



ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Application Form for Part A

Parts B & C must be completed using a separate document

PROJECT unique APPLICATION NO.:

01-Trinidad-1

Auto populated

Total ATP Funds Requested:

\$ 714

(in 1000s)

Auto populated

Important: Applicants must follow the CTC Guidelines and Chapter 22 of the Local Assistance Program Guidelines, and include attachments and signatures as required in those documents. Ineligible project elements may result in a lower score/ranking or a lower level of ATP funding. Incomplete applications may be disqualified.

Applicants are expected to use the corresponding “step-by-step” Application Instructions and Guidance to complete the application (3 Parts):

Part A: General Project Information

Part B: Narrative Questions

Part C: Application Attachments

Application Part A: General Project Information

Implementing Agency: This agency must enter into a Master Agreement with Caltrans and will be financially and contractually responsible for the delivery of the project within all pertinent Federal and State funding requirements, including being responsible and accountable for the use and expenditure of program funds. This agency is responsible for the accuracy of the technical information provided in the application and is required to sign the application.

IMPLEMENTING AGENCY'S NAME:

Trinidad

IMPLEMENTING AGENCY'S ADDRESS

CITY

ZIP CODE

409 Trinity Street

Trinidad

CA

95570

IMPLEMENTING AGENCY'S CONTACT PERSON:

Dan Berman

CONTACT PERSON'S TITLE:

City Manager

CONTACT PERSON'S PHONE NUMBER:

(707) 667-3876

CONTACT PERSON'S EMAIL ADDRESS :

citymanager@trinidad.ca.gov



Project Partnering Agency: Entities that are unable to apply for Active Transportation Program funds or that are unable to enter into a Master Agreement with the State must partner with an eligible applicant that can implement the project. **In addition, entities that are unfamiliar with the requirements to administer a Federal-Aid Highway Program project may partner with an eligible applicant that can implement the project.**

If another entity (Partnering Agency) agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement (e.g., letter of intent) must be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the first request for allocation. For these projects, the Project Partnering Agency's information shall be provided below.
(The Grant Writer's or Preparer's information should not be provided)

PROJECT PARTNERING AGENCY'S NAME:

PROJECT PARTNERING AGENCY'S ADDRESS

CITY

ZIP CODE

		CA	
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PROJECT PARTNERING AGENCY'S CONTACT PERSON:

CONTACT PERSON'S TITLE:

CONTACT PERSON'S PHONE NUMBER:

CONTACT PERSON'S EMAIL ADDRESS :

MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans?

Yes No

Implementing Agency's Federal Caltrans MA number

01-5036R

Implementing Agency's State Caltrans MA number

00062S

* Implementing Agencies that do not currently have a MA with Caltrans, must be able to meet the requirements and enter into an MA with Caltrans prior to funds allocation. The MA approval process can take 6 to 12 months to complete and there is no guarantee the agency will meet the requirements necessary for the State to enter into a MA with the agency. Delays could also result in a failure to meeting the CTC Allocation timeline requirements and the loss of ATP funding.

PROJECT NAME: (To be used in the CTC project list)

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

PROJECT DESCRIPTION: (Max of 250 Characters)

PROJECT LOCATION: (Max of 250 Characters)



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

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

Project Coordinates: (latitude/longitude in decimal format) Lat. 41.057858 /long. -124.145647

Congressional District(s):

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

Caltrans District(s):

County:

MPO:

RTPA:

MPO UZA Population:

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

ESTIMATION OF ACTIVE TRANSPORTATION USERS

Existing Counts:	Pedestrians	<u>690</u>	Bicyclists	<u>101</u>
One Year Projection:	Pedestrians	<u>1,056</u>	Bicyclists	<u>155</u>
Five Year Projection:	Pedestrians	<u>1,143</u>	Bicyclists	<u>165</u>

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

Bicycle: Class I Class II Class III Other _____

Pedestrian: Sidewalk Crossing Other Multi-Use Facility

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

DISADVANTAGED COMMUNITIES

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

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

Household Income Yes No CalEnvioScreen Yes No

Student Meals Yes No Local Criteria Yes No

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

CORPS

Does the agency intend to utilize the Corps: Yes No



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

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

“Plan” applications to show as NI only

Development of a Plan in a Disadvantaged Community: Yes No

If Yes, check all Plan types that apply:

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

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

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

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

- Bicycle Transportation** % of Project 30.0 % (ped + bike must = 100%)
- Pedestrian Transportation** % of Project 70.0 %
- Safe Routes to School** *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

How many schools does the project impact/serve: _____

If the project involves more than one school: 1) Insert “Multiple Schools” in the School Name, School Address, and distance from school; 2) Fill in the student information based on the total project; and 3) Include an attachment to the application which clearly summarizes the following school information and the school official signature and person to contact for each school.

School name: _____
 School address: _____
 District name: _____
 District address: _____
 Co.-Dist.-School Code: _____

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

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

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

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



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

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

For all trails projects:

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

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

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

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

PROJECT STATUS and EXPECTED DELIVERY SCHEDULE

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

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

MILESTONE:	DATE COMPLETED	OR	EXPECTED DATE
CTC - PA&ED Allocation:	_____		7/8/16
* CEQA Environmental Clearance:	_____		3/8/17
* NEPA Environmental Clearance:	_____		3/8/17
CTC - PS&E Allocation:	_____		8/25/17
CTC - Right of Way Allocation:	_____		8/25/17
* Right of Way Clearance & Permits:	_____		5/25/18
Final/Stamped PS&E package:	_____		9/1/18
* CTC - Construction Allocation:			1/29/19
* Construction Complete:			3/29/20
* Submittal of “Final Report”			6/29/20



PROJECT FUNDING (in 1000s)

Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged. See the Application instructions for more details and requirements relating to ATP funding.

ATP funds being requested for this application/project by project delivery phase:

ATP funds for PA&D:	\$22	
ATP funds for PS&E:	\$86	
ATP funds for Right of Way:	\$75	
ATP funds for Construction:	\$509	
ATP funds for Non-Infrastructure:	\$22	<i>(All NI funding is allocated in a project's Construction Phase)</i>
Total ATP funds being requested for this application/project:	\$714	

Local funds leveraging or matching the ATP funds: \$8

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

Additional Local funds that are 'non-participating' for ATP: \$0

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

TOTAL PROJECT FUNDS: **\$722**

ATP - FUNDING TYPE REQUESTED:

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

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

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

Trinidad is a small town with limited City staff, and it would constitute a hardship for the City to process paperwork required federal funding. Therefore the City is requesting SOF for this project. Refer to Form 22f, in Attachment K, Reference 3.

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



ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Part B: Narrative Questions (Application Screening/Scoring)

Project unique application No.: 01-Trinidad-01

Implementing Agency's Name: City of Trinidad

Important:

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

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

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

1. Demonstrated fiscal needs of the applicant:

The City of Trinidad is a small fishing village and struggles to fund road and existing infrastructure maintenance. The little funding the City has for this project has been allocated as the City's matching funds, and the City has **no additional funding for this project**. Funding for construction of this and other new infrastructure projects is possible only through grant funding. Median household income in Trinidad is \$41,618, which is 68.1% of the median household income in the State of California, qualifying Trinidad as an **economically disadvantaged community** (Attachment I, Reference 1).

No portion of this project is related to past or future environmental mitigation resulting from a separate capital improvement project.

2. Consistency with Regional Plan.

The City of Trinidad – Van Wycke Bicycle and Pedestrian Connectivity Project is **listed as a top priority project in the HCAOG's 2008 Regional Transportation Plan (RTP)** (updated August 21, 2014), refer to Attachment I, Reference 2. This project is consistent with the Bicycle and Pedestrian System Element in the RTP in supporting the stated goal to create an interconnected, safe and efficient pedestrian and bicycle system that is an essential component of the regional transportation system. In addition, the project eliminates barriers to non-motorized transportation and expands the regional network of interconnected pedestrian and bicycle facilities.



Part B: Narrative Questions

Detailed Instructions for: Question #1

QUESTION #1

POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS. (0-30 POINTS)

A. Describe the following:

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

The City of Trinidad is one of California's smallest incorporated cities, with a population of approximately 367 (2010 Census). Trinidad is small, and residents of all ages often walk and bike to get to school, run errands, or head down the street to get a cup of coffee. Many parents and students use active modes of transportation to get to Trinidad Elementary School, located at the heart of town. In the summertime, visitors come to Trinidad to enjoy the beaches, shop, and hike on the many nearby trail systems. While many residents and visitors travel Trinidad on foot, there are portions of town where the non-motorized infrastructure is lacking, and most get in their cars to bypass these areas.

Approximately 170 students attend Trinidad Elementary School, which is located in the heart of town. The Humboldt County Association of Governments (HCAOG) conducted a Parent Survey in September, 2014, which provided the most up to date, detailed data on students who use active modes of transportation to get to school. According to the parent survey report, 70% of students are dropped off at school by parents which results in morning and afternoon traffic congestion. Approximately 10% of students walk, and 5% bike to school, although 32% of students live less than one mile and 48% are less than two miles away from school. In addition to students walking to and from school, Trinidad Elementary School teachers frequently take students on walking field trips to various sites throughout Trinidad, and often walk along the Van Wycke Street Trail and Edwards Avenue to access field trip destinations.



Historically, very little data has been collected on non-motorized transportation in Trinidad, largely due to the limited resources and available funding. However, a traffic analysis was conducted specifically for this project in order to estimate the current and future use of the proposed non-motorized improvements. City staff stood at the corner of Trinity Street and Edwards Avenue and gathered information on the numbers and types of traffic for one hour on May 22, 2015. This data was used to estimate the daily average number of users over the course of one year. The results of this study and methods used to extrapolate the data are shown in Attachment I, Reference 3. In the vicinity of the proposed improvements, the number of bicyclists is approximately 101 per day and the number of pedestrians is 551 per day. This number might seem high given that the population of Trinidad is under 400, however many people, both local and from out of the area visit the Trinidad Memorial Lighthouse as it is a local landmark and has a breathtaking view over Trinidad Bay and harbor.

After construction of this project, the number of active transportation users along the improved routes is expected to increase by 50%, increasing the number of bicyclists to 155 and number of pedestrians to 1,056 per day. This value is within the range of the measured increases in pedestrian and bicycle traffic from studies of other projects, refer to excerpts from *Guidebook on Methods to Estimate Non-Motorized Travel: Supporting Documentation* (Attachment I, Reference 4). The estimated increase accounts for the increased number of Trinidad residents who will be more likely to use the trail and/or bicycle lanes to get around town, but also the number of visitors who are likely to use the new non-motorized routes. According to the City staff who conducted the traffic count, an estimated 40% of pedestrians at the lighthouse were motorists who stopped driving to briefly get out of their vehicles and look at the view before driving down to the Trinidad Harbor and Trinidad State Beach area. The proposed improvements will make the bike and pedestrian routes more conspicuous to visitors who will then be more likely to use the Van Wycke Street Trail to access the lower part of Trinidad, thus increasing the number of non-motorized users.



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

Trinidad has one major disconnect in the town's bike and pedestrian accessible routes that cuts the town in half and prevents many residents and visitors from utilizing existing sidewalks, trails, bike routes and other non-motorized routes that would otherwise be heavily traveled. This gap occurs near the intersection of Edwards Street and Trinity Street, where sidewalks end, and pedestrians and bicyclists must walk and ride alongside traffic, including commercial truck traffic, along portions of Edwards Avenue that have no bike lanes or pedestrian improvements. Refer to Attachment E, Figure 3. Further down the street, Edwards Avenue narrows, steepens, sight distance becomes reduced due to a sharp turns, and shoulders along the street are non-existent, making the route dangerous for pedestrians and bicyclists.



Edwards Street looking southwest, this project would bypass this dangerous section of Edwards Street. GoogleEarth, 2015.

The Van Wycke Street Trail bypasses the most dangerous section of Edwards Avenue, and historically provided a safer pedestrian route, however the trail is failing due to coastal bluff erosion, which has significantly reduced access and is exposing users to a potentially hazardous condition. If the trail is not stabilized and improved, there is a high likelihood of ongoing deterioration which will force the City to permanently close the trail to all users. The Trinidad Chamber of Commerce *Explore Trinidad Map* (Attachment I, Reference 5) does not show the Van Wycke Street Trail because it is dangerous for public use. This map also shows the gap in safe non-motorized routes, as Edwards is the only connecting element between the main part of town and lower Trinidad which



includes the Trinidad Harbor, Trinidad Bay, Trinidad Head, and Trinidad State Beach. The Trinidad Rancheria (a federally recognized Native American Tribe) owns and operates the Trinidad Pier, boat launch facilities, parking lot, public restrooms, Seascape Restaurant, and other infrastructure in the area.



Van Wycke Street Trail failing due to coastal erosion, rail shown used to be level.

The Van Wycke Bicycle and Pedestrian Connectivity Project would create a central trailhead at the Trinidad Memorial Lighthouse in the heart of town, and **create new routes to close gaps in existing non-motorized routes and improve and maintain**



a critical non-motorized route through town. Refer to the proposed project concept plan, Figure 2, Attachment E. This project would connect the Trinidad Harbor parking lot and trailhead with the proposed trailhead at the Trinidad Memorial Lighthouse. The Trinidad Rancheria, owns and operates the Seascapes Harbor Properties, including the Trinidad Pier, Seascapes Restaurant, Boat launch, the access to Trinidad Head, and much of the public parking area for Trinidad Head and Trinidad State Beach. The City and Trinidad Rancheria are working closely together to ensure that this project meets the needs of both entities and maximizes the benefit to all Trinidad residents and community members.

This project will result in a more walkable and bikeable community, increasing safety, health and quality of life for the citizens of Trinidad, and supporting local tourism, one of Trinidad's main industries. Completion of this project will encourage residents to use the trail for commuting and recreational purposes, **local teachers could again use the trail to take walking field trips with their students** to Trinidad State Beach and Humboldt State University's Fred Telonicher Marine Laboratory, and visitors and tourists could use the route for recreational purposes including access to the trails around Trinidad Head, the Trinidad Harbor, Trinidad Bay, Trinidad State Beach, and other locations that the trail connects with.

This project would **remove a barrier to mobility by extending a non-motorized route through the installation of ADA compliant curb ramps, a crosswalk, a sidewalk, establishing a bike route, and reestablishing Van Wycke Street Trail**, resulting in a complete non-motorized link from the City center to the popular waterfront area. The **new bike route and trail along portions of Edwards Street would create new bike and pedestrian routes and close gaps between existing non-motorized routes.** Signage installed at the Trinidad Memorial Lighthouse Trailhead, Trinidad Harbor Trailhead, on Edwards Street, and at the Corner of Van Wycke Street and Galindo Street would show visitors and residents alike the non-motorized routes available, and would direct them to those routes, increasing the number of people who use active modes of transportation in Trinidad.



The project provides safe and defined connectivity to and from the facilities on the bluff to the Trinidad Harbor and Head Area. Facilities on the bluff include Caltrans Park and Ride at US Highway 101 and Main Street; Trinidad Park, Trinidad Library, Trinidad Museum, Trinidad City Hall, Trinidad Town Hall and Trinidad Elementary School on Trinity Street; the Old Indian Village of Tsurai (California Historical Landmark No. 838), the Town of Trinidad (California Historical Landmark No. 216), and Trinidad Memorial Lighthouse on Edwards Street; and the Humboldt State University Fred Telonicher Marine Laboratory on Ewing Street. Facilities at Trinidad Harbor and Head area include the Trinidad Pier, the Trinidad Head Lighthouse (No. 91001098 on the National Register of Historic Places), Trinidad Head (California Historical Landmark No. 146), Trinidad Head Trail, Trinidad State Beach, and a public restroom facility at the Trinidad Harbor.

Some students who attend Trinidad Elementary School do bike and walk to school, however the numbers could be increased by improving infrastructure. In a 2014 survey of the parents of children who attend Trinidad Elementary School (Attachment I, Reference 6), parents reported that some of the top reasons for not allowing their children to walk or bike to school included the speed of traffic along routes (54%), sidewalks or pathways (50%), amount of traffic along routes (46%), and safety at intersections and crossings (32%). Trinidad Elementary School faculty frequently utilize Van Wycke Street and the Van Wycke Street Trail for walking field trips to the Trinidad Head, Trinidad Harbor, Trinidad State Beach and Humboldt State University's Fred Telonicher Marine Laboratory as part of their Marine Activities and Resource Education Program. Safer crossings along Edwards Avenue and the improved Van Wycke Street Trail would provide a safe route from neighborhoods to Trinidad Elementary School, which is especially important to the youngest students, who do not fully understand the traffic dangers. If the project were not to be completed and if the trail were to further deteriorate and be closed, the School would need to reevaluate whether walking field trips could continue to be a part of their program.



The Non-Infrastructure (NI) component of this project is designed to **encourage Trinidad residents and community members to use active modes of transportation and educate them about bicycle and pedestrian safety.** A project information booth would be set up at the annual Trinidad Fish Festival. The booth would be staffed by City and Redwood Community Action Agency (RCAA) staff who would show posters depicting the proposed improvements and bicycle and pedestrian safety information. Part of the Non-Infrastructure component includes preparation of a Trinidad Bicycle and Pedestrian Route Map that would be available at the Trinidad Fish Festival, and made available to the public at City Hall. The third Non-Infrastructure component would be a bike rodeo held in Saunders Park that would be geared towards teaching children about bicycle and pedestrian safety and encourage using active modes of transportation. RCAA staff would work with local volunteers, City staff, and Trinidad School staff to coordinate preparation of events and maps, while at the same time teaching these members of the community how to hold their own events. Teaching local community members and providing electronic copies of the prepared posters and maps ensures that **Trinidad will have the tools to host their own events and produce maps and posters long after ATP funding is expended.**

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

This project is a top priority for the City. The Van Wycke Street Trail is failing and if nothing is done to stabilize and re-establish this trail, it will soon be closed and there will be no continuous, safe, non-motorized route connecting the two sides of Trinidad.

This project is **identified as the top priority project for the City of Trinidad in the HCAOG's 2008 Regional Transportation Plan (RTP)** (updated August 21, 2014), refer to Attachment I, Reference 2. HCAOG wrote a letter of support for this project, which is included in Attachment J. Letters from the Trinidad Rancheria, Trinidad Union School District, the Trinidad Coastal Land Trust, Trinidad Chamber of



Commerce, and the Trinidad Museum Society are also included in Attachment J, and show community wide support for this project.

This project is the direct result of public demand for improved non-motorized routes in Trinidad. The impetus to complete this project was echoed by the greater Trinidad community on March 9th, 2015 when the City hosted a Trinidad City Council 2015-16 Goals & Priorities Workshop. The workshop was designed to gather input from the public as to what the top concerns in Trinidad were. Non-motorized transportation improvements connecting trail systems were identified as one of the top priorities for the City, and improving the **Van Wycke Street Trail was specifically named by Trinidad residents as a priority project**. The need for improved interpretive signage and public education about bike and pedestrian safety was also emphasized at the meeting.



Part B: Narrative Questions

Detailed Instructions for: Question #2

QUESTION #2

POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-25 POINTS)

- A. Describe the plan/program influence area or project location's history of collisions resulting in fatalities and injuries to non-motorized users and the source(s) of data used (e.g. collision reports, community observation, surveys, audits). (10 points max.)**

Both the Transportation Injury Mapping System (TIMS) and Statewide Integrated Traffic Record System (SWITERS) databases were accessed, and had no record of accidents in Trinidad. Trinidad is a small, rural community and while traffic accidents do occur, they are often not reported. Since no accident data specific to Trinidad is available, some information from the County is included below.

Injuries from motor vehicle crashes are a major public health concern in Humboldt County, as they were the leading or second-highest cause of death every year between 2007 and 2011 for people under the age of 45 (Humboldt County Community Health Assessment 2013, see Attachment I, Reference 7). The average annual mortality rate, 2009-2011, for Humboldt County residents due to motor vehicle collisions is 15.7 per 100,000 people as compared to the California rate of 7.5 per 100,000 people (Humboldt County Vital Statistics Automated Vital Statistics System & California Electronic Death Registration System).

In Trinidad, there are a number of safety hazards and concerns regarding the existing pedestrian facilities on Edwards Street. As described above, pedestrians continuing along Edwards Street beyond the limits of the sidewalk are forced to walk in the street. Due to the topography, landscaping and general nature of the area, walking along the shoulder can be difficult. In addition, curbside parking is allowed along portions of Edwards Street forcing pedestrians to walk directly in the travel lane.



- B. Describe how the project/program/plan will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities; including but not limited to the following possible areas: (15 points max.)

There is no continuous non-motorized route that connects the central area of the City to the waterfront, which means bikes and pedestrians are forced to utilize roadway shoulders when accessing these areas. This project focuses on **providing a safe alternative route for non-motorized users to minimize the potential for pedestrian and/or bicycle injuries or fatalities** that result when non-motorized users are forced to share facilities with vehicles. Van Wycke Street more closely resembles a driveway than a street because it is a narrow dead-end street that provides access for only a few residents. The proposed 200-foot long trail segment in the middle of the two disconnected sections of Van Wycke Street can only be used by pedestrians and prevents through traffic. The Van Wycke Street and Trail offers the only alternative route in the City for pedestrians and non-motorized vehicles to access the Trinidad Harbor away from the hazards associated with vehicular areas. By removing the pedestrian traffic from the main roadway and providing a scenic, more direct route to the bay, this project will help to prevent or reduce pedestrian and/or bicycle injuries in the future.

Despite the warning signage installed by the City, residents and visitors alike continue to use the failing Van Wycke Street Trail, which is subject to potential catastrophic failure at any time due to the eroding coastal bluff below. This project would stabilize the trail **eliminating the potential for catastrophic bluff failure**, which could potentially be life threatening.



Warning sign installed by the City of Trinidad at the entrance to Van Wycke Trail.

- **Reduces speed or volume of motor vehicles in the proximity of non-motorized users.**

This project will be adding a high visibility crosswalk at the intersection of Edwards Street and Hector Street. Studies have shown that by adding marked crosswalks along pedestrian routes, helps to reduce vehicular speeds in the area. In 2001, FHWA conducted a case study to determine the effects of crosswalk markings on driver and pedestrian behavior. The studies showed that adding crosswalks reduced vehicular approach speeds by nearly 7% as well as reducing the speeds at the crosswalk by more than 20%.

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

High-visibility patterned crosswalks increase the driver's cognizance of and regard for pedestrian activity. The high-visibility pattern provides a larger surface area in the direction of travel, which increases visibility at a greater distance. In addition, these patterns are designed to be installed so that the pattern will avoid the vehicle's primary



wheel path. The benefit with regard to safety is that the crosswalk will remain visible for many years with little or no maintenance needed.

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

Along Edwards Street, existing pedestrian infrastructure is inadequate, resulting in little or no boundary between the pedestrian and vehicular areas, and creating a conflict point between pedestrians and motorized vehicles. In this situation, pedestrians walk and bike along the road or in the shoulder and cross the streets at gaps or openings in traffic. Without a designated pedestrian boundary or crossing location, careless actions lead to unpredictable behaviors, which ultimately lead to collisions.

This project includes construction of a sidewalk and gravel pathway along Edwards Street, as shown in Figure 2, Attachment E. These improvements will keep pedestrians out of the street by **creating a safe, dedicated pedestrian route of travel**. Improvements to the Van Wycke Street trail will provide pedestrians and bicyclists a route that bypasses Edwards Street, completely separating motorized and non-motorized traffic.

The Trinidad Memorial Lighthouse is a particularly dangerous conflict point as visitors who stop there are often distracted by the lighthouse and the ocean view and unaware of oncoming traffic. City staff observed during the traffic analysis (described in question 1) that because of the lack of sidewalks or pedestrian routes at the Trinidad Memorial Lighthouse parking lot, pedestrians walk on Edwards Street directly in the path of vehicular travel of cars backing out of the Trinidad Memorial Lighthouse parking lot, and through traffic on Edwards Street. This conflict point would be eliminated by the addition of a pedestrian walkway at the south side of the parking lot by attracting pedestrians to walk in the walkway rather than behind parked cars and the vehicular travel lane on Edwards Street.

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



The proposed project includes the addition of new pavement markings and signage indicating the non-motorized route. By installing these items, both pedestrians and motorists are reminded and encouraged to obey general traffic rules and to behave accordingly.

In addition to the new pavement markings and signage, crosswalks have been known to improve compliance. In the same FHWA study as described previously, other “compliance”-based behaviors were analyzed, specifically driver yield to pedestrian and the number of pedestrians walking within the marked crosswalk. The study found that when a marked crosswalk was added, driver yield increased by nearly 28%. In addition, the number of pedestrians walking within the marked crosswalk increased by 15%. Providing a defined road space for pedestrians, bicyclists and motorists helps to promote safe and orderly traffic flows as well as compliance with local traffic laws.

- Addresses inadequate traffic control devices.

The addition of cross walks and signage will help address the lack of traffic control devices that are needed to warn drivers of the presence of pedestrians and bicyclists in the area.

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

As described above, the lack of pedestrian infrastructure (specifically sidewalks) forces pedestrians to walk in the shoulder or in the roadway. These are the behaviors that lead to accidents, making connectivity of the pedestrian infrastructure in this area a primary concern. To address this, approximately 340 linear feet of sidewalk will be added along Edwards Street to Van Wycke Street.

When sidewalks, crosswalks, signage, etc. are added, drivers and pedestrians have a designated area in which they belong. Crosswalks channel the number of crossings into particular location, thus increasing the awareness and predictability of crossings,



while also reducing the number of potential conflict points. All of these factors help to reduce the random and unpredictable behaviors that lead to collisions.

Addition of the crosswalk along Edwards Street will encourage motorists to slow down and be more cognizant of pedestrians and bicyclists in the vicinity, reducing the chances of collisions with them.

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

In the area of Trinidad where project improvements are proposed, there are few “pedestrian-driven” traffic control devices. Edward Street has no signage to warn drivers of the presence of pedestrians and bicyclists or similarly named pavement marking messages. The inadequacies of this portion of the project result from the lack of pedestrian infrastructure. Given that there are little or no pedestrian facilities along this corridor, the “pedestrian-driven” traffic control devices are almost nonexistent. Installation of **signage and crosswalks will rectify the lack of adequate traffic control devices in the area.**

The project limits are based on the point at which sidewalks begin and end on Edwards Street. Along this section of Edwards Street, there is a 1,250-foot gap in between the sidewalks, which forces pedestrians on to the roadway. The proposed project is not to add 1,250 linear feet of sidewalks but connect these two sections of sidewalk using an alternate (non-motorized) route including a multi-use trail.



Part B: Narrative Questions

Detailed Instructions for: Question #3

QUESTION #3

PUBLIC PARTICIPATION and PLANNING (0-15 POINTS)

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

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

As Trinidad is a small town, with a population of less than 400 people, nearly everyone has been, and will be engaged and benefit from the Van Wycke Bicycle and Pedestrian Connectivity Project. Residents and community members have been emphasizing the need for this project for years. This project will connect the two sides of Trinidad allowing residents in lower Trinidad to access shopping, schools, banks, and other facilities in upper Trinidad, and residents in upper Trinidad to access beaches, trails, restaurants, and Trinidad Harbor in lower Trinidad by foot and bike.

The following is a list of entities that City of Trinidad has been engaged and over the years as this project has developed:

- Trinidad Chamber of Commerce
- Trinidad Coastal Land Trust
- Trinidad Elementary School
- Trinidad Rancheria (a federally recognized Native American Tribe)
- Humboldt County Association of Governments (HCAOG)
- State Parks/BLM
- Humboldt County Sheriff
- Trinidad Civic Club
- Trinidad business owners
- Trinidad community members
- Trinidad Bay Watershed Council
- Trinidad Museum Society

Letters of support from several of these entities are included in Attachment J.

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

The City has worked closely with the Humboldt County Association of Governments (HCAOG) to develop this project. HCAOG, provided funding to the City in 2012 to



develop preliminary cost estimates and a Project Study Report (PSR) for the Van Wycke Street and Trail Improvement Project.

The City and the Trinidad Rancheria are working together to ensure that the proposed non-motorized route improvements connect the City of Trinidad parking lot and trailhead at the Trinidad Memorial Lighthouse with the Trinidad Harbor parking lot and trailhead owned by the Trinidad Rancheria. The Rancheria is currently working on plans to improve the Trinidad Harbor parking lot which serves Trinidad State Beach, Trinidad Head trails, the Pier and Boat Launch as well as a restaurant and other visitor serving facilities. Connectivity between these two trailheads is mutually beneficial. Refer to the Trinidad Rancheria's letter of support in Attachment J.

The Van Wycke Street Trail has been discussed at the following seven different Trinidad City Council meetings since 2011 as agenda items which allowed the public to provide comments and input on the project: January 12, 2011, February 9, 2011, March 9, 2011, June 8, 2011, February 8, 2012, and May 14, 2014 (Refer to Attachment I, Reference 8 for meeting minutes).

In March 2015, the City Manager organized the Trinidad City Council 2015-16 Goals & Priorities Workshop, which was a special public meeting designed to gather ideas from the community and better understand what the community's top priorities were (Refer to Attachment I, Reference 9 for meeting notes). The Van Wycke Street Trail was identified during this meeting as a high priority project by the Trinidad Community.

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

Trinidad residents and community members are very supportive of this project, as are local organizations and government entities. During the Trinidad City Council 2015-16 Goals & Priorities Workshop, **community members specifically named the Van Wycke Street Trail as one of the key projects** that needed to be completed as soon



as possible, and expressed the need for safe non-motorized routes and closing gaps in non-motorized routes.

Due to overwhelming positive public feedback, the project was expanded beyond simply improving the Van Wycke Street Trail, to formalize the area around the Trinidad Memorial Lighthouse as a trailhead and construct trails, sidewalks, signage a crosswalk, and fencing to improve public safety and connect the network of non-motorized routes.

As a result of the feedback received from the public at the City Council Meetings, the City Council authorized and funded several studies related to the Van Wycke Street Trail including geotechnical investigations to evaluate the failing section of trail, a feasibility study comparing various repair options, and a geotechnical investigation and design recommendations.

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

This project includes a non-infrastructure (NI) component designed to engage the public through several public outreach efforts, including an informational booth at the annual Trinidad Fish Festival, a bike rodeo, and the creation of a Trinidad bike routes and trails map. These events and products are designed specifically to engage school aged children in Trinidad. The Redwood Community Action Agency (RCAA) would host these events and prepare the Trinidad Bike Routes and Trails Map and posters, but will also work with community volunteers, City staff, and Trinidad School staff to host the events and teach them how to host their own events in the future and utilize the materials provided by this project. Therefore **the NI project component will benefit Trinidad not only at the time of implementation, but long into the future.**

As this project develops, future City Council meetings will be held that will include this project as an agenda item where the public will have an opportunity to be heard.

Project designers and planners will present information to the City Council and the



public, informing them of what is being planned, and gather feedback on the project as it is developed.

The Trinidad Rancheria, as owners and operators of the Trinidad Pier, Boat Launch and Harbor Parking area, are key partners for the City in improving trail connectivity from the heart of town to the Harbor Area. The City of Trinidad and the Trinidad Rancheria will continue to work together as this project is developed to ensure that it is mutually beneficial and meets the needs of both parties.



Part B: Narrative Questions

Detailed Instructions for: **Question #4**

QUESTION #4

IMPROVED PUBLIC HEALTH (0-10 points)

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

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

Approximately 65% of Trinidad students met all physical fitness areas they were tested in, according to the California Physical Fitness Testing results from Trinidad Elementary School (Refer to Attachment I, Reference 10). 7th graders scored the lowest in the Aerobic Capacity category, with 68.4% of students tested within the Healthy Fitness Zone.

Trinidad is a small, rural town and as such data specific to Trinidad is largely unavailable, therefore Humboldt County health data is primarily presented in this section.

Humboldt County's physical environment is healthier than other parts of California in some ways, such as cleaner air and water, but in other ways it is less healthy due to less availability of physicians and mental health providers and less infrastructure, which could be reasons for the higher rates of injury related deaths and premature deaths in Humboldt County. Humboldt County ranked 49 out of 57 for length of life, while injury related deaths were reported to be 220% higher compared to injury death rates in California, according to Humboldt County Health Rankings and Roadmaps Snapshot, refer to Attachment I, Reference 11. This document also shows that Humboldt County residents have higher rates of adult smoking, excessive drinking, adult obesity, and alcohol-impaired driving deaths while having less access to exercise opportunities and getting less physical exercise compared to the rest of California.



Obesity continues to be a daunting epidemic and the declines in both adult and children's health has serious impacts not only on the wellbeing of the health of the community and families, but also on the health of the local economy. According to County Health Rankings and Roadmaps, in Humboldt County (Attachment I, Reference 11), **adult obesity occurs at a higher rate (26%), compared to California (23%), and only 86% of Humboldt County residents have access to exercise opportunities, compared with 93% statewide.** According to a study done by the California Department of Health, the total annual estimated cost to California for overweight, obesity and physical inactivity was \$41.2 billion. Health care costs associated with overweight and obesity were \$12.8 billion while health care costs associated with physical inactivity totaled \$7.9 billion. Finally, lost productivity costs associated with overweight and obesity were \$8.2 billion, and lost productivity costs associated with physical inactivity were \$12.3 billion; with a **total cost of \$111,614,355 in Humboldt County alone.**

Using the AskCHIS health assessment tool (<http://ask.chis.ucla.edu/main/default.asp>), approximately 18-21% of children and teens aged 5-17 engaged in at least 60 minutes of physical activity daily. Approximately 16-22% of adults (18+) were diagnosed with asthma in Humboldt County, which is higher than the statewide rate (13.7%). These statistics appear to indicate that the population in Humboldt County exercises less and has higher rates of diseases related to inactivity and obesity than the average population of California.

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

This project is designed to promote active modes of transportation and make non-motorized travel safer in Trinidad. Health benefits associated with this project are two-fold, **promoting increased physical activity, and reducing the risk of motorized accidents.**

As mentioned previously, the proposed improvements will create a safer non-motorized route through the heart of town by separating motorists and pedestrians, eliminating



points of conflict between motorists and pedestrians and bicyclists, and providing traffic calming mechanisms such as crosswalks and signage, all of which reduce the risk of collisions between motorists and pedestrians, and thus creating a positive public health benefit in Trinidad.

Using active modes of transportation increases physical activity, and research indicates that staying physically active can help prevent or delay certain diseases, including some cancers, heart disease and diabetes, and also relieve depression and improve mood. Providing safe infrastructure for non-motorized users promotes physical activity habits which reduces the risk of obesity and diseases associated with inadequate physical activity such as diabetes, heart disease, depression, stroke, osteoporosis and cancer.

An additional benefit of the Van Wycke Bicycle and Pedestrian Improvement Project is a reduction in locally generated air pollution. This project will also allow motorists to park at the Caltrans Park and Ride facility located at Main Street and US Highway 101, and walk or bike all the way to the waterfront area, which will help to reduce greenhouse gas emissions, reducing health risks from polluted air. The project will also enhance the culture of the community as one that is designed and developed to encourage physical activity, allowing citizens to enjoy a higher quality of life.



Part B: Narrative Questions

Detailed Instructions for: **Question #5**

QUESTION #5

BENEFIT TO DISADVANTAGED COMMUNITIES (0-10 points)

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

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

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

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

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

\$41,618

- Provide all census tract numbers
 - Provide the median income for each census track listed
 - Provide the population for each census track listed
- The population of Trinidad (**Census Tract No. 80448**) is 367 according to the 2010 Census (Attachment I, Reference 12).
 - **Median household income for the City of Trinidad is \$41,618** compared to \$61,094 statewide (Attachment I, Reference 1).
 - **Median household income for the City of Trinidad is 68.1% of the statewide median household income.**
 - Project is entirely within the City of Trinidad, which is a disadvantaged community. Refer to Figure 4, Project Map in Attachment E.

Option 2: California Communities Environmental Health Screening Tool 2.0 (CalEnviroScreen) score for the community benefited by the project: **13.85**

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

Option 3: Percentage of students eligible for the Free or Reduced Price Meals Programs: **56%**

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



Option 4: Alternative criteria for identifying disadvantaged communities:

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

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

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

100% of ATP funds would be spent on infrastructure and non-infrastructure components for this project that will directly benefit residents of Trinidad. All infrastructure improvements are located within city limits (Refer to Figure 4, Project Map in Attachment E), and the NI portion of this project will directly benefit Trinidad residents and community members. The proposed improvements and NI components of this project were all designed to directly benefit Trinidad residents and community members.

C. Describe how the project/program/plan provides (for plans: will provide) a direct, meaningful, and assured benefit to members of the disadvantaged community. (5 points max)

Define what direct, meaningful, and assured benefit means for your proposed project/program/plan, how this benefit will be achieved, and who will receive this benefit.

This project includes construction of sidewalks and trails, and installation of crosswalks, signage, pavement markings, and other infrastructure that, once in place will be **usable and beneficial for Trinidad residents and community members to use for years to come.** These improvements will directly benefit residents living within Trinidad city limits by the improving non-motorized routes and making them safer, increasing the number of people who use active modes of transportation, increasing physical activity and public health, reducing local greenhouse gas emissions, and likely increasing the potential for economic development by providing better routes for alternative modes of transportation.



Part B: Narrative Questions

Detailed Instructions for: Question #6

QUESTION #6

COST EFFECTIVENESS (0-5 POINTS)

- A. Describe the alternatives that were considered and how the ATP-related benefits vs. project-costs varied between them. Explain why the final proposed alternative is considered to have the highest Benefit to Cost Ratio (B/C) with respect to the ATP purpose of “increased use of active modes of transportation”. (3 points max.)**

Two alignments were considered to address gaps in non-motorized access on Edwards Street between Hector Street and Van Wycke Street. The Edwards Street Improvement alternative would include sidewalk between Hector Street and Galindo Street on the south side of the street, with curb ramps, crosswalks, signage and striping. The preferred alternative includes curb ramp upgrades, sidewalk, a crosswalk, signage and striping, reconstructed trail, retaining structure, fencing, bollards and some utility adjustments, a trail along the east side of Edwards Avenue. While the Edwards Street improvement alternative has a lower cost than the preferred alternative, it was not selected due to the following disadvantages:

- Edwards Street is the main route to Trinidad Harbor and is one of the highest-volume routes in the City. The road is frequented by large recreational and commercial fishing vehicles with trailers that utilize the Trinidad Pier and Harbor.
- Several locations along the route are too narrow to construct bike lanes, grades are very steep, and sight distance cannot be improved due to existing geometries, making this route dangerous for bicyclists and pedestrians alike.
- Does not address bicycle transportation needs.

The preferred alternative has a higher cost, but addresses both bicycle and pedestrian non-motorized transportation needs more completely. The preferred alternative has the following advantages compared to the Edwards Street alternative:

- Avoids non-motorized travel on a section of Edwards Street, a busy, narrow street, by diverting pedestrian and bicycle traffic to Van Wycke Street, a low-volume local street that dead-ends at the existing Van Wycke Street Trail in two places.



- Repairs an unsafe condition on the existing Van Wycke Street Trail, which is heavily used by residents and visitors of Trinidad. The trail is currently signed as “Use at Your Own Risk” due to instability and hazardous condition, yet the public continues to use it.
- Connects directly to the Galindo Beach trailhead.
- Provides a safe route for bicyclists and pedestrians, and bypasses the most dangerous section along Edwards Avenue.

The preferred alternative was selected over the Edwards Street alternative because it addressed non-motorized needs more completely and repairs an existing community-valued and highly used trail.

- B. Use the ATP Benefit/Cost Tool, provided by Caltrans Planning Division, to calculate the ratio of the benefits of the project relative to both the total project cost and ATP funds requested. The Tool is located on the CTC’s website at: <http://www.dot.ca.gov/hq/tpp/offices/eab/atp.html>. After calculating the B/C ratios for the project, provide constructive feedback on the tool (2 points max.)**

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

The **Benefit to Total Project Cost ratio is 5.37**, and the **Benefit to Funds Requested ratio is 5.43**. Refer to Attachment K, Reference 1, for benefit/cost calculator results spreadsheet.

Existing **number of bicycle and pedestrian trips** was taken directly from the hand tallies collected by City staff, as shown in Attachment I, Reference 3. The hand tallies were gathered over a one hour observation period on May 22, 2015. The number of vehicles, pedestrians and bicyclists observed during the one hour period was then extrapolated to a 24-hour period by distributing the data over a diurnal curve using a time of day and peak spreading model from the U.S. Department of Transportation Federal Highway Administration (<http://ops.fhwa.dot.gov/publications/fhwahop13015/sec6.htm>). To calculate a yearly average, the daily data (from May) was distributed over a curve to account for the rise



in visitor traffic in Trinidad during the spring and summer months. This analysis can be found in Attachment I, Reference 3.

Due to limited traffic data in the area, the projected number of bike and pedestrian trips was conservatively estimated to be 50%. This value is within the range of the measured increases in pedestrian and bicycle traffic from studies of other projects, refer to excerpts from *Guidebook on Methods to Estimate Non-Motorized Travel: Supporting Documentation* in Attachment I, Reference 4. The increase is likely to be even more than 50%, because significant gaps in non-motorized routes are being closed, pedestrian routes will become much more visible thus encouraging use by visitors and residents alike, and the proposed improvements would be constructed along the main pedestrian and bicycle route through town.

Project cost was estimated by local engineers using unit costs based on recent local construction cost data.

Crash data used calculated cost/benefit value includes two property damage only accidents, because only anecdotal accident information was available for this project. No accidents were reported in Trinidad on the TIMS and SWITRS databases or other resources researched. Anecdotal evidence was provided in a conversation with Pam Wilcox, the Humboldt County Sheriff who patrols Trinidad on a daily basis, and recalled the two accidents having occurred since she has been working in Trinidad, just over one year ago. Other accidents are thought to have occurred in the project vicinity, however only the two for which anecdotal evidence was provided were used in the benefit cost ratio calculations. Accident data was requested from the Humboldt County Sheriff's Office, but no information was provided.

Safety countermeasures were input based on proposed improvements.

**Benefit/Cost Tool Feedback:**

1. Generally this tool was useful, and once it became clear what inputs were supposed to be included, this tool was relatively easy to use.
2. At first glance it was difficult to tell which tabs were supposed to be used to input data. Naming input tabs with the name “input” or some other nomenclature would help clarify this.
3. The names of the tabs was confusing, and it was hard to tell which tabs and boxes and cells within each tab needed to be filled out. Naming and arrangement of the tabs, boxes and cells could be improved to enhance clarity.
4. The instructions were not very helpful. It was often hard to tell which portion of the instructions corresponded to which cell. If each input instruction was numbered corresponding to the cell it referred to, this would help. Better yet, applying comments to each cell on the forms where data was input, rather than on a separate tab would be much more convenient so that the user didn't have to switch from tab to tab or open two copies of the document to simultaneously view the instructions and the form.
5. The amount of inputs was reasonable, and there seemed to be some flexibility built in that this tool wasn't too hard to use.



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

QUESTION #7

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

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

The City of Trinidad is committing to contributing \$8,000 toward eligible infrastructure improvements for this project. This is **1.1%** of the total project cost.



Part B: Narrative Questions

Detailed Instructions for: **Question #8**

QUESTION #8

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

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

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

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

California Conservation Corps representative:

Name: Wei Hsieh

Email: atp@ccc.ca.gov

Phone: (916) 341-3154

Community Conservation Corps representative:

Name: Danielle Lynch

Email: inquiry@atpcommunitycorps.org

Phone: (916) 426-9170

- Step 3: The applicant has coordinated with Wei Hsieh with the CCC **AND** Danielle Lynch with the certified community conservation corps and determined the following (check appropriate box):
- Neither corps can participate in the project (0 points)
 - Applicant intends to utilize the CCC or a certified community conservation corps on the following items listed below (0 points).
Labor to construct the gravel trail from the lighthouse to Wagner Avenue that ties into the Parker Creek Trail and labor to install split rail fencing. Refer to letters from the CCC, Attachment K, Reference 2.
 - Applicant has contacted the corps but intends not to use the corps on a project in which either corps has indicated it can participate (-5 points)
 - Applicant has not coordinated with both corps (-5 points)

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



Part B: Narrative Questions

Detailed Instructions for: **Question #9**

QUESTION #9

APPLICANT'S PERFORMANCE ON PAST GRANTS AND DELIVERABILITY OF PROJECTS

(0 to-10 points OR disqualification)

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

The City of Trinidad has a history of successfully delivering both state and federal grant funded projects in the past. There was one occasion when the City lost funding on a federally funded project as a result of oversight deficiencies during project bidding and construction. The City has since worked with Caltrans and FHWA to develop a Trinidad Action Plan in 2011 which includes standard operating procedures for administering federal grants. The Action Plan is intended to ensure that the City provides adequate project administration and compliance with all applicable Federal laws, regulations and policies. Since the development of the Action Plan in 2011, the City has successfully delivered both State (STIP) and Federally (TE and HR3) funded transportation projects. Following the successful completion of the Federally funded project, Caltrans indicated that if the "City continues to administer Federal aid projects in the same manner as the Gateway project, with the same stellar construction oversight and management, then there will be no further sanctions imposed by Caltrans or FHWA" (Jen Buck, Local Assistance Engineer, Caltrans District 1). If awarded funding for this project, the City is committed to following the same procedures outlined in the Action Plan to ensure that all requirements are met and that a successful project is delivered.

- B. **Caltrans response only:**

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



Part C: Application Attachments

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

List of Application Attachments

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

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

Attachment A

Application Signature Page

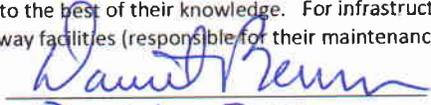


Part C: Attachments **Attachment A: Signature Page**

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

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

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

Signature:	<u></u>	Date:	<u>5.28.2015</u>
Name:	<u>Daniel Berman</u>	Phone:	<u>707 498 4937</u>
Title:	<u>City Manager</u>	e-mail:	<u>citymanager@trinidad.ca.gov</u>

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

(For use only when appropriate)

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

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

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

(For use only when appropriate)

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

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

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

(For use only when appropriate)

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

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

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

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

Attachment B

ATP – PROJECT PROGRAMMING REQUEST (ATP-PPR)

ATP PROJECT PROGRAMMING REQUEST

Date: 5/21/2015

Project Information:					
Project Title: City of Trinidad - Van Wycke Bicycle and Pedestrian Connectivity Project					
District	County	Route	EA	Project ID	PPNO
1	Humboldt	NA			

Funding Information:
DO NOT FILL IN ANY SHADED AREAS

Proposed Total Project Cost (\$1,000s)									Notes:
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)				22				22	
PS&E					86			86	
R/W					75			75	
CON						531		531	
TOTAL				22	161	531		714	

ATP Funds	Infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)				22				22	Caltrans (ATP)
PS&E					86			86	Notes:
R/W					75			75	
CON						501		501	
TOTAL				22	161	501		684	

ATP Funds	Non-Infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									Caltrans (ATP)
PS&E									Notes:
R/W									
CON						22		22	
TOTAL						22		22	

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

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

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

ATP PROJECT PROGRAMMING REQUEST

Date: 5/21/2015

Project Information:					
Project Title:	City of Trinidad - Van Wycke Bicycle and Pedestrian Connectivity Project				
District	County	Route	EA	Project ID	PPNO
1	Humboldt	NA			

Funding Information:
DO NOT FILL IN ANY SHADED AREAS

Fund No. 2:	Future Source for Matching								Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)									City of Trinidad
PS&E									Notes:
R/W									Funding sources are the City of
CON							8	8	Trinidad General Fund and City of
TOTAL							8	8	Trinidad Water Fund.

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

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

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

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

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

Attachment C

Engineer's Checklist

01-Trinidad-1

ATP Engineer's Checklist for Infrastructure Projects

Required for "Infrastructure" applications ONLY

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

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

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

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

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

1. **Vicinity map /Location map** Engineer's Initials: TMD
 - a. The project limits must be clearly depicted in relationship to the overall agency boundary

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

3. **Typical cross-section(s)** showing existing and proposed conditions. Engineer's Initials: TMD
(Include cross-section for each controlling configuration that varies significantly from the typical)
 - a. Show and dimension: changes in lane widths, ROW lines, side slopes, etc.

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

01-Trinidad-1

5. **Crash/Safety Data, Collision maps and Countermeasures:** Engineer's Initials: TMD
a. Confirmation that crash data shown occurred within influence area of proposed improvements.

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

7. **Warrant studies/guidance (Check if not applicable)** Engineer's Initials: TMD
 N/A a. For new Signals – Warrant 4, 5 or 7 must be met (CA MUTCD): Signal warrants must be documented as having been met based on the CA MUTCD

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

Licensed Engineer:

Name (Last, First):

Title:

Engineer License Number

Signature: Tyler Duncan

Date:

Email:

Phone:

Engineer's Stamp:



Attachment D

Project Location Map



- Project Boundary
- Humboldt County
- CALTRANS Park & Ride

Paper Size ANSI A
 0 200 400 600 800
 Feet
 Map Projection: Lambert Conformal Conic
 Horizontal Datum: North American 1983
 Grid: NAD 1983 StatePlane California I FIPS 0401 Feet



City of Trinidad
 Van Wycke Bicycle and Pedestrian
 Connectivity Project, ATP Application

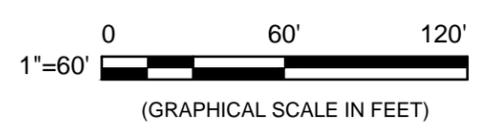
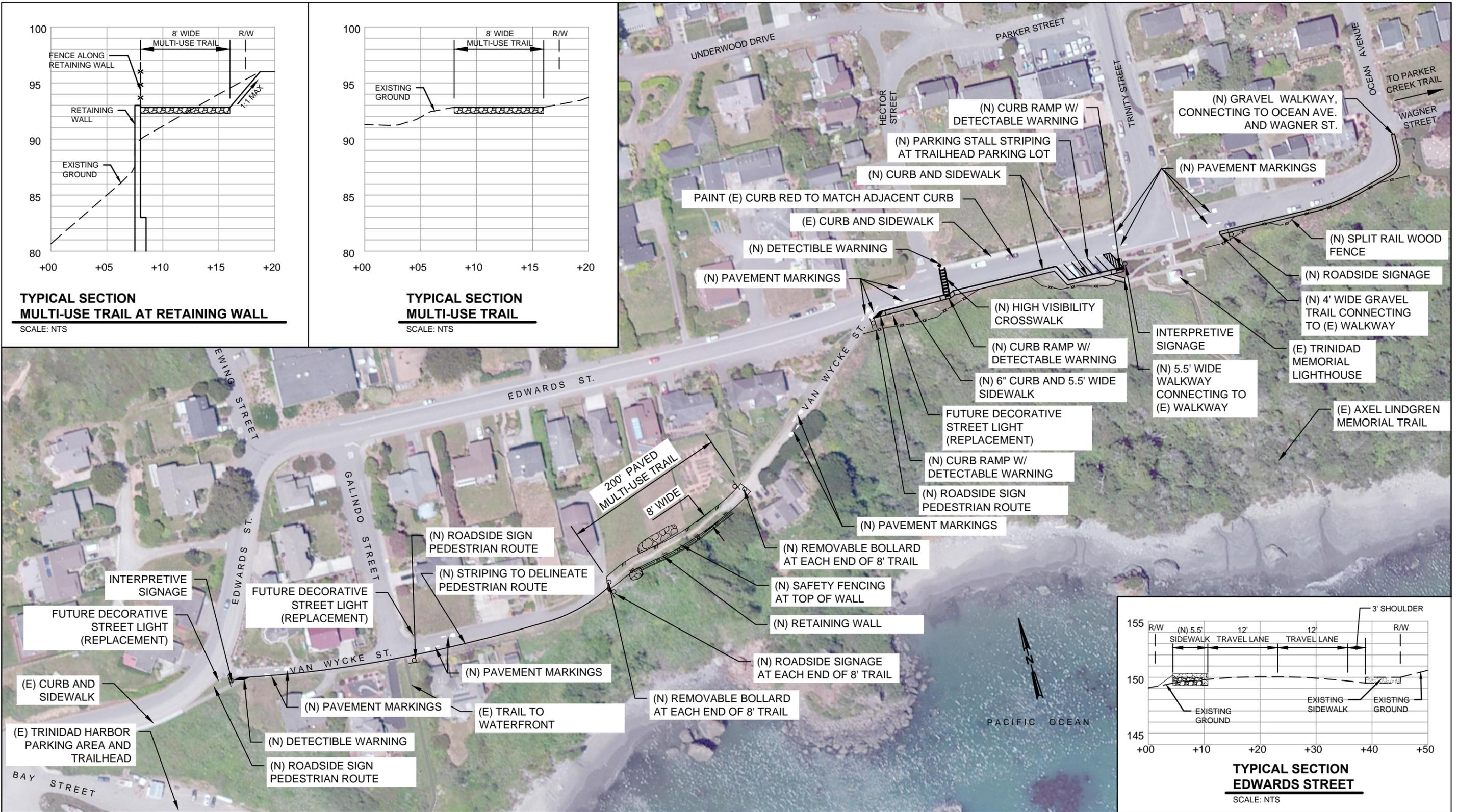
Job Number | 0106307001.11052
 Revision | 1
 Date | 07 May 2015

Vicinity Map

Figure 1

Attachment E

Project Map/Plans showing existing and proposed conditions

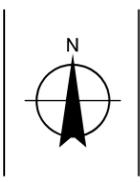
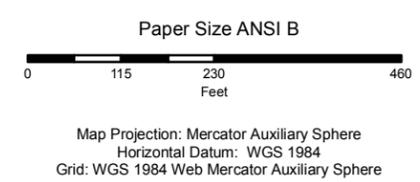


**VAN WYCKE BICYCLE AND PEDESTRAIN
CONNECTIVITY PROJECT
CITY OF TRINIDAD**

Job Number | 0106307001
Revision | 0
Date | MAY 2015

Figure 2

Attachment E



- Existing Trails
- Existing Sidewalk
- Existing VanWycke Trail, Rehabilitation during this Project
- Gap in Non-motorized Travel addressed by this Project



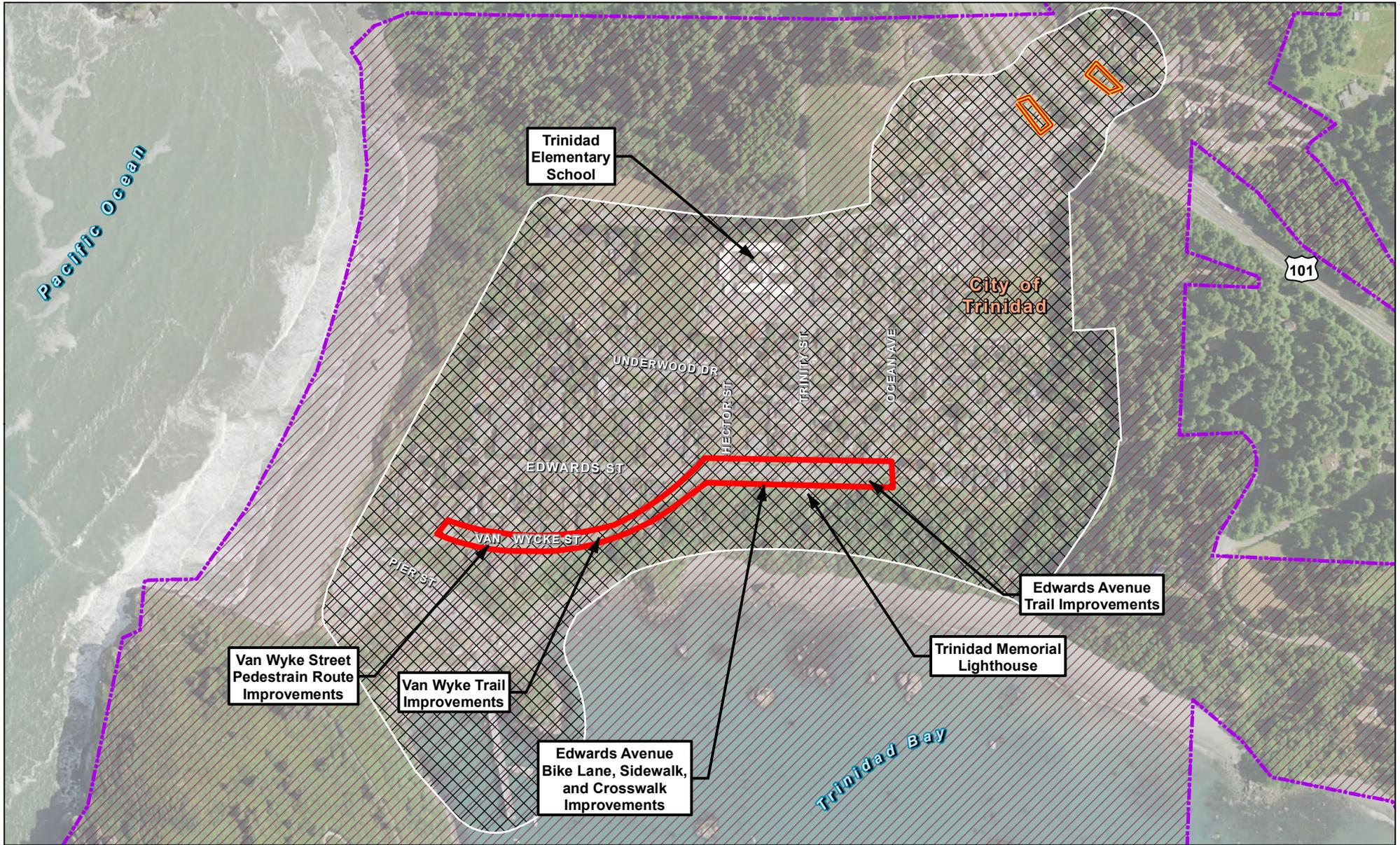
City of Trinidad
 Van Wycke Bicycle and Pedestrian
 Connectivity Project, ATP Application

**Primary Paths of Non-Motorized Flow
 Existing and Needed Facilities**

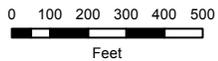
Job Number | 0106307001.11052
 Revision | A
 Date | 01 Jun 2015

Figure 3

G:\2005 & Beyond\01063 City of Trinidad\01063-07-001 Consulting Services for City\111 052 Trails\Van Wycke Trail ATP Cycle 2\GIS\Maps\Figures\F3_Trinidad_VanWyckeTrail_ExistingTrails_Map.mxd
 © 2012. Whilst every care has been taken to prepare this map, GHD (and DATA CUSTODIAN) make no representations or warranties about its accuracy, reliability, completeness or suitability for any particular purpose and cannot accept liability and responsibility of any kind (whether in contract, tort or otherwise) for any expenses, losses, damages and/or costs (including indirect or consequential damage) which are or may be incurred by any party as a result of the map being inaccurate, incomplete or unsuitable in any way and for any reason.
 Created by: gldavidson



Paper Size 8.5" x 11" (ANSI A)



Map Projection: Lambert Conformal Conic
 Horizontal Datum: North American 1983
 Grid: NAD 1983 StatePlane California I FIPS 0401 Feet



Trinidad City Limits
 Project Boundary
 Area Served by Project



Disadvantaged Community
 CALTRANS Park & Ride



City of Trinidad
 Van Wycke Bicycle and Pedestrian
 Connectivity Project, ATP Application

Job Number	0106307001.11052
Revision	A
Date	01 Jun 2015

Project Map

Figure 4

Attachment F

Photos of Existing Conditions



Edwards Street at Trinidad Memorial Lighthouse looking east – Gravel Pedestrian Trail along South Side of Street and Wood Split Rail Fencing at Edge of Bluff are Proposed



Edwards Street at Trinidad Memorial Lighthouse looking west – Proposed Gravel Pedestrian Trail along South Side of Street would Connect to Existing Concrete Walkway



Edwards Street Near Hector Street looking east – Pedestrians are Forced to Walk Along Shoulder Adjacent to Traffic, Sidewalks Along Edwards Street and Crosswalk Crossing Edwards St. are Proposed



Intersection of Hector Street and Edwards Street looking east – High Visibility Crosswalk Proposed to Cross Edwards Street



South side of the Edwards Street and Hector Street Intersection looking west – Location of Proposed Sidewalk Adjacent to Road and Wood Split Rail Fencing Along Edge of Bluff



East side of Edwards Street and Van Wycke Street Intersection looking east – Location of Proposed Sidewalk Adjacent to Road and Wood Split Rail Fencing Along Edge of Bluff



Northeast end of Van Wycke Street looking southwest – Location of Proposed Bike and Pedestrian Route



Van Wycke Street at the northeast end of the Van Wycke Trail looking west – Location of Proposed Multi-Use Trail



Van Wycke Trail currently has signage warning public of unstable bluff conditions



Van Wycke Trail has historically been temporarily closed out of concern for public safety



A failing section of Van Wycke Trail looking west – Location of Proposed Retaining Wall and Multi-Use Trail



Van Wycke Street at the southwest end of the Van Wycke Trail looking east



Van Wycke Street at Galindo Street looking east – Location of Pedestrian Striping



Van Wycke Street at Galindo Beach Trails head looking south.



Intersection of Van Wycke Street and Lighthouse Road looking west



Edwards Street looking west - parking forces pedestrians into the travel way



Edwards Street looking southwest - no pedestrian facilities or shoulder present

Attachment G

Project Estimate

Detailed Engineer's Estimate and Total Project Cost

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

Project Information:

Agency:	City of Trinidad		
Application ID:	01-Trinidad-1	Prepared by:	Tyler Duncan
		Date:	5/8/2015
Project Description:	Revitalize failing Van Wycke Street Trail, and construct trail and trail head improvements, and install appropriate signs to close gaps in non-motorized routes and complete trail network.		
Project Location:	From the intersection of Ocean Ave and Wagner St along Ocean Ave, Edwards Ave, and Van Wycke Street to the intersection of Lighthouse Road and Van Wycke Street.		

Engineer's Estimate and Cost Breakdown:

Engineer's Estimate (for Construction Items Only)						Cost Breakdown							
						Note: Cost can apply to more than one category. Therefore may be over 100%.							
						ATP Eligible Items		Landscaping		Non-Participating Items		To be Constructed by Corps/CCC	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$	%	\$
1	Mobilization/Demobilization (8%)	1	LS	\$32,400	\$32,400	100%	\$324						
2	Traffic Control (5%)	1	LS	\$20,250	\$20,250	100%	\$203						
3	Minor Items (5%)	1	LS	\$20,250	\$20,250	100%	\$203						
4	Construction Area Signs	1	LS	\$3,000	\$3,000	100%	\$30						
5	Water Pollution Control	1	LS	\$5,000	\$5,000	100%	\$50						
6	Demolition & Removal	1	LS	\$10,000	\$10,000	100%	\$100						
7	Clearing and Grubbing	1	LS	\$7,000	\$7,000	100%	\$70						
8	Excavation, Grading & Disposal	1	LS	\$14,000	\$14,000	100%	\$140						
9	Soldier Pile Retaining Wall (40' Long)	1	LS	\$130,000	\$130,000	100%	\$1,300						
10	Welded Wire Retaining Wall (100' Long)	1	LS	\$50,000	\$50,000	100%	\$500						
11	Class II Aggregate	70	CY	\$60	\$4,200	100%	\$42						
12	Hot Mix Asphalt	90	TON	\$130	\$11,700	100%	\$117						
13	Minor Concrete (Sidewalk) Incl Agg. Base	2100	SF	\$12	\$25,200	100%	\$252						
14	Concrete Curb and Gutter	375	LF	\$45	\$16,875	100%	\$169						
15	Detectable Warning Surface (Truncated Domes)	100	SF	\$20	\$2,000	100%	\$20						
16	Van Wycke Trail Fencing	200	LF	\$30	\$6,000	100%	\$60						
17	Split Rail Fencing	600	LF	\$30	\$18,000	100%	\$180						
18	Removable Bollard	2	EA	\$1,000	\$2,000	100%	\$20						
19	Roadside Sign(s)	6	EA	\$600	\$3,600	100%	\$36						
20	Interpretive Sign(s)	2	EA	\$1,500	\$3,000	100%	\$30						
21	Thermoplastic Pavement Markings	300	SF	\$14	\$4,200	100%	\$42						
22	Adjust Existing Utility Vault to Grade	1	LS	\$5,000	\$5,000	100%	\$50						
23	Seeding	1	LS	\$2,000	\$2,000	100%	\$20	100%	\$20				
Subtotal of Construction Items:					\$395,675		\$3,957		\$20				
Construction Item Contingencies (% of Construction Items):				10.00%	\$39,568								
Enter in the cell to the right													
Total (Construction Items & Contingencies) cost:					\$435,243								

Project Cost Estimate:

Type of Project Delivery Cost	Cost \$		
Preliminary Engineering (PE)			
Environmental Studies and Permits(PA&ED):	\$	22,000	
Plans, Specifications and Estimates (PS&E):	\$	86,000	
Total PE:	\$	108,000	24.81% 25% Max
Right of Way (RW)			
Right of Way Engineering:	\$	30,000	
Acquisitions and Utilities:	\$	45,000	
Total RW:	\$	75,000	
Construction (CON)			
Construction Engineering (CE):	\$	74,000	14.53% 15% Max
Total Construction Items & Contingencies:		\$435,243	
Total CON:	\$	509,243	
Total Project Cost Estimate:		\$	692,243

Attachment H

Non-Infrastructure Work Plan (Form 22-R)

Exhibit 22-R ATP Non-Infrastructure Project Work Plan

Fill in the following items:

Date: (1)	8-May-15
Project Number: (2)	
Project Location(s): (3a)	City of Trinidad - Trinidad Elementary School
" " (3b)	City of Trinidad - Trinidad City Hall
" " (3c)	City of Trinidad - Saunders Park
Project Description: (4)	Conduct bicycle and pedestrian safety education, produce citywide trail maps, inform public about using active modes of transportation and non-motorized routes.

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

For Department use only

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

Task Summary:

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

Task	Task Name	Start Date	End Date	Cost
Task "A"	Active Transportation Information Booth at Trinidad Fish Festival	May-2020	Jun-2020	\$ 4,704.00
Task "B"	Prepare Trinidad Bicycle and Pedestrian Route Map	Jan-2020	Jun-2020	\$ 11,224.00
Task "C"	Bike Rodeo	Jan-2020	May-2021	\$ 5,455.00
Task "D"				\$ -
Task "E"				\$ -
Task "F"				\$ -
Task "G"				\$ -
Task "H"				\$ -
Task "I"				\$ -
Task "J"				\$ -
GRAND TOTAL				\$ 21,383.00

TASK "A" DETAIL				
Task Name (5a):		Active Transportation Information Booth at Trinidad Fish Festival		
Task Summary (5b):		Diseminate information about non-motorized routes and bike/ped safety education		
Task Schedule (5c):		Start Date :	May-2020	End Date: Jun-2020
Activities (6a):		Deliverables (6b):		
1.	Prepare project informational poster.	Van Wycke Bicycle and Pedestrian Connectivity Proj Poster		
2.	Prepare bike/ped safety informational poster.	Bike and Ped Safety Poster		
3.	Setup, staff, take down informational booth	Staff informational booth		
4.				
5.				
6.				
7.				
8.				
9.				
10.				
Staff Costs:				
Staff Title (7a):		Annual Hours (7b)	Rate Per Hour (7c)	Total \$
Party 1 -	Deputy Director	12	\$80.00	\$ 960.00
Party 2 -	Senior Planner	25	\$55.00	\$ 1,375.00
Party 3 -	Senior Planner	25	\$55.00	\$ 1,375.00
Party 4 -	Agency Grant Manager	8	\$60.00	\$ 480.00
Party 5 -	Agency City Manager	4	\$80.00	\$ 320.00
Party 6 -				\$ -
Subtotal Party Costs (6d):				\$ 4,510.00
Indirect Costs (6e):				
Total Staff Costs (6f):				\$ 4,510.00
Task Notes (8):				
RCAA staff will prepare posters, coordinate with City, and host informational booth at the 2017 Trinidad Fish Festival. Goal for Task A are to 1) Inform public about the Van Wycke Bicycle and Pedestrian Connectivity Project, 2) Inform public about non-motorized routes in Trinidad and surrounding area, and 3) Educate public, especially children about bicycle and pedestrian safety.				
Other Costs:				
You will not be able to fill in the following items. The totals for each "Other Costs" category listed below will automatically calculate from information entered in the itemized other costs section:				
To fill out an itemized cost for each "Other Cost", click below: Itemized "Other Costs" Section		Travel (9a):	\$	24.00
		Equipment (9b):	\$	-
		Supplies/Materials (9c):	\$	170.00
		Incentives (9d):	\$	-
		Other Direct Costs (9e):	\$	-
		" " (9f):	\$	-
Total Other Costs (9g):				\$ 194.00
TASK GRAND TOTAL (10g):				\$ 4,704.00

Task "A" Other Costs:

Itemized Travel Cost (8a)

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

Travel (8a)

Type of Travel		Quantity	Total \$
1.	Vehicle Use	48 miles @ .50/mile	\$ 24
2.			\$ -
3.			\$ -
4.			\$ -
5.			\$ -
6.			\$ -
7.			\$ -
8.			\$ -
9.			\$ -
10.			\$ -
11.			\$ -
12.			\$ -
13.			\$ -
14.			\$ -
15.			\$ -
16.			\$ -
17.			\$ -
18.			\$ -
19.			\$ -
20.			\$ -
Total		0	\$ 24
Total Travel Cost:			\$ 24.00

Itemized Equipment Cost (8b)

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

Equipment (8b)

Type of Equipment	Quantity	Units	Unit Cost \$	Total \$
1.				\$ -
2.				\$ -
3.				\$ -
4.				\$ -
5.				\$ -
6.				\$ -
7.				\$ -
8.				\$ -
9.				\$ -
10.				\$ -
11.				\$ -
12.				\$ -
13.				\$ -
14.				\$ -
15.				\$ -
16.				\$ -
17.				\$ -
18.				\$ -
19.				\$ -
20.				\$ -
Total:			0	\$0
Total Equipment Cost:				\$ -

Itemized Supplies/Materials Cost (8c)

Please provide an itemized "supplies/materials" cost estimate for all equipment cost applicable to each task

Supplies/Materials (8c)

Type of Supplies/Materials	Quantity	Units	Unit Cost \$	Total \$	
1.	Poster Printing	2	ea	\$85	\$ 170.00
2.				\$ -	
3.				\$ -	
4.				\$ -	
5.				\$ -	
6.				\$ -	
7.				\$ -	
8.				\$ -	
9.				\$ -	
10.				\$ -	
11.				\$ -	
12.				\$ -	
13.				\$ -	
14.				\$ -	
15.				\$ -	
16.				\$ -	
17.				\$ -	
18.				\$ -	
19.				\$ -	
20.				\$ -	
Total:		2		\$85	\$ 170.00
Total Supplies/Materials Cost:				\$ 170.00	

Itemized Incentives Cost (8d)

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

Incentives (8d)

Type of Incentives	Quantity	Units	Unit Cost \$	Total \$
1.				\$ -
2.				\$ -
3.				\$ -
4.				\$ -
5.				\$ -
6.				\$ -
7.				\$ -
8.				\$ -
9.				\$ -
10.				\$ -
11.				\$ -
12.				\$ -
13.				\$ -
14.				\$ -
15.				\$ -
16.				\$ -
17.				\$ -
18.				\$ -
19.				\$ -
20.				\$ -
Total:			0	\$0
Total Incentives Cost:				\$ -

Task "A" Other Costs:

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

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

TASK "B" DETAIL				
Task Name (5a):		Prepare Trinidad Bicycle and Pedestrian Route Map		
Task Summary (5b):		Prepare map showing bicycle and pedestrian routes in and around Trinidad		
Task Schedule (5c):		Start Date : Jan-2020	End Date:	Jun-2020
Activities and Deliverables:				
Activities (6a):		Deliverables (6b):		
1.	Design and Prepare Map	Trinidad Bicycle and Pedestrian Route Map		
2.	Distribute Map	Deliver 500 copies of map brochures to City of Trinidad		
3.				
4.				
5.				
6.				
7.				
8.				
9.				
10.				
Staff Costs:				
Staff Title (7a):		Annual Hours (7b)	Rate Per Hour (7c)	Total \$
Party 1 -	Deputy Director	30	\$80.00	\$ 2,400.00
Party 2 -	Senior Planner	120	\$55.00	\$ 6,600.00
Party 3 -	Agency Grant Manager	12	\$60.00	\$ 720.00
Party 4 -	Agency City Manager	6	\$80.00	\$ 480.00
Party 5 -				\$ -
Party 6 -				\$ -
Subtotal Party Costs (6d):				\$ 10,200.00
Indirect Costs (6e):				
Total Staff Costs (6f):				\$ 10,200.00
Task Notes (8):				
The Trinidad Bicycle and Pedestrian Route Map will be prepared and delivered to the City of Trinidad, where they will be distributed to City Hall, local businesses and other locations to be given to the public. Map will show bicycle and pedestrian routes throughout the City and where those routes connect to nearby recreational trails, parks, and other facilities.				
Other Costs:				
You will not be able to fill in the following items. The totals for each "Other Costs" category listed below will automatically calculate from information entered in the itemized other costs section:				
To fill out an itemized cost for each "Other Cost", click below: Itemized "Other Costs" Section		Travel (9a):	\$	24.00
		Equipment (9b):	\$	-
		Supplies/Materials (9c):	\$	1,000.00
		Incentives (9d):	\$	-
		Other Direct Costs (9e):	\$	-
		" " (9f):	\$	-
		Total Other Costs (9g):	\$	1,024.00
TASK GRAND TOTAL (10g):				\$ 11,224.00

Task "B" Other Costs:

Itemized Travel Cost (8a)

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

Travel (8a)

Type of Travel		Quantity	Total \$
1.	Vehicle Use	48 miles @ .50/mile	\$ 24
2.			\$ -
3.			\$ -
4.			\$ -
5.			\$ -
6.			\$ -
7.			\$ -
8.			\$ -
9.			\$ -
10.			\$ -
11.			\$ -
12.			\$ -
13.			\$ -
14.			\$ -
15.			\$ -
16.			\$ -
17.			\$ -
18.			\$ -
19.			\$ -
20.			\$ -
Total		0	\$ 24
Total Travel Cost: \$			24.00

Itemized Equipment Cost (8b)

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

Equipment (8b)

Type of Equipment	Quantity	Units	Unit Cost \$	Total \$
1.				\$ -
2.				\$ -
3.				\$ -
4.				\$ -
5.				\$ -
6.				\$ -
7.				\$ -
8.				\$ -
9.				\$ -
10.				\$ -
11.				\$ -
12.				\$ -
13.				\$ -
14.				\$ -
15.				\$ -
16.				\$ -
17.				\$ -
18.				\$ -
19.				\$ -
20.				\$ -
Total:			0	\$0
Total Equipment Cost: \$				-

Itemized Supplies/Materials Cost (8c)

Please provide an itemized "supplies/materials" cost estimate for all equipment cost applicable to each task

Supplies/Materials (8c)

Type of Supplies/Materials	Quantity	Units	Unit Cost \$	Total \$	
1.	Printing Trinidad Bicycle and Pedestrian Route Map brochures	500	EA	\$2	\$ 1,000.00
2.				\$ -	
3.				\$ -	
4.				\$ -	
5.				\$ -	
6.				\$ -	
7.				\$ -	
8.				\$ -	
9.				\$ -	
10.				\$ -	
11.				\$ -	
12.				\$ -	
13.				\$ -	
14.				\$ -	
15.				\$ -	
16.				\$ -	
17.				\$ -	
18.				\$ -	
19.				\$ -	
20.				\$ -	
Total:		500		\$2	\$ 1,000.00
Total Supplies/Materials Cost: \$				1,000.00	

Itemized Incentives Cost (8d)

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

Incentives (8d)

Type of Incentives	Quantity	Units	Unit Cost \$	Total \$
1.				\$ -
2.				\$ -
3.				\$ -
4.				\$ -
5.				\$ -
6.				\$ -
7.				\$ -
8.				\$ -
9.				\$ -
10.				\$ -
11.				\$ -
12.				\$ -
13.				\$ -
14.				\$ -
15.				\$ -
16.				\$ -
17.				\$ -
18.				\$ -
19.				\$ -
20.				\$ -
Total:			0	\$0
Total Incentives Cost: \$				-

Task "B" Other Costs:

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

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

TASK "C" DETAIL				
Task Name (5a):		Bike Rodeo		
Task Summary (5b):		Educate public and children about active modes of transportation and bike safety.		
Task Schedule (5c):		Start Date : Jan-2020	End Date: May-2021	
Activities and Deliverables:				
Activities (6a):		Deliverables (6b):		
1.	Bicycle Rodeo Planning	Event agenda		
	Outreach	PSA's and press releases		
2.	Bicycle Rodeo Implementation	Bicycle Rodeo Event		
3.				
4.				
5.				
6.				
7.				
8.				
9.				
10.				
Staff Costs:				
Staff Title (7a):		Annual Hours (7b)	Rate Per Hour (7c)	Total \$
Party 1 -	Deputy Director	12	\$80.00	\$ 960.00
Party 2 -	League Certified Instructor	45	\$55.00	\$ 2,475.00
Party 3 -	Senior Planner	12	\$55.00	\$ 660.00
Party 4 -	Agency Grant Manager	12	\$60.00	\$ 720.00
Party 5 -	Agency City Manager	8	\$80.00	\$ 640.00
Party 6 -				\$ -
Subtotal Party Costs (6d):				\$ 5,455.00
Indirect Costs (6e):				
Total Staff Costs (6f):				\$ 5,455.00
Task Notes (8):				
Other Costs:				
You will not be able to fill in the following items. The totals for each "Other Costs" category listed below will automatically calculate from information entered in the itemized other costs section:				
To fill out an itemized cost for each "Other Cost", click below: <div style="border: 1px solid black; padding: 5px; display: inline-block;"> Itemized "Other Costs" Section </div>		Travel (9a):	\$	-
		Equipment (9b):	\$	-
		Supplies/Materials (9c):	\$	-
		Incentives (9d):	\$	-
		Other Direct Costs (9e):	\$	-
		" " (9f):	\$	-
Total Other Costs (9g):				\$ -
TASK GRAND TOTAL (10g):				\$ 5,455.00

Task "C" Other Costs:

Itemized Travel Cost (8a)

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

Travel (8a)

Type of Travel	Quantity	Total \$
1.		\$ -
2.		\$ -
3.		\$ -
4.		\$ -
5.		\$ -
6.		\$ -
7.		\$ -
8.		\$ -
9.		\$ -
10.		\$ -
11.		\$ -
12.		\$ -
13.		\$ -
14.		\$ -
15.		\$ -
16.		\$ -
17.		\$ -
18.		\$ -
19.		\$ -
20.		\$ -
Total	0	\$ -
Total Travel Cost:		\$ -

Itemized Equipment Cost (8b)

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

Equipment (8b)

Type of Equipment	Quantity	Units	Unit Cost \$	Total \$
1.				\$ -
2.				\$ -
3.				\$ -
4.				\$ -
5.				\$ -
6.				\$ -
7.				\$ -
8.				\$ -
9.				\$ -
10.				\$ -
11.				\$ -
12.				\$ -
13.				\$ -
14.				\$ -
15.				\$ -
16.				\$ -
17.				\$ -
18.				\$ -
19.				\$ -
20.				\$ -
Total:	0		\$0	\$ -
Total Equipment Cost:				\$ -

Itemized Supplies/Materials Cost (8c)

Please provide an itemized "supplies/materials" cost estimate for all equipment cost applicable to each task

Supplies/Materials (8c)

Type of Supplies/Materials	Quantity	Units	Unit Cost \$	Total \$
1.				\$ -
2.				\$ -
3.				\$ -
4.				\$ -
5.				\$ -
6.				\$ -
7.				\$ -
8.				\$ -
9.				\$ -
10.				\$ -
11.				\$ -
12.				\$ -
13.				\$ -
14.				\$ -
15.				\$ -
16.				\$ -
17.				\$ -
18.				\$ -
19.				\$ -
20.				\$ -
Total:	0		\$0	\$ -
Total Supplies/Materials Cost:				\$ -

Itemized Incentives Cost (8d)

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

Incentives (8d)

Type of Incentives	Quantity	Units	Unit Cost \$	Total \$
1.				\$ -
2.				\$ -
3.				\$ -
4.				\$ -
5.				\$ -
6.				\$ -
7.				\$ -
8.				\$ -
9.				\$ -
10.				\$ -
11.				\$ -
12.				\$ -
13.				\$ -
14.				\$ -
15.				\$ -
16.				\$ -
17.				\$ -
18.				\$ -
19.				\$ -
20.				\$ -
Total:	0		\$0	\$ -
Total Incentives Cost:				\$ -

Task "C" Other Costs:

Itemized Other Direct Costs (8e)

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

Other Direct Costs (8e)

Type of Other Direct Costs		Quantity	Units	Unit Cost \$	Total \$
1.					\$ -
2.					\$ -
3.					\$ -
4.					\$ -
5.					\$ -
6.					\$ -
7.					\$ -
8.					\$ -
9.					\$ -
10.					\$ -
11.					\$ -
12.					\$ -
13.					\$ -
14.					\$ -
15.					\$ -
16.					\$ -
17.					\$ -
18.					\$ -
19.					\$ -
20.					\$ -
Total:		0		\$0	\$ -
Total Other Direct Cost:					\$ -

Itemized Other Direct Costs (8f)

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

Other Direct Costs (8f)

Type of Other Direct Costs		Quantity	Units	Unit Cost \$	Total \$
1.					\$ -
2.					\$ -
3.					\$ -
4.					\$ -
5.					\$ -
6.					\$ -
7.					\$ -
8.					\$ -
9.					\$ -
10.					\$ -
11.					\$ -
12.					\$ -
13.					\$ -
14.					\$ -
15.					\$ -
16.					\$ -
17.					\$ -
18.					\$ -
19.					\$ -
20.					\$ -
Total:		0		\$0	\$ -
Total Other Direct Cost:					\$ -

Attachment I

Narrative Questions and Backup Information

Community Facts - Find popular facts (population, income, etc.) and frequently requested data about your community.

Enter a state, county, city, town, or zip code: [GO](#)

- [Population](#)
- [Age](#)
- [Business and Industry](#)
- [Education](#)
- [Governments](#)
- [Housing](#)
- [Income](#)
- [Origins and Language](#)
- [Poverty](#)
- [Race and Hispanic Origin](#)
- [Veterans](#)
- [Show All](#)

Trinidad city, California

Median Household Income [Bookmark/Save](#) | [Print](#)

41,618

Source: 2009-2013 American Community Survey 5-Year Estimates

Popular tables for this geography:

2013 American Community Survey

- [Selected Economic Characteristics \(Employment, Commute, Occupation, Income, Health Insurance, Poverty, ...\)](#)
- [Income in the Past 12 Months \(Households, Families, ...\)](#)
- [Earnings in the Past 12 Months \(Sex, Educational Attainment, ...\)](#)
- [Employment Status \(Age, Race, Sex, Poverty, Disability, Education, ...\)](#)
- [Occupation by Sex and Median Earnings in the Past 12 Months](#)

Census 2000

- [Selected Economic Characteristics \(Employment, Commute, Occupation, Income, Health Insurance, ...\)](#)

• [Want more?](#) Need help? Use [Guided Search](#) or visit [Census.gov's Quick Facts](#).

Measuring America — People, Places, and Our Economy

Table *Streets-5*. Top Priority Regional Complete Streets Projects*

Jurisdiction & Project Location	Short or Long Term ¹	Complete Sys.	Economic	Environment	Operations	Preserve Sys.	Safety	Description	Funding Source	Implementation Year(s)	Cost in Year of Expenditure ² (\$000)
Arcata: Hwy 255 at 101 Roundabouts	ST	X	X	X	X		X	Roundabouts, add ped-bike access across bridge, add transit park-and-ride, remove 1 mile of paved roadway (mitigation)	Not funded	2018-20	\$2,000
Arcata: Old Arcata Road Buttermilk to Jacoby Creek Rd	ST	X	X	X	X	X	X	Rehab, ped-bike and calming improvements, gateway at Jacoby Creek Road	STIP, Measure G	2014-16	\$950
Arcata: Valley East and Valley West Improvement project	ST	X	X	X	X	X	X	Roadway rehab with improvements for bike, ped, transit, landscaping and gateway	Not Funded. Measure G match	2016	\$1,000
Blue Lake: South Railroad Avenue, Chartin Way to Broderick Lane	ST	X	X	X		X	X	Repave and add pedestrian improvements “Annie and Mary” Trail, rehab and reconstruction	Not Funded	2018/19	\$2,000
Blue Lake: Greenwood Road/Railroad Avenue/Hatchery Road from Blue Lake Blvd. to Mad River Bridge	ST	X	X		X	X	X	Overlay and pedestrian improvements, rehabilitate and construction	Not Funded	2016/17	\$3,000
Caltrans with Hoopa Valley Tribe: SR 96 - Downtown Hoopa	ST	X	X	X	X		X	Pedestrian safety, traffic calming, drainage improvements	Partially Funded	2013-16	\$4,400
Caltrans: 101 – from Arcata Slough Bridge to Arcata Overhead	ST	X	X	X	X	X	X	Eureka/Arcata capital preventative maintenance and restripe	2012 SHOPP	2013/14	\$14,000
Caltrans: 101 Corridor Improvement Project	ST	X	X	X	X	X	X	Safety improvements at uncontrolled intersections	STIP ITIP	2017/18 2017/18	\$24,658 \$15,000
Caltrans: Hwy 255 – through the Community of Manila	LT	X	X	X	X	X	X	Streetscape improvements to enhance pedestrian safety	Not Funded	TBD	\$2,200
Caltrans: SR96 - Trinity River Bridge in Downtown Hoopa	ST	X	X	X	X	X	X	Pedestrian and non-motorized vehicle crossing of Trinity River	Not Funded	TBD	\$1,000

*See Table *Streets-6* for the full list of projects.

1. Short-term is 0-10 years; long-term is 11-20 years.

2. Assumes an annual 3% rate of inflation.

Jurisdiction & Project Location	Short or Long Term ¹	Complete Sts.	Economic	Environment	Operations	Preserve Sys.	Safety	Description	Funding Source	Implementation Year(s)	Cost in Year of Expenditure ² (\$000)
Caltrans: 101 – Intersection of Broadway, Wabash and Hawthorne	ST	X	X		X	X	X	Intersection improvement	Not Funded	TBD	\$3,000
Caltrans: 101 – 4 th and 5 th Streets from Broadway to Eureka Slough Bridge	ST	X	X		X	X	X	Eureka capital preventative maintenance	SHOPP (PID)	TBD	TBD
County of Humboldt with Karuk Tribe: Red Cap Road, SR96 to Shivshaneen Road, Orleans	ST	X	X		X	X	X	Shoulder widening, pedestrian-bike improvements	TE, HBP, Tribal FHWA TTP	2014/15	\$1,600
County of Humboldt: Alderpoint/ Mattole/Maple Creek	LT		X	X	X	X	X	Reconstruct rural routes	Not Funded	TBD	\$100,000
County of Humboldt: Bell Springs Road	LT		X	X	X	X	X	Improve with Mendocino County	Not Funded	TBD	\$10,000
County of Humboldt: Briceland/ Shelter Cove Roads	LT		X	X	X	X	X	Reconstruction/safety improvements	Not Funded	TBD	\$10,000
County of Humboldt: Central Avenue	ST	X		X	X	X	X	Shoulder widening & overlay	Not Funded	TBD	\$900
County of Humboldt: Fairfield, Meyer, Eureka	LT	X	X	X	X	X	X	Route improvement	Not Funded	TBD	\$1,000
County of Humboldt: Fern Street, Cutton	LT	X	X	X	X		X	Complete connection	Not Funded	TBD	\$1,000
County of Humboldt: Garberville	ST	X	X		X	X	X	Context sensitive modifications	Not Funded	TBD	\$1,500
County of Humboldt: Hammond Trail Bridge - Mad River	ST	X		X	X	X	X	Replace existing bridge	Not Funded	TBD	\$3,200
County of Humboldt: Harris to Fern Street, Cutton	LT	X	X	X	X		X	Connector road	Not Funded	TBD	\$2,000
County of Humboldt: Herrick & Elk River Intersection	LT	X	X	X	X	X	X	Signalize	Not Funded	TBD	\$900

Jurisdiction & Project Location	Short or Long Term ¹	Complete Sts.	Economic	Environment	Operations	Preserve Sys.	Safety	Description	Funding Source	Implementation Year(s)	Cost in Year of Expenditure ² (\$000)
County of Humboldt: Honeydew Bridge	ST	X	X	X	X	X	X	Replace existing bridge	HBP	2014	\$6,200
County of Humboldt: Humboldt Hill to Thompkins Hill	LT	X	X	X	X		X	Connector road	Not Funded	TBD	\$2,000
County of Humboldt: McKinleyville Avenue Extension	ST	X	X	X	X		X	Connect to School Road	Not Funded	TBD	\$500
County of Humboldt: New Navy Base Road	LT	X	X	X	X	X	X	Reconstruct from SR 255 to Bay	Not Funded	TBD	\$1,500
County of Humboldt: School Road, McKinleyville	ST	X	X	X	X	X	X	Sidewalks & bike lanes with roundabout Washington to Salmon	Prop 1B & Developer	2013	\$1,400
County of Humboldt: Union Street	ST	X	X	X	X	X	X	Shoulder widening & geometric improvements	STIP	2013/14	\$2,881
Eureka: 6 th Street from I Street to Myrtle Ave, and 7 th Street from Broadway to J Street	ST	X	X	X	X	X	X	Road rehabilitation, ADA, bike lanes, bus pullouts	Not funded	TBD	\$500
Eureka: H Street from 7 th Street to Harris Street	ST	X	X	X	X	X	X	Road rehab, ADA and bus pullouts	Not funded	TBD	\$700
Eureka: Harrison Ave. from Harris Street to Myrtle Ave.	ST	X	X	X	X	X	X	Two-way left-turn bike lanes, bus pullouts	Not funded	TBD	\$2,000
Eureka: Henderson St from I Street to S Street	LT	X	X	X	X	X	X	Convert to one-way street, install bike facility, bus pullout	Not funded	TBD	\$500
Eureka: Myrtle Ave from 5 th St to Harrison Ave	LT	X	X	X	X	X	X	Congestion relief, ADA, bike facility	Not funded	TBD	\$500
Fortuna: 12 th Street – Riverwalk Drive/U.S. 101 South On-ramps, Dinsmore Drive	LT	X	X	X	X		X	Reconfigure intersection to accommodate increased traffic, pedestrian and bike demand	Not Funded	TBD	\$1,500

Jurisdiction & Project Location	Short or Long Term ¹	Complete Sts.	Economic	Environment	Operations	Preserve Sys.	Safety	Description	Funding Source	Implementation Year(s)	Cost in Year of Expenditure ² (\$000)
Fortuna: Fortuna Boulevard, Redwood Way to Kenmar Road	ST	X	X	X	X	X	X	Overlay w/ bike lane improvements	Not Funded	2017/18	\$2,000
Fortuna: Newburg Road and 12 th Street/North bound 101 ramps re-alignment	LT	X	X	X	X		X	Reconfigure intersection to accommodate increased traffic, pedestrian and bike demand	Not Funded	TBD	\$1,500
Fortuna: Redwood Way, Fortuna Blvd to Rohnerville Road	ST	X	X	X	X	X	X	Overlay w/ pedestrian and bike lane improvements	Not Funded	2017/18	\$1,000
Fortuna: Rohnerville Road, Newell St. to Redwood Way	ST	X	X	X	X	X	X	Reconstruct w/ sidewalk and bike lanes	Not Funded	2018/19	\$3,000
Fortuna: Rohnerville Road, Redwood Way to Jordan Street	ST	X	X	X	X	X	X	Reconstruct w/sidewalk and bike lanes	STIP	2014/15	\$1,041
Fortuna: Ross Hill Road, Kenmar to School Street	ST	X	X	X	X		X	Pedestrian and bike safety improvements	Not Funded	2015/16	\$800
Karuk Tribe/Caltrans: SR 96, Orleans	LT	X	X		X	X	X	Streetscapes/Dip Improvement Project: roadway rehab, ped-bike-transit improvements, landscaping	FHWA TTP Safety funds	2016-20	\$1,100
Karuk Tribe/Caltrans: SR 96, Tishawniik Hill, Camp Creek Road to Asip Road	LT	X	X	X	X	X	X	Class I trail (detour project) and Class II bikeway	FHWA TTP Safety funds	2015-19	\$1,400
Karuk Tribe/County: Red Cap Road, Orleans – <i>See under County projects.</i>											
Rio Dell: Ireland Ave., Davis Street to Painter St. and Dixie St., 4th Ave. to Davis Street	ST	X	X	X	X		X	Maintenance paving project, including 2" overlay and striping, including bikeway signage	Not Funded	2017/18	\$19
Rio Dell: Ogle Avenue, River Street to Creek Street	ST	X	X	X	X		X	Road reconstruction and drainage improvements	Not Funded	2015/16	\$3,303
Rio Dell: Scenic Way at Eeloa Ave.	ST	X	X	X	X		X	Reconfigure intersection	Not Funded	2023/24	\$572
Rio Dell: Wildwood Avenue from Eagle Prairie Bridge to Davis Street	ST	X	X	X		X	X	Add raised center median and stripe bike lanes	State Transp. Enhancement	2013	\$589

Jurisdiction & Project Location	Short or Long Term ¹	Complete Sts.	Economic	Environment	Operations	Preserve Sys.	Safety	Description	Funding Source	Implementation Year(s)	Cost in Year of Expenditure ² (\$000)
Rio Dell: Wildwood Avenue, Elko St. to Belleview Ave.	ST	X	X		X	X	X	Class III bike lanes including striping and signage.	Not Funded	2013/14	\$35
Trinidad: Van Wycke Street Trail	ST	X	X	X	X		X	Reconstruction, lights	Not Funded	2016/17	\$372
<i>Short-term Subtotal</i>											\$ 105,120
<i>Long-term Subtotal</i>											\$ 134,900
Regional Projects—Funded (unconstrained) Subtotal											\$ 78,719
Regional Projects—Unfunded (constrained) Subtotal											\$ 161,301
TOP PRIORITY REGIONAL COMPLETE STREETS PROJECTS TOTAL											\$277,620

1. Short-term is 0-10 years; long-term is 11-20 years.

2. Assumes an annual 3% rate of inflation.

Traffic Study at Trinity Street and Edwards Street

May 22, 2015 from 2:59 pm to 3:59 pm

Becky Price-Hall stood and sat on the NE corner of the Edwards and Trinity intersection with a view of Edwards to the east and west down Edwards to just past Van Wycke.

Vehicles: Counted each vehicle that passed through intersection.

- 148 cars, non-work small trucks, SUVs
- 35 commercial vehicles, including work trucks, full size pickups, RVs, county bus, vehicle towing trailers

Pedestrians: counted each pedestrian that entered Edwards road right of way, including parking lot area by memorial lighthouse.

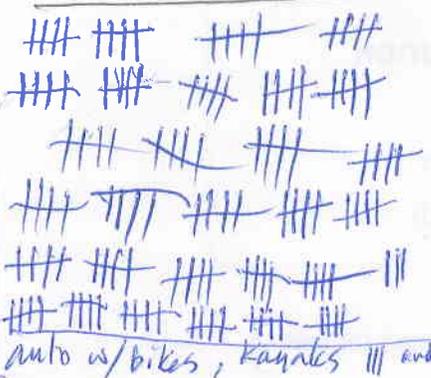
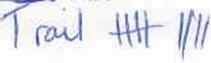
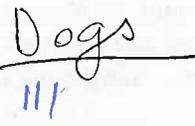
- 87 adults.
- 11 children/youth
- Notes: Observed 14 pedestrians taking photographs from the street so they spent a lot more time and created congestion. Other pedestrians activities included sitting, talking, snacking and 2 had big (camping) backpacks

Bicycles: counted each bicycle that entered Edwards road right of way

- 8 bicycles

Pets: 3 dogs on leashes with a pedestrians and 1 cat (unaccompanied)

Friday May 22, 2015

<u>Motor Vehicles</u> 	<u>Pedestrians-Adult</u> 	<u>Bicycles</u> ^{2:59 pm - 3:59 pm} 
<u>Commercial Vehicle</u> 	<u>Trail</u> ^{and used} 	<u>Dogs</u> 
RV County Bus Truck w/trailer work truck Full size P.U.	<u>Pedestrians-Youth</u> 	<u>Cat</u> 
Sitting, talking, snacking * baby * Camper?		<u>Ped</u> ^{and} <u>Photographing</u> 

and used trail 11
and out of town 11

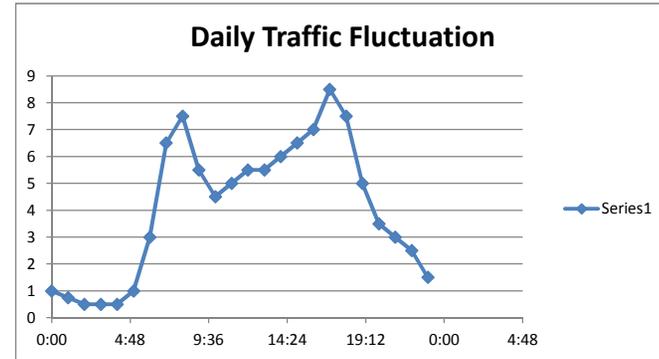
auto w/bikes, kayaks 11 and

Attachment I, Reference 3

City of Trinidad
Van Wycke Bicycle and Pedestrian Connectivity Project - ATP Grant Application
Extrapolation of Bicycle and Pedestrian Traffic

Extrapolated Daily Count (May)

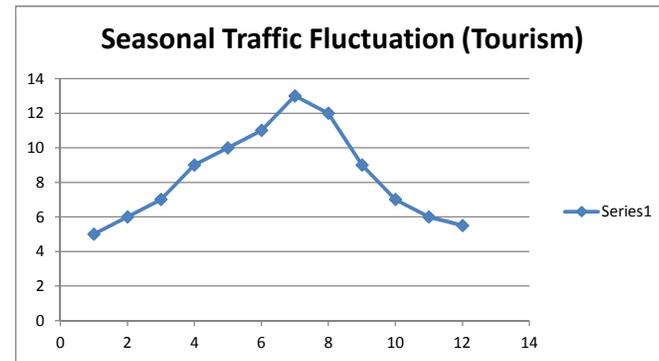
Time	Assumed Distribution Distribution	Motorized Vehicles			Pedestrians		Total	Bicylists Total
		Passenger Veh	Comm Veh	Total Veh	Children	Adults		
0:00	1	23	5	28	2	7	8	1
1:00	0.75	17	4	21	1	5	6	1
2:00	0.5	11	3	14	1	3	4	1
3:00	0.5	11	3	14	1	3	4	1
4:00	0.5	11	3	14	1	3	4	1
5:00	1	23	5	28	2	7	8	1
6:00	3	68	16	84	5	20	25	4
7:00	6.5	148	35	183	11	44	55	8
8:00	7.5	171	40	211	13	50	63	9
9:00	5.5	125	30	155	9	37	46	7
10:00	4.5	102	24	127	8	30	38	6
11:00	5	114	27	141	8	33	42	6
12:00	5.5	125	30	155	9	37	46	7
13:00	5.5	125	30	155	9	37	46	7
14:00	6	137	32	169	10	40	50	7
15:00	6.5	148	35	183	11	44	55	8 Collected Data
16:00	7	159	38	197	12	47	59	9
17:00	8.5	194	46	239	14	57	71	10
18:00	7.5	171	40	211	13	50	63	9
19:00	5	114	27	141	8	33	42	6
20:00	3.5	80	19	99	6	23	29	4
21:00	3	68	16	84	5	20	25	4
22:00	2.5	57	13	70	4	17	21	3
23:00	1.5	34	8	42	3	10	13	2
Daily Total	98	2,237	529	2,766	166	658	824	121



Assumed Distribution

Jan	5
Feb	6
Mar	7
Apr	9
May	10
Jun	11
Jul	13
Aug	12
Sep	9
Oct	7
Nov	6
Dec	5.5

	Assumed Distribution	Motorized Vehicles			Pedestrians		Total	Bicylists Total
		Passenger Veh	Comm Veh	Total Veh	Children	Adults		
Average Annual	8.375	1,874	443	2,317	139	551	690	101
Non-Motorized Increase (50% Increase Assumed)					209	826	1,035	152
Motorized Decrease (5% Assumed)		1,780	443	2,223				



Estimated Daily Average Traffic

Estimated Non-Motorized Increase

Estimated Vehicle Reduction

different user rates is because of inadequate signage and connections at the trail with the lower usage rate. The differences in level of usage between two apparently similar trails illustrates why care must be taken in using a simple comparison approach to predict demand.

Facility Design Factors:

Lewis/Kirk and Wigan/Richardson/Brunton: This approach requires planners to compare facilities that are similar in type and length.



Figure 2.1 A similar conditions study uses data from an existing facility, such as the bike lane shown here, to estimate the potential number of users on a proposed facility.

Output Types:

These methods supply the planner with rough estimates of bicycle usage for proposed facilities.

Real-World Examples:

Hoekwater: Counts of bicycle traffic were performed before and after the addition of bicycle lanes at two locations in the Netherlands. Counts were also performed on parallel facilities to attempt to estimate diversion vs. new riders. In one location, bicycle counts increased by 30 to 60 percent on the route with a slight increase on parallel routes. For a different location, bicycle traffic on the route also increased but there was some decrease on parallel facilities; the authors

From user surveys, Wigan et al., developed a trip length distribution model and trip generation rates for postal code zones within the study area. These rates were compared to population densities in postal code areas at various distances from the Maribryngong Trail and calculated distances from the trail to the postal area centroids (geographic center of the polygon area). Using this sketch plan method, researchers estimated a potential 500 percent increase in use, if improvements in facility access and promotion were undertaken.

Guelph, Ontario - Aultman-Hall, Hall, and Baetz (1997) use a GIS network data base to determine the characteristics of 397 routes used by commuter cyclists in Guelph, Ontario, and to compare them to the shortest path routes between each origin and destination. The analysis provides useful insight for understanding factors affecting travel behavior such as grades, intersections, etc. The study recommends different priorities for improving conditions for existing cyclists and for attracting new cyclists to the network.

Use of GIS in Travel Behavior Research - In addition to assisting with realworld planning applications, GIS has facilitated research into factors influencing bicycle and pedestrian travel behavior.

Frank et al. (1997) developed measures of pedestrian friendliness using Census TIGER files, and related these measures to the likelihood of walking or taking transit in the Seattle, WA, region. The number of census blocks per hectare in a census tract was used as a proxy for the level of connectivity and density of the street network. Related work has been conducted at the Georgia Institute of Technology (Wineman, unpublished) to develop and test topological measures of the street network from TIGER files and relate these to pedestrian flows. These measures have been found to be effective at predicting the distribution of pedestrian flows on the street network. Other travel behavior researchers (c.f. Loutzenheiser, 1997; Kockelman, 1996) have also made extensive use of GIS in analyzing land use data and relating it to travel behavior.

Contacts/Source:

Bill Barber: Metropolitan Service District (Portland, OR)

Bruce Burgess, Peter Moe: Bicycle Federation of America (Washington, DC)

Lawrence Frank: Georgia Institute of Technology, City Planning Department (Atlanta, GA)

Shirley Hsiao: Orange County Transit Authority (Orange, CA)

Bill Jack: City of Seattle, Transportation Department (Seattle, WA)

Bruce Landis: Sprinkle Consulting Engineers (Tampa, Florida)

Phillip Mescher: Iowa Department of Transportation (Ames, IA)

Matthew Ridgeway: Fehr and Peers Associates (Lafayette, CA)

Timothy Traybold: Niagara Frontier Transportation Commission (Buffalo, NY)

Marcus Wigan: Oxford Systematics (Heidelberg, Australia)

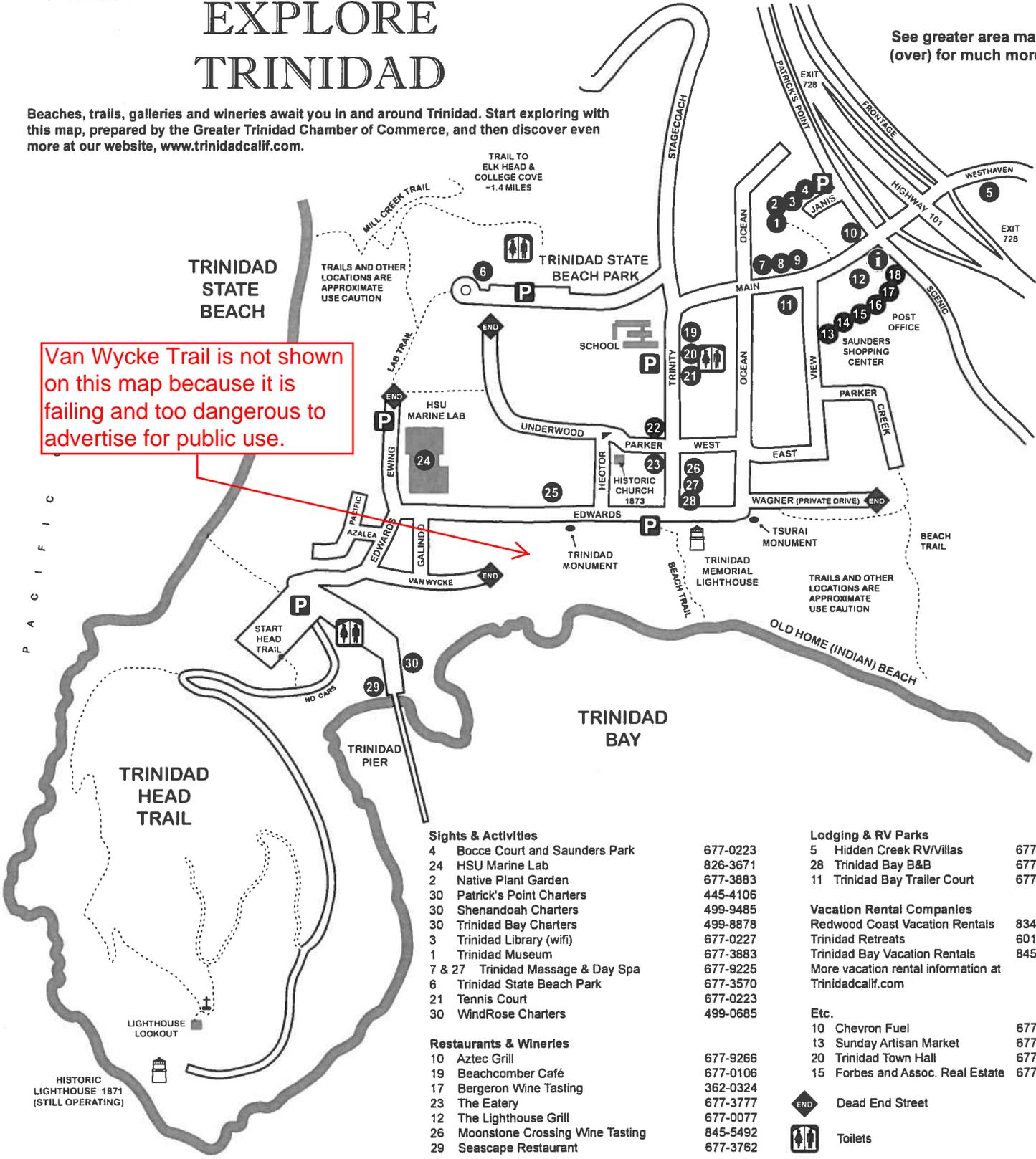
Publications:

EXPLORE TRINIDAD

See greater area map (over) for much more.

Beaches, trails, galleries and wineries await you in and around Trinidad. Start exploring with this map, prepared by the Greater Trinidad Chamber of Commerce, and then discover even more at our website, www.trinidadcalif.com.

Van Wycke Trail is not shown on this map because it is failing and too dangerous to advertise for public use.



Sights & Activities

- 4 Bocce Court and Saunders Park 677-0223
- 24 HSU Marine Lab 826-3671
- 2 Native Plant Garden 677-3883
- 30 Patrick's Point Charters 445-4106
- 30 Shenandoah Charters 499-9485
- 30 Trinidad Bay Charters 499-8878
- 3 Trinidad Library (wif) 677-0227
- 1 Trinidad Museum 677-3883
- 7 & 27 Trinidad Massage & Day Spa 677-9225
- 6 Trinidad State Beach Park 677-3570
- 21 Tennis Court 677-0223
- 30 WindRose Charters 499-0685

Restaurants & Wineries

- 10 Aztec Grill 677-9266
- 19 Beachcomber Café 677-0106
- 17 Bergeron Wine Tasting 362-0324
- 23 The Eatery 677-3777
- 12 The Lighthouse Grill 677-0077
- 26 Moonstone Crossing Wine Tasting 845-5492
- 29 Seascape Restaurant 677-3762

Shops & Galleries

- 23 The Gallery (inside the Eatery) 677-3777
- 25 Katy's Smokehouse 677-0151
- 14 Murphy's Market 677-3643
- 18 Salty's Surf N Tackle 677-0300
- 16 Strawberry Rock Gallery 677-5151
- 22 Trinidad Art Gallery 677-3770
- 8 Trinidad Trading Co. 677-0711
- 9 WindanSea 677-3223

Lodging & RV Parks

- 5 Hidden Creek RV/Villas 677-3775
- 28 Trinidad Bay B&B 677-0840
- 11 Trinidad Bay Trailer Court 677-3647

Vacation Rental Companies

- Redwood Coast Vacation Rentals 834-6555
 - Trinidad Retreats 601-6645
 - Trinidad Bay Vacation Rentals 845-1144
- More vacation rental information at Trinidadcalif.com

Etc.

- 10 Chevron Fuel 677-0210
- 13 Sunday Artisan Market 677-3976
- 20 Trinidad Town Hall 677-0223
- 15 Forbes and Assoc. Real Estate 677-1600

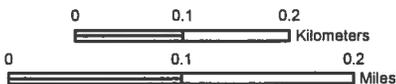
- Dead End Street
- Toilets
- Parking
- Chamber of Commerce Kiosk 677-1610

P A C I F I C O C E A N



Custom Maps By: earthmapphoto.com

Approximate Scale



Parent Survey Report: One School in One Data Collection Period

School Name: Trinidad Elementary School

Set ID: 12315

School Group: Trinidad Union Elementary School District

Month and Year Collected: September 2014

School Enrollment: 0

Date Report Generated: 01/12/2015

% Range of Students Involved in SRTS: Don't Know

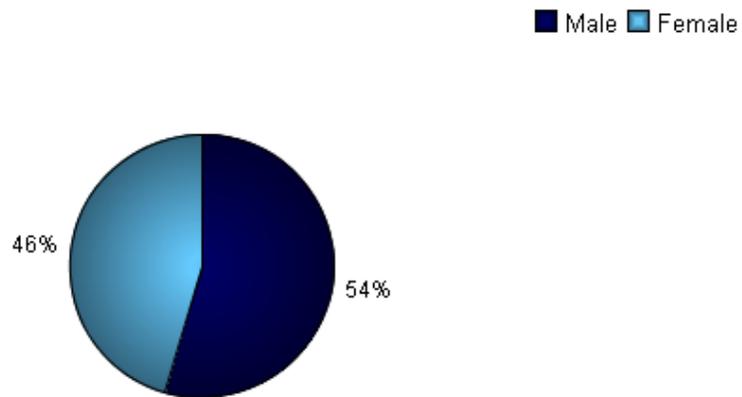
Tags:

Number of Questionnaires Distributed: 175

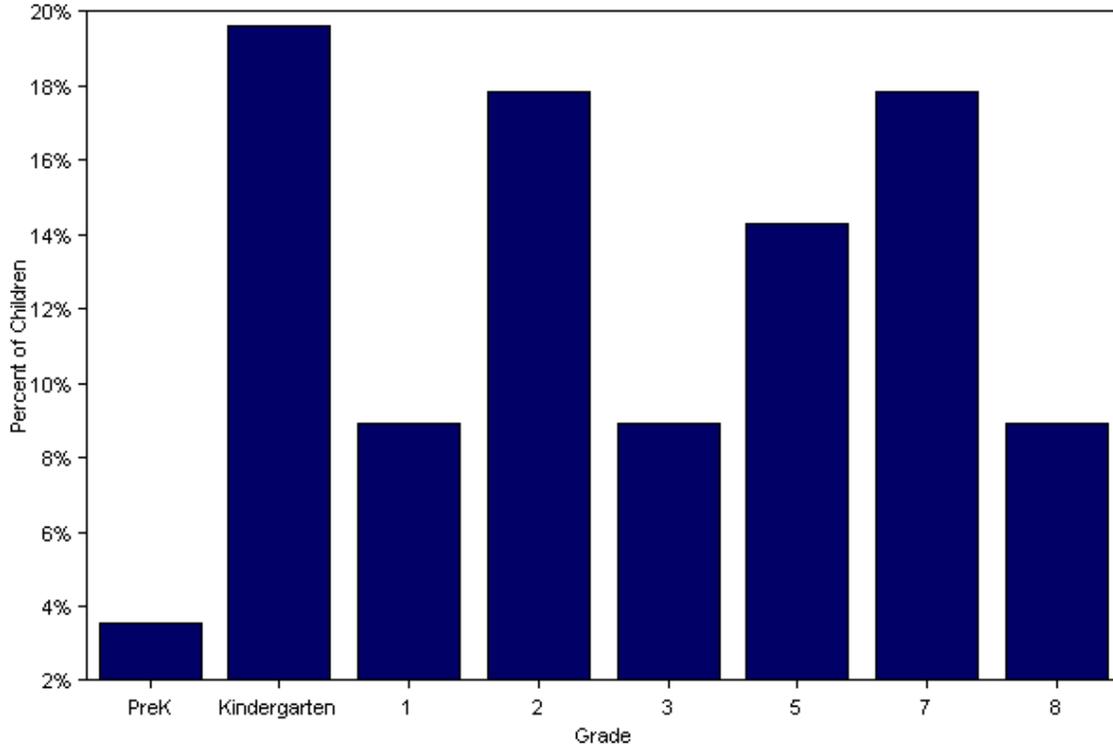
Number of Questionnaires Analyzed for Report: 57

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey



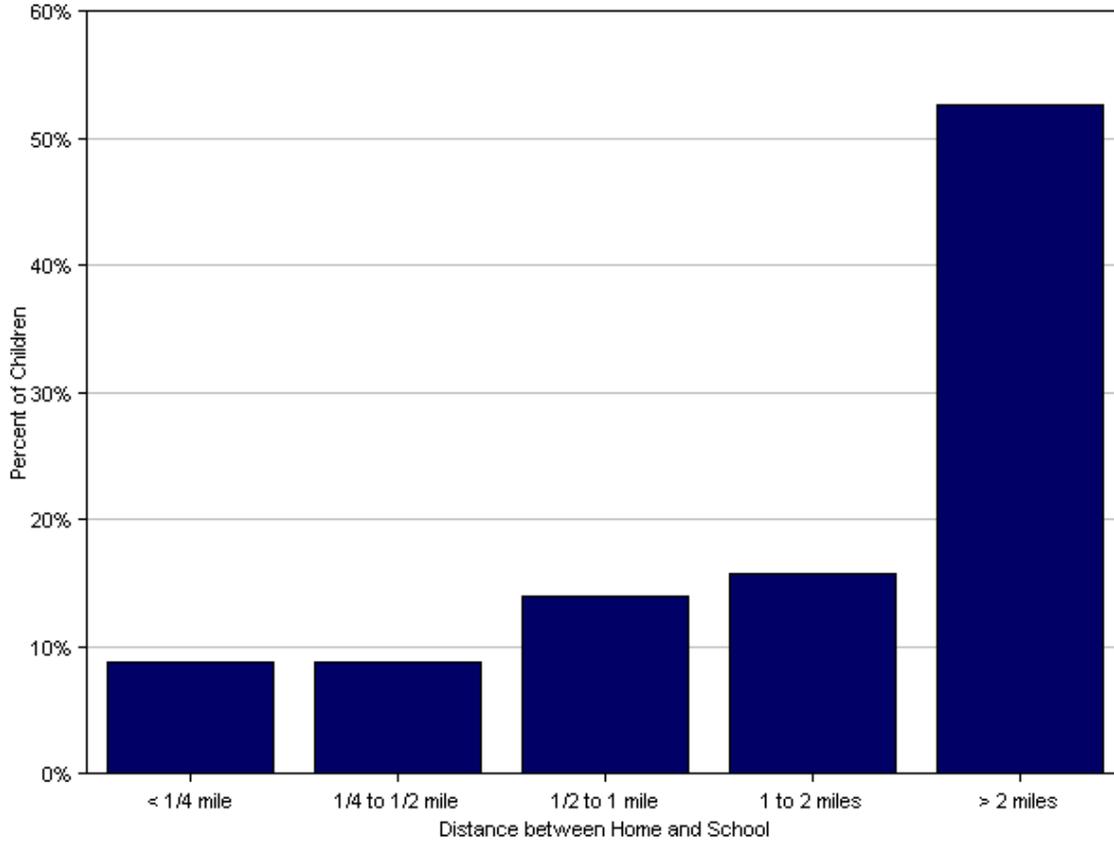
Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
PreK	2	4%
Kindergarten	11	20%
1	5	9%
2	10	18%
3	5	9%
5	8	14%
7	10	18%
8	5	9%

No response: 0

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school



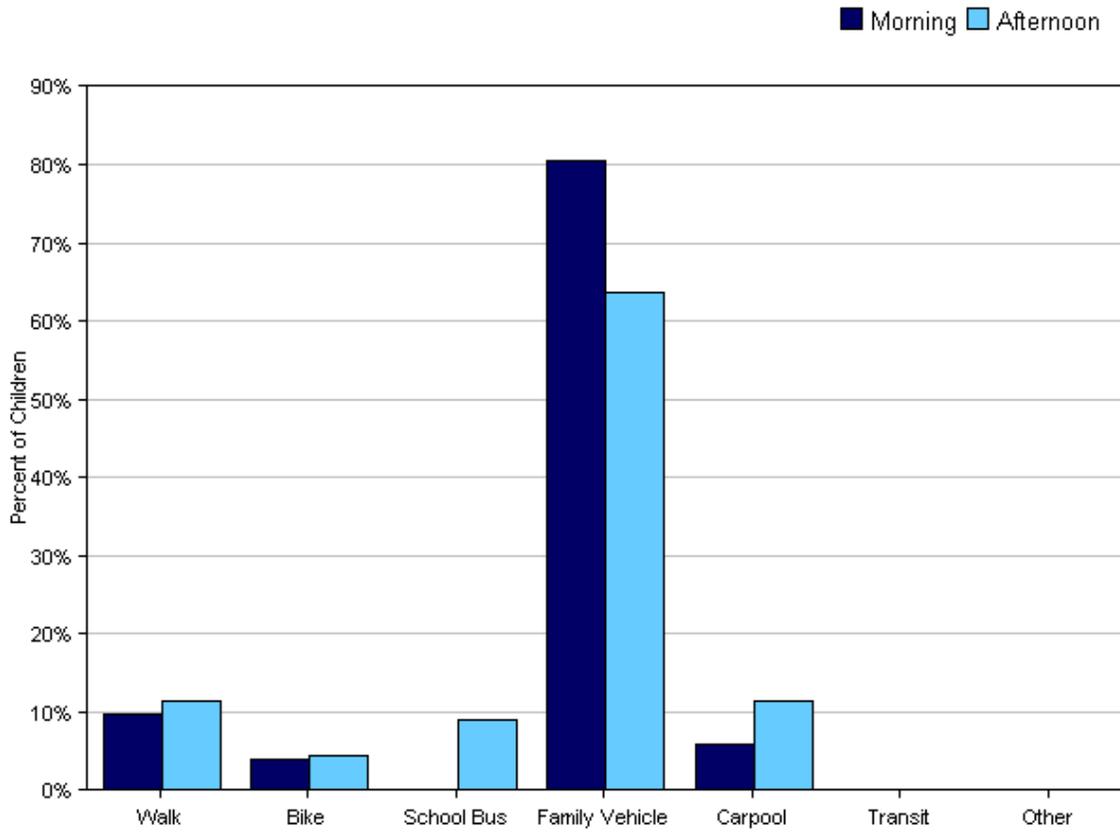
Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	5	9%
1/4 mile up to 1/2 mile	5	9%
1/2 mile up to 1 mile	8	14%
1 mile up to 2 miles	9	16%
More than 2 miles	30	53%

Don't know or No response: 0

Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school



Typical mode of arrival at and departure from school

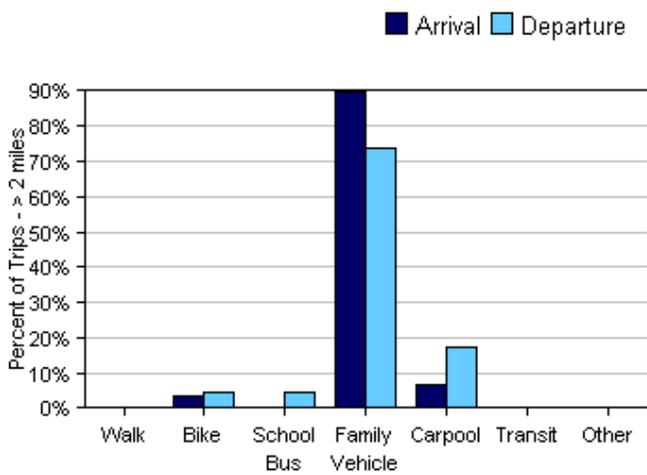
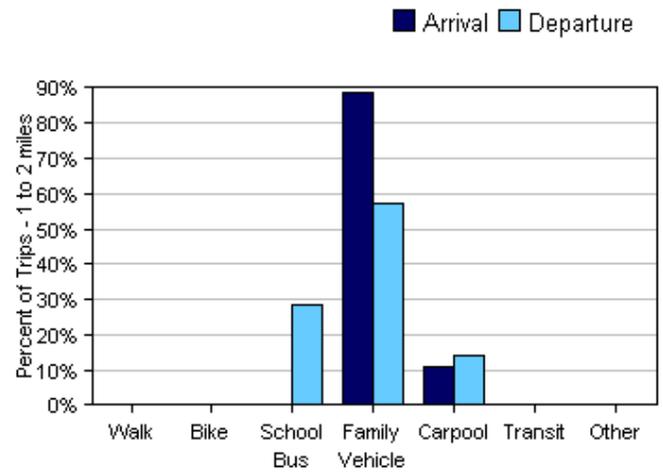
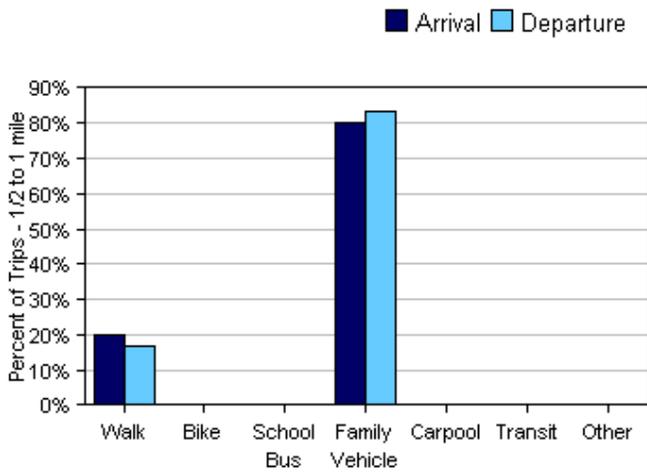
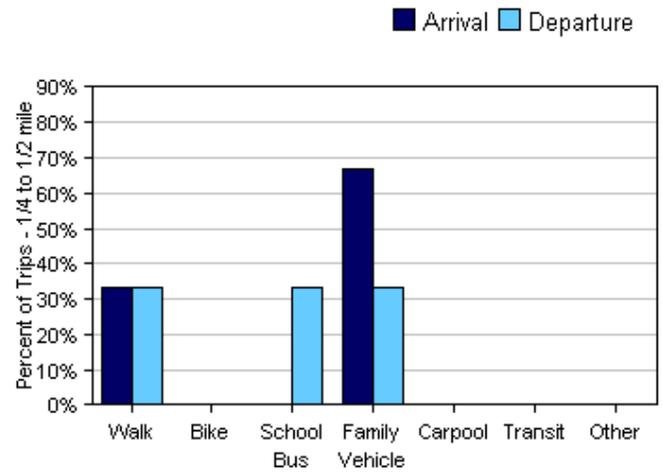
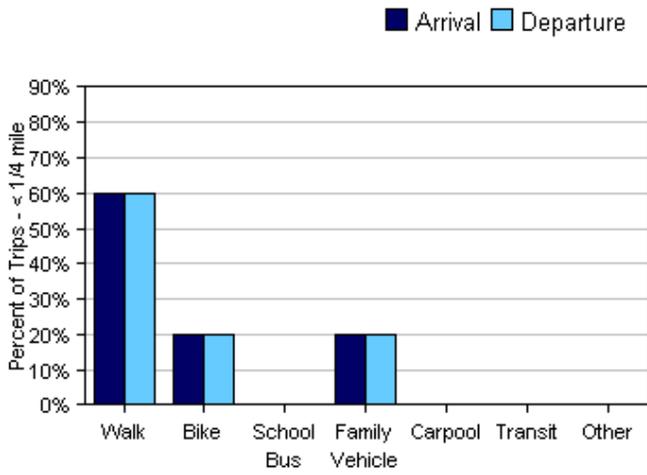
Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	51	10%	4%	0%	80%	6%	0%	0%
Afternoon	44	11%	5%	9%	64%	11%	0%	0%

No Response Morning: 6

No Response Afternoon: 13

Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	5	60%	20%	0%	20%	0%	0%	0%
1/4 mile up to 1/2 mile	3	33%	0%	0%	67%	0%	0%	0%
1/2 mile up to 1 mile	5	20%	0%	0%	80%	0%	0%	0%
1 mile up to 2 miles	9	0%	0%	0%	89%	11%	0%	0%
More than 2 miles	29	0%	3%	0%	90%	7%	0%	0%

Don't know or No response: 6

Percentages may not total 100% due to rounding.

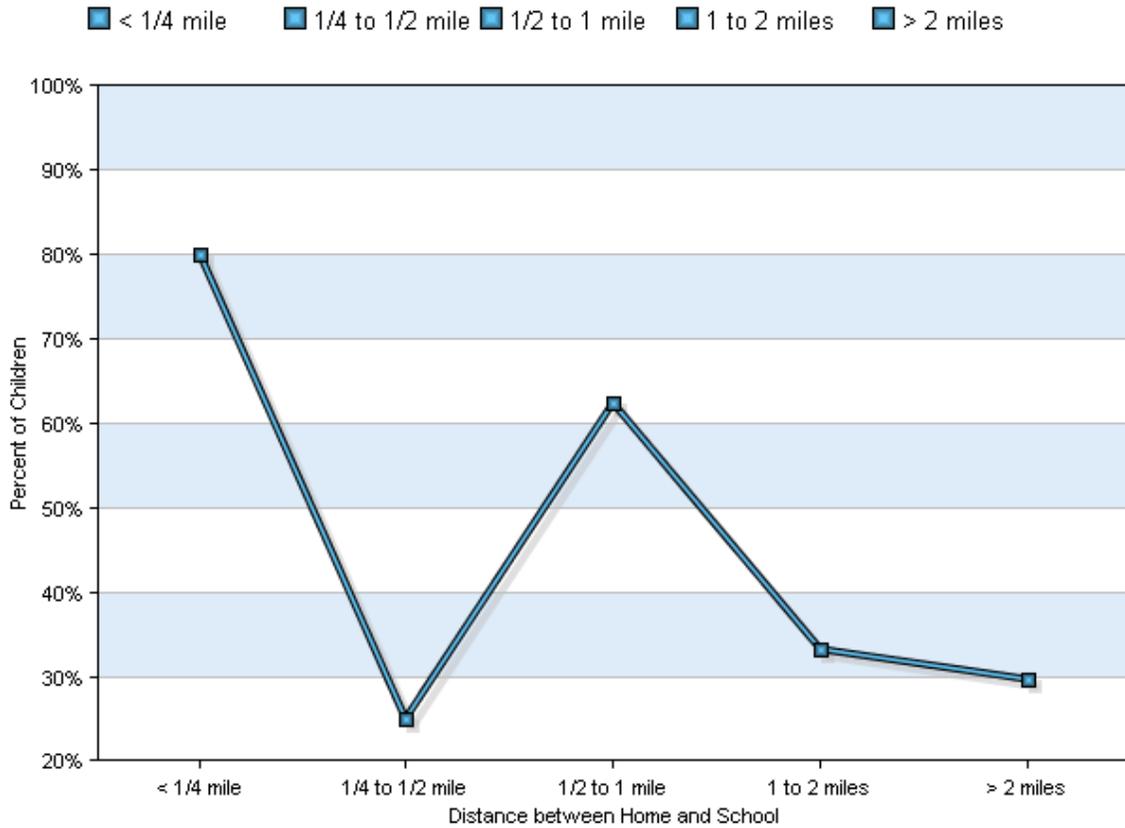
School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	5	60%	20%	0%	20%	0%	0%	0%
1/4 mile up to 1/2 mile	3	33%	0%	33%	33%	0%	0%	0%
1/2 mile up to 1 mile	6	17%	0%	0%	83%	0%	0%	0%
1 mile up to 2 miles	7	0%	0%	29%	57%	14%	0%	0%
More than 2 miles	23	0%	4%	4%	74%	17%	0%	0%

Don't know or No response: 13

Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

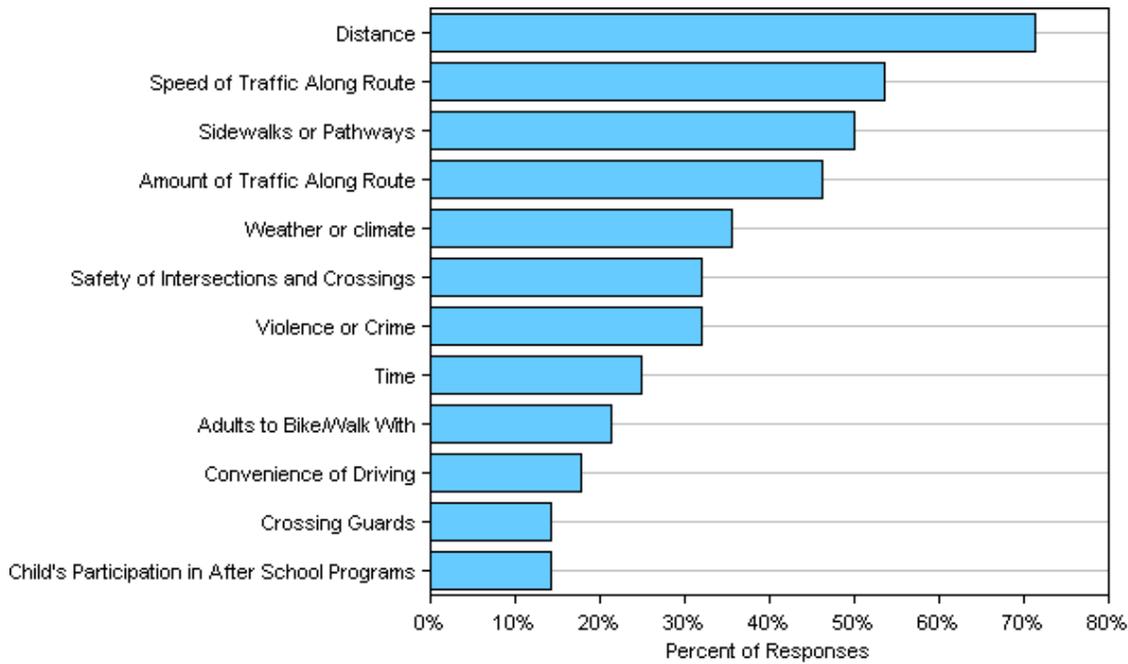


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

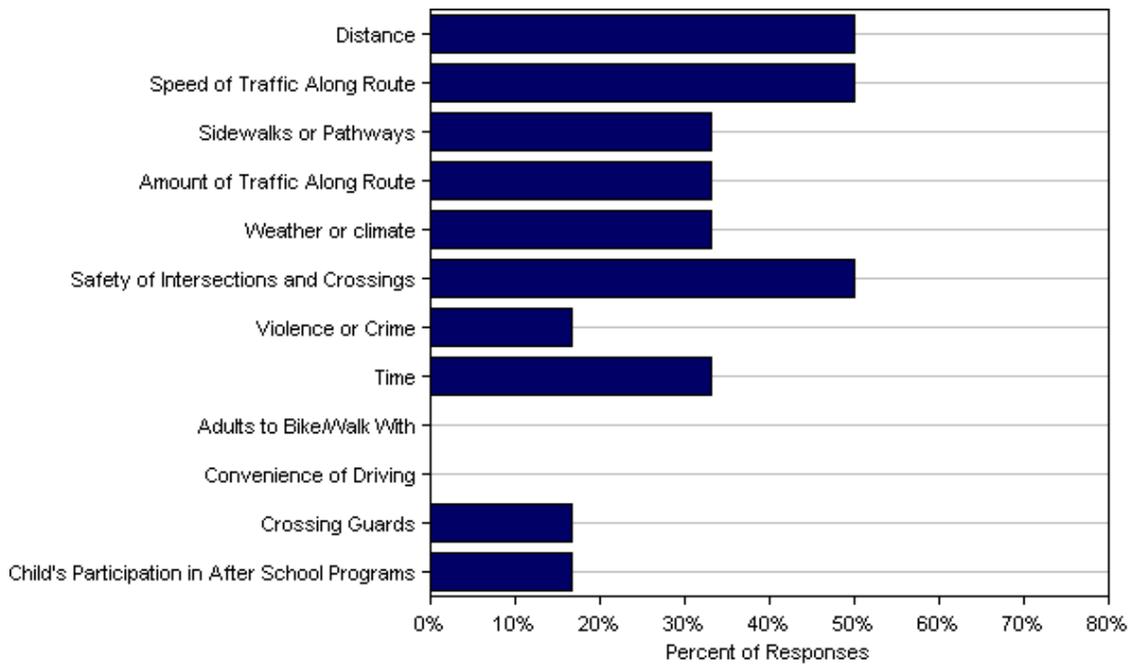
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	21	80%	25%	63%	33%	30%
No	32	20%	75%	38%	67%	70%

Don't know or No response: 4
 Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by
parents of children who already walk or bike to/from school

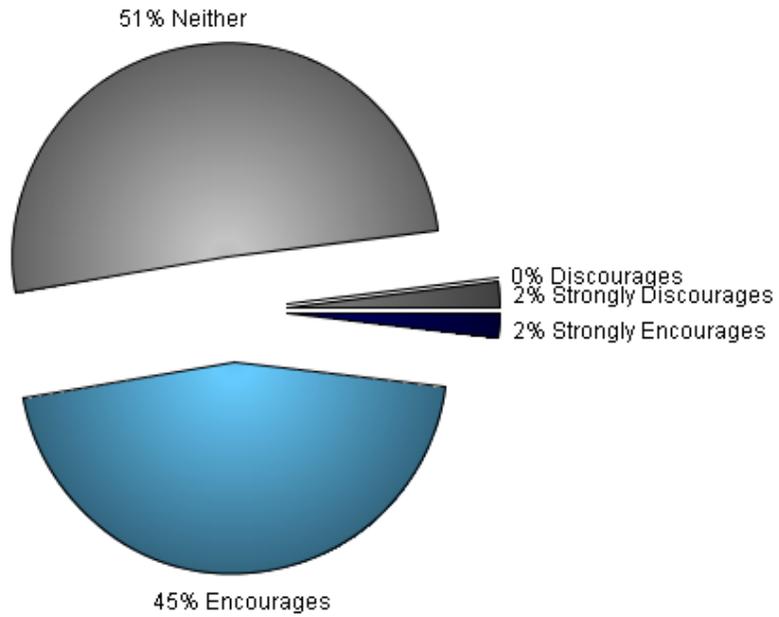
Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	71%	50%
Speed of Traffic Along Route	54%	50%
Sidewalks or Pathways	50%	33%
Amount of Traffic Along Route	46%	33%
Weather or climate	36%	33%
Safety of Intersections and Crossings	32%	50%
Violence or Crime	32%	17%
Time	25%	33%
Adults to Bike/Walk With	21%	0%
Convenience of Driving	18%	0%
Crossing Guards	14%	17%
Child's Participation in After School Programs	14%	17%
Number of Respondents per Category	28	6

No response: 23

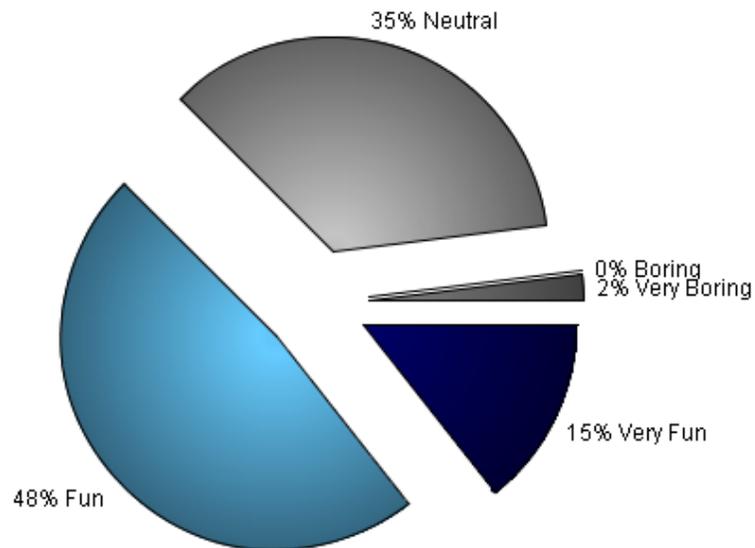
Note:

- Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.
- Each column may sum to > 100% because respondent could select more than issue
- The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

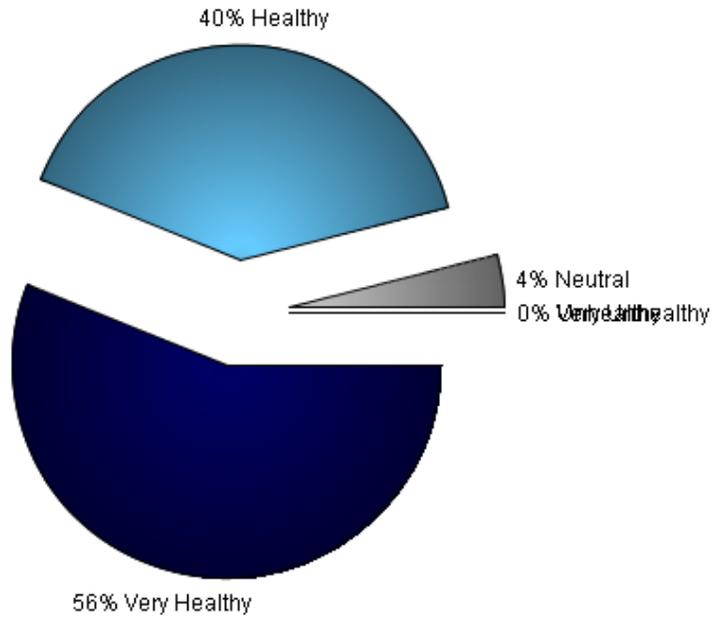
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



Comments Section

SurveyID	Comment
1277394	MY DAUGHTER IS AN INTERDISTRICT TRANSFER SO WALKING/BIKING ISN'T AN OPTION BUT WE ARE CONSIDERING MOVING TO BE CLOSER SO WE CAN WALK HER TO SCHOOL.
1277424	QUESTION #10 - THERE LITTLE SISTER IS TOO YOUNG TO WALK OR BIKE
1277437	WE LIVE TOO FAR FOR HER TO WALK OR BIKE. I WISH THERE WAS A BUS TO PICK HER UP BOTH WAYS.
1277443	IF WE LIVED IN TOWN I WOULD WALK WITH MY CHILD UNTIL SHE WAS MUCH OLDER AND WANTED TO WALK WITH FRIENDS. I WOULD NEVER SEND HER ALONE UNTIL HIGH SCHOOL.
1277427	BIKING WOULD BE SO FUN WHEN OUR KIDS ARE OLDER BUT N. WESTHAVEN IS TOO DANGEROUS W/O SIDEWALKS.
1277426	MY NUMBER ONE CONCERN IS PERSONAL SAFETY. WE GOT A LOT OF FOOT TRAFFIC ON OUR ROAD - OFTEN TIMES EARLY MORNING SUN CAN REDUCE THE VISIBILITY/ABILITY TO SEE FOR DRIVERS.
1277421	NOT ENOUGH SIDEWALKS IN TOWN. ALSO PEOPLE DRIVE FAST FOR SUCH SMALL ROADS.
1277428	THE SCENIC ROUTE IS JUST TOO DANGEROUS FOR A CHILD TO SAFELY WALK ALONE (OR BIKE). HE & I OFTEN WALK ON IT TOGETHER ON OUR DAYS OFF BUT NOT WHEN WE MUST BE SOMEWHERE ON TIME OR A SCHEDULE TO KEEP.
1277433	WE LIVE 1.5 BLOCKS FROM SCHOOL IN A GREAT NEIGHBORHOOD - WE LOVE IT!
1277438	I WOULD DEFINITELY LET MY CHILD RIDE TO SCHOOL IF THERE WAS A BIKE LANE AND SLOWER TRAFFIC.
1277399	QUESTION #9 - OVER 5 MILES

Mortality

The chart below illustrates the five leading causes of mortality by age group in Humboldt County for 2007 to 2011 with the Average Annual Age-Specific Mortality Rate (AASMR) per 100,000 persons (in parentheses).

Injuries from motor vehicle crashes were the leading or second-highest cause of death between 2007 and 2011 for people under the age of 45.

Suicide is the leading cause of death in the 15-24 age group, the fourth leading cause in

the 25-44 age group, and the sixth leading cause in the 45-64 age group.

From age 65 on, the leading causes of death in Humboldt are related to chronic illness.

From age 65 on, the leading causes of death in Humboldt are related to chronic illness.

Deaths related to the acute and chronic effects of alcohol, drug and tobacco abuse remain a leading cause of preventable mortality in Humboldt County.

All Gender/Race/Ethnicity 2008 - 2012 with average annual age-specific rate per 100,000 persons					
Age Range	#1 Cause	#3 Cause	#4 Cause	#5 Cause	#5 Cause
< Age 1 (35 deaths)	The 2008-2012 average annual infant mortality (under age 1) from all causes for Humboldt County is 5 per 1000 live births				
1 to 14 (16 deaths)	The 2008-2012 average annual mortality rate for ages 1-14 from all causes for Humboldt County is 17.3 per 100,000 persons				
15 to 24 (85 deaths)	Suicide (22.4)	Motor Vehicle Injuries (21.5)	Drug-related deaths (15.9)	Fatal Unintentional Injuries (6.5)	
25 to 45 (320 deaths)	Drug-related deaths (53.0)	Motor Vehicle Injuries (24.0)	Liver disease and cirrhosis; chronic ETOH abuse (22.8)	Suicide (21.7)	Cardiovascular disease (14.3)
45 to 64 (1,446 deaths)	Cancer, all (210.4)	Cardiovascular disease (145.8)	Drug-related deaths (92.3)	Liver disease and cirrhosis; chronic ETOH abuse (92.3)	COPD and Emphysema (35.7)
65+ (4,204 deaths)	Cardiovascular disease (1197.2)	Cancer, all (1027.9)	Stroke (520.2)	COPD and emphysema (380.3)	Alzheimer's Disease (223.4)

Source: Humboldt County Vital Statistics (CA-EDRS accessed 1/31/2013). ETOH=Ethanol (Alcohol) .



Posted: Friday, January 07, 2011

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

The Trinidad City Council will hold its first regular monthly meeting on
WEDNESDAY, JANUARY 12, 2011 at 7:00 PM
 in the Town Hall at 409 Trinity Street



- I. CALL TO ORDER/ROLL CALL
- II. PLEDGE OF ALLEGIANCE
- III. CLOSED SESSION

- IV. APPROVAL OF AGENDA
- V. APPROVAL OF MINUTES
 - December 08, 2010 cc
 - December 14, 2010 scc

- VI. COUNCIL MEMBER REPORTS, INCLUDING COMMITTEE ASSIGNMENTS
- VII. ORAL STAFF REPORTS
 - City Manager
 - Specific Department Reports

- VIII. ITEMS FROM THE FLOOR
(Three (3) minute limit per Speaker unless Council approves request for extended time.)

- IX. CONSENT AGENDA
 1. Staff Activities Report through December, 2010
 2. Financial Status Reports for November, 2010
 3. Professional Services Agreement with Steve Albright
 4. Revision of MOU with the Trinidad Rancheria for Prop 84 ASBS Project

- X. DISCUSSION/ACTION AGENDA ITEMS
 1. Appointments of Council Members to Varied Boards and Commissions
 2. Appointment(s) to the Trinidad Planning Commission
 3. Report on the Process to Replace the City Manager
 4. Report on Pampas Grass Survey
 5. Report on Van Wycke Trail Improvements
 6. Options for Animal Control Functions in Trinidad

- XI. COUNCIL, STAFF, or PUBLIC REQUESTS FOR FUTURE AGENDA ITEMS
- XII. ADJOURNMENT

Attachment I, Reference 8

DISCUSSION/ACTION AGENDA ITEM X.5

Date: January 12, 2011

Item: **REPORT ON THE VAN WYCKE TRAIL IMPROVEMENTS**

Background: City staff is investigating how best to improve the Van Wycke Trail. It has been closed temporarily because there has been continued slippage and erosion of the ground beneath the trail, creating a potentially dangerous condition. The entire trail is part of the original right-of-way of the City that was Van Wycke Street.

Since the Council last meeting, Bush Geotechnical Consultants has been retained to evaluate the land under the trail to determine its long-term stability. If both the existing drainage line and the foot path need to be relocated further from the edge of the embankment onto private property (a new easement), then the cost of this action needs to be supported by factual information that would justify the expense.

The geotechnical analysis will be available to present to the Council at the February meeting.

Staff Recommendation: Receive and File the report, or take whatever other action is deemed appropriate by the members of the Council.

Attachments: Professional Services Agreement with Bush Geotechnical Consultants.

Trinidad. That was done, and over the past three months a survey has been completed. Marie Keller-Roy will give a brief report on the Society's findings within the City of Trinidad

5. Report on Van Wycke Trail Improvements.

City Manager Albright explained that City staff is investigating how best to improve the Van Wycke Trail. It has been closed temporarily because there has been continued slippage and erosion of the ground beneath the trail, creating a potentially dangerous condition. The entire trail is part of the original right-of-way of the City that was Van Wycke Street.

Since the Council last meeting, Bush Geotechnical Consultants has been retained to evaluate the land under the trail to determine its long-term stability. If both the existing drainage line and the foot path need to be relocated further from the edge of the embankment onto private property (a new easement), then the cost of this action needs to be supported by factual information that would justify the expense.

Council comment included:

6. Options for Animal Control Functions in Trinidad

Some Council members and residents have questioned whether the City needs to have access to animal control services. While this need is infrequent, it is an important function to address when the need arises.

Currently there is no animal control function in the City of Trinidad. The City does pay a minimal monthly cost to the County so that its residents can personally stake in stray animals or pick up lost dogs, but there is no allowance in that agreement for the County to send its trained personnel to pick up sick or dangerous animals.

There appear to be two possible options. First, the City could negotiate a contract for the County for these services. It would be some type of "payment for services" contract. The City of Blue Lake now has this type of an agreement. Second, the City could investigate some form of agreement with the Trinidad Rancheria. The Rancheria apparently has a trained person and a properly equipped vehicle. At this time, it is unknown what services could be performed or if the Rancheria would be willing to entertain and agreement with the City of Trinidad

XII. COUNCIL REQUEST FOR FUTURE AGENDA ITEMS

XIII. ADJOURNMENT

- Meeting ended at 9:35pm.

Submitted by:

Approved by:

Gabriel Adams
City Clerk

Kathy Bhardwaj
Mayor

Attachment I, Reference 8



Posted: Friday, February 04, 2011

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

The Trinidad City Council will hold its first regular monthly meeting on
WEDNESDAY, FEBRUARY 09, 2011 at 7:00 PM
 in the Town Hall at 409 Trinity Street



- I. **CALL TO ORDER/ROLL CALL**
- II. **PLEDGE OF ALLEGIANCE**
- III. **CLOSED SESSION**
- IV. **APPROVAL OF AGENDA**
- V. **APPROVAL OF MINUTES** – No minutes to approve.
- VI. **COUNCIL MEMBER REPORTS, INCLUDING COMMITTEE ASSIGNMENTS**
- VII. **ORAL STAFF REPORTS**
 - Acting City Manager, Specific Department Reports, Planning Commissioner
- VIII. **ITEMS FROM THE FLOOR**
(Three (3) minute limit per Speaker unless Council approves request for extended time.)
- IX. **CONSENT AGENDA**
 - 1. Staff Activities Report through January, 2011
 - 2. Financial Status Reports for December, 2011
 - 3. Revision of MOA with the Trinidad Rancheria for Prop 84 ASBS Project
 - 4. Report on Animal Control Ordinances in Trinidad
 - 5. Indian Gaming Committee Appointment
 - 6. Proclamation 2011-01: Engineer's Week
 - 7. Resolution authorizing an agreement for CA Department of Conservation Grant
 - 8. Agreement Between the City of Trinidad and Winzler & Kelly for Technical Assistance for Department of Public Health Turbidity Meter/Monitoring Upgrade Grant
- X. **DISCUSSION/ACTION AGENDA ITEMS**
 - 1. Memorandum of Understanding with Humboldt County for Temporary Library Location
 - 2. Skateboarding Issues in Trinidad
 - 3. Report on Van Wycke Trail Improvements
 - 4. Report on Vacation Dwelling Units Regulatory Ordinance Schedule
 - 5. Presentation and Approval of the 2009-10 Financial Audit
 - 6. Council Position for RREDC vote in February on Governor's Redevelopment Proposal
- XI. **COUNCIL, STAFF, or PUBLIC REQUESTS FOR FUTURE AGENDA ITEMS**
- XII. **ADJOURNMENT**

Attachment I, Reference 8

DISCUSSION/ACTION AGENDA ITEM X.3

Date: February 9, 2011

Item: REPORT ON THE VAN WYCKE TRAIL IMPROVEMENTS

Background: City staff is investigating how best to improve the Van Wycke Trail. It has been closed temporarily because there has been continued slippage and erosion of the ground beneath the trail, creating a potentially dangerous condition. The entire trail is part of the original right-of-way of the City that was Van Wycke Street.

Since the Council last meeting, Busch Geotechnical Consultants has been retained to evaluate the land under the trail to determine its long-term stability. If both the existing drainage line and the foot path need to be relocated further from the edge of the embankment onto private property (a new easement), then the cost of this action needs to be supported by factual information that would justify the expense.

At the last meeting, Sungnome Madrone presented the Council with a proposal to do a short-term fix to the existing trail that includes addressing the multiple leaks in the existing. That proposal has been given to Winzler & Kelly for review. They think this may be a reasonable short-term fix to be able to reopen the trail, but they also suggest minimizing adding weight to the existing trail.

The geotechnical analysis will be available to present to the Council at the February meeting.

Staff Recommendation: Receive and File the report, or take whatever other action is deemed appropriate by the members of the Council.

Attachments: Professional Services Agreement with Busch Geotechnical Consultants; and

Proposal from Sungnome Madrone.

Nick Kieselhorst – Trinidad Area Resident

I was born and raised in Trinidad. I attended Trinidad School. I chose to stay here, become an active member of my community, and reinvest in my town. Everyone should be able to enjoy Trinidad and a multi-use facility would be a great option.

Bryce Kenny – Trinidad

The City should identify ways of better communicating with the kids until a skatepark is built.

Rocky Whitlow – Trinidad Area Resident

I too was born and raised here. Asked all the kids in the audience to stand and introduced them to the Council and audience. Encouraged the City to invest in and support them.

Tom Sebourne – Trinidad Area Resident

Encouraged the Council to review recent Census data if information is needed regarding population statistics.

Council comments included:

Fulkerson: Great comments and questions related to health, injuries, safety, training, pride, locations, etc. What are the possibilities and realities? This will be a challenge. What are the options for multi-use activities? I would support appointing a committee to explore the options. We face to different projects; 1) Our ordinance is vague and should be reviewed, and 2) Skatepark development committee. What role with the committee serve? This shouldn't be a staff committee.

Davies: Thanked Adams and Espejo for mentoring the kids and organizing them. Also explained that the "us against them" mentality will get us nowhere. However, it looks like we're all on the right track.

Morgan: Thanked the Alliance for their efforts, and explained that it would be ideal if they continued with the research and bringing solutions to the Council. Urged the Council to support the effort and keep the up with the momentum.

Bhardwaj: These children are our future. Until we have a park, we need to continue working with the kits and teach them how to integrate themselves into the community. Also would like to hear input from Councilmember Miller.

By consensus, the Council agreed to encourage the Skatepark Alliance supporters to organize and form a committee designed to explore options for development of a multi-use facility and report back to the Council at a future meeting.

3. **Report on Van Wycke Trail Improvements**

Public Works Director Bryan Buckman explained that staff is investigating how best to improve the Van Wycke Trail. It has been closed temporarily because there has been continued slippage and erosion of the ground beneath the trail. , creating a potentially dangerous condition. The entire trail is part of the original right-of-way of the City that was Van Wycke Street.

Since the Council last meeting, Busch Geotechnical Consultants has been retained to evaluate the land under the trail to determine its long-term stability. If both the existing drainage line and the foot path need to be relocated further from the edge of the embankment onto private property (a new easement), then the cost of this action needs to be supported by factual information that would justify the expense.

At the last meeting, Sungnome Madrone presented the Council with a proposal to do a short-term fix to the existing trail that includes addressing the multiple leaks in the existing. That proposal has been given to Winzler & Kelly for review. They think this may be a reasonable short-term fix to be able to reopen the trail, but they also suggest minimizing adding weight to the existing trail.

Buckman explained that the city is faced with 3 options: 1) Allow TPW to execute the work, 2) send repair work out to bid, or 3) retain the services of Madrone Enterprises to perform the work. He suggested approving option number 3.

Public comment included:

Jim Cuthbertson – Trinidad

June is right around the corner and Prop 1B money needs to be spent. Get the job done.

Tom Odom – Trinidad

Supported hiring Madrone Enterprises execute the repairs.

Don Allen – RCAA

The trail should be stabilized and kept for public access.

Sungnome Madrone – Madrone Enterprises

Access permission needs to be secured from adjacent property owners prior to work.

Julie Fulkerson – Adjacent property owner

The big fix seems too big to do before June. I support the project, but it should be done by adding as little weight to the bluff as possible.

Motion (Davies/Morgan) to approve the Van Wycke Trail repair scope of work received February 04, 2011 from Madrone Enterprises not to exceed \$5,000. Passed 3-0. Fulkerson abstained.

4. Report on Vacation Dwelling Units Regulatory Ordinance Schedule

City Attorney Hagen explained that this time last year, the City Council appointed a Vacation Dwelling Units Advisory Committee. Between January and May of 2010, the Committee met frequently to discuss vacation dwelling units in Trinidad and make recommendations to the Council. A final report was presented at the June 9, 2010 Council meeting, and at its August meeting the Council approved moving forward with an ordinance to regulate vacation dwelling units in the City.

The proposed ordinance addresses regulations that would apply to all dwelling units in the City that are used as vacation rentals. At this time, the ordinance does not address any limit or cap to the number of units that can be used for this purpose. The recommendations formed by the Committee and accepted by the Council have been forwarded to the City Attorney to be organized and written into an ordinance format. The recommendations address such things as number of persons per unit, parking, emergency contacts, and signage.

The next step is to send it back to the Planning Commission for review and approval.

Public comment included:

Richard Johnson – Planning Commission Chairman

The February agenda is full. Doubtful the Commission can hear the item before the regular meeting in March.

Adora King – Trinidad

I live at 396 Wagner Street. Vacation rentals are ok, but not at the expense of residents quality of life. This ordinance is acceptable. The city should notify residents of proposed conversion of homes to vacation rentals, specify who inspects septic systems, and clarify excessive parking issues.

Mike Reinman – Redwood Coast Vacation Rentals

The City should give fair and equitable treatment to all rentals, permanent and vacation. Those standards should be applied the same for everyone. I disagree with 1 VDU per parcel. Regarding noise, why is it that the Town Hall can create noise after 10:00pm, but not private homes?

Johnna Kitchen – Trinidad Retreats

Profiling VDU's is unacceptable. If we don't do this for private residents, we shouldn't do it for VDU's. Who will the neighbor call and complain to? I'm concerned about the enforcement process.

Reid Kitchen – Trinidad Retreats

Concerned about homeowner representation in this process, and allowing the city and/or neighbors to have this much control over private property.



Posted: Friday, March 04, 2011

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

The Trinidad City Council will hold its first regular monthly meeting on
WEDNESDAY, MARCH 09, 2011 at 7:00 PM
 in the Town Hall at 409 Trinity Street

6:15 PM CLOSED SESSION IN THE CIVIC CLUB ROOM

- I. **CALL TO ORDER/ROLL CALL**
- II. **PLEDGE OF ALLEGIANCE**
- III. **CLOSED SESSION**
 - 1. Government Code section 54957(b): Personnel - City Manager Selection
 - 2. Government Code section 54956.95: Liability Claims for Damages, etc. against the City of Trinidad, submitted by the following individuals:
 - o Tsurai Ancestral Society, Axel Lindgren III, Kelly Jean Lindgren, Christine Williams, Kris K.C. Lindgren, Tanna Lindgren-Tripp, Sarah Lindgren-Akana, George E. Nelson, Patricia Bailey, Gary Nelson, Parris Lindgren, Chet Jarboe.
- IV. **APPROVAL OF AGENDA**
- V. **APPROVAL OF MINUTES** – No minutes to approve.
- VI. **COUNCIL MEMBER REPORTS, INCLUDING COMMITTEE ASSIGNMENTS**
- VII. **ORAL STAFF REPORTS**
Specific Department Reports, Planning Commissioner
- VIII. **ITEMS FROM THE FLOOR**
(Three (3) minute limit per Speaker unless Council approves request for extended time.)
- IX. **CONSENT AGENDA**
 - 1. Financial Status Reports for January 2011
 - 2. Certify Conditional Use Permit and Coastal Development Permit to expand Trinidad Massage & Day Spa
 - 3. Send letter of congratulations to Supervisor Ryan Sundberg
 - 4. Send letter of gratitude to the Trinidad Rancheria Council
 - 5. Proclamation designating March 20-26, 2011 as Tsunami Preparedness Week in the City of Trinidad.
- X. **DISCUSSION/ACTION AGENDA ITEMS**
 - 1. Discussion/Decision regarding Approval of Contract with City Manager
 - 2. Discussion/Decision/Update regarding Van Wycke Trail Project
 - 3. Discussion/Decision regarding Town Hall rental procedures
 - 4. Discussion/Decision Regarding Removal of Pampas Grass from City property.
 - 5. Discussion/Decision Regarding Trinidad Library Lease Agreement
- XI. **COUNCIL, STAFF, or PUBLIC REQUESTS FOR FUTURE AGENDA ITEMS**
- XII. **ADJOURNMENT**

DISCUSSION AGENDA ITEM 2

Date: March 09, 2011

ITEM: DISCUSSION/DECISION/UPDATE REGARDING VAN WYCKE TRAIL PROJECT

SUBMITTED BY: City Engineer Josh Wolf & Steve Allen, Winzler & Kelly
Sunnome Madrone, Madrone Enterprises

BACKGROUND:

The Van Wycke Trail has been temporarily closed because of continued slippage and erosion of the ground beneath the trail, creating a potentially dangerous condition, and further damaging city pipes located below the trail in the Van Wycke Street City right-of-way. At the last meeting, the Council approved the proposal from Sunnome Madrone for temporary repairs to the existing Van Wycke Trail

It is currently too wet to begin the temporary trail repair work. This work could start when the weather dries out, provided the temporary access permission has been secured from landowners adjacent to the project. Access permission has been secured from 2 of 3 adjacent property owners. The last remaining property owner has written a letter to the City stating that she will sign the access permission after the vegetation/view issue has been resolved. Delaying trail repair work increases the risk of further erosion, increased bank instability and more costly repairs to city utilities in the future. At this point, the city/Madrone Enterprises can proceed with the pipe replacement on the Fulkerson property, but it will be more costly to make the repairs to the pipes at separate times. The pipe at the retaining wall is the most critical to repair.

At the last meeting, the council asked Winzler & Kelly to prepared a scope of services and estimate for a Van Wycke Trail Feasibility Study to complete a long-term repair of Van Wycke Trail. Winzler & Kelly has prepared a scope of services for review and approval. The estimated cost will be \$3600 and the study would be completed within approximately 4 weeks of receiving a signed work order. The work on this project could be funded by Prop 1B which must be spent before June 30, 2011.

PROPOSED ACTION: Based upon the reports given, resolution of adjacent property owner's issues, and recommendations by the City Engineer and Madrone Enterprises, take whatever actions that seem appropriate to proceed and resolve the issue in an efficient and timely manner so that funds proposed to pay for the project can be spent prior to the deadline.

ATTACHMENTS: Rowe Letter
Winzler & Kelly Van Wycke Trail Feasibility Study Scope of Services

- Identified leaks this fall. 8-10% of production loss may have been saved.

IX. ITEMS FROM THE FLOOR

Pat Morales – Trinidad Resident

Inquired whether the Skate Alliance committee would be subject to public noticing requirements?

X. CONSENT AGENDA

1. Financial Status Reports for January 2011
2. Certify Conditional Use Permit and Coastal Development Permit to expand Trinidad Massage & Day Spa
3. Send letter of congratulations to Supervisor Ryan Sundberg
4. Send letter of gratitude to the Trinidad Rancheria Council
5. Proclamation designating March 20-26, 2011 as Tsunami Preparedness Week in the City of Trinidad.

Motion (Fulkerson/Morgan) to approve the consent agenda as submitted. Passed unanimously.

XI. AGENDA ITEMS

1. Discussion/Decision regarding Approval of Contract with City Manager
Mayor Bhardwaj reported that the Council voted in closed session to approve a contract with new City Manager Karen Suiker. She briefly explained her resume, background, and relevant experience, and expressed her excitement and gratitude that Suiker took the job.

The Council agreed that Suiker was the best candidate for the position and that the City is fortunate to have her.

Public comment included:

Sungnome Madrone – Trinidad Area Resident
Thanked and welcomed Suiker.

Jim Cuthbertson – Trinidad

Requested salary details. **City Attorney Hagen** explained that the previous city manager contract was modified to include Suiker, and that the compensation package includes an annual salary of \$59,220 and \$50.00/month cell phone reimbursement.

2. Discussion/Decision/Update regarding Van Wycke Trail Project

Public Works Director Bryan Buckman explained that the project includes 2 main elements: Culvert repair and Trail repair. A 6 inch water main exists below the surface along the trail. The line lays within the failure area. Valves have been installed above and below the failure area to isolate the vulnerable line in case of failure. A 6 inch line is required to supply fire hydrants. The remaining feed lines are 4 inch. The 6 inch line should be live as long as possible, and the repair is critical. Buckman recommended considering the Feasibility Study and move forward with options for trail failure repair. The main failure is within the city easement.

Public comment included:

Sungnome Madrone – Madrone Enterprises

Met with property adjacent property owners and discussed project scope. One resident refuses to sign access agreement due to issues with vegetation and view obstruction on Fulkerson property. Urged the Council to move forward quickly and insisted that the project is indeed an emergency. Also in favor of feasibility study for complete trail repair.

Jim Cuthbertson – Trinidad

Not in favor of using all money available for engineering. The trail must remain open.

Council comment included:

Bhardwaj: Are the alder trees that are blocking Erin Rowe’s view on City property or on Fulkerson’s property?

Motion 1: (Miller/Davies) to approve authorizing City Manager to negotiate up to \$5,000 with City Engineer to draft a Feasibility Study for repair of Van Wycke Trail. **Passed 4-0. Fulkerson recused from discussion.**

Motion 2: (Miller/Davies) to approve use of Prop1B funds for the study and repair, and proceed with project if info from City Attorney is favorable unilaterally. Council will not need to be notified if City is able to move forward with repair. **Passed 4-0.**

3. Discussion/Decision regarding Town Hall rental procedures.

Councilmember Fulkerson explained that Trinidad is well-known for civic and social events including the Fish Festival, Clam Beach Run, significant fundraisers for Trinidad Elementary School, the Library, the Museum, Skateboard Park and countless other significant fundraisers. The Hall is also used for weddings, family celebrations, memorials as well as countless classes. Along with beaches and trails, it might be said that Town Hall is the second most used and appreciated public facility in Trinidad.

For the most part, organizations and individuals who use City Hall and City streets for events, use the facilities responsibly. From time to time, Trinidad residents raise concerns about the use of City facilities and ultimate wear and tear. Last month's events held to raise funds for the local skatepark effort drew heightened attention to some specific issues that need to be addressed for future clarity.

- Is the rental process thorough and complete enough?
- Do the fees cover clean-up and damages?
- When is it appropriate to waive fees?
- Do the fees cover long-term need for repairs and upkeep such as curtain and light fixture replacement; floor refinishing?
- When events involve hazardous materials, is there a process to inform the Police Department, Fire Department, Council?
- What is the policy on encroachment permits?
- Is there a process to inform neighbors within X feet that an exceptional event is planned?
- When School grounds are involved, is there a solid communication process with School Administration?

The Council and public agreed that if large-scale events are planned, city officials and neighboring residents need to be fore-warned. When fire art is proposed, a flame effects plan must be submitted and approved by emergency service personnel as well.

By consensus, the council agreed to hear the report from Clerk and Mayor, discuss and gather more information, refer to staff for full report at a future meeting, request back-up information from 3 other Humboldt County cities with similar facilities (Blue Lake, Arcata, & Ferndale).

4. Discussion/Decision Regarding Removal of Pampass Grass from City Property.

Councilmember Miller suggested that the City Council supports effort of local citizens to discourage growth of pampas grass, and other non-native invasive species (such as English Ivy). Where such plants have a significant presence on City property, the Council approves the cutting or removal of those plants by volunteers or groups such as the California Conservation Corps under the supervision of said volunteers, subject to the following conditions:

1. The people involved must register their names and phone numbers with the City Clerk for the proposed date and time of removal.
2. That caution be observed that plant removal not significantly de-stabilize the slope.
3. No significant damage be done to other plants while removing the invasive plants.
4. The removal site be cleaned up to a reasonably "natural" state.

City Clerk Adams explained that the merits of the project were noteworthy. However, due to the sensitive nature of Trinidad Head and the layers of ordinances protecting it from development as identified in the Local Coastal Plan, removing any vegetation on the Head would require permits and cultural monitoring. Adams outlined the details in a memo provided in the meeting packet.

Council comment included:

Bhardwaj: Agree with City Clerk Adams that consultation, plan review, and permitting requirements must be fully understood before removal begins.

Erin Rowe
P.O. Box 845
Trinidad, CA 95570

Mayor Bardwadj:
City Of Trinidad
Hand delivered

February 22, 2011

Dear Mayor Bardwadj:

Thank you so much for sending the very well-informed Madrone Enterprises to explain to me the City's plan for reinforcing bluff above the bay at the South end of my property.

I'm glad the City is addressing the instability risks of the bluff because despite the posted warning signs, I see hikers walking the restricted trail all the time.

Mr. Madrone explained that this work is a first step toward a more comprehensive plan to reinforce the bluff that must involve the lower slope area, currently obscured by overgrown, alder trees.

I am eager to cooperate and proceed with a real long-term stabilizing plan for the bluff, and will be happy to provide my signed "Access Permission" form just as soon as the lower sloped area is cleared and maintained so that my (and my similarly deprived neighbors) view of the natural rock formations in the bay is restored permanently and reflected in a written agreement.

Many thanks for your good work for the City.

Sincerely,



Erin Rowe



Posted: Friday, June 03, 2011

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

The Trinidad City Council will hold its first regular monthly meeting on
WEDNESDAY, JUNE 08, 2011 at 7:00 PM
 in the Town Hall at 409 Trinity Street

No Closed Session

- I. CALL TO ORDER/ROLL CALL
- II. PLEDGE OF ALLEGIANCE
- III. CLOSED SESSION – *None Scheduled*
- IV. APPROVAL OF AGENDA
- V. APPROVAL OF MINUTES - May 11, 2011 cc
- VI. COUNCIL MEMBER REPORTS, INCLUDING COMMITTEE ASSIGNMENTS
- VII. ORAL STAFF REPORTS - Specific Department Reports, Planning Commission
- VIII. ITEMS FROM THE FLOOR
(Three (3) minute limit per Speaker unless Council approves request for extended time.)
- IX. CONSENT AGENDA
 - 1. Staff Activities Report through April 2011
 - 2. Financial Status Reports for March 2011
 - 3. Resolution 2011-02; Supporting NCRA Railbanking.
 - 4. Resolution 2011-04; Authorizing Signature for Funding Agreement to Receive Prop 50 Funds for Water Department Turbidity Monitoring Project.
- X. DISCUSSION/ACTION AGENDA ITEMS
 - 1. Discussion/Decision Van Wycke Trail Repair Feasibility Study.
 - 2. Discussion/Decision regarding Agreement to Provide Law Enforcement Services within the City of Trinidad.
 - 3. Discussion/Decision to approve Resolution 2011-03; Adopting the FY2012 Annual Budget.
 - 4. First Reading of Ordinance 2011-01; Relating to Qualifications of Planning Commissioners.
- X. COUNCIL, STAFF, or PUBLIC REQUESTS FOR FUTURE AGENDA ITEMS
- XII. ADJOURNMENT

Attachment I, Reference 8

DISCUSSION/ACTION AGENDA ITEM 1

Date: June 8, 2011

Item: VAN WYCKE TRAIL REPAIR FEASIBILITY STUDY

Background:

At your meeting of March 9, 2011, your Council approved an agreement with Winzler & Kelly to prepare a feasibility study for the Van Wycke Trail to compare various repair options. That study has been completed and the options, which range in estimated cost from \$120,000 to \$240,000, will be presented by Engineer Josh Wolf of Winzler & Kelly.

One additional option to consider is to do nothing. The long-term assessment for any trail that is a few feet back from a bluff top is that there is a high risk of failure over time. However, the report on the slope instability prepared by Busch Geotechnical Consultants states that the risk is probably low if viewed over a few years to a decade long time frame, but high when viewed over 75 years to a century. If the city elected to do nothing due to cost concerns, the 6" water line located below the trail, which is currently discontinued due to trail instability, would not be restored, and residents would continue to be served by the 4" line coming down and branching out from Edwards Street.

The balance of unspent and uncommitted Proposition 1B funds that could be directed toward this project is \$111,300.

Proposed Action:

Give direction as appropriate.

Attachment

Van Wycke Trail Repair Feasibility Study



Posted: Friday, February 03, 2012

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

The Trinidad City Council will hold its first regular monthly meeting on
WEDNESDAY, FEBRUARY 08, 2012 at 7:00 PM
 in the Town Hall at 409 Trinity Street

CLOSED SESSION BEGINS AT 6:30 PM

- I. CALL TO ORDER/ROLL CALL
- II. PLEDGE OF ALLEGIANCE
- III. ADJOURN TO CLOSED SESSION
 - 1. Government Code section 54956.9(b)(3): Pending Litigation
 - 2. Government Code section 54957: Personnel Review
- IV. REPORT FROM CLOSED SESSION
- V. APPROVAL OF AGENDA
- VI. APPROVAL OF MINUTES - January 14, 2012 cc
- VII. COUNCIL MEMBER REPORTS, INCLUDING COMMITTEE ASSIGNMENTS
- VIII. ORAL STAFF REPORTS - Specific Department Reports, Planning Commission
- IX. ITEMS FROM THE FLOOR
(Three (3) minute limit per Speaker unless Council approves request for extended time.)
- X. CONSENT AGENDA
 - 1. Acceptance of maintenance responsibility for flowering trees along city streets from Garden Club.
 - 2. Proclamation 2012-01; Engineer's Week February 19th through 25th, 2012.
 - 3. Stormwater Management Improvement Project update.
 - 4. Update/Report on Prop 84 Implementation Grant Application
- X. DISCUSSION/ACTION AGENDA ITEMS
 - 1. Public Hearing on Water Rate Increase & consideration of adopting Resolution 2012-01; Amending Fees and Charges for Water Service.
 - 2. Discussion/Decision to renew City Manager Employment Agreement.
 - 3. Discussion/Decision regarding Van Wycke Trail closure.
 - 4. Update/Discussion regarding Water Plant Improvements.
 - 5. Discussion/Decision regarding contract with GHD to study possibility of roundabout at Trinity & Edwards.
 - 6. Update/Discussion regarding Treasurer's Report & mid-year Financial Report.
 - 7. Discussion/Decision to reconsider Event Host requirement for Town Hall events.
- XI. COUNCIL, STAFF, or PUBLIC REQUESTS FOR FUTURE AGENDA ITEMS
- XII. ADJOURNMENT

Attachment I, Reference 8

DISCUSSION/ACTION AGENDA

Date: February 8, 2012

Item: Van Wycke Trail

Background:

Considerable efforts have been directed at evaluating options for the repair of the failing Van Wycke Trail. In April 2011 Winzler & Kelly presented a feasibility report that outlined various repair options ranging in probable costs between \$120,000 and \$240,000 depending on the repair option selected. A geotechnical investigation was commissioned and recently completed that recommended a soldier beam and lagging retaining wall as the most viable option from a stability and constructability standpoint, which has a potential cost of about \$240,000. Other potential fixes could be more economical to construct in the short term, for a cost in the neighborhood of \$100,000, but ongoing movement of the trail would still be expected to occur requiring additional repairs in the future. The bottom line following extensive survey and review, is that there is no reasonable solution that could be implemented for close to \$25,000 as the council was hoping.

The trail is a convenience but there are other alternatives to access the same area served by the trail. The existing utilities under the trail are also of concern, and the water main located behind the existing retaining wall will remain at risk given the bluff's instability. For this reason, staff is evaluating options and probable costs to replace or install an additional parallel pipe in Edwards Street to assure adequate water service for fire protection purposes in the event that the Van Wycke water main is damaged or abandoned.

Proposed Action:

Take no action to expend further resources on repairing VanWyke Trail and direct staff to:

- (1) Consult with Risk Management to properly and permanently sign the trail as closed to minimize liability exposure; and
- (2) Evaluate options to abandon the water main along Van Wycke Trail.

Attachments:

1. January 4, 2012 memorandum from GHD
2. December 22 design memorandum from RGH Consultants

irresponsible to approve anything less. System maintenance and ensuring financial health of the City's enterprises are my priority.

Morgan: I was ashamed because I thought we could have done a better job listening to the public.

Suiker: Confirmed that the 2.5% increase can only be applied for a maximum of 5 years.

Motion (Fulkerson/Miller) to adopt Resolution 2012-01 Amending Fees and Charges to be effective on the next billing cycle. Motion passed 4-1. Morgan – No.

2. Discussion/Decision to renew City Manager Employment Agreement.

City Manager Suiker explained that the renewed employment agreement has been approved by the City Attorney and continues as the current employment agreement with a 2% salary increase as was granted other city employees at the time of budget adoption. The term of this agreement, which provides for a City Manager work schedule averaging 21 hours per week, would be from March 09, 2012 and lasting until March 08, 2013.

Public comment included:

John Spyropolous – Trinidad

Questions about contract terms and salary. **Suiker** explained that the salary is equivalent to \$61,612/year plus a \$600 cell phone reimbursement.

Patti Fleschner – Trinidad Area Resident

The city is getting a bargain. Karen is an incredible asset to the community. **Richard Johnson** agreed.

Council comments included:

Fulkerson: Millions of dollars are flowing through Trinidad from numerous projects. The manager has a lot of responsibility. Keep in mind that this contract does not include any severance pay. This is highly unusual. It's typical for city managers to have at least 6 month severance in their contracts.

Miller: We are so lucky to have Karen. She's an asset bringing great skills to the city. The salary is modest relative to the service we get from her.

Morgan: Karen saved Trinidad thousands of dollars by adjusting so quickly to the ARRA grant denial crisis. She's worth every penny she earns from the City.

Motion (Miller/Fulkerson) to approve the renewed City Manager Employment Agreement. Passed unanimously.

Council took a 5 minute break.

3. Discussion/Decision regarding Van Wycke Trail closure.

Councilmember Fulkerson recused herself from this discussion item.

City Manager Suiker explained that considerable efforts have been directed at evaluating options for the repair of the failing Van Wycke Trail. In April 2011 Winzler & Kelly presented a feasibility report that outlined various repair options ranging in probable costs between \$120,000 and \$240,000 depending on the repair option selected. A geotechnical investigation was commissioned and recently completed that recommended a soldier beam and lagging retaining wall as the most viable option from a stability and constructability standpoint, which has a potential cost of about \$240,000. Other potential fixes could be more economical to construct in the short term, for a cost in the neighborhood of \$100,000, but ongoing movement of the trail would still be expected to occur requiring additional repairs in the future. The bottom line following extensive survey and review, is that there is no reasonable solution that could be implemented for close to \$25,000 as the council was hoping.

Suiker further explained that the trail is a convenience but there are other alternatives to access the same area served by the trail. The existing utilities under the trail are also of concern, and the water main located behind the existing retaining wall will remain at risk given the bluff's instability. For this reason, staff is evaluating options and probable costs to replace or install an additional parallel pipe in Edwards Street to assure adequate

water service for fire protection purposes in the event that the Van Wycke water main is damaged or abandoned.

Council questions included:

Bhardwaj: Is it possible to receive grant funds for this project? **City Engineer Steve Allen** suggested that it was highly unlikely given the conditions.

Miller: Could we consider a constructing a bridge over this section of the trail?

Davies: The trail is not dangerous. There are other trails within the Trinidad system that are far more dangerous. It's ridiculous that the sign says the trail is "unsafe". I suggest staff look into reducing the signage to "Trail Not Maintained", and open it back up.

Public comment included:

Tom Odom – Trinidad

Is it feasible to use grant funds for the water line repair?

Kim Tays – Trinidad

I use this trail frequently. What is the liability of sending traffic down Edwards Street? Is it worse than sending them down Van Wycke? Please keep the trail open.

Julie Fulkerson – Trinidad

I see how many people enjoy the trail. It is a pleasant route that deserves attention. Could we turn to HSU Engineering students for a creative solution? A more permanent sign identifying user risk would be preferred.

Victoria Sackville – Trinidad

The Van Wycke Trail is inspirational. There's no doubt that the bluff is slipping and should be taken into account when planning to maintain the trail and keeping it open to public use.

Council comments included:

City Engineer Steve Allen explained that even the most expensive option will not be permanent. It's not urgent, but the city should definitely consider relocating the water main and other utilities in the area.

Miller: We need to explore options that keep pedestrians traveling this route, but also limit liability exposure in the short-term. **Bhardwaj** agreed.

Davies: The bottom of the lighthouse trail washes out every year, but wasn't closed. This trail is not dangerous, period. Let's figure out how to sign it in a way that identifies user risk, keep it open, and search for options to relocate the utilities.

By consensus, the Council agreed to allow TPW to make minor repairs and staff to develop appropriate signage based on guidance from risk managers.

4. Update/Discussion regarding Water Plant Improvements.

City Engineer Rebecca Crow explained that the agreement with GHD to finalize the design, complete permit applications and environmental documentation, and provide a technical, managerial, and financial assessment for the City's water system improvement project was approved by the Council on October 12, 2011. She also explained that the project intends to address the following Safe Water Drinking Act issues:

1. Inadequate chlorine contact time.
2. Filter load rate exceedance.
3. High disinfection by-products.
4. Low disinfectant residual.
5. Reliable turbidity reduction.

Public comment included:

Richard Johnson – Trinidad Area Resident



Posted: Friday, May 09, 2014

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

The Trinidad City Council will hold its regular monthly meeting on
WEDNESDAY, MAY 14, 2014 at 6:00 PM

CLOSED SESSION BEGINS AT 4:00PM

- I. **CALL TO ORDER**
- II. **PLEDGE OF ALLEGIANCE**
- III. **ADJOURN TO CLOSED SESSION**
 - 1. Existing/Pending Litigation against the City of Trinidad, Government Code section 54956.9(b) and/or section 54956.95, from the Tsurai Ancestral Society.
- IV. **APPROVAL OF AGENDA**
- V. **APPROVAL OF MINUTES – April 09, 2014 cc**
- VI. **COUNCIL MEMBER REPORTS, COMMITTEE ASSIGNMENTS**
- VII. **ITEMS FROM THE FLOOR**
(Three (3) minute limit per Speaker unless Council approves request for extended time.)
- VIII. **CONSENT AGENDA**
 - 1. Financial Status Reports for March 2014.
 - 2. Sheriff Activity Report for April 2014.
 - 3. Authorize the City Manager to sign Memorandum of Agreement with the Trinidad Rancheria for supplemental funding for the Trinidad Waste Water System Upgrade Project.
 - 4. Treasury Cash and Investments Report.
 - 5. Project Study Report and Active Transportation Program Grant Application for Van Wycke Trail Repair.
 - 6. Vacation Dwelling Unit (VDU) Ordinance Update.
 - 7. Emergency Operations Plan Update.
 - 8. Authorize City Manager to sign the amended grant agreement to extend the Watershed Coordinator position through December 31, 2014.
- IX. **DISCUSSION/ACTION AGENDA ITEMS**
 - 1. Discussion/Decision regarding Contract with Sheriff for Law Enforcement Services.
 - 2. Discussion/Presentation from the Trinidad Rancheria regarding the Highway 101 Interchange.
 - 3. Discussion/Decision regarding City Manager Resignation and Recruitment.
- X. **ADJOURNMENT**
- XI. **FUTURE MEETING REMINDERS**
 - 1. Closed Session Litigation Special Meeting Thursday, May 15, 2014, at 9:00am at Humboldt Aquatic Center.
 - 2. Special Budget Workshop Meeting Wednesday, May 21, 2014, at 6:00pm, Town Hall.
 - 3. Regular Meeting June 11, 2014 will be held at Trinidad School Library to accommodate 8th Grade Graduates at Town Hall.

CONSENT AGENDA ITEM

Date: May 14, 2014

Item: Project Study Report and Active Transportation Program Grant Application for Van Wycke Street Trail Project

Background:

The City has an opportunity to apply for an Active Transportation Program (ATP) grant for the Van Wycke Street Trail Project. This project would include the construction of an approximately 40-foot retaining wall along the portion of Van Wycke Trail where the existing wood retaining wall is located. A planning level cost estimate was prepared in 2013 so that the project could be included in the Humboldt County Association of Government's (HCAOG's) Regional Transportation Plan, and it is considered the top priority project for the City. The cost estimate includes the replacement of two existing street lights (Van Wycke/Galindo and Van Wycke/Edwards) with the current decorative standard used elsewhere in the city. The estimate also includes the cost to pave (with asphalt concrete) the sections of the trail that are not currently paved, although this could be omitted from the project if so desired by the city. Also to be included is replacement of the water main located near and underneath the existing trail. If the grant application is successful, the public will have the opportunity to weigh in on project design specifics during the design and permitting phases of the project. The project will require a city match of 11.47%, or about \$39,000, which can be funded from a combination of reserves and/or accumulated gas tax revenues over two fiscal years (2014-15 and 2015-16). The \$7,000 estimate for the water line can be funded through water system accumulated reserves.

In 2013, the City of Trinidad was successful in securing \$5,000 in Planning, Programming, and Monitoring funds from the Humboldt County Association of Governments for the development of a Project Study Report for the Van Wycke Street Trail Project. The Project Study Report is intended to define the project scope, schedule, and estimated cost so that the project can be considered for inclusion in a future programming document. Some of the information developed for the Study Report will be utilized in the grant application. In addition, having a Project Study Report completed for the project may make the project more competitive for the grant.

The Project Study Report and grant application are each estimated to cost \$5,000 to prepare. The Study Report can be funded through the \$5,000 in Planning funds already approved by the HCAOG. The Active Transportation grant application can be funded with \$5,000 in current year gas tax revenues. In order to meet the application deadline, the grant application will need to be completed and in the mail no later than Friday, May

16, 2014. In order to meet this schedule, the City Manager has approved the attached two agreements (\$5,000 each) for GHD to proceed, under the authority of Resolution 2009-05, which designates the City Manager as its official representative for the process of grant funding support, and the purpose of this agenda item is to seek retroactive concurrence and set aside of appropriate funds.

The purpose of an Active Transportation Program project is to encourage/increase the use of active modes of transportation, including biking and walking and enhancement of public health, and it appears this project would be a good fit and is expected to be competitive.

The cost estimate prepared in 2013 is as follows:

<i>E&P (PA&ED) (7%)</i>	<i>\$15,000</i>
<i>PS&E (25%)</i>	<i>\$54,000</i>
<i>Right of Way Support/Capital (10%)</i>	<i>\$22,000</i>
<i>Construction Engineering (15%)</i>	<i>\$33,000</i>
<i>Construction Capital Cost</i>	<i>\$214,000</i>
<i>Total Estimated Project Cost</i>	<i>\$338,000</i>
<i>Call</i>	<i>\$340,000</i>
<i>City Match (11.47%)</i>	<i>\$38,998</i>
<i>ATP Grant</i>	<i>\$301,002</i>

The water line replacement is expected to cost an additional \$7,000.

Proposed Action:

1. Retroactively authorize the City Manager to sign the \$5,000 Agreement with GHD for development of a Project Study Report for the Van Wycke Street Trail Project, funded by HCOAG; and
2. Retroactively authorize the City Manager to sign the \$5,000 Agreement with GHD to complete and submit an Active Transportation Program project grant application for the Van Wycke Street Trail Project; and
3. Approve the following supplemental budgets:

Revenue: 201-46000 Grant Income	\$5,000 (HCAOG)
201-59999 Interdepartmental transfer	\$5,000 (Gas Taxes)
Expenditures: 501-75300 Contracted Services	\$10,000

Trinidad Goals Workshop Notes—March 9, 2015

Desired Outcomes

By the end of this session, we hope that participants will have:

- An understanding of the steps and timelines for planning
- An understanding of the Council's and staff's and community's ideas about goals and projects for 2015-2016

Agenda

What	How	Who	When
Opening	<ul style="list-style-type: none"> • Welcome everyone to the workshop • Review desired outcomes and agenda • Review and agree on ground rules • Clarify roles 	Julie Heather	6:00-6:15 (15)
How their input will be used for planning	<ul style="list-style-type: none"> • The steps and time line for planning and how the input gathered at this meeting will be used • Check for questions of clarification 	Dan	6:15-6:20 (5)
Goals	<ul style="list-style-type: none"> • Ask people to write down their ideas about goals for Trinidad on 3x5 sticky notes (one idea per sticky note) and post them on the charts labeled with the various categories posed ahead of time • Ask people to work in pairs or trios to group people's ideas within each category • Check for initial "directional agreement" on the goals by category (the council will have a chance for final agreements once the staff has drafted a plan based on this input) 	Heather, All	6:20-6:50 (30)

What	How	Who	When
Projects	<ul style="list-style-type: none"> • Ask people to work in pairs or trios of council and staff (depending on the number of categories) to identify potential projects for the goals grouped in different categories (Ask them to record their ideas on easel paper on the wall or on a table) • Ask each pair or trio to report out their potential projects • Check for questions of clarification 	Heather, All	6:50-7:45 (55)
Close	<ul style="list-style-type: none"> • Restate how this input will be used and when the Council will receive and make decisions about a proposed plan • Ask what people liked about the meeting and suggestions for future • Thank people for their participation and contributions 	Dan Heather Julie	7:45-8:00

Infrastructure Goals & Projects

1. Maintain/beautify/Improve Entrance to Trinidad and other areas of town
 - Regularly pick up litter
 - Maintain the garden beautification areas at freeway gateway and around parking areas in Town, at Saunders Park
 - Remove ivy from city property, i.e. cemetery
 - Increase native plants in the museum garden and around town
 - Vegetation and historic tree protection projects

2. Improve infrastructure: Library/Park/Community Spaces/ youth-friendly facilities
 - Kids have a skatepark supported by our community
 - Building a site that informs people of the 1st indigenous inhabitants of the land
 - Enhance the entrance to Trinidad by moving the large [?] that is on the north side of Main Street to north east corner of Main and Patrick Point Dr. I understand the [?] is for sale
 - Improve maintenance at Saunder’s Park. Develop Friends of Saunder’s Park?
 - Build a community center

- Create a safe, recreational area for families and young children since school is off limits 9am-5pm M-F. Toddler playground
 - Have more library hours
 - Provide bike rack at the library
 - Signage clean-up
3. Encourage solar PV—Town Hall and residential homes
- PV on City Buildings
 - Develop ordinance to encourage PV for home owners
 - Support PACE, Property Assessed Clean Energy—Larry Goldberg
4. Trails and viewpoints development/ improvement
- Lobby for faster Hammond Trail extension
 - Create or support an online interactive trail guide
 - Resurrect Trails Steward Group—partner with school and Land Trust
 - Prune Trinidad Head trail to improve views
 - Improve Van Wycke Trail—purchase easements?
 - Develop a Trinidad Lighthouse to Lighthouse Trail (memorial to BLM) and use as a marketing promotional for tourists
 - Install accessible viewpoints for tourists to utilize the beauty of the area
 - Better, intelligent, informative trail and park signage for all trails. Web site support as well as brochures and maps
 - Identify all trails by signs and maintain accessibility
 - Trail and vegetation management on all trails
 - Develop a trail to [Shank...?] Rock
5. Improve Scenic Drive
- Write a grant to improve Scenic Drive based on protecting Trinidad Bay
 - Address issues on Scenic Drive to improve it for bikers, pedestrians, vehicles and one lane roads, emergency routes
6. Underground wires and remaining utility poles and complete the “historic” street light project
7. Develop a Trinidad Boardwalk
- Develop a Trinidad Boardwalk along existing bench/vista area above memorial lighthouse. Could include interpretive signs, telescopes, trail map to BLM lighthouse. Provides history, engagement and a destination for visitors and locals to enjoy. Could include making Edwards one-way street from Trinity to Wagner

8. Other projects

- Develop a zoning/planning/building permit flow chart that is displayed in City Hall
- Provide municipal WiFi or internet (as in Chatanooga TN)

Community Character Goals & Projects

1. Protect fishing village and small town feel

- Increase live in : vacation ratio
- More small homes, single family homes
- Protect and enhance the fishing village qualities that remain
- Embrace the past—historical, cultural, fishing village—while looking forward to the future

2. Protect viewshed/unobtrusive structures

- Showcase natural surroundings—choose muted colors and unobtrusive structures during design review
- Liberate Trinidad’s Head open space from the commercial cellular communication facility
- Viewshed protection from public areas, i.e. streets, parking areas

3. Balance the population: Old/Young; Vacation/Residents; Affordable; Families; “VDU” limitations

- Sustain a healthy balance between city, family residences, vacation rentals, and commercial rental businesses. Fear is that VRBOs will continue to displace family homes and long-term family rental units
- Return city to a community of residents—moratorium on vacation rentals and phase out—decide on limit
- Provide affordable housing for families (to keep kids in town) and senior housing
- Maintain balance in low/med/high income housing options
- Create a place where old/young, new/long-time, rich/poor are treated with respect
- Determine a guiding principle—balance between the interests of residents of Trinidad and business interests which capitalize on town’s setting—in order to maintain the town and surrounding environment

4. Honor indigenous cultures and sacred sites (see Community Engagement and Relationship building goals and projects)

5. Ensure more basic commercial facilities

6. Develop youth-friendly projects for residents, families. Our community is aging out and I would like to encourage, welcome and invite youth.

7. Recognize needs of homeless, transients

- Work with county to plan for homeless and transients
- Create a place where homeless (an possibly mental ill/addicted) travelers can easily interface with county DHHS social workers for help (avoiding thefts, etc)
- Create a list of services for referrals

Community Engagement and Relationship Building Goals & Projects

1. Build/ improve relationships with local tribes. Respect indigenous people and land. Honor indigenous cultures and sacred sites.

- Community-organized projects to build trust and relationships between Tsurai Ancestral Society, Rancheria, Yurok Tribe and the City
- Land return to Tsurai
- Fixing what happened between Tsurai and Trinidad regarding the lighthouse
- Promote the importance of the Tsurai and educate the community on their heritage. Build ongoing appreciation of Native cultures, heritage, contributions
- Reconciliation with Native American heritage and people
- Teamwork—partnering with Native American neighbors, State Parks, Museum, library, Land Trust, Cal Fire, business community, school, civic, city to leverage our individual capabilities, and meet regularly
- Bring an end to the bickering and threatened lawsuits, and lawsuits waved would be a hugely desirable outcome for everyone—new and ancient residents of the area
- Develop a maintenance project which would engage the whole community to fix Axel Lundgren Memorial Trail and 12.5 acres TSA. A work party to trim, clean, maintain entire bluff, including village site so Tsurai Ancestral, Yurok Tribe, and Trinidad Rancheria, and all of Trinidad, all feel the area is respected and loved. Volunteers would probably make themselves available to assist in trimming, especially berry vines
- Take the American flag down at the town hall to not perpetuate colonialism
- Leave the American flag in place at town hall, lighthouse and at school

2. Provide annual opportunities for input from the community

3. Develop a skills/needs match-making volunteer network

4. Trinidad as a role model as a sustainable, abundant and thriving community working together as a big family.

- Quarterly or seasonal community potluck event promoting community betterment
- Have broad civic engagement
- Support a “village” project for senior aging in place
- Develop community garden

- Trinidad promotes itself as a destination for people to visit and engage with CA coastal trails, vistas, natural environments/beaches via a “Trinidad Boardwalk” or a Lighthouse trail
- Develop a city newsletter

Safety

1. Increase law enforcement
 - Partner with Rancheria for additional security, i.e. patrolling security guard
 - Develop SCOP volunteer base
 - Expand/continue Neighborhood Watch in local neighborhoods, include businesses
 - Video surveillance at multiple sites
 - Increase sheriff department time/presence. Have deputy be more proactive in enforcing rules and regulations. 7 days/week police presence, especially at night (9pm-5am)
2. Improve pedestrian safety, bike
 - Develop speed bumps/traffic calming plan for city
 - Investigate safe routes to school funding
 - Replace all streetlights with like poles
 - Develop bike lanes
 - Re-paint the pedestrian crosswalks
3. Plan for natural disaster safety
 - Review city’s emergency plan. Coordinate with all stakeholder—residents, businesses, school, Tribes
4. Address issues related to transient population
 - Reduce transient population
 - Investigate resources available in other cities in an effort to develop a plan for Trinidad
 - Keep people from camping on city property, especially museum, library and city park

Fiscal Stability and General Governance Goals & Projects

1. Enforce existing ordinances: Fair and consistent enforcement of existing ordinances, especially trees trails and signs. Focus on existing ordinances and limit putting forth any new ones due to limited city staffing
 - Finish sign ordinance process. Budget staff time to do it
 - Staff present real plan with budget and time to complete sign ordinance process
 - Old Wagon Road Trail—make it happen!
2. Have a long-term plan to develop a balanced budget to ensure fiscal stability (3-5 years?)

- Direct staff to plan for and include long-term costs for projects, e.g. infrastructure projects should include post-project (ongoing) costs for staff, maintenance
 - Develop 3-year budget projections as part of the annual budget
3. Increase taxes
- Increase city income from vacation rentals
 - Consider TOT rate via council
 - Plan ahead for sales tax expiration—renew sales tax?

Environmental Sustainability

1. Preserve forests for it's own sake
- Forest stewardship should drive decision making
 - Save surrounding forest from clear cutting
 - Preserve forest around strawberry rock. Pressure Green Diamond to cancel two timber harvest plans around strawberry rock
 - Develop a docent program. It is an ecotourism opportunity
 - Link to National Monument
 - **Develop multi use trails—hiking, biking, rock climbing, birding, wellbeing**
2. Protect water quality, and develop long-term plan for water, ensuring adequate and safe water supply for future generations. Improve water conservation.
- Restored Luffenholtz Creek watershed. Upstream restoration, drought-resistant re-vegetation, develop plan for groundwater recharge. Engage with all landholders. “What if Luffenholtz Creek goes dry?”
 - Develop additional storage. One million gallon storage tanks “underground,” cisterns
 - Streamline water catchment tank permitting for residents
 - Get a handle on water distribution system
 - Eliminate the city's stemware discharge from Trinidad Bay
 - Have hydration station in town and more drinking fountains
 - Explore possibility of Mad River water lines to Trinidad and North
3. Increase recycling containers in public places
4. Upgrade septic systems that are failing
- Provide environmental sustainability mitigation funding for removal of septic tanks, pollution of ASBS, help of residential septic upgrades

5. Be proactive regarding climate change. Address climate change at a relevant scale (do our part). We are all in this together.

- Keep forests intact to increase O2 and decrease CO2, aka lungs of the earth. Maintains water quality. Increases biodiversity, habitat, native flora.
- Plant more trees to prepare for the future
- Be examples of health forests, watersheds and biodiversity
- Prepare for sea level rising
- Develop workshops on native plants and conferences on how native plants help decrease global warming

Other Goals & Projects

1. Take best advantage of our natural beauty, as Trinidad’s attractiveness centers on the natural surroundings. That is our our tourism draw. **Promote and market Trinidad’s amazing coastal rocks and vistas/trails via a destination attraction**

- Develop a mission statement/vision regarding Trinidad’s scenic/cultural resources to help us promote and protect our resources
- Communicate the mission/vision statement via smartphone technology
- Create a detailed list of and map of points of interest in Trinidad and surrounding area. (The existing one leaves out areas)
- Increase city efforts to build infrastructure of natural resource recreation and market it as an eco-destination
- Funding outreach for eco tourism, you know, tax base
- Make city contribution to Humboldt County Convention and Visitors Bureau

2. Develop new, annual events that promote arts and other events

- Host tennis tournaments and bocci ball tournaments
- Jazz festival
- Support heritage arts music
- “Trinidad, not Tobago” Festival with fans
- Promote venues for fine arts
- Communicate about events via smartphone technology

3. Develop marquis on Town Hall

4. Move whale sculpture to Cal Trans lot where bike locker was formerly

Meeting Evaluation

Worked	To Change
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Worked	To Change
Efficient use of time—we produced something	Ask more questions for clarification of each other and to increase participation
Turnout was good	Would have liked to prioritized in the meeting
Broad representation	Have food and drinks next time
	School kids perspective was missing
	Ensure people leave their contact info
	Draw attending for including turnout at future meetings

01-Trinidad-1

Change Text Size 

CDE Home » DataQuest » Report Results

Physical Fitness Test

Report: 

California Department of Education
Statewide Assessment Division
Prepared: 4/30/2015 3:25:22 PM

State: [California](#)
County: [Humboldt](#)
District: [Trinidad Union Elementary](#)
School: Trinidad Elementary

2013-14 California Physical Fitness Report
Overall - Summary of Results
Trinidad Elementary

Additional information can be found at the California Department of Education [Physical Fitness Test Web page](#).

Physical Fitness Area	Total Tested ¹ in Grade 5	Number Grade 5 Students in HFZ ²	% Grade 5 Students in HFZ	% Grade 5 Students in Needs Improvement	% Grade 5 Students in Needs Improvement - Health Risk	Total Tested ¹ in Grade 7	Number Grade 7 Students in HFZ ²	% Grade 7 Students in HFZ	% Grade 7 Students in Needs Improvement	% Grade 7 Students in Needs Improvement - Health Risk	Total Tested ¹ in Grade 9	Number Grade 9 Students in HFZ ²	% Grade 9 Students in HFZ	% Grade 9 Students in Needs Improvement	% Grade 9 Students in Needs Improvement - Health Risk
Aerobic Capacity	23	19	82.6	13.0	4.4	19	13	68.4	21.1	10.5	0	0	0.0	0.0	0.0
Body Composition	23	19	82.6	17.4	0.0	19	18	94.7	5.3	0.0	0	0	0.0	0.0	0.0
Abdominal Strength	23	15	65.2	34.8	N/A	19	18	94.7	5.3	N/A	0	0	0.0	0.0	N/A
Trunk Extension Strength	23	23	100.0	0.0	N/A	19	19	100.0	0.0	N/A	0	0	0.0	0.0	N/A
Upper Body Strength	23	23	100.0	0.0	N/A	19	17	89.5	10.5	N/A	0	0	0.0	0.0	N/A
Flexibility	23	15	65.2	34.8	N/A	19	17	89.5	10.5	N/A	0	0	0.0	0.0	N/A

¹ Includes partially tested students

² HFZ is an acronym for Healthy Fitness Zone a registered trademark of The Cooper Institute

** To protect confidentiality scores are not shown when the number of students tested is 10 or less

N/A Not applicable

The PFT is based on the FITNESSGRAM/ACTIVITYGRAM software, owned by the Cooper Institute, Dallas, TX, and published by Human Kinetics, Champaign, IL. The PFT is created and copyrighted by the California Department of Education (CDE) under a license agreement with Human Kinetics. The FITNESSGRAM is a registered trademark of The Cooper Institute.

The PFT performance standards are available on the [CDE FITNESSGRAM: Healthy Fitness Zone Charts Web page](#). Information about the FITNESSGRAM is available on the [Human Kinetics Web site](#) (Outside Source).

Questions: High School and Physical Fitness Assessment Office | pft@cde.ca.gov | 916-445-9449

California Department of Education
1430 N Street
Sacramento, CA 95814

Web Policy

County Health Rankings & Roadmaps

Building a Culture of Health, County by County

Humboldt (HU)

	Humboldt County	Error Margin	Top U.S. Performers*	California	Rank (of 57)
Health Outcomes					34
Length of Life					49
Premature death	8,140	7,590-8,691	5,200	5,295	
Quality of Life					9
Poor or fair health	12%	9-16%	10%	18%	
Poor physical health days	4.1	3.4-4.8	2.5	3.7	
Poor mental health days	3.9	3.0-4.7	2.3	3.6	
Low birthweight	5.5%	5.1-5.9%	5.9%	6.8%	
Health Factors					23
Health Behaviors					41
Adult smoking	19%	15-23%	14%	13%	
Adult obesity	26%	22-30%	25%	23%	
Food environment index	6.5		8.4	7.5	
Physical inactivity	15%	12-18%	20%	17%	
Access to exercise opportunities	86%		92%	93%	
Excessive drinking	22%	18-27%	10%	17%	
Alcohol-impaired driving deaths	33%		14%	31%	
Sexually transmitted infections	297		138	441	
Teen births	26	24-28	20	34	
Clinical Care					19
Uninsured	21%	19-23%	11%	20%	
Primary care physicians	1,390:1		1,045:1	1,294:1	
Dentists	1,281:1		1,377:1	1,291:1	
Mental health providers	291:1		386:1	376:1	
Preventable hospital stays	39	36-42	41	45	
Diabetic monitoring	86%	82-91%	90%	81%	
Mammography screening	66.4%	62.2-70.5%	70.7%	59.3%	
Social & Economic Factors					26
High school graduation	89%			83%	
Some college	66.2%	62.8-69.6%	71.0%	61.7%	
Unemployment	8.8%		4.0%	8.9%	
Children in poverty	26%	21-30%	13%	24%	
Income inequality	4.7	4.4-5.0	3.7	5.1	
Children in single-parent households	39%	35-44%	20%	32%	
Social associations	9.6		22.0	5.8	
Violent crime	334		59	425	
Injury deaths	103	95-110	50	46	
Physical Environment					10
Air pollution - particulate matter	8.2		9.5	9.3	
Drinking water violations	0%		0%	3%	
Severe housing problems	25%	24-27%	9%	29%	
Driving alone to work	72%	71-74%	71%	73%	
Long commute - driving alone	15%	13-17%	15%	37%	

* 90th percentile, i.e., only 10% are better.

Note: Blank values reflect unreliable or missing data

2015

01-Trinidad-1

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Trinidad city, California

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Census 2010 Total Population

367

Source: 2010 Demographic Profile

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United States Census Bureau

Source: U.S. Census Bureau | American FactFinder

Attachment J

Letters of Support



HCAOG

*Regional Transportation
Planning Agency*

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

May 21, 2015

Division of Local Assistance, MS-1
Office of Active Transportation and Special Programs
P.O. Box 942874
Sacramento, CA 95814

RE: Support for the City of Trinidad Van Wycke Bicycle and
Pedestrian Connectivity Project

Dear Application Review Committee:

On behalf of the Humboldt County Association of Governments (HCAOG), I am pleased to extend support for the City of Trinidad Van Wycke Bicycle and Pedestrian Connectivity Project.

The City of Trinidad has safe bicycle and pedestrian routes on either side of town, however the center of town lacks a safe non-motorized route, essentially cutting Trinidad in half to non-motorized traffic. Construction of the Van Wycke Bicycle and Pedestrian Connectivity Project would connect the two sides of the town by creating a safe, non-motorized route along Edwards Avenue and re-establishing the historic Van Wycke trail, which would be rehabilitated for pedestrian and bicycle use.

The Van Wycke trail historically connected much of Trinidad, including the downtown area, to the Trinidad State Beach, Trinidad Head (designated as California Historic Landmark), and the Trinidad Pier and Harbor. As a result of bluff instability, the trail was closed several years ago out of concern for public safety. Without the trail, non-motorized users are forced to use the adjacent surface streets (classified as major collectors) that lack bike and pedestrian facilities. The improvements along Edwards Avenue and Van Wycke Trail reestablishes a vital non-motorized link in Trinidad and will encourage/increase the use of active modes of transportation, including biking and walking and enhancement of public health.

HCAOG funded the Project Study Report in 2012. Since then, the City has completed initial geotechnical investigations, alternatives

analysis, and preliminary designs. This project is included in the HCAOG's Regional Transportation Plan, considered the top priority project for the city, and is planned and designed to meet the goals of the Active Transportation Program.

HCAOG appreciates this opportunity to support this worthwhile and important project. Please do not hesitate to contact me at 707-444-8208 for additional information.

Sincerely,



Marcella Clem
Executive Director



Cher-Ae Heights Indian Community of the Trinidad Rancheria



May 28, 2015

Division of Local Assistance, MS-1
Office of Active Transportation and Special Programs
PO Box 942874
Sacramento, CA 95814

Subject: Support for the City of Trinidad's Van Wycke Trail Project

Dear Application Review Committee:

On behalf of the Cher-Ae Heights Indian Community of the Trinidad Rancheria (Trinidad Rancheria), we would like to extend our support for the City of Trinidad's "Van Wycke Trail Project." The Trinidad Rancheria is a federally recognized Native American Tribe located in Northern California, with tribal lands adjacent to the City of Trinidad. The Trinidad Rancheria owns approximately 6.5 acres of property on the Trinidad Harbor and operates the Seascapes Restaurant, Trinidad Pier, Boat Launch, Bait Shop, and Vacation Rental located at 1 Bay Street, Trinidad, CA 95570.

The Trinidad Rancheria is an environmental steward, and has worked over the last ten years to enhance and protect the ocean and surrounding properties. The grant application will address a major trail that is a safety issue and repair an access point to the state beach and Trinidad Rancheria Harbor Properties. The Tribe supports the City's grant application to enhance public access, visitor services and the experience of Trinidad for both residents and visitors.

Currently, the Van Wycke Trail is eroding and slumping down the bluff which endangers pedestrians, increases the likelihood of further bluff failure, and threatens a water line which runs along the trail route. This trail needs to be improved. A safe and accessible Van Wycke Trail will provide many benefits to the public, and provides an opportunity to connect the historic Trinidad Memorial Lighthouse in town with the Trinidad Light Station on Trinidad Head. The Van Wycke Trail Project will provide:

- A safer pedestrian route than Edwards street which has no sidewalks
- Provides access to public open space, including the scenic view of the Trinidad Bay and Harbor
- As part of the Trinidad trail network, it draws visitors to the area
- Van Wycke is among trails that make the community more attractive to families and businesses
- Provides a healthy, energy saving alternative to motorized transportation

Please do not hesitate to contact me if you have any questions.

Sincerely,

Garth Sundberg
Tribal Chairman
Trinidad Rancheria



www.trinidadrancheria.com

1 Cher-Ae Lane • PO Box 630 • Trinidad, California • 95570 • 707.677.0211 • 707.677.3921 (fax)

Attachment J



Trinidad Coastal Land Trust is a non-profit organization dedicated to protecting for the public benefit the natural beauty and character of Humboldt County from Little River to Big Lagoon

May 25, 2015

Division of Local Assistance, MS-1
Office of Active Transportation and Special Programs
PO Box 942874
Sacramento, CA 95814

Subject: Support for the City of Trinidad's Van Wycke Trail Project

Dear Application Review Committee:

On behalf of the Trinidad Coastal Land Trust, we would like to extend our support for the City of Trinidad's "Van Wycke Trail Project." The Trinidad Coastal Land Trust is a locally operated nonprofit organization dedicated to protecting for the public benefit the natural beauty and character of the Humboldt County from Little River to Big Lagoon. TCLT owns and maintains a number of public access easements and fee title properties between Little River and Big Lagoon and supports projects that improve public access and the walkability of our communities.

TCLT has for many years been working to promote trails and public access in the Trinidad area. We partner with a variety of organizations in the area to develop and maintain an extensive system of trails along the coast. Trails provide many benefits to the public, to communities, businesses and other organizations. The Van Wycke Trail will deliver benefits to the community and the public as well:

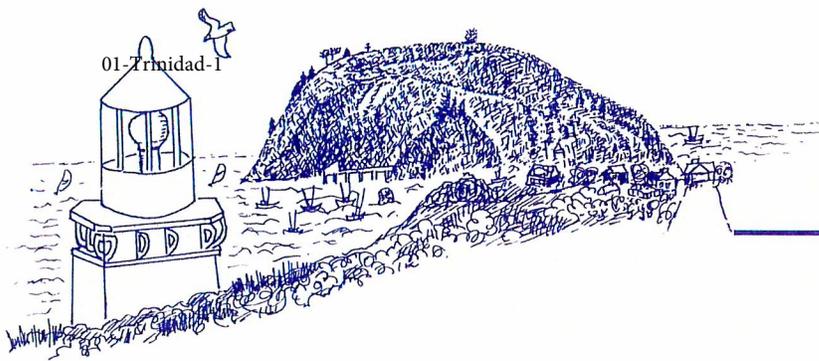
- A safer pedestrian route than Edwards street which has no sidewalks
- Provides access to public open space, including the scenic view of the Trinidad Bay and Harbor
- As part of the Trinidad trail network, it draws visitors to the area
- Van Wycke is among trails that make the community more attractive to families and businesses
- Provides a healthy, energy saving alternative to motorized transportation

The Van Wycke Trail is eroding and slumping down the bluff which endangers pedestrians, increases the likelihood of further bluff failure, and threatens a water line which runs along the trail route. This trail needs to be improved.

Please do not hesitate to contact me if you have any questions.

Sincerely,

Matthew R. Marshall
TCLT Board President



TRINIDAD UNION SCHOOL DISTRICT

MATTHEW S. MALKUS, SUPERINTENDENT/PRINCIPAL
P.O. Box 3030, Trinidad, CA 95570 • (707) 677-3631
Fax: (707) 677-0954 • Cell: (707) 496-9415
mmalkus@nohum.k12.ca.us

May 21, 2015

Division of Local Assistance, MS-1

Office of Active Transportation and Special Programs

PO Box 942874

Sacramento, CA 95814

Subject: Support for the City of Trinidad's Van Wycke Trail Project

Dear Application Review Committee:

On behalf of the Trinidad Union School District, we would like to extend our support for the City of Trinidad's "Van Wycke Trail Project".

The Trinidad School community believes it is important for students to have opportunities to benefit from the wonderful location of our school setting. Classes take walking field trips as often as possible, utilizing the nearby bluffs and beaches for art projects, creative writing and marine science. Our Marine Activities and Resources Education program is in its eighteenth year, and includes many activities during which students of all grades K-8 go to the local beaches to explore, to study local ecology, or to learn about community service through beach cleanup.

The Van Wycke trail provides a safe route from the school to the beach and harbor area, allowing students to avoid walking along much of Edwards Street, which has no sidewalks. This is especially important for our youngest students, who do not understand traffic dangers. Some of the destinations within walking distance of the school include Trinidad State Beach, the Humboldt State University Telonicher Marine Lab, Trinidad Head, the Trinidad Pier and Harbor. The van Wycke Trail is an important route used by students to visit these places.

Van Wycke Trail traverses the bluff above the beach and overlooks the harbor area. The trail is currently in very poor condition, with erosion and slumping due to the bluff instability. Improvements to the trail are essential if this trail is to be used. The school staff, students and their families would benefit in many ways from the project to rebuild the Van Wycke Trail.

We understand much of the planning for this project has already been done, and the remaining piece is to fund construction for trail improvements. We urge you to fund this project.

Please do not hesitate to contact me if you have any questions.

Sincerely,

Matt Malkus, Superintendent



Greater Trinidad Chamber of Commerce

P.O. Box 356
Trinidad, CA 95570
707.677.1610

May 27, 2015

Division of Local Assistance, MS-1
Office of Active Transportation and Special Programs
PO Box 942874
Sacramento, CA 95814

Subject: Support for the City of Trinidad's Van Wycke Trail Project

Dear Application Review Committee:

On behalf of the Trinidad Chamber of Commerce, we would like to extend our support for the City of Trinidad's "Van Wycke Trail Project." The purpose of the Chamber is to enhance the economic and social wellbeing of the people of the Greater Trinidad area by promoting the businesses of the area through cooperation and partnerships between businesses and community.

The Chamber supports projects that improve public access, visitor services and the experience of Trinidad for both residents and visitors and believes a safe and accessible Van Wycke Trail will provide many benefits to the public and businesses in the Greater Trinidad area.

The Van Wycke Trail Project will:

- provide a safer pedestrian route than Edwards Street, which has no sidewalks
- allow access to public open space, including the scenic view of the Trinidad Bay and Harbor
- draws visitors to the area as part of the Trinidad trail network
- encourage outdoor activities, making the community more attractive to families and businesses
- provide a healthy, energy saving alternative to motorized transportation

The Van Wycke Trail is eroding and slumping down the bluff, endangering pedestrians and creating a serious risk for the city. The erosion increases the likelihood of further bluff failure and threatens a water line, which runs along the trail route.

Please do not hesitate to contact me if you have any questions.

Sincerely,

Mike Reinman, President
Greater Trinidad Chamber of Commerce.

TRINIDAD MUSEUM SOCIETY**P.O. BOX 1126
TRINIDAD, CA 95570**

May 26, 2015

Division of Local Assistance, MS-1
Office of Active Transportation and Special Programs
P. O. Box 942874
Sacramento, California 95814

Re: Support for City of Trinidad's Van Wycke Trail Project

Dear Application Review Committee,

On behalf of the Trinidad Museum Society, we wish to extend our support for the City of Trinidad's "Van Wycke Trail Project." Trinidad Museum, a 501c3 non profit corporation formed in 1983, is an active participant in Trinidad's cultural and civic life and preservation. The museum is located in an historic 1899 home which was rehabilitated and opened to the public in 2009.

Trinidad Museum Society supports projects which improve public access, trails, and rewarding experiences for both residents and visitors.

A safe and accessible Van Wycke Trail, formed during the gold rush days of 1850, provides a delightful through-way and an opportunity to connect the historic 1949 Trinidad Memorial Lighthouse with the 1871 Lighthouse on Trinidad Head. Improving the Van Wycke Trail will give:

- a. a safer pedestrian route than Edwards Street, which has no sidewalks;
- b. provide access to public open space, including the scenic Trinidad Bay, Pier and Harbor;
- c. draw visitors to the area as part of the Trinidad trail network;
- d. make the community more attractive to families and businesses, and
- e. offer a healthy, energy saving alternative to vehicular transportation.

The Van Wycke Trail is eroding and slumping down the bluff which endangers pedestrians, increases the likelihood of further bluff failure, and threatens a water line which runs along the trail route. The trail clearly needs immediate attention.

Kindly advise if we can be of further assistance.

Sincerely,

Patricia Fleschner
Patricia Fleschner, president
Trinidad Museum Society
400 Janis Court/P. O. Box 1126
Trinidad, CA 95570

Attachment K

Additional Attachments

Project Name: 01-Trinidad-1
 Project Location: City of Trinidad, CA

INFRASTRUCTURE

Bike Projects (Daily Person Trips for All Users) (Box 1A)		
	Without Project	With Project
Existing	101	
Forecast (1 Yr after completion)	103.02	154.53
	Commuters	Recreational Users
Existing Trips	11	33
New Daily Trips (estimate)	5.555	16.665
(1 YR after completion) (actual)		
Project Information- Non SR2S Infrastructure		
Bike Class Type		Bike Class III
Average Annual Daily Traffic (AADT)		1,800

Project Costs (Box 1D)	
Non-SR2S Infrastructure Project Cost	\$692,243
SR2S Infrastructure Project Cost	

ATP Requested Funds (Box 1E)	
Non-SR2S Infrastructure	\$684,293
SR2S Infrastructure	

CRASH DATA (Box 1F)	Last 5 Yrs	Annual Average
Fatal Crashes	0	0
Injury Crashes	0	0
PDO	2	0.4

Pedestrian Projects (Daily Person Trips for All Users) (Box 1B)		
	Without Project	With Project
Existing	690	
Forecast (1 YR after project completion)	703.8	1055.7
	Without Project	With Project
Existing step counts (600 steps=0.3mi=1 trip)		
Existing miles walked		

SAFETY COUNTERMEASURES (improvements) (Box 1G)		Y or N (Capitalized)
Signalized Intersection	Pedestrian countdown signal heads	N
	Pedestrian crossing	N
	Advance stop bar before crosswalk	N
	Install overpass/underpass	N
Unsignalized Intersection	Raised medians/refuge islands	N
	Pedestrian crossing (new signs and markings only)	N
	Pedestrian crossing (safety features/curb extensions)	Y
Roadways	Pedestrian signals	N
	Bike lanes	Y
	Sidewalk/pathway (to avoid walking along roadway)	Y
	Pedestrian crossing (with enhanced safety features)	N
Other reduction factor countermeasures		N

Safe Routes to School (SR2S) (Box 1C)	Total
Number of student enrollment	
Approximate no. of students living along school route proposed for improvement	
Percentage of students that currently walk or bike to school	
Projected percentage of students that will walk or bike to school after the project	

Project Name: 01-Trinidad-1
 Project Location: City of Trinidad, CA

NON-INFRASTRUCTURE

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

Outreach (Non SR2S)- (Box 2B)	
Participants	400
Current Active Trans Walker/Bicyclist Users	
Percentage of Current Active Trans Walkers/Bicyclists	15%
Project Cost	\$21,383
ATP Requested Funds	\$21,383
Duration of Outreach (months)	24
Outreach to new users	400

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

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

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

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

Projected New Active Trans Riders	
Longitudinal New Users	0

Projected New Active Trans Riders	
Longitudinal New Users	95

CRASH DATA - (Box 2G)		
	Last 5 Yrs	Annual
Fatal Crashes	0	0
Injury Crashes	0	0
PDO	2	0.4

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

Non Infrastructure- All

Projected New ATP Users 95

Annual Mobility Benefits \$0

Did not quantify mobility benefits.

Annual Health Benefits \$13,870

Annual Recreational Benefits \$0

Did not quantify recreational benefits.

Annual Safety Benefits \$1,385

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

Fuel saved	\$0
Emissions Saved	\$0
Fuel and Emissions Saved	\$0

Underlying assumptions for calculations:

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

ESTIMATED SAFETY BENEFITS FROM POTENTIAL CRASH REDUCTION

Countermeasures	OTHER REDUCTION FACTOR			
Crash Reduction Factors (CRFs)	10%			
Service Life	5			
1st year	\$1,385			

	Fatal	Injury	PDO	Total
Frequency	0	0	2	2
Cost/crash	\$3,750,837	\$80,000	\$6,924	

SAFE ROUTES TO SCHOOL

Infrastructure

Before Project

No. of students enrollment	0
Approximate no. of students living along school route proposed for improvement	0
Percent that currently walks/bikes to school	0%
Number of students that walk/bike to school	0

After Project

No. of students enrollment	0
Approximate no. of students living along school route proposed for improvement	0
Projected percentage of students that will walk or bike because of the project	0%
Number of students that will walk/bike to school after the project	0

ATP Shift	0
Fuels Saved	\$0.00
Emissions Saved	\$0.00

Annual Mobility Benefits	\$0
Annual Health Benefits	\$0
Annual Safety Benefits	\$1,525
Fuel and Emissions Saved	\$0
Recreational Benefits	\$0

Assumptions:

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

Did not quantify recreational benefits for SR2S Infrastructure projects.

20 Year Invest Summary Analysis	
Total Costs	\$713,626.00
Net Present Cost	\$686,178.85
Total Benefits	\$5,534,670.04
Net Present Benefit	\$3,683,495.72
Benefit-Cost Ratio	5.37

<i>20 Year Itemized Savings</i>	
Mobility	\$2,527,433.32
Health	\$789,446.11
Recreational	\$2,057,846.48
Gas & Emissions	\$78,647.17
Safety	\$81,296.96

Funds Requested	\$705,676.00
Net Present Cost of Funds Requested	\$678,534.62
Benefit Cost Ratio	5.43

ESTIMATED DAILY MOBILITY BENEFITS FROM THE PROJECT

Current Walk Counts	
Total miles walked	0.00
Total person Trips walked	703.80
Total Steps walked	0.00

After the Project is Completed	
Total miles walked	0.00
Total person trips walked	1,055.70
Total Steps walked	0.00

Converted miles walked to trips	0
Difference of person trips walked	352
Converted steps walked to trips	0

Current Bike Counts	
Existing Commuters	11
New Commuters	6

Benefits, 2014 values	
Annual Mobility Benefit (Walking)	\$74,800
Annual Mobility Benefit (Biking)	\$29,220.86

Total Annual Mobility Benefits	\$104,021
---------------------------------------	------------------

Project Types

For M values:

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

\$13.03 Value of Time

600 steps=0.3mi=1 trip

\$1 Value of Total Pedestrian Environmental Impacts per trip

Sources:

NCHRP 552 Methodology (Biking)

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

YEARLY ESTIMATED HEALTH BENEFITS FROM THE PROJECT

INFRASTRUCTURE

Cycling:		
New Cyclists	25.755	
Value of Health (ave. annual)	\$146	GDP Deflator
Annual Health Benefits	\$3,769	2006 0.9429
		2014 1.0781
Walking:		
New Walkers	175.95	
Value of Health	\$146	
Annual Health Benefits	\$25,751	
Total Annual Health Benefits	\$29,520	

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

(Estimated annual per capita cost savings of direct and/indirect of physical activity)

YEARLY ESTIMATED GAS AND EMISSION SAVINGS FROM THE PROJECT

INFRASTRUCTURE

New Pedestrians	176
New Bicyclists	26
Avoided VMT due to Walking	11,217
Avoided VMT due to Biking	6,471
Fuel Saved	\$3,016
Emissions Saved	\$221
Fuel and Emissions saved	\$3,237

Underlying assumptions for calculations:

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

YEARLY ESTIMATED RECREATIONAL BENEFITS FROM THE PROJECT

Biking		
New Recreational Users	17	\$10 per trip
New Commuters	6	
Existing Recreational Users	33	\$4 per trip
Value of Spending Recreational Time for New Recreational Users	\$20,665	
Value of Spending Recreational Time for Existing Recreational Users	\$16,532	
Potential number of recreational time outdoors	124	
Annual Biking Recreational Benefits	\$37,196	

Sources: NCHRP 552 for New Users and Commuters, TAG (January 2010 UK's Department of Transport Guidance on the Appraisal of Walking and Cycling Schemes) for Existing Users, World Health Organization's HEAT for cycling (124 days- the observed number of days cycled in Stockholm)

Walking		
Total Recreational pedestrians	53	15%- See Misc. Tab
Value of Spending Recreational time for all pedestrians	\$19,267	\$1 per trip
Potential number of recreational time outdoors	365	
Annual Walking Recreational Benefits	\$19,267	

Sources: Pedestrian and Bicycle Information Center. TAG (January 2010 UK's Department of Transport Guidance on the Appraisal of Walking and Cycling Schemes) for Existing Users.

Total Annual Recreational Benefits	\$56,463
-------------------------------------------	-----------------

ESTIMATED SAFETY BENEFITS FROM POTENTIAL CRASH REDUCTION

Countermeasures	SIGNALIZED INTERSECTION COUNTERMEASURES				UNSIGNALIZED INTERSECTION COUNTERMEASURES				ROADWAY COUNTERMEASURES				OTHER REDUCTION FACTOR	Average of 3 highest countermeasures	Annual Benefits
	Install pedestrian countdown signal heads	Install pedestrian crossing	Install advance stop bar before crosswalk (bicycle box)	Install pedestrian overpass/underpass	Install raised medians/refuge islands	Install pedestrian crossings (new signs and markings only)	Install pedestrian crossing (with enhanced safety measures/ curb extensions)	Install pedestrian signal	Install bike lanes	Install sidewalk/pathway (to avoid walking along roadways)	Install pedestrian crossing (with enhanced safety measures)	Install Pedestrian crossing			
Applicable Countermeasures	N	N	N	N	N	N	Y	N	Y	Y	N	N	0		
Crash Reduction Factors (CRFs)	25%	25%	15%	75%	45%	25%	35%	55%	35%	80%	30%	35%	10%		
Service Life	20	20	10	20	20	10	20	20	20	20	10	10	20		
1st year	\$0	\$0	\$0	\$0	\$0	\$0	\$1,067	\$0	\$1,067	\$2,440	\$0	\$0	\$0	\$1,525	\$1,525

	Fatal	Injury	PDO	Total
Frequency	0	0	0.4	0.4
Cost/crash	\$4,130,347	\$81,393	\$7,624	

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

ECONOMIC EVALUATION (Constant Values)

Total Benefits	\$3,476,824
Mobility Benefits	\$2,527,433
Health Benefits	\$789,446
Recreational Benefits	\$2,057,846
Safety Benefits	\$81,297
Gas & Emission Benefits	\$78,647

Total Costs	\$713,626
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Benefit-Cost Ratio (BCR)	4.9
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NON-INFRASTRUCTURE-Non-SR2S and SR2S

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Growth Factor
PROJECT OPEN								
1	\$0	\$13,870	\$0	\$1,385	\$0	\$15,255	\$21,383	1.02
2	\$0	\$14,147	\$0	\$1,412	\$0	\$15,560		
3	\$0	\$14,430	\$0	\$1,441	\$0	\$15,871		
4	\$0	\$14,719	\$0	\$1,469	\$0	\$16,188		
5	\$0	\$15,013	\$0	\$1,499	\$0	\$16,512		
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								
17								
18								
19								
20								
						Sum Total Benefits	Total Project Cost	
Total	\$0	\$72,180	\$0	\$7,206	\$0	\$79,386	\$21,383	

INFRASTRUCTURE - Non SR2S

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emissions Benefits	Total Benefits	Total Project Cost	Growth Factor
PROJECT OPEN								
1	\$104,021	\$29,520	\$56,463	\$1,525	\$3,237	\$194,766	\$692,243	1.02
2	\$106,101	\$30,111	\$57,592	\$1,555	\$3,302	\$198,661		
3	\$108,223	\$30,713	\$58,744	\$1,586	\$3,368	\$202,634		
4	\$110,388	\$31,327	\$59,919	\$1,618	\$3,435	\$206,687		
5	\$112,596	\$31,954	\$61,117	\$1,650	\$3,504	\$210,820		
6	\$114,847	\$32,593	\$62,339	\$1,683	\$3,574	\$215,037		
7	\$117,144	\$33,245	\$63,586	\$1,717	\$3,645	\$219,338		
8	\$119,487	\$33,910	\$64,858	\$1,751	\$3,718	\$223,724		
9	\$121,877	\$34,588	\$66,155	\$1,786	\$3,792	\$228,199		
10	\$124,315	\$35,280	\$67,478	\$1,822	\$3,868	\$232,763		
11	\$126,801	\$35,985	\$68,828	\$1,859	\$3,946	\$237,418		
12	\$129,337	\$36,705	\$70,204	\$1,896	\$4,025	\$242,166		
13	\$131,924	\$37,439	\$71,608	\$1,934	\$4,105	\$247,010		
14	\$134,562	\$38,188	\$73,041	\$1,972	\$4,187	\$251,950		
15	\$137,253	\$38,951	\$74,501	\$2,012	\$4,271	\$256,989		
16	\$139,998	\$39,730	\$75,992	\$2,052	\$4,356	\$262,129		
17	\$142,798	\$40,525	\$77,511	\$2,093	\$4,444	\$267,371		
18	\$145,654	\$41,336	\$79,062	\$2,135	\$4,532	\$272,719		
19	\$148,567	\$42,162	\$80,643	\$2,178	\$4,623	\$278,173		
20	\$151,539	\$43,006	\$82,256	\$2,221	\$4,715	\$283,737		
						Sum Total Benefits	Total Project Cost	
Total	\$2,527,433	\$717,266	\$1,371,898	\$37,045	\$78,647	\$4,732,290	\$692,243	

INFRASTRUCTURE- SR2S

Year	Mobility	Health Benefits	Recreational	Gas & Emission		Total Project		Growth Factor
	Benefits		Benefits	Safety Benefits	Benefits	Total Benefits	Cost	
PROJECT OPEN								
1	\$0	\$0	\$0	\$1,525	\$0	\$1,525	\$0	1.02
2	\$0	\$0	\$0	\$1,555	\$0	\$1,555		
3	\$0	\$0	\$0	\$1,586	\$0	\$1,586		
4	\$0	\$0	\$0	\$1,618	\$0	\$1,618		
5	\$0	\$0	\$0	\$1,650	\$0	\$1,650		
6	\$0	\$0	\$0	\$1,683	\$0	\$1,683		
7	\$0	\$0	\$0	\$1,717	\$0	\$1,717		
8	\$0	\$0	\$0	\$1,751	\$0	\$1,751		
9	\$0	\$0	\$0	\$1,786	\$0	\$1,786		
10	\$0	\$0	\$0	\$1,822	\$0	\$1,822		
11	\$0	\$0	\$0	\$1,859	\$0	\$1,859		
12	\$0	\$0	\$0	\$1,896	\$0	\$1,896		
13	\$0	\$0	\$0	\$1,934	\$0	\$1,934		
14	\$0	\$0	\$0	\$1,972	\$0	\$1,972		
15	\$0	\$0	\$0	\$2,012	\$0	\$2,012		
16	\$0	\$0	\$0	\$2,052	\$0	\$2,052		
17	\$0	\$0	\$0	\$2,093	\$0	\$2,093		
18	\$0	\$0	\$0	\$2,135	\$0	\$2,135		
19	\$0	\$0	\$0	\$2,178	\$0	\$2,178		
20	\$0	\$0	\$0	\$2,221	\$0	\$2,221		
						Sum Total	Total Project	
						Benefits	Cost	
Total	\$0	\$0	\$0	\$37,045	\$0	\$37,045	\$0	

COMBO PROJECTS- Non SR2s Infrastructure and NonInfrastructure

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost
PROJECT OPEN							
1	\$104,021	\$43,390	\$56,463	\$1,455	\$3,237	\$208,566	\$713,626
2	\$106,101	\$44,258	\$57,592	\$1,484	\$3,302	\$212,737	
3	\$108,223	\$45,143	\$58,744	\$1,513	\$3,368	\$216,992	
4	\$110,388	\$46,046	\$59,919	\$1,544	\$3,435	\$221,331	
5	\$112,596	\$46,967	\$61,117	\$1,575	\$3,504	\$225,758	
6	\$114,847	\$32,593	\$62,339	\$842	\$3,574	\$214,195	
7	\$117,144	\$33,245	\$63,586	\$859	\$3,645	\$218,479	
8	\$119,487	\$33,910	\$64,858	\$876	\$3,718	\$222,849	
9	\$121,877	\$34,588	\$66,155	\$893	\$3,792	\$227,306	
10	\$124,315	\$35,280	\$67,478	\$911	\$3,868	\$231,852	
11	\$126,801	\$35,985	\$68,828	\$929	\$3,946	\$236,489	
12	\$129,337	\$36,705	\$70,204	\$948	\$4,025	\$241,219	
13	\$131,924	\$37,439	\$71,608	\$967	\$4,105	\$246,043	
14	\$134,562	\$38,188	\$73,041	\$986	\$4,187	\$250,964	
15	\$137,253	\$38,951	\$74,501	\$1,006	\$4,271	\$255,983	
16	\$139,998	\$39,730	\$75,992	\$1,026	\$4,356	\$261,103	
17	\$142,798	\$40,525	\$77,511	\$1,047	\$4,444	\$266,325	
18	\$145,654	\$41,336	\$79,062	\$1,067	\$4,532	\$271,651	
19	\$148,567	\$42,162	\$80,643	\$1,089	\$4,623	\$277,084	
20	\$151,539	\$43,006	\$82,256	\$1,111	\$4,715	\$282,626	
						Sum Total Benefits	Total Project Cost
Total	\$2,527,433	\$789,446	\$1,371,898	\$22,126	\$78,647	\$4,789,550	\$713,626

COMBO PROJECTS- SR2S Infrastructure and NonInfrastructure

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Growth Factor
PROJECT OPEN								
1	\$0	\$13,870	\$0	\$1,455	\$0	\$15,325	\$21,383	1.02
2	\$0	\$14,147	\$0	\$1,484	\$0	\$15,631		
3	\$0	\$14,430	\$0	\$1,513	\$0	\$15,944		
4	\$0	\$14,719	\$0	\$1,544	\$0	\$16,263		
5	\$0	\$15,013	\$0	\$1,575	\$0	\$16,588		
6	\$0	\$0	\$0	\$842	\$0	\$842		
7	\$0	\$0	\$0	\$859	\$0	\$859		
8	\$0	\$0	\$0	\$876	\$0	\$876		
9	\$0	\$0	\$0	\$893	\$0	\$893		
10	\$0	\$0	\$0	\$911	\$0	\$911		
11	\$0	\$0	\$0	\$929	\$0	\$929		
12	\$0	\$0	\$0	\$948	\$0	\$948		
13	\$0	\$0	\$0	\$967	\$0	\$967		
14	\$0	\$0	\$0	\$986	\$0	\$986		
15	\$0	\$0	\$0	\$1,006	\$0	\$1,006		
16	\$0	\$0	\$0	\$1,026	\$0	\$1,026		
17	\$0	\$0	\$0	\$1,047	\$0	\$1,047		
18	\$0	\$0	\$0	\$1,067	\$0	\$1,067		
19	\$0	\$0	\$0	\$1,089	\$0	\$1,089		
20	\$0	\$0	\$0	\$1,111	\$0	\$1,111		
						Sum Total		
						Benefits	Total Project Cost	
Total	\$0	\$72,180	\$0	\$22,126	\$0	\$94,306	\$21,383	

COMBO PROJECTS- NonSR2S & SR2S Infrastructure

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost
PROJECT OPEN							
1	\$52,010	\$14,760	\$56,463	\$1,525	\$1,618	\$126,376	\$692,243
2	\$53,051	\$15,055	\$57,592	\$1,555	\$1,651	\$128,904	
3	\$54,112	\$15,356	\$58,744	\$1,586	\$1,684	\$131,482	
4	\$55,194	\$15,664	\$59,919	\$1,618	\$1,717	\$134,112	
5	\$56,298	\$15,977	\$61,117	\$1,650	\$1,752	\$136,794	
6	\$57,424	\$16,296	\$62,339	\$1,683	\$1,787	\$139,530	
7	\$58,572	\$16,622	\$63,586	\$1,717	\$1,823	\$142,320	
8	\$59,744	\$16,955	\$64,858	\$1,751	\$1,859	\$145,167	
9	\$60,939	\$17,294	\$66,155	\$1,786	\$1,896	\$148,070	
10	\$62,157	\$17,640	\$67,478	\$1,822	\$1,934	\$151,032	
11	\$63,400	\$17,993	\$68,828	\$1,859	\$1,973	\$154,052	
12	\$64,668	\$18,352	\$70,204	\$1,896	\$2,012	\$157,133	
13	\$65,962	\$18,719	\$71,608	\$1,934	\$2,053	\$160,276	
14	\$67,281	\$19,094	\$73,041	\$1,972	\$2,094	\$163,481	
15	\$68,627	\$19,476	\$74,501	\$2,012	\$2,135	\$166,751	
16	\$69,999	\$19,865	\$75,992	\$2,052	\$2,178	\$170,086	
17	\$71,399	\$20,263	\$77,511	\$2,093	\$2,222	\$173,488	
18	\$72,827	\$20,668	\$79,062	\$2,135	\$2,266	\$176,958	
19	\$74,284	\$21,081	\$80,643	\$2,178	\$2,312	\$180,497	
20	\$75,769	\$21,503	\$82,256	\$2,221	\$2,358	\$184,107	
						Sum Total Benefits	Total Project Cost
Total	\$1,263,717	\$358,633	\$1,371,898	\$37,045	\$39,324	\$3,070,616	\$692,243

SUMMARY OF QUANTIFIABLE BENEFITS AND COSTS

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Total Project Cost	Benefit Cost Ratio
PROJECT OPEN								
1	\$104,021	\$43,390	\$84,694	\$4,434	\$3,237	\$239,776	\$713,626	7.76
2	\$106,101	\$44,258	\$86,388	\$4,523	\$3,302	\$244,572		
3	\$108,223	\$45,143	\$88,116	\$4,613	\$3,368	\$249,463		
4	\$110,388	\$46,046	\$89,878	\$4,705	\$3,435	\$254,453		
5	\$112,596	\$46,967	\$91,676	\$4,800	\$3,504	\$259,542		
6	\$114,847	\$32,593	\$93,509	\$3,367	\$3,574	\$247,890		
7	\$117,144	\$33,245	\$95,379	\$3,434	\$3,645	\$252,848		
8	\$119,487	\$33,910	\$97,287	\$3,503	\$3,718	\$257,905		
9	\$121,877	\$34,588	\$99,233	\$3,573	\$3,792	\$263,063		
10	\$124,315	\$35,280	\$101,217	\$3,644	\$3,868	\$268,324		
11	\$126,801	\$35,985	\$103,242	\$3,717	\$3,946	\$273,691		
12	\$129,337	\$36,705	\$105,307	\$3,791	\$4,025	\$279,164		
13	\$131,924	\$37,439	\$107,413	\$3,867	\$4,105	\$284,748		
14	\$134,562	\$38,188	\$109,561	\$3,945	\$4,187	\$290,443		
15	\$137,253	\$38,951	\$111,752	\$4,024	\$4,271	\$296,251		
16	\$139,998	\$39,730	\$113,987	\$4,104	\$4,356	\$302,176		
17	\$142,798	\$40,525	\$116,267	\$4,186	\$4,444	\$308,220		
18	\$145,654	\$41,336	\$118,592	\$4,270	\$4,532	\$314,384		
19	\$148,567	\$42,162	\$120,964	\$4,355	\$4,623	\$320,672		
20	\$151,539	\$43,006	\$123,383	\$4,442	\$4,715	\$327,086		
						Sum Total Benefits	Total Project Cost	Benefit Cost Ratio
Total	\$2,527,433	\$789,446	\$2,057,846	\$81,297	\$78,647	\$5,534,670	\$713,626	7.76

SUMMARY OF QUANTIFIABLE BENEFITS AND COSTS

Year	Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Total Benefits	Present Value Benefit	Total Project Cost	Present Value Cost	Discount Rate	Net Present Value	BCA Ratio	Funds Requested	PV of Funds Requested
PROJECT OPEN														
1	\$104,021	\$43,390	\$84,694	\$4,434	\$3,237	\$239,776	\$230,554	\$713,626	\$686,179	4.00%	\$2,997,316.87	5.37	705,676	678,535
2	\$106,101	\$44,258	\$86,388	\$4,523	\$3,302	\$244,572	\$226,120		\$0					
3	\$108,223	\$45,143	\$88,116	\$4,613	\$3,368	\$249,463	\$221,772		\$0					
4	\$110,388	\$46,046	\$89,878	\$4,705	\$3,435	\$254,453	\$217,507		\$0					
5	\$112,596	\$46,967	\$91,676	\$4,800	\$3,504	\$259,542	\$213,324		\$0					
6	\$114,847	\$47,893	\$93,509	\$4,896	\$3,574	\$264,653	\$209,171		\$0					
7	\$117,144	\$48,833	\$95,379	\$4,993	\$3,645	\$270,001	\$205,042		\$0					
8	\$119,487	\$49,784	\$97,287	\$5,091	\$3,718	\$275,905	\$200,936		\$0					
9	\$121,877	\$50,747	\$99,233	\$5,190	\$3,792	\$281,882	\$196,852		\$0					
10	\$124,315	\$51,721	\$101,217	\$5,290	\$3,868	\$287,924	\$192,788		\$0					
11	\$126,801	\$52,705	\$103,242	\$5,391	\$3,946	\$294,031	\$188,744		\$0					
12	\$129,337	\$53,700	\$105,307	\$5,493	\$4,025	\$300,200	\$184,719		\$0					
13	\$131,924	\$54,705	\$107,413	\$5,596	\$4,105	\$306,433	\$180,713		\$0					
14	\$134,562	\$55,720	\$109,561	\$5,700	\$4,187	\$312,730	\$176,726		\$0					
15	\$137,253	\$56,745	\$111,752	\$5,805	\$4,271	\$319,183	\$172,757		\$0					
16	\$139,998	\$57,780	\$113,987	\$5,911	\$4,356	\$325,791	\$168,796		\$0					
17	\$142,798	\$58,825	\$116,267	\$6,018	\$4,444	\$332,553	\$164,851		\$0					
18	\$145,654	\$59,880	\$118,592	\$6,126	\$4,532	\$339,473	\$160,921		\$0					
19	\$148,567	\$60,945	\$120,964	\$6,235	\$4,623	\$346,550	\$157,005		\$0					
20	\$151,539	\$62,020	\$123,383	\$6,345	\$4,715	\$353,783	\$153,103		\$0					
	Total Mobility Benefits	Health Benefits	Recreational Benefits	Safety Benefits	Gas & Emission Benefits	Sum Total Benefits	Sum Present Value Benefit	Sum Total Project Cost	Sum Present Value Cost				Sum Funds Requested	Sum PV Funds Requested
	\$2,527,433	\$789,446	\$2,057,846	\$81,297	\$78,647	\$5,534,670	\$3,683,496	\$713,626	\$686,179				\$705,676	\$678,535

PARAMETERS

Mobility Parameters		
CA Statewide Hourly Wage (2014)	\$26.07	
Value of Time (VOT)- adult	\$13.03	
Value of Time (VOT)- child	\$5.42	
Bike Path (Class I)	20.38	min/trip
Bike Lane (Class II)	18.02	min/trip
Bike Route (Class III)	15.83	min/trip

Health Parameters		
Cycling	\$146	annual\$/person
Walking	\$146	annual\$/person

Accident Cost Parameters		
Cost of a Fatality (K)	\$4,130,347	\$/crash
Cost of an Injury	\$81,393	\$/crash
Cost of Property Damage (PDO)	\$7,624	\$/crash

Source: Appendix D, Local Roadway Safety: A manual for CA's Local Road Owners Caltrans. April 2013.

Recreational Values Parameters		
Biking		
New Users	\$10	per trip
Existing Users	\$4	per trip
Walking		
All Users	\$1	per trip

VMT Reduction		Average fuel price (November 2013-November 2014) based on EIA's Table 9.4: Retail Motor Gasoline and On_Highway Diesel Fuel Prices http://www.eia.gov/totalenergy/data/monthly/pdf/sec9_6.pdf
Price of gasoline (per gallon incl. tax)	\$3.41	
Price of CO2 (per ton)-adj to 2014\$	\$25	Interagency Working Group on Social Cost of Carbon, United States Government, Technical Support Document: Social Cost of Carbon for Regulatory Impact Analysis Under Executive Order 12866, February 2010.
Price of Co2 (per lb)	\$0.01	
Working days	250	

2%	Average CA Annual Growth of Population (1955-2011)
4%	Discount Rate used (same as Cal B/C Model)

Reasons for Bicycling		Percent
Recreation		33
Exercise or health		28
Personal errands		17
Visit a friend or relative		8
Commuting to/from work		7
Commuting to/from school		4

Reasons for Walking		Percent
Exercise or health		39
Personal errands		17
Recreation		15
Walk the dog		7
Visit a friend or relative		7
Commuting to/from work		5
Commuting to/from school		3
Required for my job		2

Source: The 2012 National Survey of Pedestrian and Bicyclist Attitudes and Behaviors, Highlights Report. Pedestrian & Bicycle Information Center.

**Estimated Annual Per Capita Cost Savings
(direct and/or indirect of physical activity)**

Study/Agency	Per Capita Cost Savings (\$)
Washington DOH	19
Garrett et al.	57
South Carolina DOH	78
Georgia Department of Human Resources	79
Colditz	91
Minnesota DOH	>100
Goetz et al.	172
Pronk et al.	176
Pratt	330
Michigan Fitness Foundation	1175

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

Note: An annual per-capita cost savings from physical activity of \$128 was determined by taking the median value of ten noted studies above for year 2006\$. The updated 2014\$ value is \$13.03.

Gross Domestic Product (GDP Deflator)

Fiscal Year	Chained GDP Price Index
2006	0.9429
2007	0.9684
2008	0.9884
2009	1.0000
2010	1.0087
2011	1.0284
2012	1.0464
2013	1.0622
2014 (est.)	1.0781
2015 (est.)	1.0966
2016 (est.)	1.1170
2017 (est.)	1.1391
2018 (est.)	1.1619
2019 (est.)	1.1852

Source: Office of Management Budget, Budget of the United States Government, Fiscal Year 2019, Table 10.1- Gross Domestic Product and Deflators in the Historical Tables: 1940-2019. <http://www.whitehouse.gov/sites/default/files/omb/budget/fy2019/assets/hist.pdf> page 217-218.

Tyler Duncan

From: Hsieh, Wei@CCC <Wei.Hsieh@CCC.CA.GOV> on behalf of ATP@CCC <ATP@CCC.CA.GOV>
Sent: Friday, May 15, 2015 10:08 AM
To: Stephanie Gould
Cc: Jesse Willor; inquiry@atpcommunitycorps.org; ATP@CCC; Hsieh, Wei@CCC; Ortega, Raquel@CCC; Notheis, Larry@CCC
Subject: RE: Van Wycke Trail Bicycle and Pedestrian Connectivity Project

Hi Stephanie,

Raquel Ortega, the Conservation Supervisor at our CCC Fortuna location has accepted the partnership for your project: Van Wycke Trail Bicycle and Pedestrian Connectivity Project. The CCC would be able to participate in this project by providing the labor to construct the gravel trail from the lighthouse to Wagner Avenue that ties into the Parker Creek Trail. In addition we can provide the labor to install the split rail fencing proposed in this project.

Please include this email with your application as proof that you reached out to the CCC. Feel free to contact Raquel Ortega directly Raquel.Ortega@ccc.ca.gov if your project receives funding.

Thank you,

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

From: Stephanie Gould [<mailto:Stephanie.Gould@ghd.com>]
Sent: Monday, May 11, 2015 4:24 PM
To: ATP@CCC
Cc: Jesse Willor
Subject: Van Wycke Trail Bicycle and Pedestrian Connectivity Project

Dear Wei,

Attached is the Project Title, Project Description, Schedule, Engineer's Estimate, Vicinity Map, and Preliminary Plans for the City of Trinidad Van Wycke Trail Bicycle and Pedestrian Connectivity Project for your evaluation in order to determine if the CCC can participate in the proposed Project.

Please respond after receipt of this email and also respond within five business days of receipt to determine participation eligibility.

Regards,

Stephanie Gould, EIT
Project Engineer

GHD

T: 707 443 8326 | D: 707 267 2276 | F: 707 444 8330 | E: stephanie.gould@ghd.com
718 Third Street, Eureka, CA 95501, USA | www.ghd.com

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This e-mail has been scanned for viruses

Tyler Duncan

From: Active Transportation Program <inquiry@atpcommunitycorps.org>
Sent: Friday, May 15, 2015 5:01 PM
To: Stephanie Gould
Cc: atp@ccc.ca.gov
Subject: Re: Van Wycke Trail Bicycle and Pedestrian Connectivity Project

Hi Stephanie,

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

Thank you

Monica

On Mon, May 11, 2015 at 4:26 PM, Stephanie Gould <Stephanie.Gould@ghd.com> wrote:

Dear Danielle,

Attached is the Project Title, Project Description, Schedule, Engineer's Estimate, Vicinity Map, and Preliminary Plans for the City of Trinidad Van Wycke Trail Bicycle and Pedestrian Connectivity Project for your evaluation in order to determine if the Certified Community Conservation Corps can participate in the proposed Project.

Please respond after receipt of this email and also respond within five business days of receipt to determine participation eligibility.

Regards,

Stephanie Gould, EIT
Project Engineer

GHD
T: [707 443 8326](tel:7074438326) | D: [707 267 2276](tel:7072672276) | F: [707 444 8330](tel:7074448330) | E: stephanie.gould@ghd.com
718 Third Street, Eureka, CA 95501, USA | www.ghd.com

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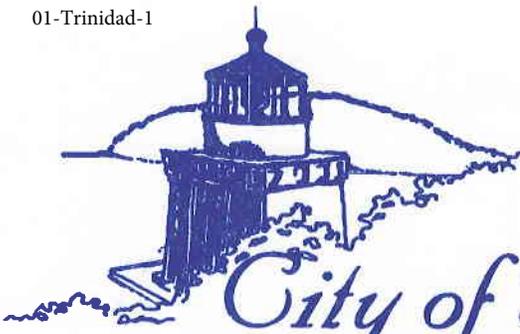
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Monica Davalos | Legislative Policy Intern
Active Transportation Program
California Association of Local Conservation Corps
1121 L Street, Suite 400
Sacramento, CA 95814
[916.426.9170](tel:916.426.9170) | inquiry@atpcommunitycorps.org

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City of Trinidad

To: ATP Manager
1120 N Street, MS 1
Sacramento, CA 95814

Date: May 30, 2015

Subject: Request for ATP State-Only Funding

The City of Trinidad hereby requests ATP State-only funding for the following project:

PROJECT NAME: City of Trinidad – Van Wycke Bicycle and Pedestrian Connectivity Project

PROJECT DESCRIPTION:

Install 8' wide paved bicycle lane, concrete sidewalks and curbs, detectable warning surfaces, gravel pedestrian trail, split rail fencing, crosswalk, striping, and directional and interpretive signs to create a safe pedestrian and bicycle route.

JUSTIFICATION:

- A. Type of Work: Combined (IF/NI))
- B. Project cost: \$714,000
- C. Status of Project
 - 1. Beginning and Ending Dates of the Project Start: 7/8/2016, End: 6/29/2020
 - 2. Environmental Clearance Status. PA&ED has not been started or allocated
 - 3. R/W Clearance Status (if currently R/W certified as #3, when will the certification be upgraded to a #1 or #2?) R/W phase has not been started.
 - 4. Status of Construction
 - a) Proposed Advertising Date 3/29/2019
 - b) Proposed Contract and Construction Award Dates Award: 5/15/2019, Contract: 6/1/2019
- D. Total Project Funding Plan by Fiscal Year (list all funding sources & anticipated fund usage by year include all phases)

All funds per Active Transportation Program Funding

2016/17 PA&ED	\$22,000	100% ATP Funding
2017/18 PS&E	\$86,000	100% ATP Funding
2017/18 R/W	\$75,000	100% ATP Funding
2018/19 CON	\$509,000	98% ATP Funding & 2% City of Trinidad Funded
2018/19 NI	\$22,000	100% ATP Funding

- E. State specific reasons for requesting State-Only fund and why Federal funds should not be used on the project.

Trinidad is a small town with limited City staff, and it would thus constitute a hardship for the City to process the paperwork required federal funding. Therefore the City is requesting SOF for this project.

REGIONAL AGENCY CONCURRENCE:

City Manager: Dan Berman

Signature: 