Similarly, students riding their bikes must ride on the shoulders immediately adjacent to the travel lane, which is not safe for young bikers.

The project would provide the additional benefit of promoting bicycling and walking, resulting in numerous health benefits to all residents of this disadvantaged community.



Part B: Narrative Questions Detailed Instructions for: Question #6

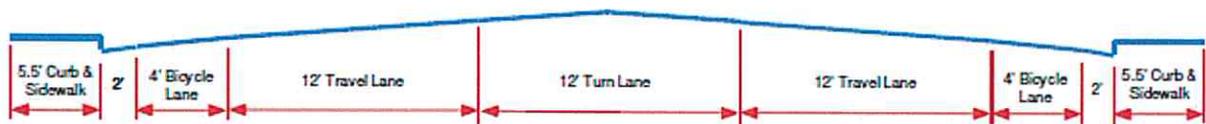
QUESTION #6

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.)

During the Bikeway Master Plan process, several alternative road configurations were discussed. Varying widths for travel lanes, bicycle lanes and sidewalks were proposed and considered. As stated in both the OSCER Plan and the Master Bikeway Plan, McGowan Parkway is classified as an Urban Collector. The final roadway configuration was selected in order to keep improvements within the existing right-of-way to the maximum extent possible. This eliminated the need to require additional right-of-way from every abutting property owner and the cost of having to relocate utilities. The roadway configuration includes a continuous turning lane, Class II bike lanes, and sidewalks.

Proposed Road Configuration





- 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.)**

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

For this project the funds requested are \$1,204,000, while the total project cost is \$1,385,000. The County used the ATP Benefit/Cost Tool to determine benefits for the installation of bicycle lanes and sidewalks. The County reviewed the data for collisions involving pedestrians and bicyclists over a five-year period. According to the Transportation Injury Mapping System's (TIMS) under the Safe Routes to School Collision Map Viewer, there was one injury accident in 2011 and another injury accident in 2012 involving pedestrians. The County's electronic collision database confirmed this accident data and documented a third injury accident involving a pedestrian that occurred on July 27, 2013.

For the Total Project Cost B/C ratio, the Net Present Benefit for the countermeasures of installing sidewalks, bike lanes, and flashing beacons totaled \$8,831,855. When the Net Present Benefit is compared to the Total Project Cost of \$1,465,000, the resulting B/C Ratio is 6.27. If only the two injury accidents reported on TIMS are considered, the B/C Ratio would be 6.10.

For the Funds Requested B/C ratio, the Net Present Benefit totaled \$8,831,855. When the Net Present Benefit is compared to the ATP funds request of \$1,204,000, the resulting B/C Ratio is 7.63. If only the two injury accidents reported on TIMS are considered, the B/C Ratio would be 7.42.

A copy of the table from the ATP Benefit/Cost Tool "5)Results" page for this project is provided as follows for reference:



**Results Table from ATP Benefit/Cost Tool
(Using all Three Reported Accidents)**

20 Year Invest Summary Analysis	
Total Costs	\$1,385,000.00
Net Present Cost	\$1,331,730.77
Total Benefits	\$13,335,540.83
Net Present Benefit	\$8,831,855.51
Benefit-Cost Ratio	6.63
20 Year Itemized Savings	
Mobility	\$10,000,806.98
Health	\$868,023.34
Recreational	\$1,062,903.63
Gas & Emissions	\$296,316.57
Safety	\$1,107,490.31
Funds Requested	
Funds Requested	\$1,204,000.00
Net Present Cost of Funds Requested	\$1,157,692.31
Benefit Cost Ratio	7.63

**Results Table from ATP Benefit/Cost Tool
(Using Two Reported Accidents)**

20 Year Invest Summary Analysis	
Total Costs	\$1,385,000.00
Net Present Cost	\$1,331,730.77
Total Benefits	\$12,966,366.59
Net Present Benefit	\$8,587,358.98
Benefit-Cost Ratio	6.45
20 Year Itemized Savings	
Mobility	\$10,000,806.98
Health	\$868,023.34
Recreational	\$1,062,903.63
Gas & Emissions	\$296,316.57
Safety	\$738,316.08
Funds Requested	
Funds Requested	\$1,204,000.00
Net Present Cost of Funds Requested	\$1,157,692.31
Benefit Cost Ratio	7.42



There are other benefits to this project besides the decrease in potential injuries; these benefits include fuel saved, emissions reduction, mobility benefits, health benefits, and recreational benefits.

Constructive Feedback on ATP Benefit/Cost Tool:

The ATP Benefit/Cost Tool was fast and easy to use. It would help to reference individual cell numbers in the instructions. Also, some of the instruction text has the potential to create confusion. For example, the instructions for Box 1F ask for the number of “PDO” (Property Damage Only) accidents without specifying that these are only for accidents involving pedestrians or bicyclists.

The B/C tool does not appear to count safety countermeasures that individually comprise less than 15% of the overall project cost. Thus, the benefits of relatively inexpensive measures such as pedestrian crossings, new signs and marking, or flashing beacons do not improve the B/C ratio. If the B/C tool does not consider the benefits of these less expensive improvements for a project that is primarily for constructing sidewalks and bicycle paths, then applicants are being discouraged from including these other beneficial improvements that add to the cost but lower the ultimate B/C ratio.

The B/C ratio depends heavily upon data for existing pedestrian and bicyclist trips; however, the number of existing trips is often quite low in areas that are inherently dangerous for pedestrian and bicycle use. Thus, the B/C tool may be inadvertently handicapping certain areas from effectively competing for funds. Additionally, there should be some consideration given for less-populated areas or isolated areas.



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

QUESTION #7

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

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

The County of Yuba has committed \$181,000 of local funding for this project as is reflected in the following Funding Plan:

Application Funding Plan		
Agency: Yuba County Public Works Department		
Project Name: County of Yuba - McGowan Parkway Bicycle and Pedestrian Route Improvements		
Date of Estimate: May 27, 2015		
Prepared by: Daniel Peterson, P.E.		
Funding Source No.	Description	ATP Funds
1	Federal	\$0
2	State	\$1,204,000
3	Local	\$181,000
Total Project Cost Estimate:		\$1,385,000
Non-ATP Funding Pledged:		13.1%



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

QUESTION #8

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

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

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

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

California Conservation Corps representative:

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

Community Conservation Corps representative:

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

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

- Neither corps can participate in the project (0 points)
- Applicant intends to utilize the CCC or a certified community conservation corps on the following items listed below (0 points).

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

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



Part B: Narrative Questions

Detailed Instructions for: Question #9

QUESTION #9

APPLICANT'S PERFORMANCE ON PAST GRANTS AND DELIVERABILITY OF PROJECTS

(0 to-10 points OR disqualification)

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

The County of Yuba has successfully delivered multiple projects that were partially or fully funded by Caltrans Local Assistance administered programs such as SR2S, HSIP, HR3, and HBP. We routinely manage between 10 and 15 Caltrans' Local Assistance projects at one time and have a high delivery rate. In fact, some of the local utility companies have complained to us that Yuba County does too much work, certainly a lot more than surrounding jurisdictions. The only project that was in danger of being delayed, due to environmental issues, was our Powerline Rd. Phase II project. Working with SACOG and Caltrans we were able to swap construction funding with a later phase, Powerline Rd Phase III, and construct that project while we worked through obtaining the necessary environmental clearance for Powerline Phase II (which has been completed). The County has successfully passed post-construction audits on several projects with no 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

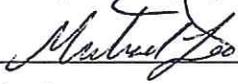
Application Signature Page Required for all applications	Attachment A
ATP - PROJECT PROGRAMMING REQUEST (ATP-PPR) Required for all applications	Attachment B
Engineer’s Checklist Required for Infrastructure Projects	Attachment C
Project Location Map Required for all applications	Attachment D
Project Map/Plans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



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

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

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

Signature:  Date: 6/1/15
Name: Michael G. Lee Phone: (530) 741-5420
Title: Yuba County - Director of Public Works e-mail: mlee@co.yuba.ca.us

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

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

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

For Safe Routes to School projects and/or projects presented as benefiting a school: School or School District Official
(For use only when appropriate)

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

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



Part C: Attachments Attachment A: Signature Page

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Implementing Agency: Chief Executive Officer, Public Works Director, or other officer authorized by the governing board
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Title: Yuba County - Director of Public Works e-mail: mlee@co.yuba.ca.us

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

For Safe Routes to School projects and/or projects presented as benefiting a school: School or School District Official
(For use only when appropriate)

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

Signature: Gay Todd Date: 6/1/2015
Name: Gay Todd Phone: (530) 749-6102
Title: Superintendent e-mail: gtodd@mjusd.com
Marysville Joint Unified School District



Part C: Attachments

Attachment A: Signature Page

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Signature: _____ Date: _____
Name: Michael G. Lee Phone: (530) 741-5420
Title: Yuba County - Director of Public Works e-mail: mlee@co.yuba.ca.us

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

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

For Safe Routes to School projects and/or projects presented as benefiting a school: School or School District Official
(For use only when appropriate)

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

Signature: [Handwritten Signature] Date: June 1, 2015
Name: Sarah O'Brien Phone: 530-741-6133
Title: Principal, Johnson Park e-mail: sbobrien@njusd.net



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

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

Signature: _____ Date: _____
Name: Michael G. Lee Phone: (530) 741-5420
Title: Yuba County - Director of Public Works e-mail: mlee@co.yuba.ca.us

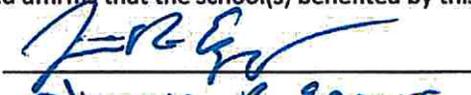
**For projects with a Partnering Agency: Chief Executive Officer or other officer authorized by the governing board
(For use only when appropriate)**

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

**For Safe Routes to School projects and/or projects presented as benefiting a school: School or School District Official
(For use only when appropriate)**

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

Signature:  Date: 6-1-15
Name: Sharron R. Eggers Phone: (530) 741-6191
Title: Principal e-mail: jeggars@mjustd.com



Part C: Attachments

Attachment A: Signature Page

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

Signature: _____ Date: _____
 Name: Michael G. Lee Phone: (530) 741-5420
 Title: Yuba County - Director of Public Works e-mail: mlee@co.yuba.ca.us

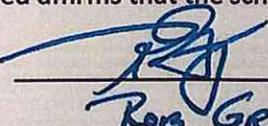
For projects with a Partnering Agency: Chief Executive Officer or other officer authorized by the governing board
(For use only when appropriate)

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

For Safe Routes to School projects and/or projects presented as benefiting a school: School or School District Official
(For use only when appropriate)

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

Signature:  Date: 5/26/15
 Name: Rob GREGOR Phone: 530-741-6129
 Title: PRINCIPAL e-mail: rgregor@mjustd.com



Part C: Attachments

Attachment A: Signature Page

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

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

Signature: _____ Date: _____
Name: Michael G. Lee Phone: (530) 741-5420
Title: Yuba County - Director of Public Works e-mail: mlee@co.yuba.ca.us

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

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

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

For Safe Routes to School projects and/or projects presented as benefiting a school: School or School District Official
(For use only when appropriate)

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

Signature:  Date: June 1, 2015
Name: Bob Eckardt Phone: (530)741-6150 ext. 2503
Title: Principal e-mail: beckardt@mjusd.com



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

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

Signature: _____ Date: _____
Name: Michael G. Lee Phone: (530) 741-5420
Title: Yuba County - Director of Public Works e-mail: mlee@co.yuba.ca.us

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

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

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

For Safe Routes to School projects and/or projects presented as benefiting a school: School or School District Official
(For use only when appropriate)

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

Signature: Kari Ylst Date: 6/1/15
Name: Kari Ylst Phone: 530 741-6194
Title: Principal e-mail: kariylst@mjustd.com

Multiple Schools: Names & Contacts

Olivehurst Elementary School

1778 McGowan Parkway, Olivehurst, CA 95901

Principal James Eggers Phone: (530) 741-6191

Johnson Park Elementary

4364 Lever Avenue, Olivehurst, CA 95901

Principal Sarah O'Brien Phone: (530) 741-6133

Lindhurst High School

4446 Olive Drive, Olivehurst, CA 95901

Principal Bob Eckardt Phone: (530) 741-6150

Yuba Gardens Elementary

1964 11th Avenue, Olivehurst, CA 95901

Principal Kary Ylst Phone: (530) 741-6194

Attachment B:

ATP – Project Programming Request (ATP-PPR)

ATP PROJECT PROGRAMMING REQUEST

Date: 5/27/2015

Project Information:					
Project Title: County of Yuba - Seventh Avenue Bike and Pedestrian Route Improvements					
District	County	Route	EA	Project ID	PPNO
03	Yuba	7th Avenue			

Funding Information:									
DO NOT FILL IN ANY SHADED AREAS									
Proposed Total Project Cost (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)				79				79	
PS&E				168				168	
R/W									
CON						1,138		1,138	
TOTAL				247		1,138		1,385	

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)				79				79		
PS&E				168				168		
R/W										
CON						957		957		
TOTAL				247		957		1,204		

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

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

ATP PROJECT PROGRAMMING REQUEST

Date: 5/27/2015

Project Information:					
Project Title: County of Yuba - Seventh Avenue Bike and Pedestrian Route Improvements					
District	County	Route	EA	Project ID	PPNO
03	Yuba	7th Avenue			

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)									County of Yuba
PS&E									Notes:
R/W									
CON						181		181	
TOTAL						181		181	

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:

Engineer's Checklist

ATP Engineer's Checklist for Infrastructure Projects

Required for "Infrastructure" applications ONLY

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

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

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

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

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

1. Vicinity map /Location map

Engineer's Initials: DP

- a. The project limits must be clearly depicted in relationship to the overall agency boundary

2. Project layout-plan/map showing existing and proposed conditions must:

Engineer's Initials: DP

- a. Be to a scale which allows the visual verification of the overall project "construction" limits and limits of each primary element of the project
- b. Show the full scope of the proposed project, including any non-participating construction items
- c. Show all changes to existing motorized/non-motorized lane and shoulder widths. Label the proposed widths
- d. Show agency's right of way (ROW) lines when permanent or temporary ROW impacts are possible. (As appropriate, also show Caltrans', Railroad, and all other government agencies ROW lines)

3. Typical cross-section(s) showing existing and proposed conditions.

Engineer's Initials: DP

(Include cross-section for each controlling configuration that varies significantly from the typical)

- a. Show and dimension: changes in lane widths, ROW lines, side slopes, etc.

4. Detailed Engineer's Estimate

Engineer's Initials: DP

- a. Estimate is reasonable and complete.
- b. Each of the main project elements are broken out into separate construction items. The costs for each item are based on calculated quantities and appropriate corresponding unit costs
- c. All non-participating costs in relation to the ATP funding are clearly identified and accounted for separately from the eligible costs.
- d. All project elements the applicant intends to utilize the CCC (or a certified community conservation corps) on need to be clearly identified and accounted for
- e. All project development costs to be funded by the ATP need to be accounted for in the total project cost

5. Crash/Safety Data, Collision maps and Countermeasures:

Engineer's Initials: DP

- a. Confirmation that crash data shown occurred within influence area of proposed improvements.

6. Project Schedule and Requested programming of ATP funding

Engineer's Initials: DP

- a. All applicants must anticipate receiving federal ATP funding for the project and therefore the project schedules and programming included in the application must account for all applicable requirements and timeframes.
- b. "Completed Dates" for project Milestone Dates shown in the application have been reviewed and verified
- c. "Expected Dates" for project Milestone Dates shown in the application account for all reasonable project timetables, including: Interagency MOUs, Caltrans agreements, CTC allocations, FHWA authorizations, federal environmental studies and approvals, federal right-of-way acquisitions, federal consultant selections, project permits, etc.
- d. The fiscal year and funding amounts shown in the PPR must be consistent with the values shown in the project cost estimate(s), expected project milestone dates and expected matching funds.

7. Warrant studies/guidance (Check if not applicable)

Engineer's Initials: DP

- N/A a. For new Signals – Warrant 4, 5 or 7 must be met (CA MUTCD): Signal warrants must be documented as having been met based on the CA MUTCD

8. Additional narration and documentation:

Engineer's Initials: DP

- a. The text in the "Narrative Questions" in the application is consistent with and supports the engineering logic and calculations used in the development of the plans/maps and estimate
- b. When needed to clarify non-standard ATP project elements (i.e. vehicular roadway widening necessary for the construction of the primary ATP elements); appropriate documentation is attached to the application to document the engineering decisions and calculations requiring the inclusion of these non-standard elements.

Licensed Engineer:

Name (Last, First): Peterson, Daniel

Title: Principal Engineer

Engineer License Number C 55994

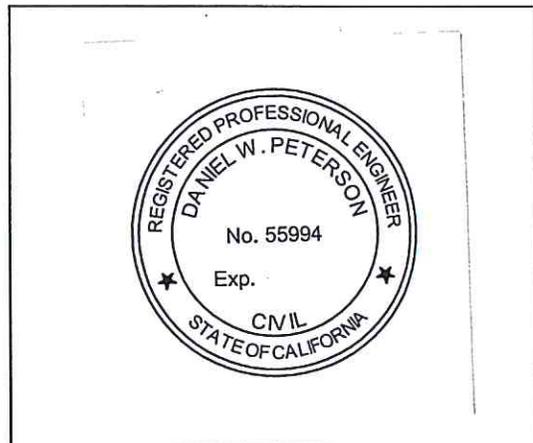
Signature: Daniel Peterson

Date: 6/01/2015

Email: dpeterson@co.yuba.ca.us

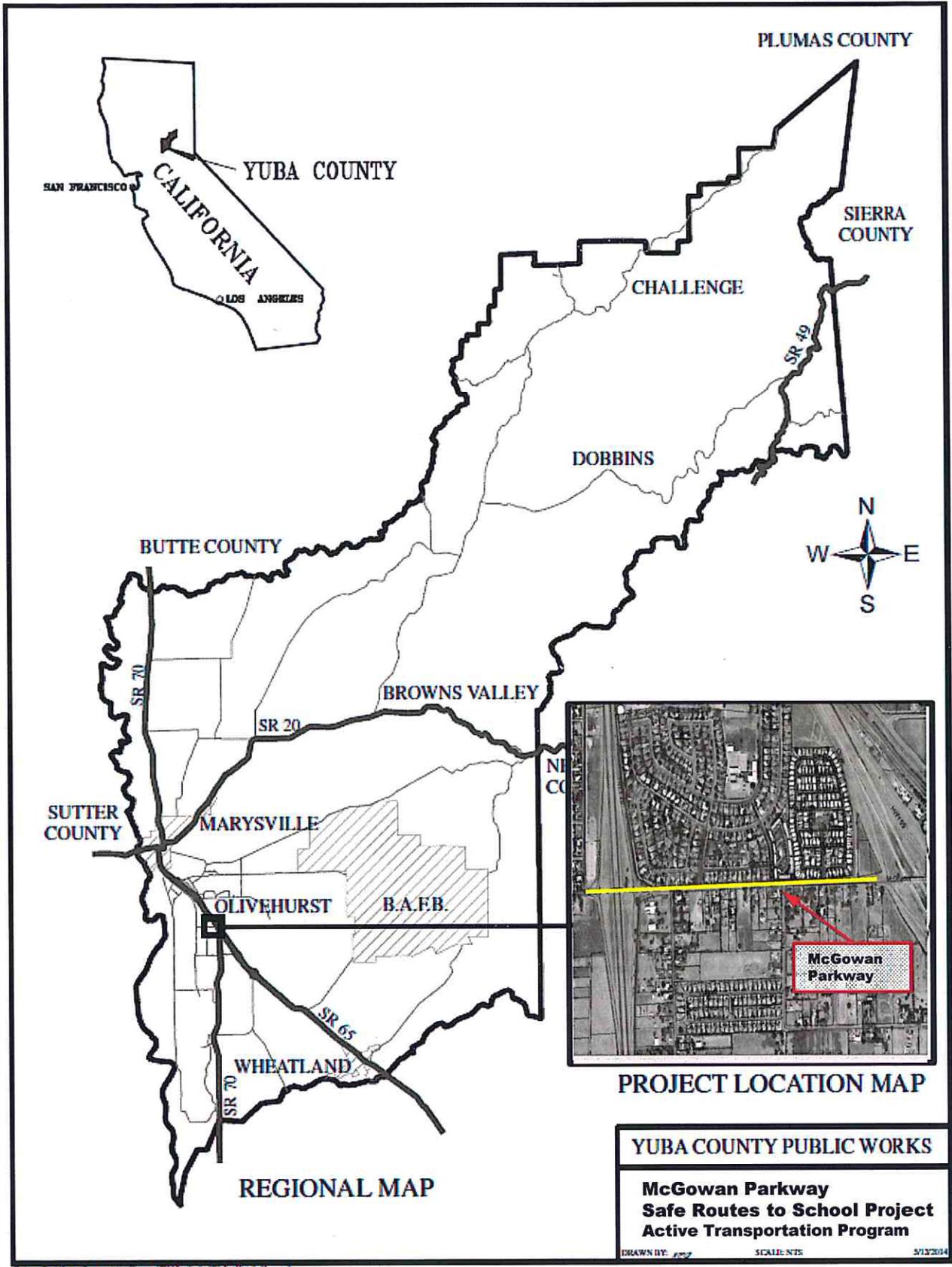
Phone: (530) 749-5642

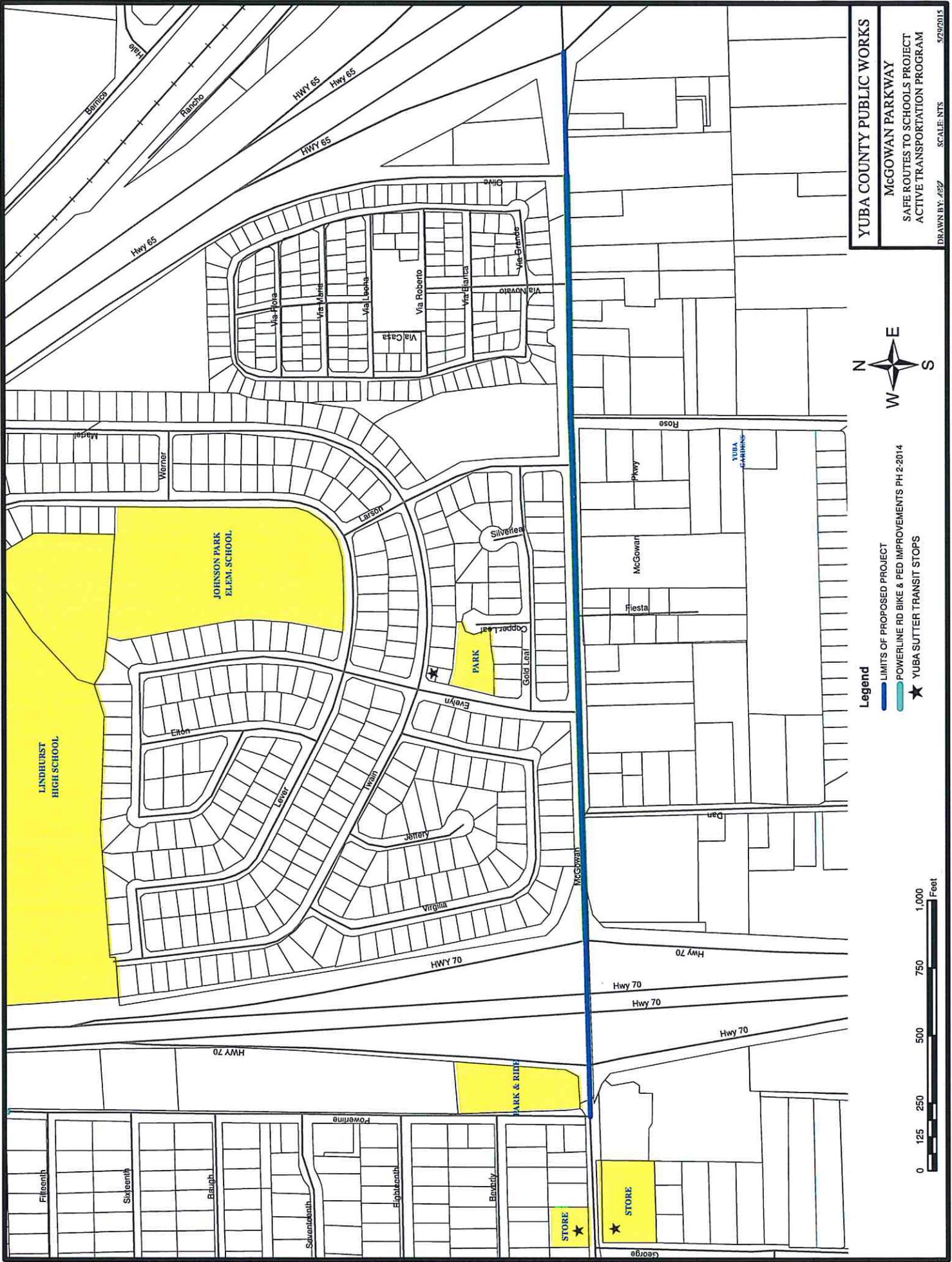
Engineer's Stamp:



Attachment D:

Project Location Map





- Legend**
- LIMITS OF PROPOSED PROJECT
 - POWERLINE RD BIKE & PED IMPROVEMENTS PH 2-2014
 - ★ YUBA SUTTER TRANSIT STOPS



YUBA COUNTY PUBLIC WORKS
 MCGOWAN PARKWAY
 SAFE ROUTES TO SCHOOLS PROJECT
 ACTIVE TRANSPORTATION PROGRAM
 DRAWN BY: 6227 SCALE: NTS 5/29/2015

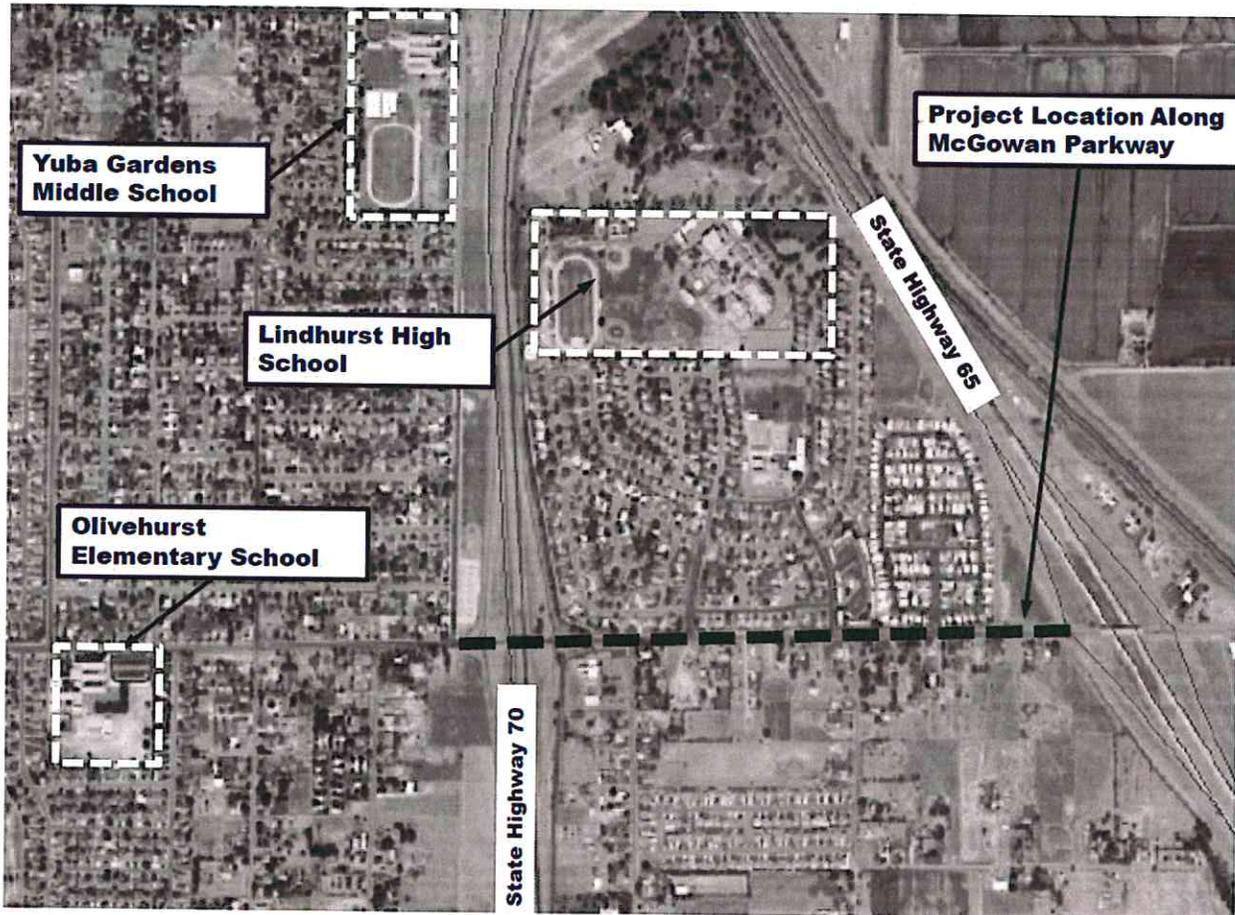
Attachment E:

**Project Map/Plans Showing Existing and Proposed
Conditions**

Attachment E: Project Map/Plans Showing Existing and Proposed Conditions

Project Map

The proposed project is along McGowan Parkway in Olivehurst, California between Powerline Road on the west project limit and State Highway 65 on the east project limit. Olivehurst Elementary School is located west of the project limit.



Existing Conditions

There are currently three different cross sections along McGowan Parkway within the project limits. The first cross section runs from Olive Avenue to Via Novato and consists of one vehicular travel lane in both the east and west directions plus curb, gutter, and sidewalk along the north side of McGowan Parkway. There is limited pedestrian and bicycle travel along this section due to the lack of development or destination points east of Olive Avenue.

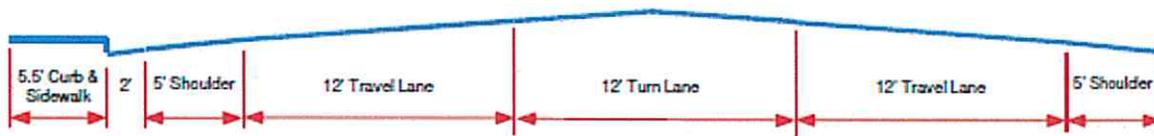
The second cross section runs from Via Novato to Larson Street and consists of one vehicular travel lane in both the east and west directions, a center turn lane, plus curb, gutter, and sidewalk along the north side of McGowan Parkway.

The third cross section runs from Larson Street to Powerline Road and consists of one vehicular travel lane in both the east and west directions along with five-foot shoulders. There are no curbs, gutters, sidewalks, or turn lanes along this section of McGowan Parkway.

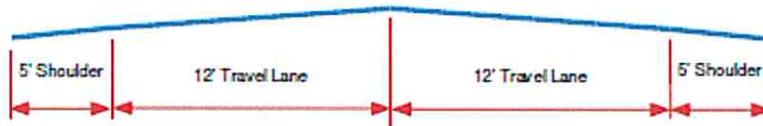
Existing Cross Section Between Olive Avenue and Via Novato



Existing Cross Section Between Via Novato and Larson Street



Existing Cross Section Between Larson Street and Powerline Road

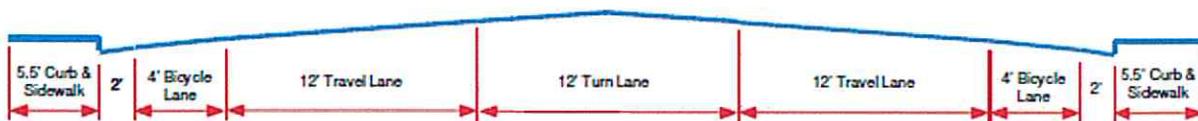


The County will be able to take advantage of an existing underground storm drain system on the north side of McGowan Parkway to help minimize construction costs for this project.

Proposed Condition

The proposed configuration for McGowan Parkway is two travel lanes, a center turn lane, a four to five-foot wide bicycle path, plus curb, gutter, and sidewalk.

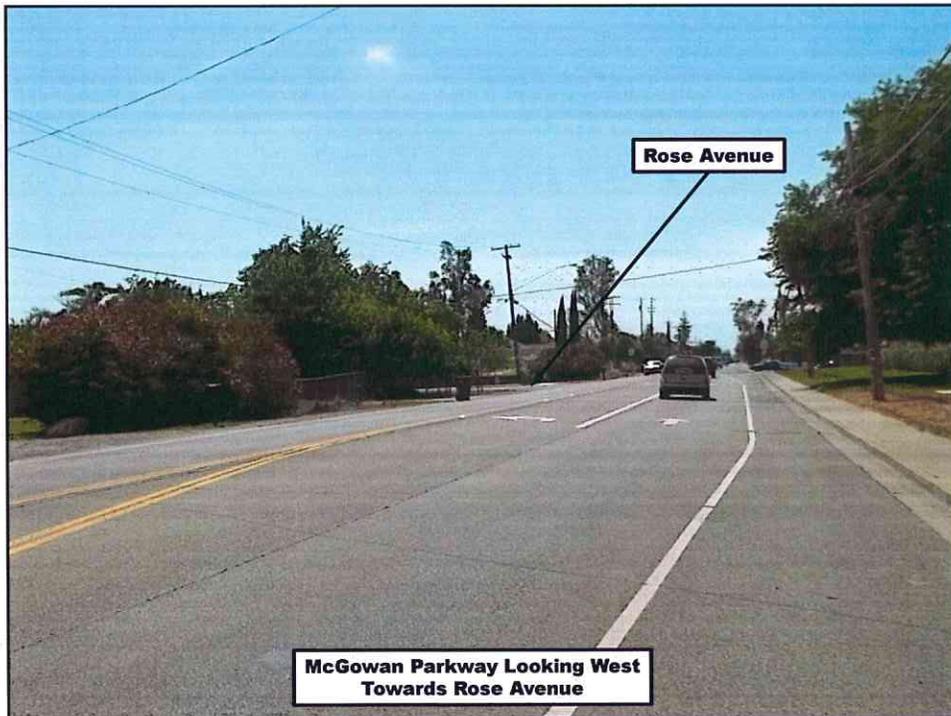
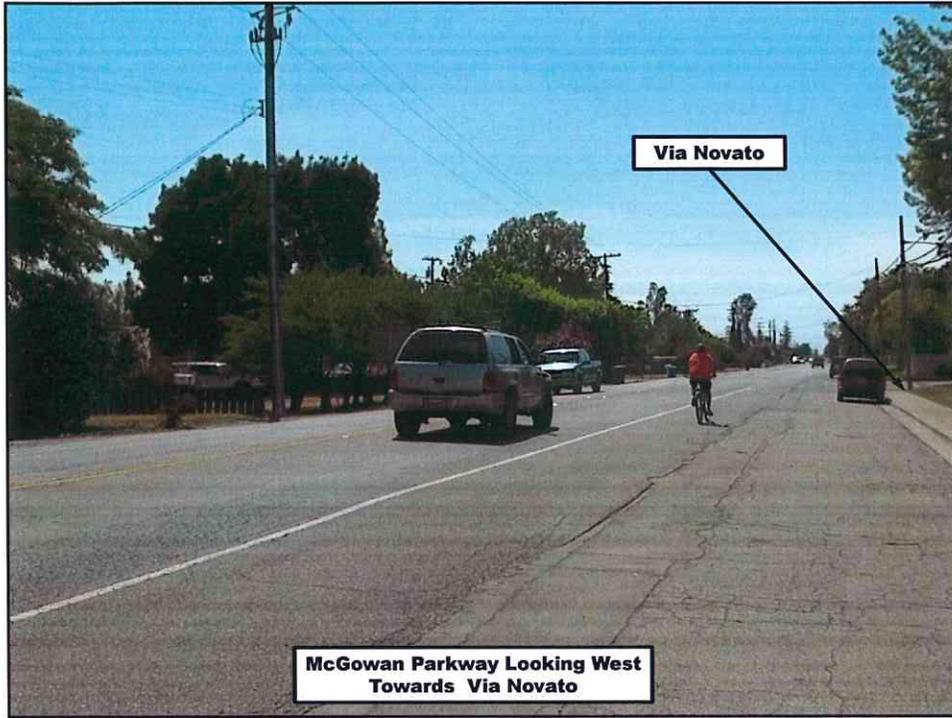
Proposed Cross Section

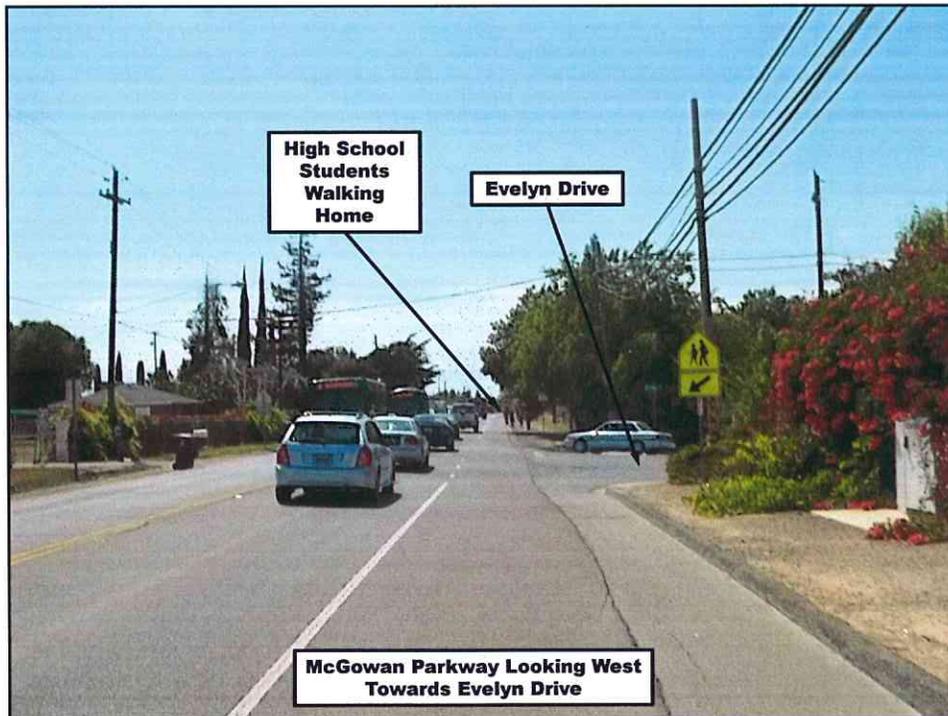


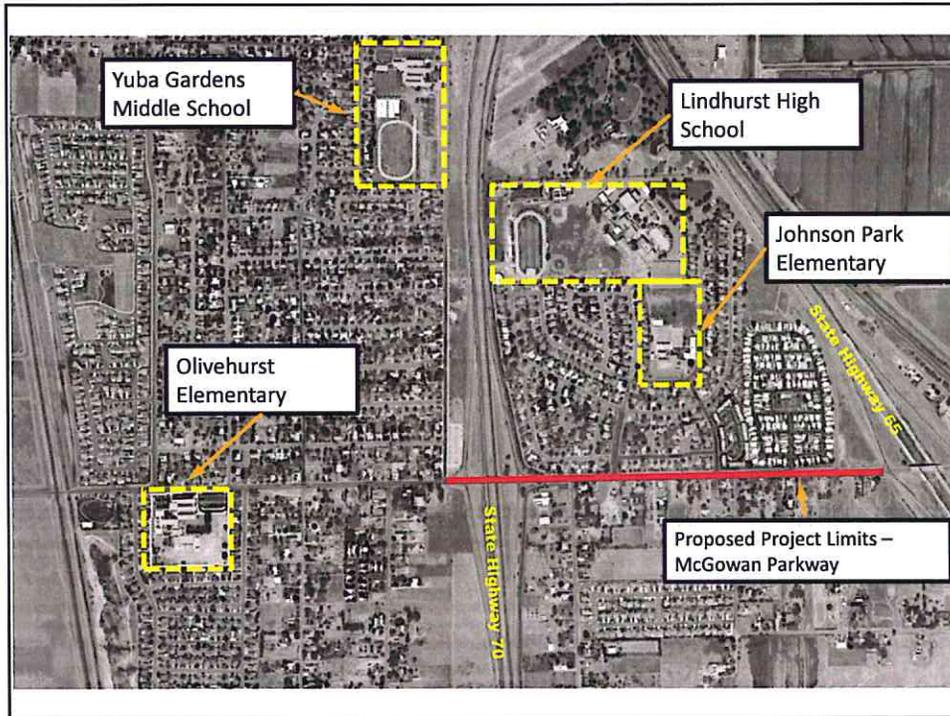
Attachment F:

Photos of Existing Conditions









Attachment G:

Project Estimate

Detailed Engineer's Estimate and Total Project Cost

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

Project Information:

Agency:	County of Yuba		
Application ID:	03-County of Yuba-1	Prepared by:	Daniel Peterson
		Date:	5/28/2015
Project Description:	Install continuous turn lane, Class II Bicycle Lanes, curb, gutter, and sidewalk along Seventh Avenue providing access to Olivehurst Elementary School		
Project Location:	McGowan Parkway in Olivehurst, CA between Powerline Road and State Highway 65		

Engineer's Estimate and Cost Breakdown:

Engineer's Estimate (for Construction Items Only)						Cost Breakdown							
						Note: Cost can apply to more than one category. Therefore may be over 100%.							
						ATP Eligible Items		Landscaping		Non-Participating Items		To be Constructed by Corps/CCC	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$	%	\$
1	Traffic Control	1	LS	\$42,000.00	\$42,000	100%	\$42,000.00						
2	Prepare SWPPP	1	LS	\$5,000.00	\$5,000	100%	\$5,000.00						
3	Implement SWPPP	1	LS	\$10,000.00	\$10,000	100%	\$10,000.00						
4	Construction Staking	1	LS	\$10,000.00	\$10,000	100%	\$10,000.00						
5	Roadway Excavation	2,600	CY	\$25.00	\$65,000	100%	\$65,000.00						
6	Aggregate Base	4,200	TON	\$25.00	\$105,000	100%	\$105,000.00						
7	Asphalt Concrete	2,600	TON	\$90.00	\$234,000	100%	\$234,000.00						
8	Curb and Gutter	4,900	LF	\$20.00	\$98,000	100%	\$98,000.00						
9	Sidewalk	26,600	SF	\$6.00	\$159,600	100%	\$159,600.00						
10	Driveways	27	EA	\$1,500.00	\$40,500	100%	\$40,500.00						
11	Curb Ramps	16	EA	\$2,000.00	\$32,000	100%	\$32,000.00						
12	18" Pipe	150	LF	\$60.00	\$9,000	100%	\$9,000.00						
13	12" Pipe	4	LF	\$50.00	\$200	100%	\$200.00						
14	Manholes	6	EA	\$3,000.00	\$18,000	100%	\$18,000.00						
15	Drainage Inlets	6	EA	\$2,000.00	\$12,000	100%	\$12,000.00						
16	Striping	25,700	LF	\$1.00	\$25,700	100%	\$25,700.00						
17	Pavement Markings	1	LS	\$4,000.00	\$4,000	100%	\$4,000.00						
18	Signage	1	LS	\$10,000.00	\$10,000	100%	\$10,000.00						
19	Acceptance and Sampling Test	1	LS	\$10,000.00	\$10,000	100%	\$10,000.00						
21	Pedestrian & Bike Lane Lighting	1	LS	\$10,000.00	\$10,000	100%	\$10,000.00						
Subtotal of Construction Items:					\$900,000		\$900,000						
Construction Item Contingencies (% of Construction Items):				10.00%	\$90,000								
Enter in the cell to the right													
Total (Construction Items & Contingencies) cost:					\$990,000								

Project Cost Estimate:

Type of Project Delivery Cost	Cost \$			
Preliminary Engineering (PE)				
Environmental Studies and Permits(PA&ED):	\$	79,000		
Plans, Specifications and Estimates (PS&E):	\$	168,000		
Total PE:	\$	247,000	24.9%	25% Max
Right of Way (RW)				
Right of Way Engineering:	\$	-		
Acquisitions and Utilities:	\$	-		
Total RW:	\$	-		
Construction (CON)				
Construction Engineering (CE):	\$	148,000	13.0%	15% Max
Total Construction Items & Contingencies:	\$	\$990,000		
Total CON:	\$	1,138,000		
Total Project Cost Estimate:		\$	1,385,000	

Attachment H:

Non-Infrastructure Work Plan (Form 22-R)

Note: Project does not include any Non-Infrastructure Work

Attachment I:

Narrative Questions backup information

Multiple Schools: Names & Contacts

Olivehurst Elementary School

1778 McGowan Parkway, Olivehurst, CA 95901

Principal James Eggers Phone: (530) 741-6191

Johnson Park Elementary

4364 Lever Avenue, Olivehurst, CA 95901

Principal Sarah O'Brien Phone: (530) 741-6133

Lindhurst High School

4446 Olive Drive, Olivehurst, CA 95901

Principal Bob Eckardt Phone: (530) 741-6150

Yuba Gardens Elementary

1964 11th Avenue, Olivehurst, CA 95901

Principal Kary Ylst Phone: (530) 741-6194

Attachment J:

Letters of Support

WALKSacramento

Marysville Joint Unified School District

Yuba County Sheriff

Yuba-Sutter Transit



May 29, 2015

Caltrans

Division of Local Assistance, MS1
P.O. Box 942874
Sacramento, CA 94274-0001

RE: Letter of Support for Yuba County – McGowan Parkway Bicycle Path and Pedestrian Route Improvements Active Transportation Program (ATP) Grant Application

To Whom It May Concern:

WALKSacramento is pleased to support the Yuba County ATP application for the McGowan Parkway Bicycle Path and Pedestrian Route Improvements infrastructure project. WALKSacramento is a nonprofit community organization dedicated to achieving safe, walkable communities – for personal health and recreation, for livable neighborhoods, for traffic safety, and for clean air. Our organization works with local schools and government agencies to improve pedestrian safety within the Sacramento region. We believe the proposed project on McGowan Parkway would improve the walkability and active transportation usage around multiple schools and benefit the entire Olivehurst community.

Over the past three years, WALKSacramento has worked with the Olivehurst community on the California Department of Public Health-funded program, “Paving the Way for Safe Routes to School.” Ella Elementary was selected for this project for many reasons, including the enthusiasm of the school administration and community, the lack of pedestrian and bicycle facilities in the area, and the potential to improve active transportation in the Olivehurst area. WALKSacramento formed a Yuba County Safe Routes to School Coalition to address the safety and accessibility of walking and biking to school. The coalition engages Marysville Unified School District staff, Yuba County Sheriff’s Office, Olivehurst Fire Department, Yuba County Public Works and other community members. The Yuba County Safe Routes to School Coalition met quarterly over the period of 2013-2015 to discuss ways to increase the number of students walking safely to school. We have seen first-hand the enthusiasm of the community promoting safe walking and biking and advocating for needed improvements.

We believe that constructing sidewalks, bike lanes, and a new crosswalk would benefit students attending Johnson Park Elementary, Olivehurst Elementary, Yuba Gardens Middle School, and Lindhurst High School. If funded, this centrally located project has the potential to increase active transportation usage by students at all four schools, as well as the greater community. In addition, this project greatly increases the safety of students traveling along McGowan Parkway. At Lindhurst High School alone, over half of students live west of State Route 70 and must travel McGowan to at least Evelyn Drive to get to school. We believe this project will directly address the needs of the community as a safer, healthier option for students to get to and from school.



Because of the tremendous health benefits associated with the presence of greenery along walking and biking routes, we hope that Yuba County's final plan will include the addition of trees and lighting on McGowan Parkway. The project accomplishes the ATP goals of helping the environment and promoting public health by reducing vehicle trips and increasing walking and biking through the implantation of infrastructure improvements that keep our children active. We believe that this proposed project will help make our streets safer, greener, and more comfortable places to walk, and because of this we urge you to fund this project. Please contact me at egerhart@walksacramento.org if you have any questions.

Sincerely,

A handwritten signature in blue ink, which appears to read "Emily Alice Gerhart". The signature is fluid and cursive, with a long, sweeping underline that extends to the right.

Emily Alice Gerhart
Project Coordinator
WALKSacramento



Marysville Joint Unified School District

1919 B Street Marysville, CA 95901

(530) 741-6000 • FAX (530) 742-0573

June 1, 2015

To Whom It May Concern:

The Marysville Joint Unified School District supports Yuba County's efforts to improve the pedestrian and bicycle infrastructure serving Olivehurst neighborhoods. This is desperately needed within the Olivehurst area to provide safe access to schools, commercial areas, parks, and churches. There are a total of 2,705 students attending the four neighboring schools (Johnson Park Elementary, Olivehurst Elementary, Yuba Gardens Intermediate, and Lindhurst High). Many of those students lack sidewalk and bicycle lanes between their homes and the school. As we promote a healthy lifestyle in our classrooms, it is imperative students have the ability to not only eat healthy in our cafeterias, but to extend their physical activity by riding bikes and walking to school in a safe manner.

We believe that improving the pedestrian and bicycle infrastructure serving these local neighborhoods will increase the number of students walking and bicycling to school and to other destinations. This would provide a significant benefit to the health and safety of our students and to other members of the community. For these reasons, the Marysville Joint Unified School District supports this proposed project and the associated grant application for funding.

Sincerely,

Gay Todd, Ed.D.
Superintendent



Yuba County Sheriff's Department

Steven L. Durfor, Sheriff-Coroner



215 5th Street, Suite 150, Marysville, CA 95901
Ph: 530-749-7777 • Fax: 530-741-6445

May 27, 2015

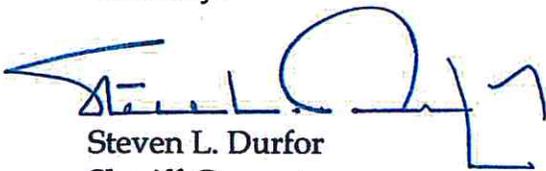
Mike Lee, Director
Yuba County Public Works
915 8th Street, Suite 125
Marysville, CA 95901

Re: Letter of Support-Active Transportation Program Grant

The Yuba County Sheriff's Department would like to express its support for the County's application for the McGowan Parkway Bike and Pedestrian Route Improvements project. There have been numerous accidents in the Olivehurst area over the past few years due to a lack of sidewalks and bicycle lanes. The proposed project would help create a network of streets that promote safe bicycling and walking throughout the entire community, and would specifically provide sidewalk and bicycle lane facilities for residential neighborhoods east of Powerline Road and Olivehurst Elementary School. The Sheriff's Department has been working with schools in the Olivehurst area for the past two years to improve safety conditions for students and family members.

We believe that improving the infrastructure connecting local neighborhoods to Olivehurst Elementary will decrease the number of incidents between motorized vehicles and students walking and bicycling to school. The proposed project would make walking and bicycling significantly safer along this busy corridor. For these reasons, we support this proposed project and the associated grant application for funding.

Sincerely:


Steven L. Durfor
Sheriff-Coroner



May 27, 2015

To Whom It May Concern:

Yuba-Sutter Transit would like to express its support for the County's application for the McGowan Parkway Bike and Pedestrian Route Improvements project. There are significant safety issues along this road due to a lack of sidewalks and bicycle lanes. The proposed project would help create a network of streets that promote safe bicycling and walking throughout the entire community, and would provide sidewalk and bicycle lane facilities for residential neighborhoods east of Powerline Road.

We believe that providing multi-modal infrastructure connecting local neighborhoods will decrease the number of incidents between motorized vehicles and non-motorized traffic. The proposed project would make walking and bicycling significantly safer along this busy corridor and would improve access to mass transit facilities. For these reasons, we support this proposed project and the associated grant application for funding.

Thanks for your consideration and please feel free contact me if you have any questions.

Sincerely:

Keith Martin

Yuba-Sutter Transit

Attachment K:

Additional Attachments

Peterson, Daniel

From: Active Transportation Program <inquiry@atpcommunitycorps.org>
Sent: Wednesday, May 27, 2015 2:26 PM
To: Peterson, Daniel
Cc: atp@ccc.ca.gov
Subject: Re: McGowan Parkway Bicycle and Pedestrian Project

Hi Daniel,

Thank you for reaching out to the Local Conservation Corps for this project. Unfortunately, we are not able to participate in this project. Please include this email in your application as proof of reaching out to the Local Conservation Corps.

Thank you,
Danielle

On Fri, May 22, 2015 at 1:51 PM, Peterson, Daniel <dpeterson@co.yuba.ca.us> wrote:

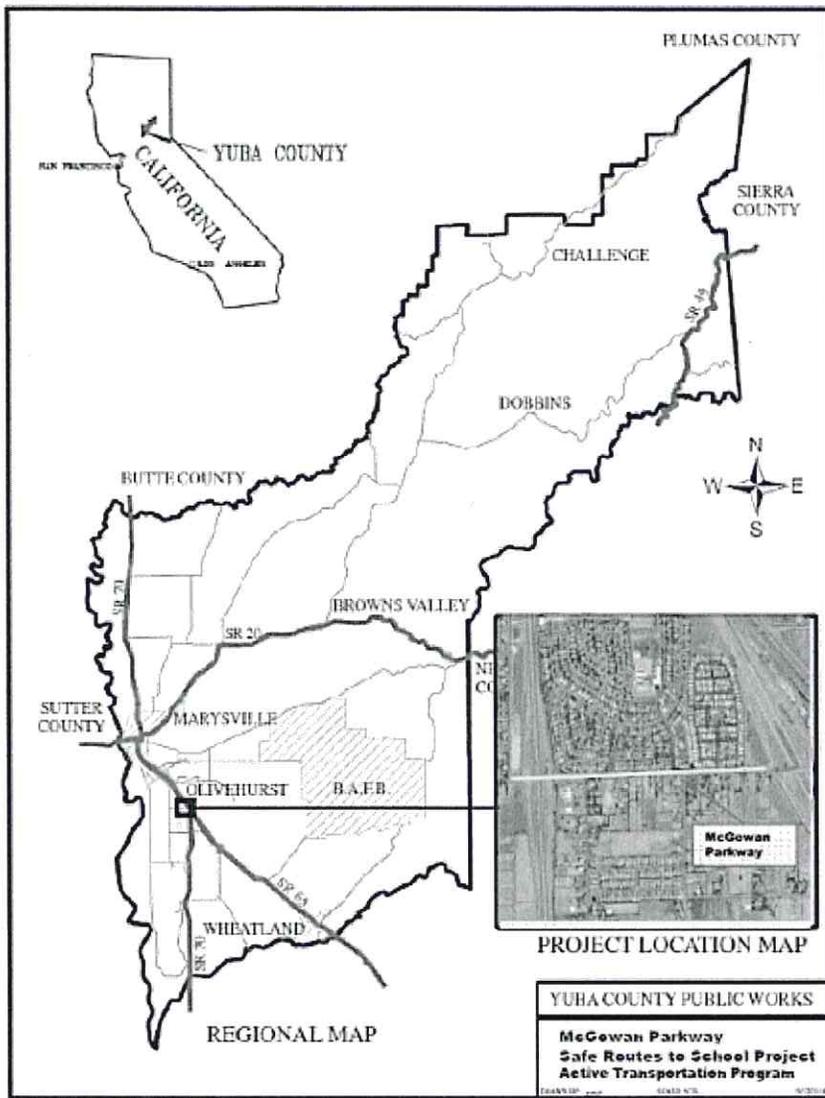
Good afternoon:

In addition to the project submitted to you earlier today, the County of Yuba is preparing an Active Transportation Program (ATP) grant application for the **McGowan Parkway Bicycle Path and Pedestrian Route Improvements** project and would like to know whether the CCC and / or CALCC can participate in the project.

A description of the project is as follows:

Design and construct curb, gutter, sidewalk, Class II bicycle lanes, curb ramps, striping, and a continuous turn lane along McGowan Parkway in Olivehurst California between Powerline Road and State Highway 65.

The proposed project does not include any landscaping. A map showing the location of the project is both attached and provided below for reference:



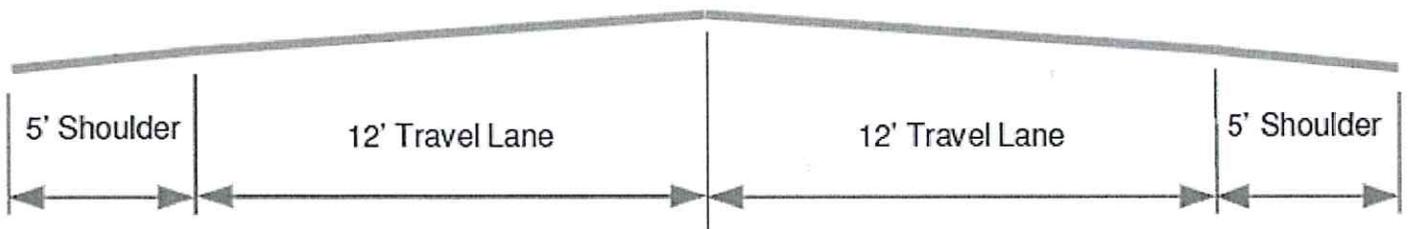
The preliminary schedule for the project is as follows:

MILESTONE:	DATE COMPLETED	OR	EXPECTED DATE
CTC - PA&ED Allocation:			1/15/2016
* CEQA Environmental Clearance:			1/15/2016
* NEPA Environmental Clearance:			1/15/2016
CTC - PS&E Allocation:			1/15/2016
CTC - Right of Way Allocation:			8/03/2016
* Right of Way Clearance & Permits:			8/03/2016
Final/Stamped PS&E package:			8/03/2016
* CTC - Construction Allocation:			4/1/2017
* Construction Complete:			10/1/2017
* Submittal of "Final Report"			11/1/2017

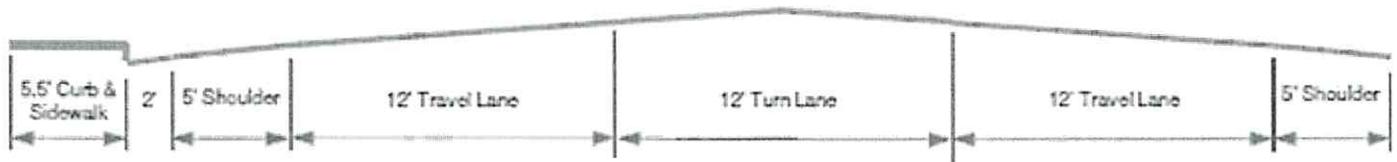
A detailed estimate in EXCEL format is also attached for your reference.

The preliminary plan is comprised of an existing and a proposed cross section for the roadway as follows:

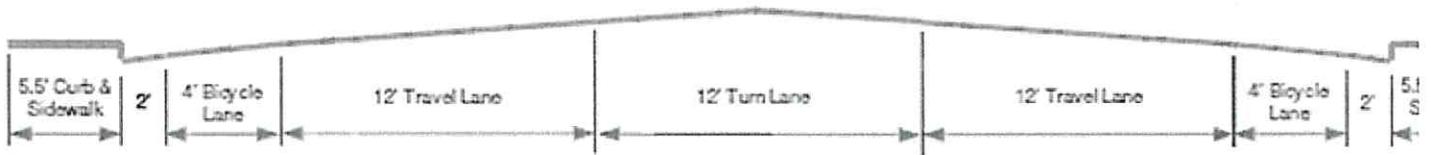
Existing Cross Section from Powerline Road to Via Grande:



Existing Cross Section from Via Grande to State Highway 65:



Proposed Cross Section:



Please let me know if you have any questions.

Regards:

Daniel W. Peterson, P.E., CFM

Yuba County Public Works Department

Marysville, CA 95901

Phone: (530) 749-5642

Fax: (530) 749-5424

dpeterson@co.yuba.ca.us

--

Monica Davalos | Legislative Policy Intern
Active Transportation Program
California Association of Local Conservation Corps
1121 L Street, Suite 400
Sacramento, CA 95814
[916.426.9170](tel:916.426.9170) | inquiry@atpccommunitycorps.org

Peterson, Daniel

From: Hsieh, Wei@CCC <Wei.Hsieh@CCC.CA.GOV> on behalf of ATP@CCC <ATP@CCC.CA.GOV>
Sent: Tuesday, May 26, 2015 2:37 PM
To: Peterson, Daniel
Cc: Hsieh, Wei@CCC; ATP@CCC; inquiry@atpcommunitycorps.org; Thornhill, Rod@CCC; Monroe, Carie@CCC
Subject: RE: McGowan Parkway Bicycle and Pedestrian Project

Hi Daniel,

Thank you for contacting the CCC. Unfortunately, we are unable to participate in this project. Please include this email with your application as proof that you reached out to the CCC.

Thank you,

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

From: Peterson, Daniel [<mailto:dpeterson@CO.YUBA.CA.US>]
Sent: Friday, May 22, 2015 1:51 PM
To: ATP@CCC; inquiry@atpcommunitycorps.org
Subject: RE: McGowan Parkway Bicycle and Pedestrian Project

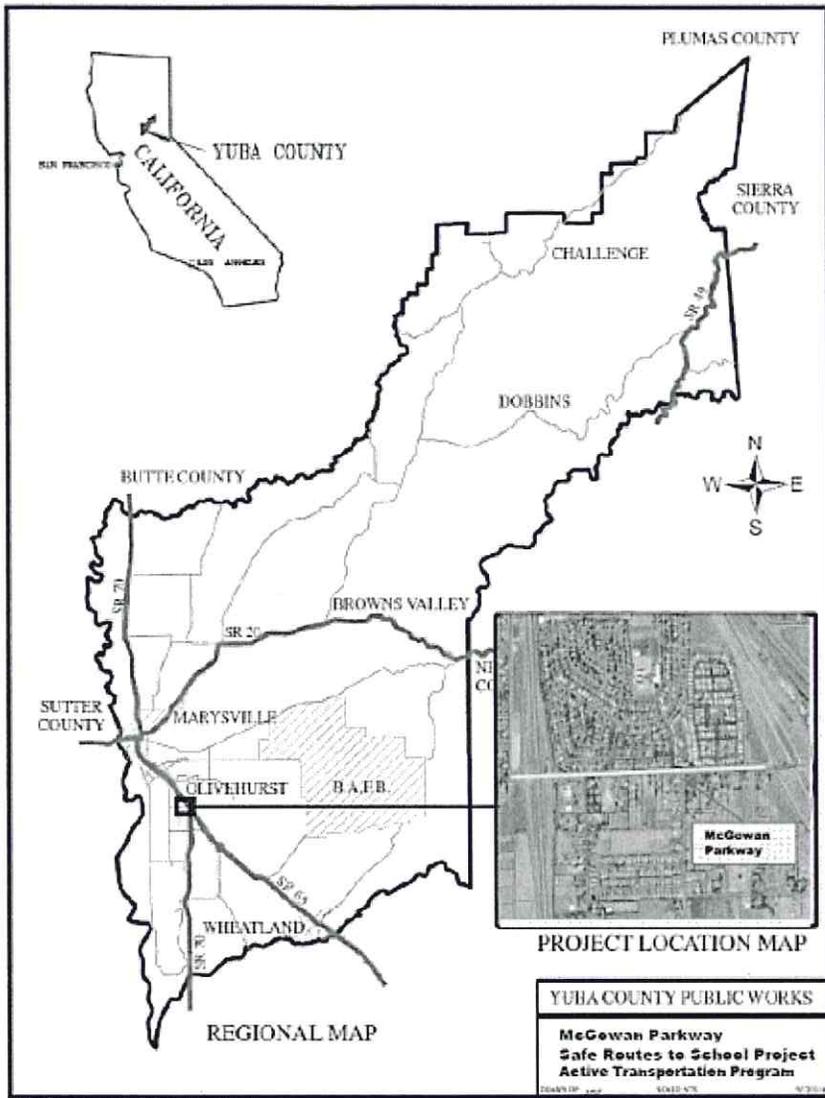
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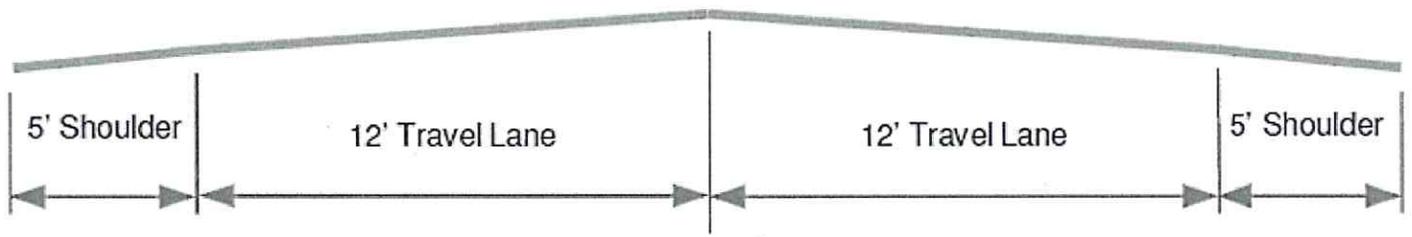
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CTC - Right of Way Allocation:			8/03/2016
* Right of Way Clearance & Permits:			8/03/2016
Final/Stamped PS&E package:			8/03/2016
* CTC - Construction Allocation:			4/1/2017
* Construction Complete:			10/1/2017
* Submittal of "Final Report"			11/1/2017

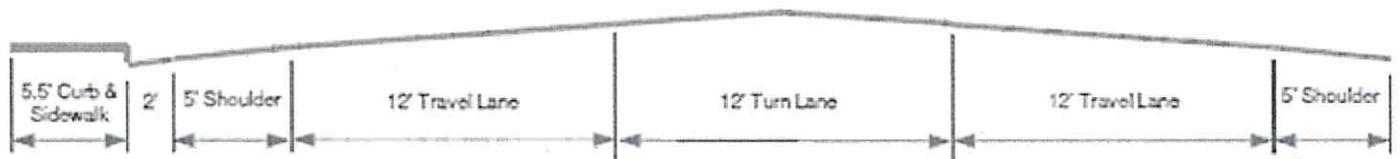
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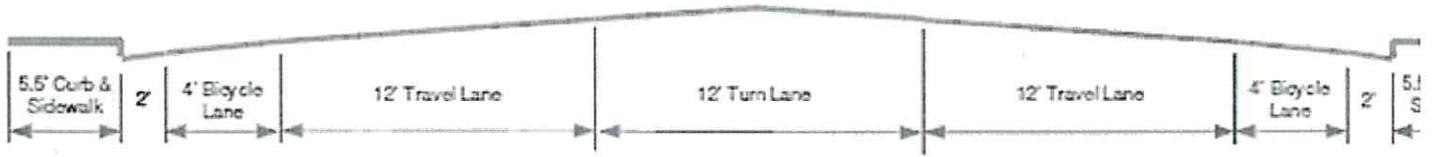
Existing Cross Section from Powerline Road to Via Grande:



Existing Cross Section from Via Grande to State Highway 65:



Proposed Cross Section:



Please let me know if you have any questions.

Regards:

Daniel W. Peterson, P.E., CFM
Yuba County Public Works Department
Marysville, CA 95901
Phone: (530) 749-5642
Fax: (530) 749-5424

dpeterson@co.yuba.ca.us