

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017  
PROJECT BASELINE AGREEMENT

Go Paradise: Neal Gateway Project

Resolution ATP-P-2526-01B

(to be completed by CTC)

1. FUNDING PROGRAM

- Active Transportation Program
- Local Partnership Program (Competitive)
- Solutions for Congested Corridors Program
- State Highway Operation and Protection Program
- Trade Corridor Enhancement Program

2. PARTIES AND DATE

- 2.1 This Project Baseline Agreement (Agreement) effective on 8/14/25 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, The Town of Paradise, and the Implementing Agency, The Town of Paradise, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.1 Whereas at its 12/7/2022 meeting the Commission approved the Active Transportation Program and included in this program of projects the Go Paradise: Neal Gateway Project, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A, the Project Report attached hereto as Exhibit B, the Performance Metrics Form, if applicable, attached hereto as Exhibit C, as the baseline for project monitoring by the Commission.
- 3.2 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.
- 4.2 To adhere, as applicable, to the provisions of the Commission:
- Resolution G-22-70, "Adoption of Program of Projects for the Active Transportation Program", dated 12/7/2022
  - Resolution [redacted], "Adoption of Program of Projects for the Local Partnership Program", dated [redacted]
  - Resolution [redacted], "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated [redacted]
  - Resolution [redacted], "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated [redacted]
  - Resolution [redacted], "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated [redacted]

- 4.3 All signatories agree to adhere to the Commission's Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 The Town of Paradise agrees to secure funds for any additional costs of the project.
- 4.6 The Town of Paradise agrees to report to Caltrans on a quarterly basis; on the progress made toward the implementation of the project, including scope, cost, schedule, and anticipated benefits/performance metric outcomes.
- 4.7 Caltrans agrees to prepare program progress reports on a on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 The Town of Paradise agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 The Town of Paradise agrees to submit a timely Project Performance Analysis as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.10 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits and performance metric outcomes during the course of the project, and retain those records for six years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.11 The Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for six years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

**5. SPECIFIC PROVISIONS AND CONDITIONS**

- 5.1 Project Schedule and Cost  
See Project Programming Request Form, attached as Exhibit A.
- 5.2 Project Scope  
See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.
- 5.3 Performance Metrics  
See Performance Metrics Form, if applicable, attached as Exhibit C.
- 5.4 Additional Provisions and Conditions *(Please attach an additional page if additional space is needed.)*



**Attachments:**

- Exhibit A: Project Programming Request Form
- Exhibit B: Project Report
- Exhibit C: Performance Metrics Form *(if applicable)*

SIGNATURE PAGE  
TO  
PROJECT BASELINE AGREEMENT

Project Name **Go Paradise: Neal Gateway Project**  
Resolution **ATP-P-2526-01B**

*(to be completed by CTC)*

**Jim Goodwin** Digitally signed by Jim Goodwin  
Date: 2025.06.02 09:05:47 -07'00' **6/2/2025**  
Date  
James Goodwin  
Town Manager  
Project Applicant

**Jim Goodwin** Digitally signed by Jim Goodwin  
Date: 2025.06.03 10:40:50 -07'00' **6/3/2025**  
Date  
James Goodwin  
Town Manager  
Implementing Agency

  
[Sergio Aceves \(Jun 9, 2025 16:36 PDT\)](#) **06/09/2025**  
Date  
Sergio Aceves  
District Director  
California Department of Transportation

  
[Dina El-Tawansy \(Aug 8, 2025 17:26:35 PDT\)](#) **08/08/2025**  
Date  
Dina El-Tawansy  
Director  
California Department of Transportation

  
**08/19/25**  
Date  
Tanisha Taylor  
Executive Director  
California Transportation Commission

# Go Paradise: Neal Gateway Project Baseline Agreement

Final Audit Report

2025-06-09

Created:	2025-06-09
By:	Ana Garcia (s161774@dot.ca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAGqmh3vP9ltcSnnEtPOqjCBUHQmDKWDw0

## "Go Paradise: Neal Gateway Project Baseline Agreement" History

-  Document created by Ana Garcia (s161774@dot.ca.gov)  
2025-06-09 - 11:32:13 PM GMT- IP address: 149.136.17.249
-  Document emailed to Sergio Aceves (sergio.aceves@dot.ca.gov) for signature  
2025-06-09 - 11:34:19 PM GMT
-  Email viewed by Sergio Aceves (sergio.aceves@dot.ca.gov)  
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-  Document e-signed by Sergio Aceves (sergio.aceves@dot.ca.gov)  
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-  Agreement completed.  
2025-06-09 - 11:36:18 PM GMT



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DIRECTOR'S SIGNATURE REQUEST

# SB-1 Project Baseline Agreement



The Commission adopted the original SB-1 Accountability and Transparency Guidelines on March 21, 2018, and a revised version on May 16, 2018. The Guidelines require the development of project baseline agreements for Commission adopted SB-1 programs, subject to certain cost thresholds and conditions. The baseline agreement is to be signed by the Project Applicant, Implementing Agency, Caltrans District Director, Caltrans Director of Transportation, and the Executive Director of the California Transportation Commission. It is anticipated that the Commission will approve the baseline agreement at their meeting scheduled for:

Attached baseline agreement is for Project:

**Project is funded from the following SB-1 Program(s) (please select):**

- SHOPP    TCEP    SCCP    LPP    ATP

**1. BASELINE AGREEMENT REVIEW & APPROVAL:** Signature confirms applicable HQ Division(s) (selected below) is/are aware of the project and commits to supporting oversight (through Headquarters or District) and compliance with the Accountability and Transparency Guidelines.

**District Contact:** Name:  Phone:

**HQ Program Coordinator:**  Digitally signed by Kendall Lim  
Date: 2025.06.10 14:54:17 -07'00'

Signature

**Select Lead Division:**

If on-system:

- Project Management

Signature

Date

**Jeff Wiley, Division Chief**

If administered by DLA:

- DLA    DLA-RMT

Digitally signed by Dee Lam  
Date: 2025.06.11 08:28:11 -07'00'

Signature

Date

**Dee Lam, Division Chief**

**2. CONCURRENCE BY:** Signature acknowledges Program responsibilities with regards to Project and appropriate resources have been assigned to support the delivery of the project.

On-System Projects	Off-System Projects
<p><b>Donna Berry</b> Project Delivery</p> <p>Date</p>	<p></p> <p><input type="text" value="06/19/2025"/></p> <p>Date</p> <p><b>Marlon Flournoy</b> Planning &amp; Modal Programs</p>

**3. CONCURRENCE BY:** Programming and Chief Financial Officer Concurrence (All Projects):

**James R. Anderson**  
Financial Programming

Date

**Steven Keck**  
Chief Financial Officer

Date

**NEXT STEPS**

- 4. Send an email/notification to SB-1 Program for Director's signature
- 5. SB-1 Program to return Director signed copy of Baseline Agreement to Lead HQ Division/HQ Coordinator

**Signature:** 

**Email:** [marlon.flournoy@dot.ca.gov](mailto:marlon.flournoy@dot.ca.gov)

# Go Paradise: Neal Gateway Project - SB1-BA Internal Routing Slip\_09.19.23

Final Audit Report

2025-06-19

Created:	2025-06-18
By:	Lakresha Jenkins (s157936@dot.ca.gov)
Status:	Signed
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-  Document digitally presigned by Dee Lam (dee.lam@dot.ca.gov)  
2025-06-11 - 3:28:11 PM GMT- IP address: 149.136.17.249
-  Document created by Lakresha Jenkins (s157936@dot.ca.gov)  
2025-06-18 - 3:42:01 PM GMT- IP address: 149.136.17.249
-  Document emailed to Marlon Flournoy (marlon.flournoy@dot.ca.gov) for signature  
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-  Agreement completed.  
2025-06-19 - 4:15:55 PM GMT



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# Go Paradise\_ Neal Gateway Project - SB1-BA Internal Routing Slip\_09.19.23 - signed

Final Audit Report

2025-06-23

Created:	2025-06-23
By:	Ayana Webb (s152747@dot.ca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAA387A_eerHLE7y3zNhtyW0knflr0fyqPd

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-  Document digitally presigned by Dee Lam (dee.lam@dot.ca.gov)  
2025-06-11 - 3:28:11 PM GMT- IP address: 149.136.17.253
-  Document created by Ayana Webb (s152747@dot.ca.gov)  
2025-06-23 - 9:26:37 PM GMT- IP address: 149.136.17.253
-  Document emailed to James Anderson (james.r.anderson@dot.ca.gov) for signature  
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-  Agreement completed.  
2025-06-23 - 10:44:19 PM GMT



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**Baseline Agreement Fact Sheet**

<b>Project Title:</b>	Go Paradise: Neal Gateway Project				
<b>Location:</b>	The Project area includes Neal Road between Town Limits and Skyway in the Town of Paradise in Butte County, California.				
<b>Work Description:</b>	The project would include approximately 1.6-mile of Neal Road from Skyway to the north and Wayland Road to the south, 0.20-mile of Wayland Road, 0.30-mile of Grinding Rock Road in the Town of Paradise in Butte County, California. Construct a new Class I multi-use path, including drainage infrastructure, intersection curb ramps, and pedestrian lighting.				
<b>Project Cost:</b>	\$18,398,000 (Total ATP Request: \$12,348,000)				
<b>Performance Measure:</b>	<b>ATP Indicator</b>	<b>Measures/Outcomes</b>	<b>Unit</b>	<b>Current</b>	<b>Projected Outcome Year</b>
	<b>Counts</b>	Bicycle Counts	Each	0	31 2030
		Pedestrian Counts	Each	0	14 2030
	<p>The Project's purpose is to close a major gap in the Town existing active transportation network to increase safety and provide low costs travel options for residents severely impacted by the devastating Camp Fire.</p> <p>New facilities, such as a new Class 1 trail, do not require pre-construction user counts. The initial user count will be assumed to be zero.</p> <p>Projected bicycle counts are based on the vehicle trips generated by the project area residents multiplied by a ratio of 0.006.</p> <p>Projected pedestrian counts are based on residential parcels in the project area multiplied by a ratio of 0.04.</p> <p>The ratios used are loosely based on the Tahoe Region Bicycle and Pedestrian Use Model, with adjustments made for the Paradise location.</p> <p>Continued town recovery from the Camp Fire, which reduced the Town population from 27,000 to 4,000 overnight and future connections to County projects that continue the Class I facility will impact the projections and increase the pedestrian and bicycle users.</p> <p>Sources: <a href="https://www.trpa.gov/wp-content/uploads/documents/TahoeBikePedFullModelDemo.pdf">https://www.trpa.gov/wp-content/uploads/documents/TahoeBikePedFullModelDemo.pdf</a></p>				
<b>Notes:</b>	<b>Category</b>	<b>Outputs</b>	<b>Unit</b>	<b>Total</b>	
	Active Transportation	Pedestrian/Bicycle facilities miles constructed	Miles	8,554	
	ADA Improvements	New curb ramp installed	EA	28	
	Active Transportation	#signs, lights, greenway, safety/beautification	LF	8,554	

**NOTICE OF EXEMPTION**

To:  Office of Planning and Research  
1400 Tenth Street  
Sacramento, CA 95814

County Clerk-Recorder  
Butte County  
155 Nelson Avenue  
Oroville, CA 95965

From: Public Works Department  
Town of Paradise  
5555 Skyway  
Paradise, CA 95969

**DATE RECEIVED FOR FILING**

Posted: \_\_\_\_\_ through \_\_\_\_\_  
(date) (date)

Project Title: **Go Paradise: Neal Gateway Project – CIP 9390**  
Project Location: Town of Paradise, Butte County, CA. See attached project location map.  
Assessor’s Parcel Number(s): Town Rights of Way  
Project Description: The Town of Paradise proposes to construct a Class I multi-modal facility along an approximately 1.6-mile portion of the western side of Neal Road between Skyway and Wayland Road in the Town of Paradise, Butte County, California. The project will consist of installation of a Class I Path and includes installation of drainage infrastructure, intersection curb ramps, and pedestrian lighting.  
Lead Agency: Town of Paradise  
Applicant: Town of Paradise, 5555 Skyway, Paradise, CA 95969  
Exemption Status:  Ministerial [Section 21080(b); 15268];  
 Declared Emergency [Section 21080(b)(3); 15269(a)];  
 Emergency Project [Section 21080(b)(4); 15269(b)(c)];  
 General Rule [Section 15061(b)(3)];  
 **Categorical Exemption [Section 15301(c), Existing Facilities];**  
 Statutory Exemption [Section 15273(a)(4)].

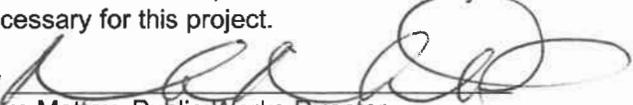
**REASONS WHY THIS PROJECT IS EXEMPT OR DOES NOT REQUIRE FURTHER ENVIRONMENTAL DOCUMENTATION:**

The project is exempt under State CEQA Guidelines [Section 15301(c)], which states:

*“Class 1 consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use. The types of “existing facilities” itemized below are not intended to be all-inclusive of the types of projects which might fall within Class 1. The key consideration is whether the project involves negligible or no expansion of use. Examples include but are not limited to:*

*Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities (this includes road grading for the purpose of public safety), and other alterations such as the addition of bicycle facilities, including but not limited to bicycle parking, bicycle-share facilities and bicycle lanes, transit improvements such as bus lanes, pedestrian crossings, street trees, and other similar alterations that do not create additional automobile lanes);”*

The project will result in no expansion of an existing use. No additional lanes or capacity will be created by the project. The purpose of the project is to increase the proportion of biking and walking trips; increase safety for non-motorized users; and increase mobility for non-motorized users. No further environmental review is necessary for this project.

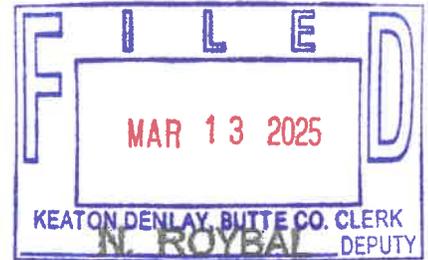
By   
Marc Mattox, Public Works Director  
Town of Paradise

Date 3/12/25

**DECLARATION OF FEES DUE**  
(California Fish and Game Code Section 711.4)

**NAME AND ADDRESS OF LEAD AGENCY/APPLICANT:**

Town of Paradise  
Public Works Department  
5555 Skyway  
Paradise, CA 95969  
(530) 872-6291



**Project: Go Paradise: Neal Gateway Project – CIP 9390**

**CLASSIFICATION OF ENVIRONMENTAL DOCUMENT:**

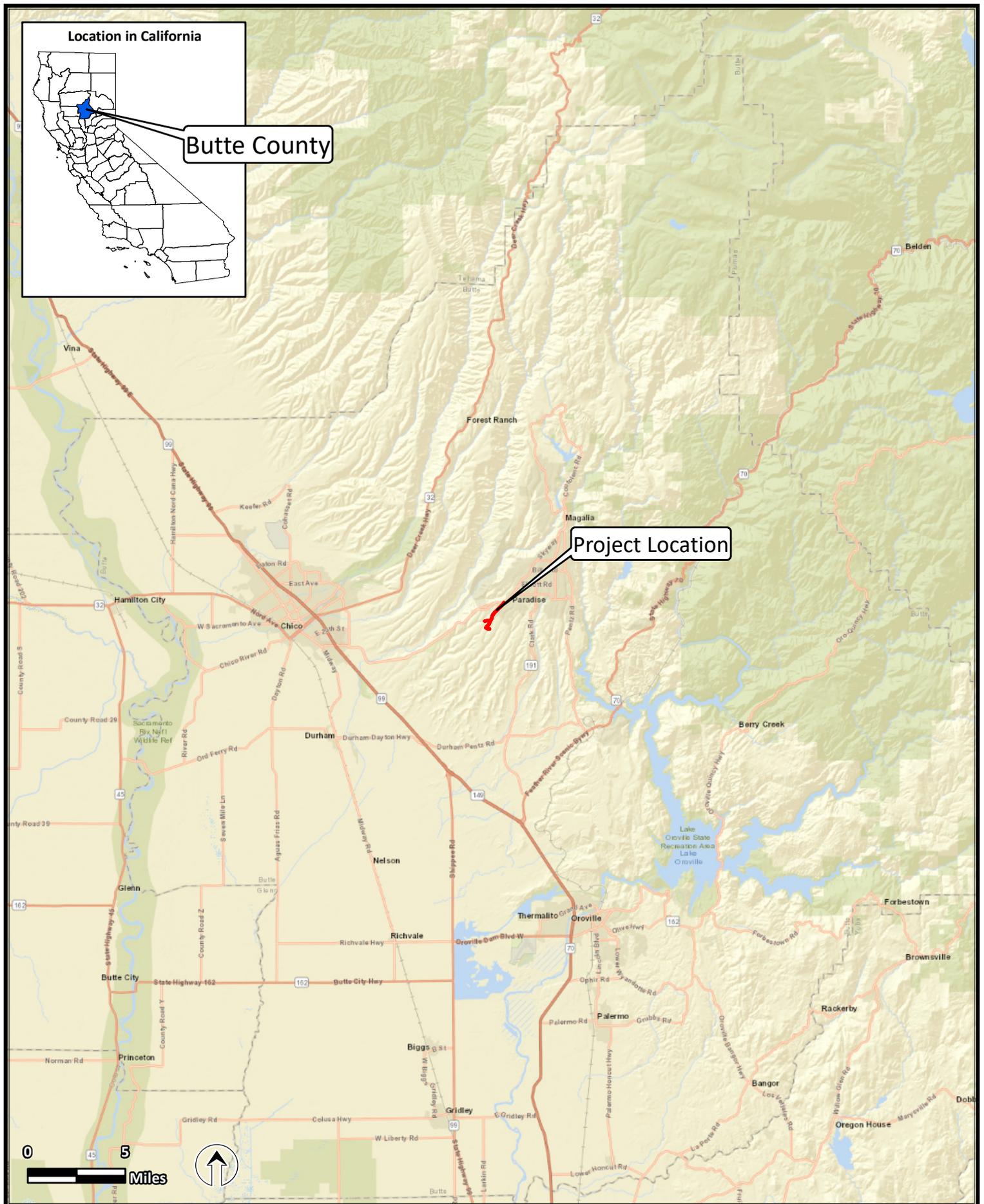
1. **NOTICE OF EXEMPTION/STATEMENT OF EXEMPTION**
  - A. Statutorily or Categorically Exempt**  
**\$50.00 (Fifty Dollars) Butte County Clerk's Filing Fee**
  
2. **NOTICE OF DETERMINATION - FEE REQUIRED**
  - A. Negative Declaration**  
**\$2,968.75 State Filing Fee**  
**\$50.00 Butte County Clerk's Filing Fee**
  
  - B. Mitigated Negative Declaration**  
**\$2,968.75 State Filing Fee**  
**\$50.00 Butte County Clerk's Filing Fee**
  
  - C. Environmental Impact Report**  
**\$4,123.50 State Filing Fee**  
**\$50.00 Butte County Clerk's Filing Fee**
  
3.  **OTHER (Specify) General Rule Exemption**  
**\$50.00 Butte County Clerk's Filing Fee**

THREE COPIES OF THIS FORM MUST BE COMPLETED AND SUBMITTED WITH ALL ENVIRONMENTAL DOCUMENTS FILED WITH THE BUTTE COUNTY CLERK'S OFFICE.

ALL APPLICABLE FEES MUST BE PAID AT THE TIME OF FILING ANY ENVIRONMENTAL DOCUMENTS WITH THE BUTTE COUNTY CLERK'S OFFICE.

THE \$50.00 HANDLING FEE IS REQUIRED PER FILING IN ADDITION TO THE FILING FEE SPECIFIED IN FISH AND GAME CODE SECTION 711.4(d).

MAKE CHECKS PAYABLE TO COUNTY OF BUTTE.



Source: ESRI 2022.



**ATTACHMENT A. REGIONAL LOCATION**  
**Skyway-Neal Gateway Bike Project**





State of California - Department of Fish and Wildlife  
**2024 ENVIRONMENTAL DOCUMENT FILING FEE**  
**CASH RECEIPT**  
 DFW 753.5a (REV. 01/01/24) Previously DFG 753.5a

RECEIPT NUMBER: 04-03132025-023
STATE CLEARINGHOUSE NUMBER (If applicable)

**SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY.**

LEAD AGENCY TOWN OF PARADISE PUBLIC WORKS	LEAD AGENCY EMAIL	DATE 03/13/2025
COUNTY/STATE AGENCY OF FILING BUTTE	DOCUMENT NUMBER 219	

PROJECT TITLE  
GO PARADISE: NEAL GATEWAY PROJECT - CIP 9390

PROJECT APPLICANT NAME TOWN OF PARADISE	PROJECT APPLICANT EMAIL	PHONE NUMBER (530) 872-6291
PROJECT APPLICANT ADDRESS 5555 SKYWAY	CITY PARADISE	STATE CA
		ZIP CODE 95969

**PROJECT APPLICANT** (Check appropriate box)

Local Public Agency   
  School District   
  Other Special District   
  State Agency   
  Private Entity

**CHECK APPLICABLE FEES:**

<input type="checkbox"/> Environmental Impact Report (EIR)	\$4,051.25	\$ _____
<input type="checkbox"/> Mitigated/Negative Declaration (MND)(ND)	\$2,916.75	\$ _____
<input type="checkbox"/> Certified Regulatory Program (CRP) document - payment due directly to CDFW	\$1,377.25	\$ _____
<input checked="" type="checkbox"/> Exempt from fee		
<input checked="" type="checkbox"/> Notice of Exemption (attach)		
<input type="checkbox"/> CDFW No Effect Determination (attach)		
<input type="checkbox"/> Fee previously paid (attach previously issued cash receipt copy)		

<input type="checkbox"/> Water Right Application or Petition Fee (State Water Resources Control Board only)	\$850.00	\$ _____
<input checked="" type="checkbox"/> County documentary handling fee	\$50.00	\$ _____ \$50.00
<input type="checkbox"/> Other		\$ _____

**PAYMENT METHOD:**

Cash   
  Credit   
  Check   
  Other

**TOTAL RECEIVED**    \$ \_\_\_\_\_ \$50.00

SIGNATURE <i>x N. Roybal</i>	AGENCY OF FILING PRINTED NAME AND TITLE Nancy Roybal, Deputy County Clerk-Recorder
---------------------------------	---



**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION  
DETERMINATION FORM (rev. 06/2022)**

**Project Information**

**Project Name (if applicable): Neal Gateway Project**

**DIST-CO-RTE: 03 – Town of Paradise PM/PM:**

**EA: Federal-Aid Project Number: CML 5425-043**

**Project Description**

The Town of Paradise, in conjunction with the California Department of Transportation, proposes to construct a grade separated, Class I multi-use path, drainage infrastructure, intersection curb ramps, and pedestrian lighting along the west side of Neal Road between the Town limits and Skyway.

**Caltrans CEQA Determination** (Check one)

- Not Applicable** – Caltrans is not the CEQA Lead Agency
- Not Applicable** – Caltrans has prepared an IS or EIR under CEQA

Based on an examination of this proposal and supporting information, the project is:

- Exempt by Statute.** (PRC 21080[b]; 14 CCR 15260 et seq.)
- Categorically Exempt. Class** Enter class. (PRC 21084; 14 CCR 15300 et seq.)
  - No exceptions apply that would bar the use of a categorical exemption (PRC 21084 and 14 CCR 15300.2). See the [SER Chapter 34](#) for exceptions.
- Covered by the Common Sense Exemption.** This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (14 CCR 15061[b][3].)

**Senior Environmental Planner or Environmental Branch Chief**

N/A	N/A	N/A
Print Name	Signature	Date

**Project Manager**

N/A	N/A	N/A
Print Name	Signature	Date



CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

Caltrans NEPA Determination (Check one)

Not Applicable

Caltrans has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). See SER Chapter 30 for unusual circumstances. As such, the project is categorically excluded from the requirements to prepare an EA or EIS under NEPA and is included under the following:

23 USC 326: Caltrans has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to 23 USC 326 and the Memorandum of Understanding dated April 18, 2022, executed between FHWA and Caltrans. Caltrans has determined that the project is a Categorical Exclusion under:

- 23 CFR 771.117(c): activity (c)(3)
23 CFR 771.117(d): activity (d)(Enter activity number)
Activity Enter activity number listed in Appendix A of the MOU between FHWA and Caltrans

23 USC 327: Based on an examination of this proposal and supporting information, Caltrans has determined that the project is a Categorical Exclusion under 23 USC 327. The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated May 27, 2022, and executed by FHWA and Caltrans.

Senior Environmental Planner or Environmental Branch Chief

Veronica Wilson
Print Name
Veronica Wilson
Signature
4/10/2025
Date

Project Manager/ DLA Engineer

Angel Araiza
Print Name
Angel Araiza
Signature
4/10/2025
Date

Date of Categorical Exclusion Checklist completion (if applicable): 4/10/25
Date of Environmental Commitment Record or equivalent: N/A

Briefly list environmental commitments on continuation sheet if needed (i.e., not necessary if included on an attached ECR). Reference additional information, as appropriate (e.g., additional studies and design conditions).



**CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION  
DETERMINATION FORM**

**Continuation sheet:**

The project would include approximately 1.6-mile of Neal Road from Skyway to the north and Wayland Road to the south, approximately 0.20-mile of Wayland Road, east of the Neal Road and Wayland Road intersection, and approximately 0.30-mile of Grinding Rock Road, west of the Grinding Rock Road and Neal Road intersection. The project would include widening the existing roadway to accommodate a grade-separated, multi-modal facility along the western side of Neal Road. In addition, the project would include replacement of existing driveways and driveway conforms and require vegetation removal and the removal of thirty-one trees along the western side of Neal Road between Skyway and Wayland Road.

Drainage improvements along the project area have been broken into two segments. Segment One begins at the intersection of Skyway and Neal Road to the north, travels south along Neal Road, and terminates at the outfall at the end of Grinding Rock Road to the south. The new pipeline would gradually increase in size from 15-inches to 66-inches as it advances from the north to south of Segment One. The new pipeline would be constructed on the north side of Grinding Rock Road and the east side of Neal Road. Along Grinding Rock Road, existing inlets would be connected to the new pipeline and the existing 27-inch pipeline would be abandoned in place.

The project would require the relocation and adjustment of several utility poles, water meters, utility boxes, gas risers, electric vaults, manholes, backflow assemblies, and light poles. It is anticipated that PG&E would remove all overhead facilities along Neal Road and all new PG&E facilities would be undergrounded due to the placement of the path. All utility relocations would be conducted in coordination with service providers and no service disruption is anticipated. There will be a sawcut to the road approximately 2 feet wide along the western side of Neal Road where new curb and gutter is proposed. Excavation to a maximum depth of 22 feet is anticipated for drainage improvements. In addition, excavation to a depth of two feet is anticipated for concrete and asphalt removal, as well as grading along the western side of Neal Road between Wayland Road and Skyway. The contractor will provide offsite disposal and borrow sites.

The purpose of the project is to improve the mobility, accessibility, and safety of non-motorized users. There is a need to provide multimodal transportation options that promote recreation and provide safe connections within the Town of Paradise.

Right-of-way, temporary construction easements and utility relocation are anticipated.



## CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

### ENVIRONMENTAL COMMITMENTS

#### Permits

- The Town and contractor are responsible for acquiring any necessary permits to authorizations from any jurisdictional resource and permitting agencies. The Town will ensure that project staging would not introduce substantial impacts, and that all work would be required to comply with the project environmental commitments. Any required permits from regulatory agencies shall be forwarded to the Caltrans Office of Environmental Management, District 3.

## PROJECT PROGRAMMING REQUEST

LAPG -25I (Revised 28 Feb 2022 v1.01)

General Instructions

Amendment (Existing Project) No					Date:	6/4/25
District	EA	Project ID	PPNO	MPO ID		
03		0319000246	6127		ATP	
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency		
BUT	Neal Rd	VAR	VAR	Town of Paradise		
				MPO	Element	
				BCAG	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Jessica Erdahl, PM		530-872-6291 X103		<a href="mailto:jerdahl@townofparadise.com">jerdahl@townofparadise.com</a>		
<b>Project Title</b>						
Go Paradise - Neal Gateway Project						
<b>Location (Project Limits), Description ( Scope of Work)</b>						
The project would include approximately 1.6-mile of Neal Road from Skyway to the north and Wayland Road to the south, 0.20-mile of Wayland Road, 0.30-mile of Grinding Rock Road in the Town of Paradise in Butte County, California. Construct a new Class I multi-use path, including drainage infrastructure, intersection curb ramps, and pedestrian lighting.						
<b>Component</b>						
		<b>Implementing Agency</b>				
PA&ED		Town of Paradise				
PS&E		Town of Paradise				
Right of Way		Town of Paradise				
Construction		Town of Paradise				
<b>Legislative Districts</b>						
Assembly:	3	Senate:	4	Congressional:	1	
<b>Project Benefits</b>						
The Go Paradise: Neal Gateway Project will address the Town's active transportation deficiency along one of the Town's primary routes, Neal Road. The complete project will provide a multi-modal trail that will separate bicyclists and pedestrians from vehicular traffic. Neal Gateway will close a major gap in the existing bike path network and providing a safe means for bicyclists and pedestrians to travel to businesses, homes, and recreational opportunities along the project limits.						
<b>Purpose and Need</b>						
The Project's purpose is to close a major gap in the Town existing active transportation network to increase safety and provide low costs travel options for residents severely impacted by the devastating Camp Fire.						
<b>Category</b>		<b>Outputs</b>			<b>Unit</b>	<b>Total</b>
Active Transportation		New Class 1 Trails			LF	8554
Active Transportation		New Beacon/Signal			EA	2
Active Transportation		Lighting Roadway Segments			LF	8554
NHS Improvements	No	Roadway Class	NA	Reversible Lane analysis	No	
Inc. Sustainable Communities Strategy Goals		Yes	Reduces Greenhouse Gas Emissions		Yes	
<b>Project Milestone</b>					<b>Existing</b>	<b>Proposed</b>
Project Study Report Approved					06/15/22	
Begin Environmental (PA&ED) Phase					02/01/22	01/25/22
Circulate Draft Environmental Document			Document Type	CE/CE	10/01/22	09/30/23
Draft Project Report					10/01/22	06/15/22
End Environmental Phase (PA&ED Milestone)					01/27/23	04/10/25
Begin Design (PS&E) Phase					09/01/23	09/01/25
End Design Phase (Ready to List for Advertisement Milestone)					08/21/25	06/30/27
Begin Right of Way Phase					09/01/23	09/01/25
End Right of Way Phase (Right of Way Certification Milestone)					08/21/25	06/30/27
Begin Construction Phase (Contract Award Milestone)					01/01/26	03/01/28
End Construction Phase (Construction Contract Acceptance Milestone)					08/29/26	06/30/29
Begin Closeout Phase					11/01/26	07/01/29
End Closeout Phase (Closeout Report)					05/01/27	12/31/29

**PROJECT PROGRAMMING REQUEST**

**Additional Information**

By constructing a Class I bike path, the Project will close this gap and provide a safe connection to the City of Chico, Skyway shopping, and Yellowstone Kelley Heritage Trailway while addressing residents' concerns regarding the need for sidewalks in their community. The Class I multi-purpose path on Neal Road will connect to the existing Yellowstone Kelley Heritage Trailway, providing approximately 6.5 miles of continuous Class I trail through the Town. This is a valuable connection that gives recreational users a safe, well-maintained path that encourages physical activity and establishes a more substantial active transportation facility.

The Project improves public health by increasing options to recreation as well as to travel to businesses, homes, churches and schools along the project limits. The project will also expand access to the Town's downtown and the Yellowstone Kelly Heritage trail, encouraging residents to visit these destinations by bike or foot, instead of by car.

Encouraging active lifestyles also benefits the environment. Fewer car trips mitigate the air quality impacts due to exhaust emissions. Exhaust emissions are also a significant catalyst for climate change, thus fewer cars are not only improving the air quality but also supporting efforts to avoid climate induced emergencies, such as the Camp Fire.

As a result of the Camp Fire, the Town must rebuild. Economic development is key to a full recovery. Active Transportation facilities and amenities are powerful to attract business development and recruit a skilled workforce. The Pentz Student Pathway and the Town's Active Transportation Network will be a key component on the Town's marketing to business and employers.

Not only will the Project produce impressive benefits through active transportation but it will also serve a critical role in future emergency evacuations. The Town's Camp Fire evacuation illustrated a need for additional evacuation capacity. The Project and overall Network will serve that function in the unfortunate event of another emergency.

**PROJECT PROGRAMMING REQUEST**

LAPG -251 (Revised 28 Feb 2022 v1.01)

Date: 6/4/25

District	County	Route	EA	Project ID	PPNO	
03	BUT	Neal Rd		0319000246	6127	ATP
<b>Project Title:</b> Go Paradise - Neal Gateway Project						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Town of Paradise
PS&E									Town of Paradise
R/W SUP (CT)									Town of Paradise
CON SUP (CT)									Town of Paradise
R/W									Town of Paradise
CON									Town of Paradise
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	550			48				598	
PS&E			352	648				1,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W			1,486		21			1,507	
CON					15,293			15,293	
TOTAL	550		1,838	696	15,314			18,398	

<b>Fund No. 1:</b>									Program Code	
Existing Funding (\$1,000s)									Funding Agency	
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total		
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										

<b>Fund No. 2:</b>	ATP								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E			352					352	
R/W SUP (CT)									
CON SUP (CT)									
R/W			1,486					1,486	
CON					10,510			10,510	
TOTAL			1,838		10,510			12,348	

State-Only PSE/RW/CON Approved Extension Request for Allocation PSE and RW  
Pending Extension Request for Allocation CON





**Town of Paradise**  
Public Works Department  
5555 Skyway  
Paradise, CA 95969  
(530) 872-6291

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RE: Go Paradise: Neal Gateway Project – Scope Clarification

Dear CTC staff:

The Town of Paradise applied for and was awarded ATP funds for the Go Paradise: Neal Gateway Project during Cycle 6 of the ATP program. The grant application inadvertently omitted new ADA ramps in Part 4A: Project Details. However, the project plans and engineers estimate submitted with the grant application show ADA ramps at all road intersection, as required by ADA regulations. Construction of new ADA ramps was an original scope item at the time of the grant submittal.

Should you have any questions, please do not hesitate to contact me.

*Jessica Erdahl*  
Jessica Erdahl  
Supervising Project Manager

**ACTIVE TRANSPORTATION PROGRAM**

**IMPLEMENTING AGENCY:**

Paradise, Town of

**PROJECT TYPE:**

Infrastructure - Large



**PROJECT APPLICATION NO.:**

3-Paradise, Town of-2

**PROJECT NAME:**

Go Paradise: Neal Gateway Project

**PROJECT DESCRIPTION:**

Construct a Class I facility along Neal Road. This component will tie into Yellowstone Kelly Heritage Trail and Butte County Class II Bike Lanes terminating at Town Limits.

**PROJECT LOCATION:**

The Project area includes Neal Road between Town Limits and Skyway in the Town of Paradise in Butte County, California.

**ATP FUNDED COMPONENTS**

Infrastructure				Non-Infrastructure	Plan
PA&ED	PS&E	R/W	CON		
\$ -	\$ 352	\$ 1,486	\$ 10,510	\$ -	\$ -
FY -	FY 23/24	FY 23/24	FY 25/26	FY -	FY -

**PROJECT FUNDING INFORMATION (1,000s)**

Total Project \$	Total ATP \$	Total Non-ATP \$	Past ATP \$	Leveraging \$	Non-Participating \$	Future Local \$
13,068	12,348	720	-	720	-	-



For training, resources, and technical assistance that can help with an ATP application, please visit the Active Transportation Resource Center (ATRC) at: <http://caatpresources.org/>

**APPLICATION INDEX PAGE**

**Part A: General Application Questions .....3**

    Part A1: Applicant Information ..... 3

    Part A2: General Project Information ..... 4

    Part A3: Project Type ..... 6

    Part A4: Project Details ..... 7

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**Part C: Application Attachments ..... 36**



**Part A1: Applicant 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.

<b>LOCODE:</b> 5425		<b>IMPLEMENTING AGENCY'S NAME:</b> Paradise, Town of	
<b>IMPLEMENTING AGENCY'S ADDRESS</b> 5555 Skyway		<b>CITY</b> Paradise	<b>ZIP CODE</b> CA 95969
<b>IMPLEMENTING AGENCY'S CONTACT PERSON:</b> Marc A. Mattox		<b>CONTACT PERSON'S TITLE:</b> Town Engineer	
<b>CONTACT PERSON'S PHONE NUMBER:</b> 530-872-6291		<b>CONTACT PERSON'S EMAIL ADDRESS :</b> mmattox@townofparadise.com	

Applicants have the opportunity to insert a project picture, agency seal, or other image on the cover page. If you would like to do this, attach the image (\*.jpg, \*.bmp, \*.png, etc.) by clicking in the box.



**MASTER AGREEMENTS (MAs):**

Does the Implementing Agency currently have a MA with Caltrans?  Yes  No

Implementing Agency's Federal Caltrans MA Number 035425F15

Implementing Agency's State Caltrans MA Number 00449S

\* 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 Partnering Agency:**

The "Project Partnering Agency" is defined as an agency, other than Implementing Agency, that will assume the responsibilities for the ongoing operations and maintenance of the improved facility. The Implementing Agency must: 1) ensure the Partnering Agency agrees to assume responsibility for the ongoing operations and maintenance of the improved facility, 2) provide documentation of the agreement (e.g., letter of intent) as part of the project application, 3) ensure a copy of the Memorandum of Understanding or Interagency Agreement between the parties is submitted with the first request for allocation, and 4) if the implementing agency (delivering the project) is an agency other than the applicant or partnering agency, attach a letter of commitment to deliver specified phases of the project signed by all parties. For these projects, the Project Partnering Agency's information shall be provided below.

Based on the definition above, does this project have a partnering agency?  Yes  No



**Part A2: General Project Information**

**PROJECT NAME:** (Max of 10 Words) (To be used in the CTC project list) **Words Remaining:** **5**  
 Go Paradise: Neal Gateway Project

**PROJECT / APPLICATION NUMBER:**

**SUMMARY OF PROJECT SCOPE:** (Max of 300 Words) **Words Remaining:** **23**  
 (Summary of the Existing Condition, Project Scope, the Expected Benefits)

As the Town of Paradise recovers from the devastating 2018 Camp Fire, it is building back better. The Town recently developed an Active Transportation Plan (ATP) that outlines a complete low stress Active Transportation Network (Network) that will accommodate all ages and abilities and connect residents to all Town destinations. The Network will serve as a critical emergency evacuation facility. The immediate needs for the evacuation facility ensure that the Network will be a Town priority. The Go Paradise: Neal Gateway (Project) is a key project in building out the Network.

The Project extends from the southern portion of the Yellowstone Kelly Heritage Trail south the Town's border. By connecting to the Yellowstone Kelly Heritage Trail, the Project provides immediate benefits to the Town's southern area residents as the Yellowstone Kelly Heritage Trail runs north to the Town's northern border, crossing through downtown. The Yellowstone Kelly Heritage Trail interfaces with the class II bike facilities on Pearson Road and Bille Road, which than connect with the proposed Go Paradise: Pentz Student Pathway. The Town's overall strategy is to implement a complete low stress class I facility network on all the Town's high speed/high volume roadways. Include the already low stress neighborhood streets, and the Town will implement the Country's first bicycle network that accommodates all ages and abilities, connecting everyone to all Town destinations via low stress bicycle network. The Network will double as a critical emergency evacuation facility. Based on the need for the evacuation facility, the Network installation is a high priority for the Town. The Project is a key component for the Network and evacuation implementation as it's one of only four evacuation routes.

**OUTCOME/OUTPUT:** (Max of 35 Words)  
 This outcome/output will appear on your vote boxes when you allocate for funds with the CTC. (Example: Construct 12 curb extensions, 26 crosswalks, 33 curb ramps, 255 feet of widened sidewalk, and 2 speed humps to provide added safety for pedestrians and/or bicyclists.) **Words Remaining:** **0**

This Project includes the construction of an 8,554-foot grade-separated, Class I multi-use facility along Neal Road which will improve bicycle and pedestrian mobility and safety. Also includes 4,752 feet of sidewalk infill along Skyway Road.

**FTIP PROJECT DESCRIPTION:** (Max of 180 Characters) **Characters Remaining:** **8**  
 Construct a Class I facility along Neal Road. This component will tie into Yellowstone Kelly Heritage Trail and Butte County Class II Bike Lanes terminating at Town Limits.

**PROJECT LOCATION:** (Max of 180 Characters) **Words Remaining:** **60**  
 The Project area includes Neal Road between Town Limits and Skyway in the Town of Paradise in Butte County, California.

Is this project located within 500 feet of a freeway or roadway with a traffic volume over 125,000 annual average daily traffic (AADT)? Refer to the CA State Geoportal for traffic volumes found [here](#).  Yes  No

In addition to the Location Description provided, attach a location map to the application. The location map needs to show the project boundaries in relation to the Implementing Agency's boundaries.

A2 Project Location Map.pdf

**CITIES:**  
 List all cities that this project will affect. All cities must be located within the State of California.  
 City Code:  City Name:

**PROJECT COORDINATES:**  
 For stand-alone Infrastructure, NI or Plan project, only add one set of coordinates for those project types in the corresponding fields. For Infrastructure + Non-Infrastructure (NI) project types, please add coordinates for both Infrastructure and NI.

**Infrastructure Project Coordinates:** (latitude/longitude in decimal format) Lat.  N / long.  W

**NI or Plan Project Coordinates:** (latitude/longitude in decimal format) Lat.  N / long.  W



# ATP APPLICATION FORM

LAPG 25-U (REV 05/2022)

**Congressional District(s):**  1

**State Senate District(s):**  4

**State Assembly District(s):**  3

**Caltrans District:**  3

**County:**

**MPO:**

**RTPA:**

**Urbanized Zone Area (UZA) Population:**

**Past Projects:** Within the last 10 years, has there been any previous State or Federal ATP, SRTS, SR2S, BTA or other ped/bike funding awards for a project(s) that are adjacent to or overlap the limits of project scope of this application?

Yes  No If yes, how many previous awards? 2

Project Number	Past Project Funding	Funded Amount \$	Project Type	Type of overlap/connection with past projects (select only one which matches the best)
CML-5425(043)	Congestion Mitigation and Air Quality Improvement	\$550,000	Infrastructure (I)	Previous ATP project phase funded
ATPL-5425(034)	Active Transportation Program (ATP)	\$539,000	Infrastructure (I)	Adjacent project limits with no overlapping scopes or limits of work



**Part A3: Project Type**

**PROJECT TYPE:** (Use the drop down menu to select.)

Infrastructure - Large

**Will construction funds be requested for this project?**

Yes  No

\* Large Projects are not required to request construction funds

Explain when and what funds are proposed to fund the construction phase.

The Town is pursuing ATP Cycle 6 funds for the project's construction. Construction funds will be requested in fiscal year 25/26.

**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  None

Other plans that include Bicycle and/or Pedestrian Improvements Systemic Safety Analysis Report

**Is your project in a current Plan?**

Yes  No

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

**Bicycle Transportation** % of Project 50 %

**Pedestrian Transportation** % of Project 50 %

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

For a project to qualify for Safe Routes to School designation, the project must directly increase safety and convenience for public school students to walk and/or bike to school. Safe Routes to Schools infrastructure projects must be located within two miles of a public school or within the vicinity of a public school bus stop and the students must be the intended beneficiaries of the project. For Safe Routes to School non-infrastructure, the program must benefit school students/parents and primarily be based at the school.

**Safe Routes for Seniors**

Safe Routes for Seniors projects increase walking, biking, and safety among older adults and create routes that connect to activities that improve quality of life.

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

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

**Fill out the school information only if you selected the Safe Routes to school project sub-type option above.**

**How many schools does the project impact/serve:** 0

For each school benefited by the project: 1) Fill in the school and student information; and 2) Include the required attachment information.



### Part A4: Project Details

Indicate the project details included in the project/program/plan.

**Note:** When quantifying the amount of Active Transportation improvements proposed by the project, **do not double-count the improvements** that benefit both Bicyclists and Pedestrians (i.e. new RRFB/Signal should only show as a Pedestrian or Bicycle Improvement).

**Bicycle Improvements**

What % of the BICYCLE related project cost are going towards closing a "Gap" in infrastructure? 50 %  
 (As opposed to cost going towards "improving" existing bicycle infrastructure: i.e. Class 2 to Class 4)

New Bike Lanes/Routes:	Class 1: <u>8,554</u> Linear Feet	Class 2: <u>0</u> Linear Feet
	Class 3: <u>0</u> Linear Feet	Class 4: <u>0</u> Linear Feet
Signalized Intersections:	New Bike Boxes: <u>0</u> Number	Timing Improvements: <u>0</u> Number
Un-Signalized Intersections:	New RRFB/Signal: <u>0</u> Number	Crossing-Surface Improvements: <u>0</u> Number
Mid-Block Crossing:	New RRFB/Signal: <u>0</u> Number	Crossing-Surface Improvements: <u>0</u> Number
Lighting:	Intersection: <u>0</u> Number	Roadway Segments: <u>8,554</u> Linear Feet
Bike Share Program:	New Station: <u>0</u> Number	New Bikes: <u>0</u> Number
Bike Racks/Lockers:	New Racks: <u>0</u> Number	New Secured Lockers: <u>0</u> Number
Other Bicycle Improvements:	#1: _____ #: <u>0</u>	#2: _____ #: <u>0</u>

**Pedestrian Improvements**

What % of the PEDESTRIAN related project cost are going towards closing a "Gap" in infrastructure? 50 %  
 (As opposed to cost going towards "improving" existing pedestrian infrastructure.)

Sidewalks:	New (4' to 8' wide): <u>0</u> Linear Feet	New (over 8' wide): <u>0</u> Linear Feet
	Widen Existing: <u>0</u> Linear Feet	Reconstruct/Enhance Existing: <u>0</u> Linear Feet
	New Barrier Protected (Barrier, parking, functional-planter, etc.): <u>0</u> Linear Feet	
ADA Ramp Improvements:	New Ramp (none exist): <u>0</u> Number	Reconstruct Ramp to Standard: <u>0</u> Number
Signalized Intersections:	New Crosswalk: <u>0</u> Number	Enhance Existing Crosswalk: <u>0</u> Number
	Ped-Heads: <u>0</u> Number	Shorten Crossing: <u>0</u> Number
	Timing Improvements: <u>0</u> Number	
Un-Signalized Intersections:	New Traffic Signal: <u>0</u> Number	Crossing-Surface Improvements: <u>0</u> Number
	New RRFB/Signal: <u>3</u> Number	
	Shorten Crossing: <u>0</u> Number	
Mid-Block Crossing:	New RRFB/Signal: <u>0</u> Number	Crossing-Surface Improvements: <u>0</u> Number
Lighting:	Intersection: <u>0</u> Number	Roadway Segments: <u>0</u> Linear Feet
Pedestrian Amenities:	Benches: <u>0</u> Number	Trash Cans: <u>0</u> Number
	Shade Trees: <u>0</u> Number	Shade Tree Type: _____
Other Ped Improvements:	#1: _____ #: _____	#2: _____ #: <u>0</u>

**Multi-use Trail Improvements**

Class 1 Trails:	New (8' or less wide): <u>0</u> Linear Feet	New (over 8' wide): <u>8,554</u> Linear Feet
	Widen/Reconstruct Existing: <u>0</u> Linear Feet	Bicycle/Pedestrian Bridge: <u>0</u> Number
Non-Class 1 Trails:	New: <u>0</u> Linear Feet	Widen/Reconstruct Existing: <u>0</u> Linear Feet
Other Trail Improvements:	#1: _____ #: <u>0</u>	#2: _____ #: <u>0</u>

**Vehicular-Roadway Traffic-Calming Improvements**

**Non-Infrastructure Components**

**Plan Type (only intended for Plans)**



# ATP APPLICATION FORM

LAPG 25-U (REV 05/2022)

## Right of Way (R/W) Impacts (Check all that apply)

- Project is 100% within the Implementing Agency's R/W and/or is within their control at the time of this application submittal.  
(This includes temporary construction easements)
- Project will likely require R/W in fee ownership, permanent easements and/or temporary construction easements from private owners and/or will require utility relocations from utility companies outside that implementing agency's governmental control.

*The federal R/W process involving private property acquisitions and/or private utility relocations can often take 18 to 24 months after environmental document approval. The project schedule in the application for R/W needs to reflect the necessary time to complete the federal R/W process.*

What is the total number of private R/W parcels expected to be impacted? 50

What is the total number of utility companies expected to be impacted? 3

What is the total additional months needed (all project phases) for the expected R/W acquisitions and/or utility relocations? 24

Has the project schedule been developed to account for this time? Yes

- Project will likely encroach into Caltrans R/W requiring easements, encroachment permits and/or other approvals.
- Project will likely require R/W, Easements, encroachment and/or approval involving Governmental (excluding Caltrans - as Caltrans impacts are documented above), Environmental, or Railroad owner's property.
- Program/Plan will likely have an open street/demonstration on state highway.



**Part A5: Project Schedule**

- NOTES: 1) Per CTC Guidelines, all project applications must be submitted with the expectation of receiving federal funding and therefore the schedule below must account for the extra time needed for federal project delivery requirements and approvals, including a NEPA environmental clearance and for each CTC allocation there must also be a Notice to Proceed with Federally Reimbursable work.
- 2) Prior to estimating the durations of the project delivery tasks (below), applicants are highly encouraged to review the appropriate chapters of the Local Assistance Procedures Manual and work closely with District Local Assistance Staff.
- 3) The proposed CTC Allocation dates must be between July 1, 2023 and June 30, 2027 to be consistent with the available ATP funds for Cycle 6.

**INFRASTRUCTURE PROJECTS:**

**PA&ED Project Delivery Phase:**

Will ATP funds be used in this phase of the project?  Yes  No

Expected or Past Start Date for PA&ED activities:

2/1/2022

Time to complete the separate CEQA & NEPA studies/approvals:

12 months (See note #2, above)

**Expected or Past Completion Date for the PA&ED Phase:**

1/27/2023

*\* Applications showing the PA&ED phase as complete, must include/attach the signature pages for the CEQA and NEPA documents, which include project descriptions covering the full scope.*

Attach

**PS&E Project Delivery Phase:**

Will ATP funds be used in this phase of the project?  Yes  No

**Proposed CTC "PS&E Allocation" Date:**

7/1/2023

Notice to Proceed with Federally Reimbursable ATP Work:

8/30/2023

Expected or Past Start Date for PS&E activities:

9/1/2023

Time to complete the final Plans, Specification & Estimate:

24 months

**Expected or Past Completion Date for the PS&E Phase:**

8/21/2025

*\* Applications showing the PS&E phase as complete, must include/attach the signed & Stamped Title Sheet for the plans and approval page of the specifications.*

Attach

**Right of Way Project Delivery Phase:**

Will ATP funds be used in this phase of the project?  Yes  No

**Proposed CTC "R/W Allocation" Date:**

7/1/2023

Notice to Proceed with Federally Reimbursable ATP Work:

8/30/2023

Expected or Past Start Date for R/W activities:

9/1/2023

Time to complete the R/W Engineering, Acquisition, and Utilities:

24 months

**Expected or Past Completion Date for the R/W Phase:**

8/21/2025

*\* PS&E and Right of Way phases can be allocated at the same CTC meeting.*

*\* Applications showing the R/W phase as complete, must include/attach the Caltrans approved R/W Certification.*

Attach

**Construction Project Delivery Phase:**

Will ATP funds be used in this phase of the project?  Yes  No

**Proposed CTC "CON Allocation" Date:**

11/1/2025

Notice to Proceed with Federally Reimbursable ATP Work:

12/30/2025

Expected Start Date for Construction activities:

1/1/2026

Time to complete the Construction activities:

8 months

**Expected or Past Completion Date for the CON Phase:**

8/29/2026



**Part A6: Project Funding**

(1,000s)

Project Phase	Total Project Costs	Total ATP Funding	ATP Allocation Year *	Total Non-ATP Funding **	Non-Participating Funding	"Prior" ATP Funding	Leveraging Funding	Future Local Identified Funding
PA&ED	50	-		50	-	-	50	-
PS&E	852	352	23/24	500	-	-	500	-
R/W	1,507	1,486	23/24	21	-	-	21	-
CON	10,659	10,510	25/26	149	-	-	149	-
NI-CON/ PLAN	-	-		-	-	-	-	-
<b>TOTAL</b>	<b>13,068</b>	<b>12,348</b>		<b>720</b>	<b>-</b>	<b>-</b>	<b>720</b>	<b>-</b>

\* The CTC Allocation-Year is calculated based on the information entered into the "Project Schedule" section.

\*\* Applicants must ensure that the "Total Non-ATP Funding" values show in this table match the overall Non-ATP Funding values they enter into Page 2 of the PPR (later in this form)

**ATP FUNDING TYPE REQUESTED:**

Per the CTC Guidelines, all ATP projects over \$1M must be eligible to receive federal funding. Agencies with projects under \$1M, especially ones being implemented by agencies who are not familiar with the federal funding process, are encouraged to request State funding. A request for State-Only funds does not guarantee it will be received.

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

**ATP PROJECT PROGRAMMING REQUEST (PPR):**

Using the Project Schedule, Project Funding, and General Project information provided, this electronic form has automatically prepared the following PPR pages. Applicants must review the information in the PPR to confirm it matches their expectations.

**ATP APPLICATION FORM**

LAPG 25-U (REV 05/2022)

<b>Amendment (Existing Project)</b> Y <input type="checkbox"/> N <input type="checkbox"/>						Date: 6/14/2022	
<b>District</b>	<b>EA</b>	<b>Project ID</b>		<b>PPNO</b>	<b>MPO ID</b>	<b>Alt Project. ID/prg.</b>	
3						ATP	
<b>County</b>	<b>Route/Corridor</b>	<b>PM Bk</b>	<b>PM Ahd</b>	<b>Project Sponsor/Lead Agency</b>			
BUT	Skyway, Neal			Paradise, Town of			
				<b>MPO</b>		<b>Element</b>	
				BCAG		Local Assistance	
<b>Project Manager/Contact</b>		<b>Phone</b>		<b>E-mail Address</b>			
Marc A. Mattox		(530) 872-6291		mmattox@townofparadise.com			
<b>Project Title</b>							
Go Paradise: Neal Gateway Project							
<b>Location (Project Limits), Description (Scope of Work)</b>							
The Project area includes Neal Road between Town Limits and Skyway in the Town of Paradise in Butte County, California.							
<b>Component</b>		<b>Implementing Agency</b>					
PA&ED		Paradise, Town of					
PS&E		Paradise, Town of					
Right of Way		Paradise, Town of					
Construction		Paradise, Town of					
<b>Legislative Districts</b>							
<b>Assembly:</b>	3	<b>Senate:</b>	4	<b>Congressional:</b>	1		
<b>Project Benefits (If more space is needed, use the Additional Information field on the next page.)</b>							
Skyway is a major arterial in the Town of Paradise and is one of the only routes that leads out of Town to SR-99 to the south. It is one of the Town's longest continuous roadways. The Go Paradise: Neal Gateway Project will address the Town's active transportation deficiency along one of the Town's primary routes, Skyway Road, and extends to Neal (cont...)							
<b>Purpose and Need</b>							
The Project's purpose is to close a major gap in the Town existing active transportation network to increase safety and provide low costs travel options for residents severely impacted by the devastating Camp Fire.							
<b>Category</b>		<b>Outputs/Outcomes</b>			<b>Unit</b>	<b>Total</b>	
Active Transportation		Bicycle lane-miles			Feet	8,552	
Active Transportation		Sidewalk miles			Feet	4,752	
NHS Improvements: Yes			Roadway Class: No		Reversible Lane Analysis: No		
Inc. Sustainable Communities Strategy Goals: Yes				Reduces Greenhouse Gas Emissions: Yes			
<b>Project Milestone</b>					<b>Existing</b>	<b>Proposed</b>	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase						2/1/2022	
Circulate Draft Environmental Document (Document Type)			ND		10/1/2022		
Draft Project Report						10/1/2022	
End Environmental Phase (PA&ED Milestone)						1/27/2023	
Begin Design (PS&E) Phase						9/1/2023	
End Design Phase (Ready to List for Advertisement Milestone)						8/21/2025	
Begin Right of Way Phase						9/1/2023	
End Right of Way Phase (Right of Way Certification Milestone)						8/21/2025	
Begin Construction Phase						1/1/2026	
End Construction Phase						8/29/2026	
Begin Closeout Phase						11/1/2026	
End Closeout Phase (Closeout Report)						5/1/2027	



**Additional Information**

**Date:** 6/14/2022

The complete project will provide a multi-modal trail that will separate bicyclists and pedestrians from vehicular traffic. Neal Gateway will close a major gap in the existing bike path network and providing a safe means for bicyclists and pedestrians to travel to businesses, homes, and recreational opportunities along the project limits.

By constructing a Class I bike path, the Project will close this gap and provide a safe connection to the City of Chico, Skyway shopping, and Yellowstone Kelley Heritage Trailway while addressing residents' concerns regarding the need for sidewalks in their community. The Class I multi-purpose path on Neal Road will connect to the existing Yellowstone Kelley Heritage Trailway, providing approximately 6.5 miles of continuous Class I trail through the Town. This is a valuable connection that gives recreational users a safe, well-maintained path that encourages physical activity and establishes a more substantial active transportation facility.

The Project improves public health by increasing options to recreation as well as to travel to businesses, homes, churches and schools along the project limits. The project will also expand access to the Town's downtown and the Yellowstone Kelly Heritage trail, encouraging residents to visit these destinations by bike or foot, instead of by car.

Encouraging active lifestyles also benefits the environment. Fewer car trips mitigate the air quality impacts due to exhaust emissions. Exhaust emissions are also a significant catalyst for climate change, thus fewer cars are not only improving the air quality but also supporting efforts to avoid climate induced emergencies, such as the Camp Fire.

As a result of the Camp Fire, the Town must rebuild. Economic development is key to a full recovery. Active Transportation facilities and amenities are powerful to attract business development and recruit a skilled workforce. The Pentz Student Pathway and the Town's Active Transportation Network will be a key component on the Town's marketing to business and employers.

Not only will the Project produce impressive benefits through active transportation but it will also serve a critical role in future emergency evacuations. The Town's Camp Fire evacuation illustrated a need for additional evacuation capacity. The Project and overall Network will serve that function in the unfortunate event of another emergency.







**Part A7: 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:**

- **Is all or part of the project currently (or has it ever been) formally programmed in an RTPA, MPO and/or Caltrans funding program?**  Yes  No

If "Yes", explain why the project is not considered "fully funded". (Max of 200 Words)

Words Remaining: **68**

Butte County Association of Governments (BCAG) allocates Congestion Mitigation and Air Quality (CMAQ) funds towards projects in Butte County that it determines may reduce congestion and improve air quality. In this respect, BCAG primarily awards CMAQ funds toward active transportation projects and therefore is committed to advancing walking and biking. Regarding this Project, BCAG awarded the Town \$550,000 of CMAQ funds for the PA&ED, PS&E, and Right of Way phases because of the project's potential to increase walking and biking and reduce greenhouse gas emissions.

However, additional funding is needed for the ATP's Construction Phase. Due to the Camp Fire's impact, the Town's ability to fund the Project was severely impacted; therefore, to advance the Town's recovery efforts, additional infrastructure funds are needed. If approved, these funds will implement Project's Construction Phase.

- **Are any elements of the proposed project directly or indirectly related to the intended improvements of a past or future development or capital improvement project?**  Yes  No
- **Are adjacent properties undeveloped or under-developed where standard "conditions of development" could be placed on future adjacent redevelopment to construct the proposed project improvements?**  Yes  No

**2. Consistency with an adopted regional transportation plan:**

- **Is the project consistent with the relevant adopted regional transportation plan that has been developed and updated pursuant to Government Code Section 65080?**  Yes  No

The applicant must provide that portion of Regional Transportation Plan showing that the proposed project is consistent. Attach a copy of ONLY the following elements of the plan: cover page and pages linking the proposed project to the plan. Highlighted and/or mark the attachment to clearly identify the connection.

Neal Gateway A7 BCAG RTP Consistency.pdf	Remove	Open File
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Note: Projects not providing proof will be disqualified and not be evaluated.

- 3. Is the Implementing Agency Caltrans?**  Yes  No



**Part B: Narrative Questions**

**Question #1**

**QUESTION #1**  
**DISADVANTAGED COMMUNITIES (0-10 POINTS)**

This project does not qualify as a Disadvantaged Community.

**A. Map of Project Boundaries, Access and Destination (0 points): Required**

Provide a scaled map showing the boundaries of the proposed project/program/plan, the geographic boundaries of the disadvantaged community, and disadvantaged community access point(s) and destinations that the project/program/plan is benefiting.

Part B.1.A DAC Map.pdf	Remove	Open File
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**B. Identification of Disadvantaged Community: (0 points)**

Select one of the following 5 options. Must provide information for all Census Tract/Block Group/Place # that the project affects.

- **Median Household Income**
- **CalEnviroScreen**
- **Free or Reduced Priced School Meals** - Applications using this measure must demonstrate how the project benefits the school students in the project area.
- **Healthy Places Index**
- **Other**

Select Option: Median Household Income

The Median Household Income (Table ID B19013) is less than 80% of the statewide median based on the most current Census Tract (ID 140) level data from the 2015-2019 American Community Survey (ACS) (<\$60,188). Communities with a population less than 15,000 may use data at the Census Block Group (ID 150) level. Unincorporated communities may use data at the Census Place (ID 160) level. Data is available at: [https://data.census.gov/cedsci/?intcmp=aff\\_cedsci\\_banner](https://data.census.gov/cedsci/?intcmp=aff_cedsci_banner)

Census Tract/Block Group/Place #	Population	MHI
Tract 21	3,603	47,896
Tract 22	5,138	53,125

Lowest median household income from above (autofill): \$ 47,896 (to be used for qualifying as benefiting a DAC only)

Median household income by census tract for the community(ies) benefited by the project: \$ 50,969.63  
 (to be used for severity calculation only)

Must attach a copy of FactFinder ACS page for each census tract listed above. Attach all pages as one pdf.

Neal Gateway FactFinder MHI.pdf	Remove	Open File
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**C. Direct Benefit: (0 - 4 points)**

1. Explain how the project closes a gap, provides connections to, or addresses a deficiency in an active transportation network or meets an important community need. (Max of 500 Words)

Words Remaining: **269**

The Project closes a gap between the Yellowstone Kelly Heritage Trail's southern terminus, and the County's class II facilities that commence at the Town's boundary. By constructing a Class I bike path, the Project will close this gap and provides a direct connection the Town's downtown core and recreation amenities such as parks and trails as well as to the City of Chico and Skyway shopping.

The project addresses deficiencies in the Town's active transportation network, that due to the lack of sidewalks and bicycle infrastructure, requires pedestrians and cyclists to share the roadway with motorized vehicles. The project will serve the disadvantaged community residents with a separated, low stress, and safe facility to travel to downtown and other Town destinations, and, with the aid of transit access, regional destinations. This not only encourages active transportation trips to improve physical health, but also addresses the safety of those who must walk and bike to maintain their livelihood. No car households, and car burdened households will have more opportunities to make short trips around town, or regional trips through transit access, saving on gas and helping to assuage household financial concerns.

As the primary route into and out of the Town, the Neal Gateway Project augments Skyway and Neal Road's role as a regional connection for active transportation commuters and recreational riders as well as an evacuation route to facilitate emergency operations.

2. Explain how the disadvantaged community residents will have physical access to the project.  
 (Max of 500 Words)



2. Explain how the disadvantaged community residents will have physical access to the project.

**Words Remaining:** 385

(Max of 500 Words)

The Project travels through census tracts 21 and 22 which are designated a Disadvantaged Community based on its Median Household Income (MHI). As a result, all current and future residents along Neal Road have direct access. Residents throughout these census tracts will have access to the Project via low stress neighborhood streets. The entire Town is designated a Disadvantaged Community based on its MHI. Town residents will have direct access to the Project via the Yellowstone Heritage Trail, which runs the length of the town to the northern boundary. The Yellowstone Kelly Heritage trail interfaces with the Class II facilities on Pearson Road and Bille Road, extending the Project's reach to the Town's eastern edge.

3. Illustrate and provide documentation for how the project was requested or supported by the disadvantaged community residents. Address any issues of displacement that may occur as a result of this project, if applicable. If displacement is not an issue, explain why it is not a concern for the community. (Max of 500 Words)

**Words Remaining:** 91

As mentioned, the entire Town is designated a disadvantaged community based on median household income. As a result, public meetings and engagement are assumed to consist of a substantial number of disadvantaged community residents. The project was requested and supported by residents through several planning efforts and outreach events. Following the Camp Fire, the Town received a grant from the Butte Strong Fund to aid in the recovery and rebuilding process which helped produce the Paradise Long-Term Community Recovery Plan (LTCRP). The Recovery Projects included in this plan result from community input and Town guidance from extensive engagement processes which included: listening meetings, stakeholder sessions, a drop-in open house, online surveys, and email updates. Seven (7) listening sessions and community meetings were held to solicit feedback and input from the Town's residents ultimately guiding the Community Vision, several goals, and nearly 40 recovery projects. This LTCRP incorporates two Town-led recommended recovery projects: the Interconnected Path System and Evacuation Route. Neal Road is an evacuation route. A detailed discussion of the community outreach efforts during the LTCRP preparation is detailed in the attachment below. The Town invited California WALKS to facilitate a workshop where participants could discuss ways to improve the Town's safety and walkability (refer to Community Outreach Attachment). The Town hosted a booth in a local farmer's market where participants reflected their support for proposed active transportation projects by placing a sticker on a map displaying the project locations. In the Town's Systematic Safety Analysis Report (SSAR), 20% of participants chose sidewalk infill as a top priority as residents wanted safety and walkability highlighted in future projects (Attachment K). On August 12, 2021, a public meeting was held as part of the Town's Transportation Master Plan (TMP) development to obtain public input on the Town's ATP. The presentation provided a review of the Town's bicycling and walking network and an overview of the proposed projects and network improvements including Go Paradise: Neal Gateway. During the community feedback component, residents strongly emphasized a desire for implementation of the active transportation projects. More recently on May 3, 2022, the Final Paradise TMP was presented to the Town Council. As local disadvantaged residents and officials were in attendance, many of them reiterated their interest in the TMP emphasizing the impact that it would have on residents' safety. Due to the loss of homes and residents as well as the Project's design and location, the Town does not have concerns for displacement.

Attach Documentation

Part B.1.C.3 DAC Package.pdf	Remove	Open File
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**D. Project Location: (0 - 2 points)**

1. Is your project located within a disadvantaged community? Fully \_\_\_\_\_

**E. Severity: (0 - 4 points)**

a. Auto calculated



**Part B: Narrative Questions**

**Question #2**

**QUESTION #2**

**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. (0-38 POINTS)**

**Safe Routes to School projects:** The following information related to the Safe Routes to School Projects data was already entered in part 3 of the application.

School	Total Student Enrollment	Approx. # of Students Living Along School Route Proposed
	0	0
<b>Total</b>	<b>0</b>	<b>0</b>

**A. Statement of project need.** Describe the community and the issue(s) that this project will address. How will the proposed project benefit the non-motorized users of all ages and varying abilities, including students, older adults, and persons with disabilities? What is the project's desired outcome and how will the project best deliver that outcome? **(0-19 points)**

**Discuss:**

- Destinations and key connectivity the project will achieve.
- How the project will increase walking and/or biking.
- The lack of mobility - if applicable - Does the population have limited access to cars, bikes, and transit?
  - Does the project have an unserved or underserved demand?
- The **local** health concerns responses should focus on:
  - Specific local public health concerns, health disparity, and/or conditions in the built and social environment that affect the project community and can be addressed through the proposed project. Please provide detailed and locally relevant answers instead of general descriptions of the health benefits of walking and biking (i.e. "walking and biking increase physical activity").
  - Local public health data demonstrating the above public health concern or health disparity. Data should be at the smallest geography available (state or national data is not sufficient). One potential source is the Healthy Places Index (HPI) (<http://healthyplacesindex.org>)
- For combined I/NI projects: Discuss need for an encouragement and education program.

(Max of 900 Words)

**Words Remaining: 510**

The Town of Paradise, California is a rural community located in eastern Butte County in the western foothills of the Cascade-Sierra Nevada Mountains, west of the West Branch Feather River. The Town is 12 miles east of Chico, the nearest metropolitan center, and 90 miles north of Sacramento. At an elevation of approximately 2,400 feet, the town is primarily surrounded by forested land and Butte County's smaller unincorporated communities.

As mentioned earlier, the 2018 Camp Fire drastically altered the Town's landscape, substantially decreasing its population, housing, and businesses, and severely damaging its infrastructure. As a result, the Town finds itself in a massive rebuild and recovery. The Go Paradise: Neal Gateway (Project) is a key piece in the recovery as well in the Town's Active Transportation Network (Network) that will serve as a catalyst for many recovery efforts as well as augment many recovery successes.

The Project is a key section of the Town's Network, which plans Class I facilities along all the Town's high speed/high volume roadways. Combine this strategy with incorporating low speed volume/low traffic residential streets, and the result is a high comfort Network that all residents and visitors can conveniently use to safely walk and bike to any Town destination.

The Project and the overall Network will improve safety for pedestrians and people who must bicycle for their livelihood. It will provide a low stress recreation and commuting facility that will encourage more walking and biking trips and ultimately create new cyclists. It will provide opportunities to conserve gasoline, vital to not only transportation trips, but also for housing, as many residents are living in RVs as a result of the Camp Fire. The facility will accommodate all adults and people with differing abilities due to its separation from motorized vehicular traffic and its access to destinations such as churches, community centers and other amenities.

The Town's desired outcome is to implement the Project to connect residents to Town destinations through walking and biking trips. A walkable and bicycle friendly community decreases the need for car trips, which has numerous personal health and economic benefits. The Project and subsequent Network implementation will support rebuilding and recovery efforts around housing construction, employment attraction, economic development and evacuation improvements. Finally, the Project will expand the Town's emergency



evacuation capacity, ensuring that any future emergency impacts the least lives.

B. Describe how the proposed project will address the active transportation need: (0-19 points)

1. Closes a gap?  Yes  No

No. of gaps: 1 Total length of gap(s) (feet): 4,752

Gap closure = Construction of a missing segment of an existing facility in order to make that facility continuous.

a. Must provide a map of each gap closure identifying gap and connections.

B.2.B.1.a Gap Map.pdf Remove Open File

b. Describe how the project links or connects, or encourages use of existing routes 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. Specific destinations must be identified. (Max of 150 Words)

Words Remaining: 0

The Project will address lack of connectivity and mobility for non-motorized users. It will also extend bicycle access from the Yellowstone Heritage Trail, south to the Town border, and provide the following connections. Due to the Camp Fire, many of the destinations are temporarily closed or being rebuilt:

- Yellowstone Kelly Heritage Trail
Pearson Road Class II Facilities
Billie Road Class II Facilities
Low Income Health Clinic
Town of Paradise Town Hall
Chamber of Commerce
Future Grocery Center
Pearson Road Park & Ride Lot
Fire Station 81
Paradise Police Department
Skyway Park and Ride Lot
Paradise Community Park
Veteran's Hall
Paradise High School
Adventist Academy and Church
Paradise Intermediate School
Public Swimming Pool
Paradise Intermediate School
Paradise Elementary School
Boys and Girls Club
Sojourner's House on the Ridge
Vista Children's Center
COVE Disabled Adult Program
Help for People Food Bank
Terry Ashe Recreation Center
Achieve Charter School
Salvation Army Service Center

2. Creates new routes?  Yes  No

New route = Construction of a new facility that did not previously exist for non-motorized users that provides a course or way to get from one place to another.

a. Must provide a map of the new route location.

B.2.B.2.a Route Map.pdf Remove Open File

b. Describe the existing route(s) that currently connect the affected transportation-related and community-identified destinations and why the route(s) are not adequate. (Max of 150 Words)

Words Remaining: 70

The existing routes that currently connect the community destinations lacks sidewalks and low stress bicycle facilities. Currently, people who walk must use the roadway shoulder which is far from ideal. Oftentimes, the shoulder disappears due to topography, ditches and culverts, forcing people into the roadway, which presents serious safety challenges. Cyclists must share the road with motorized vehicles. This situation accommodates less than 1% of the population, thus discouraging bicycle trips that could be taken by most of the community.



- c. Describe how the project links or connects, or encourages use of existing routes 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. *Specific destination must be identified.* (Max of 150 Words)
- Words Remaining:** 0

The Project will address lack of connectivity and mobility for non-motorized users. It will also extend bicycle access from the Yellowstone Heritage Trail south to the Town border and provide the following connections. Due to the Camp Fire, many of the destinations are temporarily closed or being rebuilt:

- Yellowstone Kelly Heritage Trail
- Pearson Road Class II Facilities
- Billie Road Class II Facilities
- Low Income Health Clinic
- Town of Paradise Town Hall
- Chamber of Commerce
- Future Grocery Center
- Pearson Road Park & Ride Lot
- Fire Station 81
- Paradise Police Department
- Skyway Park and Ride Lot
- Paradise Community Park
- Veteran's Hall
- Paradise High School
- Adventist Academy and Church
- Paradise Intermediate School
- Public Swimming Pool
- Paradise Intermediate School
- Paradise Elementary School
- Boys and Girls Club
- Sojourner's House on the Ridge
- Vista Children's Center
- COVE Disabled Adult Program
- Help for People Food Bank
- Terry Ashe Recreation Center
- Achieve Charter School
- Salvation Army Service Center

**3. Removes barrier to mobility?**  Yes  No

a. Type of barrier: Safety

b. Must provide a map identifying the barrier location and improvement.

B.2.B.3.a Barrier Map.pdf [Remove](#) [Open File](#)

- c. Describe the existing negative effects of the barrier to be removed and how the project addresses the existing barrier. (Max of 150 Words)
- Words Remaining:** 76

Neal Road currently has a major mobility barrier due to the lack of sidewalks and low stress bicycle facilities. Pedestrians generally use the roadway shoulder, which often disappears, forcing them into the road. This discourages walking trips. The barrier discourages residents who are interested but concerned to bicycle because cyclists are forced to share the roadway with motorized vehicles. A low stress facility would remove the barrier to creating new cyclists and increasing trips.

- d. Describe how the project links or connects, or encourages use of existing routes 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. *Specific destination must be identified.* (Max of 150 Words)
- Words Remaining:** 1

The Project will address needs pertaining to lack of connectivity and mobility for non-motorized users, eliminate barriers by extending the Class I facility on Yellowstone Heritage Trail and south to the Town's border, and provide the following connections. Many of the destinations are temporarily closed or are being rebuilt:

- Yellowstone Kelly Heritage Trail
- Pearson Road Class II Facilities
- Billie Road Class II Facilities
- Low Income Health Clinic
- Paradise Town Hall
- Chamber of Commerce
- Future Grocery Center
- Pearson Road Park & Ride Lot
- Fire Station 81



# ATP APPLICATION FORM

LAPG 25-U (REV 05/2022)

Paradise Police Department  
Skyway Park and Ride Lot  
Paradise Community Park  
Veteran's Hall  
Paradise High School  
Adventist Academy and Church  
Paradise Intermediate School  
Public Swimming Pool  
Paradise Intermediate School  
Paradise Elementary School  
Boys and Girls Club  
Sojourner's House on the Ridge  
Vista Children's Center  
COVE Disabled Adult Program  
Help for People Food Bank  
Terry Ashe Recreation Center  
Achieve Charter School  
Salvation Army Service Center

4. Other improvements to existing routes?

Yes  No

5. Implements a non-infrastructure program?

Yes  No



**Part B: Narrative Questions**

**Question #3**

**QUESTION #3**

**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. (0-20 POINTS)**

**A. Describe the project location’s history of pedestrian and bicycle collisions resulting in fatalities and injuries to non-motorized users, which this project will mitigate. (10 points max)**

Applicants are encouraged to use the UC Berkeley SafeTREC TIMS tool, which was specifically designed for the ATP to produce these documents in an efficient manner. Applicants with access to alternative collision data tools and training can utilize their choice of methods/tools. Applicants must respond to question 1 or 2, and have the option to respond to both.

1. For applications using the TIMS ATP tool, attach the following:
  - a. **Collision Heat-map of the area surrounding the project limits - demonstrating the relative collision history of the project limits in relation to the overall jurisdiction/community's collision history**
  - b. **Project Area Collision Map - identifying the past crash locations within the project limits**
  - c. **Collision Summaries and collision lists/reports - demonstrating collision trends, collision types, and collision details**
  - d. **For a Combined I/NI project - If the NI project area is different than the infrastructure portion, the applicant may attach NI related heat-maps, etc. in Attachment J**

Combine the various maps/summaries into one PDF file and attach it in the field below.

ATP6 - Gateway - B8 - TIMS Maps & Collision Data.pdf	Remove	Open File
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2. Applications that do not have the collision data above OR that prefer to provide additional collision data and/or safety in a different format can provide this data below. (Examples include: Collision Rates, Community Observations, surveys, Street Story (<https://streetstory.berkeley.edu/>), Crowd Source, etc.)

The data and corresponding methodologies can be included in written/text form and/or via a separate attachment in the field below.

(Max of 200 Words) (optional)

**Words Remaining:** 95

Due to the Camp Fire’s impact, bicycle and pedestrian travel was significantly reduced and will not increase until the Town rebuilds especially since many residences and business that once lined the corridor are gone. This impact subsequently reduced the number of crashes along Neal Road and adjacent/alternate routes.

The immediate need for a safe multi-modal facility despite the seemingly low number of recorded collisions is substantiated in the "Safe Streets for Paradise" Study. Residents cited unsafe speeds, narrow roads, lack of sidewalks, lack of street lighting, and high traffic volumes along Neal Road as primary concerns that need to be addressed to avoid future collisions.

Data and methodologies Attachment (optional)

	Attach
--	--------

3. From the project-area collision summaries/data provided in questions 1 and/or 2, enter the total reported pedestrian and/or bicycle collisions using the most recent 5 to 11 years of available data:

How many years of collision data were used in the Heat Maps and collision summaries: 5

# of Crashes	Pedestrian	Bicycle	Total	Average Per Year
<b>Fatalities</b>	1	0	1	0.2
<b>Injuries</b>	0	2	2	0.4
<b>Total</b>	1	2	3	0.6



- 4. Referencing the project-area collision summaries/data provided in questions 1 and/or 2, discuss the extent to which the proposed project limits represents one of the agency's top priorities for addressing ongoing safety and discuss how the proposed safety improvements correspond to the types and locations of the past collisions. Consider the safety concerns of students, older adults, and persons with disabilities in your response.

For Projects with Non-Infrastructure elements (Combined I/NI projects):

As appropriate, describe how the NI program elements:

- educates bicyclists, pedestrians, and/or drivers about safety hazards for pedestrians and bicyclists; and
- encourages safe behavior

(Max of 900 Words)

Words Remaining: 610

The TIMS data for Neal Road shows that the corridor experienced three collisions—two bicycle and one pedestrian collision—between 2014 and 2018. While this rate is better than average, one could assume from the data that the area is safe for pedestrians and cyclists; however, resident’s understanding of Neal Road’s significance for Paradise and local residents illustrates possible safety concerns if the corridor is left as is.

The Systematic Safety Analysis Report (SSAR) submitted to the Town of Paradise included community comments that stated, “Neal Road is a major road for cyclists and want to see bike lane between State Route 99 and the Town” and “Many heavy vehicles on Neal Road... since it is a route to a dump site.” The combination of narrow shoulders, cyclists, and large, heavy vehicles barreling towards the dump make for very dangerous ride. Another comment reads, “Paradise is a huge part of the local cycling community/scene. The Wildflower brings in a lot of money and cyclist’s travel up to Paradise” (Attachment K).

The Town’s Local Roadway Safety Plan (LRSP) identifies the following as systemic treatment options to improve safety.

- Install Sidewalks (or Multiuse Paths) to Fill Gaps: The updated crash data supports this recommendation. Recommendations for off-street paths, on-street bicycle lanes, and shared lanes are included in the Active Transportation Plan (ATP) included with the TMP, both anticipated in 2022.
- Enhanced Pedestrian Crossing: The updated crash data supports this recommendation. Recommendations for pedestrian facilities are included in the ATP.

The Neal Gateway project implements both these options. The LRSP also includes a Systemic Safety Analysis Report that includes Project Scope #2- Shared Use path along Neal Road and Skyway, which is also recommended in the Town’s ATP and its Roadway Improvements Report.

B. Safety Countermeasures (10 points max)

Describe how the project improvements will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities. Referencing the information you provided in Part A, demonstrate how the proposed countermeasures directly address the underlying factors that are contributing to the occurrence of pedestrian and/or bicyclist collisions. Combined I/NI projects should address both infrastructure and non-infrastructure elements.

- 1. Reduces speed or volume of motor vehicles in the proximity of non-motorized users?  Yes  No
- 2. Improves sight distance and visibility between motorized and non-motorized users?  Yes  No
- 3. Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users?  Yes  No

a. Current conflict point description: (Max of 200 Words)

Words Remaining: 132

Potential conflict points exist the entire length of Neal Road. The lack of a separated pedestrian and bicycle facilities pathway forces active transportation commuters and recreational users to use the shoulder or the road. Attachment E contains photos of the existing conditions where narrow road shoulders and deep drainage ditches are noticeable throughout the Project roadway with motorized vehicles, creating a conflict point along the entire project area.

b. Improvement that addresses conflict point: (Max of 200 Words)

Words Remaining: 172

The Go Paradise: Neal Gateway eliminates conflict between pedestrians/cyclists and motorized vehicles by installing a grade separated Class I facility that removes pedestrians and cyclists from the roadway.

- 4. Improves compliance with local traffic laws for both motorized and non-motorized users?  Yes  No
- 5. Addresses inadequate vehicular traffic control devices?  Yes  No
- 6. Addresses inadequate or unsafe bicycle facilities, trails, crosswalks and/or sidewalks?  Yes  No

a. List bicycle facilities, trails, crosswalks and/or sidewalks that are inadequate: (Max of 200 Words)

Words Remaining: 170



# ATP APPLICATION FORM

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Due to a lack of sidewalks, pedestrians must use the roadway, forcing them to share the space with motorized vehicles. This scenario is at best inadequate and at worst unsafe.

b. How are they inadequate? (Max of 200 Words)

Words Remaining: 117

The bicycle facilities and sidewalks along the project corridor are inadequate for various reason. Since bicycles are permitted on all local roadways, Neal Road is the current bicycle facility. It is inadequate because it has no additional bicycle infrastructure to improve the level of stress, which is high. High stress roadways discourage trips and pose safety challenges for those who must bicycle to maintain their livelihoods. The current pedestrian options along Neal Road are narrow shoulders and the roadway, both representing inadequate infrastructure.

c. How does the project address the inadequacies? (Max of 200 Words)

Words Remaining: 132

The Neal Gateway Project addresses these inadequacies by constructing a Class I, grade-separated bike path on Neal Road's western side and sidewalk infill on Skyway from Neal Road to Pearson. Furthermore, the addition of an ADA compliant, continuous sidewalk will make active transportation easier and more desirable making travel more accessible for the disadvantaged community members and would also allow them the opportunity to pursue a healthier lifestyle.

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

Yes  No



**Part B: Narrative Questions**

**Question #4**

**QUESTION #4**

**PUBLIC PARTICIPATION and PLANNING (0-10 POINTS)**

**Describe the community based public participation process that culminated in the project. Combined I/NI projects should address both infrastructure and non-infrastructure elements.**

- A. What is/was the process of defining future policies, goals, investments and designs to prepare for future needs of users of this project? How did the applicant analyze the wide range of alternatives and impacts on the transportation system to influence beneficial outcomes? (3 points max) (Max of 400 words)**

**Words Remaining:** 0

In response to the Camp Fire, the Town developed a Long-Term Community Recovery Plan (LTCRP) that established goals to recover and rebuild. The Town's Long Term Community Recovery Plan established a foundation for the approach and outlined the following recovery strategies:

A path system focused on increasing lane capacity along main ingress and egress routes in the event of an emergency evacuation – a critical safety issue in Paradise. The Project works well with PG&E's plans to underground the utility network as the paths would sit above buried trenches.

Capital improvement grants should be secured to add new Class I multipurpose pathways and dark-sky pedestrian lighting on evacuation routes. This could provide a parallel network for first responders to use in the event of a disaster and increase mobility options for residents, while decreasing conflicts with vehicles. Crosswalks and bike lanes should also be added where appropriate.

On secondary town (public) roads, beyond primary evacuation routes, consideration should be given to adding a narrow path, urb, gutter, and dark-sky pedestrian lighting along one side of the street. This would further improve pedestrian safety and connectivity.

Build safe walking and biking routes all schools along key corridors and connect schools to the trails system.

Capital improvement grants should be secured to add new bikes where appropriate to increase mobility and decrease conflicts with vehicles.

Based on LTCRP recommendations, the Town developed an ATP that outlines an active transportation network accommodating all ages and abilities and serving as a critical emergency evacuation facility. The Town's active transportation Plan network is comprised of Class I facilities on all high speed/high volume roadways. With the low stress residential streets, the Network provides access to all Town destinations on a high comfort and safe facility. The Go Paradise: Neal Gateway was designed based on the ATP and Network. The Town prioritized the project implementation from resident input that was incorporated into data driven index to rank the ATP's projects by benefit and impact, which included project costs and incorporated criteria reflecting resident needs and expected benefits.

The Town's emphasis on leveraging a trail network to also establish an evacuation facility drove the project design to include a Class I facility that accommodates trail user traffic and can serve evacuating motor vehicles. The Town's residents will have a complete low stress bicycle network that all ages and ability can use to get to any Town destination.

- B. Who: Describe who was/will be engaged in the identification and development of this project and how they were engaged. Describe and provide documentation of the type, extent, and duration of outreach and engagement conducted with relevant stakeholders. Describe the strategies used to address engagement challenges that arose due to the COVID-19 pandemic and any unique engagement challenges that the community faced. (3 points max) (Max of 600 words)**

**Words Remaining:** 275

Stakeholders engaged in the planning of the Go Paradise: Neal Gateway Project include stakeholders from previous planning efforts, the Town's Systemic Safety Analysis Report Steering Committee, and the Long-Term Recovery Plan Steering Committee. In part, these groups included:

- Paradise Town Council
- Paradise Citizens Alliance
- Butte County Public Health
- Chico Velo
- Paradise Police Department
- Paradise Association of Realtors
- The Family Resource Center
- Camp Fire Long-Term Recovery Group
- Rebuild Paradise Foundation
- Paradise Citizen's Alliance
- Butte County Fire Safety Council
- Blue Zones
- Paradise Unified School District
- FEMA
- Cal OES
- Paradise Parks & Recreation District
- Paradise residents at large

As part of the ATP development process, the Town hosted several public meetings, tabled at several community events, and implemented



two surveys to capture resident input and feedback. The Town hosted four public meetings in developing their Transportation Master Plan, which includes the Active Transportation Plan as a key component. All four public meetings discussed active transportation due to its key role in recovery and evacuation. The Town hosted an active transportation focused public meeting on August 12, 2021, where residents provided input on the Town's active transportation network, emphasizing an off street multi-use path system along high speed/high volume corridors. The Town implemented two surveys. The first survey generated input on the proposed network projects and improvements discussed at the public meeting. The second survey collected input pertaining to barriers and catalysts to walking/biking. The Town also held a meeting with Paradise High School Students to obtain feedback on the proposed network. Finally, the Town tabled at six community events to obtain even more input into the network design.

Due to Covid-19, all public meetings were hosted in a hybrid format. Residents were permitted to attend in person and adhere to Covid-19 protocols. The meetings were also hosted online where residents were able to view the presentation and contribute to the discussion.

**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. (2 points max)**

(Max of 400 words)

Words Remaining: **174**

The Town's ATP development included two surveys. Survey 1 was available for completion between August 12, 2021, and September 9, 2021. Participants were asked about their demographics and current and anticipated travel behaviors, their opinion on the proposed network, potential bicycle and pedestrian amenities, and non-infrastructure programming. A total of 163 responses were collected from the first survey.

From October 2 to November 13, 2021, the team shared information at six community events about the Town's current bicycling and walking network and invited the community to provide input on potential network improvements. Engagement opportunities included a map board where attendees could mark the potential network improvements, they would like to see implemented first and an opportunity to take the survey.

From August 12 to September 9, 2021, the Bicycling and Walking Network Public Outreach Survey was available. During this period, participants identified walking and bicycling challenging to Parks (80%), followed by Retail (64%), downtown and Schools (60%, each), and least likely to Community Services (48%).

On May 3, 2022, the Paradise TMP, which includes the Town's Active Transportation Plan was heavily discussed at the Paradise Community Information Meeting. As local residents and officials were in attendance, many of them reiterated their interest in the TMP emphasizing the impact that it would have on residents' safety and influence on children's ability to walk to and from school.

**D. Describe how stakeholders will continue to be engaged in the implementation of the project. (1 point max)**

(Max of 400 words)

Words Remaining: **274**

Stakeholders will continue to be engaged in the process through one-on-one meetings as well as Town Council Meetings. During design and construction, business owners in the Project area will meet with staff regularly to ensure a smooth process. After the Project's completion, Town staff will continue to engage with business owners to assess any changes in pedestrian activity in the area. The public will also be engaged in the Project's implementation through noticed Council Meetings. The community is very interested in the Town's recovery process and public investments in infrastructure; in this regard, stakeholder and public engagement throughout the Project's development and construction phases will be critical as the Town rebuilds. Additionally, this information will support citizen and business decisions on if and/or when to rebuild.

**E. Is this project specifically listed in an approved Active Transportation Plan or similar plan? Provide a brief description of the plan and the public engagement process used to develop the plan.(1 point max)**

(Max of 300 words)

Words Remaining: **211**

The Town's Active Transportation Plan recommends the Go Paradise: Neal Gateway as part of its active transportation network buildout. The Town's ATP outlines a complete low stress network that implements class I facilities on all high speed/high volume roadways. Combined with the local neighborhood streets, all residents of ages and abilities will be able to ride and walk to all Town destinations. The Town held a public meeting, hosted a student forum, implemented two public surveys and tabled at six community meetings to obtain community input and public support.

**Attach the applicable plan page with the project highlight:**

ATP Project List.pdf	Remove	Open File
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**Attach any applicable Public Participation & Planning documents:**

Participation Package.pdf	Remove	Open File
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**Part B: Narrative Questions**

**Question #5**

**CONTEXT SENSITIVE BIKEWAYS/WALKWAYS and INNOVATIVE PROJECT ELEMENTS (0-5 POINTS)**

**A. How are the "recognized best" solutions employed in this project appropriate to maximize user comfort and for the local community context?**

As you address this question, consider the following:

- The posted speed limits and actual speed;
- The existing and future motorized and non-motorized traffic volume;
- The widths for each facility;
- The adjacent land use; and
- How the project is advancing a low(er) stress environment on each facility or a low stress network:
  - What is the current stress level? (low, medium, or high?)
  - If the stress level is medium or high, is the project going beyond minimum design standards to maximize comfort for all ages and abilities?
  - What features are included to promote low-stress, comfortable, and safe walking and/or biking conditions?
  - Does the project expand on or create a low-stress network?

(Max of 700 words)

**Words Remaining:** **307**

The Go Paradise: Neal Gateway will utilize the best and most suitable solutions to maximize user comfort. The project represents the best solution to maximize user comfort and is perfect for the community context. The project addresses the safety challenges of motorist speed, dramatically improves the stress level for pedestrians and cyclist and will increase the use of non-motorized traffic volume. Although Neal Road is posted at 35 mph, it is a high speed/high volume roadway. The implementation of the project will provide visual cues, such as trail users and trail infrastructure to slow traffic, but the main benefit of the project is that the trail offers the sanctuary from the roadway and motorized vehicular traffic through a separated class I facility.

High stress corridors often serve as barriers in active transportation networks. Barriers in active transportation networks discourage walking and biking trips. They also pose a significant challenge to creating new cyclists, which is a powerful metric for project return on investment. Converting this roadway to a low stress experience for pedestrians and cyclists will be key in increasing trips and creating new cyclists. As the full active transportation network is built out, the Town expects to maximize active transportation trip potential and create a substantial amount of new cyclists. Due to the current roadway configuration that forces pedestrians and cyclists to share the roadway with motorized vehicles, the roadway is high stress.

The project is going above minimum design. Shared Lane Markings would be acceptable engineered facilities based on the 35mph speed limit, but these facilities would do very little to improve the level of stress. Class I facilities separate facility users from traffic, where stress levels dramatically improve, most likely to low stress, or high comfort.

The project incorporates class I facilities that cater specifically to the comfort and safety of pedestrians and cyclists. The class I facility separates pedestrians and cyclists from motorized vehicle traffic, thus significantly improving the comfort and safety.

The project extends class I facilities from the Yellowstone Kelly Heritage Trail, another class I facility, that runs the entire length of the Town, from north to south. The project is also a key piece to Town's Active Transportation Network, which when built out will create a comprehensive low stress network that allows for all ages and abilities to get to all Town destinations via active transportation.

**B. Innovative Project Elements**

Does this project propose any solutions that are new to the region? Were any innovative elements considered, but not selected? Explain why they were not selected. Combined I/NI projects should address both infrastructure and non-infrastructure elements.

(Max of 500 words)

**Words Remaining:** **344**

The solutions proposed in the Go Paradise: Neal Gateway project are not only innovative to the region, but they are also innovative to the entire Country. The projects innovation is best understood within the context of the Towns' Active Transportation Network and emergency evacuation preparedness. The network outlines a class I network adjacent to all high speed/high volume roadways. The class I facilities, coupled with the Town's low stress neighborhood streets, will create, potentially, the Country's first comprehensive low stress active transportation network, where all residents of ages and abilities can get to all Town destinations by walking or biking.

In addition, the facility will serve as an emergency evacuation route. The 2018 Camp Fire identified deficiencies in the Town's evacuation response to fires. As a result, evacuation improvements are a Town priority. Have the Town's Active Transportation Network double as an evacuation not only double its Town value, but it also ensures network build out.



**C. NI Evaluation and Sustainability**

For projects with non-infrastructure elements, describe how effectiveness of the program will be measured and how the program will be sustained after completion. (Max of 500 words)

Words Remaining:



**Part B: Narrative Questions**

**Question #6**

**TRANSFORMATIVE PROJECTS (0-5 POINTS)**

- A. Describe how your project will transform the non-motorized environment.** Address the potential for this project to support existing and planned housing, especially affordable housing. Applicants are encouraged to apply for the California Department of Housing and Community Development's (HCD) [Prohousing Designation Program](#) and to describe how local policies align with prohousing criteria. If housing is not an issue for the community, explain why it is not a concern. If applicable, include discussion of the transformative nature of the non-infrastructure component. (Max of 750 words)

**Words Remaining:** 397

The Go Paradise: Neal Gateway will significantly transform the Town's non-motorized environment and be a key step in the Town's plan to implement a complete low stress active transportation network that accommodates all ages and abilities and connects to all Town destinations. The Project will establish a major section of the Town's active transportation network, running along the majority of the Town's east side and connecting to the Yellowstone Heritage Trail and the class II facilities on Bille Road and Pearson Road. The project will open up connections to the schools, parks and the downtown to approximately half of the Town.

Additionally, more people will have access to the future development. As the Town rebuilds after the Camp Fire, now, more than ever, it is important to create a sense of ownership in the Town, which includes creating an environment where residents feel a sense of belonging. BZP cites that by making daily physical activity an unavoidable part of the environment, providing safe routes to school, and increasing community pride you can increase longevity and well-being (Attachment K).

Conclusively, adding a Class I pathway to the rehabilitation, evacuation route improvements, and utility undergrounding creates a transformative Neal Road corridor. It will support safe and comfortable multimodal travel, provide enhanced safety and security for residents and businesses along the corridor, and will be a demonstration of what transportation infrastructure can be for the Town's future. Due to the 2018 Camp Fire, the Town's housing stock was destroyed. In its recovery planning, the Town is projected to add about 3,530 housing units by 2030. Much of the housing in the Town was naturally occurring affordable housing. As the Town rebuilds, a major priority is to replace Paradise Community Village and Paradise Gardens, affordable housing communities that was lost to the disaster. Rehousing those families will take pressure off of other regional housing needs. The Project will support the affordable housing rebuild by providing a facility that connects to Town destinations, thus providing an opportunity to get around the town by for and bicycle and potentially negating the need for a second or third family car.

- B. Describe how other new or proposed funded projects or policies in the vicinity of this project will attribute to the transformative nature of this project.**

As you address this question consider items like the following:

- Transit
- The overall non-motorized network
- Land Use
- Local policies and/or ordinances

Please attach documentation that supports the transformative nature of the project. This could include:

- The meeting minutes voting to fund the project, or
- The approved environmental document, or
- An HCD Prohousing Designation certification or a copy of the submitted application form, or
- A local Housing Element that is in compliance with the State Housing Element Law, or
- Other important documentation demonstrating the transformation

(Max of 600 words)

**Words Remaining:** 354

While the Go Paradise: Neal Gateway will have a transformative effect on the community as a stand-alone project, its effect on the community is much greater considering that it builds on many other successful ATP projects and presents a substantial piece to the Town's overall active transportation network. The following projects further illustrate the Town's commitment to increasing safety and active transportation throughout the community. Attachment D-# provides a map of the proximity of each project to the one being proposed. Submitted in the 2014 ATP Program Cycle 1 and completed in 2017, Pearson Road SR2S Connectivity Project connects residents on Pearson Road to Skyway by constructing a Class I bike path and sidewalk gap closure. It also provides a safe route to three schools, the Paradise Community Park, and Yellowstone Kelly Memorial Trailway.

Submitted to the 2014 ATP Program Cycle 1 and completed in 2017, the Downtown Paradise Equal Mobility Project is located on Skyway between Pearson Road and Elliott Road. The project consists of massive sidewalk infill and repairs to provide people of varying abilities pedestrian access to the downtown core. Much like the current sidewalks mentioned in the Skyway Connectivity Project, the downtown



# ATP APPLICATION FORM

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area suffers from a lack of continuous sidewalks with some areas being impossible to navigate in a wheelchair. This makes the downtown area feel exclusive and unwelcoming to residents with physical limitations. This Project will provide residents with equal mobility through the section of Skyway between Pearson and Elliot Road.

Bikeways Map.pdf

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## **Part B: Narrative Questions**

### **Question #7**

#### **QUESTION #7**

#### **SCOPE AND PLAN LAYOUT CONSISTENCY AND COST EFFECTIVENESS (0 - 7 points)**

##### **A. The evaluators will consider the following: (7 points max)**

- Consistency between the Layouts/maps, Engineer's estimate and Proposed scope
- Compliance with the Engineer's Checklist and cost effectiveness
- Complete project schedule

##### **B. For combination I/NI projects, the 25-R will be evaluated for:**

- How well it reflects the applicant's responses throughout this application
- How well the overall scope meets the Purpose and Goals for the ATP, as defined by the CTC Guidelines
- Compliance with the ATP Non-Infrastructure Program Guidance



**Part B: Narrative Questions**

**Question #8**

**LEVERAGING FUNDS (0-5 POINTS)**

Projects submitted by Tribal Governments and/or that are on Tribal Lands will get the full Leveraging points for both Medium and Large Infrastructure Applications.

This project is being submitted by a Tribal Government and/or is on Tribal Lands

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

Based on the project funding information provided earlier in the application (Part 6: Project Funding), the following Leveraging amounts are designated for this project. These amounts should match the amounts shown in Part A6: Project Funding.

Non-ATP funding can only be considered "Leveraging" funding if it goes towards ATP eligible costs. If the project includes ineligible costs, the application must confirm the leveraging funding shown below does not include the non-ATP funds for ineligible items.

**PA&ED Phase Project Delivery Costs:**

Leveraging Funding: \$50

Designate the Funding Type: Federal

**PS&E Phase Project Delivery Costs:**

Leveraging Funding: \$500

Designate the Funding Type: Federal

**Right of Way Phase Project Delivery Costs:**

Leveraging Funding: \$21

Designate the Funding Type: Local agency funds

**Construction Phase Project Delivery Costs:**

Leveraging Funding: \$149

Designate the Funding Type: Local agency funds

**Projects with NON-INFRASTRUCTURE (NI) elements:**

Leveraging Funding: \$0

Designate the Funding Type:

**OVERALL TOTALS FOR PROJECT/APPLICATION:**

Total Project Costs: \$13,068

Leveraging Funding: \$720

% of Total Project 5.51 %

**Total Points received for "leveraging funding": (Auto-calculated)**

1 Point	At least 1% to 5% of total project cost
2 Points	More than 5% to less than 10% of total project cost
3 Points	At least 10% to 15% of total project cost
4 Points	More than 15% to 20% of the project cost
5 Points	More than 20% of the total project cost



Applicants must attach a signed letter of commitment indicating the amounts and sources of leveraged funds. Applicants may also include other documentation to substantiate leveraging, including meeting minutes from a governing body, a budget sheet, a board or council resolution, etc.

**Leverage Justification Attachment**

Based on the project funding information provided earlier in the application (Part 6: Project Funding), the following Leveraging amounts are designated for this project. These amounts should match the amounts shown in Part A6: Project Funding

Neal Gateway Leveraging Ltr 2022-6-15.pdf	Open File	Remove	
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**Optional:** If desired, clarifications can be added to explain the leveraging funding and its intended use on the ATP project.

(Max of 100 Words)

Words Remaining: **0**

Butte County Association of Governments (BCAG) allocates Congestion Mitigation and Air Quality (CMAQ) funds towards projects in Butte County that could reduce congestion and improve air quality, primarily towards active transportation projects; therefore, they awarded Paradise \$550,000 of CMAQ funds for the PA&ED, PS&E, and Right of Way phases because of the Project's potential to increase walking and biking and reduce greenhouse gas emissions. Additionally, the State's ATP investment in the Project will leverage extensive recovery work along Neal and Skyway. The Town has FHWA disaster assistance funds to rehabilitate the road, and PG&E is also under-grounding the overhead utilities.



**Part B: Narrative Questions**

**Question #9**

**USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR CERTIFIED LOCAL COMMUNITY CONSERVATION CORPS (CALCC) (-5 to 0 POINTS)**

- Applicant has not coordinated with both corps, or Tribal Corps (if applicable) (-5 points)
- Applicant contacted the corps; but does not intend to partner with any corps (-5 points)
- Applicant is not requesting Construction funds (0 points)

**Step 1:** The applicant must submit the ATP Corps Consultation Form to both the CCC and CALCC at least ten (10) business days prior to the application submittal to Caltrans. The CCC and CALCC will respond within ten (10) business days from receipt of the information. Links to the ATP Corps Consultation Form, instructions and contact information for submission or questions can be found at:

[California Conservation Corps ATP webpage](#)

Or

[Certified Local Conservation Corps ATP webpage](#)

The applicant must also attach any email correspondence from the CCC and CALCC or Tribal Corps (if applicable) to the application verifying communication/participation. Failure to attach their email responses will result in a loss of 5 points.

Attach submittal email, response email and any attachment(s) from the CCC:

Neal Gateway Project ATP-CCC.pdf	Remove	Open File
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Attach submittal email, response email and any attachment(s) from the CALCC:

Neal Gateway Email to CALCC.pdf	Remove	Open File
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Attach submittal email, response email and any attachment(s) from the Tribal Corps (If applicable):

	Attach
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**Step 2:** The applicant has coordinated with the CCC AND with the CALCC, or the Tribal Corps and determined the following: (check appropriate box)

- Applicant intends to utilize the CCC, CALCC, or the Tribal Corps on the following items listed below. (0 points) (Max of 100 Words)

**Words Remaining:** 27

We contacted the CCC and CALCC on May 29, 2022 to solicit input about participation in the Project, which included sidewalk repair, removal, and replacement of keystone wall construction. On June 8, 2022, the California Conservation Corps indicated they can assist the Project with landscaping, clearing and grubbing, tree removal, and possibly keystone wall construction if the Project is funded. The Sacramento Region CCC has not yet responded with a determination about participation.

- No corps can participate in the project. (0 points)
- At the time that the application was submitted, the applicant had not received a response from the following corps: (0 points)
  - the CCC     the CALCC     the Tribal Corps (if applicable)



**Part B: Narrative Questions**

**Question #10**

**APPLICANT'S PERFORMANCE ON PAST ATP FUNDED PROJECTS (0 to -10 points)**

For CTC use only.

**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>
Attachment-A-Signature-Page.pdf	Remove Open File
<b>Engineer's Checklist</b> (Required for Infrastructure & Combo Projects)	<b>Attachment B</b>
Attachment-B-Engr-Checklist Neal-Gateway.pdf	Remove Open File
<b>Project Location Map</b> (Required for all applications)	<b>Attachment C</b>
A2 Project Location Map.pdf	Remove Open File
<b>Project Layout/Plans showing existing and proposed conditions</b> (Required for all Infrastructure Projects)	<b>Attachment D</b>
Neal Gateway Plans.pdf	Remove Open File
<b>Photos of Existing Conditions</b> (Required for all applications)	<b>Attachment E</b>
ATP6 - Gateway - Attachment E - Photos of Existing Conditions.pdf	Remove Open File
<b>Project Estimate</b> (Required for all Infrastructure Projects)	<b>Attachment F</b>
Attachment-F-Project-Estimate_Neal V3.xlsx	Remove Open File
<b>Non-Infrastructure Work Plan</b> ( <a href="#">Exhibit 25-R</a> ) (Required for all projects with Non-Infrastructure Elements)	<b>Attachment G</b>
	Attach
<b>Plan Scope of Work (Exhibit 25-Plan)</b> (Required for all Plan Projects)	<b>Attachment H</b>
	Attach
<b>Letters of Support (10 maximum) and Support Documentation</b> (Required or recommended for all projects as designated in the instructions) (All letters must be scanned into one document.)	<b>Attachment I</b>
Neal Gateway LOS Package.pdf	Remove Open File
<b><a href="#">Exhibit 25-F</a> State Funding</b>	<b>Attachment J</b>
	Attach
<b>Additional Attachments</b> (Additional attachments may be included. They should be organized in a way that allows application reviewers easy identification and review of the information.) (All additional attachments must be scanned into one document.)	<b>Attachment K</b>
Attachment K.pdf	Remove Open File

Project Information	
Project Title: Go Paradise: Neal Gateway Project	Date: 05/27/25
Project Identifier (EA, PPNO, etc): 6127	

Contact Information	
Nominating Agency:	Agency Completing Form: Town of Paradise
Contact Person: Phone:	Contact Person: Jessica Erdahl Phone: 530-872-6291
Email Address:	Email Address: jerdahl@townofparadise.com

ATP Indicator	Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Counts	Bicycle Counts	Each	0	31	2030
	Pedestrian Counts	Each	0	14	2030

In the space below, qualitatively explain the assumptions and methodologies used for the proposed outcomes.

New facilities, such as a new Class 1 trail, do not require pre-construction user counts. The initial user count will be assumed to be zero.

Projected bicycle counts are based on the vehicle trips generated by the project area residents multiplied by a ratio of 0.006.

Projected pedestrian counts are based on residential parcels in the project area multiplied by a ratio of 0.04.

The ratios used are loosely based on the Tahoe Region Bicycle and Pedestrian Use Model, with adjustments made for the Paradise location.

Continued town recovery from the Camp Fire, which reduced the Town population from 27,000 to 4,000 overnight and future connections to County projects that continue the Class I facility will impact the projections and increase the pedestrian and bicycle users.

Sources: <https://www.trpa.gov/wp-content/uploads/documents/TahoeBikePedFullModelDemo.pdf>