



Posted: Friday, October 06, 2017

NOTICE AND CALL OF A REGULAR MEETING OF THE TRINIDAD CITY COUNCIL

The Trinidad City Council will hold a regular meeting on
WEDNESDAY, OCTOBER 11, 2017 at 6:00PM
In the Trinidad Town Hall, 409 Trinity Street, Trinidad, CA

CLOSED SESSION BEGINS AT 5:00PM

- I. **CALL TO ORDER**
- II. **ADJOURN TO CLOSED SESSION**
 1. *Public Employee Performance Evaluation for City Manager Pursuant to Government Code Section 54957*
 2. *Conference with legal counsel regarding active litigation. Tsurai Ancestral Society vs. City of Trinidad. Pursuant to California Government Code section 54956.9 (a)*
- III. **RECONVENE TO OPEN SESSION**
- IV. **PLEDGE OF ALLEGIANCE**
- V. **APPROVAL OF AGENDA**
- VI. **PROCLAMATIONS/RECOGNITION**
 1. Proclamation in support of the Great American Smokeout
 2. Resolution 2017-15; Honoring Chi-Wei Lin's service to the City of Trinidad
- VII. **APPROVAL OF MINUTES** – *September minutes will be prepared for approval at the next regular meeting.*
- VIII. **COUNCIL MEMBER REPORTS, COMMITTEE ASSIGNMENTS**
- IX. **STAFF REPORTS**
- X. **ITEMS FROM THE FLOOR**
(Three (3) minute limit per Speaker unless Council approves request for extended time.)
- XI. **CONSENT AGENDA** - *All matters on the Consent Agenda are considered routine by the City Council and are enacted in one motion. There is no separate discussion of any of these items. If discussion is requested by any Council member, that item is removed from the Consent Calendar and considered separately. A single opportunity for public comment on the Consent Agenda is available to the public.*
 1. Financial Status Reports for September 2017
 2. Staff Activity Report for September 2017
 3. Approval of ADA Town Hall Door Work
 4. Resolution 2017-14; Approving Local Streets and Roads Project List
- XI. **DISCUSSION/ACTION AGENDA ITEMS**
 1. Unmet Transit Needs Hearing
 2. Discussion and First Reading of a Trinidad Cannabis Ordinance.
- XII. **FUTURE AGENDA ITEMS**
- XIII. **ADJOURNMENT**



PROCLAMATION/RECOGNITION ITEM 1

SUPPORTING DOCUMENTATION FOLLOWS WITH: 1 PAGES

1. Proclamation in support of the Great American Smokeout

TRINIDAD CITY HALL
P.O. Box 390
409 Trinity Street
Trinidad, CA 95570
(707) 677-0223

Dwight Miller, Mayor
Gabriel Adams, City Clerk



PROCLAMATION 2017-02

IN RECOGNITION AND SUPPORT OF THE GREAT AMERICAN SMOKEOUT, NOVEMBER 16, 2017

WHEREAS, the American Cancer Society encourages all tobacco users to join the Great American Smokeout and quit smoking for at least one day; and

WHEREAS, secondhand tobacco smoke, marijuana smoke, and secondhand aerosol from electronic smoking devices/vapes pose a health hazard to bystanders; and

WHEREAS, people who live in multi-unit housing are more exposed to secondhand smoke, even when nobody smokes in their unit; and

WHEREAS, harmful residues from tobacco smoke can be absorbed by and cling to virtually all indoor surfaces long after smoking has stopped, and then be emitted back into the air, making this "thirdhand smoke" a health hazard especially to infants and toddlers; and

WHEREAS, vulnerable people are disproportionately effected and suffer more health consequences from secondhand smoke exposure in their homes, especially people with low income, the elderly and children; and

WHEREAS, smoking is the number-one cause of fire deaths and a leading cause of fire-related injury; and

WHEREAS, there are many proven resources, many of them free, to help smokers quit.

NOW, THEREFORE, BE IT PROCLAIMED that the City Council of the City of Trinidad hereby recognizes and supports the American Cancer Society's GREAT AMERICAN SMOKEOUT, on November 16, 2017 in the City of Trinidad and encourages all citizens who smoke, or use chew/dip tobacco or e-cigarettes, to demonstrate to themselves and their children that they can quit using nicotine by joining the American Cancer Society's Great American Smokeout.

PASSED, APPROVED, AND ADOPTED by the Trinidad City Council on Wednesday, October 11, 2017.

Attest:

Gabriel Adams
City Clerk

Dwight Miller
Mayor



PROCLAMATION/RECOGNITION ITEM 2

SUPPORTING DOCUMENTATION FOLLOWS WITH: 0 PAGES

2. Resolution 2017-15; Honoring Chi-Wei Lin's service to the City of Trinidad

RESOLUTION WILL BE PRESENTED AT THE MEETING



CONSENT AGENDA ITEM 1

SUPPORTING DOCUMENTATION FOLLOWS WITH: 0 PAGES

1. Financial Status Reports for September 2017

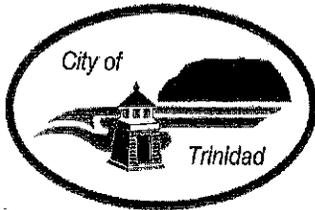
AUGUST FINANCIAL REPORTS WERE NOT AVAILABLE AT THE PUBLISHING DEADLINE. THEY WILL BE POSTED ONLINE AND DISTRIBUTED TO THE COUNCIL AS SOON AS THEY ARE AVAILABLE.



CONSENT AGENDA ITEM 2

SUPPORTING DOCUMENTATION FOLLOWS WITH: 5 PAGES

2. Staff Activity Report for September 2017



Dwight Miller, Mayor
Dan Berman, City Manager

STAFF ACTIVITIES REPORT

For Council Meeting of October 11th, 2017

City Administration:

Trails Advisory Committee City staff has provided administrative support for the Trails advisory committee, which has filled all member positions and met monthly since June.

OWTS Permits - Staff and the City Planner are beginning to implement the plan to issue OWTS operating permits to all septic system owners in the City. This plan was presented to the Council in September. Staff will process all outstanding applications received to date (quadrants 1 & 2), and follow up with owners as necessary. The Planner will review the processed applications, then issue the outstanding quadrant 1 & 2 permits. In January and February staff will mail OWTS operating permit packets to owners in quadrants 3 & 4 with the goal of issuing these permits by May.

Law Enforcement Service – New Measure Z contract in place

Trinidad Rancheria EA for the Harbor Property

The City requested an update from the Bureau of Indian Affairs and were informed that BIA is still working on responses to the comment letters received. No timetable for next steps was provided, but the City and other commenters are on the notification list for this project.

STR Ordinance

Staff are issuing STR permits under the revised STR Ordinance

Tsurai Study Area Settlement and Land Transfer.

A draft settlement was conditionally approved by Council in December 2016. A prior 2005 legal settlement sets additional specific conditions necessary for a land transfer. Efforts to resolve this complication and complete the settlement are ongoing.

Planning

General Plan/LCP Update- Planning Commission has completed review and provided comment on the existing draft Plan chapters. The City Planner is updating the older elements with current information and the Planning Commission's input prior to it going back to them. Staff is working with the Trinidad Rancheria and Yurok Tribe to get their input on the entire general plan and to finalize the draft Cultural Element. The City was awarded \$51,000 in additional grant funding from the Coastal Commission's LCP Update Grant Program to complete

coastal hazards planning and a water supply assessment as well as update the Local Coastal Program Implementation Plan.

View Restoration Permit process for Van Wycke St.

The City is engaging with the new owners of the property to try and expedite a resolution to this longstanding dispute.

CalFire Water Line Extension

The City has approved the LCP/General Plan amendment process required for this. CalFire will be returning soon with an application to the City (and County) for the CDP and other necessary permits for the physical construction of the water line.

Marine Lab Cypress Tree HSU has recently provided an arborist report recommending removal of this tree. They are working with State Parks as the underlying landowner. A permit application to the City for removal of the tree is expected

WATER SYSTEM

Install Streamflow Monitoring on Luffenholtz Creek (Water Fund)

This is under way, with flow monitoring being conducted to calibrate the automated monitor.

Resolving Title at Water Plant The Water Plant was built on the old County road right of way, and that has never been cleaned up. The County has indicated they are open to helping us resolve this.

Asset Management System –New Asset Management software is configured and installed at the Water Plant, and is already populated with data about many key components and maintenance of the Water Plant. Water Plant staff has completed remote training on use of the asset management system, the mobile work orders to be used in the field, and the water quality compliance reporting module. The program is up and running and staff is now using this for the maintenance scheduling and recordkeeping. The next step will be using the water quality module to complete the next round of water quality reporting for the State and the annual Consumer Confidence Report.

Capital Improvement Program (CIP) – Staff are working with GHD on an appropriate scope and cost for assisting with developing a CIP for the City. The Asset Management Software will help staff develop long range plans for future replacement of critical assets and to prioritize our long term maintenance and replacement efforts.

Water Filter Replacements – (Water Fund) – This emergency action is complete. The three main polishing filter trains at the Water Plant are all new (two are brand new, one is two years old) and working well.

Water accountability – Through various means, such as, aged meter replacement, identifying and addressing leaks, accounting for plant process water, and metering previously un-metered

services staff continues to audit true water loss. Recently staff have identified and fixed several leaks in the distribution system. Staff have also identified numerous leaks on the property owners side and coordinated with the appropriate party to facilitate the necessary repairs.

Operator certification – Recently staff members through California Dept. of Public Health examinations have achieved higher levels of certification in both water treatment and distribution system operation.

Water Treatment Plant SCADA System - Quarterly water treatment plant and distribution system alarming and notifications systems have been tested, verified and improved. All system alarms are functioning optimally. By doing so staff is continually optimizing the operation of the water system.

Water Distribution System - Two pressure reducing valves which are critical components that regulate water system pressures in the lower part of town have been rebuilt and are functioning properly. The fire hydrant in the State Beach parking lot off Stagecoach Rd. has been rebuilt, and will now be the primary source for commercial water trucks, removing that activity from Parker St.

PUBLIC WORKS

Trinidad Head Trail Maintenance – City staff worked with a Calfire CDCR crew to implement trail vegetation and view maintenance around Trinidad Head.

Ground Water Level Monitoring – City staff worked with the City Engineer to order, program and install 9 ground water level loggers in existing monitoring wells as well as a barometric pressure logger. The equipment was deployed on September 28. Water level and barometric pressure data will be collected and analyzed on a periodic basis to improve understanding of the changes in groundwater levels as the storm season progresses. The information will be used to support decisions about the Memorial Lighthouse, the Van Wycke Trail project, the Ocean Protection funded LID Planning and Construction Project and future storm water improvement projects.

MS4 Permit Reporting – City staff is working to complete the Permit Year 4 online report due October 16th, to meet requirements for the Municipal Separate Stormwater Sewer (MS4) Discharge Permit. The MS4 yearly permit activities and requirements are costly, extensive and involve a lot of documentation. When the City completes the final phase of the Storm Water Project and eliminates the storm water discharge into the Trinidad Bay/Area of Special Biological Significance (ASBS) the City will no longer be required to have MS4 Permit coverage.

Memorial Light House and Edwards St Slide The initial site response is complete. The Civic Club is expecting to submit a permit application to move the Lighthouse the week of October 16th.

Town Hall ADA Improvements. A proposal for the push button door is on the consent agenda. Staff are working to develop additional detailed costs for Council review and approval.

Trinidad Library/Saunders Park ADA Improvements. A county review of ADA compliance issues in and around the library was recently completed. Staff are working with GHD and the County to develop a plan and timeline for prioritizing and implementing the necessary improvements.

OWTS Permits See attached OWTS Status report and Implementation Plan

The City Planner is handing off much of the review and processing to other City Staff to get this moving. Trever has created a step-by-step guide and updated/improved the spreadsheet compiling all the information needed to allow other staff to do the bulk of the work. A one page update is attached at the back of this Staff Activity Report.

Firehouse Expansion – Complete.

GRANTS –

Van Wycke Trail – (Grant Funded) – City Planner is working on the CEQA document. The project is waiting for that document to move forward.

Clean Beaches Initiative OWTS Repair/Replacement Grant – Eleven OWTS have been upgraded through this grant program to improve water quality in creeks and at beaches in the Trinidad and Luffenholtz area. A 12th project is in the planning stages. Project staff will begin planning additional outreach to encourage OWTS owners in the priority areas of Parker, Luffenholtz and Joland Creeks to get their systems inspected and, if their system needs repairs, to apply to the Clean Beaches OWTS program for funding assistance.

ASBS Storm Water Management Improvement Project – City staff is coordinating with the City Engineer and Planner to secure \$450,000 in USDA funding to match the \$4 million in Prop 1 grant funds awarded last December to the City by the State Water Resources Control Board. Staff anticipates completing the the USDA funding application process in early December. This includes completing and submitting the Project Engineering Report and NEPA documentation. The Storm Water Project will construct storm water drainage system improvements to improve ocean water quality by eliminating the storm water discharge into the Trinidad Bay.

Ocean Protection Council funded Citywide LID Planning and Construction Project

Last month the City Council rejected all bids for construction of LID improvements on East and Hector Streets because the bids were significantly higher than the available budget. City staff and the City Engineer are working with the Grant Manager to identify options for how to move forward with the project. Staff expects to provide a more detailed update to Council in November.

BUILDING DEPARTMENT

The former Church at the base of Westhaven Dr. is under letter direction from the Building Inspector to correct a number of building permit items.

Routine review of plans and specs for construction in town is ongoing.

The Building Inspector has completed oversight of the Fire House Expansion and signed off the project as complete.

The Building Inspector has completed STR checklist inspections for all new/renewal STR applications.



CONSENT AGENDA ITEM 3

SUPPORTING DOCUMENTATION FOLLOWS WITH: 10 PAGES

3. Approval of ADA Town Hall Door Work

CONSENT AGENDA ITEM

Date: October 11th 2017

Item: **ADA Push Button Door on Town Hall Entrance and Corresponding Budget Adjustment**

The Public Works Director solicited bids from our pre-approved contractor list for the modification of the existing exterior town hall door so that it can be opened by a push button. Council has supported this project

The attached quote from 'An Electrician Inc' totals \$3,625.00, with approximately \$2,000 of that for the equipment. The contract will pay for actual costs, with the labor value in the quote as a 'not to exceed'

Staff have experience with and confidence in this firm, and appreciate having a single entity do the entire install. Staff did contact other electricians, but most would have required two contractors – one to install the hardware and another to do the wiring.

Financial Implications:

Staff and Council have discussed a suite of ADA projects, including this one, as obvious candidates for use of the City's designated Capital and Special Projects Reserve Funds.

Staff recommend the Council authorize the use of these Reserve Funds to supplement the City Public Works Budget for Contracted Services to fund this project.

Staff Recommendation:

- 1) Authorize City Manager to approve the attached bid, and
- 2) Supplement the City Public Works Budget for Contracted Services in the amount of \$3,625 from the Capital and Special Projects Reserve Fund

Attachments:

Bid
Spec Sheets for Hardware

AN ELECTRICIAN INC Industrial Automation Group

STATE LICENSE 840047

MOTORS AC & DC DRIVES STARTERS PLC PROGRAMMING PROCESS CONTROL INSTALLATIONS HMI SCADA ENGINEERING

EUREKA: 707-834-2796 | MCKINLEYVILLE: 707-834-8596 | ARCATA: 707-845-0194 | FAX: 707-828-0189 | 24 HR 1-877-726-2911
 PO BOX 4865 EUREKA CA 95502 MAIL@ANELECTRICIAN.NET

PROPOSAL AGREEMENT CONTACT:

SUBMITTED TO: City of Trinidad - City Hall	CONTACT: Bryan Buckman
ADDRESS: 1313 Westhaven Drive	PHONE: CELL: 707.499.6578
CITY: City of Trinidad STATE: Ca	FAX:
PROJECT: ADA Door Open Controls ORDER: 63529	E-MAIL: bbuckman@trinidad.ca.gov

SPECIFICATIONS AND ESTIMATES:

To: Bryan Buckman
 Director of Public Works
 1313 Westhaven Drive
 City of Trinidad, Ca.
 bbuckman@trinidad.ca.gov

Subject: Supply and Install ADA Door Opener

Scope of Work:
 - install one 20amp 120v circuit for ADA door opener.
 - install one ADA Door opener. (950BM) Two ADA Wall Button Openers
 An Electrician is not responsible for carpentry, painting or sheetrock repairs that may be required for this installation.

Electrician Labor is 12 hour's: \$1,680.00
 Material: 950BM \$1,944.20
 Total: \$3,624.20

AEI labor rate is during normal business hours. Invoicing will be on a time and material bases for work preformed.

AUTHORIZED CONTRACT ACCEPTANCE:

WE HEREBY PROPOSE TO FURNISH MATERIAL AND LABOR - IN COMPLETE ACCORDANCE WITH THE ABOVE SPECIFICATIONS FOR THE FULL AMOUNT OF: \$ See Contract Specs DOLLARS

WITH PAYMENT TO BE AS FOLLOWED: PAYMENT DUE UPON INVOICING: IN FULL

- ANY ALTERATIONS OR DEVIATION FROM THE ABOVE SPECIFICATIONS INVOLVING EXTRA COST WILL BE ONLY UPON WRITTEN ORDER AND MAY RESULT IN EXTRA CHARGES OVER AND ABOVE THIS ESTIMATE. ALL AGREEMENTS ARE CONTINGENT UPON STRIKES, ACCIDENTS, OR DELAYS BEYOND OUR CONTROL.

RESPECTFULLY SUBMITTED: AN ELECTRICIAN INC. DATE: 10-3-2017

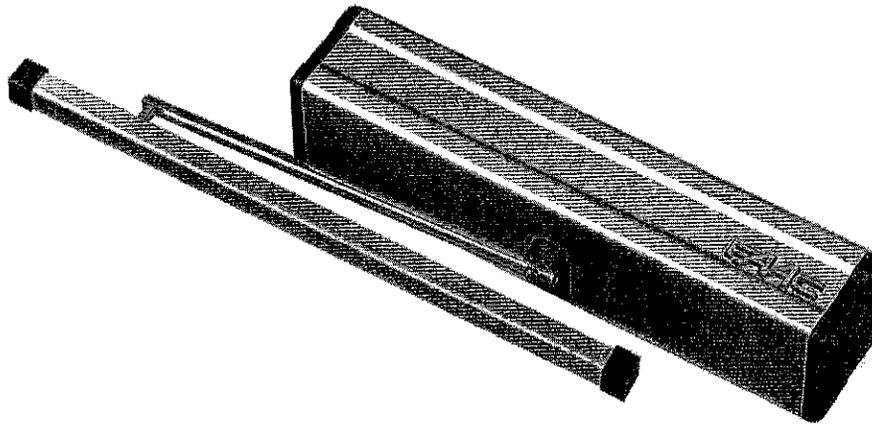
- NOTE THIS PROPOSAL MAY BE WITHDRAWN IF NOT ACCEPTED WITHIN: 15 DAYS
- THE ABOVE PRICE SPECIFICATIONS AND CONDITIONS ARE SATISFACTORY AND HEREBY ACCEPTED. YOU ARE AUTHORIZED TO DO THE WORK AS SPECIFIED. PAYMENTS WILL BE MADE AS OUTLINED ABOVE.

DATE OF ACCEPTANCE: _____ SIGNATURE: _____

An Electrician Inc appreciates this proposal opportunity. Any concerns or questions please contact us.

950 BM

Swing Door Operator



FAAC International Inc.
Headquarter & East Coast Operations
5151 Sunbeam Road
Suites 9-11
Jacksonville, FL 32257
Tel. 866 925 3222
www.faacusa.com

FAAC International Inc.
West Coast Operations
357 South Acacia Avenue
Unit 357
Fullerton, CA 92831
Tel. 800 221 8278

FAAC

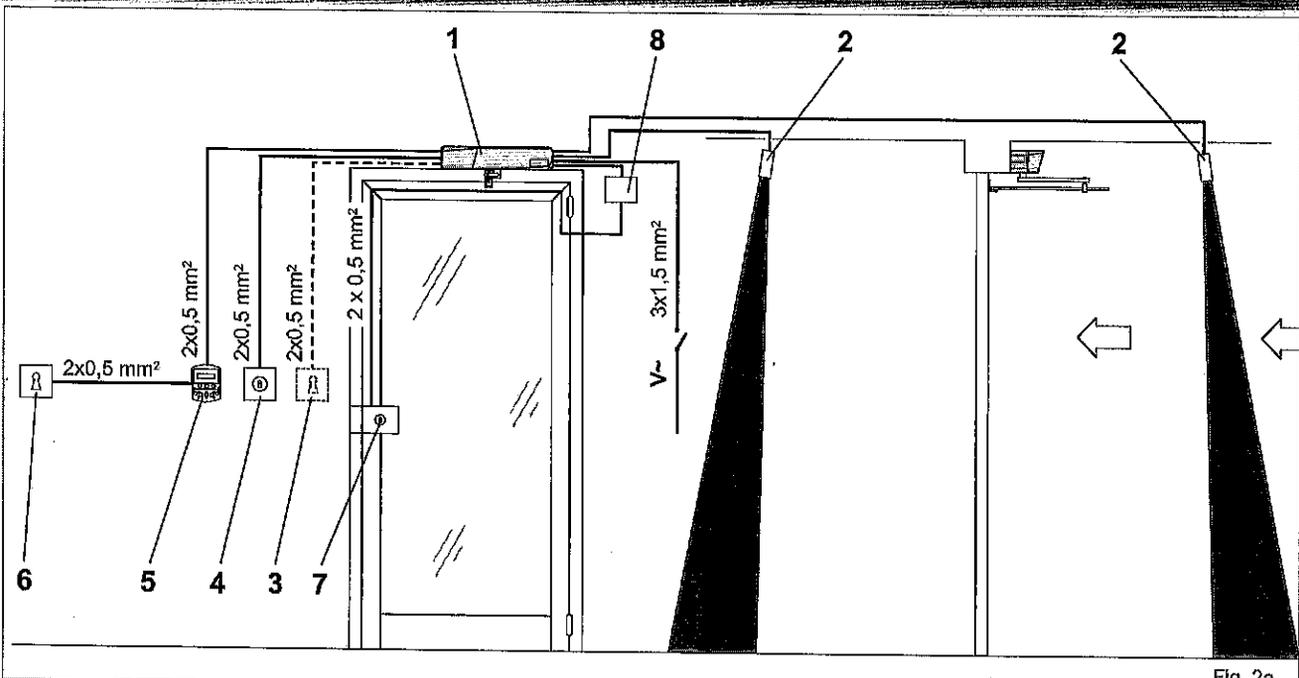


Fig. 2a

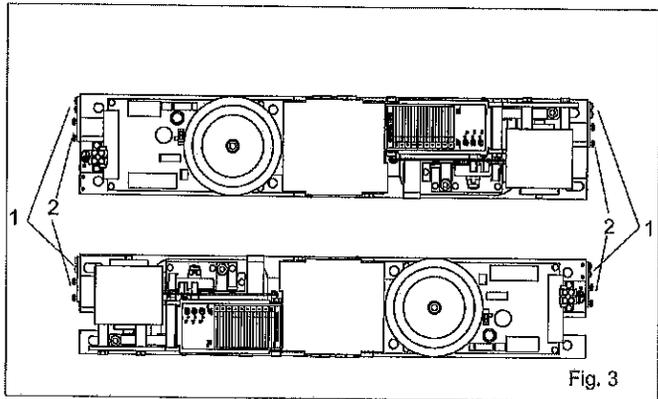


Fig. 3

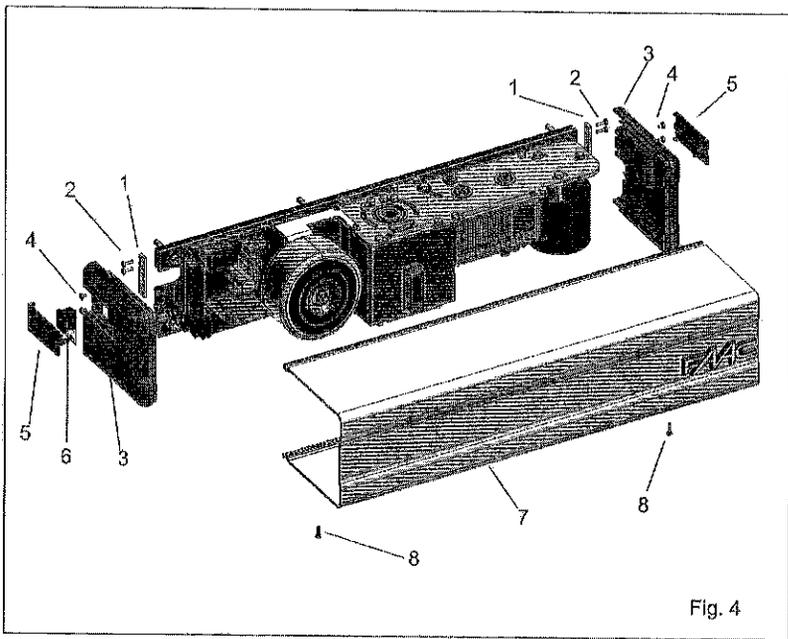


Fig. 4

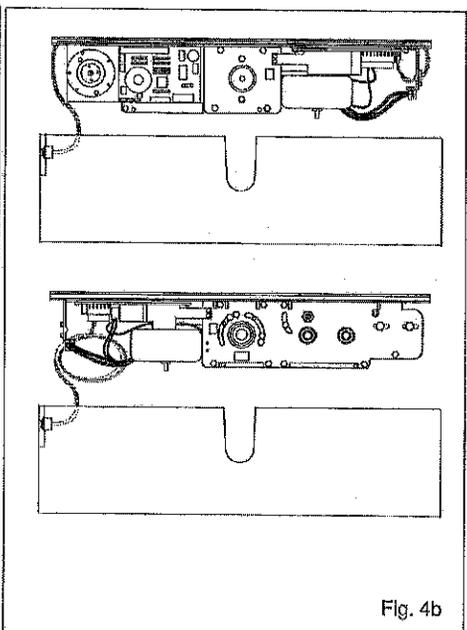


Fig. 4b

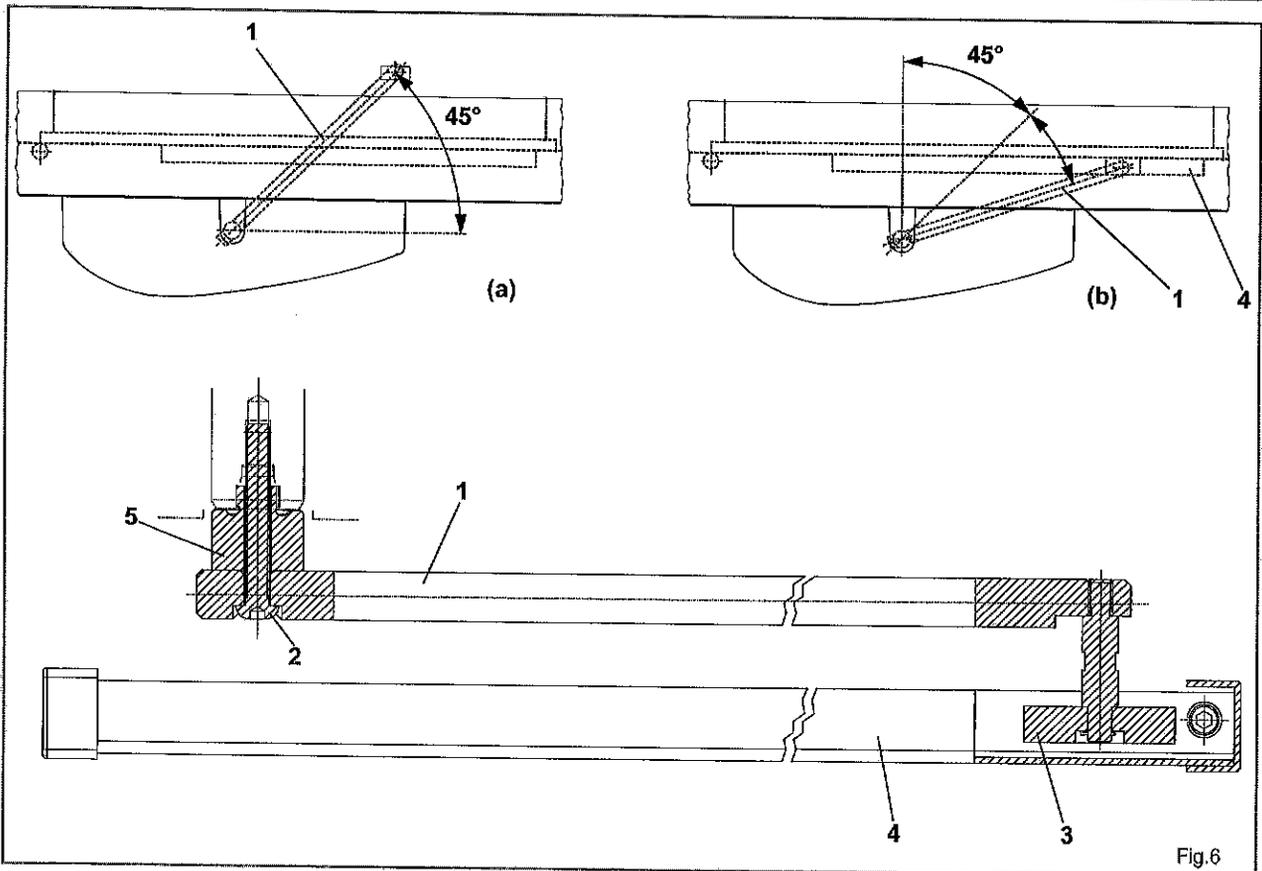
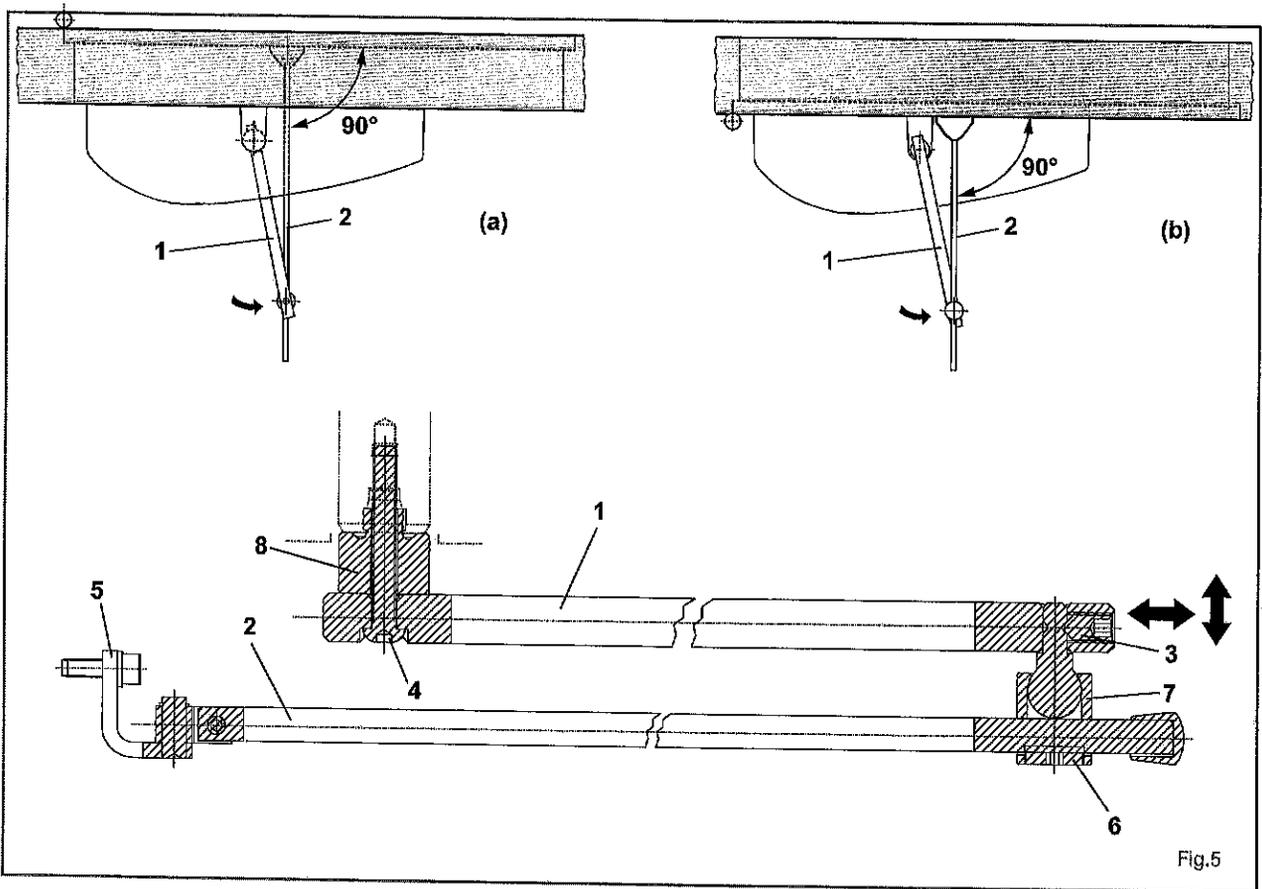
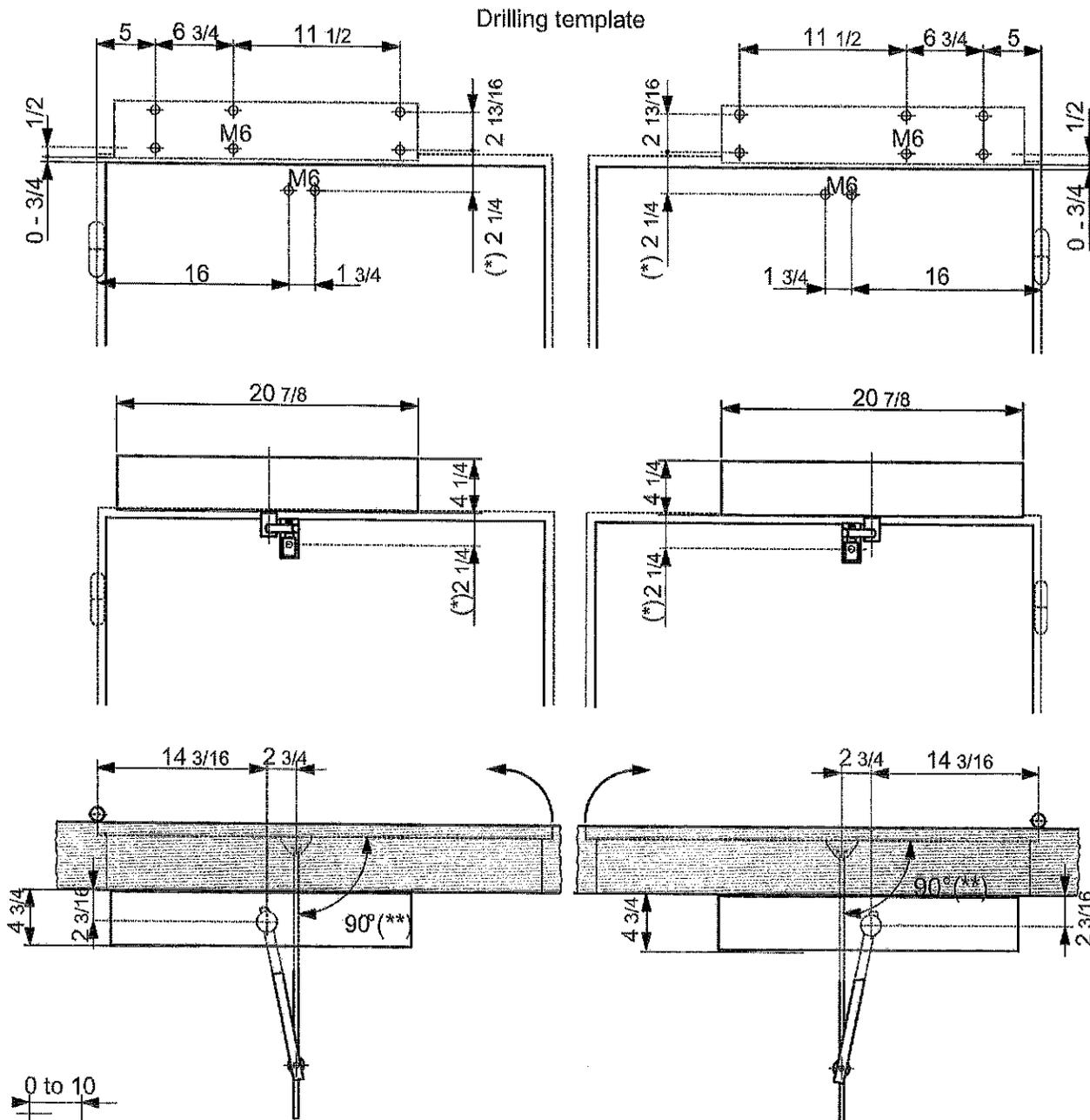


TABLE A: LINTEL MOUNTING (PUSHING ARTICULATED ARM)



(*) Distance with standard extension.
 If a greater distance between the operator and the arm is required, add the optional modular extensions.

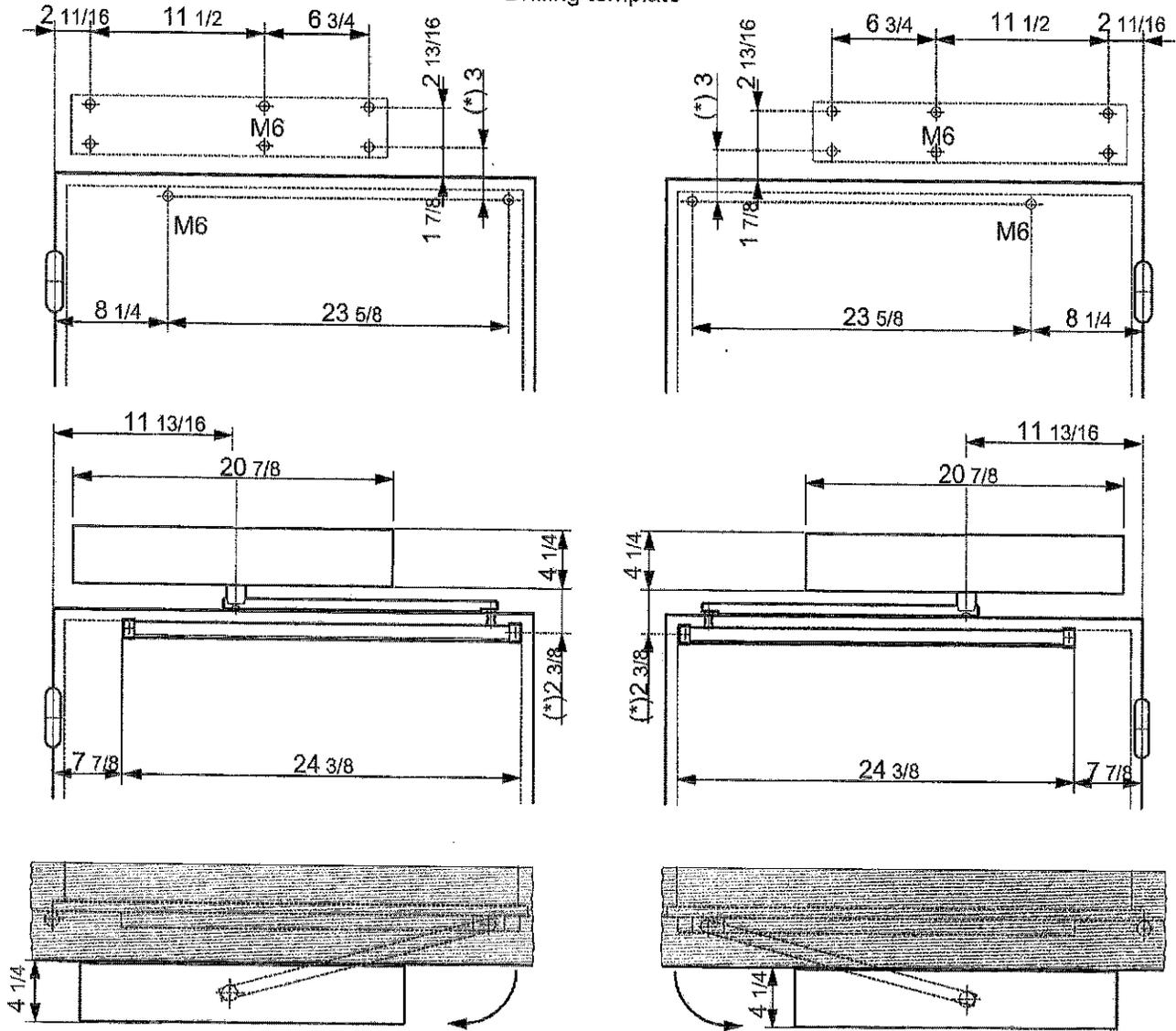
Each modular extension increases the standard height of 1 1/8 inches.

It is not recommended to use more than 2 extensions.

Dimensions in inches

TABLE B: LINTEL MOUNTING (SLIDING ARM)

Drilling template



(*) Distance with standard extension.
If a greater distance between the operator and the arm is required, add the optional modular extensions.

Each modular extension increases the standard height of 1 1/8 inches.

It is not recommended to use more than 2 extensions.

Dimensions in inches

950 BM

The 950 BM is an electro-mechanical automated system for swing-leaf doors with direct current motor and return spring. It has an integrated microprocessor control unit with self-diagnosis and continuous verification of all door functions and an anti-crushing safety device active for both opening and closing.

The activation arms is in stainless steel, and it can be pushing or sliding. The 950 BM is able to do a self-learning procedure of the open and close positions and automatically measures the door weight for optimal operation. An optional "closing stroke" function ensures that the door stays closed even under strong wind. It also has an optional "push and go" function and in case of power failure the door can be opened manually then closed with the help of the spring

1. DESCRIPTION AND TECHNICAL CHARACTERISTICS

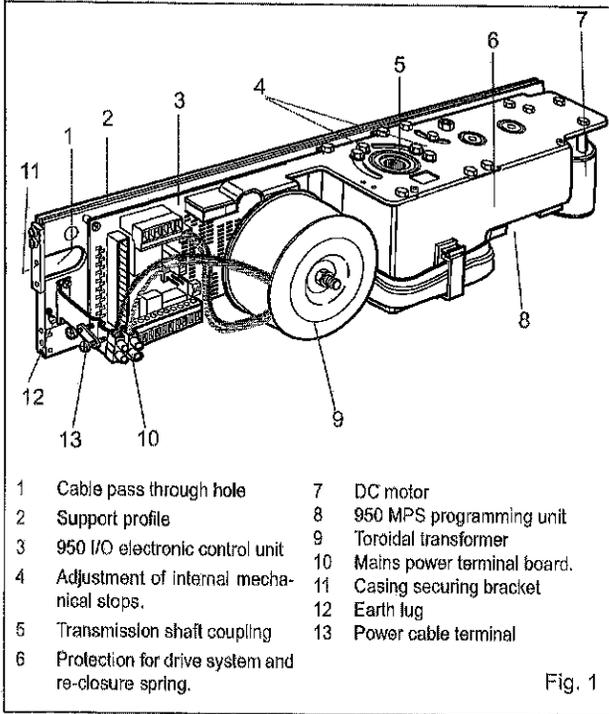


Table 1: Technical specifications of 950 BM Operator

Power supply	115 Vac (+6 -10%) - 60 Hz
Absorbed power	100 W
Absorbed current	1 A
Electric motor	24 Vdc with encoder
Dimensions	20 3/4 x 4 1/8 x 4 3/4 " (length x height x depth)
Weight	22 lbs
Operating ambient temperature	-4 to 131 °F
Protection class	IP 23 (internal use only)
Dimensions and leaf max weight	see Table 3 (paragraph 1.1)
Use frequency	continuous
Operation in event of power failure	Manual push/pull opening
Configuration of driving arms	• pushing articulated arm (version for jamb depth 0 - 9 3/4") • sliding arm (arm length 17")
Anti-crushing device	standard
Opening angle	see table 5-6
Opening speed	4 to 10 s (adjustable)
Closing speed	4 to 10 s (adjustable)

Table 2: Technical specifications of Control Board 950 I/O and Control Board 950 MPS

Power supply	115 Vac (+6 -10%) - 60 Hz
Accessories power supply	24 Vdc / 500mA max
Electric lock power supply (N.O./N.C.)	24 Vdc / 500mA max
Standard operating functions (selector switch)	Open / Automatic Manual (Night)
Adjustable functions (trimmer)	Opening speed - Closing speed Pause time
Selectable functions (microswitches)	Closing stroke Standard/slide initialisation procedure Push and Go - Function selector switch (pos."2") STOP safety device operation - RS232 port
Terminal block outputs	Malfunction alarm signal Electric lock power supply (N.O./N.C.) 24 Vdc accessories power supply - Door status signal Changeover relay controlled by Card Reader "Two-leaf door" signal - "Interlock" Signal
Terminal block inputs	Internal / External Commands Emergency Command - Key Command Card Reader Command - Fire-alarm Command STOP Safety device - Closing Safety device
Rapid connectors	KP-CONTROLLER (optional) Minidex Decoder or RP cards connection Functions selector switch connection

1.1. APPLICATION LIMITS

Important: To ensure correct application of the FAAC 950 BM unit the weight of the door must not exceed the value given in Table 3 referred to its length. The maximum length of the leaf is 55".

The values of maximum weight vary according to the driving arm used.

For each driving arm there is also a different maximum value for the depth of the jamb (Table 4) beyond which it is not possible to install the system correctly.

Table 3: Application limits of 950 BM operator

Leaf length (inches)	Max leaf weight (lbs) Articulated arm	Max leaf weight (lbs) Sliding arm
27 1/2	809	-
29 1/2	705	-
31 1/2	619	-
33 1/2	548	428
35 1/2	489	381
37 1/2	438	342
39 1/2	396	309
41	359	280
43	328	256
45	299	234
47	275	214
49	254	198
51	236	183
53	218	170
55	203	157

Table 4: Max jamb depth

	Pushing articulated arm	Sliding arm
	0 - 9 3/4	0 - 6 1/4

1.2 DOOR MAX OPENING ANGLE

According to the type of mounting and following the installation dimensions shown in Tables A or B, different door max. opening angles can be obtained according to the lintel thickness. Table 5 and 6 shows the maximum values of the opening angles that can be obtained in the different configurations.

Tab.5: Door max opening angle with pushing articulated arm

Type of installation	Jamb depth (mm)	Max opening angle
operator on lintel	0	100°
operator on lintel	125	110°
operator on lintel	250	125°

Tab.6: Door max opening angle with sliding arm

Jamb depth (mm)	Max opening angle
0	90°
160	105°

2. ELECTRICAL SETUP (fig. 2a Standard system)

- 1 950 BM operator
- 2 Microwave radar / Passive infrared sensor
- 3 T20E outdoor key-operated selector switch (KEY command)
- 4 Emergency Closing/Opening pushbutton
- 5 KP-CONTROLLER programming unit (optional)
- 6 KP-CONTROLLER inhibition switch (optional)
- 7 24 Vdc electric lock
- 8 Junction box

Notes: 1) To lay electric cables, use suitable rigid and/or flexible piping.
2) Always keep the low voltage accessory connection cables separate from the 115 V power cables. To avoid interference, use separate sheaths.

3. INSTALLATION

3.1. PRELIMINARY CHECKS

To ensure correct operation of the automated system the structure of the existing door must meet the following requirements:

- length and weight as specified in Table 3 (paragraph 1.1.);
- max. jamb depth as specified in Table 4;
- robust and rigid structure of the leaf;
- good condition of the existing hinges;
- smooth, uniform movement of the leaf with no abnormal friction during its entire travel;
- "neutral" position of the door during its entire travel. If the door tends to close or open, check the alignment of the hinges.
- Presence of mechanical travel stops.

3.2. MOUNTING THE OPERATOR

- 1) For details on the mounting position of the operator and the type of arm to use (pushing or sliding), refer to the relevant mounting table and drill the holes required to mount the operator and the arm.

NOTE: The two intermediate operator fixing holes are not in a central position (see Mounting tables). The holes are offset in order to ensure that the operator is mounted with the correct direction of rotation of the mechanism.

The mounting tables are the following:

Table A: LINTEL MOUNTING (PUSHING ARTICULATED ARM):

Outward opening.

Table B: LINTEL MOUNTING (SLIDING ARM):

Inward opening.

- 2) Mount the casing fixing brackets as shown in fig.3 according to the type of mounting to be made. Tighten the screws (fig.3-ref.1) and fit the screws (fig.3-ref2) without tightening them completely.
- 3) Mount the operator using the six M6 screws and washers provided.

Warning:

- The structure of the lintel (or the door) at the operator mounting position must not exhibit any significant deformation.
- The operator must be mounted parallel to the floor.

NOTE: If the sliding arm is to be used, the driving arm must be mounted before the operator is fixed on the lintel (see paragraph 3.3.2.).

3.3. MOUNTING THE DRIVING ARMS

3.3.1. MOUNTING THE PUSHING ARTICULATED ARM (fig.5)

- 1) Close the door.
- 2) Free arms (1) and (2) by loosening the fixing dowel (3) as shown in fig.5.
- 3) Fit arm (1) on the coupling of the operator transmission shaft by means of the standard shaft (8) and the screw (4) provided (fig.5). The arm must be mounted perpendicular to the closed door.

Note: If a greater distance between the operator and the arm is required, use the shaft modular extensions, available as accessories, until the required distance is reached. (see Table A/B).

- 4) Mount plate (5) of arm (2) on the door or the lintel using the two M6 screws and the washers provided (fig. 5). The installation dimensions are given in Table A/B.
- 5) Slacken the fixing screw (6) and assemble the two arms by tightening the dowel (3) (fig.5).
- 6) Turn arm (1) until arm (2) is perpendicular to the closed door or the lintel as shown in fig. 5 (a-b), sliding the spacer (7) along arm (2).
- 7) Tighten the fixing screw (6) between the two arms. The length of arm (2) is given in the relevant mounting tables. If necessary, cut off the section of the arm extending beyond the articulation and then cover its end using the cap provided (fig. 5).
- 8) Check manually that the door is free to open and close fully and that it comes to rest against the mechanical stops. If the door does not close correctly, adjust the return spring as described in paragraph 9.

Important: The two driving arms must never touch.

NOTE: It is advisable to always adjust the operator internal mechanical stops (fig.1 -ref 4), open/closed, so that they are reached at the same time when the leaf mechanical stops are reached.

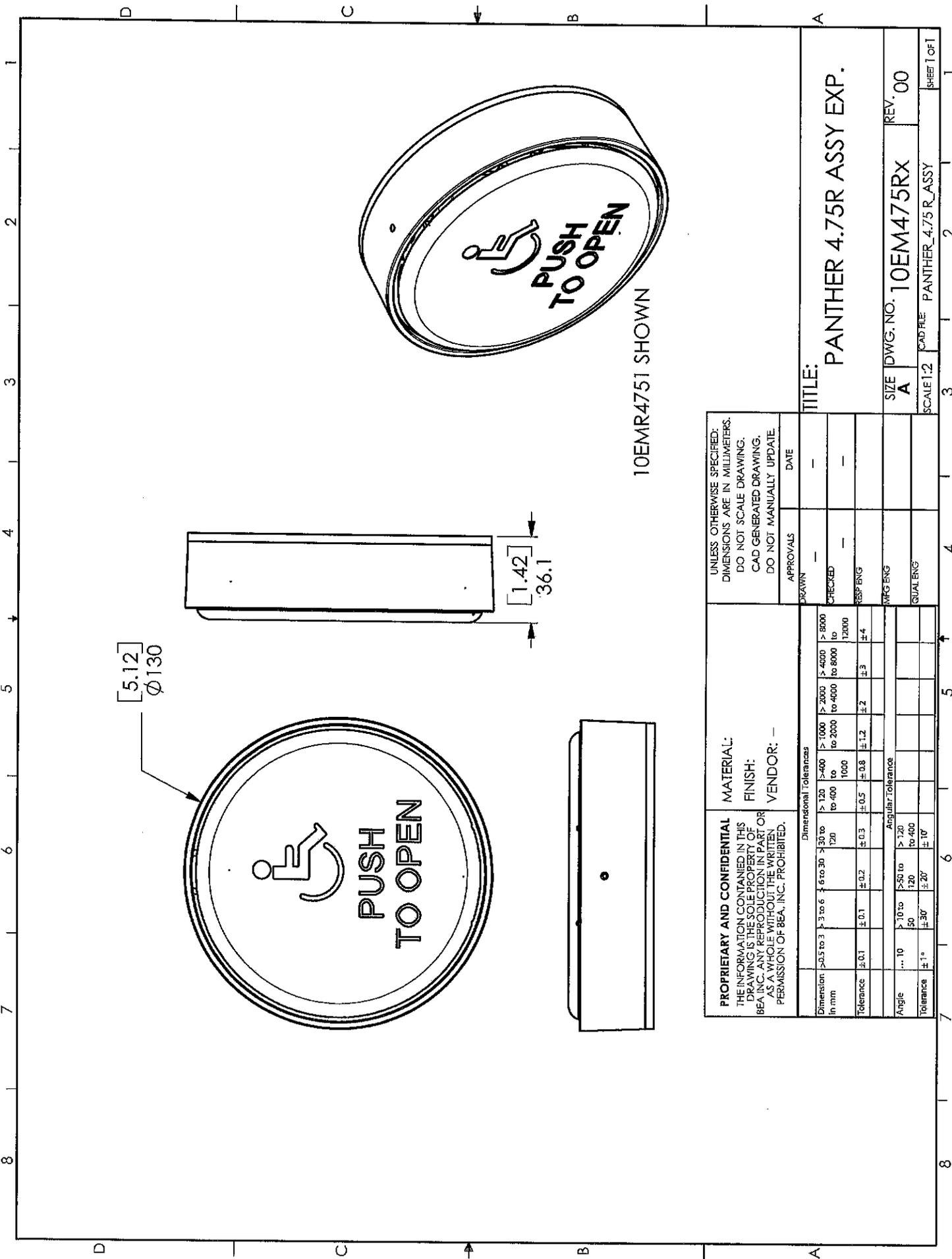
3.3.2. MOUNTING THE SLIDING ARM (fig.6)

- 1) Mount arm (1) on the operator transmission shaft by means of the standard shaft (5) and the screw (2) provided (fig.6). The arm must be fitted pointing 45° outwards as shown in fig. 6(a).

Note: If a larger distance is required between the operator and the arm use the shaft modular extensions available as accessories, until the required distance is reached (see Table C/D).

Warning: Mount arm (1) on the transmission shaft before fitting the operator on the lintel (fig.6).

- 2) Insert the teflon slide (3) inside the sliding guide (4) (fig.6).
- 3) Pull arm (1) inwards manually as shown in fig. 6(b) and secure the sliding guide (4) by means of two M6 screws on the closed door as shown in Table C/D.
- 4) Check manually that the door is free to open and close fully and comes to rest against the mechanical travel stops. If the door does not close correctly, adjust the return spring as described in paragraph 9.



10EMR4751 SHOWN

PROPRIETARY AND CONFIDENTIAL THE INFORMATION CONTAINED IN THIS DRAWING IS THE SOLE PROPERTY OF BEA, INC. ANY REPRODUCTION IN PART OR AS A WHOLE WITHOUT THE WRITTEN PERMISSION OF BEA, INC. IS PROHIBITED.	MATERIAL: FINISH: VENDOR: -	UNLESS OTHERWISE SPECIFIED: DIMENSIONS ARE IN MILLIMETERS. DO NOT SCALE DRAWING. CAD GENERATED DRAWING. DO NOT MANUALLY UPDATE.	
		APPROVALS	DATE
Dimensional Tolerances Dimension >0.5 to 3 ±0.1 to ±0.2 3 to 6 ±0.1 to ±0.2 6 to 30 ±0.1 to ±0.2 30 to 120 ±0.1 to ±0.3 120 to 400 ±0.1 to ±0.5 400 to 1000 ±0.1 to ±0.8 1000 to 2000 ±0.1 to ±1.2 2000 to 4000 ±0.1 to ±2 4000 to 8000 ±0.1 to ±4 > 8000 ±0.1 to ±6		DRAWN CHECKED DESIGNED DIM'G ENG QUAL ENG	- -
Angular Tolerance Angle > 10 to 30 ±1° 30 to 120 ±1° 120 to 400 ±1° 400 to 900 ±1° > 900 ±1°		TITLE: PANTHER 4.75R ASSY EXP.	
SIZE A DWG. NO. 10EM475Rx REV. 00		SCALE 1:2 CAD FILE PANTHER_4.75 R_ASSY	



CONSENT AGENDA ITEM 4

SUPPORTING DOCUMENTATION FOLLOWS WITH: 44 PAGES

4. Resolution 2017-14; Approving Local Streets and Roads Project List

CONSENT AGENDA ITEM

Date: October 11th 2017

Item: **Approve Submission of Local Streets and Roads (LSR) Project List to the State**

To be eligible to receive funding under the recently approved increase in state gas tax, Cities are required to submit a list of Local Street and Road projects that the additional funding will be utilized for. The attached form lists three projects staff anticipate will go forward this year. Any one of them will use the ~\$2,000 in additional funding expected this year.

Staff Recommendation

Approve Resolution 2017-14 which adopts the Trinidad Local Streets and Roads Project List

Background:

The total gas tax revenues for Trinidad in the current fiscal year are estimated to be \$16,000. Approximately \$2,000 of that is the new gas tax, formally called the Road Maintenance and Rehabilitation Account (RMRA). The RMRA funding is partial in this year, and will increase to about \$6,200 in following years, for a total gas tax revenue of ~\$20,500.

The City Engineer has helped prepare the attached list of projects using the forms required by the state. Any one of them will cost well more than the \$2,000 of RMRA funding available this year. The three projects listed are:

- 1) Slurry seal over portions of Edwards St.
- 2) Slurry Seal over portions of Westhaven Dr.
- 3) ADA parking improvements in front of Town Hall.

The 'slurry seal' is a thin coat used to keep pavement that is in relatively good condition from degrading. This is what was done on Main St. and Trinity two years ago. We anticipate joining into a larger multi agency contract for this work with the County and other local Cities, as we have done in the past.

This is not a commitment to implement all three of these, but we will need to do at least one of them to utilize the additional RMRA funds this year.

GHD is recommending the two slurry seal projects as part of our overall road maintenance effort, and staff anticipate the ADA work will proceed this year.

I have attached two reports on Road Projects and Maintenance as background for this item. They are also both relevant to the transportation component of a Capital Improvement Plan. One is a 2014 'Priority Transportation Projects' report by GHD for the City.

The second is a recent assessment of pavement condition on the City's roads, with recommendations and options for addressing deferred maintenance over the next ten years.

I anticipate a future presentation/discussion on Streets and Roads needs with GHD using these reports, as part of developing a Capital Improvement Plan.

Financial Implications:

The City is committing to use the \$2,000 in RMRA funding towards at least one of these three projects.

Staff Recommendation:

Staff Recommendation

Approve Resolution 2017-14 which adopts the Trinidad Local Streets and Roads Project List

Attachments:

- Resolution 2017-14 adopting the Trinidad LSR Report
- Gas tax revenue summary sheet
- Trinidad LSR report for submittal
- 2014 GHD Report on Trinidad Priority Transportation Projects
- 2017 Pavement Conditions Index Report

Trinidad City Hall
P.O. Box 390
409 Trinity Street
Trinidad, CA 95570
707-677-0223

Dwight Miller, Mayor
Gabriel Adams, City Clerk



RESOLUTION 2017-14

A RESOLUTION OF THE TRINIDAD CITY COUNCIL
APPROVING THE 2017-18 LOCAL STREETS AND ROADS PROJECT LIST

WHEREAS, the State of California has increased fuel taxes to support road maintenance costs throughout the State; and

WHEREAS, these funds are available to local jurisdictions as the Road Maintenance and Rehabilitation Account (RMRA); and

WHEREAS, in order to receive RMRA funds, the City must submit an annual list of local street and road projects (LSR Project List) that the funds will support; and

WHEREAS, City staff and the City Engineer have developed a 2017/18 LSR Project List; and

WHEREAS, the City Council has reviewed that Project List and finds it reasonable and necessary;

NOW, THEREFORE BE IT RESOLVED, that the City Council of the City of Trinidad does hereby adopt the City of Trinidad 2017-18 LSR Project List attached hereto, and direct staff to submit it to the California Transportation Commission

PASSED, APPROVED AND ADOPTED this 11th day of October, 2017 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Attest:

Gabriel Adams
City Clerk

Dwight Miller
Mayor

Projected State funding for Streets and Roads work in the Current and Upcoming Fiscal Years.

The additional money from the new Gas Tax is the 'Road Maintenance and Rehab Acct' column.

Local Streets and Roads - Projected FY2017-18 Revenues

Based on State Dept of Finance statewide revenue projections as of May 2017
 Estimated 11 May 2017

	Sec2103 ^(a)		Sec2105 ^(a)		Sec2106 ^(b)		Sec2107 ^(c)		Sec2107.5 ^(d)		TOTAL HUTA	Loan Repayment ^(h)	TOTAL HUTA	Road Maintnc Rehab Acct ^(f)	TOTAL	
	Streets & Highways Code															
HUMBOLDT COUNTY																
ARCATA	80,247	108,070	70,100	139,713	4,000	20,789	422,919	102,657	525,575							
BLUE LAKE	5,684	7,655	3,428	9,897	1,000	1,473	35,134	7,272	42,406							
EUREKA	100,055	161,733	102,526	205,088	6,000	31,112	630,553	153,532	784,085							
FERNDALE	6,334	8,529	9,954	11,027	1,000	1,641	38,485	8,102	46,587							
FORTUNA	52,674	70,936	47,863	91,706	3,000	13,846	279,624	67,263	347,007							
RIO DEL	15,067	20,318	17,077	25,258	1,000	3,995	83,659	19,301	102,960							
TRINIDAD	1,621	2,183	6,119	2,822	1,000	420	14,185	2,074	16,259							

Local Streets and Roads - Projected FY2018-19 Revenues

Based on State Dept of Finance statewide revenue projections as of May 2017
 Estimated 11 May 2017

	Sec2103 ^(a)		Sec2105 ^(a)		Sec2106 ^(b)		Sec2107 ^(c)		Sec2107.5 ^(d)		TOTAL HUTA	Loan Repayment ^(h)	TOTAL HUTA	Road Maintnc Rehab Acct ^(f)	TOTAL	
	Streets & Highways Code															
HUMBOLDT COUNTY																
ARCATA	88,272	108,070	70,100	139,713	4,000	20,789	430,943	307,952	738,895							
BLUE LAKE	6,253	7,655	3,428	9,897	1,000	1,473	35,702	21,814	57,516							
EUREKA	132,164	161,733	102,526	205,088	6,000	31,112	642,553	150,858	793,411							
FERNDALE	6,967	8,529	9,954	11,027	1,000	1,641	39,118	24,305	63,423							
FORTUNA	57,941	70,936	47,863	91,706	3,000	13,846	284,892	207,137	492,029							
RIO DEL	16,586	20,318	17,077	25,258	1,000	3,995	85,168	57,854	143,022							
TRINIDAD	1,763	2,183	6,119	2,822	1,000	420	14,327	6,220	20,547							

7. Road Maintenance and Rehabilitation Account (RMRA - Streets and Highways Code Sec 2030 et seq.) includes funds from the following taxes enacted by the Road Repair and Accountability Act of 2017: the 12 cent gasoline excise tax, 20 cent diesel fuel excise tax, transportation improvement fees and transportation loan repayments. FY2017-18 is a partial year of funding from these new sources. The first full year of funding will be FY2018-19.

Local Streets and Roads Funding Annual Reporting Program (Proposed Project List Form)

This is the standard form that cities and counties are required to use when submitting a list of projects to the California Transportation Commission (Commission) for funding with Road Maintenance and Rehabilitation Account (RMRA) funds pursuant to Streets and Highways Code Section 2034.

The Proposed Project List Form consists of 3 worksheets:

- **Part 1 – General Information** (Input required)
- **Part 2 – Project Information** (Input required)
- **Part 3 – Summary** (Review only)

Parts 1 & 2 are input pages. Both Required and Optional fields are provided for entering information:

- Required input fields (*) are highlighted in yellow and must be filled out completely.
- Optional input fields are not highlighted and should be completed as thoroughly as possible.
- Input field titles with (?) include comments with explanations and examples which can be viewed by hovering the cursor over the title.

Part 3 is a review page. Grayed-out fields are self-populated by information entered in Parts 1 & 2. No input is needed in this page.

Steps to complete & submit Form

1. Save and rename this Excel workbook file with your Agency name
(i.e. LSR_Project List_Agency name)
2. Complete "Part 1_General Information" and save worksheet
3. Complete "Part 2_ Project Information" and save worksheet
4. Review "Part 3_Summary" for completeness
5. Email the completed Excel file along with the required Budget Support Documentation to the Commission (LSR@dot.ca.gov) by October 16, 2017

Questions regarding the form can be emailed to: LSR@dot.ca.gov

Senate Bill (SB) 1 Proposed Project List Form**Part 1: General Information****Local Streets and Roads Program*****Agency Name:** (Select from dropdown list)

Trinidad

LoCode:

8086

***Agency Address:**

PO Box 390

***City:**

Trinidad

***ZIP Code:**

CA

95570

***Agency Contact:**

Dan Berman

***Agency Contact Title:**

City Manager

***Agency Contact Phone No.:** (i.e. 1234567890)

(707) 677-3876

***Agency Contact Email Address:**

citymanager@trinidad.ca.gov

Funding for Fiscal Year:

FY 17/18

***Budget Support Documentation:?**

Please briefly describe the budget support documentation being provided.

Council resolution.

Average Network PCI:

72

Measurement Date:

(Month)

(Year)

12

2016

Additional Information: ?

Priority rehabilitation projects were identified in an effort to rehabilitate and maintain the pavement condition of the major collectors and higher volume roads in town, with consideration given to current PCI's. Complete streets projects were prioritized based on the need to provide adequate pedestrian and accessible facilities to the downtown area and the Trinidad Town Hall.

Project Flexibility:

Pursuant to SHC Section 2034(a)(1), this project list shall not limit the flexibility of an eligible city or county to fund projects in accordance with local needs and priorities, so long as the projects are consistent with SHC Section 2030(b). After submittal of the project list to the Commission, in the event a city or county elects to make changes to the project list pursuant to the statutory provision noted above, formal notification of the Commission is not required. However, the Project Expenditure Report form that is due to the Commission by October 1st each year, will provide an opportunity for jurisdictions to annually communicate such changes to the Commission as part of the regular reporting process.

* Required information

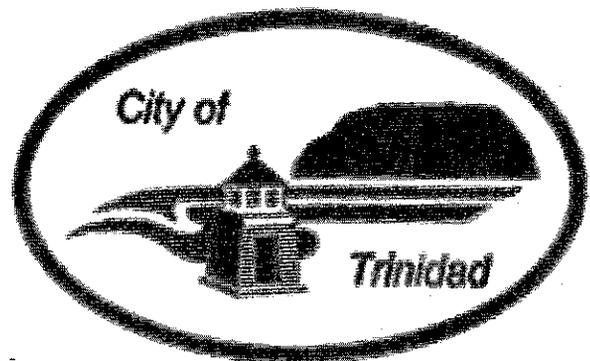
Part 2: Project Information
 Local Streets and Roads Program

* Required

Proposed Project (PP#)	LoCode	* Project Title	Project ID (if any)	Project Type ?		* Project Description ?	* Project Location ?	* Estir Complet
				Type (Select from dropdown list)	Explanation (if "Other" is selected, please explain) ?			
PP01	5036	Edwards Street Pavement Rehabilitation		Road Maintenance & Rehabilitation		Resurface and restripe approximately 0.35 miles of roadway.	From Trinity Street to the pier parking lot	01/2018
PP02	5036	Washhaven Drive Pavement Rehabilitation		Road Maintenance & Rehabilitation		Resurface and restripe approximately 0.25 miles of roadway.	From Main Street to City Limits	01/2018
PP03	5036	Town Hall Pedestrian and Accessible Parking Improvements		Complete Streets Components		Construct curb ramp, accessible driveway and accessible on-street parking stall, including striping and signage.	Trinity Street in front of Town Hall	01/2018
PP04	5036							
PP05	5036							

* Required

Proposed Project (P#)	LoCode	Construction Date (mm/yyyy)	* Estimated Useful Life (# of Yr)		Legislative District(s)		Additional Project Elements (Does the project include element(s) as described in SHC 2030 (c)-(f)? (Select Y/N from dropdown list) ?							
			Min.	Max.	State Senate	State Assembly	Sustainability ?	Technologies ?	Climate Change ?	Complete Streets Elements ?	Description of Elements			
PP01	5035	07/2018	5	10										
PP02	5035	07/2018	5	10										
PP03	5035	07/2018	20	40							Yes		Curb ramps, accessible driveway, accessible on-street parking	
PP04	5035													
PP05	5035													



City of Trinidad
Priority Transportation Projects
Final Planning Level Designs & Cost Estimates

February 2014

City of Trinidad
Priority Transportation Projects

Project No.	Project Location	Short or Long Term	Auto/truck	Pedestrian	Bicycle	Transit	Description	Funding Source	Anticipated Implementation Year(s)	2013 Cost	Cost in Year of Expenditure ²
1	Van Wycke Street Trail	ST		X			Reconstruction, Lights	Not Funded	16/17	\$ 340,000	\$ 372,000
2	Trinity Street	ST		X			Sidewalks, Driveways & Curb Ramps	Not Funded	18/19	\$ 325,000	\$ 377,000
3	Patrick's Point Drive/Scenic Drive	ST		X			Sidewalks, Driveways & Curb Ramps	Not Funded	20/21	\$ 155,000	\$ 191,000
4	Patrick's Point Drive	ST	X				Overlay/Maintenance Paving	Not Funded	21/22	\$ 100,000	\$ 127,000
5	Main Street, Trinity Street & Westhaven Drive	LT	X				Overlay/Maintenance Paving	Not Funded	22/23	\$ 430,000	\$ 561,000
6	Edwards Street to Bay Street	LT	X				Overlay/Maintenance Paving	Not Funded	24/25	\$ 300,000	\$ 415,000
7	Frontage Road	LT	X				Overlay/Maintenance Paving	Not Funded	26/27	\$ 220,000	\$ 323,000
8	Parker Creek Drive	LT	X				Reconstruction	Not Funded	27/28	\$ 105,000	\$ 159,000
9	Edwards Street to Ewing Street	LT		X			Sidewalks, Driveways & Curb Ramps	Not Funded	28/29	\$ 330,000	\$ 514,000
									Short-Term Subtotal	\$ 920,000	\$ 1,067,000
									Long-Term Subtotal	\$ 1,365,000	\$ 1,972,000
									Total Cost	\$ 2,305,000	\$ 3,039,000

¹ Short-term (ST) is the next 1 to 10 years; long-term (LT) is the next 11 to 20 years.

² Assumed 3% annual inflation.

Planning Level Cost Estimate

Agency: City of Trinidad

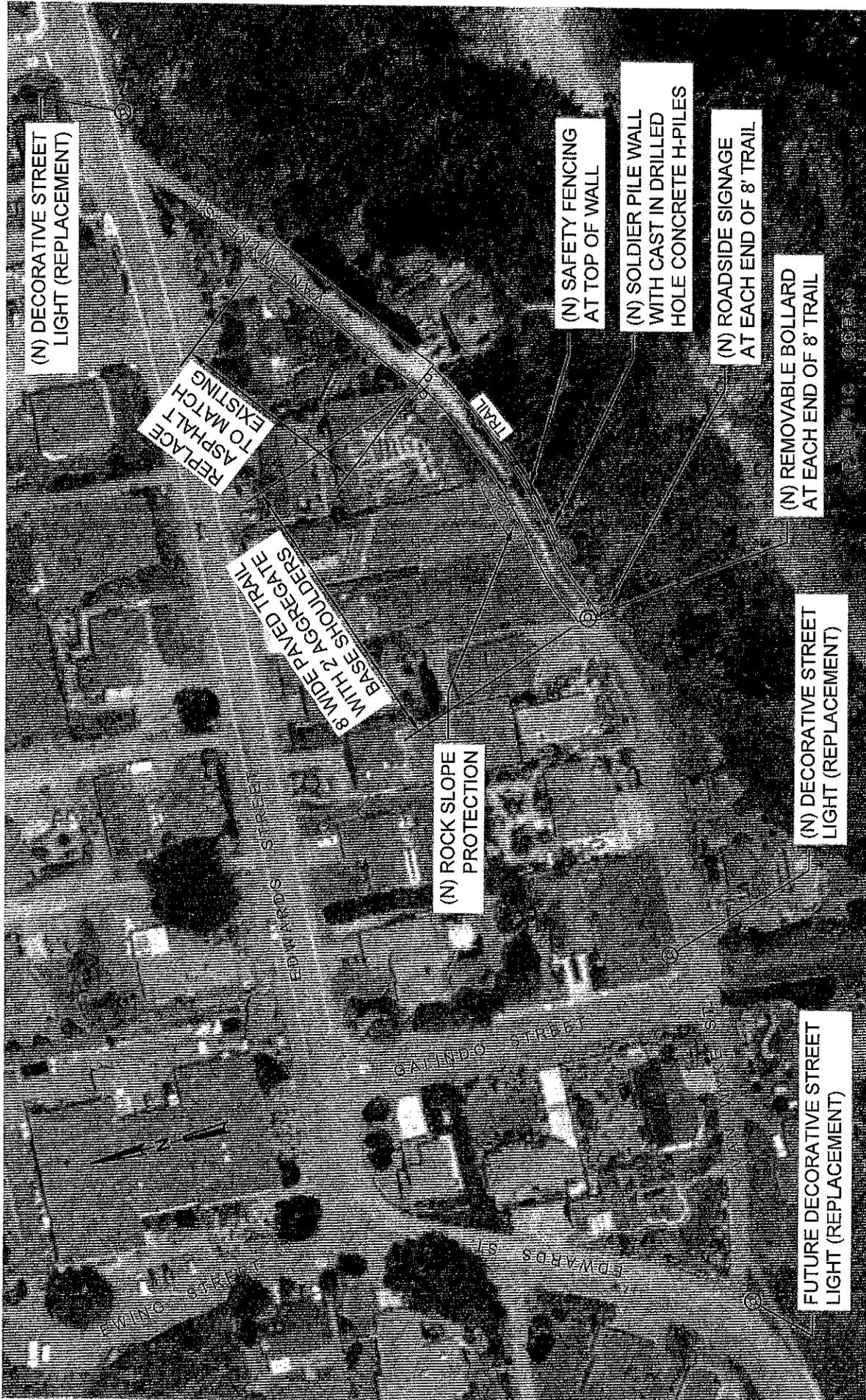
Project Name: Van Wycke Street Trail - 1

Project Location: Trinidad California

Date of Estimate: February 4, 2013

Item No.	Description	Quantity	Units	Unit Cost	Total
1	Mobilization/Demobilization (10%)	1	LS	\$17,100	\$17,100
2	Traffic Control (10%)	1	LS	\$17,100	\$17,100
3	Minor Items (5%)	1	LS	\$8,550	\$8,550
4	Construction Area Signs	1	LS	\$2,000	\$2,000
5	Water Pollution Control	1	LS	\$5,000	\$5,000
6	Demolition & Removal	1	LS	\$1,000	\$1,000
7	Clearing and Grubbing	1	LS	\$2,000	\$2,000
8	Excavation, Grading & Disposal	1	LS	\$6,000	\$6,000
9	Concrete Piles	60	LF	\$300	\$18,000
10	H-Piles	120	LF	\$150	\$18,000
11	Timber Lagging	240	SF	\$25	\$6,000
12	Cross Beam	1	LS	\$10,000	\$10,000
13	Corrosion Protection	1	LS	\$15,000	\$15,000
14	Drain Rock	50	CY	\$70	\$3,500
15	Structure Backfill	100	CY	\$50	\$5,000
16	RSP	40	TON	\$120	\$4,800
17	Class II Aggregate Base (6" thick)	50	CY	\$60	\$3,000
18	Hot Mix Asphalt (0.25' Max)	40	TON	\$200	\$8,000
19	Fencing	40	LF	\$35	\$1,400
20	Removable Bollard	2	EA	\$1,000	\$2,000
21	Roadside Sign(s)	2	EA	\$500	\$1,000
25	Decorative Street Light (by PG&E)	2	EA	\$8,000	\$16,000
				Construction Capital Subtotal	\$171,000
				Construction Contingency (25%)	\$43,000
				Construction Capital Total	\$214,000

Total Project Costs	
	E&P (PA&ED) (7%)
	\$15,000
	PS&E (25%)
	\$54,000
	Right of Way Support/Capital (10%)
	\$22,000
	Construction Engineering (15%)
	\$33,000
	Construction Capital Total
	\$214,000
	Total Estimated Project Cost
	\$338,000
	Call
	\$340,000



Job Number | 8410414
 Revision |
 Date | 2/3/2014
Figure 1

VAN WYKE STREET TRAIL
 CITY OF TRINIDAD
 ROAD PLANNING 2013



Planning Level Cost Estimate

Agency: City of Trinidad

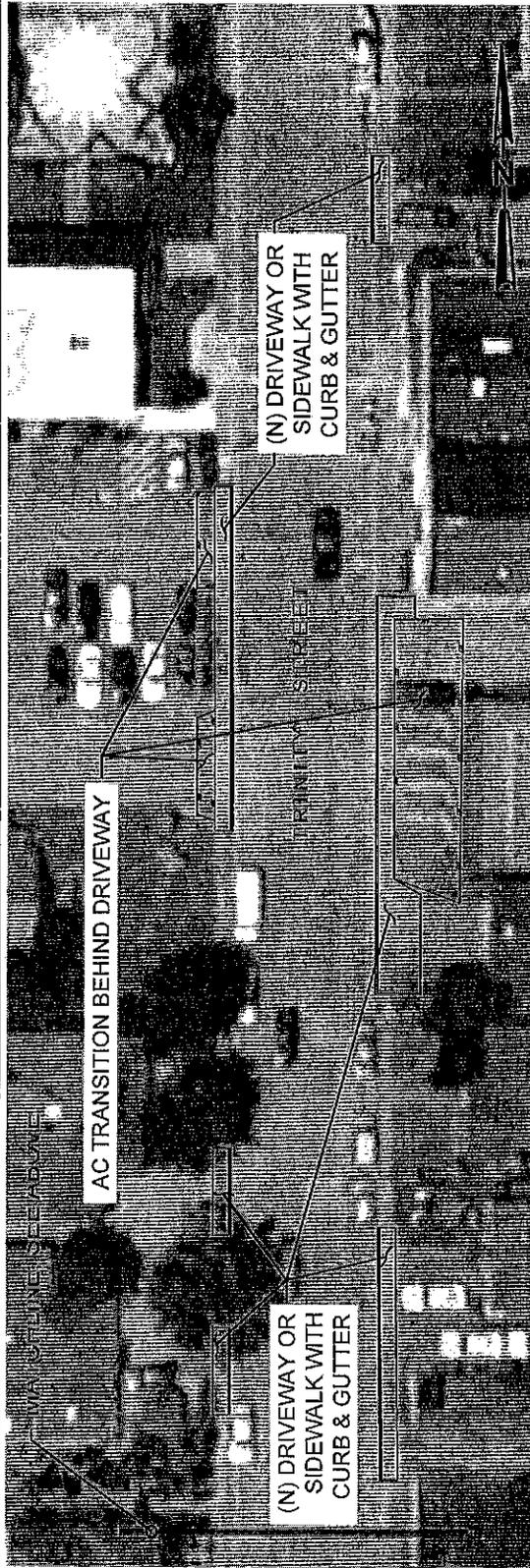
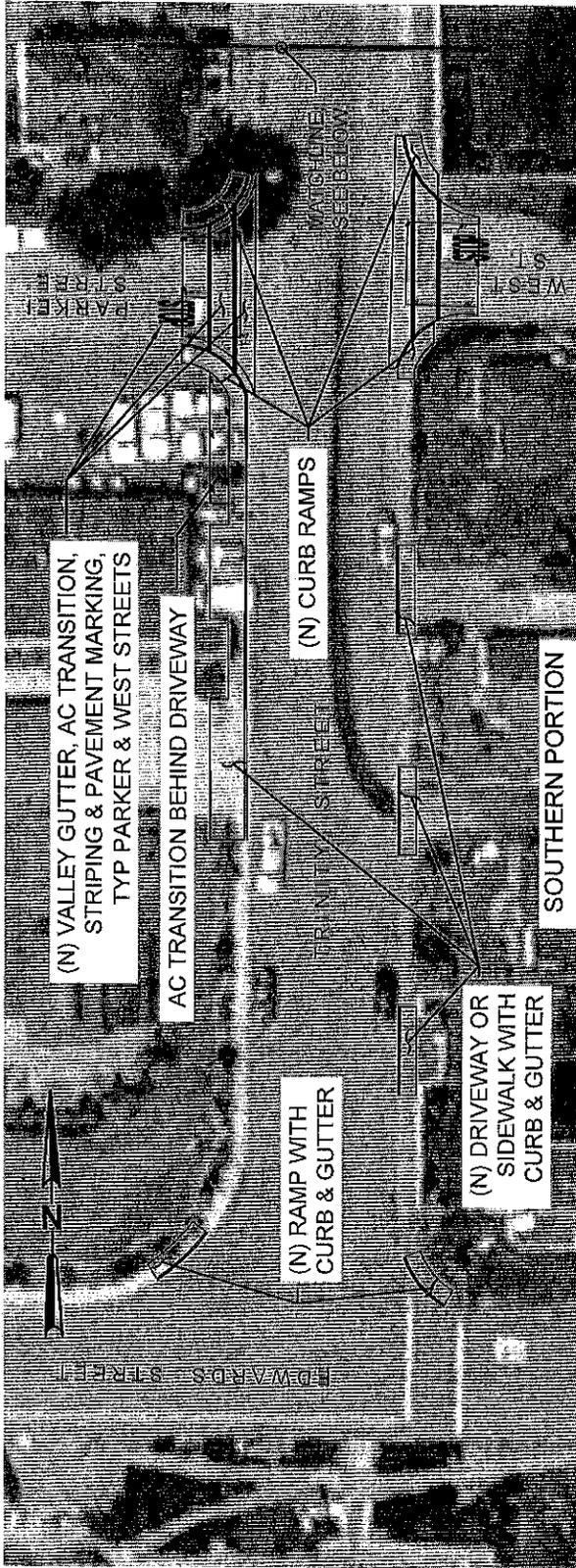
Project Name: Trinity Street - 2

Project Location: Trinidad California

Date of Estimate: February 4, 2013

Item No.	Description	Quantity	Units	Unit Cost	Total
1	Mobilization/Demobilization (10%)	1	LS	\$18,100	\$18,100
2	Traffic Control (10%)	1	LS	\$18,100	\$18,100
3	Minor Items (5%)	1	LS	\$9,050	\$9,050
4	Construction Area Signs	1	LS	\$7,500	\$7,500
5	Water Pollution Control	1	LS	\$3,500	\$3,500
6	Demolition & Removal	1	LS	\$21,000	\$21,000
7	Minor Concrete - Curb & Gutter	690	LF	\$45	\$31,050
8	Minor Concrete - Sidewalk	193	SF	\$10	\$1,930
9	Minor Concrete - Driveway	2910	SF	\$13	\$37,830
10	Minor Concrete - Curb Ramp	388	SF	\$12	\$4,656
11	Minor Concrete - Valley Gutter	725	SF	\$15	\$10,875
12	Detectable Warning Surface	6	EA	\$800	\$4,800
13	Hot Mix Asphalt (0.2' Max)	40	TON	\$200	\$8,000
14	Red Curb Paint	150	LF	\$3	\$450
15	4" Thermoplastic Stripe (Center/Edge)	40	LF	\$5	\$200
16	12" Thermoplastic Stripe (Stop Bar)	155	LF	\$15	\$2,325
17	Thermoplastic Pavement Markings	44	SF	\$15	\$660
18	Reset Roadside Sign	1	EA	\$400	\$400
Construction Capital Subtotal					\$181,000
Construction Contingency (25%)					\$45,250
Construction Capital Total					\$226,250

Total Project Costs	
E&P (PA&ED) (7%)	\$16,000
PS&E (20%)	\$46,000
Right of Way (0%)	\$ -
Construction Engineering (15%)	\$34,000
Construction Capital Total	\$226,250
Total Project Cost	\$322,250
Call	\$325,000



SOUTHERN PORTION

NORTHERN PORTION

Job Number 8410414
 Revision
 Date 1/17/2014
Figure 2

TRINITY STREET
 CITY OF TRINIDAD
 ROAD PLANNING 2013



Planning Level Cost Estimate

Agency: City of Trinidad

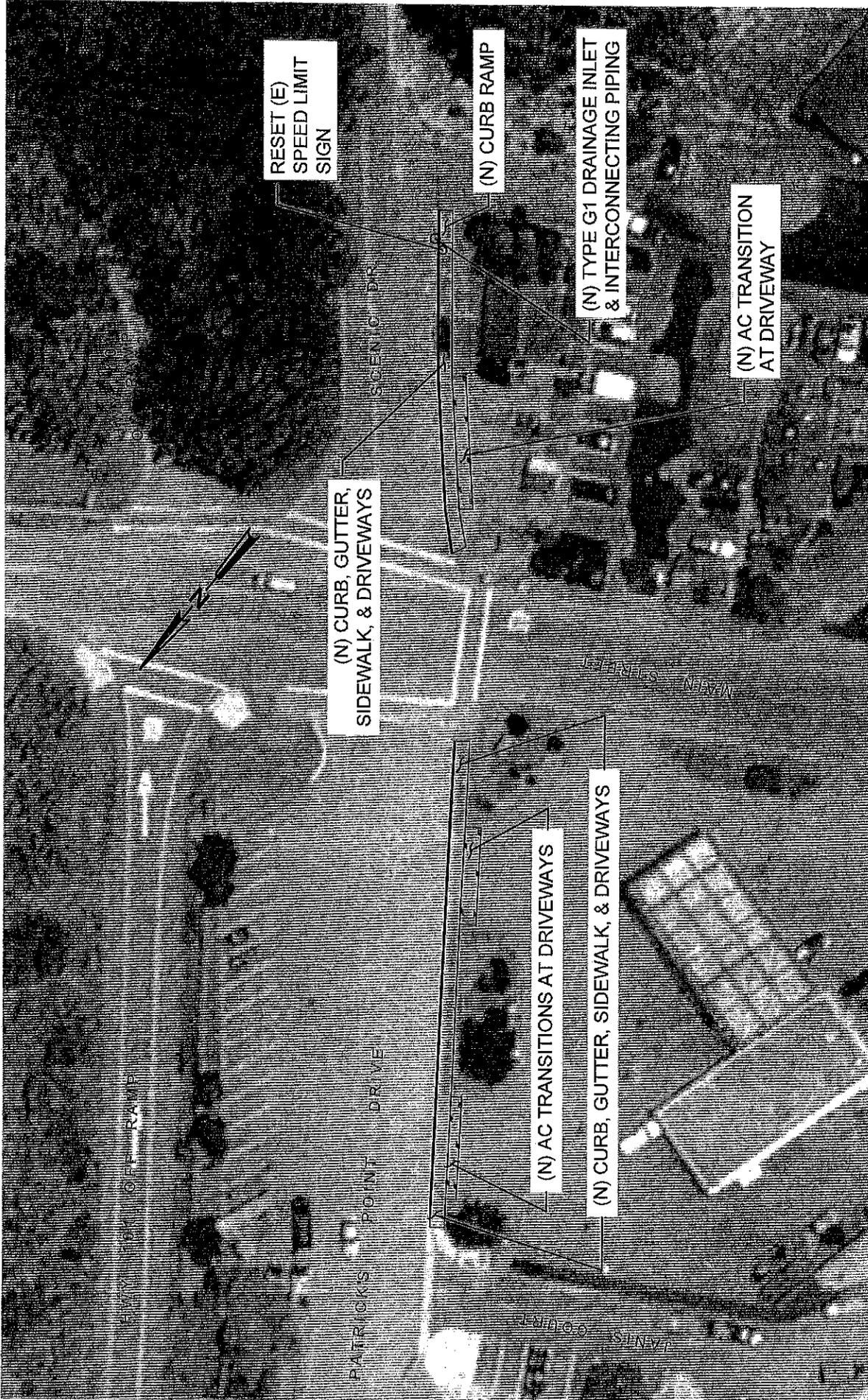
Project Name: Patrick's Point Drive/Scenic Drive - 3

Project Location: Trinidad California

Date of Estimate: February 4, 2013

Item No.	Description	Quantity	Units	Unit Cost	Total
1	Mobilization/Demobilization (10%)	1	LS	\$8,600	\$8,600
2	Traffic Control (10%)	1	LS	\$8,600	\$8,600
3	Minor Items (5%)	1	LS	\$4,300	\$4,300
4	Construction Area Signs	1	LS	\$2,000	\$2,000
5	Water Pollution Control	1	LS	\$3,000	\$3,000
6	Demolition & Removal	1	LS	\$10,250	\$10,250
7	Clearing and Grubbing	1	LS	\$1,500	\$1,500
8	Minor Concrete - Curb & Gutter	305	LF	\$45	\$13,725
9	Minor Concrete - Sidewalk	692	SF	\$10	\$6,920
10	Minor Concrete - Driveway	826	SF	\$13	\$10,738
11	Minor Concrete - Curb Ramp	60	SF	\$12	\$720
12	Detectable Warning Surface	1	EA	\$800	\$800
13	Type G1 Drainage Inlet (inci. Interconnecting Piping and fittings at Saunders Driveway)	1	EA	\$6,500	\$6,500
14	Hot Mix Asphalt (Driveway Transitions)	46	TON	\$200	\$9,200
15	Red Curb Paint	100	LF	\$3	\$300
16	Reset Roadside Sign	1	EA	\$400	\$400
Construction Capital Subtotal					\$88,000
Construction Contingency (25%)					\$22,000
Construction Capital Total					\$110,000

Total Project Costs	
E&P (PA&ED) (7%)	\$8,000
PS&E (15%)	\$17,000
Right of Way (0%)	\$ -
Construction Engineering (15%)	\$17,000
Construction Capital Total	\$110,000
Total Project Cost	\$152,000
Call	\$155,000



Job Number | 8410414

Revision

Date | 2/3/2014

Figure 3

PATRICK'S POINT DRIVE

/SCENIC DRIVE

CITY OF TRINIDAD

ROAD PLANNING 2013

718 Third Street Eureka California 95501 USA T 1 707 443 8328 F 1 707 444 8330 W www.ghd.com



Planning Level Cost Estimate

Agency: City of Trinidad

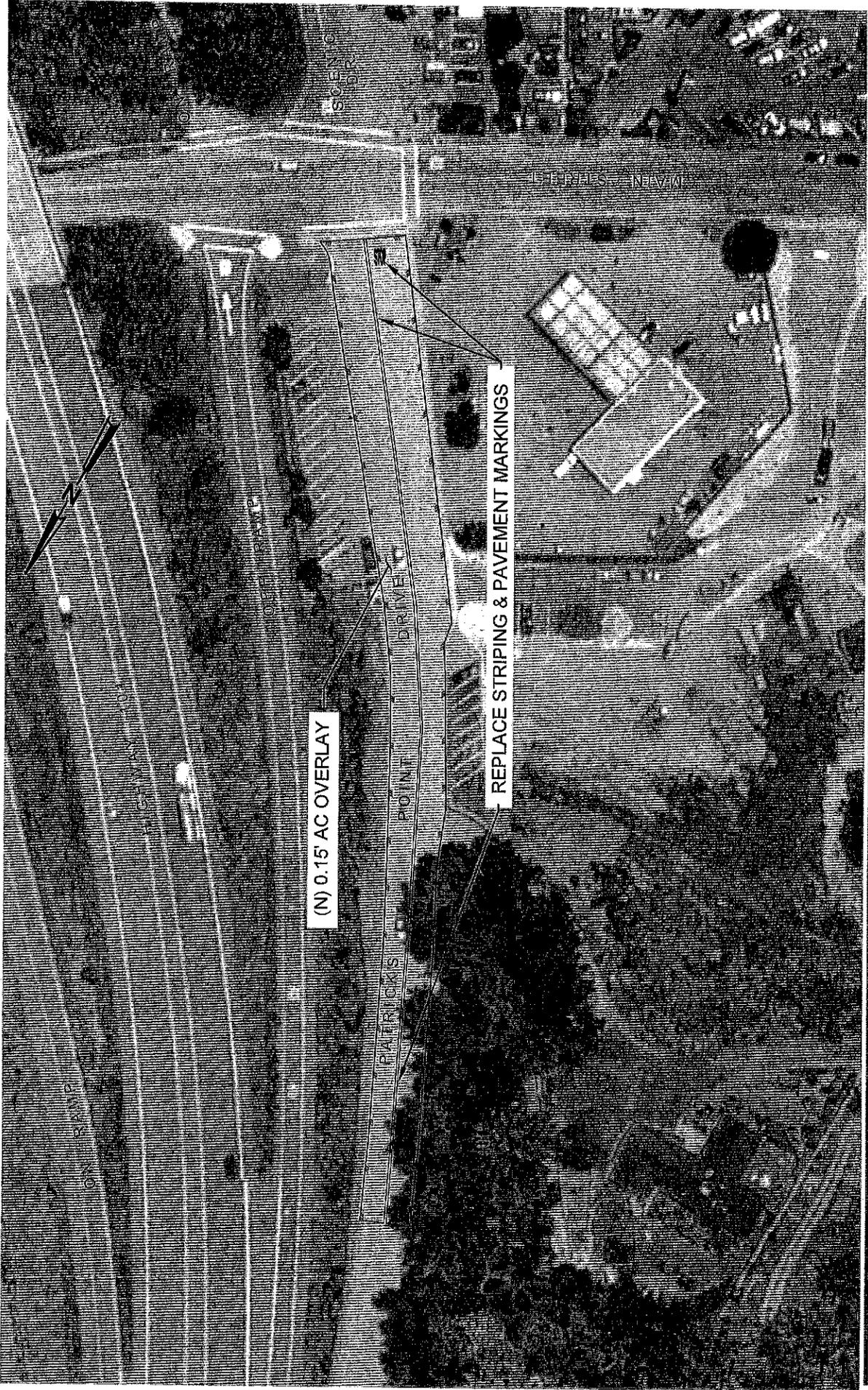
Project Name: Patrick's Point Drive - 4

Project Location: Trinidad California

Date of Estimate: February 4, 2013

Item No.	Description	Quantity	Units	Unit Cost	Total
1	Mobilization/Demobilization (10%)	1	LS	\$6,000	\$6,000
2	Traffic Control (10%)	1	LS	\$6,000	\$6,000
3	Minor Items (5%)	1	LS	\$3,000	\$3,000
4	Construction Area Signs	1	LS	\$3,000	\$3,000
5	Water Pollution Control	1	LS	\$2,500	\$2,500
6	Cold Plane Asphalt Concrete	1	LS	\$3,000	\$3,000
7	Hot Mix Asphalt (0.15' Max)	236	TON	\$125.0	\$29,500
8	4" Thermoplastic Stripe (Center)	1173	LF	\$5	\$5,865
9	Thermoplastic Pavement Markings	22	SF	\$15	\$330
				Construction Capital Subtotal	\$60,000
				Construction Contingency (25%)	\$15,000
				Construction Capital Total	\$75,000

Total Project Costs	
	E&P (PA&ED) (2%)
	\$2,000
	PS&E (10%)
	\$8,000
	Right of Way (%)
	\$ -
	Construction Engineering (15%)
	\$12,000
	Construction Capital Total
	\$75,000
	Total Project Cost
	\$97,000
	Call
	\$100,000



Job Number 8410414

Revision

Date 1/17/2014

Figure 4

PATRICK'S POINT DRIVE



CITY OF TRINIDAD
ROAD PLANNING 2013

718 Third Street, Eureka, California 95501, USA, T. 1.707.443.8326 F. 1.707.444.8330 W. www.chd.com



Planning Level Cost Estimate

Agency: City of Trinidad

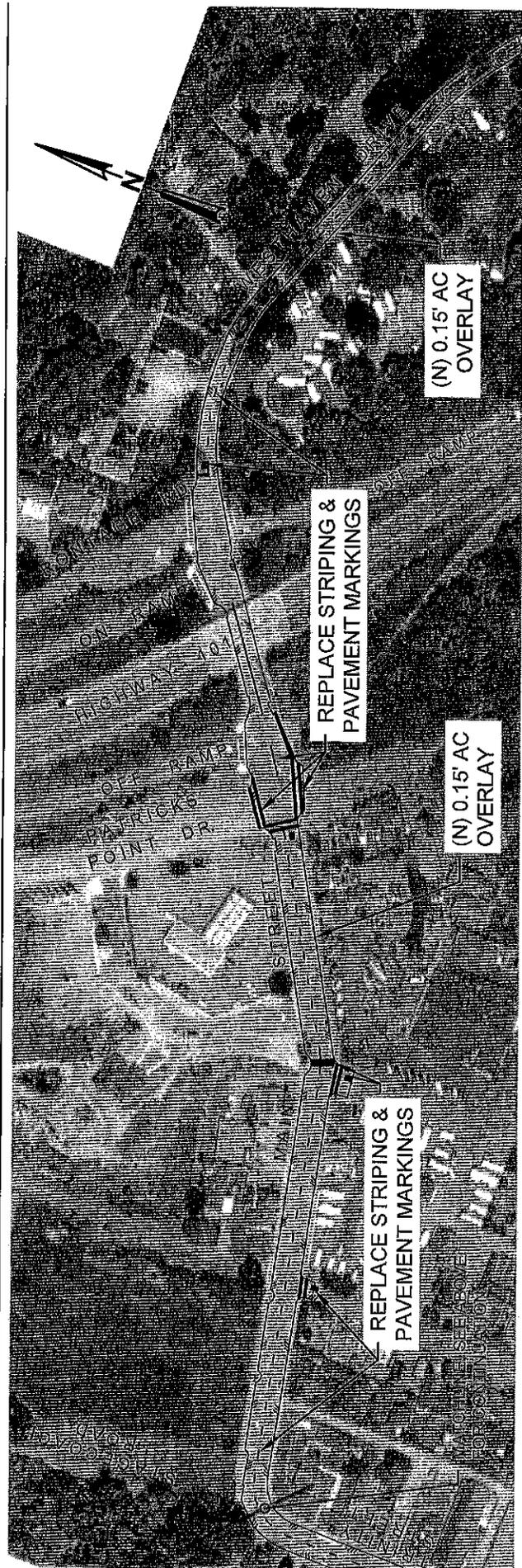
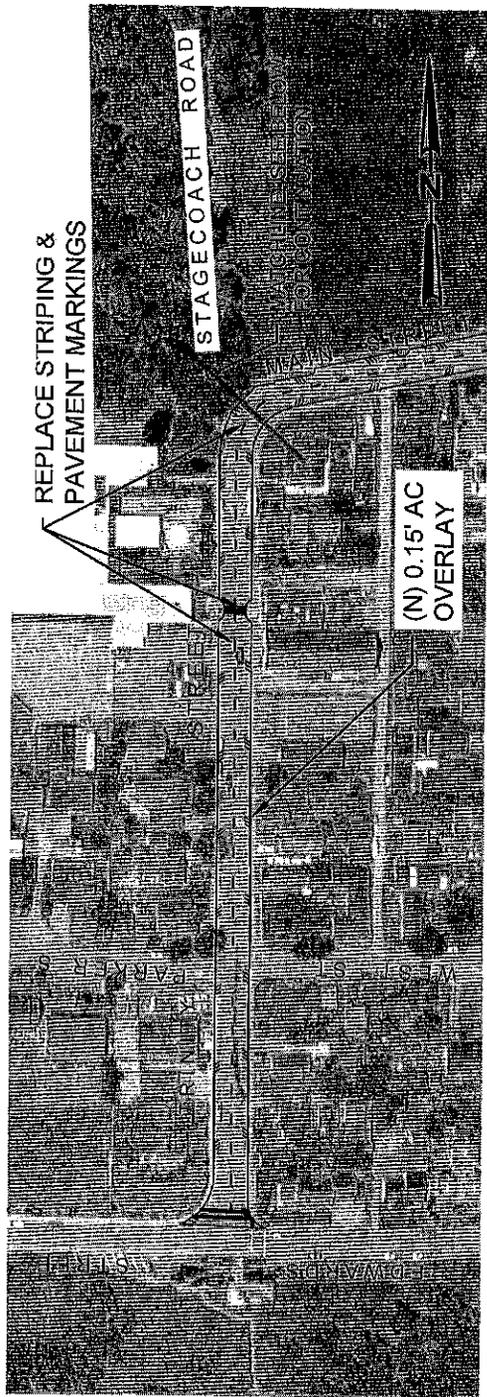
Project Name: Main Street, Trinity Street & Westhaven Drive - 5

Project Location: Trinidad California

Date of Estimate: February 4, 2013

Item No.	Description	Quantity	Units	Unit Cost	Total
1	Mobilization/Demobilization (10%)	1	LS	\$27,000	\$27,000
2	Traffic Control (10%)	1	LS	\$27,000	\$27,000
3	Minor Items (5%)	1	LS	\$13,500	\$13,500
4	Construction Area Signs	1	LS	\$10,000	\$10,000
5	Water Pollution Control	1	LS	\$10,000	\$10,000
6	Cold Plane Asphalt Concrete	1	LS	\$7,500	\$7,500
7	Hot Mix Asphalt (0.15' Max)	1150	TON	\$125	\$143,750
8	4" Thermoplastic Stripe (Center)	2809	LF	\$5	\$14,045
9	12" Thermoplastic Stripe (Stop Bar)	788	LF	\$15	\$11,820
10	Thermoplastic Pavement Markings	290	SF	\$15	\$4,350
Construction Capital Subtotal					\$269,000
Construction Contingency (25%)					\$67,250
Construction Capital Total					\$336,250

Total Project Costs	
E&P (PA&ED) (2%)	\$7,000
PS&E (10%)	\$34,000
Right of Way (0%)	\$ -
Construction Engineering (15%)	\$51,000
Construction Capital Total	\$336,250
Total Project Cost	\$428,250
Call	\$430,000



Job Number | 8410414
 Revision |
 Date | 2/9/2014
Figure 5
 MAIN STREET, TRINITY STREET
 & WESTHAVEN DRIVE
 CITY OF TRINIDAD
 ROAD PLANNING 2013
 718 Third Street Eureka California 95501 USA T: 1 707 443 8326 F: 1 707 444 8330 W: www.ghd.com



Planning Level Cost Estimate

Agency: City of Trinidad

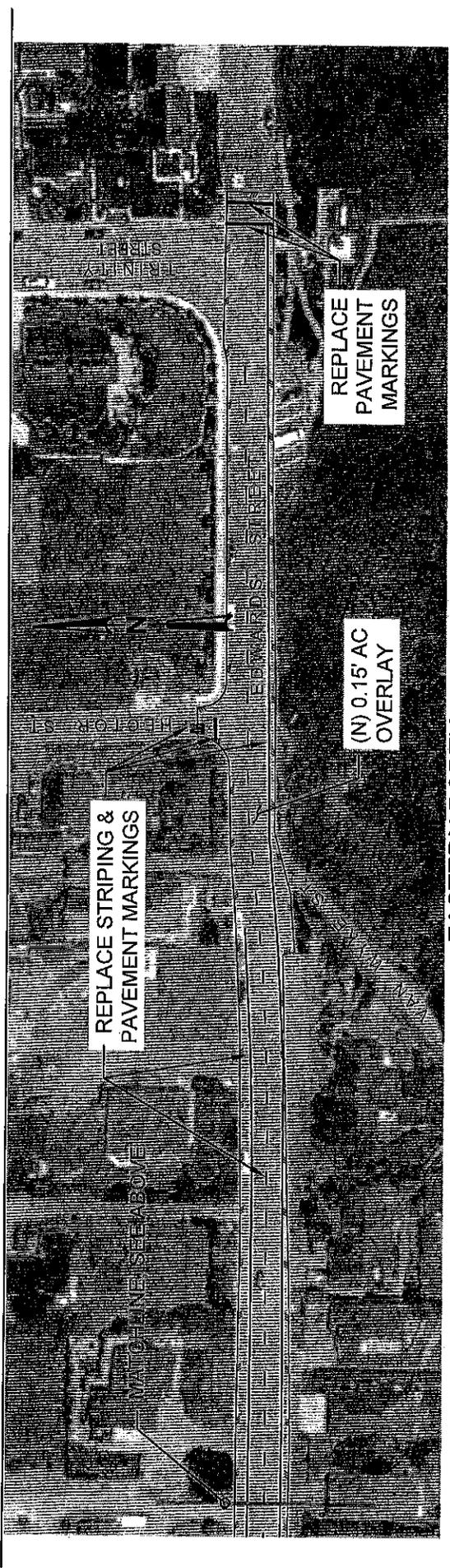
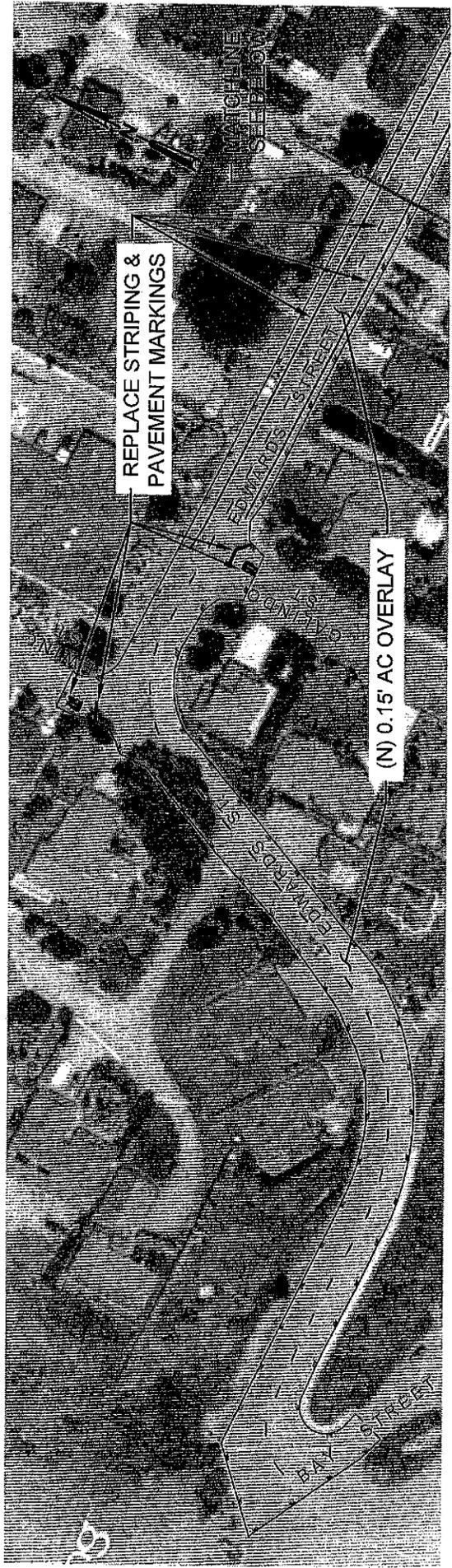
Project Name: Edwards Street to Bay Street - 6

Project Location: Trinidad California

Date of Estimate: February 4, 2013

Item No.	Description	Quantity	Units	Unit Cost	Total
1	Mobilization/Demobilization (10%)	1	LS	\$18,200	\$18,200
2	Traffic Control (10%)	1	LS	\$18,200	\$18,200
3	Minor Items (5%)	1	LS	\$9,100	\$9,100
4	Construction Area Signs	1	LS	\$7,500	\$7,500
5	Water Pollution Control	1	LS	\$10,000	\$10,000
6	Cold Plane Asphalt Concrete	1	LS	\$6,500	\$6,500
7	Hot Mix Asphalt (0.15' Max)	738	TON	\$125	\$92,250
8	4" Thermoplastic Stripe (Center)	3424	LF	\$5	\$17,120
9	12" Thermoplastic Stripe (Stop Bar)	115	LF	\$15	\$1,725
10	Thermoplastic Pavement Markings	66	SF	\$15	\$990
Construction Capital Subtotal					\$182,000
Construction Contingency (25%)					\$45,500
Construction Capital Total					\$227,500

Total Project Costs	
E&P (PA&ED) (2%)	\$5,000
PS&E (10%)	\$23,000
Right of Way (0%)	\$ -
Construction Engineering (15%)	\$35,000
Construction Capital Total	\$227,500
Total Project Cost	\$290,500
Call	\$300,000



Job Number | 8410414
 Revision |
 Date | 2/3/2014

**EDWARDS STREET
 TO BAY STREET**
 CITY OF TRINIDAD
 ROAD PLANNING 2013



718 Third Street Escondido, California 95501 USA T: 1 707 443 8328 F: 1 707 444 8330 W: www.ghd.com

Figure 6

Planning Level Cost Estimate

Agency: City of Trinidad

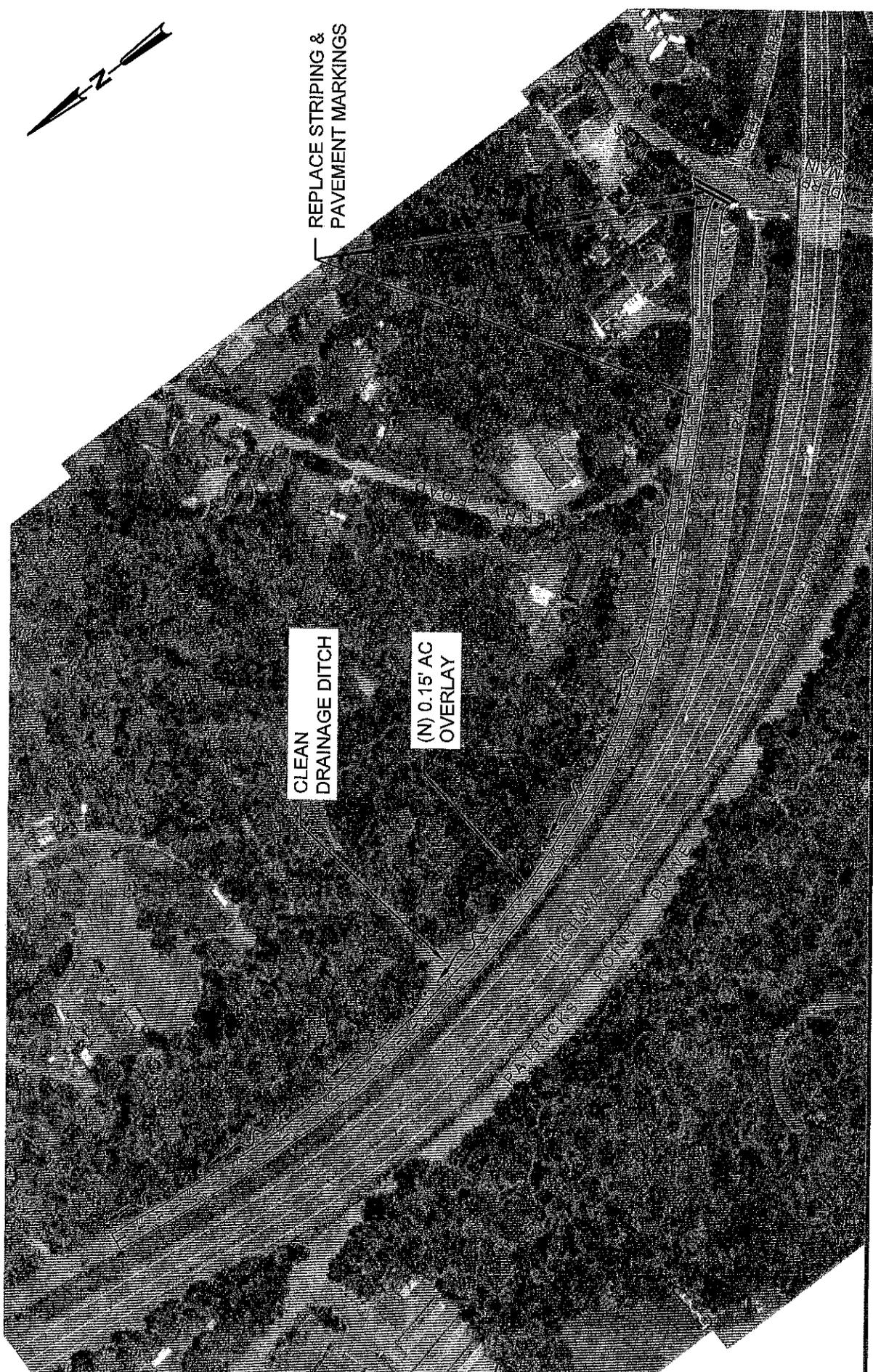
Project Name: Frontage Road - 7

Project Location: Trinidad, California

Date of Estimate: February 1, 2013

Item No.	Description	Quantity	Units	Unit Cost	Total
1	Mobilization/Demobilization (10%)	1	LS	\$13,500	\$13,500
2	Traffic Control (10%)	1	LS	\$13,500	\$13,500
3	Minor Items (5%)	1	LS	\$6,750	\$6,750
4	Construction Area Signs	1	LS	\$3,500	\$3,500
5	Water Pollution Control	1	LS	\$2,500	\$2,500
6	Cold Plane Asphalt Concrete (0.15' MAX)	1	LS	\$5,000	\$5,000
7	Hot Mix Asphalt (0.15' Overlay)	580	TON	\$125	\$72,500
8	Clean Drainage Ditch	1	LS	\$5,000	\$5,000
9	4" Thermoplastic Stripe (Center)	2080	LF	\$5	\$10,400
10	12" Thermoplastic Stripe (Stop Bar)	130	LF	\$15	\$1,950
11	Thermoplastic Pavement Markings	22	SF	\$15	\$330
Construction Capital Subtotal					\$135,000
Construction Contingency (25%)					\$33,750
Construction Capital Total					\$168,750

Total Project Costs	
E&P (PA&ED) (2%)	\$4,000
PS&E (10%)	\$17,000
Right of Way (0%)	\$ -
Construction Engineering (15%)	\$26,000
Construction Capital Total	\$168,750
Total Project Cost	\$215,750
Call	\$220,000



REPLACE STRIPING & PAVEMENT MARKINGS

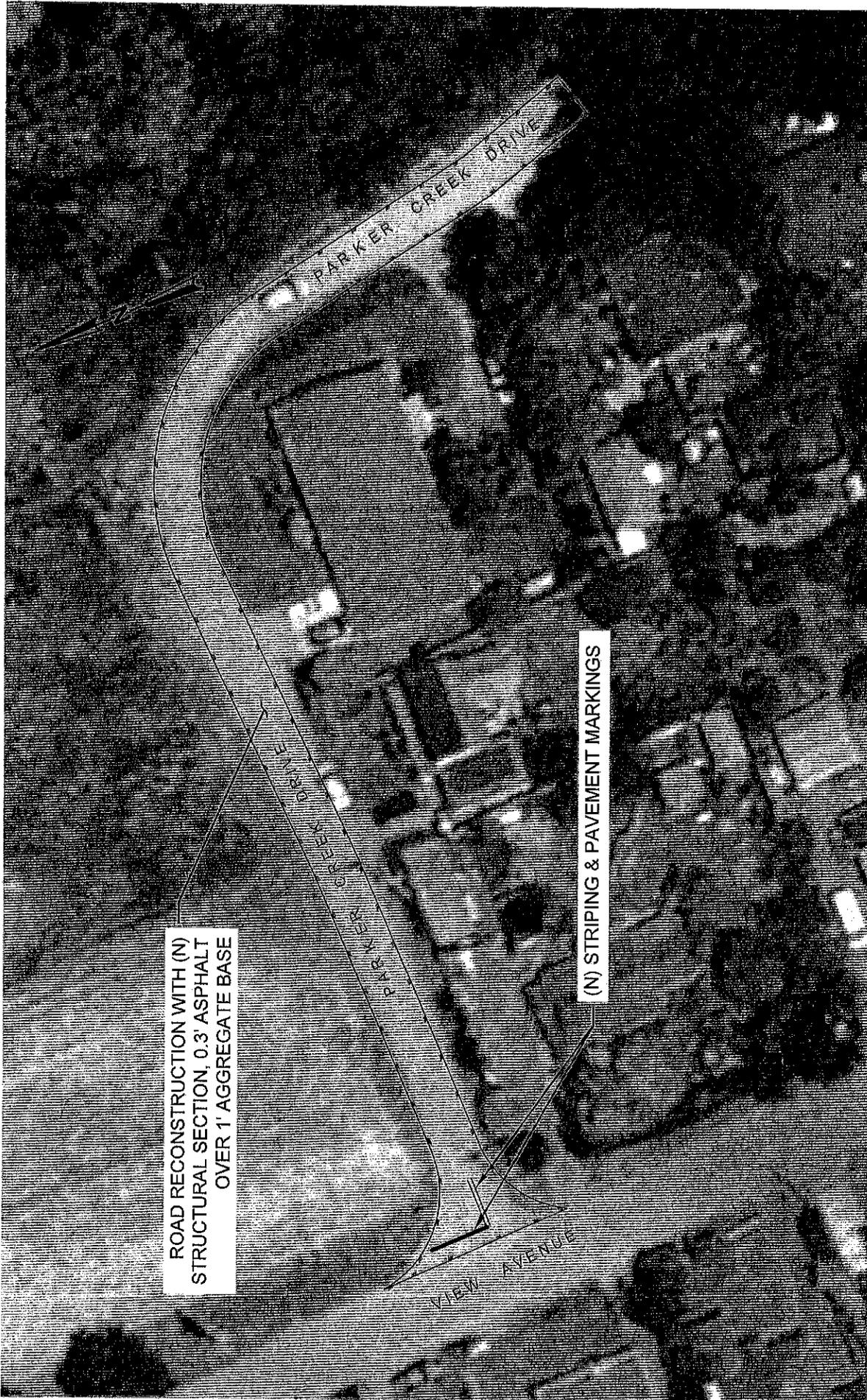
CLEAN DRAINAGE DITCH

(N) 0.15 AC OVERLAY

Job Number 8410414
 Revision
 Date 1/17/2014
Figure 7

FRONTAGE ROAD
CITY OF TRINIDAD
ROAD PLANNING 2013



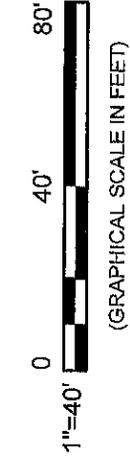


ROAD RECONSTRUCTION WITH (N)
STRUCTURAL SECTION, 0.3' ASPHALT
OVER 1' AGGREGATE BASE

(N) STRIPING & PAVEMENT MARKINGS

Job Number | 8410414
Revision |
Date | 1/17/2014

PARKER CREEK DRIVE
CITY OF TRINIDAD
ROAD PLANNING 2013



1"=40'

Figure 8

Planning Level Cost Estimate

Agency: City of Trinidad

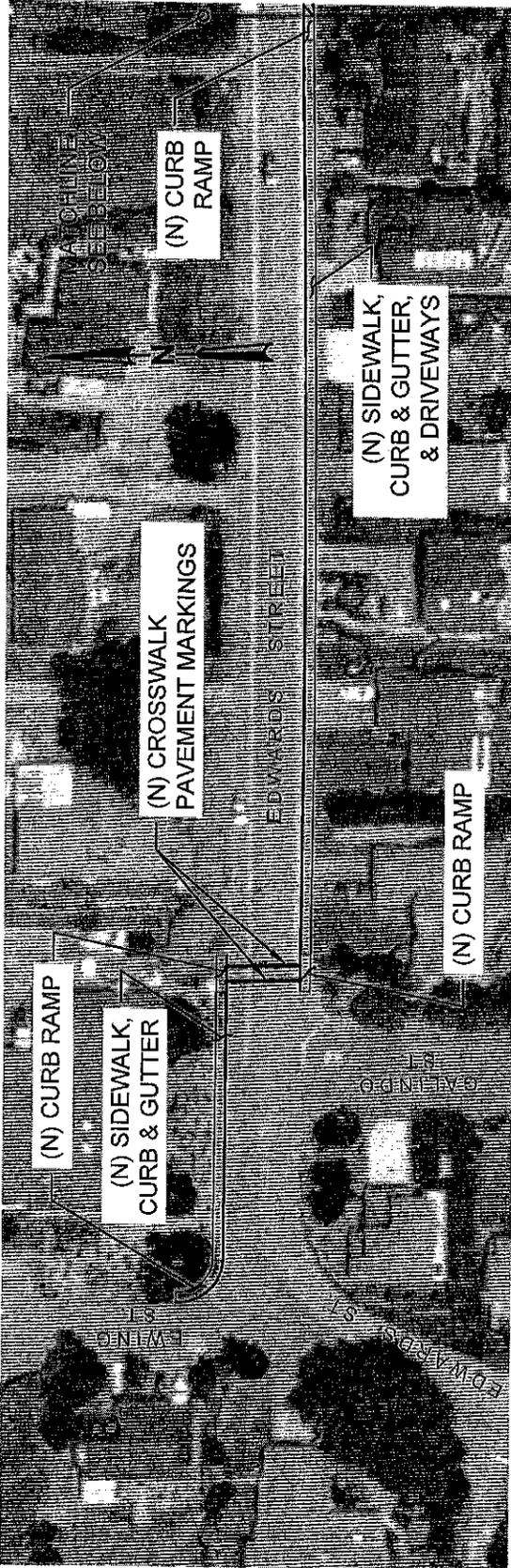
Project Name: Edwards Street to Ewing Street - 9

Project Location: Trinidad California

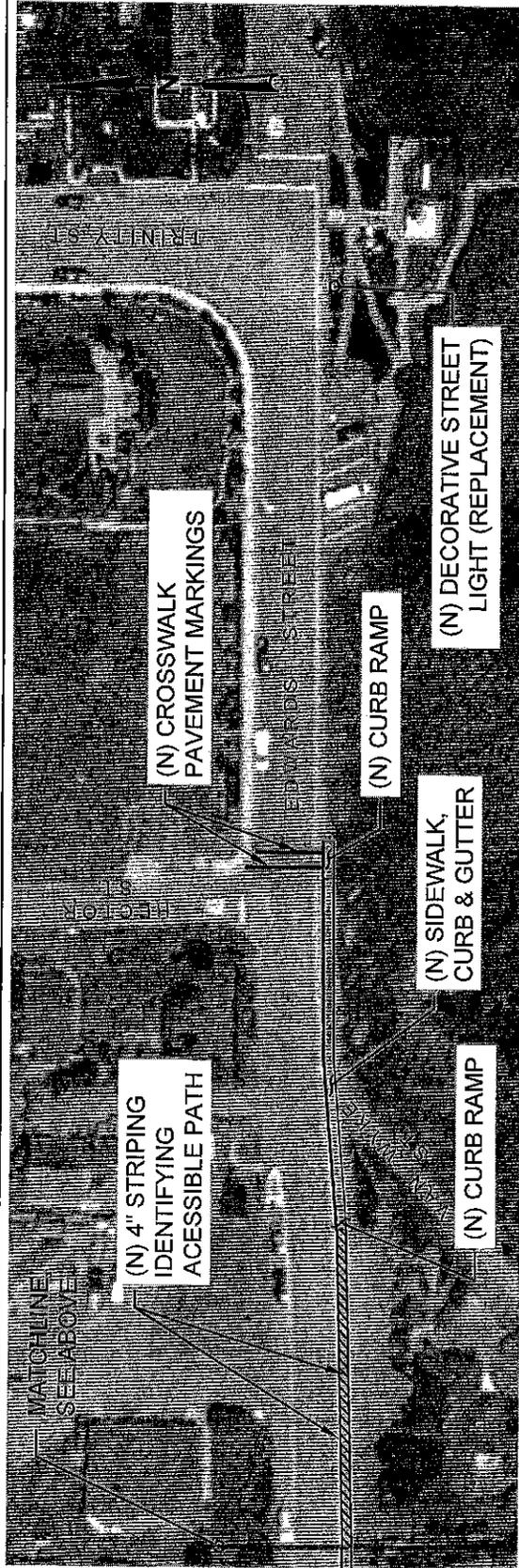
Date of Estimate: February 4, 2013

Item No.	Description	Quantity	Units	Unit Cost	Total
1	Mobilization/Demobilization (10%)	1	LS	\$18,500	\$18,500
2	Traffic Control (10%)	1	LS	\$18,500	\$18,500
3	Minor Items (5%)	1	LS	\$9,250	\$9,250
4	Construction Area Signs	1	LS	\$7,500	\$7,500
5	Water Pollution Control	1	LS	\$3,000	\$3,000
6	Demolition & Removal	1	LS	\$15,000	\$15,000
7	Clearing and Grubbing	1	LS	\$5,000	\$5,000
9	Minor Concrete - Curb & Gutter	802	LF	\$45	\$36,090
10	Minor Concrete - Sidewalk	2123	SF	\$10	\$21,230
11	Minor Concrete - Driveway	1755	SF	\$13	\$22,815
12	Minor Concrete - Curb Ramp	458	SF	\$12	\$5,496
13	Detectable Warning Surface	7	EA	\$800	\$5,600
16	Red Curb Paint	475	LF	\$3	\$1,425
17	4" Thermoplastic Stripe (Center/Edge)	220	LF	\$5	\$1,100
18	12" Thermoplastic Stripe (Stop Bar)	430	LF	\$15	\$6,450
18	Decorative Street Light Standard (PG&E)	1	EA	\$8,000	\$8,000
Construction Capital Subtotal					\$185,000
Construction Contingency (25%)					\$46,250
Construction Capital Total					\$231,250

Total Project Costs	
E&P (PA&ED) (7%)	\$17,000
PS&E (15%)	\$35,000
Right of Way (3%)	\$7,000
Construction Engineering (15%)	\$35,000
Construction Capital Total	\$231,250
Total Project Cost	\$325,250
Call	\$330,000



WESTERN PORTION



EASTERN PORTION

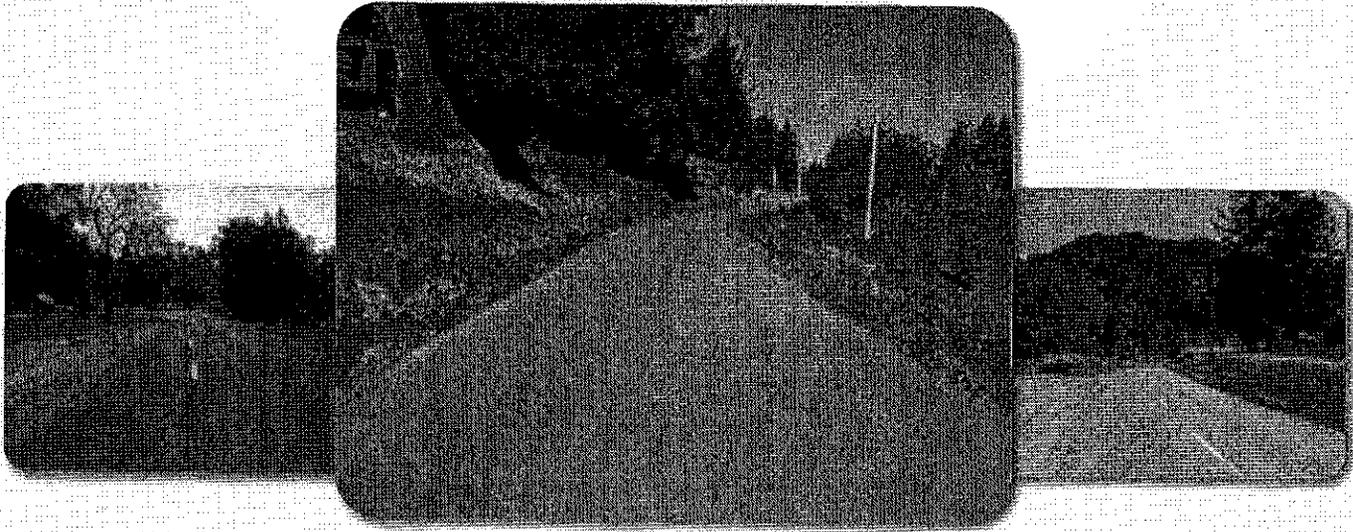


EDWARDS STREET
TO EWING STREET
CITY OF TRINITAD
ROAD PLANNING 2013

Job Number | 8410414
Revision |
Date | 2/3/2014
Figure 9

www.ghd.com



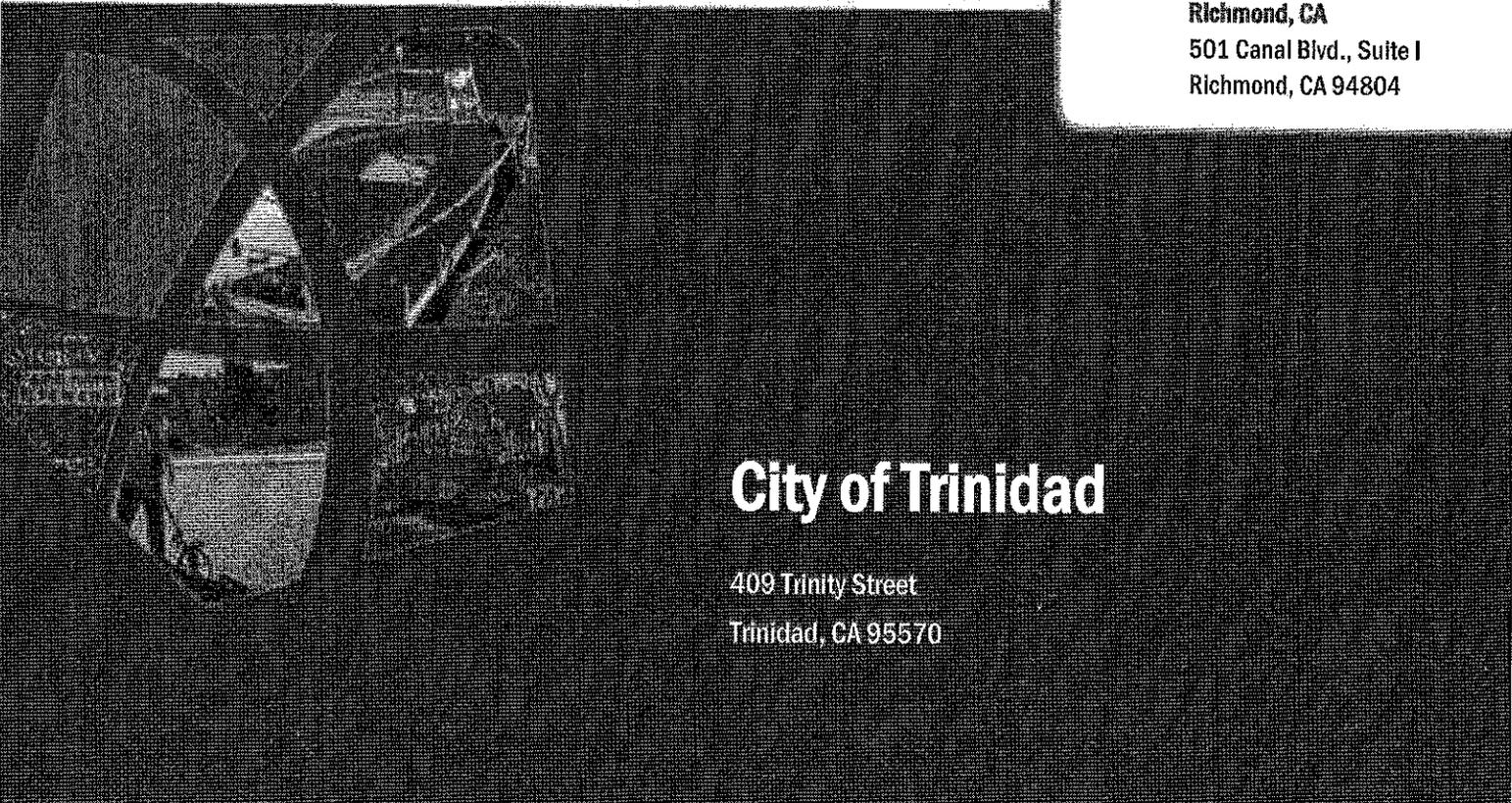


City of Trinidad

Pavement Management Update (2016-17) - Final Report
October 2017



Richmond, CA
501 Canal Blvd., Suite I
Richmond, CA 94804



City of Trinidad

409 Trinity Street
Trinidad, CA 95570



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- Budget Needs – Rehabilitation Treatment/Cost Summary Report

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Background

The Humboldt County Association of Governments (HCAOG) is the designated Regional Transportation Planning Agency (RTPA), and is responsible for developing regional transportation plans. As part of this process a Pavement Management Program (PMP) is needed to assist in determining the future transportation needs of the region.

A PMP is a tool designed to assist cities and counties with answering typical pavement network questions such as:

- What does the City's pavement network consist of? How many miles of streets are in a jurisdiction? What is the total pavement area of these public streets?
- What is the existing condition of the public street pavement network? Is this an acceptable level for the City? If not, what is an acceptable level? How much additional funding is needed to achieve an acceptable level? How much is needed to maintain the public street pavement at this level?
- How will the condition of the pavement network respond over time under existing funding levels?
- What maintenance strategies are needed to maintain or improve current pavement conditions?
- What maintenance activities or treatments have occurred in the past on any given street?
- What impact would either additional funding, or a decrease in funding, have on the condition of the overall pavement network?
- What are the maintenance priorities under different budget constraints?

Nichols Consulting Engineers, Chtd. (NCE) was selected by HCAOG to update the City's StreetSaver PMP in 2016. Field surveys were completed in February 2017 and all survey data was entered into the City's PMP. NCE also reviewed the preventive maintenance and rehabilitation decision tree and updated the costs. Then, a budget needs analysis was performed, followed by three budgetary scenarios.



Purpose

The purpose of this report is to assist decision makers in utilizing the results of the StreetSaver Pavement Management Program (PMP). Specifically, this report assesses the adequacy of ideal and projected revenues to meet the maintenance needs recommended for the City. It also maximizes the return from expenditures by:

- 1) Implementing a multi-year street rehabilitation and maintenance program
- 2) Developing a preventive maintenance program
- 3) Selecting the most cost effective repairs

This report examines the overall condition of the street network and highlights options for improving the current network level pavement condition index (PCI). These options are developed by conducting "what if" analyses. By varying the budget amounts available for pavement maintenance and repair, the impacts of different funding strategies on the City's streets over the next ten years were determined.



Network Description

The City of Trinidad oversees the repair and maintenance of approximately 3.3 centerline miles of pavement, or 28 pavement sections. Table 1 below summarizes the entire network by functional class.

Table 1: Network Summary Statistics for City-Maintained Sections

Functional Class	Sections	Centerline Miles	Lane Miles	% of the Entire Network (by Pavement Area)
Arterial	1	0.1	0.1	2.1%
Collector	2	0.6	1.2	17.3%
Residential	25	2.6	5.3	80.6%
Total	28	3.3	6.6	100%

The network replacement cost of the City maintained sections is approximately \$5.8 million. This cost is defined as the full reconstruction of all pavement sections in the City and does not include related infrastructure assets such as sidewalks, signals, markings, signs, etc.

A listing of all sections in the network and their corresponding recently calculated PCI and attribute data is included in Appendix A.

Pavement Current Condition

The pavement condition index, or PCI, is a measurement of the pavement condition and ranges from 0 to 100. A newly constructed street will have a PCI of 100, while a failed street will have a PCI of 25 or less. **The average 2017 PCI of the City's entire street network is 72, with a remaining service life of approximately 23 years.** Note that these values are projected and area-weighted calculations from StreetSaver. The remaining service life for the network is based on the projection that if no further funding were allocated to pavements, the network will reach "Very Poor/Failed" condition in approximately 23 years.

Figure 1 below illustrates the definitions of the five pavement condition categories. Note that the StreetSaver Maintenance and Rehabilitation Decision Tree in Appendix B assigns different condition category titles from those in Figure 1.

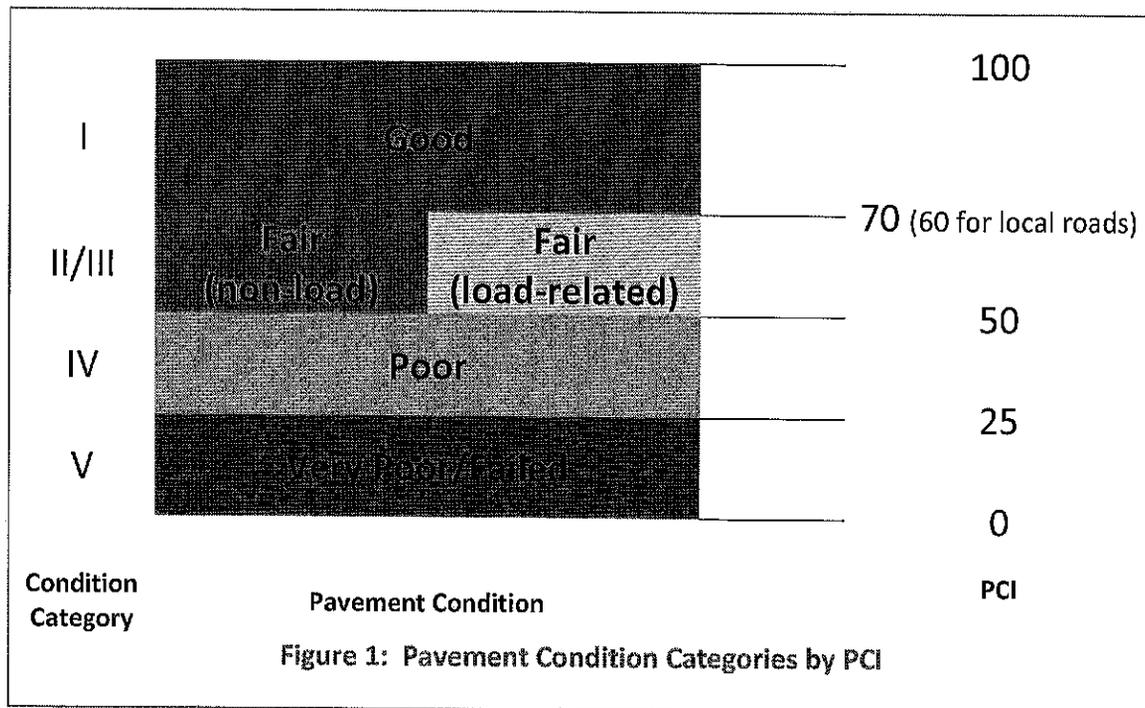


Figure 2 includes representative photos showing streets with different PCIs.

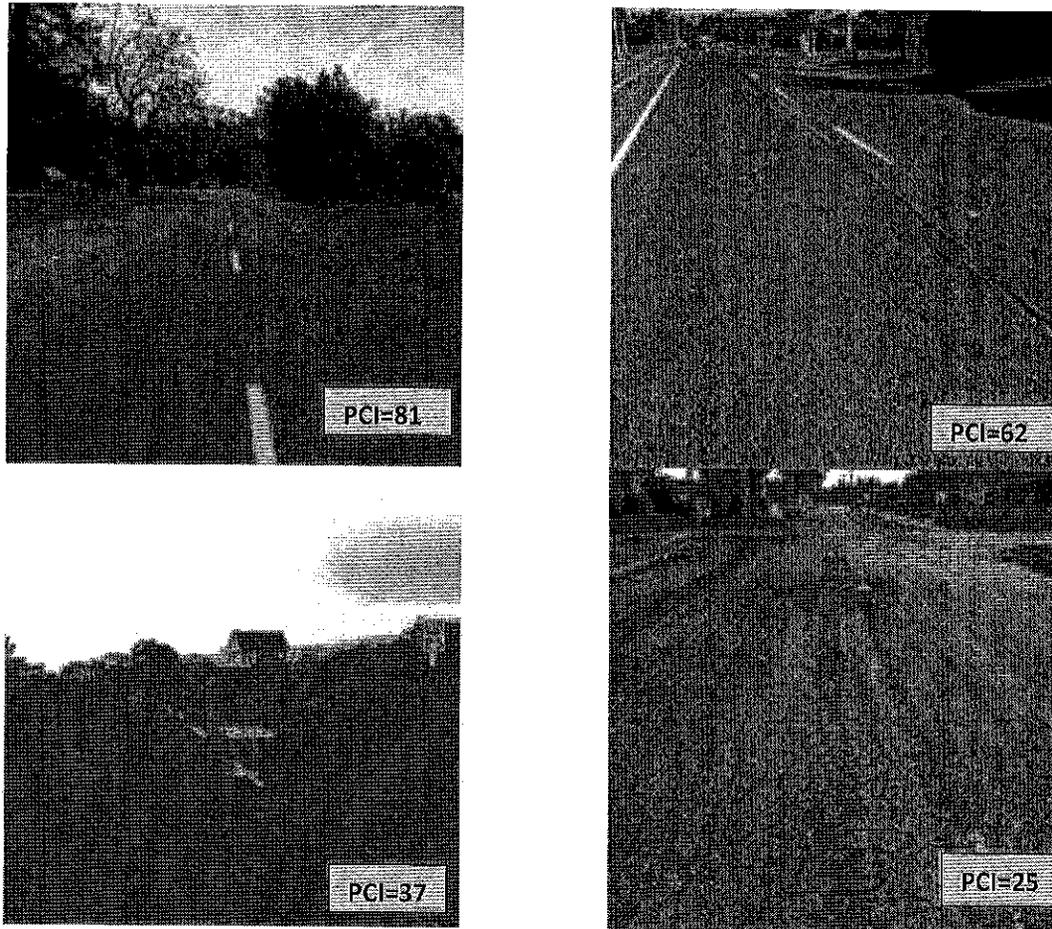


Figure 2: Streets with Different PCIs

Table 2 below provides the pavement condition breakdown for the network by PCI ranges or condition category. About 82.3% of the entire City's streets in 2017 are in the "Good" condition category. Conversely, 7.0% of the pavement area falls in the "Poor" or "Very Poor/Failed" condition categories.

Table 2: 2017 Pavement Condition Breakdowns by Area (Entire Network)

Condition Category	PCI Range	Arterial (%)	Residential	Entire Network (%)
Good (I)	70-100	2.1%	80.2%	82.3%
Fair (II/III)	50-69	0%	10.6%	10.6%
Poor (IV)	25-49	0%	4.1%	4.1%
Very Poor/Failed (V)	<25	0%	2.9%	2.9%
Total		2.1%	97.9%	100%

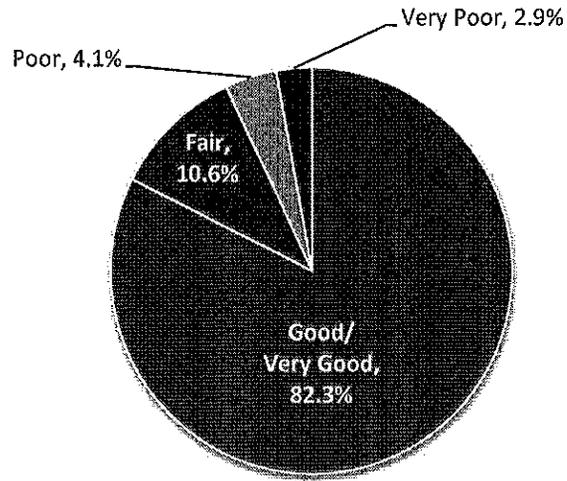


Figure 3: Pavement Condition Summary by Condition Categories (Entire Network by Area, 2017)

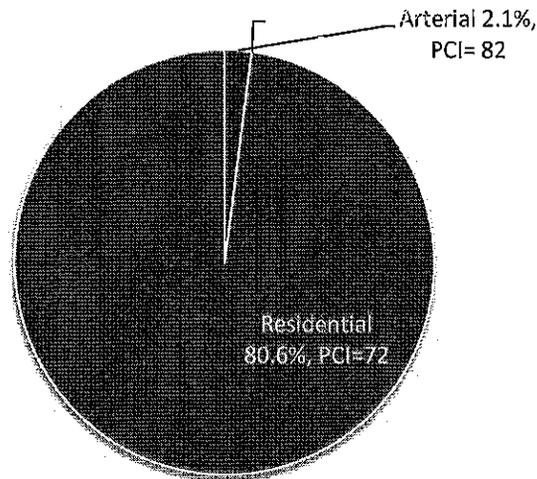


Figure 4: Pavement Condition Summary by Functional Classification (Entire Network by Area, 2017)



Maintenance and Rehabilitation

Historically, the City has utilized a program of crack sealing, base repairs, and overlays as maintenance and rehabilitation strategies. As the pavement condition deteriorates base repairs and asphalt overlays have been applied. Digouts or base repairs are typically used as a treatment by itself or as preparation prior to overlays and surface seals as necessary. These treatments are formalized in the maintenance and rehabilitation Decision Tree shown in Appendix B.

Figure 5 demonstrates that pavement maintenance follows the old colloquial saying of "pay me now, or pay me more later". History has shown that it costs much less to maintain streets in good condition than to repair streets that have failed. By allowing pavements to deteriorate, streets that once cost \$2.50 per square yard (\$/sy) to slurry seal may soon cost \$43.00/sy to overlay or \$86.00/sy to reconstruct. In other words, significant delays in repairs can cost over 35 times more.

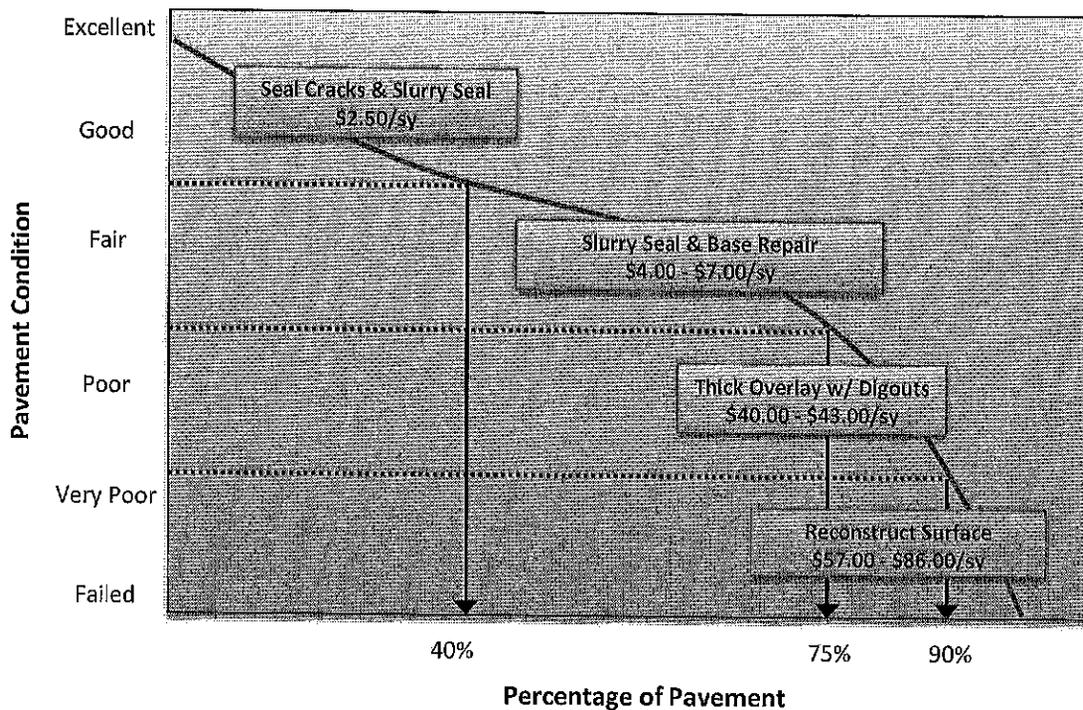


Figure 5: Costs of Maintaining Pavements over Time



Budget Needs

Based on the principle that it costs less to maintain streets in good condition than those in bad condition, the PMP strives to develop a maintenance strategy that will improve the overall condition of the network to an optimal PCI and then sustain it at that level. In addition, there is currently \$151,000 of deferred maintenance. If the maintenance needs are not addressed, the quality of the street network will inevitably decline. In order to correct these deficiencies, a cost effective funding and maintenance and rehabilitation strategy must be implemented.

The first step in developing a cost effective maintenance and rehabilitation strategy is to determine the maintenance "needs" of the pavement network. Using the StreetSaver budget needs module, maintenance needs over the next ten years were estimated to be approximately \$459,000 for the entire network. If the City of Trinidad follows the strategy recommended by the program, the average network PCI will increase to 79 by 2019. If, however, no maintenance is applied over the next ten years, already distressed streets will continue to deteriorate, and the network PCI will drop to 55 by 2026. The results of the budget needs analysis are summarized in Table 3 below.

Table 3: Summary Results from Needs Analysis

Year	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	Total
PCI Treated	80	79	79	78	76	75	74	73	77	79	--
PCI Untreated	72	70	68	66	64	62	61	59	57	55	--
Needs (\$Thousands)	151	16	27	6	0	7	7	27	115	104	459

The results of the budget needs analysis represent the ideal funding strategy recommended by the StreetSaver PMP. Of the \$459,000 in maintenance needs shown, approximately \$296,000 (65%) is earmarked for preventive maintenance or life extending treatments and approximately \$163,000 (35%) is allocated for the more costly rehabilitation and reconstruction treatments.



Budget Scenarios

Having determined the maintenance needs of the street network, the next step in developing a cost effective maintenance and rehabilitation strategy is to conduct several “what-if” analyses. Using StreetSaver’s budget scenario module, the impacts of various budget "scenarios" may be evaluated. The program projects the effects of the different scenarios on pavement condition index (PCI), deferred maintenance (unfunded backlog), and average remaining service life of the network. By examining the effects on these indicators, the advantages and disadvantages of different funding levels and maintenance strategies become clear.

Scenario 1: City’s Budget (\$30,000 biennially + RMRA funding) – This scenario shows the impact of spending the City’s biennial \$30,000 budget from 2017 to 2026. Note that the City’s budget includes RMRA funding¹ which is estimated to be \$6,000 in FY 18/19. In this scenario, the current PCI decreases to 67 over the ten year analysis period. By 2026, the deferred maintenance will increase to \$238,000.

Scenario 2: Maintain Current PCI (\$339,000) – In this scenario, the goal is to maintain the current network PCI of 72 over the 10 year analysis period. The deferred maintenance decreases to \$38,000 by 2026.

Scenario 3: Unconstrained Need (Front Loaded - \$463,000) - In order to eliminate the deferred maintenance, the City will require \$463,000 (front-loaded) over the next ten years. This scenario will allow the City to improve the network PCI to 79 by 2019 and eliminate the deferred maintenance in 2017.

Note: The deferred maintenance consists of pavement maintenance that is needed, but cannot be performed due to lack of funding. Shrinking budgets have forced many cities and counties to defer much needed pavement maintenance. By deferring maintenance, not only does the frequency of citizens' complaints about the condition of the network increase, but the cost to repair these streets rises as well. More detailed results from the budget scenarios may be found in Appendix C.

Appendix E contains maps generated from the GIS Toolbox in StreetSaver, which illustrate the results of each scenario. The maps show the color-coded condition category of each pavement section for each budget scenario. A map illustrating the present condition is also provided for comparison.

¹ Road Maintenance and Rehabilitation Account (RMRA - Streets and Highways Code Sec 2030 et sec. – also known as Senate Bill 1) includes funds from the taxes enacted by the Road Repair and Accountability Act of 2017. The first full year of funding will be FY2018-19 and the City is expected to receive \$6,000.



Scenario 1: City's Budget

This scenario assumes the City funding levels of \$30,000 every other year for the next ten years with RMRA funding (RMRA funding fully kicks at \$6,220 in 2019). The results of this scenario indicate that the network PCI will decrease to 67 by 2026, while the percentage of the pavement network falling into the "Good" condition category will decrease to 74.5% in 2026. The deferred maintenance will increase to \$238,000 by 2026. The remaining service life of the overall network will decrease to 18 years. The results of the budget scenario analysis for Scenario 1 are summarized in Table 4 and Figure 6. Appendix D provides a list of sections selected for treatment for this scenario.

Table 4: Summary Results for Scenario 1

Year	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	Total
Budget (\$ Thousands)	30	0	30+2+6	0	36+6	0	42	0	42	0	194
Deferred Maintenance (\$ Thousands)	51	68	63	72	47	60	50	54	217	238	--
PCI	76	74	76	74	74	72	71	69	69	67	--
Remaining Service Life (Years)	23	22	23	22	22	21	20	19	19	18	--

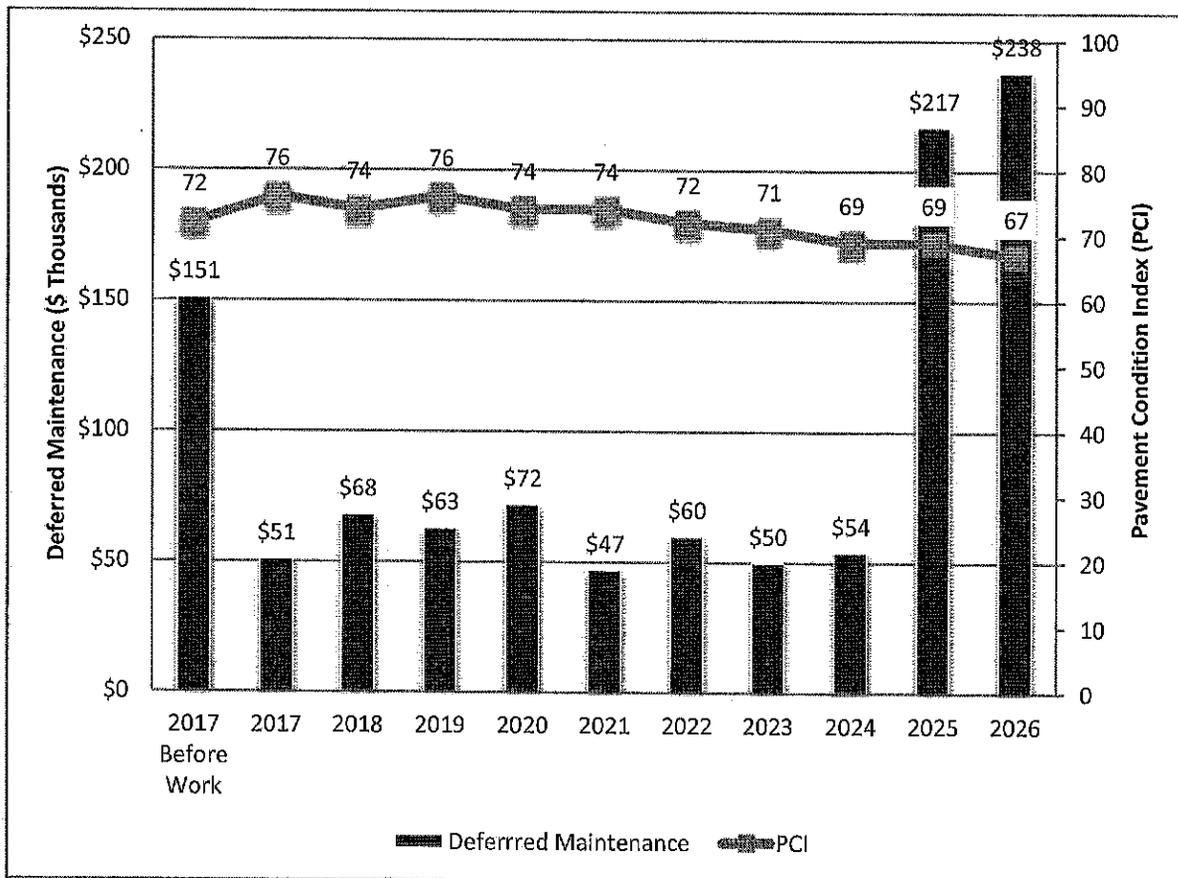


Figure 6: PCI vs Deferred Maintenance for Scenario 1



Scenario 2: Maintain Current PCI

Over the ten years, a total of \$339,000 is required to maintain the current network PCI of 72. By 2026, approximately 85.9% of the network will be in "Good" condition. The deferred maintenance will decrease to \$38,000 by 2026. The remaining service life of the overall network is projected to stay at approximately the same. The results of the budget scenario analysis for Scenario 2 are summarized in Table 5 and Figure 7.

Table 5: Summary Results for Scenario 2

Year	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	Total
Budget (\$ Thousands)	15	22	22	23	73	14	22	3	22	123	339
Deferred Maintenance (\$ Thousands)	136	151	150	138	76	64	58	59	61	38	--
PCI	73	72	72	72	74	72	72	70	70	72	--
Remaining Service Life (Years)	24	24	25	24	23	22	22	21	21	22	--

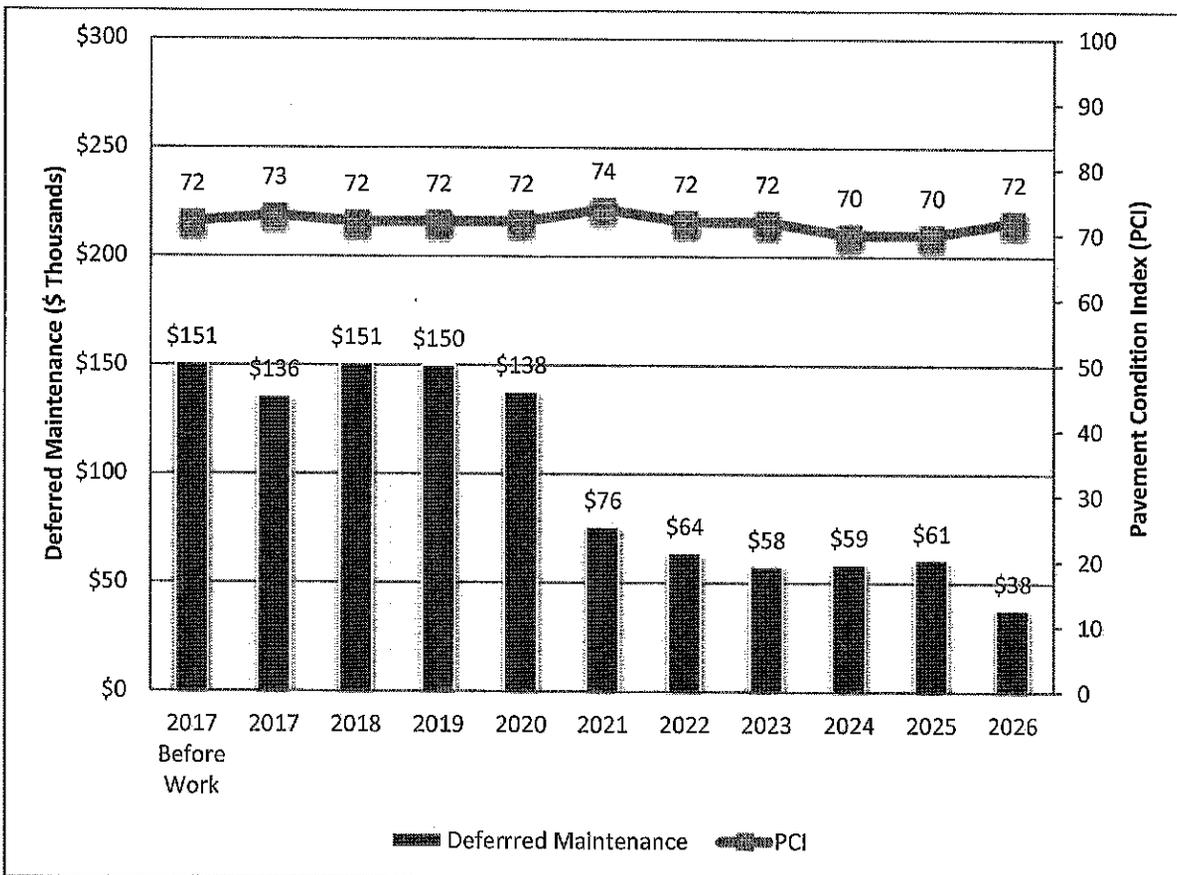


Figure 7: PCI vs Deferred Maintenance for Scenario 2



Scenario 3: Unconstrained Budget Needed (Front Loaded)

This scenario uses the "front loaded" approach defined by the "needs" to eliminate the deferred maintenance or unfunded backlog within the first year. The pavement needs total approximately \$463,000 over the next ten years. Under this funding level, the network PCI will increase to 79 by 2019. By 2026, 97% of the network will be in the "Good/Very Good" condition category and 3% will be in the "Fair" condition category. The results of Scenario 3 are summarized in Table 6 and Figure 8.

Table 6: Summary Results for Scenario 3

Year	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	Total
Budget (\$ Thousands)	151	17	27	6	0	7	7	27	116	105	463
Deferred Maintenance (\$ Thousands)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	--
PCI	80	79	79	78	76	75	74	73	77	79	--
Remaining Service Life (Years)	26	26	26	25	24	23	22	22	24	26	--

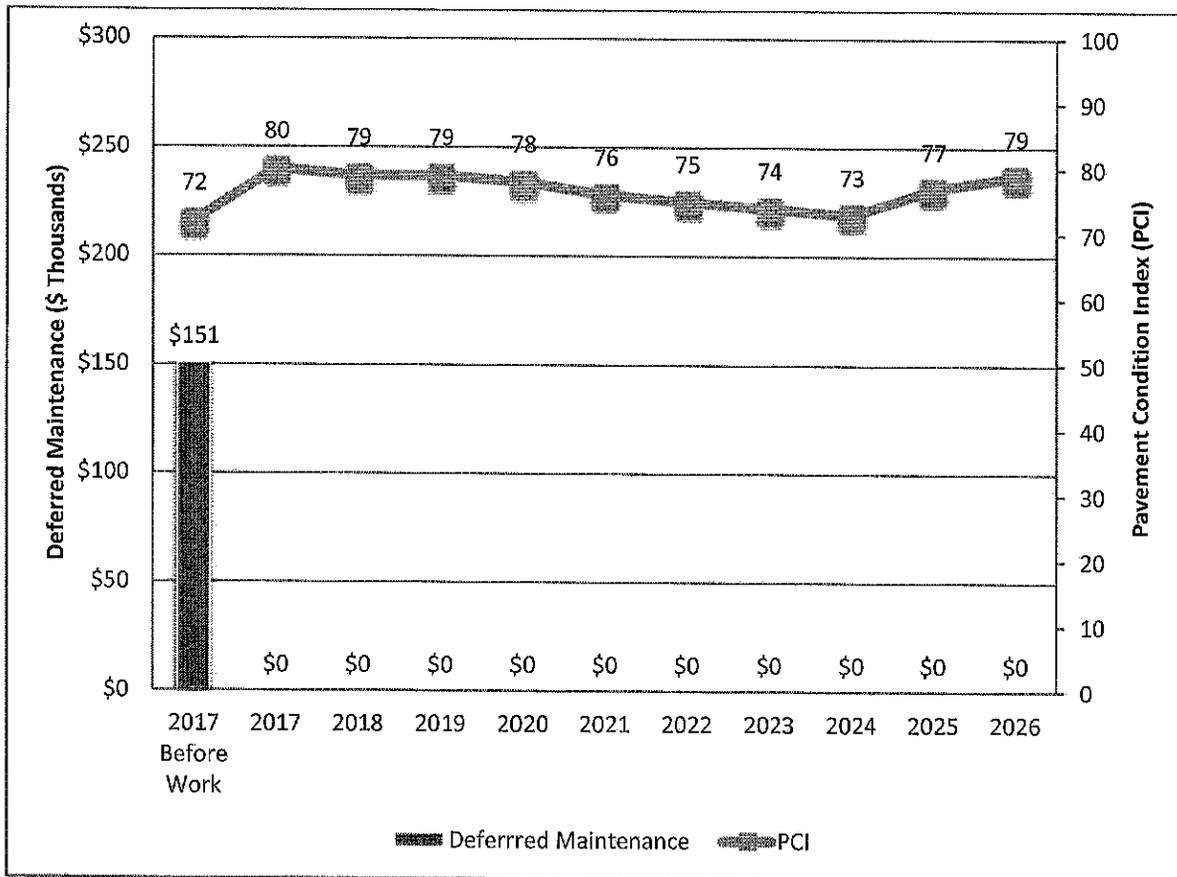


Figure 8: PCI vs Deferred Maintenance for Scenario 3

Scenario Comparisons

The following two figures graphically illustrate the annual changes in PCI and deferred maintenance for each scenario.

Figure 9 illustrates the change in PCI over time for the different budget scenarios. As noted previously, Scenario 1 (City's Budget) ultimately reaches a PCI of 67 by 2026; Scenario 2 (Maintain Current PCI) will maintain the current PCI of 72 and Scenario 3 (Unconstrained Needs) will increase the PCI to 79 by 2019.

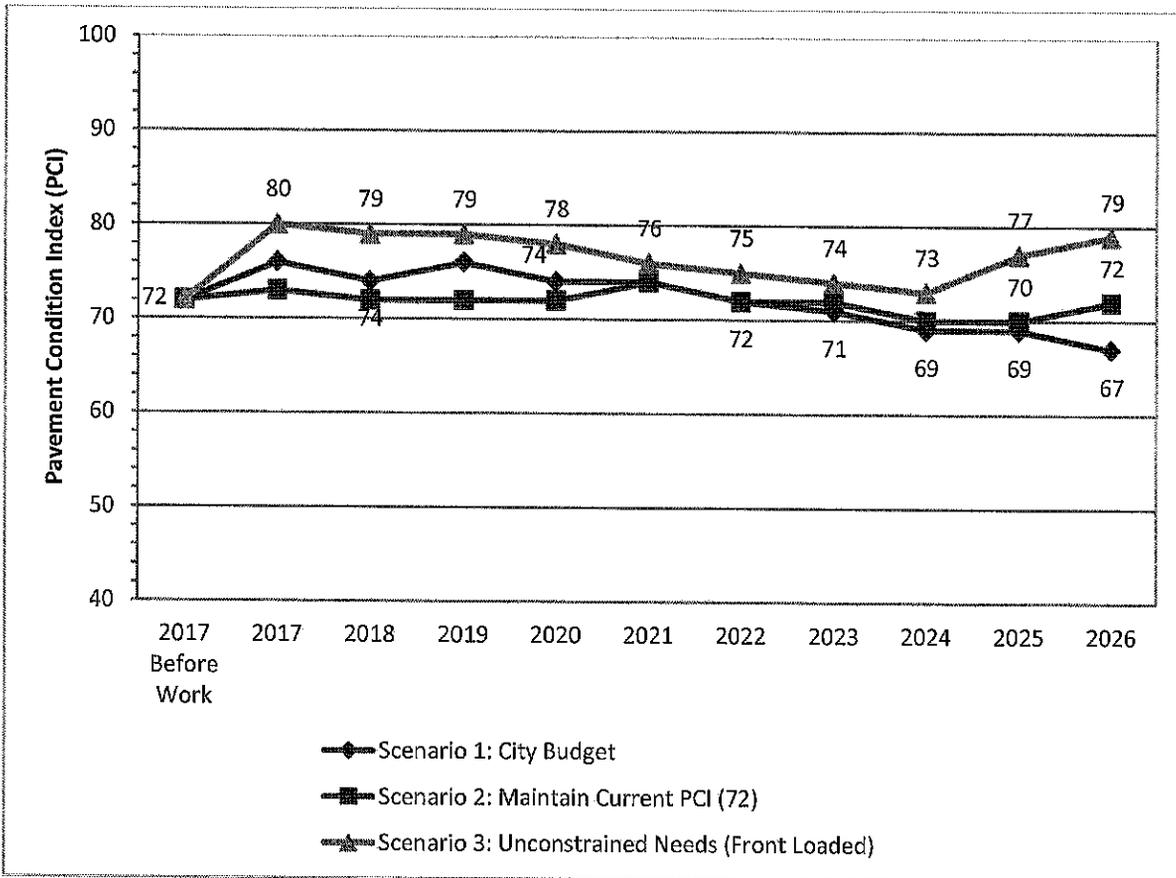


Figure 9: Annual Pavement Condition Index by Scenario

Similarly, Figure 10 illustrates the change in deferred maintenance over time for the different budget scenarios. Note that for Scenario 2 (Maintain Current PCI), the deferred maintenance will decrease to \$38,000. Scenario 1 (City's Budget) will double the deferred maintenance, and Scenario 3 will eliminate the deferred maintenance within the first year.

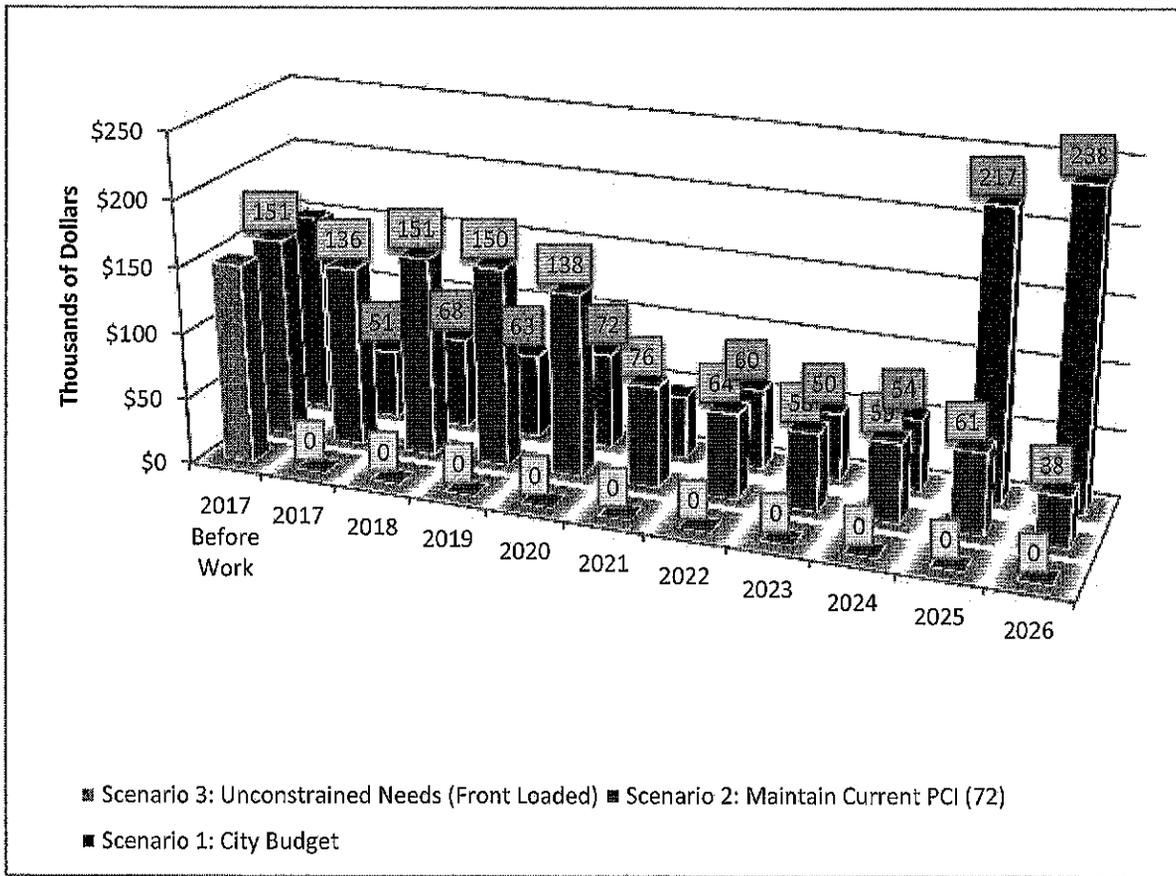


Figure 10: Annual Deferred Maintenance by Scenario

Pavement Management Program Update

Figure 11 illustrates the pavement condition changes under various scenarios. Currently 82.3% of the network is in the "Good" condition category and 7.0% in "Poor" or "Very Poor/Failed" condition categories. For Scenario 1 (City budget), it is projected that streets in "Good" condition will decrease to 74.5% by 2026. Additionally the streets in "Poor" or "Very Poor/Failed" condition will increase to 16% by 2026. Under Scenario 2 (Maintain Current PCI), it is projected that the streets in "Good" condition will increase from 82.3% to 85.9% by 2026. In addition, the portion of the street network currently in the "Very Poor/Failed" and "Poor" condition categories will decrease slightly to 6.5%. For Scenario 3 (Unconstrained Needs-Front Loaded), almost all (97%) will be in the "Good" condition.

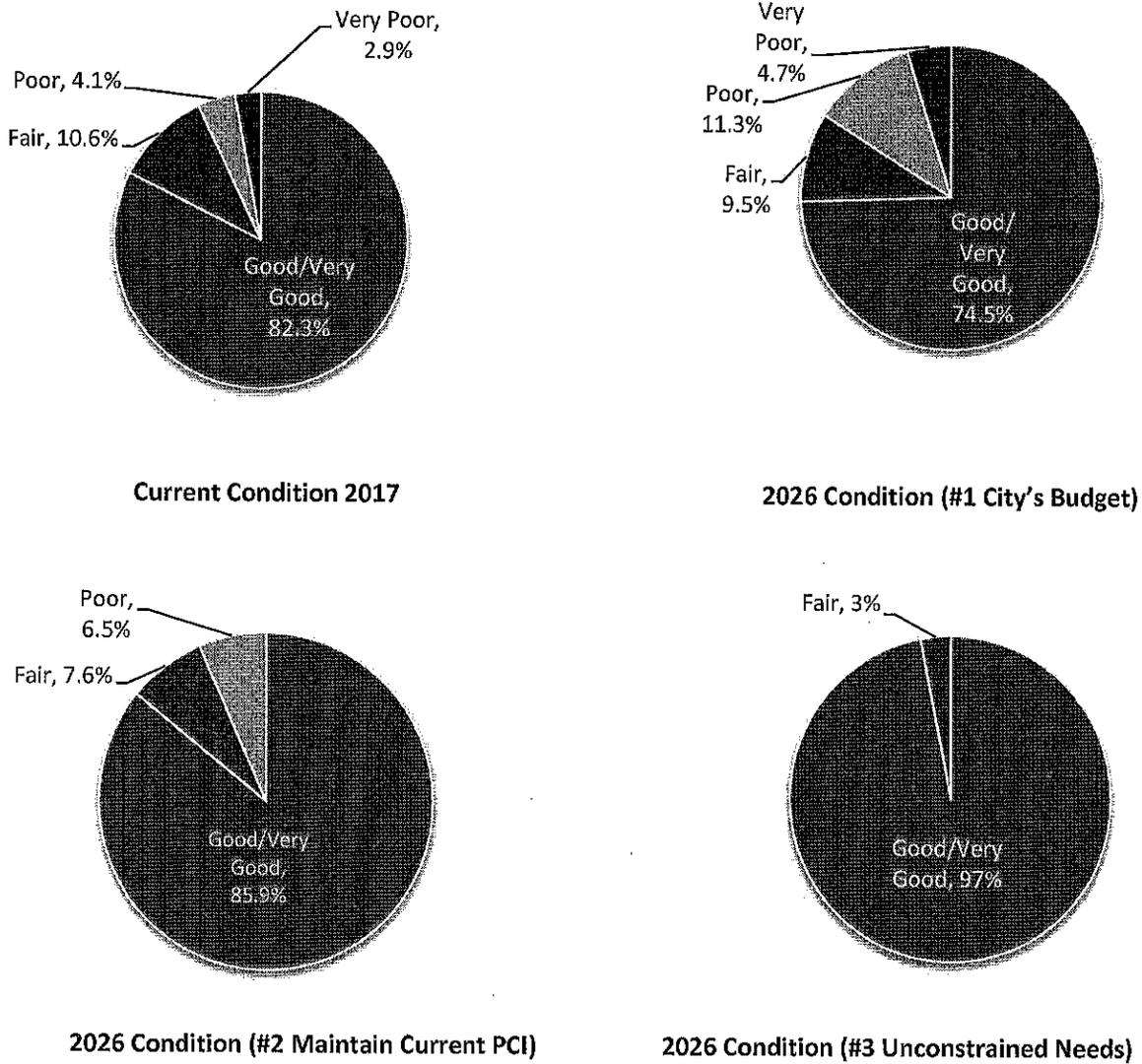


Figure 11: Pavement Condition Changes under Scenarios 1-3



Summary and Recommendations

To summarize, the City of Trinidad has a substantial investment of \$5.8 million in their entire paved network. Overall, the City-funded network is in "Fair" condition with a 2017 network PCI of 72. Of the 3.3 centerline miles of City-funded streets, approximately 92.9% of the streets currently fall into the "Fair" or "Good" condition categories.

The projected City budget will result in a decrease to 67 over the next ten years and the deferred maintenance will reach \$238,000 by 2026. Furthermore, the analyses indicate that the City needs to spend approximately \$459,000 in pavement maintenance and rehabilitation to repair essentially all streets. By doing so, streets then can be maintained in good condition with on-going preventive maintenance. This will eventually save money by avoiding reaching the level of major rehabilitation (such as reconstruction).

Clearly, the most desirable scenario is to eliminate the deferred maintenance (Scenario 3), but this is not possible for many reasons, and may not be achievable for most agencies. However, the goal should be to offer residents a safe and functional pavement network without unduly increasing the maintenance burden in the future.

Recommendations

A. Pavement Budget

The recommended scenario for the City of Trinidad is presented in Scenario 3, which requires a total budget of \$463,000. This plan will increase the PCI to 79 by 2020 and will also increase the pavement sections that are in "Good" condition to 97%. In addition, the deferred maintenance will be eliminated by 2017.

B. Pavement Maintenance Strategies

The City's pavement maintenance strategies should include seals, overlays, and reconstruction. Crack sealing, one of the least expensive treatments, can keep moisture out of pavements and prevent the underlying aggregate base from premature failures. Slurry seals are also cost-effective for pavements currently in good condition.

Therefore, we recommend that the City continue with well-funded preventive maintenance program. This is necessary to at least maintain the portion of the street network that is in "Good" condition and avoid escalating the deferred maintenance even more.

C. Maintenance and Rehabilitation Decision Tree

The maintenance and rehabilitation Decision Tree and the associated unit costs should be reviewed and updated annually to reflect new construction techniques/repairs and changing costs so the budget analysis results can be reliable and accurate.



D. Next Steps

To summarize, we recommend that the City undertake the following steps:

- Implement/ maintain a preventive maintenance strategy.
- Determine other funding sources to at least maintain the current pavement condition. Examples of some funding sources are listed below:

Federal Funding Sources

- Community Development Block Grants (CDBG)
- Congestion Mitigation & Air Quality Improvement (CMAQ)
- Secure Rural Schools and Community Self-Determination Act
- Surface Transportation Block Grant Program
- Highway Safety Improvement Program (HSIP)
- HSIP High Risk Rural Roads Set-Aside (HR3)

State Funding Sources

- Active Transportation Program (ATP) which now includes the Bicycle Transportation Account (BTA) and Safe Routes to Schools (SR2S)
- State Transportation Improvement Program (STIP)
- AB 2766 (vehicle surcharge)
- Vehicle License Fees (VLF)
- CalRecycle grants
- Transportation Development Act (TDA)
- Traffic Safety Fund
- Transportation Uniform Mitigation Fee (TUMF)

Local/Regional Funding Sources

- Local sales taxes
- Development impact fees
- General funds
- Various assessment districts – lighting, maintenance, flood control, special assessments, community facility districts
- Traffic impact fees
- Traffic safety/circulation fees
- Utilities e.g., stormwater, water, wastewater enterprise funds
- Transportation mitigation fees
- Flood Control Districts
- Enterprise Funds (solid waste and water)
- Parcel/property taxes
- Vehicle registration fees



- Vehicle code fines
- Underground impact fees
- Solid waste funds
- Transient Occupancy Taxes (TOT)



DISCUSSION AGENDA ITEM 1

SUPPORTING DOCUMENTATION FOLLOWS WITH: 4 PAGES

4. Unmet Transit Needs Hearing

DISCUSSION AGENDA ITEM

Wednesday, October 11, 2017

Item: **ANNUAL UNMET TRANSIT NEEDS HEARING**

Background: Each year HCAOG conducts citizen participation process to assess unmet transit needs within Humboldt County. The public is invited during this hearing to express their opinion, solutions, complaints, or suggestions regarding Humboldt County's public transportation systems and/or general unmet transit needs.

Recommended Action: Open the public hearing, receive comments, and forward to HCAOG.

Attachments:

- HCAOG summary letter.



HCAOG

Regional Transportation
Planning Agency

611-I Street, Suite B
Eureka, CA 95501
707.444.8208
Fax: 707.444.8319
www.hcaog.net

RECEIVED

AUG 31 '16

CITY OF TRINIDAD

August 30, 2017

Mr. Dan Berman
City of Trinidad
Post Office Box 390
Trinidad, CA 95570

Dear Mr. Berman,

Each year, the Humboldt County Association of Governments (HCAOG), as the Regional Transportation Planning Agency, conducts a citizen participation process to assess unmet transit needs (UTN) within Humboldt County. This annual UTN process helps HCAOG properly apply funds provided through the Transportation Development Act (TDA). The HCAOG Board of Directors will hold a public hearing on Thursday, October 19, 2017, for community members to express any unmet needs they have for public transit and paratransit service.

We encourage your agency to also conduct a public hearing **during the month of October** and record comments received from constituents.

Please provide your public hearing dates to Christie Smith at christie.smith@hcaog.net by **Thursday, September 7, 2017**. HCAOG will publish an ad in the Times Standard which will include a schedule of all hearing dates, times, and locations.

When your agency has concluded its public hearing on unmet transit needs, please send HCAOG a record of comments no later than November 27, 2017. All hearing records will be included in the "Unmet Needs Report of Findings" for 2018-19.

Enclosed for your information is a synopsis of the UTN process. If you have any questions, or if you would like me to participate at your hearing, please contact me at 444-8208. Thank you for your assistance.

Respectfully,

Debra Dees
Associate Planner

Enclosures

cc: Gabriel Adams, City Clerk



HUMBOLDT COUNTY ASSOCIATION OF GOVERNMENTS

Regional Transportation Planning Agency

Humboldt County Local Transportation Authority

Service Authority for Freeway Emergencies

611 I-Street, Suite B

Eureka, CA 95501

(707) 444-8208

www.hcaog.net

SYNOPSIS:

Citizen Participation Process for Assessing Unmet Transit Needs

Transportation Development Act

California's Transportation Development Act (TDA) legislates funding for transit purposes primarily, and for non-transit purposes under certain conditions. TDA funds are distributed through Regional Transportation Planning Agencies (RTPA) throughout the state. An RTPA must assess its jurisdiction's unmet transit needs prior to allocating any TDA funds for purposes *not* directly related to public transit or facilities used exclusively by pedestrians and bicyclists.

Public Process to Make a Finding

Each year, HCAOG conducts a citizen participation process to receive public comment concerning transit needs within the RTPA jurisdiction. The HCAOG Social Services Transportation Advisory Council (SSTAC) leads the process to solicit broad input from transportation-dependent and transportation-disadvantaged persons. Based on public testimony, the SSTAC's recommendations, and according to HCAOG's definitions (see box on the right), the HCAOG Board shall find that:

- (a) there are no unmet transit needs; or
- (b) there are no unmet transit needs which are reasonable to meet; or
- (c) there are unmet transit needs, including those that are reasonable to meet. (Section 99401.5)

If the HCAOG Board determines that a finding of (c) above applies to an HCAOG entity, then that entity will be required to spend all of their apportioned TDA funds for transit purposes. (Under other findings, entities are allowed to spend TDA funds for non-transit purposes, such as streets and roads maintenance.)

DEFINITIONS

Unmet transit needs are, at a minimum:

- (1) Trips requested from residents who do not have access to public transportation, specialized transportation, or private transport services or resources for the purpose of traveling to medical care, shopping, social/recreational activities, education/training, and employment; or
- (2) Proposed public transportation, specialized transportation, or private transport services that are identified in the following (but is not limited to): a Transportation Development Plan, Regional Transportation Plan, Coordinated Public Transit-Human Services Transportation Plan.

Additionally, the HCAOG TDA Rules stipulate that, for this process, unmet transit needs do not include:

- ❖ Improvements funded or scheduled for implementation in the next fiscal year.
- ❖ Minor operational improvements or changes such as bus stops, schedules, and minor route changes.
- ❖ Trips for purposes outside of Humboldt County.
- ❖ Trips for primary or secondary school transportation.
- ❖ Sidewalk improvements or street and road needs.

Reasonable to meet criteria:

- (1) Whether a need is reasonable to meet shall **not** be determined by comparing unmet transit needs with the need for streets and roads, or for the sole reason that there is a lack of available resources to fully meet the identified need.
- (2) New, expanded, or revised transit service that has not met performance standards in the first two full years of operation can be subject to termination as being unreasonable to meet.
- (3) The transit operator (TDA claimant) that is expected to provide a new, expanded, or revised transit service indicates that it is operationally feasible.
- (4) One and one time only, an unmet transit need may be found to be unreasonable to meet if time constraints make it infeasible to begin service within the coming fiscal year, or if more information is needed to determine whether the unmet transit need is reasonable to meet.

(over)

Report of Findings

HCAOG compiles public testimony and other comments from all entities, and includes it in the *Unmet Transit Needs Report of Findings* for the upcoming fiscal year. The HCAOG Board will consider and adopt the Report of Findings by March 2018.

Opportunities for Public Comment on Unmet Transit Needs

Public hearings are held each year by HCAOG and member entities to receive comments on unmet transit needs. Comments may be provided at any of the unmet transit needs public hearings or submitted to HCAOG throughout the year via email, Facebook, in person, or telephone through the contact information below.

Email: debra.dees@hcaog.net

Facebook: www.facebook.com/hcaog

Mail or in person: HCAOG Office

611 I Street, Suite B

Eureka, GA 95501

Telephone: (707) 444-8208



DISCUSSION AGENDA ITEM 2

SUPPORTING DOCUMENTATION FOLLOWS WITH: 9 PAGES

2. Discussion and First Reading of a Trinidad Cannabis Ordinance

ACTION AGENDA ITEM
Wednesday, October 11th, 2017

Item: Discussion and First Reading of Ordinance 2017-01 – The City of Trinidad Cannabis Ordinance.

Summary:

This draft Ordinance will prohibit all commercial cannabis activity, and all outdoor cannabis cultivation, within the City. It sets forth a permit process to allow limited indoor cannabis cultivation for personal use, as required under current state law. This is the most the City can do to limit Cannabis businesses and personal cultivation under current state law.

Staff Recommendation:

Staff recommend that the Council:

- a) first specify any final changes to Ordinance 2017-01 from the version in the staff report, then*
- b) proceed with a motion to waive the reading of the Ordinance text in full, and conduct the first reading of the final Ordinance by its title, 'Ordinance 2017-01, An Ordinance of the City of Trinidad Prohibiting Commercial Cannabis Activities and Regulating Cannabis Cultivation for Personal Use'*

Changes since the last Meeting

The Findings have been expanded to provide further detail on the reasoning behind the Ordinance

The Applicability and Interpretation Section has been added

Sections 7 and 8, providing detailed regulations and permitting for indoor cultivation, have been added. The City of Blue Lake's Ordinance was the template for these sections, and they are very similar.

The Enforcement section has been expanded (and renamed from 'Violations' in the prior draft)

Ordinance Implementation.

Enforcement of the prohibitions in this Ordinance will be a law enforcement issue best addressed by the Humboldt County Sheriff's Office.

The review of applications, required inspections, and issuance of permits for indoor cultivation will be primarily the responsibility of the Building Inspector. The City Planner and City Manager will review permits prior to issuance. Staff will work with the Building Inspector to create a permit application form and a permit review checklist.

Staff will return to Council with a recommendation for an appropriate permit fee, which will be set to recover the costs involved in permit issuance. Staff will track actual costs for these permits and the council can adjust this fee going forward as needed by resolution.

Process and Remaining Details

The Council can make changes to the current draft Ordinance by direction to staff at this meeting, prior to the first reading. If changes desired by the Council become too significant to track the exact language carefully, or require additional research and review to create final Ordinance text, it will be necessary to hold off on the first reading of the Ordinance to our next meeting to be sure we have the Ordinance correct.

When does it take effect? -

A second reading and final adoption can be held at the regular meeting of November 15th. No changes, except minor editorial corrections, can be made between the first and second reading.

The Ordinance will take effect 30 days from the second reading and adoption.

Staff Recommendation (repeated from above):

Staff recommend that the Council

a) first specify any final changes to Ordinance 2017-01 from the version in the staff report, then

b) proceed with a motion to waive the reading of the Ordinance text in full, and conduct the first reading of the final Ordinance by its title, 'Ordinance 2017-01, An Ordinance of the City of Trinidad Prohibiting Commercial Cannabis Activities and Regulating Cannabis Cultivation for Personal Use'



ORDINANCE 2017-01

AN ORDINANCE OF THE CITY OF TRINIDAD
PROHIBITING COMMERCIAL CANNABIS ACTIVITIES AND REGULATING CANNABIS
CULTIVATION FOR PERSONAL USE

The City Council of the City of Trinidad does hereby ordain as follows:

ORDINANCE 2017-01, SECTION 1:

There is hereby added to the Trinidad Municipal Code a new Section, 5.28, replacing the existing Section 5.28, which shall read as follows:

Section 5.28 Regulations for Commercial and Personal Cannabis Activities

Sections:

- 5.28.01 Short Title
- 5.28.02 Findings
- 5.28.03 Purpose
- 5.28.04 Applicability and Interpretation
- 5.28.05 Definitions
- 5.28.06 Prohibited Uses and Activities
- 5.28.07 Regulations for the Indoor Personal Cultivation of Marijuana
- 5.28.08 Permit Required
- 5.28.09 Exceptions
- 5.28.10 Enforcement
- 5.25.11 Severability
- 5.28.12 Effective Date

5.28.01 Short Title.

This Section shall be known and may be cited as "City of Trinidad Cannabis Ordinance."

5.28.02 Findings

5.28.02.1 Proposition 64, the Adult Use of Marijuana Act (AUMA) was approved by the voters and became effective November 9, 2016.

5.28.02.2 The AUMA and related laws legalize the use of recreational cannabis and create a State regulatory and licensing system for commercial cultivation, testing, manufacturing and distribution of nonmedical cannabis.

5.28.02.4 The AUMA and related state laws authorize local governments to prohibit all commercial cannabis businesses, and to adopt reasonable regulations over the manner by which personal use cultivation may lawfully be conducted. The City Council finds that such prohibitions and regulations are necessary because:

- A. Cultivation of cannabis may result in an increase in the risk of trespass, robbery and other violent crime due to its monetary value, and its pungent odors that may be detectable far beyond property boundaries.
- B. Cannabis that is cultivated indoors requires lighting systems that can result in excessive use of electricity which may overload standard electrical systems creating an unreasonable risk of fire
- C. Indoor cultivation of cannabis can lead to mold, mildew, and moisture damage to the building in which it is grown.
- D. Indoor cultivation of cannabis can lead to a decrease in rental housing stock as rental homes are converted to grow houses.
- E. The use of gas products, such as butane, and toxic chemicals are prevalent in the cultivation of cannabis and the production of cannabis products. The use of these dangerous substances poses safety and environmental concerns.
- F. Indoor cultivation of cannabis can lead to a decrease in rental housing stock as rental homes are converted to grow houses.

5.28.02.5. On August 9, Sept 13, and Sept 27, 2017, the City Council of the City of Trinidad, at duly noticed regular meetings, discussed and took public comment on the development of this proposed Ordinance, at which time all persons interested in the proposed Ordinance had the opportunity to address the City Council on these matters.

5.28.02.6 The proposed Ordinance has been processed in accordance with the applicable provisions of the California Government Code and the California Environmental Quality Act (CEQA), and the City has determined that the proposed Ordinance is Statutorily Exempt pursuant to Section 15061(b) (3) of the CEQA Guidelines, Title 14, Chapter 3 of the California Code of Regulations.

5.28.02.7 The City adopts this ordinance pursuant to its police powers granted under Article XI, section 7 of the California Constitution in order to promote the health, safety and welfare of the residents of the City of Trinidad.

5.28.03 Purpose.

The purpose of this Ordinance is to expressly prohibit all commercial cannabis activities in the City of Trinidad, and to reasonably regulate cannabis cultivation for personal use in the City of Trinidad to promote and protect the health, safety, and welfare of the residents of the City of Trinidad.

5.28.04 Applicability and Interpretation.

5.28.04.1 The indoor cultivation and processing of marijuana for personal use in a residence or detached accessory building within the jurisdiction of the City of Trinidad shall be controlled by the provisions of this Ordinance, regardless of whether the cultivation or processing existed or occurred prior to the adoption of this Ordinance.

5.28.04.2 Nothing in this Ordinance is intended, nor shall it be construed, to exempt any indoor residential cultivation of marijuana for personal use from compliance with the zoning and land use regulations of the City of Trinidad, or all applicable local and state construction, electrical, plumbing, land use, or any other building or land use standards or permitting requirements, or any other applicable ordinances of the City of Trinidad, or any other applicable state or federal laws.

5.28.04.3 Nothing in this Ordinance is intended, nor shall it be construed, to preclude a landlord from limiting or prohibiting marijuana cultivation, smoking, or other related activities by tenants.

5.28.04.4 All commercial cannabis activity within the jurisdiction of the City of Trinidad shall be controlled by the provisions of this Ordinance, regardless of whether such activity existed or occurred prior to the adoption of this Ordinance.

5.28.05 Definitions.

A. "Cannabis" means all parts of the plant *Cannabis sativa linnaeus*, *Cannabis indica*, or *Cannabis ruderalis*, whether growing or not; the seeds thereof; the resin, whether crude or purified, extracted from any part of the plant; and every compound, manufacture, salt, derivative, mixture, or preparation of the plant, its seeds, or resin. "Cannabis" also means the separated resin, whether crude or purified, obtained from cannabis. "Cannabis" includes cannabis that is used for medical, non-medical, or other purposes. "Cannabis" does not include the mature stalks of the plant, fiber produced from the stalks, oil or cake made from the seeds of the plant, any other compound, manufacture, salt, derivative, mixture, or preparation of the mature stalks (except the resin extracted therefrom), fiber, oil, or cake, or the sterilized seed of the plant which is incapable of germination. "Cannabis" also does not include industrial hemp, as defined in California Health and Safety Code section 11018.5.

B. "Cannabis accessories" means any equipment, products or materials of any kind which is intended for use, or designed for use in planting, propagating, cultivating, growing, harvesting, manufacturing, compounding, converting, producing, processing, preparing, testing, analyzing, packaging, repackaging, storing, smoking, vaporizing, or containing cannabis, or for ingesting, inhaling, or otherwise introducing cannabis or cannabis products into the human body.

C. "Cannabis product" means cannabis that has undergone a process whereby the plant material has been transformed into a concentrate, including, but not limited to, concentrated cannabis, or an edible or topical product containing cannabis or concentrated cannabis and other ingredients.

D. "Commercial cannabis activity" means the cultivation, possession, manufacture, distribution, processing, storing, laboratory testing, packaging, labeling, transportation, delivery or sale of cannabis and cannabis product for medical, non-medical, or any other purpose and includes the activities of any business licensed by the State or other government entity under Division 10 of the California Business and Professions Code, or any provision of State law that regulates the licensing of cannabis businesses.

E. "Concentrated cannabis" means manufactured cannabis that has undergone a process to concentrate one or more active cannabinoids, thereby increasing the product's potency. Resin from granular trichomes from a cannabis plant is a concentrate.

F. "Cultivation" means any activity involving the planting, growing, harvesting, drying, curing, grading, or trimming of cannabis.

G. "Delivery" means the commercial transfer of cannabis or cannabis products to a customer. "Delivery" also includes the use by a retailer of any technology platform owned and controlled by the retailer.

H. "Detached Accessory Building" means a building which is a) incidental and subordinate to the residence or residential use; b) located on the same parcel as the person's Private Residence; c) does not share at least ten (10) feet of common wall with the Private Residence or other accessory building; d) has a roof supported by connecting walls extending from the ground to the roof, and a foundation, slab, or equivalent base to which the floor is securely attached; and (e) has walls that are opaque. For the purposes of this Section, a greenhouse shall be considered a Detached Accessory Building if it meets the definition of Detached Accessory Building and complies with all other regulations set forth in this Ordinance.

I. "Distribution" means the procurement, sale, and transport of cannabis and cannabis products between entities licensed under Division 10 of the California Business and Professions Code, as they may be amended from time to time.

J. "Manufacture" means to compound, blend, extract, infuse, or otherwise make or prepare a cannabis product.

K. "MAUCRSA" means the Medicinal and Adult-Use Cannabis Regulation and Safety Act as codified in Division 10 of the Business and Professions Code, as the same may be amended from time to time.

L. "Private residence" means a house, an apartment unit, condominium, or other similar dwelling that is lawfully used as a residence.

5.28.06 Prohibited uses and activities.

5.28.06.1 Commercial Cannabis Activity Prohibited. Commercial cannabis activity, whether for profit or not-for profit, and whether for medical or recreational purposes, is prohibited in the City of Trinidad. No person shall establish, operate, maintain, conduct, allow, or engage in commercial cannabis activity anywhere within the city. To the extent that this prohibition conflicts with any other provision of this Municipal Code, this prohibition will control.

A. A property owner shall not allow any person or business to establish, operate, maintain, conduct, or engage in commercial cannabis activity on any real property within the City of Trinidad owned or controlled by that property owner.

B. Subsection A above shall prohibit all cannabis activities for which a State license is required pursuant to the MAUCRSA, as the same may be amended from time to time. Accordingly, the city shall not issue any permit, license or other entitlement for any activity for which a State license is required under the MAUCRSA, as the same may be amended from time to time.

5.28.06.2 Outdoor Cultivation Prohibited. Outdoor cultivation of cannabis plants for personal use or commercial use is prohibited in the City of Trinidad.

5.28.07 Regulations for the Indoor Personal Cultivation of Marijuana.

To eliminate the potential nuisance and health and safety impacts to the greatest extent possible, Personal Cultivation of Marijuana shall be in conformance with the following standards:

5.28.07.1 No Personal Cultivation of Marijuana shall occur unless and until the person has obtained a permit issued by the City of Trinidad pursuant to Section 5.28.08, below.

5.28.07.2 Personal Cultivation of Marijuana shall occur Indoors in a Private Residence and/or in a Detached Accessory Building.

5.28.07.3 A person may not conduct the Personal Cultivation of Marijuana in more than one Private Residence or Detached Accessory Building within the City of Trinidad, regardless of whether the person owns or leases two or more parcels within the City of Trinidad.

5.28.07.4 Personal Cultivation of Marijuana within a Private Residence shall not exceed six Marijuana plants, shall not exceed fifty square feet, and shall not exceed ten (10) feet in height, per Private Residence, regardless of the number of persons over the age of 21 residing in the Private Residence.

5.28.07.5 Personal Cultivation of Marijuana within a Detached Accessory Building shall not exceed six Marijuana plants, shall not exceed fifty (50) square feet, and shall not exceed ten (10) feet in

height, per parcel of real property, regardless of the number of persons over the age of 21 residing on the parcel and regardless of the number of Detached Accessory Buildings on the parcel.

5.28.07.6 The Private Residence where the Personal Cultivation of Marijuana occurs shall maintain a kitchen and bathroom(s) for their intended use, and the kitchen, bathroom(s), and bedroom(s) shall not be used primarily for marijuana cultivation.

5.28.07.7 The Private Residence or Detached Accessory Structure where Personal Cultivation of Marijuana occurs shall comply with all applicable state law and City of Trinidad ordinances, including fire and building codes.

5.28.07.8 The Private Residence or Detached Accessory Structure where Personal Cultivation of Marijuana occurs shall be secured against unauthorized entry.

5.28.07.9 Lighting used for the Personal Cultivation of Marijuana shall not exceed 1,200 watts in the aggregate for any single Personal Cultivation Permit.

5.28.07.10 All electrical equipment and wiring used in the Personal Cultivation of Marijuana shall be fully compliant with current Building Code, and shall be plugged directly into a wall outlet or otherwise hardwired. Any electricity supplied to a greenhouse shall be used exclusively to operate the filtration system.

5.28.07.11 No toxic or flammable fumigant shall be used for the Personal Cultivation of Marijuana.

5.28.07.12 The use of gas products (e.g. CO₂, butane, etc.) for the Personal Cultivation of Marijuana is prohibited.

5.28.07.13 No effluent, including but not limited to waste products, chemical fertilizers or pesticides shall be discharged into drains, septic systems, community sewer systems, water systems or other drainage systems including those that lead to rivers, streams and bays as a result of the Personal Cultivation of Marijuana.

5.28.07.14 The Personal Cultivation of Marijuana shall not adversely affect the health or safety of residents, neighbors, or nearby businesses by creating dust, glare, heat, noise, noxious gasses, odor, smoke, traffic, vibration, or other impacts, or be hazardous due to use or storage of materials, processes, products or wastes associated with the Personal Cultivation of Marijuana.

5.28.07.15 On parcels that contain more than one Private Residence, no odor of Marijuana shall be detectable from the exterior of the Private Residence or Detached Accessory Building by a person of ordinary senses. On parcels that contain only one Private Residence, no odor of Marijuana shall be detectable from the parcel boundaries by a person of ordinary senses. To achieve this, the Marijuana cultivation area (whether in a Private Residence or Detached Accessory Building) shall be, at a minimum, mechanically ventilated with a carbon filter or other superior method to prevent the odor of Marijuana from escaping the indoor cultivation area and negatively impacting neighbors and the surrounding community. Ventilation systems shall be installed in a manner that facilitates decommissioning and a return of the cultivation area to noncultivation residential uses.

5.28.07.16 From a public right of way, neighboring properties, or neighboring housing units, there shall be no visual or auditory evidence of the Personal Cultivation of Marijuana at or within the Private Residence or Detached Accessory Building that is detectable by a person of ordinary senses.

5.28.07.17 No sale, trading, or dispensing of Marijuana is allowed on a parcel where the Personal Cultivation of Marijuana occurs.

5.28.07.18 A waterproof membrane or other waterproof barrier shall be installed in the cultivation area or beneath individual plants to protect the floor from water damage.

5.28.08 Permit Required.

5.28.08.1 A permit issued by the City of Trinidad must be obtained before a person may lawfully engage in the Personal Cultivation of Marijuana within the City of Trinidad.

5.28.08.2 A Personal Cultivation Permit shall be issued if the applicant does the following:

A. Completely and accurately submit an application for a Personal Cultivation Permit on a form supplied by the City of Trinidad. Among other things the City of Trinidad may require, the application shall require each person to provide proof of ownership of the parcel or, when applicable, the expressed written consent of his or her landlord to engage in all permitted activity.

B. Successfully passes an initial inspection conducted by the City of Trinidad or its designated representative to ensure the Private Residence or Detached Accessory Building complies with this Ordinance, including but not limited to, Section 5.28.07, above.

C. Pay the required fee for issuance of a Personal Cultivation Permit. The City Council of the City of Trinidad may make annual adjustments to the permit fee in its sole discretion by resolution.

D. Submit to periodic inspections of the Private Residence or Detached Accessory Building. Such periodic inspections, however, shall not exceed more than one (1) inspection per six (6) month period and shall be conducted only after prior 48 hours written notice is sent to the permit holder by certified mail. Notwithstanding the foregoing, the City of Trinidad reserves the right to conduct more frequent inspections if (a) the City of Trinidad has credible information that a violation of this Ordinance is occurring or (b) the person has violated this Ordinance within the past two (2) years.

5.28.08.3 Once issued, a Personal Cultivation Permit is valid for a period of one year from the date of issuance. A Personal Cultivation Permit may be renewed in accordance with Section 5.28.08.2, above.

5.28.08.4 A Personal Cultivation Permit is personal to the applicant and authorizes the Personal Cultivation of Marijuana only at the location described in the application. A Personal Cultivation Permit is not transferable to another person or to another parcel.

5.28.09 Exceptions

5.28.09.1. Notwithstanding Subsection 5.28.05 above, the delivery of medical cannabis from a business located outside the city and licensed under the MAUCRSA, or any other provision of law that permits State licenses for medical cannabis businesses, shall be permitted into the city.

5.28.09.2 As allowed under the AUMA, persons over 21 years of age may engage in the cultivation of six or fewer live cannabis plants either within a single private residence, or inside an accessory structure located upon the grounds of a private residence. Where such cultivation involves installation or modification of electrical systems, hi wattage lights, plumbing, or other building modifications, a Building Permit may be required to ensure personal and public safety.

5.28.10 Enforcement

5.28.10.1 It is unlawful to violate the provisions of this Section. Any person, firm, corporation, or other entity, whether as principal, agent, employee or otherwise, violating or causing violation of any provision of this Section is guilty of a misdemeanor and shall, upon conviction thereof, be

punished in the manner provided in Trinidad Municipal Code Section 1.08.010, unless such violation constitutes a felony under California law, in which case the penalty under California shall apply.

5.28.10.2 Violations of this Ordinance constitute a public nuisance per se and are subject to injunction, abatement, or any other remedy available to the City of Trinidad as provided by all applicable provisions of law, including but not limited to administrative or summary abatement of any nuisance conditions, immediate revocation of the Personal Cultivation Permit, and/or a civil action for injunctive relief, as provided in Trinidad Code Section 8.12.

5.28.10.3 All remedies provided for herein are cumulative and not exclusive, and are in addition to any other remedy or penalty provided by law. Nothing in this Ordinance shall be deemed to authorize or permit any activity that violates any provision of state law.

5.28.10.4 Any Personal Cultivation Permit issued under this Ordinance shall be revoked by operation of law, and without prior notice to the permit holder, in the event the permitted activity is made illegal under State law.

5.28.11 Severability

Should any subsection or provision of this ordinance be declared by a court of competent jurisdiction to be invalid, that decision shall not affect the validity of the ordinance as a whole or any part thereof, other than the part so declared to be invalid. The City Council hereby declares that it would have adopted this Ordinance, and each section, subsection, subdivision, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more sections, subsections, subdivisions, sentences, clauses, phrases, or portions thereof be declared invalid or unconstitutional.

5.28.12 Effective Date

This ordinance becomes effective thirty (30) days after the date of its approval and adoption.