



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-Hoopa Valley Tribe-1

Auto populated

Total ATP Funds Requested:

\$ 1,298,516

(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:

Hoopa Valley Tribe

IMPLEMENTING AGENCY'S ADDRESS

CITY

ZIP CODE

11860 State Hwy 96 Po Box 1348

Hoopa

CA

95546

IMPLEMENTING AGENCY'S CONTACT PERSON:

Michael Hostler

CONTACT PERSON'S TITLE:

Transportation Planner/Operation Supervisor

CONTACT PERSON'S PHONE NUMBER:

530-625-4017

CONTACT PERSON'S EMAIL ADDRESS :

HV.TTP1@GMAIL.COM



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

If another entity (Partnering Agency) agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement (e.g., letter of intent) must be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the first request for allocation. For these projects, the Project Partnering Agency's information shall be provided below.

(The Grant Writer's or Preparer's information should not be provided)

PROJECT PARTNERING AGENCY'S NAME:

PROJECT PARTNERING AGENCY'S ADDRESS

CITY

ZIP CODE

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

CONTACT PERSON'S TITLE:

CONTACT PERSON'S PHONE NUMBER:

CONTACT PERSON'S EMAIL ADDRESS :

MASTER AGREEMENTS (MAs):

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

Implementing Agency's Federal Caltrans MA number

Implementing Agency's State Caltrans MA number

* 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)

The Hoopa Valley Tribe seeks to enhance walking and biking safety to and from schools, community and senior centers and social service destinations in the Hoopa Valley with infrastructure improvements and education and encouragement strategies.

PROJECT LOCATION: (Max of 250 Characters)

This proposed ATP project is located in Hoopa, CA along State Route 96 between the south end of Loop Road and the southern extent of the Trinity River Bridge, and also along portions of BIA Route #12 Loop Road and Orchard Road.



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. 41.025793 /long. 123.402777

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>151</u>	Bicyclists	<u>5</u>
One Year Projection:	Pedestrians	<u>227</u>	Bicyclists	<u>10</u>
Five Year Projection:	Pedestrians	<u>236</u>	Bicyclists	<u>10</u>

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

Bicycle: Class I Class II Class III Other Multi-use sidewalk/path

Pedestrian: Sidewalk Crossing Other _____

Multiuse Trails/Paths: Meets "Class I" Design Standards Other Multi-use sidewalk/path

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 3.3 % (ped + bike must = 100%)
- Pedestrian Transportation** % of Project 96.7 %
- Safe Routes to School** (Also fill out Bicycle and Pedestrian Sub-Type information above)

How many schools does the project impact/serve: 1

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: Hoopa Elementary School
 School address: 11500 State Highway 96, Hoopa, CA 95546-1308
 District name: Klamath Trinity Joint Unified School District
 District address: 365 Loop Road Hoopa, CA 95546
 Co.-Dist.-School Code: 12629016007967

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

Total student enrollment: 500
 % of students that currently walk or bike to school% 8.5 %
 Approx. # of students living along route proposed for improvement: 100
 Percentage of students eligible for free or reduced meal programs ** 94.3 %

**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:			3/1/16
* CEQA Environmental Clearance:	_____		9/1/16
* NEPA Environmental Clearance:	_____		12/1/16
CTC - PS&E Allocation:			1/1/17
CTC - Right of Way Allocation:			1/1/17
* Right of Way Clearance & Permits:	_____		6/1/17
Final/Stamped PS&E package:	_____		6/1/17
* CTC - Construction Allocation:			7/1/17
* Construction Complete:			11/1/18
* Submittal of "Final Report"			12/31/18



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:	23,500	
ATP funds for PS&E:	48,700	
ATP funds for Right of Way:	\$4,500	
ATP funds for Construction:	1,179,626	
ATP funds for Non-Infrastructure:	42,190	<i>(All NI funding is allocated in a project's Construction Phase)</i>
Total ATP funds being requested for this application/project:	1,298,516	

Local funds leveraging or matching the ATP funds: 168,000

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

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

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

TOTAL PROJECT FUNDS: 1,466,516

ATP - FUNDING TYPE REQUESTED:

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

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

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

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



ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Part B: Narrative Questions (Application Screening/Scoring)

Project unique application No.: 01-Hoopa Valley Tribe-1

Implementing Agency's Name: Hoopa Valley Tribe

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 Hoopa Valley Tribe is a Federally Recognized Tribe which receives minimal funding to maintain over 300 miles of roads on the Hoopa Valley Indian Reservation, thus it **has no funding** to complete this much needed project. The Hoopa Valley community is a rural, isolated and severely disadvantaged community with a median income of \$28,333 (just 46% of the state average), and 94.3% of students at Hoopa Elementary are eligible for free and reduced lunch. The Hoopa Valley Tribe is eligible for the 2015 ATP Funding and it is appropriate to fund the Tribe for this project as the ATP program is funded by various Federal Sources which also has Fiduciary Responsibilities to the Hoopa Valley Tribe. No portion of this project is related to past or future environmental mitigation resulting from a separate capital improvement project. Few Tribes have been funded for SRTS projects in California. However, we have the capacity and an immense need to carry out this project and have put together a strong application.

2. **Consistency with Regional Plan.**

The Hoopa Valley Safe Routes to School (SRTS) project has been supported in several regional plans through the Humboldt County Association of Governments (HCAOG) and the *Hoopa Valley Indian Reservation Long Range Transportation Plan*. The Hoopa Valley Trail/SRTS Project is listed as a Regional Trail Project priority on Page 52 in VROOM and reads as follows:

A 6-mile segment along SR 96 from the south end of Shoemaker Road northward (in Caltrans right-of-way). The long-term vision is to expand the trail throughout the Hoopa Valley.



(This ATP project attempts to complete the first phase of the trail project mentioned above, with a trail connection to Shoemaker Road as a later phase.)

The 2014 HCAOG Regional Transportation Plan (*VROOM: Variety in Rural Options of Mobility*) Policy CS-12 also pledges support for and collaboration with SRTS programs. The *HCAOG Regional SRTS Tool* project included a ranking of schools within Humboldt County that are in need of and have capacity for SRTS projects and programs. A County SRTS Task Force developed the prioritization ranking tool, and Hoopa Elementary ranked as a top 5 priority school for non-motorized improvements (the other three top ranking schools have since received SRTS programs or ATP funding). (Attachment I-SC-A.)

The *Hoopa Valley Indian Reservation Long Range Transportation Plan* outlines the Tribe's long-term transportation goals and plans, and lists this project as the #1 proposed transportation project for the tribe. (Attachment I-SC-B.)



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.)

“Long before the white man came, the people of the Hoopa Valley called themselves Natinook-wa and spoke of the valley as Natinook.” Natinook meant “Where the trails return” so our proposed project is a return to our old ways which includes the crossing of many trails in our valley and the corridor along the Trinity River which was central to the lives of the Hupa people.

Despite being a primary transportation corridor for many Hoopa Valley residents to access community destinations on foot, there are currently no existing pedestrian facilities along State Route 96 (SR 96). The infrastructure and non-infrastructure components of this project have been designed to greatly enhance connectivity and rates of walking and biking to key destinations in the Hoopa Valley.

Existing counts of walking and biking in the project area (SR 96 and a section of Loop Road by the elementary school) were gathered in May 2015 on several days between the hours of 9am-5pm. The vast majority of pedestrian counts (including some skateboarders) and bicyclists occurred between 2-5pm when nearby schools were dismissed – an average of the counts over the two days yielded 89 pedestrians and 3 bicyclists per day. As the counts started after school arrival, we did not capture those walking and biking to school.

SRTS Parent Surveys (Attachment I-1A) have indicated that the typical mode of transportation to school overall is via family vehicle, followed by the school bus, and approximately 7 percent of students walk to school and 10 percent walk home. The



schools do not offer bus service within one mile of the schools which forces students to walk along the roadway or be driven to school. In the effort to quantify the missed morning walking and biking commute to school we felt comfortable extrapolating (see table below) from our afternoon bike/ped counts using the SRTS survey information (morning school walking/biking = 70% of that in afternoon).

The table below indicates current walking and biking in our project area and our projections for these modes to school following this ATP project. We expect a 50% increase each in walking and biking 1 year after completion of this ATP project as SRTS parent surveys indicate that 71 percent of students living between $\frac{1}{4}$ and 2 miles have asked for permission to walk to school, and the lack of sidewalks is the number one reason parents are currently not allowing students to walk to school. In addition at a workshop held April 28, the lack of sidewalks was the number one reason community members indicated they did not currently walk or bike. (We expect walking to keep increasing 5 years after the project is completed though at an increase of just 1% per year – a 4% increase from 1-year after.) Biking to school has not caught on as a mode to school in the Hoopa Valley because of cultural norms and lack of safe infrastructure, so we expect small increases in biking to school through support from the NI program.

Counts per Day	Walking in Morning	Walking in Afternoon	<u>Total Walking</u>	Biking in Morning	Biking in Afternoon	<u>Total Biking</u>
Current	62	89	<u>151</u>	2	3	<u>5</u>
1 year projection	93	134	<u>227</u>	3	5	<u>10</u>
5 year projection	97	139	<u>236</u>	3	5	<u>10</u>



The current lack of infrastructure clearly does not make parents feel their students would be safe walking, however the installation of sidewalks/walking path on SR96, safe crossings of SR96, sidewalk infill and intersection improvements on Loop Road where many popular destinations and community services are located



Figure 1: Students walk along shoulder of SR 96 in Hoopa

are will help slow traffic, create better visibility, and therefore create a safer, more inviting walking and bicycling environment.

Comments received from parents through SRTS surveys include:

- HWY 96 NEEDS SIDEWALKS INCLUDING ACCESS FROM FRONT OF THE SCHOOL. SAFETY IS THE BIGGEST ISSUE.
- NOT ENOUGH POLICE TO PROVIDE SAFETY OF BIKERS. CARS AND MOTORCYLCES DRIVING ABOVE SPEED ON ROADS.
- WE LIVE IN A RURAL AREA WITH NO SIDEWALKS. CRIME AND VIOLENCE AND DOGS WILL BITE YOU OR ATTACK YOU. NO STREET LIGHTS OR CROSS WALKS. IT'S VERY UNSAFE. CARS SPEED DOWN THE ROAD WITH NO CONCERNS FOR PEDESTRIANS

- 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

This project was designed in order to close transportation gaps and pedestrian connectivity in the community. The project will create a new route for safer walking and bicycling for students traveling to and from school by installing a separated



walking path on SR 96. The installation of a High Intensity Activated Crosswalk (HAWK) crossing signal and improvements to egress, ingress, and crossings on Orchard and Loop Roads will provide great mobility benefits to handicapped members of our community by providing accessible, separated facilities and by improving mobility barriers at existing incomplete facilities along Loop Road. By educating students and residents, all community members will greatly benefit because of the many destinations located within the project area.



Figure 2: Clearly worn pedestrian path on east side of SR 96 across from Hoopa Valley Elementary School



Figure 3: A clearly worn pedestrian path exists at Blue Slide.

Hoopa Valley Elementary and Hoopa Valley High School sit side by side at the intersection of Orchard Road and SR 96. The installation of two separate paths on the east and west sides of SR 96 will provide benefits twofold, to the students and community members walking to school and Loop Road services, as well as to the community members walking from the southern part of Hoopa Valley to shopping and services downtown (north of the bridge). The west side of SR 96 has a well-worn path that is currently utilized and has been utilized by residents for decades. The proposed separated walking path on the west side of SR96 is anticipated to increase walking and bicycling because it will encourage residents to walk on a safe, separated path further from vehicles in the roadway where they might not have previously felt safe. A proposed sidewalk on the east side of SR 96 will facilitate a safer route for community members walking from the southern part of the valley through Blue Slide (a dangerous, narrow winding stretch of SR96 with no pedestrian facilities) to the schools, community service destinations on Loop Road, and to the central business district north of the Trinity River Bridge. The proposed HAWK being



considered for installation on SR 96 at the cemetery will help calm traffic and at the same time facilitate the safe crossing of SR 96 for pedestrians walking north from Blue Slide as they will be able to cross SR 96 and continue along the west side separated path to the bridge and downtown.

The Hoopa Valley Tribe houses many offices on Loop Road, a quarter mile from the schools, and accessible from the north or south only via SR 96. These offices include the Hoopa Tribal Offices, Tribal Plant Management, Tribal Archives, Tribal Forestry, Tribal Fisheries, Tribal Roads, Tribal Insurance, Hoopa Valley Public Utilities District, and Tribal Environmental Protection Agency and Land Management offices. Additional high traffic destinations include Health and Human Services, Temporary Assistance for Needy Families (TANF), Tribal Senior Nutrition Center, Tribal Education Association, Hoopa Early Childhood Education, Headstart, and Early Headstart, the Hoopa Community Center, Tribal Recreation Youth Center, and Pookeys Park. Non-tribal services and destinations located just off SR 96 include the Public Library, Natural Resources Conservation Services Office, College of the Redwoods Hoopa Campus, Hoopa Yurok Vocational Education Program, and Klamath-Trinity Joint Unified School District Office. Providing sidewalk infill on Loop Road will close gaps that previously existed and redesigning and constructing safer ingress and egress of several Loop Road destinations will increase the safety and comfort level of the many community members who walk to reach these essential services and destinations in Hoopa. The project will impact over a thousand students who attend the High School, Elementary school, Continuation school, College of the Redwoods, and preschool sites in this area. (Attachment I-1B includes a map of these community destinations.)

The proposed improvements will be further complemented by a robust education and encouragement component which is an important part of the effort to increase participation, raise awareness in the community, and is extremely likely to boost the number of students traveling to and from school via foot or bicycle. Existing K'ima:w Clinic and Tribal Education Association staff will be leading the non-infrastructure component



with the schools to educate our youth and encourage increased walking and bicycling. Students and families will have multiple opportunities to learn about and engage in activities that promote safe walking and bicycling. These activities include:

- Expanding the Bridge Program (for pre-school aged children) pedestrian safety lessons to 2nd graders at Hoopa Valley Elementary
- Working with youth to develop Hoopa ‘gateway’ banners and walking path signs along route to the school utilizing designs that are relevant to Hoopa Tribe culture
- ‘Salmon Run’ Infrastructure celebration/Walk to School Day event
- Development of transportation safety guidelines in parent handbooks with comic book-style illustrations created by youth, using native characters and the Hupa language

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.)

The *Hoopa Valley Indian Reservation Long Range Transportation Plan* outlines the Tribe’s long-term transportation goals and plans. This ATP project is listed as the #1 proposed project and highest unfunded non-motorized transportation project for the Hoopa Tribe. This can be found as Attachment I-SC-B.

The Humboldt County Association of Governments (HCAOG) 2012 Regional SRTS Prioritization Tool was developed for HCAOG and member jurisdictions to assess school readiness and need for SRTS programs and to identify which schools are best poised for SRTS projects or most competitive to apply for funding. The Tool identified Hoopa Valley Elementary (HVE) as the 5th highest-ranking school in Humboldt County out of 89 schools. The schools that ranked higher have already received funding for improvements as have two schools ranking lower. The Tool recognized that rural areas such as Hoopa face unique challenges in access to safe transportation and safe routes to school. Rugged geography, failing infrastructure, distance, limited choices, and sharing the road with shipping and tourist traffic all affect the safety of pedestrians and bicyclists. The Tool also notes that state highways often serve as “main



streets” through many communities as is the case at HVE. The Tool can be found online at:
http://hcaog.net/sites/default/files/hcaog_sr2s_prioritzn_tool_report_final_draft_0.pdf



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.)**

This ATP project's location has had two major injury pedestrian and bicycle collisions with motor vehicles in the last five years:

2011 – Bicycle-vehicle collision with major injuries on SR 96 near south Loop Road

2014 – Pedestrian-vehicle collision with major injuries on SR 96 just south of Trinity River Bridge

(See Attachment I-2A for a Collision Map.)

Many more pedestrian or bicycle involved collisions have occurred prior to five years ago along SR 96 and other roads in the Hoopa Valley. Years of traffic collisions in Hoopa involving pedestrians and resulting in serious injuries and fatalities along SR 96 (which serves as the main walking, bicycling, and driving route through town) have shook up this small, rural community where most residents know or are related to those injured or killed by motor vehicles.

Of the available data from the Statewide Integrated Traffic Records System (SWITRS), there have been 5 documented pedestrian collisions in the project area between 2003 and 2012, of which 1 resulted in death and another resulted in severe injuries however this data is not complete. According to a Two Rivers Tribune article published on December 4, 2014 the California Highway Patrol reported there were at least five hit and run collisions involving pedestrians have been documented in Hoopa and Willow Creek in 2014 alone - two of which were fatal. The three others suffered moderate to major injuries.



Systemic underreporting of traffic collisions on tribal lands and lack of tribal-level data about traffic collisions is a huge barrier for the Hoopa Tribe. Because various roadways on the Hoopa reservation are managed and policed by different agencies, CHP is often unaware of collisions that occur and therefore the information is not included in the most recent data summary



Figure 4: Workshop participants provide collision data involving pedestrians/bicyclists that resulted in injuries and fatalities.

provided by CHP.

A recently completed project at UC Berkeley in 2013 (*Deadly Roads: An Analysis of Traffic Safety In or Near Indian County in Humboldt County*) examined fatality and injury rates involving pedestrians and motorists on main thoroughfares in or near tribal lands within Humboldt County. It listed barriers to reporting including insufficient tribal law enforcement capacity, lack of standardization in reporting methods, lack of access to software and technical support required to add data to statewide databases, and strained tribal-state relations. See Attachment I-2B.

Fortunately this project's latest community meeting held April 28 allowed for the TAC and community members to "crowdsource" pedestrian and bicycle collision history in the valley. The results of this crowdsourcing exercise are striking and confirm the underreporting of tribal pedestrian and bicycle collisions in SWITRS: community members identified an additional 9 pedestrian or bicycle collisions, of which 3 were fatalities, in the Hoopa Valley (both in our project area and just outside). See Attachment I-2C.

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). 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). It is critical to teaching safe walking, crossing, and bicycling behavior to reduce the number of these collisions as a large percentage of them have been recorded as the pedestrian or cyclists fault. Children are at particularly high risk because they tend to overestimate their abilities in traffic situations and perceive the environment differently than adults.

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

- Reduces speed or volume of motor vehicles in the proximity of non-motorized users.
- Improves sight distance and visibility between motorized and non-motorized users.
- Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users.
- Improves compliance with local traffic laws for both motorized and non-motorized users.
- Addresses inadequate traffic control devices.
- Eliminates or reduces behaviors that lead to collisions involving non-motorized users.
- Addresses inadequate or unsafe traffic control devices, bicycle facilities, trails, crosswalks and/or sidewalks.

The project goal to improve safety for children who walk and/or bike to school will help remedy potential safety hazards that contribute to pedestrian and bicyclist injuries and fatalities. The strategies to accomplish this goal will be achieved by eliminating potential conflict points between motorized and non-motorized users by creating physical separation between the two user groups, reducing motor vehicle speeds in the proximity of non-motorized users, improving visibility between motorized and non-motorized users, addressing inadequate traffic control devices and pedestrian and bicycle facilities and helping to reduce behaviors that lead to collisions involving non-motorized users. It is expected this project will ultimately reduce the number of injuries and fatalities to pedestrians and bicyclists and will help remedy the many potential safety hazards that non-motorized users regularly face in Hoopa.

Adding separated walking paths along the east and west sides of SR96 will provide a necessary buffer and separation from vehicle traffic and provide safe connections between the school and the Trinity River Bridge to downtown. The installation of the separated walking paths will



give pedestrians a clear place to walk, address the inadequate (non-existing) pedestrian facilities, and help eliminate potential conflict points between motorized and non-motorized users by creating physical separation. The construction of the separated walking path will act as traffic calming by reducing the perceived roadway width. In addition, the installation of separated walking paths will encourage safe behavior by pedestrians and should help eliminate or reduce behaviors that lead to collisions involving non-motorized users. The supporting education and encouragement programs will also provide support by teaching students (and community members) to utilize the new separated paths because they are the safest route therefore reducing and/or eliminating behaviors by residents that lead to collisions involving non-motorized users. A youth-led gateway project where students design and create banners with safety messages is another non-infrastructure strategy that will serve to reduce traffic speeds, eliminate potential conflict points between motorized and non-motorized users, and reduce behaviors that lead to collisions involving non-motorized users.

The east side of SR 96 will see a separated path from S. Loop Road to the cemetery ending at a HAWK signal where pedestrians can activate a stop signal for vehicles and safely cross SR 96 where there are inadequate (non-existent) traffic control devices and pedestrian facilities. A HAWK signal with crosswalk near the cemetery will provide a clear crossing location, serve as traffic calming (by alerting motorists to the presence of pedestrians) and force vehicles to stop completely for pedestrians crossing SR 96. This technology is an excellent way to improve the visibility of pedestrians because it utilizes a lighted signal that motorists are accustomed to seeing.

It was determined at the public workshop in Hoopa on April 28, 2015 that improving the ingress and egress of destinations on Loop Road, such as Pookeys Park and the ball field, will serve to greatly eliminate potential conflict points between motor vehicles and pedestrians and at the same time, eliminate or reduce behaviors that lead to collision involving non-motorized users. These points of conflict are located where vehicles typically enter and exit the destinations and could impact the safety of pedestrians because there is no clear path for pedestrians to utilize. In addition, sidewalk infill at Pookeys Park and the community ball fields



will address the inadequate pedestrian facilities there. At this time, Hoopa Valley Elementary school students have been instructed to walk along Orchard Road to Loop Road when dismissed from school rather than walking along busy Highway 96 where there are high vehicle speeds and volume with no pedestrian facilities.

The intersection of Orchard Road and Loop Road will also see improvements and a new crosswalk which addresses inadequate pedestrian facilities at that location where many students and community members cross in order to reach key community services on Loop Road. Having a safe, clear crosswalk at the intersection, combined with a youth-led education and encouragement program, will also help reduce behaviors that lead to collisions involving non-motorized users.

At public meetings and workshops, Hoopa Valley Elementary school staff expressed the arrival and dismissal area as one of the key locations needing improvements. Installing signage, pavement markings, and striping will also help reduce behaviors that lead to collisions involving non-motorized users by providing clear procedures to both motorists and pedestrians. Arrival and dismissal area signage and striping will also help eliminate potential conflict points between motorized and non-motorized users by creating clear expectations and guidelines for motorized and non-motorized users alike.

The non-infrastructure component will be utilizing youth-led designs to illustrate clearly defined arrival and dismissal procedures and as transportation safety tips that will be included in parent handbooks at Hoopa Valley Elementary School. This non-infrastructure strategy combined with inexpensive striping, signage, and paint will be an effective way to educate parents and students that simultaneously instills a sense of community pride by utilizing tribally relevant designs and language. It will also help reduce behaviors that lead to collisions involving non-motorized users.

Location of each proposed improvements are shown in Attachment E.



Caltrans is already acting proactively as a project partner by preparing to install speed radar signs to calm traffic. An overlay project, scheduled for this summer (2015), will narrow travel lanes to 11', further acting as a traffic calming measure.

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)**

This project was developed over many years of planning through collaboration with public, governmental, and tribal stakeholders including school officials, parents, residents, Hoopa Valley Tribal Police, California Highway Patrol, Tribal planners, local engineers, Tribal Education Association staff, local K'ima:w Medical Center staff, the Tribal Transportation and Roads Department, the Tribal Forestry and Planning Departments, Hoopa Tribal Police Department, Hoopa Ambulance, Tribal Injury and Violence Prevention Program, local transit provider KT-Net, Humboldt County Department of Public Works, the Regional Transportation Planning Agency (RTPA) Humboldt County Association of Governments (HCAOG), Caltrans, local businesses, and community members. Through numerous community workshops, charrettes, surveys, and planning meetings, the Hoopa Valley SRTS Project was developed and the needs for safety improvements were identified.

A Technical Advisory Committee formed in February 2015 to compile data and discuss applying for the ATP program. Members include the Hoopa Valley Tribal Roads Department, Hoopa Tribal Police Department, Hoopa Valley Elementary School, California Highway Patrol, Humboldt County DHHS Public Health Branch, non-profit Redwood



Community Action Agency, Hoopa Tribal Education Association, K'ima:w Medical Center and the Hoopa Tribe Social Services Department. Meeting agenda is Attachment I-3A and the sign in sheet is Attachment I-3B.

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

Hoopa Valley community members, tribal personnel and other agencies have been directly involved in the development of the Hoopa Valley SRTS Project for over a decade.

- In 2003, the Hoopa Tribe and Local Government Commission received a Caltrans Environmental Justice Planning Grant (the first for a Native American Tribe) to plan traffic calming and safety enhancements in the Hoopa Valley.



Figure 5: Hoopa residents participating in Design Charrette

Through an intensive design charrette process for downtown Hoopa, the project engaged Tribal leaders, Tribal Roads, Forestry, and Planning Departments, Hoopa Tribal Police Department, Hoopa Ambulance, Tribal Injury and Violence Prevention Program, local transit provider KT-Net, Humboldt County Department of Public Works, Humboldt County Association of Governments, Caltrans, local businesses, and residents. The condensed downtown Hoopa Plan can be found as Attachment I-3C.

- In 2007, A Safe Routes to School (SRTS) plan for Hoopa was developed through extensive community outreach that created a SRTS Advisory Team and conducted community surveys. The Safe Routes Public Surveys were distributed throughout the Hoopa Valley in 2008 to gauge the interest of local residents around pedestrian safety concerns and gather information around desired improvements. Surveys were distributed downtown, to residents at meetings, and during a week-long tribal youth basketball tournament. See Attachments I-3D, I-3E, I-3F, and I-3G.



- In June, 2008, a SRTS Summit was held in Eureka, the County seat of Humboldt, to provide training on SRTS strategies. It offered afternoon sessions that gave community members and agency officials an opportunity to work together to address implementation strategies. See Attachment I-3H
- In October 2008 the Hoopa Valley Indian Reservation Long Range Tribal Transportation Plan was finalized.
- The Hoopa Valley Tribe has been a part of our regional Humboldt County Association of Governments (HCAOG) Technical Advisory Committee meetings where SRTS issues and priorities were discussed. Hoopa Valley Elementary School was recognized at the February 5, 2015 TAC meeting as one of the highest priorities in Humboldt County for SRTS. See Attachment I-3I.
- On April 28, 2015 a community workshop was held in Hoopa led by California Walks to refine the scope of this ATP project. The workshop consisted of a morning session to engage organizations and government agencies, and an evening session to garner community input. Free childcare was offered to participants and lunch and dinner were also provided in order to reach a higher number of residents. Notifications about the community workshop were posted in local newspapers and all Tribal Department Chairs were invited and helped spread the word to residents and clients. Stakeholders learned about pedestrian safety best practices and conducted a walkability assessment at Hoopa Valley Elementary School and along Highway 96. Stakeholders discussed potential infrastructure improvements and educational strategies that they then presented to community members during the



Figure 6: Summit participants discuss SRTS strategies



Figure 7: Walkability audit at Public Workshop



evening session. Community members helped to prioritize components of the potential project by placing sticky dots on poster boards that were hanging on the walls around the room. Sticky dots were counted to determine the highest priority components of the proposed project See Attachment I-3J, I-3K, I-3L, and I-3M.

- 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)**
1. The Hoopa Valley Indian Reservation Long Range Tribal Transportation Plan (HVIR LRTTP) identified the issue of compromised pedestrian safety along Highway 96. It states that while walking is an integral part of Hoopa's rural culture, for many it is a necessity due to the low-income status of many residents that do not have access to vehicles. Residents and school children use narrow, two-lane side roads with no shoulders (and reportedly high speeds) to access and walk along SR 96. Along SR 96 there are no sidewalks, bicycle lanes, paths, or a formal trail to separate pedestrian and vehicular traffic. The variety of users, together with the high volume and speed of traffic, frequently results in tragic conflicts. The plan called out the Tribe's intention to construct sidewalks between Hoopa Valley schools and downtown Hoopa to improve the safety of school children.
 2. The SRTS Summit held in Eureka, Humboldt County on June 6, 2008 helped many communities, including Hoopa, break down silos and bridge the gap between governmental (Tribal) departments to better work together on SRTS. Feedback from the Summit included:
 - Reversing focus on childhood obesity to physical activity as a normal, fun part of youth's lives instead of something imposed
 - Creating connections between schools and parks is important
 - Lack of sidewalks and road shoulders create dangerous walking conditions
 - Traffic calming is a priority



3. The 2012 Regional Safe Routes to School Prioritization Tool looked at school readiness (knowledge of and involvement in SR2S programs), internal need (school enrollment, percentage of students eligible for free and reduced meals, the percentage of students meeting the healthy fitness zone), and external need (existing pedestrian and bicycle facilities, posted speed limits, collision data, and the percentage of carless households within the school neighborhood) at all Humboldt County schools. The Hoopa Valley Elementary principal was interviewed during school inventory calls and the following information was received:

- *The main walking routes of Highway 96 and Loop Road pose safety challenges due to high speeds, lack of sidewalks, “crazy drivers,” and trucks. The school is located right off the Highway. Another main concern with transportation is cuts to schools’ transportation budgets, on which the school relies to bus so many students.*

In 2014, school inventories for the Tool were updated and the following concerns were noted:

- *The majority of students ride the bus (over an hour away), or get driven to school by parents/caregivers. However, there are around 20-40 kids who live close enough to walk to school. Right near the school is a neighborhood that leads to a local college, tribal human services, community park, and library. There is a sidewalk network to the west but nothing towards the highway and the school has no sidewalk directly in front of it. **Most students that walk have to travel along Highway 96, a dangerous road with no sidewalks. Sidewalks or a separate trail are the biggest priority.***
- *The school needs improvements on Orchard to improve the arrival/dismissal zone.*
- *The biggest concerns are the number of people speeding, people driving while under the influence of drugs and/or alcohol, and people who are drunk or on drugs that hang*



Figure 8: The arrival/dismissal area at Hoopa Valley Elementary lacks striping, signage, and pedestrian facilities.



out near the bus stop downtown. Many students do not feel safe because of 'tweakers' that constantly hang out at the bus stop. This is the only safe place for the bus to pull off the highway.

4. The Hoopa SRTS TAC formed in 2015 to discuss the upcoming ATP opportunity. Comprised of tribal leaders, non-profit community organizers, planners, educators, and public health staff, the TAC helped shape the education and encouragement components of the project and the locations for physical improvements. The TAC recognized that in addition to the obvious need for sidewalks along SR 96, sidewalk infill and egress/ingress improvements along Loop Road at Pookeys park and the ball fields, and a clearly delineated arrival/dismissal area at Hoopa Elementary were also priorities.
 5. The community workshop in April 2015 yielded helpful input from stakeholders and community members. A map of the Hoopa Valley was posted on the wall that showed the location of known vehicle accidents involving pedestrians and bicyclists using the most recent publicly available data from 2002-2012. Community members helped 'update' the collision map by providing information of vehicle collisions involving pedestrians and bicyclists that they knew resulted in serious injuries and/or fatalities.
- D. Describe how stakeholders will continue to be engaged in the implementation of the project/program/plan. (1 points max)**

Including a non-infrastructure component to this ATP project is a key strategy for continuing engagement of stakeholders in the implementation of the project. Providing education and encouragement will not only provide students and parents with the knowledge and skills they need to be safe as pedestrians and bicyclists, it will also help parents feel more comfortable with their decision to allow their children to walk and bicycle to school.



The Hoopa Valley Tribal Education Association and K'ima:w Medical Center already have well established education outreach programs. Their staff will be key leaders in implementing the non-infrastructure program. Having established relationships with students and community members will greatly aid in the successful engagement of students in physical activity related programs.

The Hoopa SRTS TAC will continue to advise the Tribe on all aspects of the ATP project design and implementation - both infrastructure and non-infrastructure components.

Community members and school parents will be a part of a project kickoff and help inform the refinement of the non-infrastructure programs. The Tribe will also solicit community feedback on final designs of the infrastructure improvements.

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)

The health status of people living in the Hoopa Valley, children in particular, is a large concern for the Hoopa Tribe and public health practitioners. The health status of students at Hoopa Valley Elementary has been analyzed through FitnessGram (California Physical Fitness Tests) of 5th and 7th grade students. Hoopa Valley Elementary Schools' School Accountability Report Card (SARC) indicates that only 14.3 percent of 5th graders and 11.3 percent of 7th graders that took the California Physical Fitness Test met all six of the fitness standards during the 2013-2014 school year. In addition, 94.3% of Hoopa Valley Elementary Students are socioeconomically disadvantaged and eligible for free or reduced meals.



On the county level, 42% of Humboldt County children aged 5-20 years were determined to be overweight or obese according to the Pediatric Nutrition Surveillance study of 2008.

According to the 2011-2012 California Health Interview Survey, 18.8% of Humboldt County children have asthma and the 2009 California Health Interview Survey indicates that 70.1% of residents county-wide have a Body Mass Index between 25.0 and 29.99, placing them in the category of Overweight.

The K'ima:w Medical Center in Hoopa is dedicated to improving the health of its residents by providing health care to the Native American population in the Hoopa Valley. K'ima:w Medical Center's Diabetes Prevention & Treatment Program (DPTP) works together with the medical team and supporting ancillary staff to provide diabetes education and care to patients and community members of the Hoopa Valley and surrounding areas. **There are an estimated 500 community members with diabetes in the K'ima:w database, 300 of which are estimated to be serviced by the program.** K'ima:w implements a Diabetes Prevention Program and a Healthy Heart Project focused on prevention of cardiovascular disease in patients with diabetes. The DPTP also does outreach for youth through a program called Fit Kids. Through Fit Kids, 60 Hoopa Valley Elementary 5th graders participate in lessons and activities that teach kids how to eat healthy and be physically active as a strategy to prevent diabetes. These programs solidify the commitment of the K'ima:w Medical Center to improve public health by being a supporting partner of this project.

As previously mentioned, vehicle collisions resulting in injuries and fatalities to non-motorized users in Humboldt County and in Hoopa are a big concern. However, accessing accurate collision data in the Hoopa Valley has been a challenge. Often, multiple law enforcement agencies respond to collisions (e.g. CHP, Sheriff, Tribal Police) but Tribal Police do not have access to the same data tracking systems as the other agencies. There have been 2 pedestrian and bicyclist injuries in the project area in the past 5 years, one was recorded by the CHP but the other was not. However, the crowd sourced injury and fatality map developed at the public workshop on April 28, 2015 alerted us to the additional collision. The crowd sourced collision map can be found as Attachment I-2B.



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

The Humboldt County Community Health Assessment (2013) says low income residents are more likely to have high risk factors for obesity, physical inactivity, asthma and other chronic disease. Emergency room visits due to asthma by children under age 5 (per 10,000) for Humboldt County is 120 visits as compared to California at 110 (2009 California Health Interview Survey). As more children and their families choose to walk or bike to school, automobile congestion and exhausts will be reduced.

Targeting students and families with high free and reduced meal eligibility for easier access to physical activity is a strategy for improving public health of populations who have high health risk factors.

The Humboldt County Department of Health and Human Services Public Health Department has been involved in assessing data for Humboldt County and the Hoopa Valley and has spoken with the project's Technical Advisory Committee about the benefits of walking and bicycling, particularly among minority populations, as a strategy for improving public health.

The SRTS improvements proposed for the Hoopa Valley are consistent with the priorities for improving health outcomes in Humboldt County as codified in the Humboldt County Health Improvement Plan (CHIP) (2014). One of the six priority areas in the CHIP is to "Ensure safe neighborhoods for residents, pedestrians and bicyclists." (See Attachment I-4.)

We expect the Hoopa Valley Elementary SRTS Project to positively impact health outcomes within the Hoopa Valley. Installing much needed active transportation infrastructure complimented by an education program should significantly improve the health of children and result in reduced rates of collisions between motor vehicles and pedestrians or bicyclists traveling along S.R. 96.



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:
\$ _____

- Provide all census tract numbers (Census Tract 9400 Humboldt County, CA)
- Provide the median income for each census track listed (\$28,333)
- Provide the population for each census track listed (3,013)

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

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

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

- Provide percentage of students eligible for the Free or Reduced Meals Program for each and all schools included in the proposal
- Hoopa Valley Elementary 94.3%

Option 4: Alternative criteria for identifying disadvantaged communities:

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

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



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

The proposed project focuses both infrastructure and non-infrastructure improvements entirely within Hoopa, a severely disadvantaged community with a median income of \$28,333, 94.3% of students at Hoopa Elementary being eligible for free and reduced lunch (and 88.9% for the entire district), and by noting a 25.7% unemployment rate and that 34.2% of residents live below the federal poverty level (Census Tract 9400, Humboldt County, CA, from American Communities Survey 2013).

- 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 will increase rates of walking and biking to improve health outcomes in one of the most disadvantaged communities in California. Because the project is located along the most traveled corridor through this part of Humboldt County and the Hoopa Reservation, the proposed improvements will help to make walking and biking to school and to destinations within the Hoopa Valley a safe, convenient and easy choice for families – encouraging active living to improve public health. It will also provide safe and direct access to tribal offices, and other high-traffic destinations in the valley. The education and encouragement activities with elementary school students will teach them life skills so they can then serve as role models of good pedestrian behavior within their families. Youth-led programs were designed to put students in a position of leadership to create pride in using active transportation among community residents, young and old alike.

Gas prices in Humboldt County are also consistently among the highest in the state, which disproportionately affects low-income families. As of April 2015, the average price of gas in the U.S. was \$2.66, the average for California was \$3.72, the average for Northern California was \$3.78, and Eureka was \$3.87. Humboldt County typically sees higher prices than the rest of California due to transportation issues and a lack of competition. For some families, active



transportation is their only choice as spending money on gas and auto expenses are prohibitive. Providing safe streets and teaching safe pedestrian and cycling behaviors is an issue of equity and safe passage for all County residents.



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.)**

As planning for this project has spanned over a decade, multiple alternatives have been considered for improved safe routes to Hoopa Valley schools. For alternatives along SR 96, a separated walking/biking facility along this route has been a focus for many years; however, different types of surfacing (e.g. asphalt path or concrete sidewalk) have been considered as well as which side of SR 96 would be the best location for the walking/biking facility. The project team recognized that through community surveys, community members greatly preferred a sidewalk and that the Hoopa Valley Tribe could save money by utilizing its concrete/aggregate facility for the material for the sidewalk – thus saving funds on contracting costs and travel/delivery costs to remote Hoopa. The project team recognized that a path on both sides of 96 would greatly enhance safety for two key populations in the valley – students walking or biking to school and residents walking from the south end of the valley who do not have a car – and that this safety benefit vastly outweighed the additional cost of a path on both sides for a section of the project area.

The improvements along Loop and Orchard roads were carefully considered to enhance benefits and reduce project costs as well. The school arrival/dismissal area on Orchard Road was considered for a major infrastructure improvement, but the project team elected to instead utilize low-cost paint, signage and temporary bollards to delineate the area and discourage dangerous, illegal left-turns.



Non-infrastructure components were carefully considered to ensure that education and encouragement activities directly supported infrastructure improvements, that there was an emphasis on capacity building with existing school teachers and Tribal Education staff (so a pedestrian education specialist provides one year of education and trains teachers on the curriculum then just lends technical assistance for later years), and that the activities built on and expanded from existing successful diabetes prevention work in the schools. The non-infrastructure components will mostly be led by local Tribal staff who are intimately familiar with the schools and dynamics in Hoopa – saving funds that could have been spent hiring outside consultants with higher rates and travel costs.

- 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.)**

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

Benefit/Total Project Cost = 1.44 and Benefit/Funds Requested = 1.62

A printout of the relevant worksheets of the completed B/C Tool is in Attachment I-6.

Thank you for the opportunity to provide feedback. We appreciated the attempt to quantify the myriad of benefits that active transportation projects provide for a community. However, tribal and rural communities can feel at a disadvantage when utilizing these quantitative tools because of the smaller population of our communities and lack of available data from the disconnect between tribal governments and state and federal agencies.



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 Hoopa Valley Tribe commits to utilizing non-ATP funding to complete this project. Leverage funding in the amount of \$168,000 has been secured for this project from the Tribe's Federal Funding Allocation from the Tribal Transportation Improvement Program. These funds will be allocated towards the construction portion of this proposed project. These leveraging funds are 11.45% 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)?
- 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

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

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

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

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

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



Part B: Narrative Questions

Detailed Instructions for: Question #9

QUESTION #9

APPLICANT'S PERFORMANCE ON PAST GRANTS AND DELIVERABILITY OF PROJECTS

(0 to-10 points OR disqualification)

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

The Hoopa Valley Tribe executes contracts and agreements with federal agencies on an annual basis and has vast experience in implementing projects. The Hoopa Valley Tribe has received Environmental Justice Grants (in 2003 for planning for this current ATP project) along with other Federal Grants in the recent past and has an impeccable record for implementation. Currently the Hoopa Valley Tribe receives Tribal Transportation Improvement Funds for their Reservations Roads Inventory and has executed Agreements with the Bureau of Indian Affairs under a Government to Government Contract. The Hoopa Valley Tribal Transportation Planner implements and executes the scope of work of these agreements. The Hoopa Valley Tribe is a "Self Governance Tribe" and adheres to all the laws and Rules of the OMB Circular and has the Fiscal Integrity and ability to administer the 2015 Active Transportation Program funding if awarded. The Hoopa Valley Tribe also publishes its annual audits with the National Clearing House and these audits can be examined for further reference.

- 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



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: *Danielle Vigil-Masten* Date: 5-27-15
Name: DANIELLE VIGIL-MASTEN Phone: (530) 625-4211
Title: Chairwoman HUTC e-mail: DRVIGIL@HOTMAIL.COM

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: *[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: *[Signature]* Date: 5/28/15
Name: Jon Ray Phone: 530-625-5600
Title: Superintendent e-mail: jr@KTJUSD.K12.CA.US

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

Date: 5/28/15

Project Information:					
Project Title: Hoopa Valley Safe Routes to School Project					
District	County	Route	EA	Project ID	PPNO
1	Humboldt	VAR			

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)				24				24	
PS&E				43				43	
R/W				5				5	
CON				210	1,110			1,320	
TOTAL				282	1,110			1,392	

ATP Funds		Infrastructure Cycle 2							Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)				24				24	ATP
PS&E				43				43	
R/W				5				5	
CON					1,110			1,110	
TOTAL				72	1,110			1,182	
									Notes: Actual PA&ED request is \$23,500, actual PS&E request is \$42,600 and actual R/W request is \$4,500.

ATP Funds		Non-Infrastructure Cycle 2							Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)									ATP
PS&E									
R/W									
CON				42				42	
TOTAL				42				42	

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

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

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

B

ATP PROJECT PROGRAMMING REQUEST

Date: 5/28/15

Project Information:

Project Title: Hoopa Valley Safe Routes to School Project					
District	County	Route	EA	Project ID	PPNO
1	Humboldt	VAR			

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

Fund No. 2:	Future Source for Matching								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									Hoopa Valley Tribe
PS&E									Notes:
R/W									
CON				168				168	
TOTAL				168				168	

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

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

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

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

Fund No. 7:									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									

B

ATTACHMENT C

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

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

Engineer's Initials: Jm

- 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: Jm

- 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: _____

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: Jm

- 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:

Engineer's Stamp:

Name (Last, First): McKnight, Joshua

Title: President

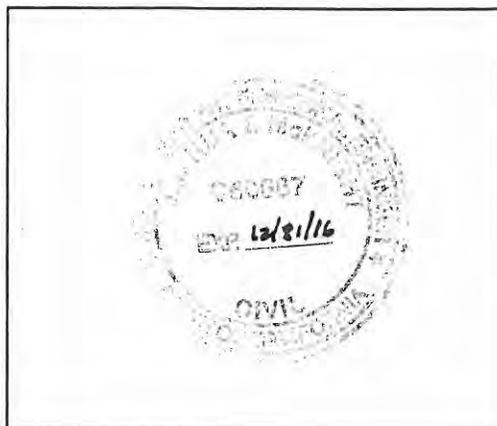
Engineer License Number C60687

Signature: _____

Date: 5/28/15

Email: josh@tvce.biz

Phone: (530) 629-3000

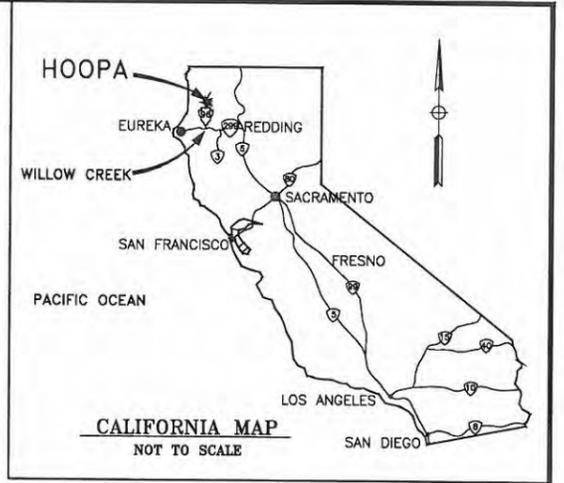
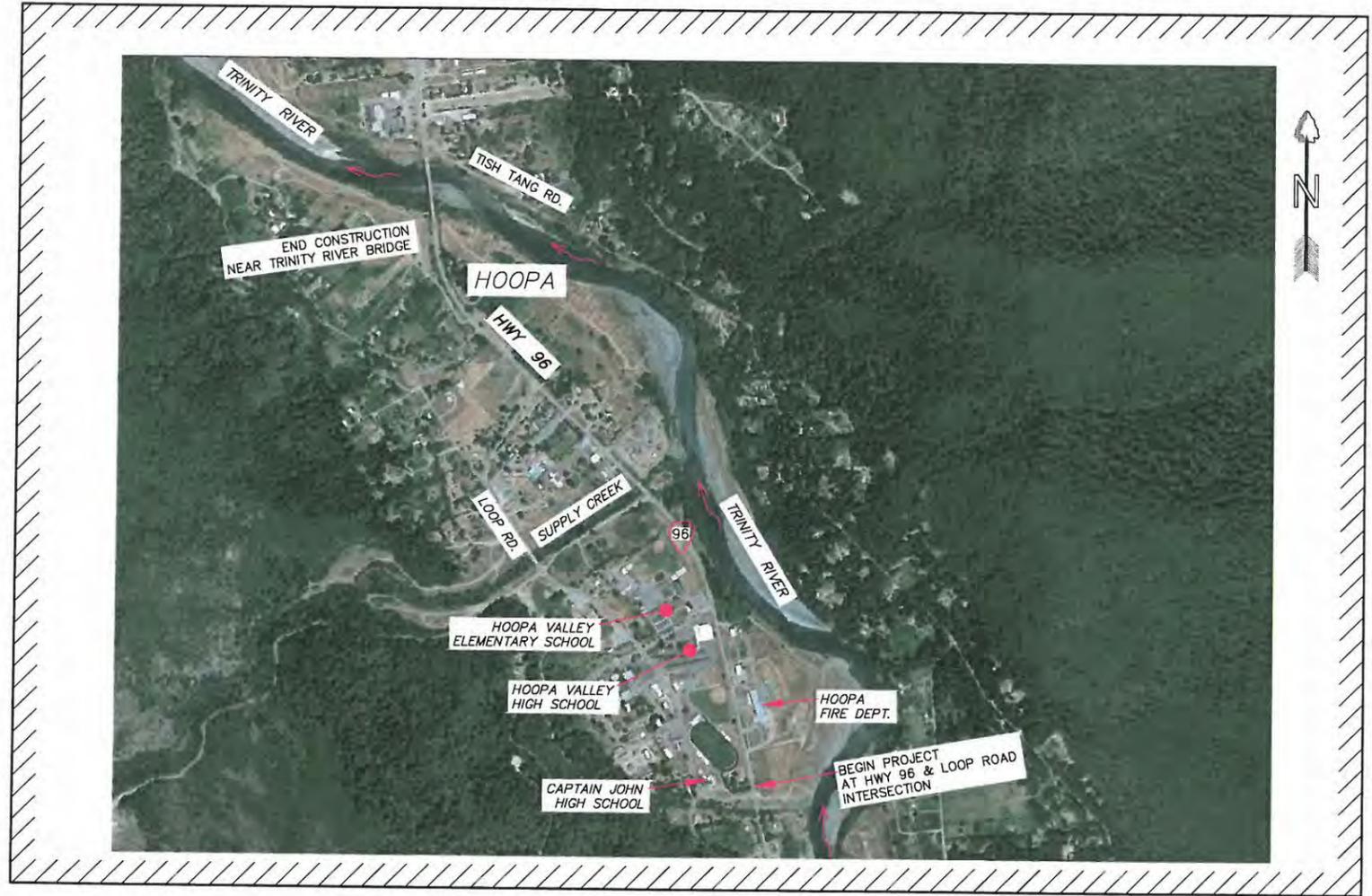


ATTACHMENT D

LEGEND

- HIGHWAY RIGHT-OF-WAY
- HIGHWAY CENTER LINE
- EXISTING FOGLINE STRIPE
- EXISTING EDGE OF PAVEMENT
- NEW ACCESS DRIVEWAY CENTERLINE
- NEW EDGE OF PAVEMENT
- EXISTING GROUND CONTOUR (5' INTERVAL)
- EXISTING GROUND CONTOUR (1' INTERVAL)
- EXISTING ACCESS DRIVEWAY
- NEW DRIVEWAY
- EXISTING CULVERTS
- NEW CULVERTS
- PAVED WATERWAY
- RIP RAP
- FLOW LINE OF DITCH OR WATERWAY
- NEW FENCE LINE
- EXISTING FENCE LINE
- EXISTING WATERLINE
- NEW WATERLINE
- ROADSIDE SIGNS
- CUT SLOPE
- FILL SLOPE
- CURVE NUMBER DESIGNATION
- TANGENT NUMBER DESIGNATION
- EXISTING STORM DRAIN CATCH BASIN
- EXISTING STORM DRAIN MANHOLE
- EXISTING UTILITY POLE
- EXISTING UTILITY POLE W/ GUY ANCHOR(S)
- EXISTING WATER VALVE
- NEW WATER VALVE
- EXISTING ELECTRIC BOX
- NEW WATER METER
- EXISTING WATER METER
- EXISTING FIRE HYDRANT
- NEW FIRE HYDRANT
- EXISTING STREET LIGHT
- NEW STREET LIGHT
- EXISTING TREE
- NEW TREE
- EXISTING TREES/BRUSH AREA
- EXISTING ROCKS
- INTERNATIONAL HANDICAP SYMBOL

**HOOPA SAFE ROUTES
IMPROVEMENT PLANS**
for:
HOOPA VALLEY INDIAN RESERVATION
HOOPA, HUMBOLDT COUNTY, CALIFORNIA



SHEET INDEX

SHEET	DESCRIPTION

PRELIMINARY

VICINITY MAP
NO SCALE

NOTICE: NOT LESS THAN 48-HOUR NOTICE IS REQUIRED PRIOR TO STARTING ANY EXCAVATION NEAR UNDERGROUND UTILITIES BELONGING TO P.G.&E. VERIZON & PUBLIC WORKS DEPT. CALL (USA) UNDERGROUND SERVICE ALERT 1-800-227-2600

APPROVAL BY: _____
HOOPA VALLEY TRIBAL COUNCIL

APPROVAL BY: _____
JOSHUA T. MCKNIGHT, RCE NO. 60687
PROJECT ENGINEER

APPROVAL BY: _____
CALTRANS



ABBREVIATIONS			
AC	ASPHALT CONCRETE	EVCS	END VERTICAL CURVE STATION
ACP	ASBESTOS CEMENT PIPE	EXC	EXCAVATION
AD	AREA DRAIN ALGEBRAIC DIFFERENCE IN GRADE	F/C	FACE OF CURB
AG	ABOVE GROUND	FG	FINISH GRADE
AGG	AGGREGATE	FH	FIRE HYDRANT
APPROX.	APPROXIMATE	FHWA	FEDERAL HIGHWAY ADMINISTRATION
B	BELL FITTING	FIN	FINISH
BIT	BITUMINOUS	FL	FLOW LINE, FOGLINE
BK	BACK	FLD	FLANGE FITTING
BLD'G	BUILDING	FM	FLOW METER
BNDRY	BOUNDARY	FNC	FENCE
BOW	BOTTOM OF WALL	GD	GRADE
BVCE	BEGIN VERTICAL CURVE ELEVATION	GND	GROUND
BVCS	BEGIN VERTICAL CURVE STATION	GV	GATE VALVE
BW	BACKWASH	H	HORIZONTAL
C	CIVIL	HD	HEAD
CB	STORM DRAIN CATCH BASIN	HDPE	HIGH DENSITY POLYETHYLENE PIPE
C.I.P.	CAST IN PLACE	HORIZ	HORIZONTAL
CL	CLASS	HS	HIGH STRENGTH
CL, CL	CENTERLINE	HM	HUMBOLDT MERIDIAN
CONC	CONCRETE	HWY	HIGHWAY
COR	CONTRACTING OFFICERS' REPRESENTATIVE	I	INLET
CMP	CORRUGATED METAL PIPE	INT-X	INTERSECTION
D	DIAMETER	K	VERTICAL CURB COEFFICIENT
DIA	DUCTILE IRON PIPE	L	LENGTH
DIP	DRIVEWAY	LS	LICENSED SURVEYOR, LUMP SUM
D/W, DWY	DETAIL	LT	LEFT
DET	DETAIL	MAX.	MAXIMUM
DH	DEPARTMENT OF HEALTH	MIN.	MINIMUM
DI	DRAINAGE INLET	MJ	MECHANICAL JOINT
DIA	DIAMETER	MOD	MODULAR, MODIFY
DIM, DIMS	DIMENSIONS	MTN	MOUNTAIN
(E), EXIST	EXISTING	(N)	NEW
EA	EASTING, EAST, ELECTRIC	N	NORTHING, NORTH
EG	EXISTING GROUND	NO	NUMBER
EL, ELEV	ELEVATION	NTS	NOT TO SCALE
EP	EDGE OF PAVEMENT	OC	ON CENTER
EVCE	END VERTICAL CURVE ELEVATION	(O)	OUTLET
		(C)	PROPOSED
		PC	POINT OF CURVATURE
		PERF	PERFORATED
		PI	POINT OF INTERSECTION
		POLY	POLYMER
		PP	POWER POLE/UTILITY POLE
		PRC	POINT OF REVERSE CURVE
		PT	POINT OF TANGENCY
		PVC	POINT OF VERTICAL CURVE
		PMI	POINT OF VERTICAL INTERSECTION
		R	RADIUS, RANGE
		RD	ROAD
		RB	REBAR
		RCE	REGISTERED CIVIL ENGINEER
		RCP	REINFORCED CONCRETE PIPE
		RSE	REINFORCED SOIL EMBANKMENT
		RSP	ROCK SLOPE PROTECTION
		RW, R/W	RIGHT OF WAY
		RD	ROAD
		RT	ROUTE, RIGHT
		RW	RAW WATER
		S	SLOPE, SOUTH
		SEC	SECTION
		SHT	SHEET
		SHLDR	SHOULDER
		SM	SIMILAR
		SQ	SQUARE
		SR	STATE ROUTE
		STA	STATION
		STD	STANDARD
		S.T.	SEPTIC TANK
		SW	SURFACE WASH
		TEL	TELEPHONE
		TC	TOP OF CONCRETE
		THD	THREAD, THREADED
		TOW	TOP OF WALL
		TYP	TYPICAL
		TVCE	TRINITY VALLEY CONSULTING ENGINEERS
		TW	TOP OF CONC. WALK
		UG	UNDERGROUND
		UGV	UNDERGROUND VOLTAGE LINE
		UP	UTILITY POLE
		VAR	VARIABLE
		VC	VERTICAL CURVE
		VERT	VERTICAL
		VOLTAGE	VOLTAGE
		W	WEST, WATER, WIDTH
		W/O	WITHOUT
		W/	WITH
		WM	WATER METER
		WP	WEATHER PROOF
		WTR	WATER
		WV	WATER VALVE
		YR	YEAR

TITLE SHEET

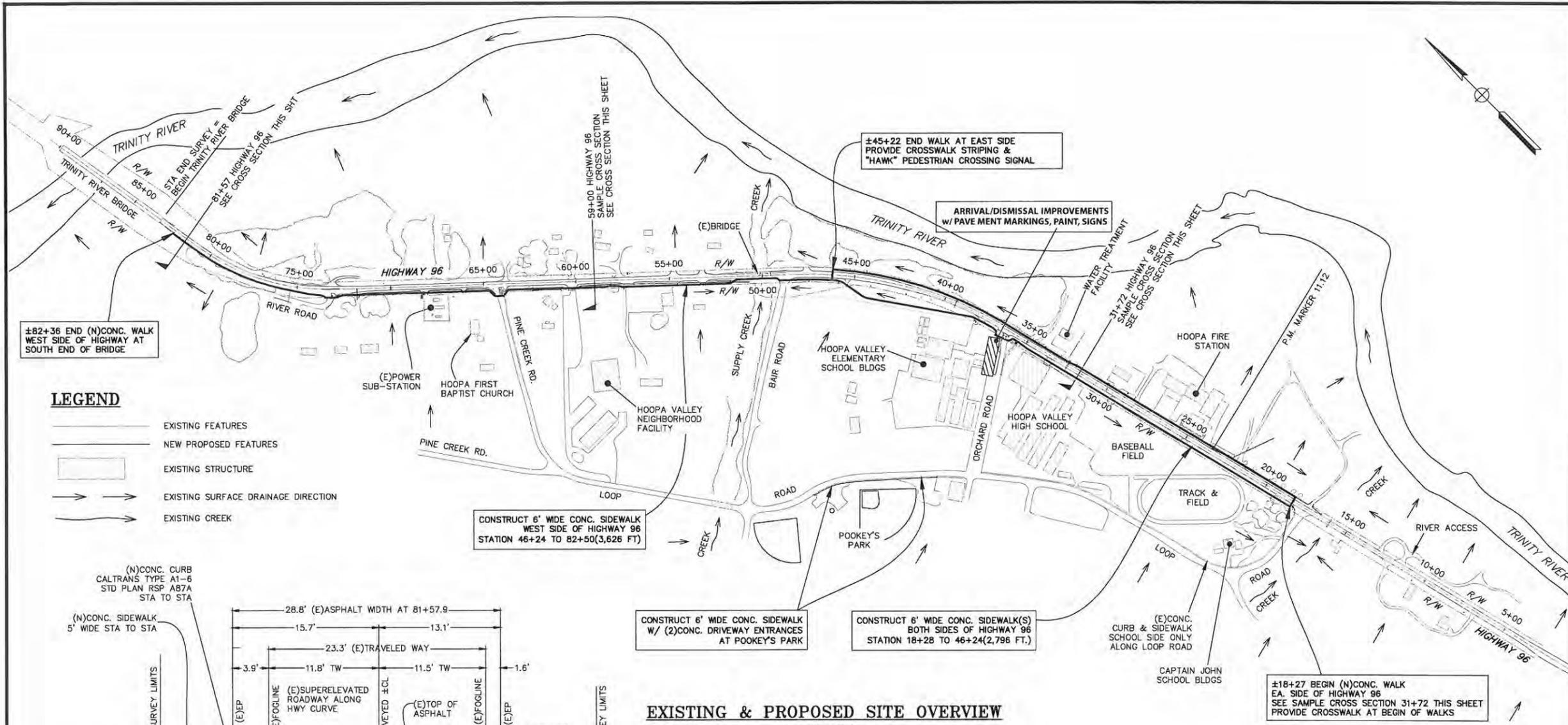
HOOPA SAFE ROUTES
HUM-96-P.M. ____ TO P.M. ____

Owner:
HOOPA VALLEY TRIBE
P.O. BOX 1285
HOOPA, CA 95546

PLANS BY:
TVCE
TRINITY VALLEY CONSULTING ENGINEERS
67 WALNUT WAY
WILLOW CREEK, CA 95573
PHONE (530) 629-3000
FAX (530) 629-3011

DATE: MAY 27, 2015 SHEET 1 OF ____ SHEETS

ATTACHMENT E

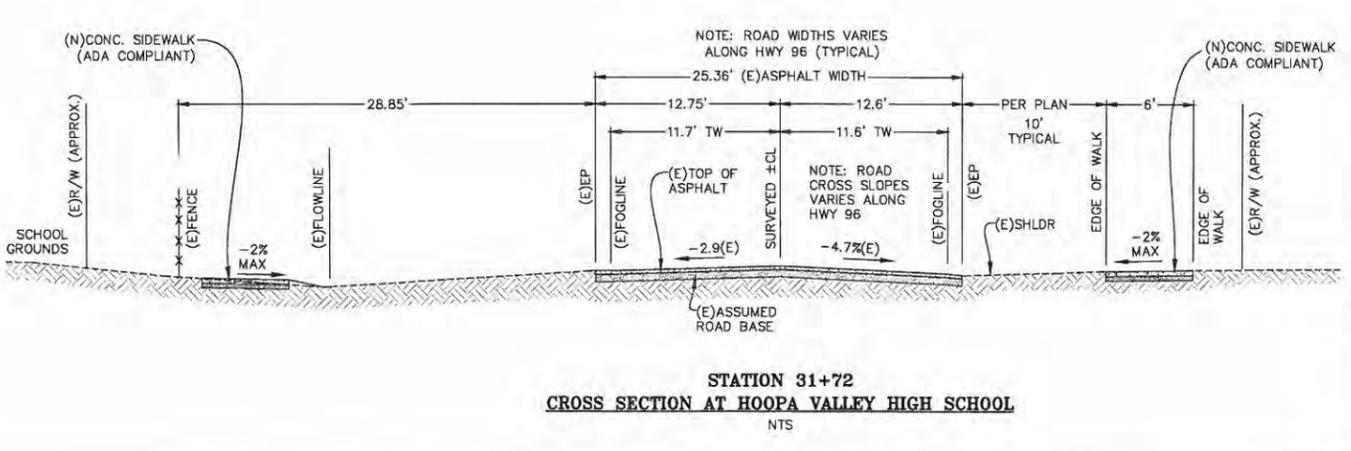
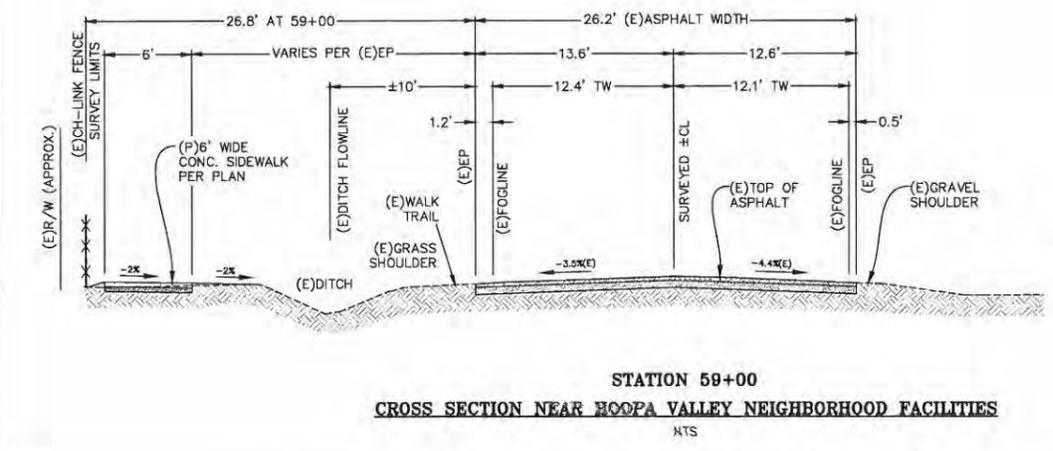
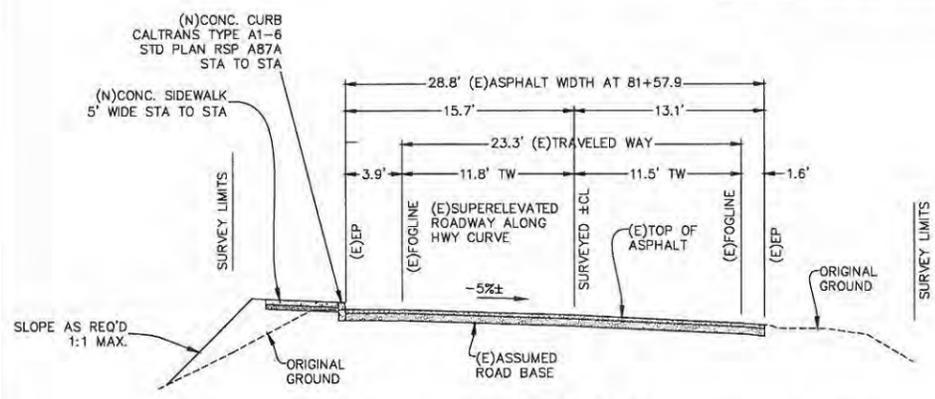


LEGEND

- EXISTING FEATURES
- NEW PROPOSED FEATURES
- ▭ EXISTING STRUCTURE
- EXISTING SURFACE DRAINAGE DIRECTION
- EXISTING CREEK

EXISTING & PROPOSED SITE OVERVIEW

H: 1" = 60'



REVISIONS

PLAN BY: **TVCE**
TRINITY VALLEY CONSULTING ENGINEERS
67 WALNUT WAY
PO BOX 1567
WILLOW CREEK, CA 95573
PHONE (530) 529-3000
FAX (530) 529-3011

HOOPA SAFE ROUTES

EXISTING & PROPOSED SITE OVERVIEW

DESIGN BY: TVCE
DRAWN BY: SG
CHECKED BY: JM
DATE: MAY 27, 2015
SCALE: AS SHOWN
PROJECT NO:

C5

FF

ATTACHMENT F

PHOTOS OF EXISTING CONDITIONS, HOOPA VALLEY ELEMENTARY SCHOOL (HVE)



Figure 1: HVE Arrival/Dismissal Area lacking any type of striping, signage, or pavement markings



Figure 2: Entrance to HVE lacking sidewalks



Figure 3: Infrastructure and Education is needed to create safer walking, biking, and skateboarding opportunities



Figure 4: Students walking along shoulder on SR 96

ATTACHMENT G

ATTACHMENT H

Exhibit 22-R ATP Non-Infrastructure Project Work Plan

Fill in the following items:

Date: (1)	12-May-15
Project Number: (2)	
Project Location(s): (3a)	Hoopa Elementary School - SR 96, Hoopa California
" " (3b)	Loop Road, Hoopa, California
" " (3c)	
Project Description: (4)	Provide pedestrian and bicycling safety education and support through instruction, events, and technical support

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"	Pedestrian Safety Education at Hoopa Valley Elementary School (HVE)	Sep-2016	Jun-2018	\$ 7,785.00
Task "B"	Youth-led Tribal Transportation Safety Project	Sep-2016	Jun-2017	\$ 13,945.00
Task "C"	Salmon Run	Aug-2016	Oct-2016	\$ 5,890.00
Task "D"	Transportation Safety Guidelines	Sep-2016	Jun-2017	\$ 14,570.00
Task "E"				\$ -
Task "F"				\$ -
Task "G"				\$ -
Task "H"				\$ -
Task "I"				\$ -
Task "J"				\$ -
GRAND TOTAL				\$ 42,190.00

H

TASK "A" DETAIL

Task Name (5a):	Pedestrian Safety Education at Hoopa Valley Elementary School (HVE)		
Task Summary (5b):	League Certified Instructor (LCI) will provide instruction on safe walking to 2nd graders at HVE during year one and train teachers		
Task Schedule (5c):	Start Date :	Sep-2016	End Date: Jun-2018

Activities (6a):		Deliverables (6b):
1.	Coordinate education schedule with schools	Schedule of planned pedestrian safety lessons
2.	Conduct lessons	Lessons provided in-classroom and in the field
3.	Technical Assistance for teachers in Years 2 and 3	Share curriculum with classroom teachers
4.	Subcontract and Project Management	Invoicing and Task Reports
5.		
6.		
7.		
8.		
9.		
10.		

Staff Costs:

Staff Title (7a):	Annual Hours (7b)	Rate Per Hour (7c)	Total \$
Party 1 - Pedestrian Safety Instructor	85	\$55.00	\$ 4,675.00
Party 2 - Education Director	10	\$55.00	\$ 550.00
Party 3 - Senior Planner	20	\$55.00	\$ 1,100.00
Party 4 - Deputy Director	10	\$55.00	\$ 550.00
Party 5 - Office Manager	10	\$55.00	\$ 550.00
Party 6 -			\$ -
Subtotal Party Costs (6d):			\$ 7,425.00
Indirect Costs (6e):			
Total Staff Costs (6f):			\$ 7,425.00

Task Notes (8):

Bikes There will work with Hoopa Valley Tribal Educaiton Association and Hoopa Valley Elementary School to provide pedestrian safety education to 2nd graders. A League Certified Bike Instructor will lead the lessons during year 1 providing training to classroom teachers. The classroom teachers will provide the instruction to students during Years 2 and 3 with the LCI will providing technical assistance to the HVE teachers. This model creaes capacity within the school so that pedestrian education can be a sustainable part of every 2nd graders education.

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:

<p align="center">To fill out an itemized cost for each "Other Cost", click below:</p> <p align="center">Itemized "Other Costs" Section</p>	Travel (9a):	\$ 360.00
	Equipment (9b):	\$ -
	Supplies/Materials (9c):	\$ -
	Incentives (9d):	\$ -
	Other Direct Costs (9e):	\$ -
	" " (9f):	\$ -
Total Other Costs (9g):		\$ 360.00
TASK GRAND TOTAL (10g):		\$ 7,785.00

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	Unit Cost \$	Total \$
1. Vehicle Use to Present lessons - 6 round trips	720 miles @.50/mile	\$	360
2.		\$	-
3.		\$	-
4.		\$	-
5.		\$	-
6.		\$	-
7.		\$	-
8.		\$	-
9.		\$	-
10.		\$	-
11.		\$	-
12.		\$	-
13.		\$	-
14.		\$	-
15.		\$	-
16.		\$	-
17.		\$	-
18.		\$	-
19.		\$	-
20.		\$	-
Total	0	\$	360
Total Travel Cost:			\$ 360.00

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.				
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 "B" DETAIL

Task Name (5a): Youth-led Tribal Transportation Safety Project

Task Summary (5b): After-school program will develop Hoopa 'Gateway' sign, walking path signs, and pavement markings with safety messages using

Task Schedule (5c): **Start Date:** Sep-2016 **End Date:** Jun-2017

Activities and Deliverables:

Activities (6a):		Deliverables (6b):
1.	Outreach to HVE Afterschool Program	Staff meeting, Presentation, flyers, and/or newsletter article/s
2.	Develop safety messages with students	List of safety messages
3.	Design and Create Banners, Signs, and pavement markings	Draft and Final Designs
4.	Installaton of Banners, Signs, and Pavement markings	Banners, Signs, Pavement Markings
5.	Project Management	Invoices
6.		
7.		
8.		
9.		
10.		

Staff Costs:

Staff Title (7a):		Annual Hours (7b)	Rate Per Hour (7c)	Total \$
Party 1 -	Education Director	80	\$55.00	\$ 4,400.00
Party 2 -	Afterschool Program Instructor	80	\$40.00	\$ 3,200.00
Party 3 -	Senior Planner	40	\$55.00	\$ 2,200.00
Party 4 -	Office Manager	25	\$55.00	\$ 1,375.00
Party 5 -	Deputy Director	10	\$80.00	\$ 800.00
Party 6 -				\$ -
Subtotal Party Costs (6d):				\$ 11,975.00
Indirect Costs (6e):				
Total Staff Costs (6f):				\$ 11,975.00

Task Notes (8):

The Hoopa Valley Tribal Educaiton Association staff will work with students to develop appropriate safety themed messages and create attractive 'gateway' banners and signs to alert motorists in the Hoopa Valley to slow in the school zone. Students will also design and create walking path signage and pavement markings utilizing images relevant to the Hoopa culture.

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):	\$ 1,300.00
	Equipment (9b):	\$ -
	Supplies/Materials (9c):	\$ 670.00
	Incentives (9d):	\$ -
	Other Direct Costs (9e):	\$ -
	" " (9f):	\$ -
	Total Other Costs (9g):	\$ 1,970.00
TASK GRAND TOTAL (10g):		\$ 13,945.00

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	Unit Cost \$	Total \$
1. Vehicle Use	480 miles @ .50/mile	\$	240
2.	4	\$	560
3.	4	\$	500
4.		\$	-
5.		\$	-
6.		\$	-
7.		\$	-
8.		\$	-
9.		\$	-
10.		\$	-
11.		\$	-
12.		\$	-
13.		\$	-
14.		\$	-
15.		\$	-
16.		\$	-
17.		\$	-
18.		\$	-
19.		\$	-
20.		\$	-
Total	8	\$	1,300
Total Travel Cost: \$			1,300.00

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: \$			\$0	\$

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. Printed Banners, 3' x 8'	4	ea	\$140	\$ 560.00
2. Paint	4	gallons	\$20	\$ 80.00
3. Brushes	10	ea	\$3	\$ 30.00
4.				
5.				
6.				
7.				
8.				
9.				
10.				
11.				
12.				
13.				
14.				
15.				
16.				
17.				
18.				
19.				
20.				
Total:	18		\$163	\$ 670.00
Total Supplies/Materials Cost: \$			\$163	\$ 670.00

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.				
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9.				
10.				
11.				
12.				
13.				
14.				
15.				
16.				
17.				
18.				
19.				
20.				
Total:	0		\$0	\$
Total Incentives Cost: \$			\$0	\$

TASK "C" DETAIL

Task Name (5a): Salmon Run	
Task Summary (5b): Encouragement Walk to School/at School Event	
Task Schedule (5c):	Start Date: Aug-2016 End Date: Oct-2016
Activities and Deliverables:	
Activities (6a):	
Deliverables (6b):	
1.	Outreach Flyers, PSA's
2.	Walk to/at School Event
3.	Evaluation Counts of participants
4.	Project Management Invoice
5.	
6.	
7.	
8.	
9.	
10.	
Staff Costs:	
Staff Title (7a):	
Annual Hours (7b)	
Rate Per Hour (7c)	
Total \$	
Party 1 -	Education Director 20 \$55.00 \$ 1,100.00
Party 2 -	Teacher 1 20 \$55.00 \$ 1,100.00
Party 3 -	Teacher 2 20 \$55.00 \$ 1,100.00
Party 4 -	Senior Planner 10 \$55.00 \$ 550.00
Party 5 -	Office Manager 10 \$55.00 \$ 550.00
Party 6 -	Deputy Director 5 \$80.00 \$ 400.00
Subtotal Party Costs (6d): \$ 4,800.00	
Indirect Costs (6e):	
Total Staff Costs (6f): \$ 4,800.00	
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): \$ 1,090.00
	Incentives (9d): \$ -
	Other Direct Costs (9e): \$ -
	" " (9f): \$ -
	Total Other Costs (9g): \$ 1,090.00
TASK GRAND TOTAL (10g): \$ 5,890.00	

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	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	\$	-
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. Pencils	500	ea	\$0	\$ 100.00
2. Water Bottles	200	ea	\$4	\$ 800.00
3. Stickers - roll of 200	5	ea	\$9	\$ 45.00
4. Toe Tokens - pack of 1000	1	ea	\$60	\$ 60.00
5. Beaded Chain 8 inch - 500	500	ea	\$0	\$ 85.00
6.				
7.				
8.				
9.				
10.				
11.				
12.				
13.				
14.				
15.				
16.				
17.				
18.				
19.				
20.				
Total:	1206		\$73	\$ 1,090.00
Total Incentives Cost:			\$	1,090.00

TASK "D" DETAIL				
Task Name (5a):		Transportation Safety Guidelines		
Task Summary (5b):		Develop pedestrian and bicycle safety guidelines for parent handbooks using Hoopa culturally appropriate characters developed		
Task Schedule (5c):		Start Date : Sep-2016	End Date: Jun-2017	
Activities and Deliverables:				
Activities (6a):		Deliverables (6b):		
1.	Research/identify needs	List of safety topics		
2.	Work with students to develop artwork	Draft guidelines		
3.	Develop and customize guidelines	Final Guidelines		
4.	Implementation	Distribute guidelines		
5.				
6.				
7.				
8.				
9.				
10.				
Staff Costs:				
Staff Title (7a):		Annual Hours (7b)	Rate Per Hour (7c)	Total \$
Party 1 -	Education Director	80	\$55.00	\$ 4,400.00
Party 2 -	Teacher1	60	\$55.00	\$ 3,300.00
Party 3 -	Teacher 2	60	\$55.00	\$ 3,300.00
Party 4 -	Senior Planner	25	\$55.00	\$ 1,375.00
Party 5 -	Office Manager	21	\$55.00	\$ 1,155.00
Party 6 -	Deputy Director	10	\$80.00	\$ 800.00
Subtotal Party Costs (6d):				\$ 14,330.00
Indirect Costs (6e):				
Total Staff Costs (6f):				\$ 14,330.00
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:		Travel (9a):	\$	240.00
<div style="border: 1px solid black; padding: 5px; display: inline-block;">Itemized "Other Costs" Section</div>		Equipment (9b):	\$	-
		Supplies/Materials (9c):	\$	-
		Incentives (9d):	\$	-
		Other Direct Costs (9e):	\$	-
		" " (9f):	\$	-
		Total Other Costs (9g):		\$
TASK GRAND TOTAL (10g):				\$ 14,570.00

Task "D" Other Costs:

Itemized Travel Cost (8a)				
Please provide an itemized "travel" cost estimate for all travel costs applicable to each task				
Type of Travel	Quantity	Unit Cost \$	Units	Total \$
1. Vehicle Use	480 miles @ .50/mile	\$	240	
2.		\$		
3.		\$		
4.		\$		
5.		\$		
6.		\$		
7.		\$		
8.		\$		
9.		\$		
10.		\$		
11.		\$		
12.		\$		
13.		\$		
14.		\$		
15.		\$		
16.		\$		
17.		\$		
18.		\$		
19.		\$		
20.		\$		
Total:			0	240
Total Travel Cost:			\$	240.00

Itemized Equipment Cost (8b)				
Please provide an itemized "equipment" cost estimate for all equipment cost applicable to each task				
Type of Equipment	Quantity	Unit Cost \$	Units	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				
Type of Supplies/Materials	Quantity	Unit Cost \$	Units	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				
Type of Incentives	Quantity	Unit Cost \$	Units	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:			\$	



ATTACHMENT I

ATTACHMENT I-SC-A through I-SC-B

Table Trails-1. Regional Trail Projects

Trail Project	Jurisdiction	Description	In HCAOG Adopted Plan(s)*:
Annie and Mary Rail Trail	Arcata, Blue Lake, Blue Lake Rancheria, Humboldt Co.	6.8-mile trail corridor that would run east from the Aldergrove Industrial Park in Arcata to the City of Blue Lake, following the inactive NCRA railroad corridor and a segment along SR 299.	HCCTIS, OWP, RPP, RTMP
Arcata Rails with Trail	Arcata, Humboldt County	Trail from West End Road to Samoa Boulevard, with segments along railroad tracks. This trail would link the Annie & Mary Trail and the Humboldt Bay Trail.	HCCTIS, RBP, RPP
Baylands Trail	Arcata	Within Baylands Park – Class I	RTMP
California Coastal Trail	HCAOG	<ul style="list-style-type: none"> Encourage Caltrans to design improvements for pedestrians and bicycles on the bridges crossing the Eel River and Mattole River. Work towards implementing the <i>Humboldt County Coastal Trail Implementation Strategy</i>, in coordination and cooperation with local jurisdictions, agencies, and other public and private stakeholders to design, locate, fund, acquire, and maintain segments of the California Coastal Trail. Work with private landowners to acquire public access rights at locations from Centerville Beach to Cape Mendocino. 	HCCTIS, RPP
Eureka Waterfront Trail	Eureka	From Tydd Street to Herrick Avenue, including along the existing Eureka Boardwalk. The segments still to be built and/or upgraded are: Waterfront Drive from C Street to Del Norte Street; PALCO Marsh Trail improvements.	HCCTIS (Priority Project), RTMP
Foster Avenue Extension	Arcata	Sunset Avenue to Alliance Avenue – Class I & II	RBP, RPP, RTMP
Hammond Trail	Arcata, Eureka, Humboldt County	Extend the Hammond Trail from the Mad River bridge south, connecting to the City of Arcata (downtown) and Eureka. Extend the trail north to Westhaven and Trinidad. Replace the Hammond Trail pedestrian/bicycle bridge across the Mad River.	HCCTIS, RBP, RPP, RTMP
Humboldt Bay Trail	Arcata, Eureka, Humboldt County	Arcata to Eureka Segment: A 6.5-mile Class I/multi-use path around the east side of Humboldt Bay, between Arcata and Eureka. The trail would follow the North Coast Railroad rail corridor and parallel U.S. 101.	HCCTIS, Humboldt Bay Trail Feasibility Study, RBP, RPP, RTMP
Hoopa Valley Trail	Humboldt County	A 6 mile segment along SR 96 from the south end of Shoemaker Road northward (in Caltrans right-of-way). The long-term vision is to expand the trail throughout the Hoopa Valley.	RPP
John Campbell Memorial Greenway	Fortuna	Multi-purpose from the Riverwalk Trail to the south entrance of the Headwaters Reserve	RBP, RTMP
Little River Trail (Hammond Trail Extension)	Humboldt County	Construct multi-use (Class I) trail between Clam Beach and Moonstone Beach. The trail would connect the Hammond Trail and Clam Beach Road to Scenic Drive.	n.a.

ISCA

LONG RANGE TRANSPORTATION PLAN

Hoopa Valley Reservation



October 2008

I-50-B

2. Recommended Transportation Improvements

The Long Range Transportation Plan for the Hoopa Valley Tribe outlines existing conditions, identifies transportation needs, and presents an integrated set of recommended roadway improvements for the tribe. The plan also includes transportation-related goals and strategies from a myriad of planning documents which the tribe has in place. One such document, the 1996 Integrated Resources Management Plan, lists four specific road-related goals:

- The Tribe manages all roads on the reservation.
- Road access onto and through the reservation is upgraded so that roads have appropriate surfaces for their intended use.
- Improve or upgrade and maintain access to ceremonial sites as needed in cooperation with the Cultural Committee.
- Reduce the impacts of roads on the reservation environment. This goal is supported by two specific objectives. The first is that all valley roads will be constructed or reconstructed utilizing acceptable engineering practices which include the surfacing of roads with aggregate or pavement. The second objective is to identify roads within drainages that have anadromous fish or are the source for domestic water. Prioritize for upgrading or closure the roads which are causing, or are in danger of causing, sedimentation.
- Maintain all roads serving residences on a regular basis.

2.1 Proposed Projects

The Hoopa Valley Tribe has a substantial list of long and short-term transportation projects. This section describes and priori-

tizes the more significant and pressing projects, and also provides an abbreviated list of long-term transportation improvements. The locations of the prioritized projects are depicted on the *IRR System and Proposed Transportation Projects* map.

This prioritized project list, upon approval through tribal resolution by the Tribal Council, can be submitted to the BIA as the Hoopa Valley Tribe's annual Tribal Transportation Improvement Priority Project List. The projects on this list may be revised, deleted or expanded as projects are completed or tribal needs change.

The transportation projects are listed below.

PP # 1 – Traffic calming and safety improvements to SR 96, multiple locations.

Connect sidewalks and bicycle lanes from Loop Road (south end) to the Trinity River bridge.

Install crosswalks, lights and signs to warn drivers of pedestrian traffic.

Decrease the speed limit.

PP # 2 – Construct Multi-use Paths along SR 96 between Mill Creek and Shoemaker Road

Construct ten-foot wide paths on both sides of the highway between Mill Creek and Shoemaker Road to separate pedestrians and other non-motorized users from vehicular traffic. Walkways are proposed on both sides of the roadway to reduce the need for pedestrian crossings. Plans include a multi-use trail (including equestriennes) along the west side of SR 96, and a shared-use pathway along the east side of the road.

The portion between SR96 and the school grounds will be asphalt.

It is anticipated that at a later date, pedestrian bridges will also be constructed over the Trinity River.

PP # 3 – Implement “Traffic Calming and Safety Enhancement in the Hoopa Valley Indian Reservation: A Conceptual Plan for Downtown.”

The 2006 Conceptual Plan provides a blueprint for implementing pedestrian safety and enhancing the pedestrian environment in downtown Hoopa. The Conceptual Plan outlines three phases for installing the improvements.

Phase One within two to five years

Construct pedestrian connections (curb, gutter, parking strip and sidewalks, bicycle lanes, and bridge crossing) at the following locations:

- along the west side of SR 96 from Pine Creek Road to south end of Trinity River Bridge;
- along the west and east sides of SR 96 from the Trinity River Bridge to Hostler Field Road.

Establish pedestrian crosswalks at the following locations:

- north of the intersection of SR 96 and existing shopping center driveway (converted to four way crosswalk in a future phase);
- south of the intersection of SR 96 with Hostler Field Road;
- midway near the existing pedestrian crosswalk.

Improve pedestrian safety on the Trinity River bridge by installing a five-foot striped and painted pedestrian zone across the west side of the bridge. Reduce the southbound travel lane to 11 feet and the northbound lane to 12 feet.

Establish dedicated points of ingress and egress to businesses. These will be defined by curb cuts and aprons in a continuous sidewalk on both sides of SR 96 from the north end of the Trinity River Bridge to Hostler Field Road.

Improve lighting and landscaping at the following locations:

- within the grass planting strip along the west side of SR 96 from Pine Creek Road to the south end of Trinity River Bridge;
- along both sides of SR 96 from the north end of Trinity River Bridge to Hostler Field Road.

Phase Two within five to eight years

Establish a Village Center between the Tsewenaldin Inn and the shopping center. Install information and directional signage, construct a plaza with a water feature and shelter, designate an area for street and crafts fairs, and reconfigure the vehicle circulation and parking patterns in the shopping center area.

Develop a Cultural Center to which the Hupa Tribal Museum will be relocated. Construct a small replica of a traditional Hupa village, establish ceremonial and medicinal gardens and a trail.

Develop a riverside trail from the Trinity River bridge heading downstream to the ceremonial grounds.

Phase Three within eight to ten years

Acquire land or easements necessary to create a village road grid system adjacent to the Village Center.

Phase Four (long term)

Replace the Trinity River bridge. Incorporate an integrated pedestrian crossing into the new bridge.

PP # 4 – Upgrade Tish Tang Road

- Upgrade intersection with Hwy 96;
- Complete engineering, design and construction to realign Tish Tang Road. In conjunction, close the motel's driveway. (Included in Phase Two of the Conceptual Plan);
- Reconstruct roadway from SR 96 to K'ima:w Medical Center; add sidewalks and bicycle lanes.

PP #5 – Construct Cantilevered Walkway along Trinity River Bridge

Construct a full size pedestrian, bicycle, equestrian walkway to one side of the Trinity River Bridge

PP # 6 – Expand the Network of Emergency Evacuation Routes

Designate routes leaving the valley to the east as year-round emergency evacuation routes, and allocate maintenance funds to these routes to ensure that they remain passable throughout the year.

PP # 7 – Construct the Tish Tang Foot Bridge over the Trinity River

Place a seasonal pedestrian/bicycle bridge over the Trinity River to connect the two Tish Tang campgrounds.

PP # 8 – Construct Vehicular Bridge over Trinity River at Blue Slide

On SR 96 at Blue Slide, construct a bridge over the Trinity River from the north end of Blue Slide (west side of river) to south of the dance grounds below the airport.

PP # 9 – Develop the Hoopa Natinixwe Trail System, 35 miles

The Hoopa Natinixwe Trail System will include a reservation-wide trail system for use by pedestrians, cyclists, and equestriennes. The proposed trails will average twelve feet in width, with an eight-foot wide paved area and a four-foot expanse of unpaved area. To the extent feasible, the Hoopa Natinixwe Trail System will be constructed on Hoopa irrigation terraces (thereby combining trail development with irrigation system upgrades), or on former Community Conservation Corp trails that traverse the upper Hoopa Valley view shed area.

PP # 10 – Use up to 25% of IRR Construction Funds for Road Maintenance

Develop an annual maintenance plan which specifically outlines and prioritizes annual, winter and emergency maintenance practices. Allocate up to 25 percent of the Hoopa Valley Tribe's IRR construction funding to support these three components.

Un-prioritized, long term projects

The following list includes all remaining long-term projects together with their anticipated project initiation date.

- Tsewenaldin Road, 2012.
- Hospitality Road, 2012.
- Retail Road, 2012.
- Bank Lane, 2012.
- Big Hill Road (grading, drainage, paving), 2014.
- KIDE Road, 2016.
- Post Office Lane, 2016.
- Baldy Flat Road, 2018.
- Marshall Road, 2019.
- Storage Road, 2019.
- River Road, 2020.
- Redwood Grove Road (grading, drainage, paving), 2020.

- Mill Creek Road (grading, drainage, paving), 2023.
- Nixon Road (BIA 18) – redesign, 6.8 miles, 2024.
- Scale Shack Road, 2025.
- Pine Creek Road, date unknown.
- Shoemaker Road, date unknown.

2.2 Specified Projects

Specified projects include transportation improvements which are in the process of being developed.

SP # 1 – Bald Hill Slide Stabilization and Repair Project

This is a multi-year project which is estimated to cost a total of \$7,020 million. Funding sources include the IRR program, HPP and congressional earmarks. The final stage of the project is anticipated to be completed in 2009 with the assistance of the Army National Guard. Final project activities include completing the remaining road repairs, minor reconstruction, and road resurfacing.

SP # 2 – Hoopa Airport Capital Improvements

The Hoopa Valley Tribe has two capital improvements scheduled for the airport. In 2009 the Tribe will work with the Air National Guard to crack-seal the existing runway, upgrade the perimeter fencing, move a footpath which is too close to the runway, and remove a large sand stockpile from the airport area. The estimated cost for these improvements is \$150,000. Long term capital improvements include constructing a hangar and other supporting structures, and lengthening the runway and increasing the weight bearing capacity to open the runway to larger aircraft.

2.3 IRR Construction Funding

The BIA receives Highway Trust Funds (HTF) from the Federal Highway Administration (FHWA) – Federal Lands Highway Office (FLHO), and distributes funds to the BIA regional offices based on an allocation formula. Reauthorization of HTF for Indian Reservation Roads (IRR) construction began on December 18, 1991, when the President signed the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. ISTEA authorized \$1,114,000,000 to the BIA for road construction from Fiscal Years 1992 through 1997.

Long before that however, the Surface Transportation Act of 1982 authorized the BIA's use of HTF for Indian Reservation Roads, but specified that funds were to be allocated to the BIA based on the relative needs of reservations. In response to this requirement, the BIA developed a "Relative Need" formula to determine regional office road construction allocations. This "Relative Need" formula was approved in 1993 and phased-in during Fiscal Years 1993 to 1996.

On June 9, 1998, Congress approved the Transportation Equity Act for the 21st Century (TEA-21), which authorized \$225 million for the IRR Program in FY 1998 and \$275 million for the IRR Program for FY 1999 through FY 2003. TEA-21 eliminated the one percent set-aside of State bridge funds for the IRR Highway Bridge Replacement and Rehabilitation Program (HBRRP). Instead, it required that \$13 million of each year's IRR Program funding be allocated for bridge rehabilitation and replacement.

TEA-21 also required that a new formula be developed, through the negotiated rule-making process, for the distribution of IRR funds to Indian tribes beginning in FY 2000.

A Negotiated Rulemaking Committee was established in February 1999 to review and modify regulations for the IRR Program and develop a new funding formula. In November 2002 two formulas were published in the Federal Register for general comment. Following the comment period, the formula committee refined the funding formula and recommended to the Assistant Secretary of Indian Affairs a formula for final rule. The final rule was published in the Federal Register as 25 CFR Part 170 for comment, after which it was sent to OMB for acceptance. The final rule, with its applicable funding formula, regulations, and timelines, became effective on November 13, 2004.

2.4 Other Funding Sources⁵

There are several funding sources from which California tribes may benefit. Two of the funding sources are controlled by HCAOG – the State Transportation Improvement Program (STIP) and Transportation Enhancements (TE) program. The remaining programs are awarded and administered by either State or Federal government agencies, such as Caltrans.

Unfortunately, due to the current structure of the funding programs, the tribes themselves cannot be direct recipients of some of these funds. A tribal project can, however, be eligible for the funds with another agency, such as a city, county or state agency, acting as the project sponsor and administering the project on behalf of the tribe.

The State Transportation Improvement Program (STIP) is a five-year capital improvement program to assist the state and local entities to plan and implement transportation improvements and to utilize resources in a cost effective manner. All STIP projects

must be capital projects (including project development costs) needed to improve transportation, including improvements to mobility, accessibility, reliability, sustainability and safety.

A Fund Estimate is prepared every two years by Caltrans and approved by the California CTC. Regional agencies and Caltrans must submit their project lists by the end of the year. The California CTC then adopts the STIP by the following April.

In August 2008, CTC adopted Resolution G-03-13 (TE Program Reform) integrating the Transportation Enhancements (TE) program into the STIP. The 2008 STIP Guidelines further clarify and direct programming of TE funded projects, or project enhancement elements, into the STIP. From passage of SB 45, the STIP is split 75 percent to Regional Transportation Improvement Program (RTIP), decided by regional agencies such as HCAOG, and 25 percent to Interregional Transportation Improvement Program (ITIP), projects nominated by Caltrans. Below is a description of each program. With HCAOG as a project sponsor, the Tribes could be eligible for some of these resources.

Environmental Enhancement and Mitigation Program: Similar to TEA, the Environmental Enhancement and Mitigation Program EEM offers funding to remedy environmental impacts of new or improved transportation facilities. Applicants may apply for these funds to undertake environmental enhancement and mitigation projects which are directly or indirectly related to the environmental impact of modifying existing transportation facilities, or for the design, construction or expansion of new transportation facilities. The related transportation facility must be modified or

⁵ Humboldt County 2008 Regional Transportation Plan

constructed in 1990 or later and the EEM project must be over and above the required mitigation for the related transportation project. All participating costs incurred on a project are funded in arrears on a reimbursement basis of the states proportionate share of actual costs. No matching funds or cost shares from the applicant or other funding sources are required to apply for an EEM grant, however, projects that include the greatest proportion of other monetary sources of funding will be rated highest. Grants are generally limited to \$350,000.

Indian Reservation Roads Maintenance Program: These funds are intended for maintenance activities on roads serving the tribes. Unfortunately, the funding levels of the program are exceedingly inadequate for the work needed. Nationally, BIA receives about \$26 million per year, with only \$700,000 of that earmarked for the entire State of California.

The Hazard Elimination Safety (HES) program provides funds for safety improvements on any public road, any public surface transportation facility, any publicly owned bicycle or pedestrian pathway or trail, and for any traffic-calming measure. These funds serve to eliminate or reduce the number and severity of traffic collisions at locations selected for improvement. The Tribes could be eligible for these funds if another agency, such as a city, county or state agency, acts as the project sponsor and administers the project on behalf of the Tribe. Exceptions to this requirement will be reviewed on a case-by-case basis. Applicants that do not have representation from a city or county must provide written justification for the exception and attach it to the application.

The Bridges on Indian Reservation Roads program is authorized under the HBRR Program and provides funding for rehabilitation or replacement of bridges or culverts on public roads meeting the definition of an IRR. Each BIA Regional Office works with Tribal, State, and local government to develop a priority list of bridge replacement projects and identify sources for the 20% matching funds required by the program.

Caltrans Transportation Planning Grants: The Environmental Justice Grant promotes context-sensitive planning in diverse communities and provides means to help low-income, minority and Native American communities, including community based organizations (CBOs) become active stakeholders in transportation planning and project development. The Community Based Transportation Planning grant program is primarily used to seed planning activities that encourage livable communities. CBTP grants assist local agencies to better integrate land use and transportation planning, to develop alternatives for addressing growth and to assess efficient infrastructure investments that meet community needs.

2.5 Government Agency Responsibilities

Since various government entities are responsible for different roads, the improvements previously described may fall within the jurisdiction of different agencies.

Recommended improvements under the jurisdiction of the county or state are included in a state transportation planning process by which they are placed by priority in a five-year Transportation Improvement Program. Throughout the planning process, potential funding sources need to be identified to financially support the tribe's future projects.

3. Planning Recommendations

Many tribal department representatives noted that there is no more available land for future development along the valley floor. Empty tracts of land are used for seasonal activities such as grazing, or are owned by allottees and hence not available for general development. As such, most future development is planned for the "benchlands," tracts of flattish land further up the mountainsides of the Hoopa Valley. While some tribal members oppose this, the majority expressed concern that there is no land use plan or other guiding documents which will facilitate efficient development in these areas. It is recommended that the Hoopa Valley Tribe develop a general land use plan for the benchlands, as well as supporting site plans for specific areas, prior to any further development taking place. Such site plans should design a network of internal community roads for each site and have one point of ingress/egress onto the nearest arterial to limit the number of intersections.

A second common observation is that there is limited coordination and communication between tribal departments. While the situation is seen to have improved over the past few years, department representative noted that increased cooperation is necessary. The 1996 IRMP recommended convening an interdisciplinary team "to evaluate the impacts of transportation development and maintenance to minimize the adverse economic, social and environmental impacts." The most effective interdisciplinary team would be comprised of representatives from any tribal departments which are involved in the development process. In particular, offices responsible for land use, utilities, environmental compliance, historic/cultural review, and transportation should be included on the team to facilitate a smooth

development process and maximize the use of limited human and financial resources.

An important requirement for eligibility to the IRR System is that a road must be open to the public. This has become quite a dilemma for the Hoopa Valley Tribe. On the one hand, the Tribe wishes to add as many roads as possible to the IRR System to maximize its share of available construction funds. On the other hand, the Tribe contends with a significant number of trespassers who either engage in arson or poach tribal resources such as mushrooms and timber. In particular, the Forestry Department is very concerned that trespassers will bring onto the reservation two root diseases which kill oak trees. The tanoak is a significant cultural resource to Hoopa people and at present the reservation is free of the root diseases. It is recommended that the Tribe develop formal policies and procedures for temporarily closing roads. A road closure ordinance would objectively outline tribal road closure procedures for such reasons as maintenance, inclement weather, timber sales, forestry maintenance, and cultural and natural resource protection. A crucial element to the ordinance is an enforcement element, through which the Tribe has the ability to cite and prosecute violators.

There is a lack of information regarding the status of the rights-of-way of many roads on the Hoopa Valley Reservation. This frequently delays road construction projects and often results in conflicts over who owns the roads. A related problem is that while many utilities are located in rights-of-ways, there are often no as-built documents. Road construction activities frequently damage utility lines which results in project delays and increased costs. A solution is to seek transportation planning funds or tribal ca-

capacity-building funds to hire a summer research intern. Resolving rights-of-way issues has long term benefits and is vital to the overall success of tribal roads projects. However, it is time consuming and a lower priority when projects are not active. As such, over-burdened Hoopa Valley Roads Department staff are unable to provide sufficient time and resources to address the matter.

4. Plan Implementation and Updating

To support the development goals of the Hoopa Valley Tribe, this transportation plan identifies transportation needs based on road conditions and tribal priorities in 2008. To remain a useful tool for programming and budgeting transportation projects, the plan should be updated as conditions change. It is recommended that it be reviewed annually to keep up with changes that may warrant changing the project listing or the priority level of a project. Any changes to the project listing should be coordinated with the BIA so as not to hamper the overall implementation of the Hoopa Valley Tribe's road improvement program.

The latter should be reviewed and updated every five years, or when there are major changes to the tribes' future land use plans.

Many tribes have appointed a Transportation Committee to help implement and monitor their transportation plans. These groups are ideal for periodically reviewing and updating tribal transportation needs, maintenance procedures, developing an annual work program that includes both maintenance and new construction projects, keeping state and county highway departments abreast of the reservation's transportation needs, and reviewing proposals for road projects on tribal land.

Tribes should also be involved in regional transportation planning activities and participate in meetings and public hearings whose outcomes could impact tribal planning efforts. A crucial part of this is to develop cooperative relationships with state, county, and other regional governments.

ATTACHMENTS I1A – I1B

Parent Survey Report: One School in One Data Collection Period

School Name: Hoopa Valley Elementary School

Set ID: 12436

School Group: Klamath-Trinity Joint Unified School District

Month and Year Collected: September 2014

School Enrollment: 0

Date Report Generated: 01/02/2015

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

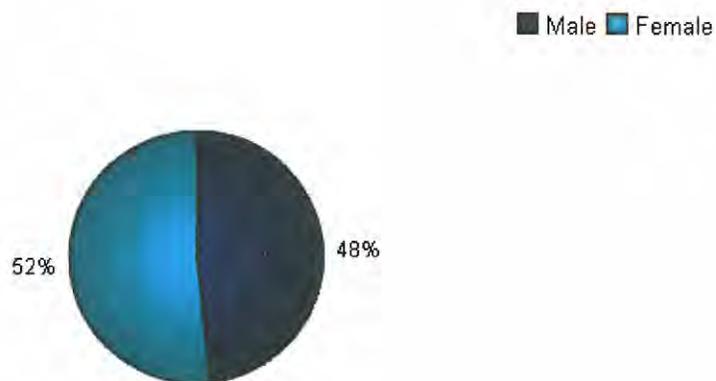
Tags:

Number of Questionnaires Distributed: 500

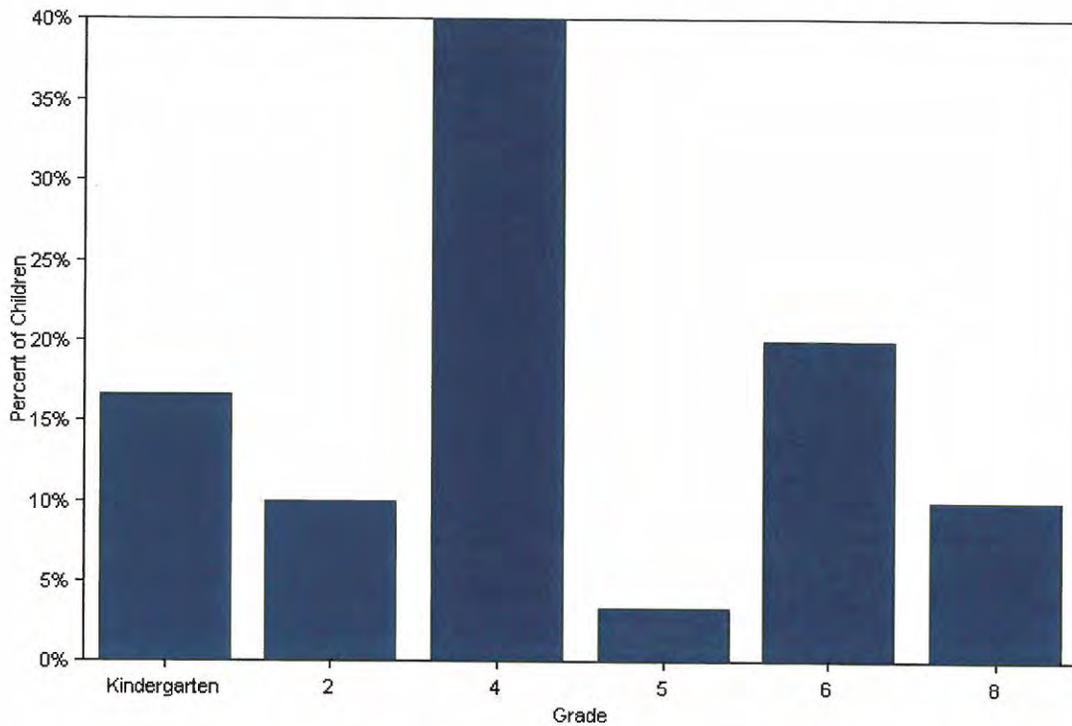
Number of Questionnaires Analyzed for Report: 31

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



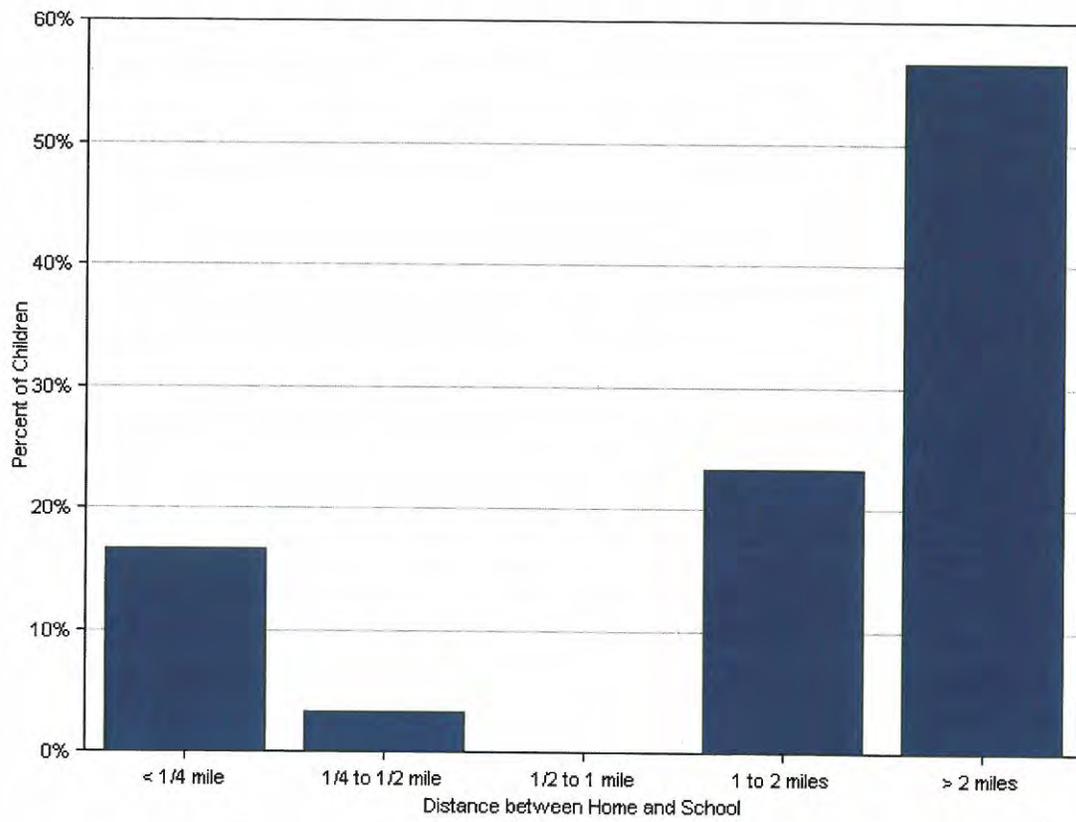
Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
Kindergarten	5	17%
2	3	10%
4	12	40%
5	1	3%
6	6	20%
8	3	10%

No response: 0

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

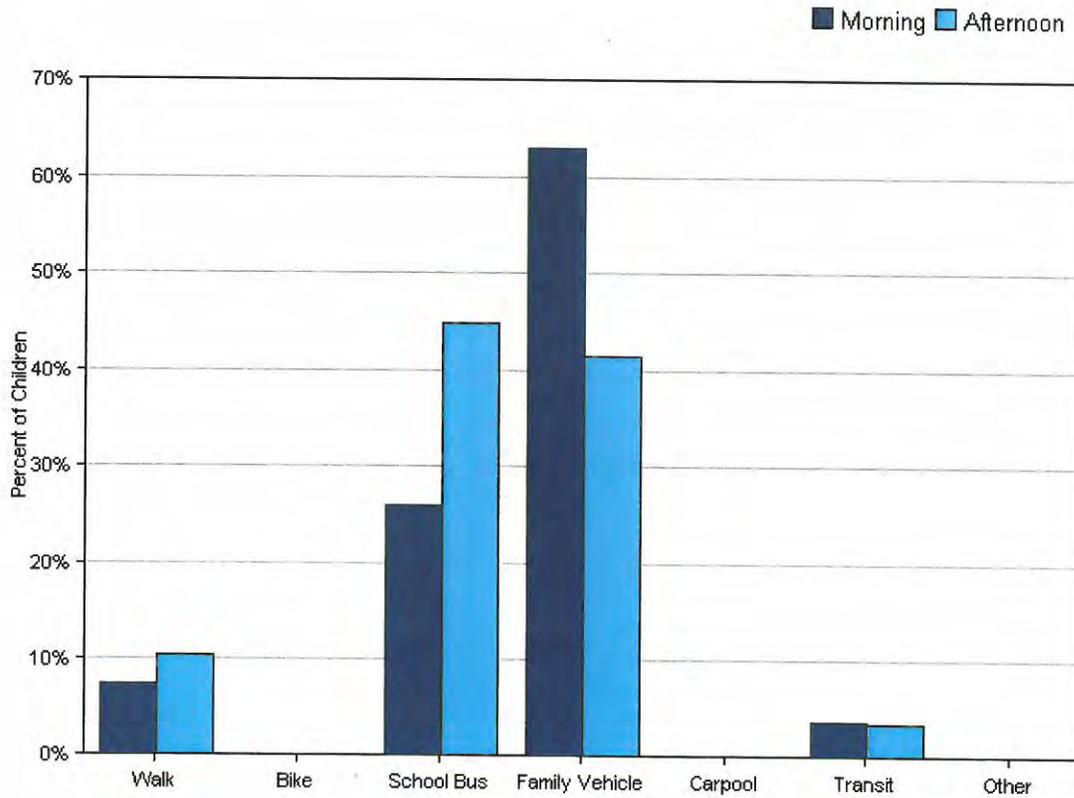


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	5	17%
1/4 mile up to 1/2 mile	1	3%
1/2 mile up to 1 mile	0	0%
1 mile up to 2 miles	7	23%
More than 2 miles	17	57%

Don't know or No response: 1
 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

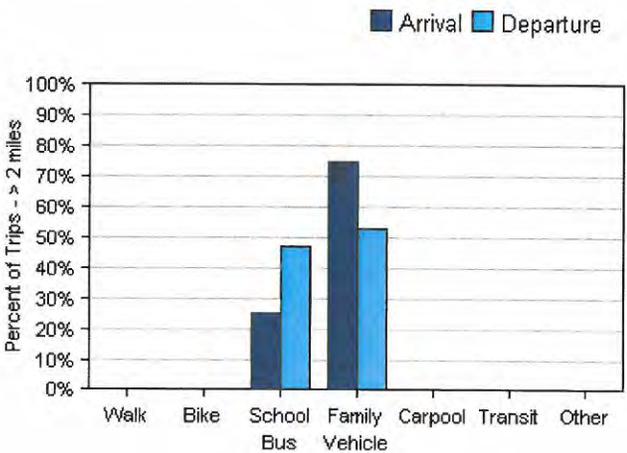
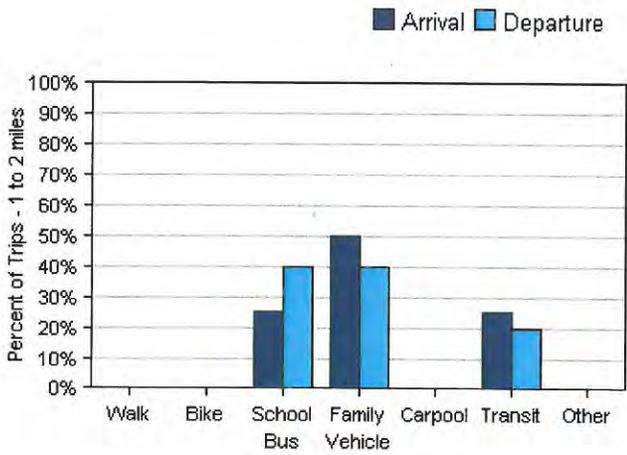
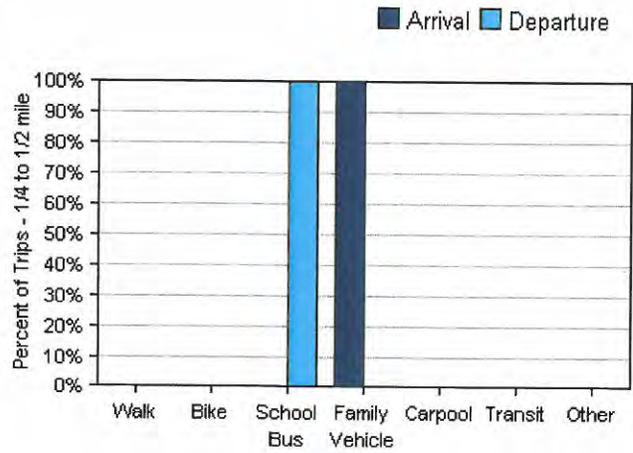
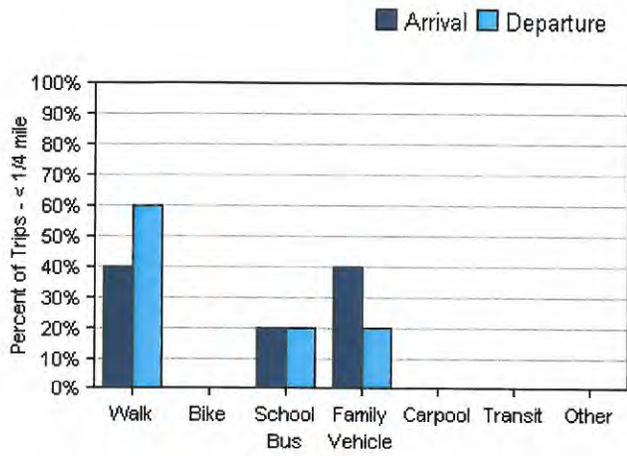
Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	27	7%	0%	26%	63%	0%	4%	0%
Afternoon	29	10%	0%	45%	41%	0%	3%	0%

No Response Morning: 4

No Response Afternoon: 2

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	40%	0%	20%	40%	0%	0%	0%
1/4 mile up to 1/2 mile	1	0%	0%	0%	100%	0%	0%	0%
1/2 mile up to 1 mile	0	0%	0%	0%	0%	0%	0%	0%
1 mile up to 2 miles	4	0%	0%	25%	50%	0%	25%	0%
More than 2 miles	16	0%	0%	25%	75%	0%	0%	0%

Don't know or No response: 5

Percentages may not total 100% due to rounding.

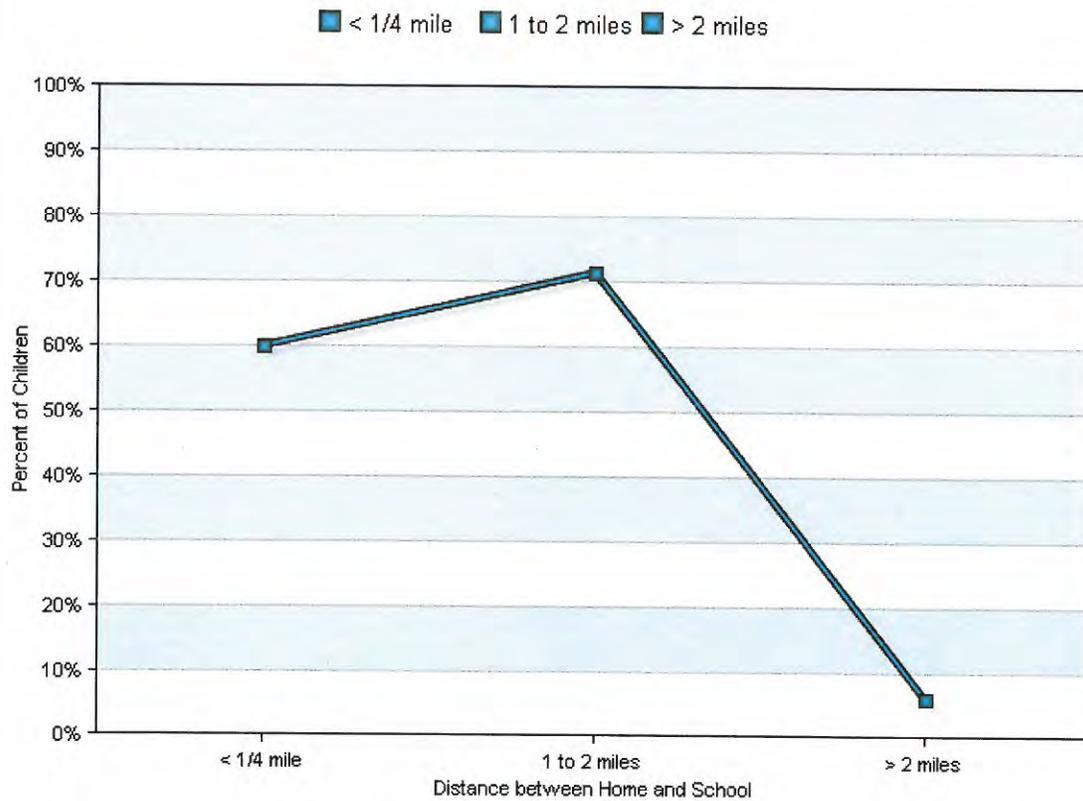
School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	5	60%	0%	20%	20%	0%	0%	0%
1/4 mile up to 1/2 mile	1	0%	0%	100%	0%	0%	0%	0%
1/2 mile up to 1 mile	0	0%	0%	0%	0%	0%	0%	0%
1 mile up to 2 miles	5	0%	0%	40%	40%	0%	20%	0%
More than 2 miles	17	0%	0%	47%	53%	0%	0%	0%

Don't know or No response: 3

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



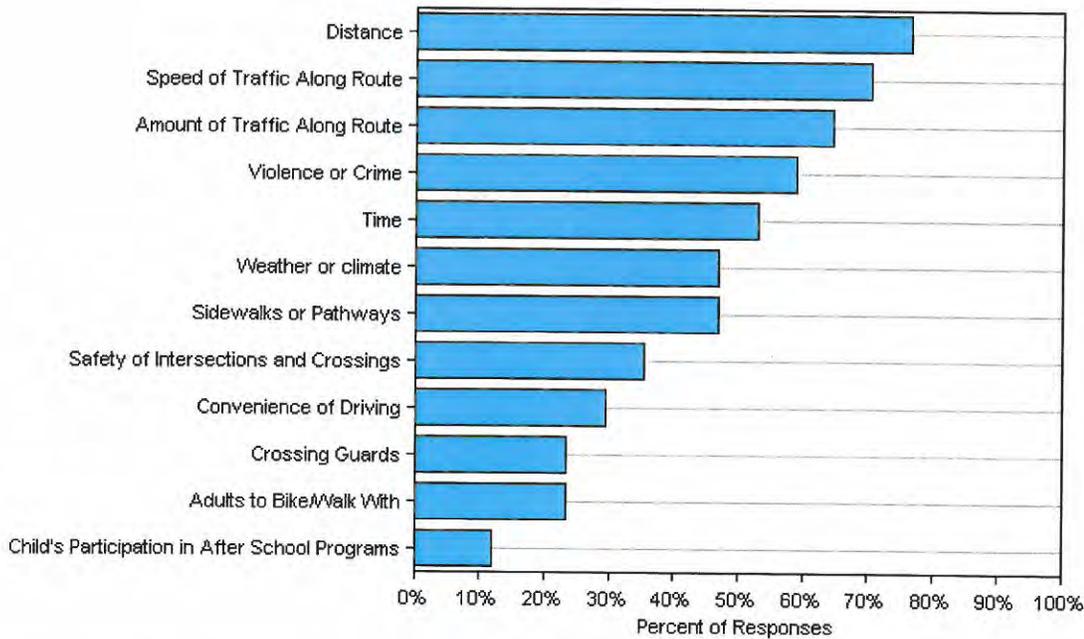
Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

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	9	60%	0%	0%	71%	6%
No	21	40%	100%	0%	29%	94%

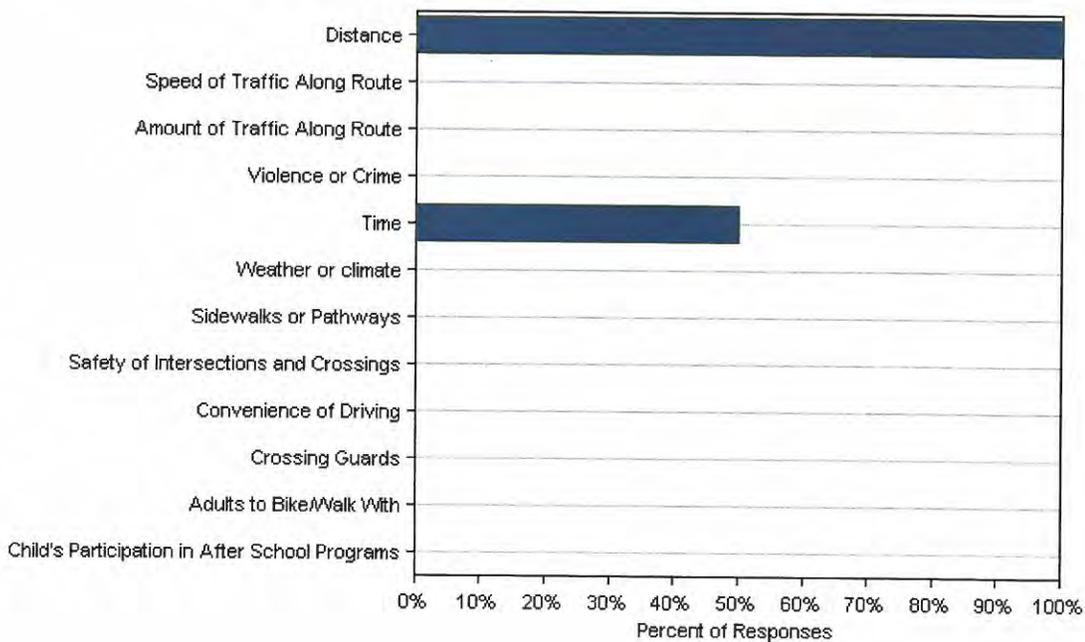
Don't know or No response: 1
 Percentages may not total 100% due to rounding.

F-1A

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

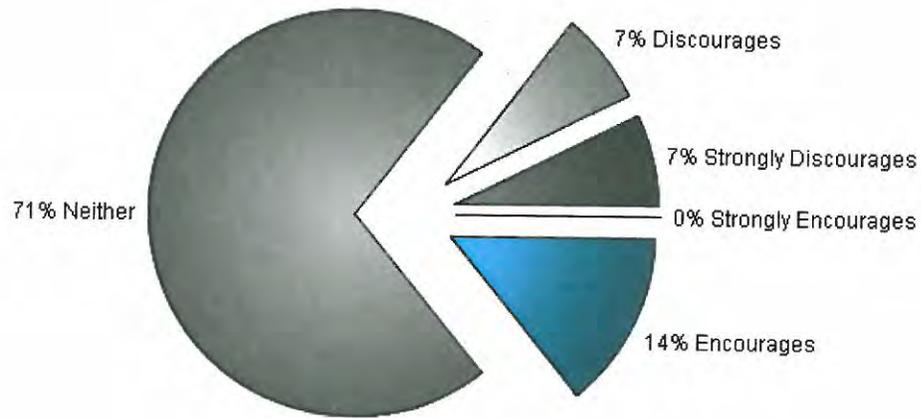
Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	76%	100%
Speed of Traffic Along Route	71%	0%
Amount of Traffic Along Route	65%	0%
Violence or Crime	59%	0%
Time	53%	50%
Weather or climate	47%	0%
Sidewalks or Pathways	47%	0%
Safety of Intersections and Crossings	35%	0%
Convenience of Driving	29%	0%
Crossing Guards	24%	0%
Adults to Bike/Walk With	24%	0%
Child's Participation in After School Programs	12%	0%
Number of Respondents per Category	17	2

No response: 12

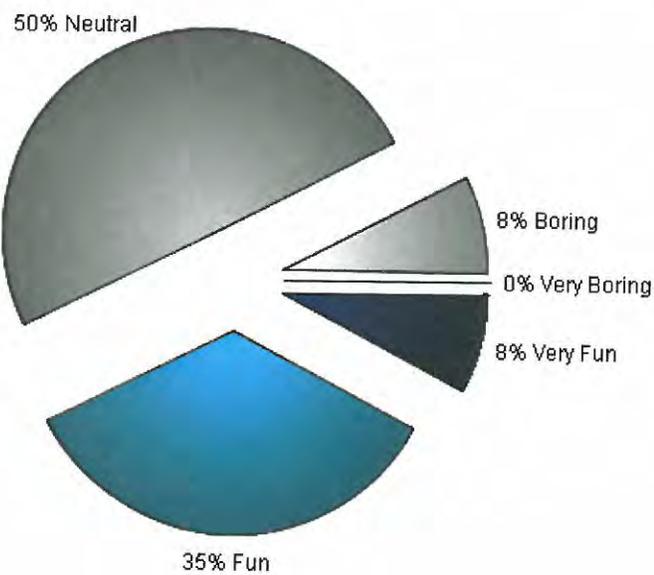
Note:

- 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

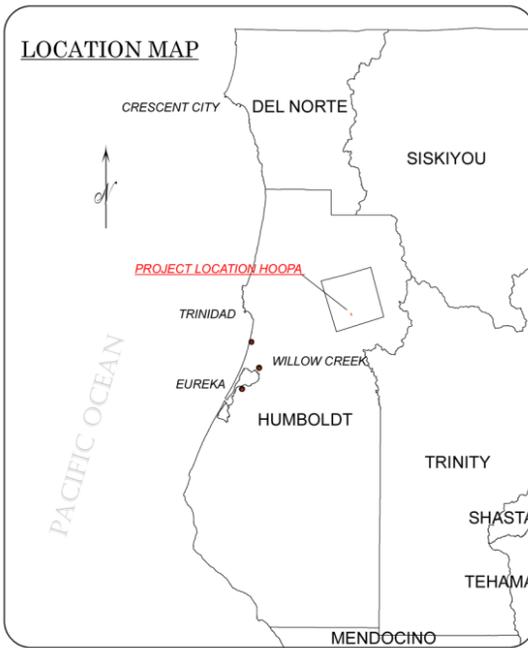


HOOPA VALLEY TRIBE, ROADS DEPARTMENT

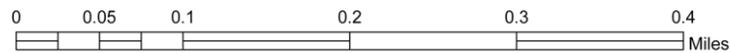
SAFE ROUTES FOR SCHOOLS

KLAMATH-TRINITY JOINT UNIFIED SCHOOL DISTRICTS

Connect the Trip to School with, Safety, Health, Community & Choice



- Hoopa Valley Tribal Departments
- College of the Redwoods Facilities
- Klamath Trinity Joint Unified School District
- Volunteer Fire Services
- Recreational Area



MAPS COMPOSED BY T.V.C.E ON 5/08/2015
67 WALNUT WAY, WILLOW CREEK, CA 95573
OFFICE: 530-629-3000 - FAX: 530-629-3011

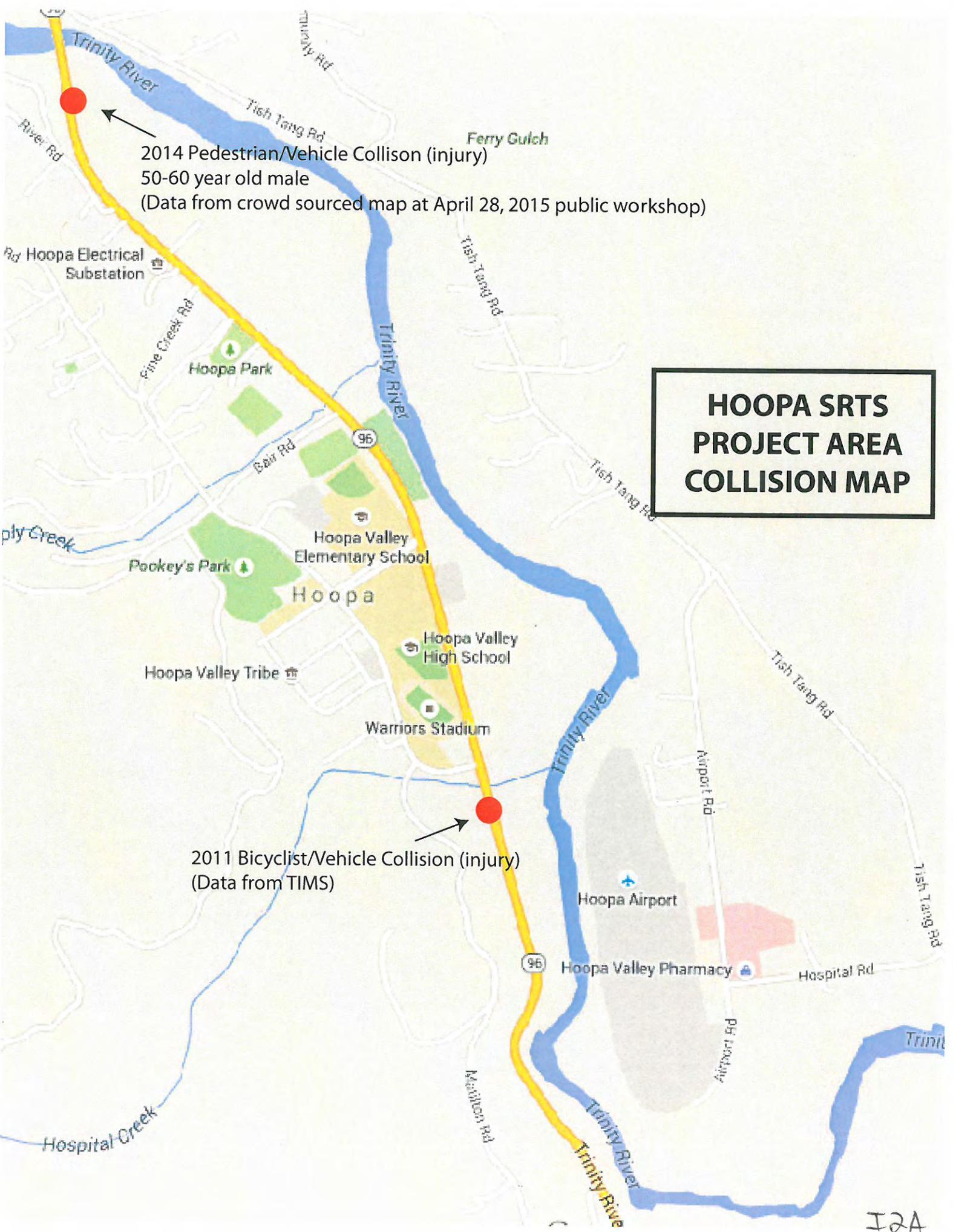


ATTACHMENTS I2A – I2C

2014 Pedestrian/Vehicle Collision (injury)
50-60 year old male
(Data from crowd sourced map at April 28, 2015 public workshop)

**HOOPA SRTS
PROJECT AREA
COLLISION MAP**

2011 Bicyclist/Vehicle Collision (injury)
(Data from TIMS)



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This report presents findings from a recently completed pilot project that examined fatality and injury rates involving pedestrians and motorists on main thoroughfares in or near Indian country in Humboldt County, California. Every year thousands of motorists die and millions more are injured on the nation's roadways. But while the number of fatal crashes nationally has declined by 2% over the past 25 years, the number of vehicle-related fatalities in or near Indian country has increased over 50%. In order to understand the reasons for this increase and to begin developing safety countermeasures, we need better data documenting the problem. This pilot study combined analysis of CHP's Statewide Integrated Traffic Records System (SWITRS) database and other sources of crash data with GIS mapping to document the areas in or near Indian country in Humboldt County with the highest rates of vehicle related injuries and fatalities over the past five years. The report includes analysis of rates of traffic collisions involving fatalities in or near Indian Country over a five-year period (2004-2009) in Humboldt County; the number of these collisions involving youth, pedestrians, alcohol, and DUI; and the effect of a new casino on the rate of collisions involving fatalities and severe injuries. The report concludes with recommendations for next steps that might be taken to improve traffic safety in Indian country, including identifying hotspots, working with tribal police to document all traffic injuries, and working with tribal members to assess risk conditions and evaluate safety efforts. The results of the analysis will be used to help Native nations document the dangers associated with roadways that, while they run through Indian country, are the responsibility of the state to ensure safe passage.

The Institute for the Study of Societal Issues (ISSI) is an Organized Research Unit of the University of California at Berkeley. The views expressed in working papers of ISSI and its affiliated research centers are those of the author(s) and do not necessarily represent those of the ISSI or the Regents of the University of California.

Introduction¹

Every year thousands of motorists die and millions more are injured on the nation's roadways. But while the overall rate of traffic-related injury and fatality has decreased over the past half-century due to improvements in road and vehicle design and traffic safety efforts, Native Americans continue to face a higher risk of traffic-related injuries and fatalities (Hilton 2006, Ganz et al. 2003). In California, between 2004 and 2009, while the overall number of fatal collisions decreased by almost 27%, fatal collisions involving American Indians *increased* by 30%.² In order to understand the reasons for this increase and to begin developing safety countermeasures, we need better data documenting the problem.

American Indian and Alaskan Native populations have the highest motor vehicle fatality rates in the U.S. (Pollack et al. 2012). These rates are significantly higher than any other racial or ethnic group, in all age categories. Gantz et al. find that the age-adjusted fatality rate from motor vehicle crashes is nearly twice as high for Native Americans as it is for whites (2003: 4). In 2012, the Centers for Disease Control and Prevention report that "motor vehicle crashes are the leading cause of unintentional injury for American Indian/Alaskan Natives ages 1-44" (Center for Disease Control and Prevention 2010). Rural Native American populations are at even greater risk for motor-vehicle-related fatalities (Grossman et al. 1997).

While there is research documenting the greater risk faced by Native Americans, less is known about the causes and rates of injury and fatalities in or near Indian Country. This study begins to explore this question by analyzing traffic incident data in Humboldt County, California. Located in northern California, Humboldt County is one of the few counties in California with lands owned and populated by three major Native American nations – the Hoopa, the Yurok, and the Karuk. Additionally, the county contains at least one new Native-owned casino.

It is likely that a combination of individual and environmental factors contribute to increasing the risk of traffic-related injury and fatalities in or near Indian Country (NIJC 2008, Ganz et al. 2003). Individual factors include impaired driving and low rates of seat belt and child

¹ We wish to thank David Minkus and Deborah Lustig for their comments on an earlier draft of this document.

² National Highway Traffic and Safety Administration, Fatality Analysis Reporting System (FARS) Encyclopedia, <http://www-fars.nhtsa.dot.gov>.

safety seat use (Letourneau et al. 2008). Environmental factors include poor road quality and pedestrian presence on high-speed roadways. The presence of casinos, which serve alcohol and can bring congestion to roads unequipped to handle the increase in motor vehicle traffic, may also contribute to traffic-related fatalities (Cotti and Walker 2010).

Given the limited data sources available for this study, we were able to explore only a few of these factors. Specifically, we use quantitative and qualitative methods to document the number of fatalities and severe injuries involving youth, pedestrians, alcohol, driving while under the influence (DUI), and the presence of a newly built casino in Humboldt County. The key questions guiding this research are: 1) What is the rate of traffic collisions involving fatalities in or near Indian Country³ over a six year period (2004-2009) in Humboldt County? 2) How many of these collisions involve youth, pedestrians, alcohol, and DUI? 3) What is the effect of a new casino on the rate of collisions involving fatalities and severe injuries?

The results of this analysis, which will be shared with Native nations, document higher than average rates of severe traffic collisions in or near Indian Country, in addition to highlighting the need for better data collection.

Background

A map of Native American tribal land in California was used to select a suitable county for analysis. After consulting with Joseph Myers, a professor of Native American Studies at UC Berkeley and Executive Director of the National Indian Justice Center, we selected Humboldt County as the area of study. Located on the northern coast of California, Humboldt County is densely forested, mountainous and mostly rural. The county has two primary population centers, the cities of Eureka (pop. 45,034) and Arcata (pop. 17,231). Native Americans make up 6% of the county's total population (134,623).⁴ In addition to five rancherias,⁵ three Indian reservations lie within the county's borders. The Hoopa Valley Indian Reservation, the largest Indian reservation in the state of California, spans 141.087 square miles along the Trinity River.

³ For the purpose of this report, we define "in or near Indian Country" to be within a 15 mile radius of Indian lands.

⁴ United States Census Bureau website, State & County QuickFacts, Humboldt County, California, <http://quickfacts.census.gov/qfd/states/06/06023.html>.

⁵ Blue Lagoon Rancheria, Blue Lake Rancheria, Rohnerville Rancheria, Table Bluff Rancheria, and Trinidad Rancheria.

According to the 2000 Census, 2,633 Hoopa live on the reservation.⁶ Members of the Yurok tribe, which is the largest Native nation in California with 5,000 enrolled members, live in several rancherias throughout Humboldt County.⁷ Depending on the source, the Karuk tribal lands range from 1.12 to several square miles. The Karuk tribe is estimated to have 506 members.⁸ Traffic incidents in or near the Hoopa, Yurok, and Karuk reservations are the focus of the analysis below. (See Figure 1.)

Roads that run through the Hoopa Reservation are subject to a complex mixture of regulation. Some roads are maintained and regulated by the state of California, while others are maintained and regulated by Humboldt County, the Bureau of Indian Affairs (BIA) or the tribe itself. State Route 299 runs northeast from the city of Arcata on the coast to Willow Creek inland, where it intersects with State Route 96, which turns north and cuts through the center of the Hoopa Reservation. As the findings below will show, these state highways are the locations of a majority of the fatal collisions in and near the reservation. In addition, there are five main arterial routes in the area that are maintained by Humboldt County. A majority of the local roads that serve Hoopa residents were built by the BIA and are now maintained by the tribe. Most of the local roads maneuver through mountainous timberland. Law enforcement is provided by both the Humboldt County Sheriff's Department and Hoopa tribal police.

According to the Hoopa Valley Transportation Plan, eight of the 29 roads in the Hoopa Tribe's Indian Reservation Road (IRR) System are deemed to be in poor condition.⁹ Signage is most consistent on State Highway 96, and becomes scarce on the rest of the county roads that run through Hoopa lands. While striping on major roads is in good condition, striping is found to be faded on many of the minor roads. A bus system used by the elderly and school children runs throughout the Hoopa reservation. Average Daily Traffic (ADT) on Hoopa roads ranges from 20 vehicles to 800 vehicles with an average of 170 vehicles per day. Most roads have peak hour volumes of below 100 vehicles per hour (Hoopa Valley Tribe, Office of Research 1996).

⁶ Hoopa Valley Indian Tribe website, <http://www.hoopa-nsn.gov/government/statistics.htm>.

⁷ Yurok Tribe website, <http://www.yuroktribe.org/culture/culture.htm>.

⁸ United States 2010 Census Data website, <http://2010.census.gov/2010census/data/>.

⁹ Indian Reservation Roads (IRR) is a federal database of public roads that provide access to and from Indian reservations. The IRR program is administered by the Federal Highway Administration (FHWA) and facilitates design, construction, and maintenance of these roads.

State Route 169 runs along the Yurok reservation, which is located along the Klamath River in Humboldt County. Similar to the state highways running through the Hoopa Reservation, State Route 169, as the findings below will show, is the scene of most fatalities in and around Yurok land. The Yurok tribe works with the Hoopa tribe to provide a transit system in the area; weekday transit services take passengers from the city of Willow Creek to Wautec Road.¹⁰ The Yurok completed an IRR inventory of their roads in 2009; however, we were not able to obtain data about these roads and the condition of the transportation infrastructure.

The Karuk Tribe resides on rancherias north of the Hoopa reservation near State Route 96 and the Six Rivers National Forest. The Siskiyou Transit and General Express (STAGE) provides transit services to the Karuk Tribe and was recently expanded to take passengers between Happy Camp near State Route 96 to Yreka and the Orleans community.¹¹ We were not able to obtain information about whether an IRR system exists for the Karuk Tribe and what the conditions of the roads and other transportation infrastructure near the rancherias are.

Methodology

We combined quantitative and qualitative methods to provide a more complete picture of issues involving traffic safety in or near Indian Country in Humboldt County. To understand the scope of traffic collisions in the county, we used the Transportation Injury Mapping System (TIMS).¹² Developed by researchers at the Safe Transportation Education Center (SafeTREC) at the University of California at Berkeley, TIMS provides data and mapping analysis tools that can be used to geocode and display pin maps in Google Maps of collisions included in the Statewide Integrated Traffic Records System (SWITRS). SWITRS is an online database that contains data gathered from a collision scene by California Highway Patrol (CHP) officers.¹³

After collecting aggregate data for fatalities and severe injuries for the years 2004-2009, we mapped these incidents onto Humboldt County using TIMS. We then overlaid this map onto a map of Hoopa, Yurok and Karuk lands to determine the proximity of these collisions to Indian

¹⁰ Yurok Tribe website, http://sixriversgraphicdesign.com/Yurok/Planning/Transportation_Program.htm.

¹¹ Karuk Tribe website, <http://www.karuk.us/karuk/departments/transportation>.

¹² Transportation Injury Mapping System website, <http://tims.berkeley.edu/>.

¹³ California Highway Patrol Statewide Integrated Traffic Records System (SWITRS) website, <http://www.chp.ca.gov/switrs/switrs2000.html>.

Country. (See Figure 1.) We also analyzed the data for incidents by age, driving while under the influence, alcohol related incidents, and pedestrian involvement for each of the six years between 2004 and 2009.¹⁴

Researchers point to systemic underreporting of traffic collisions on tribal lands and a lack of tribal-level data about traffic collisions (Poindexter 2004, Bailey and Huft 2008, Sullivan and Martin 2009). One reason for underreporting, they argue, is that Native tribes in most states do not fall under the jurisdiction of state law, and therefore are not required to submit crash reports to the state reporting systems. Other barriers to reporting include insufficient tribal law enforcement capacity, lack of standardization in reporting methods, lack of access to software and technical support required to add data to the statewide database, and strained tribal-state relations (Bailey and Huft 2008). To better understand the underlying issues of traffic safety, and to explore the extent to which traffic incidents might be underreported in SWITRS, we conducted over-the-phone interviews with officials at Caltrans, members of the Hoopa and Yurok Tribal Police, and Karuk tribal officers (the Karuk do not have a tribal police). We also held an in-person meeting with experts at SafeTREC to seek advice for using the TIMS database and general guidance regarding the research design.

To measure the impact that a new casino might have on traffic fatalities, we identified the Bear River Casino, a relatively new casino owned and operated by the Bear River Band of the Rohnerville Rancheria and located on the western edge of Humboldt County just off of Highway 101. We then measured the number of fatalities that occurred within 15-20 miles of the casino in the year before it opened (2004) and in the 5 years after it opened (2005-2009), and compared these numbers with county-wide numbers.

¹⁴ We were not able to include ethnicity in our analysis because SWITRS/TIMS does not include ethnicity data. The National Highway Traffic Safety Administration maintains a Fatality Analysis Reporting System (FARS), which does include ethnicity data. However, FARS does not have a mapping tool, and thus we were unable to use FARS data in our analysis. Further research is needed to map by hand the locations of the fatal incidents reported in FARS.

Table 2 takes a closer look at the number of traffic fatalities and severe injuries reported in or near Indian Country. Traffic fatalities in these areas increased from 2 in 2004 to 7 in 2009, with a peak of 12 fatalities in 2008. The same trend appears for the number of collisions involving severe injuries, which more than doubled (from 6 to 13) over the six year span. The Hoopa are especially impacted by these types of collisions. Over 95% of fatal and severe collisions reported in or near Indian Country occurred on or near Hoopa land, an area that spans 141 square miles¹⁵ and is equivalent to 4% of Humboldt County's land area.¹⁶

We also find that there is an overrepresentation of collisions occurring in or near Indian Country in Humboldt County. The lands of the Hoopa, Karuk and Yurok nations (including a 15-mile radius around Hoopa lands) amount to less than 25% of Humboldt County's total land mass (3,572 square miles). However, this area was the site of 33% of all fatalities in 2009, and over 50% of the county's fatalities in 2008. These numbers are especially alarming when one considers that much of the Hoopa, Karuk, and Yurok lands are rural, where we would expect low population density and little traffic.

Table 2: Number and Percent of Fatalities and Severe Injuries in or near Indian Country, 2004-2009

Collision Type	2004	2005	2006	2007	2008	2009
Fatal	2	5	3	5	12	7
Fatal (%)*	10.5	26.3	15.8	21.7	52.2	33.3
Severe	6	12	14	12	12	13
Severe (%)*	10.0	19.4	17.9	14.3	18.1	19.7

*Percentages are the number of collisions of that type in or near Indian Country over the number of collisions of that type in Humboldt County

¹⁵ Hoopa Valley Indian Tribe website, <http://www.hoopa-nsn.gov/government/statistics.htm>.

¹⁶ Hoopa Valley Indian Reservation Transportation Plan, <http://ceres.ca.gov/planning/hoopa/transportation.html>.

Tables 3 and 4 present the number and percent of fatalities and severe injuries in or near Indian Country involving DUI and youth, respectively. While these collisions amount to only single digits each year, there is still cause for concern. In 2008, half of all fatal DUI collisions in Humboldt County occurred in or near Indian Country. (There is an anomaly in 2009, where zero incidents involving DUI were reported.)

Table 3: Number and Percent of Fatalities/Severe Injuries in or near Indian Country Involving DUI, 2004-2009

Collision Type	2004	2005	2006	2007	2008	2009
Fatal DUI	1	1	0	1	4	0
Fatal DUI (%)*	16.7	16.7	0	16.7	50.0	0
Severe DUI	1	3	6	5	2	0
Severe DUI (%)*	6.3	17.6	30.0	16.7	9.5	0.0

*Percentages are the number of collisions of that type in or near Indian Country over the number of collisions of that type in Humboldt County

We also find higher rates of fatal and severe injury traffic incidents involving youth (age 0 to 25) in or near Indian Country. In 2008, six out of seven (85.7%) of all fatalities involving youth in Humboldt County occurred in or near Indian Country, and between 2006 and 2009, on average half of all fatal collisions involving youth in Humboldt County took place in or near Indian Country. Moreover, the number of fatal or severe incidents involving youth in or near Indian Country increased over the six year period from a low of 3 in 2004 to three times that number in 2008.

Table 5: Traffic Fatalities within a 15-20 mile radius of the Bear River Casino, 2004-2009

Collision Type	2004	2005	2006	2007	2008	2009
Fatal	6	5	1	10	3	5
Fatal (%)*	31.6	26.3	5.3	43.5	13.0	23.8
Fatal Vehicle/Pedestrian	1	0	0	2	1	1
Fatal Vehicle/Pedestrian (%)*	50.0	0	0	100.0	33.3	33.3
Fatal DUI	1	2	1	1	0	0
Fatal DUI (%)*	16.7	33.3	16.7	16.7	0	0

*Percentages are the number of collisions of that type in or near Indian Country over the number of collisions of that type in Humboldt County

Implications

While the relatively limited amount of data from this pilot study prevents us from drawing broad claims about the risk of severe or fatal traffic incidents in or near Indian Country, the data do point to several significant trends.

1. Fatal Collisions in or near Indian Country are on the Rise

The data presented in this study indicate that the percentage of fatal collisions in or near Indian Country is rising, accounting for over 50% of the county's fatal collisions in 2008. This is especially alarming when one considers that fatality rates are on the decline nationally. The overrepresentation of fatal traffic incidents in or near Indian Country in Humboldt County should be studied further to identify the causes that contribute to this higher rate and to identify strategies for reducing it. Rates were considerably lower in 2009, but it is too soon to know if they are trending down.

2. Fatal and Severe Collisions in or near Indian Country Involving Youth are Increasing

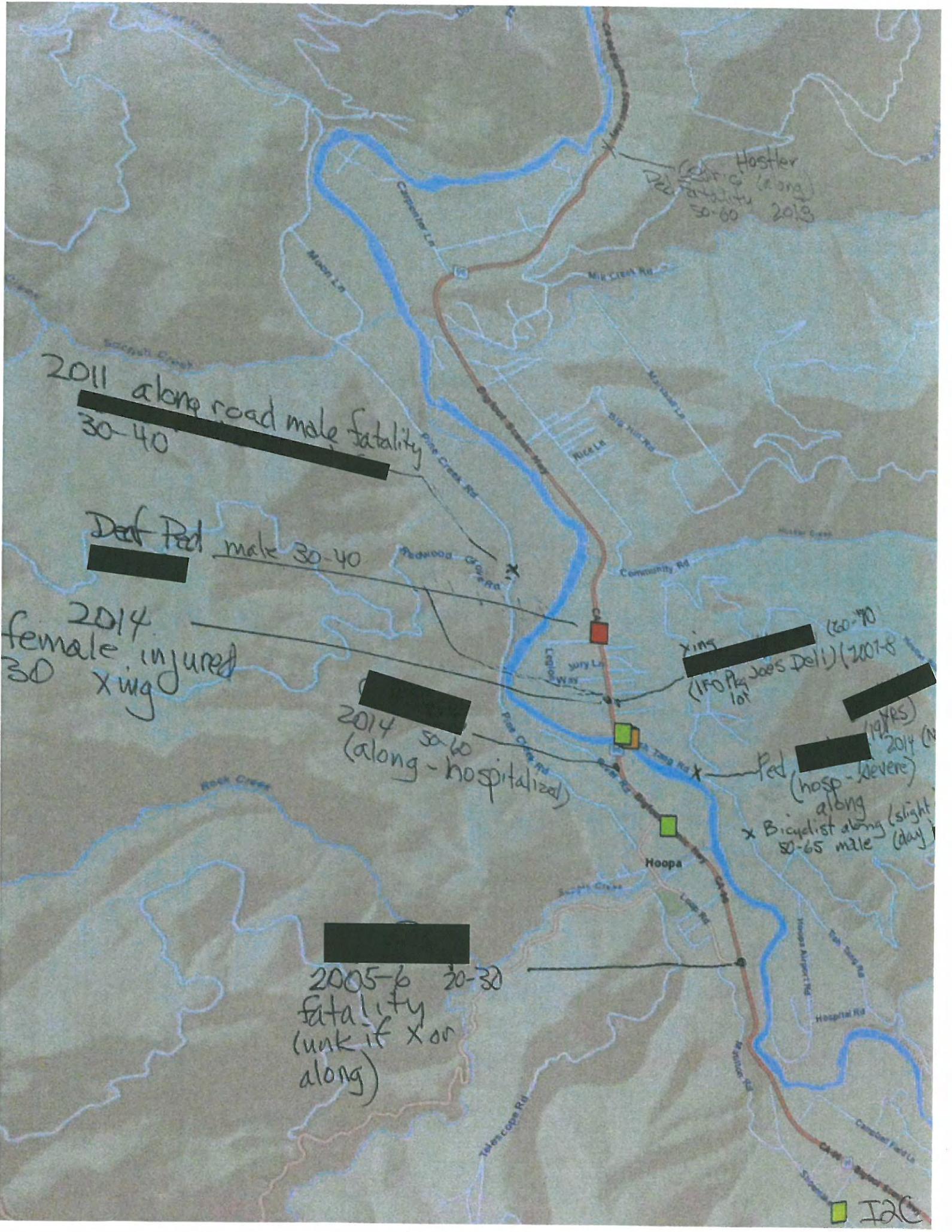
Traffic fatalities and severe collisions involving youth are significantly higher in or near Indian Country than in other areas of Humboldt County, and this trend is growing. Between 2004 and 2008, the number of fatalities involving youth in or near Indian Country went from 0 to 6, and

between 2004 and 2007 the number of severe injury incidents involving the same population doubled (from 3 to 6). In 2004 fatal and severe traffic incidents involving youth in or near Indian Country accounted for 10.7% of all fatal and severe collisions in Humboldt County. By 2008, that number was nearly four times as large (39.1%). Determining the reason for this increase requires further study of the behavior of young drivers, the road conditions in these areas, and other potential contributing factors. Again, rates were considerably lower in 2009, but it is too soon to know if they are trending down.

3. Effect of Casino: Short-term Increase in Traffic Fatalities

The findings presented above suggest that a new casino may contribute to an increase in traffic fatalities, at least within the first few years of a casino's opening. In 2004, the year before the Bear River Casino opened, traffic fatalities in the area accounted for 31.6% of the total number of fatal collisions in Humboldt County. By 2007, two years after the casino opened, that number had increased to 43.5%, with 10 traffic fatalities reported within a 15-20 mile radius of the casino. In 2008 and 2009, the number of fatalities in the area had dropped. In 2008 and 2009, fatal collisions in the area of the Bear River Casino accounted for only 13% and 23.8%, respectively, of the total number of fatal collisions in the county. This suggests that the two-year period after a casino opens may be an especially dangerous time with regard to traffic collisions. More study needs to be done to determine both the causes of the increase in the two years immediately following the casino's opening and the causes of the decrease in fatalities in years three and four. Attention also needs to be paid to vehicle-to-pedestrian collisions. As noted above, in 2007 100% of pedestrian fatalities in Humboldt County occurred in the vicinity of the Bear River Casino; in 2008 and 2009 a third of all pedestrian fatalities in the county occurred near the Bear River Casino.

In summary, at the same time that traffic fatalities at the national level are decreasing, fatal and severe collisions in Humboldt County, and especially in areas in or near Indian Country, are increasing. This trend reflects a growing danger and suggests a need for immediate steps to be taken to increase traffic safety in these areas.



Hostler (along)
 Ped (along)
 fatality
 50-60
 2013

2011 along road male fatality
 30-40

Deaf Ped male 30-40

2014 female injured
 30 Xing

2014 50-60
 (along - hospitalized)

Xing (60-70)
 (150 Pk Joos Deli) (2007-8)

Ped (191 YRS) 2014 (N)
 (hosp - kevere)
 x Bicyclist along (slight day)
 50-65 male

2005-6 20-30
 fatality
 (unk if X or
 along)

IAC

ATTACHMENTS I3A – I3M

SAFE ROUTES TO SCHOOLS

Hoopa Advisory Committee

MEETING AGENDA

APRIL 9, 2015, 10AM – 11AM

(Twesnaldin Inn)

10:00	Greeting and Introductions
10:05	Brief overview of Hoopa transportation improvement projects
10:15	Details about SRTS portion of project
10:20	Receive input on SRTS infrastructure components
10:30	Brainstorm appropriate non-infrastructure (education/encouragement) components
10:40	Data needs for ATP application
10:45	Ideas for collecting letters of support
10:55	Discussion of public participation and outreach for April 28th workshop
11:00	Adjourn

4-9-15

Hoopa Advisory Committee

<u>Name</u>	<u>Agency</u>	<u>Contact info</u>
Valerie Pyles	TANF	5350 W 25th St Jx + 102 valerie.pyles@yuhw.com
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**TRAFFIC CALMING AND SAFETY ENHANCEMENT IN THE
HOOPA VALLEY INDIAN RESERVATION**

**A CONCEPTUAL PLAN FOR
“DOWNTOWN” HOOPA**



HOOPA DESIGN FAIR

EXECUTIVE SUMMARY

In 2002, on behalf of the Hoopa Valley Tribe, the Local Government Commission submitted a grant proposal to the California Department of Transportation (Caltrans) under the Environmental Justice: Context Sensitive Planning for Communities Grant Program. A grant was awarded in 2003 becoming the first for a Native American Tribe in California. Implementation began in November 2004.

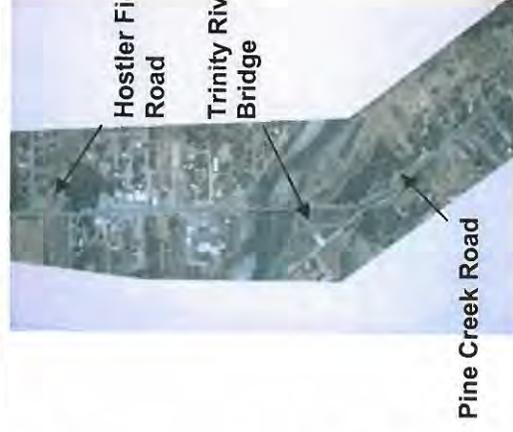
Context sensitive planning considers and is responsive to local community needs and circumstances. The grant provided funds to conduct planning to improve transportation mobility, access, equity and quality of life.

The purpose of the grant-funded project was to involve the community in crafting design solutions to traffic safety problems, specifically the "critical injury cluster sites" along Highway 96, while supporting existing community development efforts. The project was also consistent with economic development, tourism planning, injury prevention programs and other efforts to improve the quality of life currently underway in the Hoopa Valley.

Work on the project was led by a design team composed of Alison Pernelle of the Local Government Commission (LGC), a statewide nonprofit membership organization that provides technical assistance to local governments and communities; Dan Burden of Walkable Communities, Inc., a non-profit corporation that helps communities become more walkable and pedestrian friendly; Ed Myers of Kittelson & Associates, a company specializing in transportation planning and traffic engineering; Michael Sweeney, AICP, Environmental Planning Consultant, and Caltrans, District 1 staff.

The design team worked with the Hoopa Valley Roads Department (HVRD), tribal leaders, residents and businesses in the Hoopa Valley Indian Reservation through an intensive design charrette (workshop) process, resulting in a conceptual plan to improve the safety of motorists, pedestrians and bicyclists.

The study area encompassed an approximate 1/2-mile stretch of State Highway 96 from Pine Creek Road, across the Trinity River bridge, through the downtown area to Hostler Field Road.



2. State Highway 96



Highway 96 is the principal road within the Hoopa.

California State Highway 96 bisects the Reservation in a general north-south direction, following the meandering Trinity River. Highway 96 is both the principal road within the Valley and chief access route to areas outside the Reservation. This stretch of highway presents a number of operational concerns related to pedestrians, bicyclists, and motor vehicle operators on and near the Reservation. In the last 10 years, 163 accidents, including several fatalities, have occurred on Highway 96 through Hoopa.

Traffic Volumes

Caltrans monitors Highway 96 traffic volumes by Post Mile from the southern limit of the Hoopa Reservation to the northern limit. Current data available is from 2004.

2004 Caltrans Traffic Volumes¹

Post Mile Highway 96	Back		Ahead	
	Peak Hour	Peak Mo.	Peak Hour	Peak Mo.
10.95 South Limits Hoopa	380	4,000	350	3700
12.83 North Limits Hoopa	240	2,600	220	2800
			AADT*	AADT*
			3,700	3400
			2,400	2400

¹ 2004 Traffic Volumes, California Department of Transportation

*Average Annual Daily Traffic



Vicinity Map

Traffic Collisions

Traffic collision data collected from Caltrans along State Highway 96 from 2000 to 2003 for Post Mile 10.95 (south limits of Hoopa Reservation) to Post Mile 12.83 (north limits) revealed a total of 28 accidents. Of these 28 accidents, there were 2 fatalities and 11 injuries. Traffic collisions from 2000-2004 are mapped for sections of Highway 96 encompassed by the study area (Appendix A).

During the period between 1996-2000, Caltrans reported a total of 31 collisions, with 1 fatality and 18 injuries. During the 1991-1996 period (as reported in the 1996-2001 Hoopa Valley Transportation Plan) a total of 132 collisions were reported.

In the 1991-1996 Reservation Transportation Plan, fifteen percent of reported collisions involved drivers that had been drinking or were under the influence of drugs. 1996-2000 data indicated this figure to be 19 percent. No other major patterns emerge from a review of this data.

Critical Injury Cluster Sites

In 2001, the Tribe's Injury & Violence Prevention Program identified critical injury cluster sites within the Hoopa Valley:

1. Highway 96 near the Seven Tribes Trading Post - Two single motor vehicle v. pedestrian fatality, one double motor vehicle v. pedestrian fatality, and one motor vehicle v. bicycle collisions resulting in serious injury. Contributing factors included motor vehicle speeds at or above 55 miles per hour with only gravel shoulders for pedestrian or bicycle use; area of congestion children playing, pedestrian and bicycle traffic; lack of lighting and warning of children playing.



Traffic Calming

Traffic calming slows vehicles on streets where drivers travel at higher speeds than desirable. Traffic calming is a way to reduce the negative effects of automobile use, alter driver behavior and improve conditions for the property owner, retailer, walker and bicyclist. Often traffic calming measures are taken to correct conditions on an existing street where the original design was inappropriate for, or no longer matches, the existing use. In some cases changes in land use and transportation patterns have changed traffic speeds and volumes (Burden, April 2000).

Traffic calming helps create livable communities where it is easy to travel by bicycle, car, transit or on foot. Neighborhood workshops on traffic calming across the nation asked people what was important about their community and what improvements were needed over the next 20 years.

The responses generally fell into three categories:

1. **Safety**
2. **Access and Mobility**
3. **Quality of Life**

These categories are three indicators used to determine if traffic calming is appropriate in neighborhoods, what traffic calming treatments are best suited to a particular area, and methods of evaluating the effectiveness of the treatments installed (Burden, January 2002). The categories are briefly summarized below:

Safety - Traffic travels slowly on traffic-calmed streets, resulting in fewer and less severe accidents. The number of fatalities due to motor vehicle crashes are also reduced. Traffic-calmed streets also encourage more people to walk and ride bicycles.

3.1-3



Pedestrians must use the shoulder to avoid conflicts with vehicles.



The Trinity River Bridge currently accommodates a variety of traffic.

Access and Mobility - Safer streets balance mobility and access for all users, particularly pedestrians and bicyclists. This is especially important for children, seniors, and persons with disabilities.

Quality of Life - Traffic calming improves "livability" and encourages people to walk by reducing the number of automobile trips necessary - thereby decreasing levels of pollution, congestion, and traffic-related noise. Traffic calming devices can provide additional space within the street right-of-way for landscaping, sidewalks, street furniture and transit shelters. These amenities create pleasing streets, attract pedestrians, encourage people to walk more frequently for short trips, and increase the likelihood of interactions among people.



Uncontrolled access and egress can pose hazards to pedestrians as well as motorists.



Well defined driveways help both pedestrians and vehicles in avoiding conflict.

driveway must accommodate northbound vehicles crossing the southbound travel lane; and exiting vehicles crossing the southbound travel lane to travel north. Several head-on collisions have been observed and documented in the northbound left turn lane to the shopping center, which also serves as a left turn lane for southbound traffic accessing Tish Tang Road.

Discussion:

[Pedestrian Connections](#)

Sidewalks are essential in neighborhoods. Even with traffic speeds of 15-20 mph, children, seniors and people with disabilities cannot walk safely without sidewalks. While sidewalks themselves do not reduce vehicle speeds, they separate the pedestrian from the street space. Sidewalks attract higher volumes of pedestrians and remind motorists that they are in a place for people (Burden, January 2002).

Walking is a social activity so a minimum sidewalk width of 5 feet allows two people to walk side by side. Landscaped edges should separate sidewalks from streets. For sidewalks with no landscape edge, the minimum width should be 6 feet. Sidewalks should also be placed on both sides of the street. Sidewalks must meet Americans With Disabilities Act (ADA) requirements ensuring accessibility by all (Burden, January 2002).



Gravel shoulders serve as pedestrian paths.



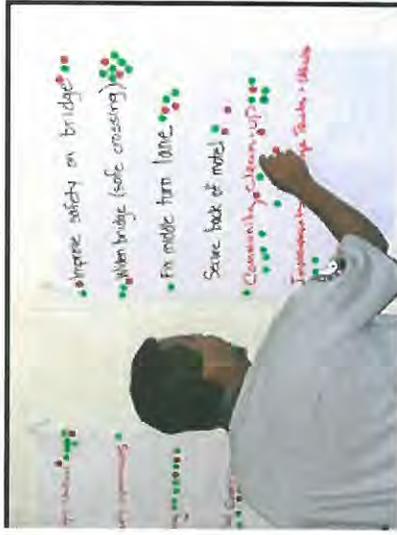
Pedestrians make their own connections where none exist.



Where is the pedestrian crosswalk?

Designated street crossings help teach children to identify the best places to cross the street as well as alerting motorists of pedestrian activity. Crosswalks also increase motorists' willingness to yield to pedestrians. Motorists should be able to see and anticipate where pedestrians are most likely to cross. Crosswalks should be well identified and medians should be provided to aid in crossing wider streets.

Healthy neighborhoods support high levels of bicycle use. Trails can be provided to link homes, schools, parks, transit, nature areas, and other common destinations. On roadways with 15-20 mph speeds, bicycles mix comfortably with cars and trucks. On roadways with higher speeds, bike lanes should be provided or bicycle trails (that may or may not parallel the highway).



Community members express concerns related to safety and security.

In healthy neighborhoods, people should feel comfortable walking at all hours. Street lighting is critical to the safety and comfort of pedestrians during the night. In some areas this light can be provided by smaller street lamps 8-12 feet in height, in scale with the pedestrian environment. In areas where there is more traffic and higher speeds, traditional highway lighting may be required. For main highway travel both street lamps and highway lighting may meet the needs of both pedestrians and motorists (Burden, January 2002).

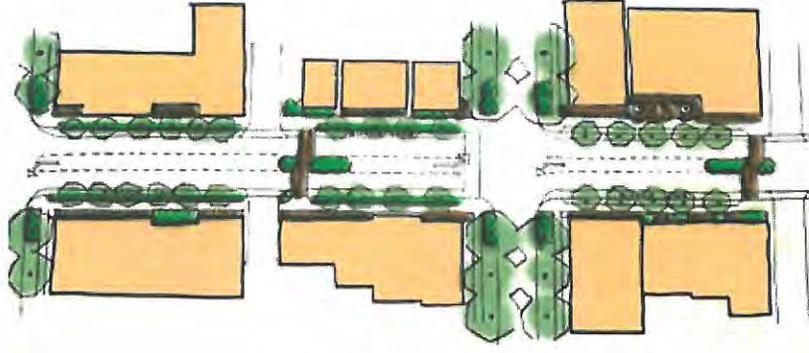
Street furniture such as benches, trash receptacles, flower and shrub planters, and kiosks, encourage people to walk. Benches help seniors and the disabled, who need places to rest every 5-10 minutes when walking. Street furniture in groupings can provide small gathering places allowing opportunities for social interaction while further reminding motorists that streets have many public uses (Burden, January 2002).

Trails are non-motorized connectors through neighborhoods. They often follow their own independent rights of way or utility corridors. Trails can connect homes to parks, schools, transit stops and other common destinations.

Two of the goals of the Hoopa Valley Indian Reservation Transportation Plan include:

1. Improving Highway 96 corridor through central Hoopa to include sidewalks, street lights at key intersections and pedestrian crossing areas, bike lanes, pedestrian crosswalks, traffic calming and beautification; and,
2. Developing bicycle and pedestrian trails, including river crossings, which are physically separated from Reservation highways and roads.

The need for improvements to Highway 96 that provide pedestrian connections via continuous curbs, gutters, and sidewalks, grass strips for lighting and landscaping, striped bike lanes, and pedestrian crosswalks received unanimous support among Design Fair participants



Sidewalks, parking strips, bike lanes, street trees and street lights would define the pedestrian zone of Highway 96.

3.2 Gateway & Unifying Theme

The Trinity River plays a major role in the Hupa culture. The name "Trinity" had its origins in the discovery of Trinidad Bay (Puerto de la Trinidad) on Trinity Sunday back in 1775. Mistaken geography on the part of early trappers and miners assumed that the Trinity flowed into Trinidad Bay resulting in Pearson Reading naming the river Trinity (English equivalent of Trinidad).

According to the Hupa dictionary, the Hupa called the river "hun" which particularly refers to the Trinity River but also translates simply as "river." It may seem odd that the river did not receive a "proper" name, but the Hupa did not use elaborate names for the things closest and most important to them similar to the using the term "mom" rather than calling mothers by given names (*In Hoopa Territory: A guide to natural attractions and human history of the Hoopa Valley Indian Reservation and Surrounding Areas*, Sabra Steinberg, Jeffrey Dunk, TallChief Comet, Hoopa Valley Tribe, 2000).

A Gateway is a physical or geometric landmark on a road or street which indicates a change in environment from a major road and higher speeds. Gateways may involve a combination of street narrowing, medians, signs, arches over the roadway, roundabouts, or other identifiable features (Burden, 2000).

Caltrans defines a "Gateway Monument" as any freestanding structure or sign, non-integral or non-required highway feature that will communicate the name of a city, county or township. A Gateway Monument may include the officially adopted seal or slogan of a local community.

A unifying theme is often employed to create or enhance a "sense of place" or area that is special or different from its surroundings.



The town of Rio Dell welcomes visitors with this gateway sign.

HUMBOLDT PARTNERSHIP FOR ACTIVE LIVING
Hoopa SR2S Meeting Agenda
April 26, 2007
RCAA Conference Room

Time	Subject	Intended Outcomes	Action Items, Next Mtg.
2:00	Introductions	<ul style="list-style-type: none">• Hoopa Valley Rds. Dept.• K/T Unified• LGC• HumPAL/NRS/RCAA	
2:15	TCE Project Scope	<ul style="list-style-type: none">• TCE Objectives• BMI testing• SR2S Plans by HumPAL; SR2S proposal by HVR?• MOU: RCAA, HVR• TCE timeline• Role of consultant, LGC	
2:25	Update on Hoopa Process	<ul style="list-style-type: none">• Timeline and intended outcome/s	
2:35	Integrating Hoopa PSR Dev't with SR2S Planning	<ul style="list-style-type: none">• Priorities from Hoopa Downtown Plan that relate to SR2S efforts• Planning resources available to SR2S efforts	
2:50	SR2S Project Timeline & Tasks	<ul style="list-style-type: none">• Sample SR2S Plans/proposals forthcoming• Public workshop• Draft SR2S Plan• Draft SR2S Proposal• SR2S 'Toolkit': next year	
3:00	Next Steps		

Hoopla Safe Routes Public Survey

Location: _____

Interviewer: _____

Date: _____

What would you need to walk or ride (bike or horse) in the area between downtown and the schools?

	Adults & High Schoolers	Kids (K-8)
Sidewalk and bike lane		
Path/trail separate from traffic		
Slower traffic		
Safe place/s to cross the highway		
Travel in a group		
Safety training for students		
Secure bike parking		
Dogs under control		
Crossing guards (or stoplights?)		
Other:		
Other:		
Other:		

Which scenario is more appealing as a way to travel by foot or bike between downtown and the schools?

Current Situation:	Sidewalk (6-8' wide) and Bike Lane (≥5' wide) in Highway Shoulder	Paved Path with Unpaved Shoulder (6-8' wide total) Separated from Highway	Paved Multi-Use Trail (ped, bike, horse) with Unpaved Shoulder (10-16' wide total) Separated from Highway
Highway Shoulder			

PUBLIC SERVICE ANNOUNCEMENT
DRAFT

START USING: Immediately
STOP USING: March 31, 2008

For more information, contact:
Melanie Williams, (707) 269-2055

**Help design a new safe route
Participate in an Public Survey**

The Hoopa Valley Roads Department (HVRD), along with the Humboldt Partnership with Active Living (HumPAL), will be conducting short public surveys at the basketball tournaments held at the Hoopa Valley High School on March 30, 2008, from 12:00pm to 4:00pm, regarding transportation options along Highway 96. Community members will be asked to review potential designs and then choose their favorite alternative for pedestrian, bicycle, equestrian, and other non-motorized routes along Highway 96. The survey will only take a few minutes and the results will be used to influence future transportation projects. Participants will receive a free and delicious snack for their efforts.

###

The mission of the Humboldt Partnership for Active Living is to improve individual, family and community health and well-being through the seamless integration of routine physical activity into daily life ("active living"). HumPAL accomplishes this through education, policy change, and support of community design that encourages active living. The partnership includes community members, organization and professionals from diverse disciplines such as public health, transportation engineering, community development, economic development, environmental consultants, social services and others.

Planning For Safer Routes To School

Building For Pedestrians To Encourage Physical Activity

By **ALLIE HOSTLER**
HPN Staff Reporter

A plan to create a safer route to school for Hoopa Elementary School (HES) students is in the works and help is needed from the community.

The Humboldt Partnership for Active Living (HumPAL) chose three schools in Humboldt County to work with to plan a pedestrian system that would make walking and cycling to school safer.

HES was one of the schools chosen because it has a high percentage of students receiving free and reduced lunches, as well as its proximity to streets with a high traffic volume and speed, a history of interest from the community, and previously related planning efforts.

"The project funding is targeted for grades K through 8, but it will affect the whole community in a good way," said Melanie Williams of HumPAL.

Preliminary ideas for a plan — conceived during May meetings of HumPAL, the Klamath Trinity Joint Unified School District Maintenance and Transportation Director Bev Stevens, and Hoopa Tribal Roads Director Jacque Hostler — include sidewalks from the downtown bridge to the school, improved street markings, crosswalks and pedestrian friendly roadways within a 2-mile radius of HES.

Hostler considers the plan a segue to the downtown project that the Tribal Roads Department has been planning for two years.

"There are several projects that are beginning to merge," Hostler said. "Within five to 10 years there's going to be a beautiful byway through the reservation."

HumPAL received a grant from the California Endowment to address health disparities associated with community design

Melanie Williams, of Redwood Community Action Agency, shares ideas with KTJUSD staff about planning for safer routes to school during a meeting held in late May. / Photo by Allie Hostler, HPN.



and active living in rural areas.

They decided to help three schools design a "toolkit" that would their chances of receiving funding from the State of California through the Safe Routes to School program by organizing a project plan.

Since 2000, the Safe Routes to School bill in California has provided \$20 million each year for construction projects through Caltrans. This is the first year that Tribal Roads departments have been eligible to apply for the funding.

HumPAL, KTJUSD and Tribal Roads are asking for parents, community members and organizations to help them with the planning process by offering input and guidance.

"We need some enthused point people to touch bases with," Williams said. "We want to bring the program and do it with you, not to you, and not for you."

They are expecting to complete the plan this fall to allow the Hoopa Roads Department to apply for funding in January of 2008.

For more information, please contact Melanie Williams at (707)269-2055 or at Melanie@nrsrcaa.org. ■

The Hoopa People Congratulates...



Silas Biggin and Lori Dickerson have announced they will be married July 8, 2007 at San Moritz Lodge near Lake Arrowhead. Lori is the daughter of Daniel and Beverly Dickerson of San Bernardino. She graduated from California Baptist University with a B.A. in Psychology and elementary teaching credential. She currently teaches kindergarten at Yucaipa Elementary School. Silas is the son of John and Sally Biggin of Hoopa. He graduated from the University of California, Davis with a B.A. in Biological Systems Engineering. He currently works as an Engineer with Washington Group on a Cal Trans free way project in Riverside. Silas attended Hoopa Valley Preschool, Hoopa Elementary, and Hoopa Valley High School.

Health Happenings

By Laura Gritman, Freelance Writer

Four Trials For Alzheimer's Antidote

Four pharmaceutical companies are prepared to start large scale tests on four new drugs to fight Alzheimer's disease. Milkshake-like Ketasyn, manufactured by Accera Inc., will not stop the disease, but it is thought to have fatty acids that slightly improve brain function in patients who do not carry the Alzheimer's gene, ApoE4, which is about half, overall. Meanwhile, other scientists are looking at preventing or curtailing the formation beta amyloid in the brain, which clogs the neurons of Alzheimer's patients. Eli Lilly & Co. is testing a formula to block gamma secretase, an enzyme involved in the creation of beta amyloid. Medivation Inc. is studying Dimebon, a Russian antihistamine that has shown it could prevent the death of brain cells, while Elan Corp. will test the introduction of antibodies that attack beta amyloid.

Pediatricians Need To Be Blunt About Childhood Obesity

A panel of medical professionals from 15 organizations, convened by the American Medical Association (AMA) and funded by assorted federal health departments, has concluded that many doctors tend to avoid using blunt terms when diagnosing overweight and obese children for fear stigma and shame related to weight and will create emotional problems for the children. This may result in less effective treatment to correct the obesity, which in turn, has serious health consequences. Current statistics indicate a third of all US children are overweight, and about 17 percent are obese, making them candidates for adult diseases like high blood pressure, diabetes, and related health problems. The panel of professionals from 15 medical entities has recommended that pediatricians become more direct in their diagnosis, and active in their treatment of childhood obesity. Recommended tactics could include annual body mass index review, nutrition education and activity level assessments. Time for such comprehensive care then becomes an issue for busy practitioners. While the AMA has posted the findings on its website, it is not endorsing the recommendations, though the Centers for Disease Control and Prevention is considering them.

County Prohibits Smoking In Cars With Children

A county in New York State has joined others around the country to enact a law prohibiting tobacco smoking in cars with young children in them. Although there will be difficulties

Continued on page 11



Come and see
 What is being
 planned
 for
 Downtown
 Hoopa!

June 27
 6 PM

Council Chambers

SUMMER FOOD SERVICE PROGRAM 2007

Free to all children who are 18 years of age and younger

Monday - Friday, June 25th - August 9th

Hoopa Elementary Cafeteria

Breakfast 8:30 - 9:30 am

Lunch 11:30 am - 12:30 pm

Sponsored by California Department of Education in conjunction with the Hoopa Tribal Education Department

For more information please call the Hoopa Education Department at (530) 625-4413

Hoopa Head Start



Summer Jam

June 23, 2007 from 7-10pm @ N.F. Gym

Yung Meez 'Maui'
 "Indiamcee" aka Basketball Bob

Oscar Colegrove

Joanne Taylor Storm

All Proceeds
 benefit a new
 playground for the
 Head Start Children

**Pre-sale
 tickets \$7
 \$10 at the door**

Rural Highways/Roads School Travel Plans

Safe Routes to School Summit June 3, 2008

Small Group

Scribe: Jennifer Rice

Group members: Karen Rosser, Hydesville Elementary; Christina Huff, Redway Family Resource Center; Scott Quinn, Karuk Tribe; Steve Paine, Willow Creek CSD; Warren Tamerius Hoopa Tribe; XXXX, Northern Humboldt School District Transportation

BARRIERS

- Some schools (Willow Creek) have pursued excellent safety measures; all depends on individual leadership
- Rural roads/highways need safe paths, shoulders, but there are many key points of constriction (e.g. Blue Slide in Hoopa)
- Most schools have pick-up/drop-off plans
Consider remote drop-off sites ~1/4 mile for parents or buses
Challenge is supervision
Perimeters of schools are closed
- Large % of bussed students
Always some who could walk or be dropped off
Often rural schools area magnets for biking but no recognition tht they could do it on school days
- Lack of pedestrian facilities is significant
- Bike racks very lacking, bike cages are great, more expensive
- Safety issue: mean dogs
Publicize numbers for public to call about this issue
- Local ordinances/policies encourage sprawl

STRATEGIES

- Traffic calming - seems realistic
Flashing speed limit signs day and night, flashes your speed if over limit (in McKinleyville have been effective)
- Gateways for rural communities to let people know they're entering town, traffic calming measure: federal gov't + money source
- Policy: Regional Transportation Plan, General Plan need much more School input
- Wellness policies at schools have a physical activity component
HCOE has training for policy development—deadline was 2006, can there be an update? (note, wellness committees are a mandate without funds)
- Can map to show where clusters of kids live in neighborhoods

Surveys of Transportation Mode at Schools:

- Parent survey templates on Summit CD for rural context
Need incentives to get them returned
- Can do easy student 'hand' surveys in classrooms
- Helps show success after implementation (before and after numbers)

Need before and after evaluations in proposals

ENFORCEMENT

- Lower speed limits near schools on highways
- Possibility of asking police to patrol during school hours—especially if asked by the school administration
- Speeding USFS fire response issues in rural areas
- Seniors on patrol SCOPE
- Parent or student patrols? Lesstraffic.com has ideas

ENGINEERING

- Hoopa introducing traffic calming features in downtown area to mechanically slow traffic
- Can't narrow highway lanes due to truck traffic
- Add a median refuge, lighting
- Take the initiative with planning: Caltrans is becoming a good partner
- Need facilities to separate peds and bikes from traffic
- Encourage community members to contribute to traffic calming in the form of tree planting/landscaping

EDUCATION

- Big picture education program needed (bike/pedestrian safety, driver safety)
- Within community not just at schools
- Especially in rural areas
- Develop new partners to reach community and implement programs e.g. police, volunteer fire dept., Chambers of Commerce or lone merchant to sponsor events; site councils; Community Service Districts

ENCOURAGEMENT

- Morning walking club for parents at Southern Humboldt Family Resource Center
- Teachers who bike to school have a big role model impact
- Walk to School: hard in rural highway scenarios... start in advance by advising motorists with signage, helping families plan for it, ask Caltrans for message sign

GOALS

- Improve safety of walking and biking
- Create infrastructure conditions conducive to walking/biking
- More kids on buses
- Reduce greenhouse gases
- Task: rural schools/jurisdictions meet with Caltrans and County to discuss opportunities for regional collaboration

HEADLINE

Children no longer at risk on rural roads and highways



HUMBOLDT COUNTY ASSOCIATION OF GOVERNMENTS
611 I Street, Suite B
Eureka, CA 95501
(707) 444-8208
www.hcaog.net

TECHNICAL ADVISORY COMMITTEE (TAC)
AGENDA

Regular Meeting
February 5, 2015, 2:30 p.m.
HCAOG Conference Room
611 I Street, Suite B, Eureka, CA 95501

1. Call to Order

2. Introductions

3. Public Participation

This agenda item is reserved for matters that are not on the agenda that may be presented by the public.

4. Updates and Presentations

a. Safe Routes to School (SR2S) Update (Presentation)

Redwood Community Action Agency Senior Planner, Jenny Weiss, will provide an update on SR2S inventory summaries.

b. U.S. Highway 101 Corridor Update (encl)

Caltrans District 1 Project Manager, Richard Mullen, will provide an update on the U.S. Highway 101 Corridor Project

5. Consent Items

a. Approval of Meeting Record – January 8, 2015 (encl)

b. FY 2014-15 Local Transportation Fund (LTF) Claims (encl)

[Resolutions 15-06 & 15-07]

The TAC will recommend to the HCAOG Board approval of FY 2014-15 LTF claims for the County of Humboldt and the City of Blue Lake.

6. Action Items

a. TAC Membership (encl)

The TAC will review member participation by the Blue Lake Rancheria, and may consider making a recommendation of termination to the HCAOG Board.

b. TAC By-laws (encl)

The TAC will review the current by-laws, and may consider making a recommendation to the HCAOG Board for approval of amendments.

- c. **FY 2015-16 Draft Overall Work Program (OWP) & Budget** (encl; Draft Budget sent under separate cover) [Resolution 15-09]
The TAC will review the Draft FY 15-16 OWP & Budget, and consider recommending the HCAOG Board approve its submittal to Caltrans District 1.
 - d. **Scheduling Amendments and Updates to the Regional Transportation Plan (RTP)** (encl)
The TAC will provide staff with input regarding scheduling and timing for adding projects to the RTP for the new four year planning cycle.
 - e. **Transportation Development Act (TDA) Pedestrian & Bicycle 2% Policies** (encl)
The TAC will consider recommending to the HCAOG Board approval of the 2% Pedestrian and Bicycle fund Policies.
 - f. **Transportation Development Act (TDA) Local Transportation Fund (LTF) FY 2015-16 Apportionment and Allocation** (encl) [Resolution 15-08]
The TAC will recommend to the HCAOG Board approval of the estimated LTF apportionments for FY 2015-16.
- 7. Information Items/Member Communication**
- a. **Transportation Development Act (TDA) Audits** (encl)
 - b. **TDA Quarterly Report** (encl)
 - c. **Implementation of Deputy Directive 64-R2: Complete Streets – Integrating the Transportation System**
 - d. **Active Transportation Guidelines** (encl)
 - e. **American Society of Civil Engineers San Francisco State Gas Tax Policy** (encl)
 - f. **California Statewide Local Streets and Roads Assessment** (encl)
 - g. **Reporting on HCAOG Board Action(s)**
- 8. Adjournment**

Persons who require special accommodations, accessible seating, or documentation in alternative formats under the Americans with Disabilities Act, or persons who require translation services (free of charge) should contact the HCAOG office at 444-8208 at least two days prior to the meeting.

Las personas que requieren alojamiento especial de acuerdo con el American with Disabilities Act, o personas que requieren servicios de traducción (libre de cargo) deben comunicarse con HCAOG a (707) 444-8208 al menos dos días antes de la reunión.



**GET INVOLVED—
MAKE A DIFFERENCE!**



**TUESDAY
April 28
6:00 PM-8:00 PM**

SAFE ROUTES TO SCHOOL PEDESTRIAN SAFETY WORKSHOP

**HOOPA FIRE SUPPRESSION CLASSROOM
HIGHWAY 96, HOOPA, CALIFORNIA 95546**

This community workshop will bring together community members, seniors, people with disabilities, parents, youths, teachers, and pedestrian safety advocates to develop shared strategies to promote a safer walking environment for our kids to get to school. By the end of the workshop, you will have a basic understanding of how to set pedestrian safety priorities with a “next steps” action plan to promote safe walking to school for Hoopa Valley.

Dinner & Childcare Provided

Register Online at bit.ly/Hoopa_Valley or Call (xxx) xxx-xxxx

Funding for this program was provided by a grant from the California Office of Traffic Safety, through the National Highway Traffic Safety Administration.

IBJ

RECOMMENDATIONS TO IMPROVE PEDESTRIAN SAFETY ON THE HOOPA VALLEY INDIAN RESERVATION



May
2015

By Tony Dang, Jaime Fearer, Wendy Alfsen, California Walks;
Jill Cooper, UC Berkeley SafeTREC



Recommendations to Improve Pedestrian Safety on the Hoopa Valley Indian Reservation

BY TONY DANG, JAIMER FEARER, WENDY ALFSEN, CALIFORNIA WALKS; JILL COOPER, UC BERKELEY SAFETREC

INTRODUCTION

Through the Pedestrian Safety Injury Prevention Action Team project of the California Department of Public Health—funded by the Safe States Alliance through the National Highway Traffic Safety Administration (NHTSA)—California Walks consulted key pedestrian safety practitioners in Humboldt County in the Fall 2014/Winter 2015 to identify high-need/high-risk pedestrian safety communities in the region, resulting in the identification of the Hoopa Valley Tribe and the unincorporated community of McKinleyville.

Following additional conversations with the Hoopa Valley Tribal Roads Department, the Tribe invited the University of California at Berkeley’s Safe Transportation Research Center (SafeTREC) and California Walks (Cal Walks) to Hoopa Valley to facilitate a pedestrian safety action-planning workshop with an immediate focus on strengthening the tribe’s grant application to the California Active Transportation Program (ATP) through a community-driven process. Cal Walks facilitated the workshop on April 28, 2015, which consisted of: 1) an overview of multidisciplinary approaches to improve pedestrian safety; 2) a walkability assessment of State Route 96 and local tribal neighborhood streets; 3) small group action planning discussions to facilitate the development of recommendations for the tribe’s ongoing active transportation efforts, as well as to inform the tribe’s ATP application; 4) a community prioritization exercise; and 5) an exercise to crowdsource undocumented traffic collisions. This report summarizes the workshop proceedings, as well as ideas identified during the process and recommendations for pedestrian safety projects.

BACKGROUND

Community Pedestrian Safety Training Program

The Community Pedestrian Safety Training (CPST) program is a joint project of UC Berkeley SafeTREC and Cal Walks. Funding for this program is provided by a grant from the California Office of Traffic Safety (OTS) through the National Highway Traffic Safety Administration (NHTSA). The purpose of the CPST is to train local neighborhood residents and safety advocates in pedestrian safety and to educate them about collaborating with local officials and agency staff to make communities safer and more pleasant to walk. The half-day training is designed to provide participants with pedestrian safety best practices and a range of proven strategies (the 6 E’s: Evaluation, Engineering, Enforcement, Education, Encouragement, Empowerment) to address and improve pedestrian safety conditions and concerns.

Participants are then guided on a walkability assessment of nearby streets before setting pedestrian safety priorities and actionable next steps for their community.

For a summary of outcomes from past CPST workshops, please visit:

www.californiawalks.org/wp-content/uploads/2012/07/CPST_Outcomes_2009-11.pdf

www.californiawalks.org/wp-content/uploads/2015/05/CPST_Follow-Up_2009-14.pdf

Pedestrian Injury Prevention Action Team Program

The CPST is also able to coordinate with the California Department of Public Health (CDPH) through the Safe States Alliance Pedestrian Injury Prevention Action Team program.

Due to the fact that Humboldt County has the highest rate of pedestrian fatalities and severe injuries per 100,000 population in the entire state, the project team selected the County as the intervention setting; Humboldt County also provides a more rural context in which to apply pedestrian safety improvement strategies. This also provided an opportunity to work with a tribe in applying pedestrian safety improvement strategies, enabling the California Action Team to reach diverse populations with different pedestrian safety needs.

Selected Pedestrian Safety Conditions in Hoopa Valley

Traffic Volumes & Speed Along State Route 96



45 MPH SPEED LIMIT ABRUPTLY TRANSITIONS INTO 25 MPH SCHOOL ZONE

State Route 96 (SR-96) is a 2-lane, high speed (45 MPH), “main street” highway that experiences relatively high traffic volumes and freight traffic. SR-96 is the only north-south thoroughfare through Hoopa Valley tribal lands. Many community residents utilize the highway as a primary transportation corridor on foot, as it is the only street that runs the full length of the community. Key community destinations are located along SR-96, including Hoopa Valley

Elementary School, Hoopa Valley High School, Hoopa Tribal Offices, a community cemetery, grocery store, Emergency Services Center, and the post office. Moreover, recent signage establishing a 25 MPH school zone exists concurrently with the posted 45 MPH speed limit and requires an abrupt change in speed in order to comply with the school zone.

Lack of Pedestrian Facilities Along State Route 96

Despite being a primary transportation corridor for many residents to access community destinations on foot, there are currently no existing pedestrian facilities along SR-96. Moreover, the constrained geography in certain sections posed by the Trinity River have created challenges to traveling on the roadways. Nearly 40% of the community lives south of the Blue Slide section and to access schools, health care, and other key services on foot, residents must traverse a narrow, eroding section of land off the main roadway via a well-worn goat trail (below, right) and at one point, the foot path

deteriorates to less than a footprint wide. During the team assessment, a fairly able senior felt so unsafe in attempting to use the goat path that she chose to negotiate over the steel railing and walked in the lane of traffic at the blindest part of the curve.

In the central part of Hoopa where the schools are located, students utilize the unpaved, unimproved shoulder areas along SR-96 to get to/from the schools, and school athletic teams use SR-96 as part of their running training routes.



CLEARLY WORN PEDESTRIAN PATHS ALONG BOTH SIDES OF SR-96 NEAR THE ELEMENTARY AND HIGH SCHOOLS



CLEARLY WORN PEDESTRIAN PATHS ALONG THE SIDE OF SR-96 IN THE BLUE SLIDE SECTION; ERODING SECTIONS OF THE INFORMAL PATH EXPOSE PEDESTRIANS TO DANGEROUS CONDITIONS

Incomplete Sidewalk Network & Traffic Speeds Along Loop Road

Loop Road connects to SR-96 just south of Hoopa Valley High School and again to SR-96 just north of Hoopa Park where it is signed as Pine Creek Road. Many community destinations and tribal facilities are located along Loop Road, including: the library; senior center; Tribal Health and Human Services building; Temporary Assistance for Needy Families (TANF) office; Tribal Environmental Protection Agency; Public Utilities District; Tribal Insurance building; College of the Redwoods satellite campus; and Pookey's Park. Recent improvements to Loop Road have provided sidewalks for much of the length of the road on its east side; however, several unimproved sections on the west side remain without sidewalks or paths. Because of the recent sidewalk installations, students in the area are encouraged to use Loop Road as an alternative to SR-96, and many students frequent Pookey's Park afterschool for outdoor activities and must cross Loop Road without any marked crosswalks or other pedestrian safety enhancements. Tribal members and residents, however, expressed concerns with traffic speeds along Loop Road, as well as with drivers disobeying the stop sign at Loop Road and Orchard Road.



STUDENT SKATEBOARDING IN MIDDLE OF ROAD DUE TO LACK OF SIDEWALKS ON WEST SIDE OF LOOP ROAD DURING WALKABILITY ASSESSMENT. PHOTO TAKEN DIRECTLY ACROSS FROM POOKEY'S PARK.

School Arrival/Dismissal Issues at Orchard Road/SR-96

With only one access point to both the elementary and high schools for both school buses and parent drivers, the Orchard Road/SR-96 intersection presents a variety of pedestrian safety challenges during school arrival and dismissal times. Currently,



POORLY DEFINED DROP-OFF AREA AT ELEMENTARY SCHOOL; DRIVERS ENCROACH UPON SIDEWALK FREQUENTLY TO PARK

Orchard Road only permits parent drivers to enter and exit through a one-way loop, while school buses may proceed further down Orchard Road to access a dedicated school bus unloading zone. Drivers, however, frequently disobey the one-way loop, especially when exiting the elementary school staff parking lot where drivers make an illegal left turn to reach the Orchard Road/SR-96 intersection rather than use the loop. Signage and markings indicating the one-way loop are faded and/or missing. Moreover, no physical barrier or delineation prevents drivers from making the dangerous maneuver. While the elementary school does have a designated drop-off location for

parents on Orchard Road, parent drivers may perceive this area to simply be a part of the roadway due to the lack of signage and markings and the poor pavement condition. Parent drivers have also used this area to park when the staff/visitor lot is full, and frequently encroach upon the sidewalk area.

Hoop Valley's Pedestrian Collision History

Due to a variety of factors, traffic collision data on tribal lands is lacking and likely to reflect substantial underreporting. Of the available data from the Statewide Integrated Traffic Records System (SWITRS), there have been 5 documented pedestrian collisions between 2003 and 2012, of which 1 resulted in death and another resulted in severe injuries. As part of the workshop, community members were asked to identify both overall traffic collisions that have occurred on tribal lands that were not captured in the SWITRS data, as well as pedestrian collisions. The results of the crowdsourcing exercise are striking and confirm the underreporting of tribal pedestrian collisions in SWITRS: community members identified an additional 9 pedestrian collisions, of which 3 were fatalities and 1 bicyclist collision.



CROWD SOURCED PEDESTRIAN COLLISIONS OVERLAID WITH SWITRS COLLISIONS; VICTIM NAMES REDACTED FOR PRIVACY.

APRIL 28 WORKSHOP

The Hoopa Valley Tribe requested a workshop to address two goals: 1) to inform the development of the tribe's ATP grant application in alignment with a) community residents' identified and prioritized needs and b) input from the tribe's Active Transportation Program Technical Advisory Committee (TAC); and 2) to provide tribal staff, community organizations, and residents with a toolkit for promoting pedestrian safety and walkability to inform future comprehensive active transportation planning and improvement efforts. The workshop was hosted from 12-5:30 PM for the TAC with lunch provided and from 6-8 PM for community members with dinner provided to encourage community resident participation. The workshop was attended by 21 individuals representing a wide range of organizations and disciplines, as well as the community-at-large, including:

- Hoopa Valley Tribe
 - Chairwoman
 - Tribal Roads Department
 - Tribal Members & Residents
 - Active Transportation Program Technical Advisory Committee (TAC)
- Klamath-Trinity Joint Unified School District, School Resource Officer
- Bear River Band of Rohnerville Rancheria
- Humboldt County Public Works Department
- Humboldt County Department of Health & Human Services—Public Health Branch
- Redwood Community Action Agency
- California Department of Transportation (Caltrans), District 1
- California Department of Public Health

Reflections from Walkability Assessment

Walkability assessments were conducted with the Tribe's Active Transportation Program Technical Advisory Committee (TAC) along portions of SR-96, the only thoroughfare that runs through the community, as well as smaller side streets (Loop Road, Orchard Road) during dismissal time for the elementary school. Participants split up into two groups and were asked to 1) observe infrastructure conditions and the behavior of all road users and 2) apply strategies learned from the 6 E's presentation that could work in Hoopa Valley. Additionally, participants informally interviewed Missy Ammon, the transportation coordinator for Klamath-Trinity Joint Unified School District. Following the walkability assessment, the TAC shared the following reflections:

- **Speed of Traffic:** TAC members remarked upon the high speed of traffic, especially on SR-96 but also along Loop Road. The School Resource Officer for the high school and elementary school remarked that traffic was traveling roughly 15% slower than normal due to our large group presence and high-visibility safety vests.
- **Orchard Road Improvements:** TAC members expressed that the interview with Ms. Ammon was extremely helpful to contextualize the students' active transportation needs and current pedestrian safety concerns. Many of the issues identified could be addressed through small, relatively low-cost fixes, and TAC members expressed a desire to see such improvements included in the Tribe's ATP application.

Active Transportation Program (ATP) Technical Advisory Committee (TAC) Recommendations

Following a presentation by Michael Hostler of the Hoopa Valley Tribal Roads Department on the Tribe's potential Active Transportation Program (ATP) grant application, Cal Walks facilitated an action planning discussion with TAC members to develop concrete recommendations to strengthen the

Tribe's ATP application. The ATP application proposal concept involves providing a multi-use asphalt sidepath along SR-96 between the Blue Slide area and Supply Creek Bridge. TAC members provided the following recommendations for the grant application and overall pedestrian safety improvements in Hoopa based on the 6 E's of Pedestrian Safety and the walkability assessment:

- 1) The TAC endorsed the phased approach to active transportation improvements in Hoopa Valley, with the TIGER grant application to address downtown Hoopa needs, the ATP application to address needs between Supply Creek Bridge and Blue Slide, and the Tish Tang to Blue Slide section to be addressed through future funding opportunities;
- 2) Request Caltrans to reevaluate speed limits and consider traffic calming measures along SR-96 between Supply Creek Bridge and Blue Slide in light of the relatively recent establishment of the 25 MPH school zone;
- 3) The ATP application should aim to provide a multi-use path on both sides of SR-96. The west side contains all the community destinations in this section and is frequently used by students, including the high school athletic teams which use SR-96 and Loop Road as a training route. The east side has more right-of-way to work with and connects to the existing informal pedestrian path at Blue Slide, though it must cross emergency vehicle driveways at the Fire Station section. A path on both sides of SR-96 will help to convey a community-scale to drivers along SR-96;
- 4) Pedestrian-scale lighting should be provided on the multi-use path as part of the ATP application, and all new marked crossings included in the project should include adequate lighting. Options exist for dark sky-friendly lighting that is also solar-powered;
- 5) Along Loop Road, TAC members suggested creating clear ingress/egress at the College of the Redwoods parking lot near Pookey's Park, as well as creating a curb-separated pedestrian path where no sidewalks currently exist to delineate a clear space for pedestrians to access the Park and other community destinations. TAC members also suggested exploring a raised crosswalk or even a raised intersection at Orchard Road and Loop Road and supported the addition of marked crosswalks at Pookey's Park enhanced with high-visibility markings and rectangular rapid flashing beacons.
- 6) For Orchard Road, TAC members strongly supported the addition of soft-hit posts extending from the median to the intersection with SR-96 to prevent drivers from making the illegal left turn from the elementary school. TAC members also suggested improving the existing drop-off area with new pavement markings and signage, as well as exploring a remote drop-off location to be paired with the new sidepath—this could be accomplished by relocating the staff parking to the Field of Dreams or by improving the Field of Dreams parking lot to function as a remote drop-off location that connects to the new sidepath;
- 7) The TAC also prioritized the following non-infrastructure activities to be considered by residents for inclusion in the ATP application:
 - a. Expand pedestrian safety education in the Bridge program to 2nd graders;
 - b. Work with youth (after school) to develop walking path signs, markings, and a gateway monument that incorporate Hupa cultural markings/designs;
 - c. Work with youth & junior college to design parent transportation handbook with art incorporating native characters & Hupa language in a comic book style; and

- d. Rebrand Walk to School Days and other similar events as “Salmon ‘Run’” events;
- 8) In downtown Hoopa, explore whether lanes could be narrowed and transverse rumble strips added as part of TIGER grant application for traffic calming purposes. Additionally, explore feasibility of establishing Safety Corridor similar to Eureka-Arcata Safety Corridor on US-101



HOOPA VALLEY TRIBAL CHAIRWOMAN DANIELLE VIGIL-MASTEN WELCOMING RESIDENTS TO WORKSHOP

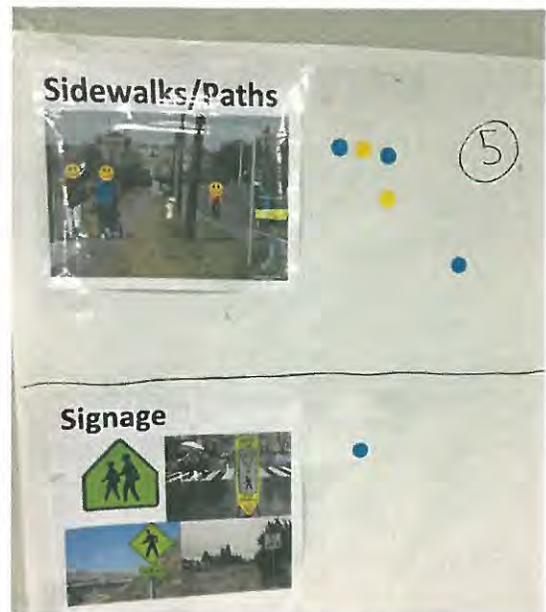
Community Resident Recommendations

Several residents joined TAC members for an evening workshop. Following a recap of the afternoon’s TAC workshop by Michael Hostler of the Hoopa Valley Tribal Roads Department—including the Tribe’s initial concept for a potential Active Transportation Program (ATP) grant application—Cal Walks educated residents on engineering and education best practices for improving pedestrian safety. Residents were then asked

to prioritize the strategies they would like to see the Tribe pursue to improve pedestrian safety.

Residents were provided with 3 voting dots and were asked to vote on the following categories:

- Sidewalks/Sidepaths
- Signage & Markings: treatments such as fluorescent pedestrian signs, advanced yield lines, etc.
- Beacons/Signals: treatments such as rectangular rapid flashing beacons, pedestrian hybrid beacons, etc.
- Crossing Improvements: treatments such as curb extensions, pedestrian safety islands, etc.
- Road Reconfiguration: treatments such as road diets and roundabouts
- Education
- Enforcement
- Encouragement
- Evaluation/Data
- Other?



The top 3 strategies prioritized by residents were: 1) sidewalks/sidepaths; 2) crossing improvements; and a tie for 3) encouragement activities and 3) beacons/signals.

Strategy	Votes
Sidewalks/Sidepaths	5
Crossing Improvements	4
Encouragement	3
Beacons/Signals	3
Education	1
Signage	1
Enforcement	1
Evaluation/Data	0
Road Reconfiguration	0
Other?	0

During the debrief of this prioritization exercise, community members agreed with the TAC’s recommendation for the ATP application to include a path on both sides of SR-96 and agreed that providing the multi-use path is the number one priority for the community. Additionally, residents raised the need to improve conditions along Loop Road, particularly for elders who walk to access the senior center and lunchtime senior nutrition program. One tribal elder participant expressed a desire for encouragement activities to incorporate an intergenerational component; for example, tribal elders could lead group walks on the proposed SR-96 multi-use paths with children and share traditional Hupa stories.



Community residents were also asked to participate in a collision data crowdsourcing exercise to help supplement the underreported statewide collision data. As discussed earlier, this exercise revealed over twice as many unreported pedestrian collisions as what is currently captured in official statewide collision data sources.

RESIDENTS & WORKSHOP PARTICIPANTS EXAMINE COLLISION MAPS & SHARE STORIES OF UNREPORTED COLLISIONS

California Walks/SafeTREC Recommendations

California Walks and SafeTREC also submit the following recommendations for consideration by the Tribe:

- Explore Implementation of Caltrans’ Crosswalk Enhancements Policy in Downtown Hoopa:**
 Caltrans Traffic Operations Policy Directive 12-03 outlines permitted safety enhancements for existing marked crosswalks on state routes, including the use of pedestrian safety islands, curb extensions, advanced yield markings and signs, rectangular rapid flashing beacons, and pedestrian hybrid beacons. We recommend the Tribe work with Caltrans to implement enhanced safety

features at the two existing marked crosswalks on SR-96 in Downtown Hoopa through the state's share of Highway Safety Improvement Program (HSIP) funding.

- **Explore whether Section of Hoopa Elementary Staff Parking Lot Can Be Repurposed for Path:** The drainage ditch on the west side of SR-96 presents some challenges to providing a continuous multi-use sidepath. During the walkability assessment, the staff parking lot seemed large enough for a few parking stalls to be shifted a few feet to the west in order to provide enough space for a pedestrian path. This path could be delineated with soft-hit posts and would be a low-cost option to help provide a continuous west side path along SR-96. This option would need to be discussed with Hoopa Elementary School and the School District. We recommend that the Tribe work with the School District to evaluate the feasibility of such an approach.
- **Establish Community Active Transportation Advisory Committee:** While the Technical Advisory Committee's (TAC) input during this process has been invaluable, we recommend establishing an ongoing Community Active Transportation Advisory Committee to maintain community engagement for all active transportation projects going forward. This Committee would work closely with the TAC and can help to cultivate community support/awareness and help champion active transportation improvements in the community. Moreover, the Committee can serve as the focal point for the development of all education and encouragement activities and can work with the Redwood Community Action Agency and other community partners to implement education and encouragement programs.

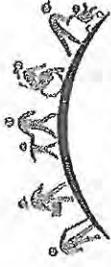
ACKNOWLEDGMENTS

We would like to thank the Hoopa Valley Tribe for inviting us into their community and for hosting the Community Pedestrian Safety Training. Thank you to Michael Hostler, Tribal Transportation Planner and Loren Norton, Director of the Hoopa Valley Tribal Roads Department for their full commitment to and leadership of community-driven transportation planning and meaningful engagement with community residents. Thank you to Tom Mattson, Director of Humboldt County Public Works and Jenny Weiss and Emily Sinkhorn of the Redwood Community Action Agency who provided leadership and organizational support in planning the workshop. We would also like to acknowledge Hoopa Valley Tribal Chairwoman Danielle Vigil-Masten, community members, and representatives from the Bear River Band of Rohnerville Rancheria whose dedication to pedestrian safety meaningfully informed and strengthened the workshop's outcomes.

Funding for this program was provided by a grant from the California Office of Traffic Safety through the National Highway Traffic Safety Administration and the California Department of Public Health and the Safe States Alliance through the National Highway Traffic Safety Administration. We would also like to thank The California Endowment for providing funding to support the workshop meals for community participants.



SafeTREC Safe Transportation
Research & Education Center



California Walks
Stopping Up for Health, Equity, & Sustainability

Hoopa Valley Community Pedestrian Safety Workshop / Taller de Seguridad Peatonal en Hoopa Valley

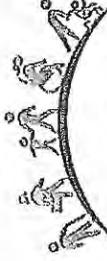
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UC Berkeley SafeTREC

Name / Nombre	E-mail	Signature for Photo Release / Firma para Autorizarnos Usar Su Foto	Cal Walks Newsletter/ Hoja Informativa
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Wendell Freeman	wendellfreeman@bb-nsh.gov		Y/N
Jenny Weiss	weiss@nrsraa.org		Y/N



SafeTREC Safe Transportation
Research & Education Center



California Walks
Stepping Up for Health, Equity, & Sustainability

Hoopa Valley Community Pedestrian Safety Workshop / Taller de Seguridad Peatonal en Hoopa Valley

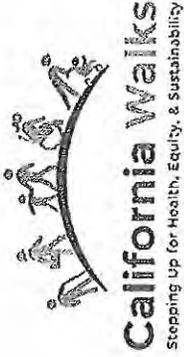
Date/Time: April 28, 2015, 12:00 PM-8:00 PM

UCB SkyTree

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SafeTREC Safe Transportation
Research & Education Center



California Walks
Stepping up for Health, Equity, & Sustainability

Hoopla Valley Community Pedestrian Safety Workshop / Taller de Seguridad Peatonal en Hoopla Valley

Date/Time: April 28, 2015, 12:00 PM-8:00 PM

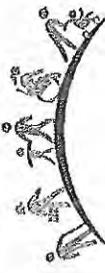
UCBSAFE/TREC 4

Name / Nombre	E-mail	Signature for Photo Release / Firma para Autorizarnos Usar Su Foto	Cal Walks Newsletter/ Hoja Informativa
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Koren Neetw	roadsdirector@gmail		Y/N



SafeTREC

Safe Transportation
Research & Education Center



California Walks
Stepping Up for Health, Equity, & Sustainability

Hoopa Valley Community Pedestrian Safety Workshop / Taller de Seguridad Peatonal en Hoopa Valley

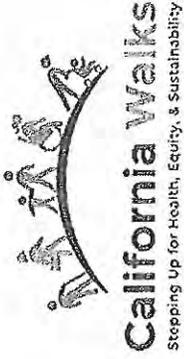
Date/Time: April 28, 2015, 12:00 PM-8:00 PM

UCB SafeTREC

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			Y/N



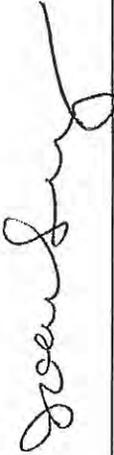
SafeTREC Safe Transportation
Research & Education Center



Hoopa Valley Community Pedestrian Safety Workshop / Taller de Seguridad Peatonal en Hoopa Valley

Date/Time: April 28, 2015, 12:00 PM-8:00 PM

UCB SabereEC

Name / Nombre	E-mail	Signature for Photo Release / Firma para Autorizarnos Usar Su Foto	Cal Walks Newsletter/ Hoja Informativa
Joan Levy	jlevy@co.humboldt.ca.us		Y/N
			Y/N

City: ~~Alameda~~ Hoopa Ca Date: 4/28/2015

Community Pedestrian Safety Training Program
Workshop Evaluation

Please take a moment to complete this evaluation. It will help us improve this pedestrian workshop. You can skip any questions you would like to skip.

- 1. As a result of today's workshop: *Please check all true statements*
 I met new people in my community interested in pedestrian safety and/or walkability.
 I met professionals in my community working on pedestrian safety and/or walkability.
 I have a new understanding of how to improve pedestrian safety and/or walkability in my community.
 I have a new understanding of what pedestrian safety and/or walkability in my community could look like.

2. Think of all "6 E" approaches you heard about today. What improvements help you feel safer, or could help you feel safer in your community?
 Evaluation and Education

3. What are the most important facts, tools, or strategies you learned today?
 Strategies for safety planning in my community

4. What did you like most about the workshop?
 The knowledge/understanding of the process from the presenter

5. What about this workshop could be improved?
 N/A

6. Please rate your satisfaction with the workshop facilitators on a scale of 1 (dissatisfied) to 5 (very satisfied).
 1 2 3 4 5

7. Please rate your satisfaction with the overall workshop on a scale of 1 (dissatisfied) to 5 (very satisfied).
 1 2 3 4 5

8. Participant Demographics
 Gender: Male Female Other Decline to State
 Age: 0-15 16-19 20-34 35-54 55-64 65+ Decline to State

Race/Ethnicity: (check as many as apply)
 Black or African American
 Latino or Hispanic
 Asian
 Hawaiian Native or Pacific Islander
 White
 American Indian or Alaskan Native
 Multi-Racial
 Other
 Decline to State

Primary Language
 English
 Spanish
 Other

Thank you for your time and feedback!

IBM

City: _____ Date: _____

Community Pedestrian Safety Training Program Workshop Evaluation

Please take a moment to complete this evaluation. It will help us improve this pedestrian workshop. You can skip any questions you would like to skip.

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- I have a new understanding of how to improve pedestrian safety and/or walkability in my community.
- I have a new understanding of what pedestrian safety and/or walkability in my community could look like.

2. Think of all "6 E" approaches you heard about today. What improvements help you feel safer, or could help you feel safer in your community?

3. What are the most important facts, tools, or strategies you learned today?

4. What did you like most about the workshop?

5. What about this workshop could be improved?

6. Please rate your satisfaction with the workshop facilitators on a scale of 1 (dissatisfied) to 5 (very satisfied).

1 2 3 4 5

7. Please rate your satisfaction with the overall workshop on a scale of 1 (dissatisfied) to 5 (very satisfied).

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8. Participant Demographics

Gender: Male Female Other Decline to State 7 Decline to State
Age: 0-15 16-19 20-34 35-54 55-64 65+ Decline to State

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- Black or African American
- Latino or Hispanic
- Asian
- Hawaiian Native or Pacific Islander
- White
- American Indian or Alaskan Native
- Multi-Racial
- Other
- Decline to State

Primary Language

- English
- Spanish
- Other _____

Thank you for your time and feedback!

IBM

City: HOOPA

Date: 4/28/2015

Community Pedestrian Safety Training Program
Workshop Evaluation

Please take a moment to complete this evaluation. It will help us improve this pedestrian workshop. You can skip any questions you would like to skip.

1. As a result of today's workshop: *Please check all true statements*

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I met professionals in my community working on pedestrian safety and/or walkability.

I have a new understanding of how to improve pedestrian safety and/or walkability in my community.

I have a new understanding of what pedestrian safety and/or walkability in my community could look like.

2. Think of all "6 E" approaches you heard about today. What improvements help you feel safer, or could help you feel safer in your community?

Reduce speed limit; Install Traffic calming features

3. What are the most important facts, tools, or strategies you learned today?

STOP LIGHT requirements

4. What did you like most about the workshop?

Walkability Assessment

5. What about this workshop could be improved?

Mostly participation from local stakeholders

6. Please rate your satisfaction with the workshop facilitators on a scale of 1 (dissatisfied) to 5 (very satisfied).

1 2 3 4 5

7. Please rate your satisfaction with the overall workshop on a scale of 1 (dissatisfied) to 5 (very satisfied).

1 2 3 4 5

8. Participant Demographics

Gender: Male Female Other Decline to State

Age: 0-15 16-19 20-34 35-54 55-64 65+ Decline to State

Race/Ethnicity: (check as many as apply)

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- Latino or Hispanic
- Asian
- Hawaiian Native or Pacific Islander
- White
- American Indian or Alaskan Native
- Multi-Racial
- Other
- Decline to State

Primary Language

- English
- Spanish
- Other Hoopa

Thank you for your time and feedback!

I3M

City: Horpu Date: 4/28/15

Community Pedestrian Safety Training Program
Workshop Evaluation

Please take a moment to complete this evaluation. It will help us improve this pedestrian workshop. You can skip any questions you would like to skip.

1. As a result of today's workshop: *Please check all true statements*

- I met new people in my community interested in pedestrian safety and/or walkability.
- I met professionals in my community working on pedestrian safety and/or walkability.
- I have a new understanding of how to improve pedestrian safety and/or walkability in my community.
- I have a new understanding of what pedestrian safety and/or walkability in my community could look like.

2. Think of all "6 E" approaches you heard about today. What improvements help you feel safer, or could help you feel safer in your community?

Engineering / Education / Enforcement

3. What are the most important facts, tools, or strategies you learned today?

Solutions for problem spots

4. What did you like most about the workshop?

The people & walking

5. What about this workshop could be improved?

More citizens

6. Please rate your satisfaction with the workshop facilitators on a scale of 1 (dissatisfied) to 5 (very satisfied).

1 2 3 4 5

7. Please rate your satisfaction with the overall workshop on a scale of 1 (dissatisfied) to 5 (very satisfied).

1 2 3 4 5

8. Participant Demographics

Gender: Male Female Other Decline to State
Age: 0-15 16-19 20-34 35-54 55-64 65+ Decline to State

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- Asian
- Hawaiian Native or Pacific Islander
- White
- American Indian or Alaskan Native
- Multi-Racial
- Other
- Decline to State

Primary Language

- English
- Spanish
- Other _____

Thank you for your time and feedback!

IBM

City: HOOPA Date: 4/28/15

Community Pedestrian Safety Training Program Workshop Evaluation

Please take a moment to complete this evaluation. It will help us improve this pedestrian workshop. You can skip any questions you would like to skip.

1. As a result of today's workshop: *Please check all true statements*
- I met new people in my community interested in pedestrian safety and/or walkability.
 - I met professionals in my community working on pedestrian safety and/or walkability.
 - I have a new understanding of how to improve pedestrian safety and/or walkability in my community.
 - I have a new understanding of what pedestrian safety and/or walkability in my community could look like.

2. Think of all "6 E" approaches you heard about today. What improvements help you feel safer, or could help you feel safer in your community?

ENFORCEMENT

3. What are the most important facts, tools, or strategies you learned today?

4. What did you like most about the workshop?

5. What about this workshop could be improved?

6. Please rate your satisfaction with the workshop facilitators on a scale of 1 (dissatisfied) to 5 (very satisfied).

1 2 3 4 5

7. Please rate your satisfaction with the overall workshop on a scale of 1 (dissatisfied) to 5 (very satisfied).

1 2 3 4 5

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- Latino or Hispanic
- Asian
- Hawaiian Native or Pacific Islander
- White
- American Indian or Alaskan Native
- Multi-Racial
- Other
- Decline to State
- Other

Primary Language

- English
- Spanish
- Other HUMAN

Thank you for your time and feedback!

J3M

City: Hoopa, CA Date: 4-28-15

Community Pedestrian Safety Training Program
Workshop Evaluation

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I met professionals in my community working on pedestrian safety and/or walkability.

I have a new understanding of how to improve pedestrian safety and/or walkability in my community.

I have a new understanding of what pedestrian safety and/or walkability in my community could look like.

2. Think of all "6 E" approaches you heard about today. What improvements help you feel safer, or could help you feel safer in your community?

LAW ENFORCEMENT

3. What are the most important facts, tools, or strategies you learned today?

WALKING

4. What did you like most about the workshop?

WASH

5. What about this workshop could be improved?

6. Please rate your satisfaction with the workshop facilitators on a scale of 1 (dissatisfied) to 5 (very satisfied).

1 2 3 4 5

7. Please rate your satisfaction with the overall workshop on a scale of 1 (dissatisfied) to 5 (very satisfied).

1 2 3 4 5

8. Participant Demographics

Gender: Male Female Other Decline to State

Age: 0-15 16-19 20-34 35-54 55-64 65+ Decline to State

Race/Ethnicity: (check as many as apply)

Black or African American

Latino or Hispanic

Asian

Hawaiian Native or Pacific Islander

White

American Indian or Alaskan Native

Multi-Racial

Other

Decline to State

Primary Language

English

Spanish

Other _____

Thank you for your time and feedback!

F3M

ATTACHMENT I-4

Humboldt County

Community Health Improvement Plan 2014-2019



1-7-2015

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1-7-2015

Introduction

We are pleased to release our premier endeavor to conduct a collaborative community health improvement plan (CHIP) for Humboldt County.

The purpose of the CHIP is to identify how to strategically and collaboratively address community priority areas to improve the health and well-being of Humboldt County residents.

The 2013 Community Health Assessment revealed that 5 of the 8 leading causes of premature death in Humboldt County are largely preventable. They are cardiovascular disease, alcohol and other drug overdoses, suicide, motor vehicle crashes and liver disease. Our rates are shown below with the State and Healthy People 2020 goals for comparison.

DHHS Public Health, DHHS Mental Health, St. Joseph Health-Humboldt County, over 30 partner organizations and nearly 300 community members worked together to determine the root causes of these poor health outcomes, and develop a plan to improve them. With the social and environmental factors that contribute to our health in mind, we identified six priorities.

If we:

- Strengthen social and family cohesion;
- Shift social norms around alcohol and other drugs;
- Increase access to quality health and preventative care;
- Increase access to and use of diverse mental health care options;
- Increase affordability availability and knowledge of healthy foods; and
- Ensure safe neighborhoods for residents, pedestrians and bicyclists; then

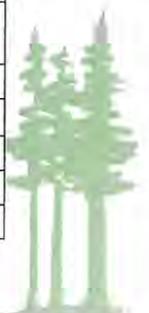
We will reduce cardiovascular disease, alcohol and other drug overdoses, suicide, motor vehicle crashes and liver disease.

Goals and suggested strategies for each of these priorities are included in this plan.

The goals in this plan are time-framed, but the process of assessing our community's health and developing an improvement plan to address our most pressing issues will become a permanent part of our work and our culture.

We are extremely appreciative to all who have spent numerous hours over the past year developing this plan. Their involvement has been most valuable in helping to identify the health priorities for our community. We want to thank you for taking the time to read this plan. Let's Get Healthy, Humboldt!

Leading Causes of Premature Death			
Deaths per 100,000 (2009-11)	Humboldt County	California	Healthy People 2020 Goal
Heart Disease	107.5	122.4	100.8
Alcohol and Other Drug Overdose	36.7	10.9	11.3
Suicide	22.7	9.6	10.2
Motor Vehicle Crashes	15.7	7.5	12.4
Liver Disease	15.1	11.4	8.2



Priority 5: Ensure safe neighborhoods for residents, pedestrians and bicyclists

Humboldt County envisions a healthy community that is safe and inviting for residents, pedestrians, bicyclists and motorists. This priority area was identified as an important contributing factor related to several of the most concerning health outcomes experienced in our county. The absence of safe, walkable communities is a leading cause of physical inactivity ([link](#)). Physical inactivity is a leading cause of cardio vascular disease which is a leading cause of death in Humboldt County.

In rural communities people often have to travel long distances to their destinations and many areas lack sidewalks, bike lanes, and other infrastructure to support walking and bicycling. Humboldt County is working to increase safety and connect residents by foot, bicycle, and public transit to their schools, workplaces and communities at large.



Some examples of efforts include: policy passed to reduce the speed limit in school zones (Fortuna), programs that encourage public transit use (Humboldt State University's Jack Pass), education in schools such as suggested walking/biking maps, arrival/dismissal maps, afterschool bike clubs and bike and pedestrian education in the classroom.

Groups are also working to increase and improve walkways, bike paths and connect communities through a trail system.

Encouraging active modes of transportation can improve public health. With more people walking and bicycling, communities experience safer streets, reduced traffic demands, a stronger sense of community, improved air quality, and greater physical fitness. Both walking and cycling are good for your heart, your muscles, your bones, and are linked to improved mental health.



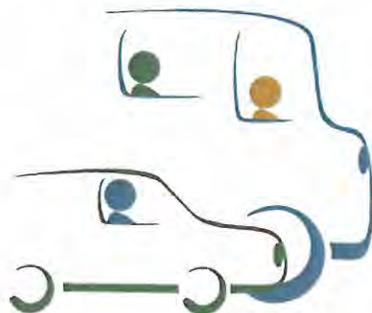
1-7-2015

Goal 1: Increase options for active modes of transportation	
Objective:	By 2019, secure funding for design and construction of the Humboldt Bay Trail.
Strategy:	Jurisdictions (County of Humboldt, City of Arcata, City of Eureka) apply for grant funding to further trail completion. Coordinate trail planning between jurisdictions to ensure connectivity. Plan and design trail segments so they are "shovel ready" for future construction grants. Support local fund-raising to provide cost-share for grant applications. Collaborate with NCRA and Caltrans to incorporate trail into railroad and highway corridors.
Evidence-based or Promising Practice?	Yes
Performance Indicator:	Completion of new trail segment designs or construction.
Target:	Continuous trail from Eureka Waterfront to central Arcata.
By When?	Construction of one trail segment starting in 2014 (City of Arcata). Completed trail by 2019.
Baseline:	Hikshari' Trail, Eureka Boardwalk
Health outcomes or indicators for monitoring	Increased walking/bicycling mode share. Increased rate of physical activity.
Responsible Organization	City of Arcata, Humboldt County Public Works, City of Eureka
Contact	Karen Diemer, City Manager
Email	kdiemer@cityofarcata.org
Contact	Miles Slattery, Parks and Recreation Director
Email	msslattery@ci.eureka.ca.gov
Contact	Hank Seemann, Deputy Director of Environmental Services, Humboldt County Public Works
Email	hseemann@co.humboldt.ca.us
Collaborators	HCAOG, Caltrans, NCRA, California Coastal Conservancy.
Policy change required?	No



Priority 5: Ensure safe neighborhoods for residents, pedestrians and bicyclists

Goal 2: Increase safety in neighborhoods experiencing high collision rates (all modes)	
Objective 2.1:	Provide public input during 2014/2015 for planning infrastructure improvements that will increase bicycle safety on Central Avenue in McKinleyville.
Strategy:	The McKinleyville Organizing Committee (MOC) and partners will meet regularly with county engineers and the Fifth District County Supervisor to address safety concerns and infrastructure needs on the portion of Central Avenue slated for improvements.
Evidence-based or Promising Practice?	No
Performance Indicator:	Quarterly meetings are held to provide public input.
Target:	Plan for infrastructure improvements completed.
By When?	12/2015
Baseline:	Existing roadway
Health outcomes or indicators for monitoring	Project site is too small for statistically-reliable data. The assumptions are that there will be increased physical activity and reduced collisions between motor vehicles and pedestrians or bicycles.
Responsible Organization	MOC
Contact	Renee Saucedo
Email	renees@hafoundation.org
Collaborators	Humboldt County Public Works, County Supervisor Ryan Sundberg, Humboldt Area Foundation
Policy change required?	No



1-7-2015

Goal 2: Increase safety in neighborhoods experiencing high collision rates (all modes)	
Objective 2.2:	Increase the number of schools in Eureka with crossing guards from 0 to 3 by Fall 2015.
Strategy:	Develop a volunteer crossing guard training program at Eureka City Schools.
Evidence-based or Promising Practice?	Potentially Promising. Under review.
Performance Indicator:	Presence of crossing guards. Roster of crossing guards.
Target:	3 Eureka schools
By When?	8/2015
Baseline:	0 Eureka schools
Health outcomes or indicators for monitoring	Increase in number of students walking or biking to school as indicated in annual parent transportation survey results.
Responsible Organization	DHHS
Contact	Melody Mallick
Email	mmallick@co.humboldt.ca.us
Collaborators	RCAA, CA Highway Patrol, Eureka Police Department, Eureka City Schools Staff.
Policy change required?	Individual school policies to have crossing guards



Priority 5: Ensure safe neighborhoods for residents, pedestrians and bicyclists

goal 2: Increase safety in neighborhoods experiencing high collision rates (all modes)	
Objective 2.3:	Educate parents about safe walking, bicycling, driving and bus-taking to school.
Strategy:	Guidelines for safe walking, bicycling, driving and bus-taking will be included in the parent handbooks of one additional school district.
Evidence-based or Promising Practice?	No
Performance Indicator:	Safety guidelines added to Parent Handbooks
Target:	1 additional school district
By When?	8/2014
Baseline:	1 school district - Eureka City Schools
Health outcomes or indicators for monitoring	Project size too small to produce statistically-reliable data. Assumptions are that more children will use active modes of transportation, thereby increasing their physical activity, and that there will be fewer collisions between students and motor vehicles.
Responsible Organization	DHHS
Contact	Joan Levy
Email	jlevy@co.humboldt.ca.us
Collaborators	RCAA, School principals and superintendents
Policy change required?	No

DHHS: County of Humboldt Department of Health & Human Services

HCAOG: Humboldt County Association of Governments

CalTrans: State of California Department of Transportation

NCRA: North Coast Railroad Authority

MOC: McKinleyville Organizing Committee

RCAA: Redwood Community Action Agency



ATTACHMENT I6

Project Name:
Project Location:

Hoopla Valley Safe Routes to School Project
Hoopla, California

INFRASTRUCTURE

Bike Projects (Daily Person Trips for All Users) (Box 1A)

	Without Project	With Project
Existing	5	10
Forecast (1 Yr after completion)	5	10
Commuters		
Existing Trips	5	0
New Daily Trips (estimate)	10	0
(1 YR after completion) (actual)	10	0

Recreational Users

Bike Class I	170
--------------	-----

Project Information- Non SR2S Infrastructure

Average Annual Daily Traffic (AADT)

Project Costs (Box 1D)

Non-SR2S Infrastructure Project Cost	\$42,190
SR2S Infrastructure Project Cost	\$1,424,326

ATP Requested Funds (Box 1E)

Non-SR2S Infrastructure	\$42,190
SR2S Infrastructure	\$1,256,326

CRASH DATA (Box 1F)

	Last 5 Yrs	Annual Average
Fatal Crashes	0	0
Injury Crashes	2	0.4
PDO	0	0

Pedestrian Projects (Daily Person Trips for All Users) (Box 1B)

	Without Project	With Project
Existing	151	227
Forecast (1 YR after project completion)	151	227
Without Project		
Existing step counts (600 steps=0.3mi=1 trip)		
Existing miles walked		

SAFETY COUNTERMEASURES (improvements) (Box 1G)

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

Safe Routes to School (SR2S) (Box 1C)

Number of student enrollment	500
Approximate no. of students living along school route proposed for improvement	100
Percentage of students that currently walk or bike to school	8.50%
Projected percentage of students that will walk or bike to school after the project	15.00%

16

NON-INFRASTRUCTURE

Project Name: Hoopa Valley Safe Routes to School Project
Project Location: Hoopa, California

Outreach (SR2S) - (Box 2A)

Participants (School Enrollment)	500
Current Active Trans Walker/Bicyclist Users	43
Percentage of Current Active Trans Walkers/Bicyclists	9%
Project Cost	\$32,190
ATP Requested Funds	\$32,190
Duration of Outreach (months)	22
Outreach to new users	458

Outreach (Non SR2S) - (Box 2B)

Participants	1,000
Current Active Trans Walker/Bicyclist Users	40
Percentage of Current Active Trans Walkers/Bicyclists	4%
Project Cost	\$10,000
ATP Requested Funds	\$10,000
Duration of Outreach (months)	22
Outreach to new users	960

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	X
13-24	
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: 103

Projected New Active Trans Riders

Longitudinal New Users: 216

CRASH DATA - (Box 2G)

	Last 5 Yrs	Annual
Fatal Crashes	0	0
Injury Crashes	2	0.4
PDO	0	0

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

20 Year Invest Summary Analysis

Total Costs	\$1,508,706.00
Net Present Cost	\$1,450,678.85
Total Benefits	\$3,072,205.29
Net Present Benefit	\$2,094,378.71
Benefit-Cost Ratio	1.44

20 Year Itemized Savings

Mobility	\$1,569,482.81
Health	\$245,343.59
Recreational	\$151,652.03
Gas & Emissions	\$125,921.66
Safety	\$979,805.19

Funds Requested	\$1,340,706.00
Net Present Cost of Funds Requested	\$1,289,140.38
Benefit Cost Ratio	1.62

ATTACHMENT I-8



Emily Sinkhorn <emily@nrsrcaa.org>

2015 ATP Application Hoopa Valley Safe Routes to School Project -Corp Collaboration

5 messages

Michael Hostler <hvttp1@gmail.com>

Thu, May 21, 2015 at 3:00 PM

To: atp@ccc.ca.gov, inquiry@atpcommunitycorps.org

Cc: Emily Sinkhorn <emily@nrsrcaa.org>, Jennifer Weiss <weiss@nrsrcaa.org>, Josh McKnight <josh@tvce.biz>, "Loren Norton." <roadsdirector@gmail.com>

Good Afternoon,

My name is Michael hostler and I am the Transportation Planner for the Hoopa Valley Tribe. I am sending you this email with the necessary documents attached for your review. The Hoopa Valley Tribe is excited to collaborate and partner with your agencies to make our project a success.

Please feel free to contact me if you have any questions.

Sincerely,

**Michael Hostler,
Tribal Transportation Planner
Hoopa Valley Tribal Roads, Aggregate &Ready-Mix**

Office- 530-625-4017

Cell- 707-599-5542

Fax- 530-625-4021

6 attachments



Compressed_SafeRoutes_Presentation map.pdf.jpg
466K

Engr-Estimate-Hoopa-Attachment-G (1).xlsx
33K

Exhibit-22R-Attachment-H-1_Hoopa (1).xlsx
247K

Usage Potential.pdf
72K

Scope of Work.doc
25K

Safe Routes Schedule.pdf
132K

78

5/27/2015 5:15 PM

Active Transportation Program <inquiry@atpcommunitycorps.org>

Fri, May 22, 2015 at 5:45 PM

To: Michael Hostler <hvttp1@gmail.com>

Cc: Emily Sinkhorn <emily@nrsrcaa.org>, Jennifer Weiss <weiss@nrsrcaa.org>, Josh McKnight <josh@tvce.biz>, "Loren Norton." <roadsdirector@gmail.com>

Hi Michael,

Thank you for your inquiry. We are looking into your request and will get back to you by May 27th.

Thank you

Monica

On Thu, May 21, 2015 at 3:00 PM, Michael Hostler <hvttp1@gmail.com> wrote:

Good Afternoon,

My name is Michael hostler and I am the Transportation Planner for the Hoopa Valley Tribe. I am sending you this email with the necessary documents attached for your review. The Hoopa Valley Tribe is excited to collaborate and partner with your agencies to make our project a success.

Please feel free to contact me if you have any questions.

Sincerely,

Michael Hostler,
Tribal Transportation Planner
Hoopa Valley Tribal Roads, Aggregate & Ready-Mix

Office- 530-625-4017

Cell- 707-599-5542

Fax- 530-625-4021

--

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 | inquiry@atpcommunitycorps.org

Mike Hostler <hvttp1@gmail.com>

Tue, May 26, 2015 at 3:44 PM

To: Emily Sinkhorn <emily@nrsrcaa.org>, Jenny Weiss <weiss@nrsrcaa.org>, Josh McKnight <josh@tvce.biz>

FYI...

Michael Hostler
(707) 599-5542

Sent from my iPhone

Begin forwarded message:

From: "ATP@CCC" <ATP@CCC.CA.GOV>
Date: May 26, 2015 at 2:27:27 PM PDT

18

To: "hvttp1@gmail.com" <hvttp1@gmail.com>
Cc: "Hsieh, Wei@CCC" <Wei.Hsieh@CCC.CA.GOV>, "ATP@CCC" <ATP@CCC.CA.GOV>, "inquiry@atpcommunitycorps.org" <inquiry@atpcommunitycorps.org>, "Ortega, Raquel@CCC" <raquel.ortega@ccc.ca.gov>, "Notheis, Larry@CCC" <Larry.Notheis@CCC.CA.GOV>
Subject: RE: 2015 ATP Application Hoopa Valley Safe Routes to School Project -Corp Collaboration

Hi Michael,

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

Thank you,

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

From: Michael Hostler [<mailto:hvttp1@gmail.com>]
Sent: Thursday, May 21, 2015 3:01 PM
To: ATP@CCC; inquiry@atpcommunitycorps.org
Cc: Emily Sinkhorn; Jennifer Weiss; Josh McKnight; Loren Norton.
Subject: 2015 ATP Application Hoopa Valley Safe Routes to School Project -Corp Collaboration

Good Afternoon,

My name is Michael hostler and I am the Transportation Planner for the Hoopa Valley Tribe. I am sending you this email with the necessary documents attached for your review. The Hoopa Valley Tribe is excited to collaborate and partner with your agencies to make our project a success.

Please feel free to contact me if you have any questions.

Sincerely,

TH

5/27/2015 5:15 PM

**Michael Hostler,
Tribal Transportation Planner**

Hoop Valley Tribal Roads, Aggregate & Ready-Mix

Office- 530-625-4017

Cell- 707-599-5542

Fax- 530-625-4021

Emily Sinkhorn <emily@nrsrcaa.org>
To: Mike Hostler <hvtp1@gmail.com>
Cc: Jenny Weiss <weiss@nrsrcaa.org>, Josh McKnight <josh@tvce.biz>

Tue, May 26, 2015 at 3:48 PM

Great to hear you got a quick response.

Emily

Emily Sinkhorn
Deputy Director, Natural Resources Services Division
Redwood Community Action Agency
904 G Street, Eureka, CA 95501
(707) 269-2061
www.naturalresourceservices.org

On Tue, May 26, 2015 at 3:44 PM, Mike Hostler <hvtp1@gmail.com> wrote:
FYI...

Michael Hostler
(707) 599-5542

Sent from my iPhone

Begin forwarded message:

From: "ATP@CCC" <ATP@CCC.CA.GOV>
Date: May 26, 2015 at 2:27:27 PM PDT
To: "hvtp1@gmail.com" <hvtp1@gmail.com>
Cc: "Hsieh, Wei@CCC" <Wei.Hsieh@CCC.CA.GOV>, "ATP@CCC" <ATP@CCC.CA.GOV>, "inquiry@atpcommunitycorps.org" <inquiry@atpcommunitycorps.org>, "Ortega, Raquel@CCC" <raquel.ortega@ccc.ca.gov>, "Notheis, Larry@CCC" <Larry.Notheis@CCC.CA.GOV>
Subject: RE: 2015 ATP Application Hoopa Valley Safe Routes to School Project -Corp Collaboration

Hi Michael,

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

5/27/2015 5:15 PM

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: Michael Hostler [<mailto:hvttp1@gmail.com>]

Sent: Thursday, May 21, 2015 3:01 PM

To: ATP@CCC; inquiry@atpcommunitycorps.org

Cc: Emily Sinkhorn; Jennifer Weiss; Josh McKnight; Loren Norton.

Subject: 2015 ATP Application Hoopa Valley Safe Routes to School Project -Corp Collaboration

Good Afternoon,

My name is Michael hostler and I am the Transportation Planner for the Hoopa Valley Tribe. I am sending you this email with the necessary documents attached for your review. The Hoopa Valley Tribe is excited to collaborate and partner with your agencies to make our project a success.

Please feel free to contact me if you have any questions.

Sincerely, .

**Michael Hostler,
Tribal Transportation Planner**

Hoopa Valley Tribal Roads, Aggregate &Ready-Mix

Office- 530-625-4017

Cell- 707-599-5542

Fax- 530-625-4021

18

5/27/2015 5:15 PM

Active Transportation Program <inquiry@atpcommunitycorps.org>

Wed, May 27, 2015 at 11:11 AM

To: Michael Hostler <hvttp1@gmail.com>

Cc: "atp@ccc.ca.gov" <atp@ccc.ca.gov>, Emily Sinkhorn <emily@nrsrca.org>, Jennifer Weiss <weiss@nrsrca.org>, Josh McKnight <josh@tvce.biz>, "Loren Norton." <roadsdirector@gmail.com>

Hello,

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

On Thu, May 21, 2015 at 3:00 PM, Michael Hostler <hvttp1@gmail.com> wrote:

Good Afternoon,

My name is Michael hostler and I am the Transportation Planner for the Hoopa Valley Tribe. I am sending you this email with the necessary documents attached for your review. The Hoopa Valley Tribe is excited to collaborate and partner with your agencies to make our project a success.

Please feel free to contact me if you have any questions.

Sincerely,

Michael Hostler,
Tribal Transportation Planner
Hoopa Valley Tribal Roads, Aggregate & Ready-Mix

Office- 530-625-4017

Cell- 707-599-5542

Fax- 530-625-4021

--

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 | inquiry@atpcommunitycorps.org

18



Emily Sinkhorn <emily@nrsrcaa.org>

2015 ATP Application Hoopa Valley Safe Routes to School Project -Corp Collaboration

Active Transportation Program <inquiry@atpcommunitycorps.org>

Wed, May 27, 2015 at 11:11 AM

To: Michael Hostler <hvttp1@gmail.com>

Cc: "atp@ccc.ca.gov" <atp@ccc.ca.gov>, Emily Sinkhorn <emily@nrsrcaa.org>, Jennifer Weiss <weiss@nrsrcaa.org>, Josh McKnight <josh@tvce.biz>, "Loren Norton." <roadsdirector@gmail.com>

Hello,

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

On Thu, May 21, 2015 at 3:00 PM, Michael Hostler <hvttp1@gmail.com> wrote:

Good Afternoon,

My name is Michael hostler and I am the Transportation Planner for the Hoopa Valley Tribe. I am sending you this email with the necessary documents attached for your review. The Hoopa Valley Tribe is excited to collaborate and partner with your agencies to make our project a success.

Please feel free to contact me if you have any questions.

Sincerely,

Michael Hostler,
Tribal Transportation Planner
Hoopa Valley Tribal Roads, Aggregate & Ready-Mix

Office- 530-625-4017

Cell- 707-599-5542

Fax- 530-625-4021

--

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 | inquiry@atpcommunitycorps.org

IB

5/27/2015 5:16 PM

ATTACHMENT J



Hoopa Elementary School

Principal TK-5: Lupe C. Gutierrez • Principal 6-8: Rose S. Francia
P.O. Box 1308 • Hoopa, California 95546 • 530/625-5600 • FAX 530/625-1949

May 7, 2015

CALTRANS
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Spec. Prog.
P.O. Box 942874
Sacramento, CA 94274-0001

Dear Caltrans,

Hoopa Valley Elementary is writing in support of the Safe Routes to School (SR2S) program application submitted to the Active Transportation Program (ATP) by the Hoopa Tribe, supported by and involving the efforts of community partners and agencies such as the Redwood Community Action Agency, the Klamath Trinity Joint Unified School District, Humboldt County Department of Health and Human Services Public Health Branch, Hoopa Tribal Education Association, Hoopa Tribal Police Department, and the California Highway Patrol. I understand the goals of the ATP program are to increase safety and reduce the number of injuries and fatalities to pedestrians and bicyclists, increase the number of students safely walking and bicycling to school, improve public health, meet greenhouse gas reduction goals, and provide a benefit to disadvantaged communities.

SR2S programs and activities help with recommending safe routes to schools and identify access problems in addition to reducing traffic congestion near schools. Hoopa Valley Elementary is located on a rural state highway where there has been a long history of tragic collisions involving vehicles and pedestrians. Therefore, I am excited about the potential for this SR2S program because the installation of infrastructure improvements along with a robust education and encouragement program incorporating tribal art, language, and culture will result in fewer cars around the school, improved walking and bicycling opportunities for more children, and increase the physical and mental health of students.

The Hoopa Valley Elementary shares the goal of keeping children safe and healthy. This will be a wonderful opportunity for the school, community, and local agencies to work together to promote safe, healthy lifestyles, reduce traffic in school zones, and create a safer walking and bicycling environment that the entire Hoopa community can utilize. We are pleased that this long overdue Safe Routes to School application is being submitted and encourage your support of this worthwhile project.

Sincerely,

Lupe Gutierrez, Principal TK-5

Rose Francia, Principal 6-8



Klamath-Trinity Joint Unified School District

P. O. BOX 1308 • HOOPA, HUMBOLDT COUNTY, CALIFORNIA 95546

JON RAY
Superintendent

Telephone (530) 625-5600

FAX (530) 625-5611

Web address: <http://www.ktjUSD.k12.ca.us>

May 7, 2015

CALTRANS

Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Spec. Prog.
P.O. Box 942874
Sacramento, CA 94274-0001

Dear Caltrans,

Hoopa Elementary School is writing in support of the Safe Routes to School (SR2S) program application submitted to the Active Transportation Program (ATP) by the Hoopa Tribe, supported by and involving the efforts of community partners and agencies such as the Redwood Community Action Agency, the Klamath Trinity Joint Unified School District, Humboldt County Department of Health and Human Services Public Health Branch, Hoopa Tribal Education Association, Hoopa Tribal Police Department, and the California Highway Patrol. I understand the goals of the ATP program are to increase safety and reduce the number of injuries and fatalities to pedestrians and bicyclists, increase the number of students safely walking and bicycling to school, improve public health, meet greenhouse gas reduction goals, and provide a benefit to disadvantaged communities.

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The Hoopa Valley Elementary shares the goal of keeping children safe and healthy. This will be a wonderful opportunity for the school, community, and local agencies to work together to promote safe, healthy lifestyles, reduce traffic in school zones, and create a safer walking and bicycling environment that the entire Hoopa community can utilize. We are pleased that this long overdue Safe Routes to School application is being submitted and encourage your support of this worthwhile project.

Sincerely,

A handwritten signature in black ink, appearing to read "Jon Ray", is written over the word "Sincerely,".

Jon Ray, Superintendent
Klamath Trinity Joint Unified School District

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

255 East Samoa Blvd.
Arcata, CA 95521



(800) 735-2929 (TT/TDD)
(800) 735-2922 (Voice)

May 11, 2015

File No.: 125.11809.19116

Caltrans
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Spec. Prog.
P.O. Box 942874
Sacramento, CA 94274-0001

Dear Caltrans:

I am writing in support of the Safe Routes to School (SR2S) program application submitted to the Active Transportation Program (ATP) by the Hoopa Tribe, supported by and involving the efforts of community partners and agencies such as the Redwood Community Action Agency, the Klamath Trinity Joint Unified School District, Humboldt County Department of Health and Human Services Public Health Branch, Hoopa Tribal Education Association, and the Hoopa Tribal Police Department. I understand the goals of the ATP program are to increase safety and reduce the number of injuries and fatalities to pedestrians and bicyclists, increase the number of students safely walking and bicycling to school, improve public health, meet greenhouse gas reduction goals, and provide a benefit to disadvantaged communities.

SR2S programs and activities help with recommending safe routes to schools and identify access problems in addition to reducing traffic congestion near schools. Hoopa Valley Elementary is located on a rural state highway where there has been a long history of tragic collisions involving vehicles and pedestrians. Therefore, I am excited about the potential for this SR2S program because the installation of infrastructure improvements along with a robust education and encouragement program incorporating tribal art, language, and culture will result in fewer cars around the school, improved walking and bicycling opportunities for more children, and increase the physical and mental health of students.

The California Highway Patrol shares the goal of keeping children safe and healthy. This will be a wonderful opportunity for the school, community, and local agencies to work together to promote safe, healthy lifestyles, reduce traffic in school zones, and create a safer walking and bicycling environment that the entire Hoopa community can utilize. We are pleased that this long overdue Safe Routes to School application is being submitted and encourage your support of this worthwhile project.

Sincerely,

A handwritten signature in black ink, appearing to read "A. E. Jager".

A. E. JAGER, Captain
Commander





BOARD OF SUPERVISORS

COUNTY OF HUMBOLDT

825 5TH STREET

EUREKA, CALIFORNIA 95501-1153 PHONE (707) 476-2390 FAX (707) 445-7299

May 27, 2015

CALTRANS

Division of Local Assistance, MS 1

Attn: Office of Active Transportation and Special Programs

P.O. Box 942874

Sacramento, CA 94274-0001

Dear Caltrans,

I am writing in support of the Safe Routes to School (SR2S) program application submitted to the Active Transportation Program (ATP) by the Hoopa Tribe. This program application is also supported by and involves the efforts of community partners and agencies such as the Hoopa Tribal Police Department, California Highway Patrol, the K'ima:w Medical Center, Hoopa Tribal Education Association, Redwood Community Action Agency, Hoopa Valley Elementary PTA, and the Humboldt County Public Health Branch. I understand the goals of the ATP program are to increase safety and reduce the number of injuries and fatalities to pedestrians and bicyclists, increase the number of students safely walking and bicycling to school, improve public health, meet greenhouse gas reduction goals, and provide a benefit to disadvantaged communities.

SR2S activities and events help with recommending safe routes to schools and identify access problems in addition to reducing traffic congestion near schools. As Hoopa Valley Elementary School is located on a busy State Highway, there is a great need for safety improvements and an education program that will result in fewer cars around the school, provide safe walking and bicycling opportunities for more children, and increase the physical and mental health of our students.

As the District Supervisor, I share the goal of keeping the children safe and healthy. It would be a wonderful opportunity for the school, community, and local agencies to work together to promote safe, healthy lifestyles and reduce traffic in school zones. I am pleased to support and participate in the Safe Routes to School program and encourage your support of this worthwhile project.

Sincerely,

Ryan Sundberg, 5th District Supervisor
County of Humboldt

J



K'IMA:W MEDICAL CENTER

P.O. Box 1288, Hoopa, California 95546

Telephone (530) 625-4261

Admin. Fax (530) 625-4842 * Medical Fax (530) 625-4781

An Entity of the Hoopa Valley Tribe

May 15, 2015

CALTRANS

Division of Local Assistance, MS 1

Attn: Office of Active Transportation and Spec. Prog.

P.O. Box 942874

Sacramento, CA 94274-0001

Dear Sir or Madam:

The K'ima:w Medical Center is writing in support of the Safe Routes to School (SR2S) program application submitted to the Active Transportation Program (ATP) by the Hoopa Tribe, supported by and involving the efforts of community partners and agencies such as the Redwood Community Action Agency, the Klamath Trinity Joint Unified School District, Humboldt County Department of Health and Human Services Public Health Branch, Hoopa Tribal Education Association, Hoopa Tribal Police Department, and the California Highway Patrol. I understand the goals of the ATP program are to increase safety and reduce the number of injuries and fatalities to pedestrians and bicyclists, increase the number of students safely walking and bicycling to school, improve public health, meet greenhouse gas reduction goals, and provide a benefit to disadvantaged communities.

SR2S programs and activities help with recommending safe routes to schools and identify access problems in addition to reducing traffic congestion near schools. Hoopa Valley Elementary is located on a rural state highway where there has been a long history of tragic collisions involving vehicles and pedestrians. Therefore, I am excited about the potential for this SR2S program because the installation of infrastructure improvements along with a robust education and encouragement program incorporating tribal art, language, and culture will result in fewer cars around the school, improved walking and bicycling opportunities for more children, and increase the physical and mental health of students.

The K'ima:w Medical Center shares the goal of keeping children safe and healthy. This will be a wonderful opportunity for the school, community, and local agencies to work together to promote safe, healthy lifestyles, reduce traffic in school zones, and create a safer walking and bicycling environment that the entire Hoopa community can utilize. We are pleased that this long overdue Safe Routes to School application is being submitted and encourage your support of this worthwhile project.

Sincerely,

Glenna Moore, Chief Executive Officer



Public Health
Susan Buckley, RN, MPH, Director
529 I Street, Eureka, CA 95501
phone: (707) 268-2121 | fax: (707) 268-2126

May 7, 2015

CALTRANS

Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Spec. Prog.
P.O. Box 942874
Sacramento, CA 94274-0001

Re: The Active Transportation Program application submitted by the Hoopa Tribe

Dear Caltrans,

The Humboldt County Department of Health and Human Services (DHHS) Public Health Branch is writing in support of the Safe Routes to School (SR2S) program application submitted to the Active Transportation Program (ATP) by the Hoopa Tribe, supported by and involving the efforts of community partners and agencies such as the Redwood Community Action Agency, the Klamath Trinity Joint Unified School District, Humboldt County Public Works, Hoopa Tribal Education Association, California Highway Patrol, and the Hoopa Tribal Police Department. We understand the goals of the ATP program are to increase safety and reduce the number of injuries and fatalities to pedestrians and bicyclists, increase the number of students safely walking and bicycling to school, improve public health, meet greenhouse gas reduction goals, and provide a benefit to disadvantaged communities.

SR2S programs and activities help with recommending safe routes to schools and identify access problems in addition to reducing traffic congestion near schools. Hoopa Valley Elementary is located on a rural state highway where there has been a long history of tragic collisions involving vehicles and pedestrians. Therefore, we are excited about the potential for this SR2S program because the installation of infrastructure improvements along with a robust education and encouragement program incorporating tribal art, language, and culture will result in fewer cars around the school, improved walking and bicycling opportunities for more children, and increase the physical and mental health of students.

DHHS Administration
phone: (707) 441-5400
fax: (707) 441-5412

Mental Health
phone: (707) 268-2990
fax: (707) 476-4049

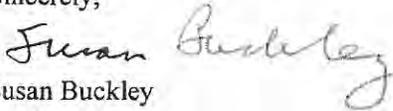
Social Services
phone: (707) 476-4700
fax: (707) 441-2096



J

The Humboldt County Department of Health and Human Services (DHHS) Public Health Branch shares the goal of keeping children safe and healthy and encourages the use of active transportation when safe to do so. This will be a wonderful opportunity for the school, community, and local agencies to work together to promote safe, healthy lifestyles, reduce traffic in school zones, and create a safer walking and bicycling environment that the entire Hoopa community can utilize. We are pleased that this long overdue Safe Routes to School application is being submitted and encourage your support of this worthwhile project.

Sincerely,



Susan Buckley
Public Health Director
Department of Health and Human Services



Hoopa Valley Tribal Police

Post Office Box 1341

State Route 96

Hoopa, CA 95546

Ph: (530) 625-4202 FAX: (530) 625-4265

Wednesday, May 27, 2015

CALTRANS

Division of Local Assistance, MS 1

Attn: Office of Active Transportation and Spec. Prog.

P.O. Box 942874

Sacramento, CA 94274-0001

Dear Caltrans,

I am writing in support of the Safe Routes to School (SR2S) program application submitted to the Active Transportation Program (ATP) by the Hoopa Tribe and supported by and involving the efforts of community partners and agencies such as the Hoopa Tribal Police Department, California Highway Patrol, the K'ima:w Medical Center, Hoopa Tribal Education Association, Redwood Community Action Agency, Hoopa Valley Elementary PTA, and the Humboldt County Public Health Branch. I understand the goals of the ATP program are to increase safety and reduce the number of injuries and fatalities to pedestrians and bicyclists, increase the number of students safely walking and bicycling to school, improve public health, meet greenhouse gas reduction goals, and provide a benefit to disadvantaged communities.

SR2S activities and events help with recommending safe routes to schools and identify access problems in addition to reducing traffic congestion near schools. As Hoopa Valley Elementary School is located on a busy State Highway, we have a great need for safety improvements and an education program that will result in fewer cars around the school, provide safe walking and bicycling opportunities for more children, and increase the physical and mental health of our students.

Hoopa Valley Elementary School administration and staff shares the goal of keeping our children safe and healthy. It will be a wonderful opportunity for our school, community, and local agencies to work together to promote safe, healthy lifestyles and reduce traffic in school zones. I am pleased to support and participate in the Safe Routes to School program and encourage your support of this worthwhile project.

Sincerely,

A handwritten signature in black ink, appearing to read "Ed K" followed by a stylized, cursive signature.

Edward Guyer II, Acting Chief of Police

ATTACHMENT K

DEPARTMENT OF TRANSPORTATION

DISTRICT 1, P. O. BOX 3700
EUREKA, CA 95502-3700
PHONE (707) 445-6377
FAX (707) 441-3914
TTY 711



*Serious drought.
Help save water!*

May 19, 2015

CALTRANS
Division of Local Assistance
Attn: Office of Active Transportation and Spec. Program
P.O. Box 942874
Sacramento, CA 94274-0001

ATP Klamath-Trinity Joint Unified School District; Safe
Routes to Schools; Phase 1

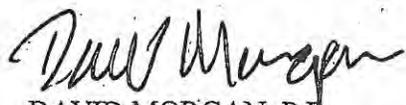
C: Michael Hostler, Tribal Transportation Planner
Hoopa Valley Tribal Roads
172 Campbell Field Road
Hoopa, CA 95546

Dear Application Review Committee:

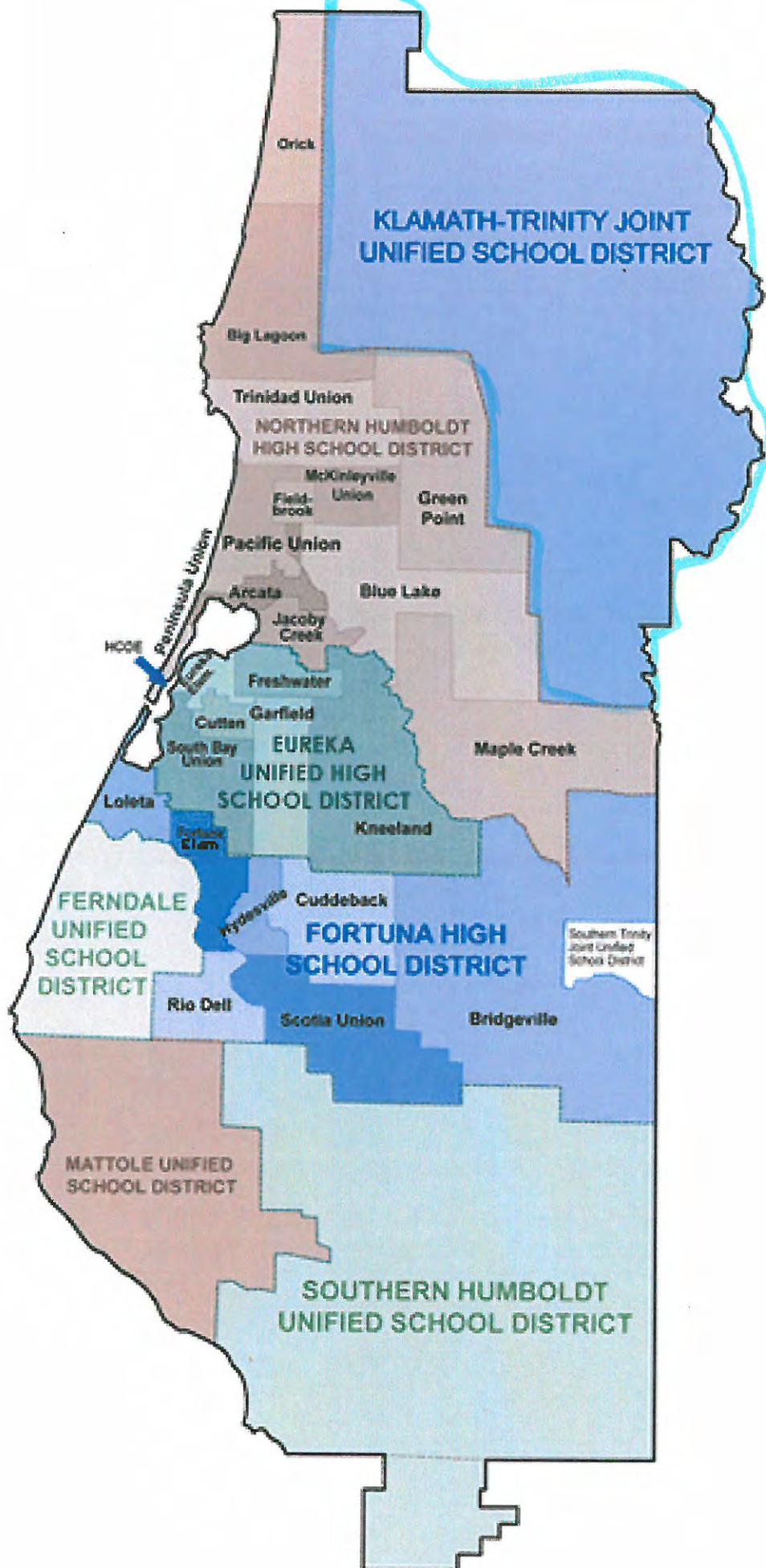
Caltrans District 1 Traffic Safety Office Conceptual Approval is granted for the project that the Hoopa Tribe is submitting for Active Transportation Program (ATP) funding. Based upon the information provided to our office at yesterday meeting, the project proposes to construct a 1.3 miles of new sidewalk on the west side of highway 96 from South End Loup road (PM 11.02) to the south end of Hoopa bridge (PM 12.26) and 0.6 miles of new sidewalk on the east side of highway 96 from South End Loop road (PM 11.02) to Cemetery (PM 11.5). These sidewalks are separated from the roadway by approximately 10 feet and may include a Hawk or beacon crosswalk to control traffic while crossing highway 96. Caltrans will be doing some traffic calming within the area this summer through an existing Caltrans safety project, which would complement this proposed ATP project.

This approval is conceptual only for funding application purposes. Final design approval by Caltrans will be required prior to construction for all work to be performed within Caltrans right-of-way. Our initial review of the plans reveal some design concerns regarding the speed of traffic at any proposed crosswalk; however, we believe we can work together to help make this project successful. All work within Caltrans right-of-way will require an encroachment permit from the District 1 Office of Permits and will be required to be done in accordance with the Caltrans Highway Design Manual, and State of California Standard Plans and Specifications.

Sincerely,


DAVID MORGAN, P.E.
Chief, Office of Traffic Safety

K



Hoopa Elementary School

CDS Code: 12-62901-6007967

11500 State Highway 96 Hoopa, CA 95546-1308 • Phone: (530) 625-5600 • Grades: K-8
 Lupe Gutierrez-Merritt, Principal • Email: lgutierrez@ktjUSD.k12.ca.us
 Rose Francia, Principal • rfrancia@ktjUSD.k12.ca.us



Principal's Message

Hoopa Elementary School is a K-8 school, located in the heart of the Hoopa Valley Indian Reservation. The largest Indian reservation in California, Hoopa encompasses approximately 550 square miles of rugged mountains and valleys linked by dirt roads, navigable river routes, and a two-lane highway. The student population is 440, with more than 94 percent of the students being identified as American Indian, and 96.5 percent of the students receive free or reduced lunches. Students generally belong to one of three local tribal groups: Hupa, Karuk, or Yurok. Hoopa Elementary School serves children in the communities of Hoopa, Weitchpec, Pecwan, and Willow Creek. Hoopa Elementary has a staff of 31 regular classroom teachers, two resource teachers, one counselor, two social workers, one part-time district nurse, one secretary, one attendance clerk, and two administrators. We are proud of our K-3 class-size reduction program, which enables our students in kindergarten through third grade to have more opportunity for educational growth in a class of 20 students or less per teacher.

We house a state-of-the-art PC computer lab, a 19-unit iBook wireless computer lab, and a library.

We have Follett Software, schoolwide wireless connectivity to the Internet, and DirectTV cable access. We also have computer centers in every classroom. Hoopa Elementary School is dedicated to the recognition of the unique value of each person providing active learning in a safe, supportive environment. We have made a commitment to make education on the Hoopa Indian Reservation a positive experience, and provide a means to prepare all children for postsecondary education and career technical skills on and off of the reservation.

School Vision Statement

Healthy rivers connect healthy communities, and bridges bring diverse communities together. We grow with an understanding of the past and educate for the future. Our communities are a unique part of the ever-changing world. We motivate and teach our students to prepare for the world, yet cherish our home.

Parental Involvement

Parents may visit the school anytime with a visitor's pass from the attendance clerk. Parents may also sit on the Site Council, the Indian Education Advisory Committee, and are welcome to attend Back-to-School Night, RTI Information Night, Literacy Night, Math Night, the Science Fair, Fish Fair, parent-teacher conferences, and participate in all fundraising activities for the eighth-grade End of the Year Trip.

For more information on how to become involved, contact Principal Rose Francia or Principal Lupe Gutierrez at (530) 625-5600.

School Safety

Hoopa Elementary's School Safety Plan reflects efforts to improve school climate and to reduce behavioral incidents on campus. The plan addresses social climate issues and programs, as well as physical environmental needs and solutions. A comprehensive copy of the school's safety plan can be accessed at the district office. Currently, we are involved with training on the new International Crisis System. Fire drills are conducted monthly. We plan to participate in The Great California ShakeOut on October 17, 2013. The School Safety Plan was last reviewed, updated, and discussed with the school faculty in February 2013.

Professional Development

The focus for staff development includes the workshops and conferences that will improve student achievement. The district participates in professional learning communities (PLCs) designed to support teachers with in-class coaching, collaboration and analysis of student-performance data.

Professional-development opportunities are provided with organized trainings ranging from one to five days, plus individual in-services. A district professional development committee assists in planning and organizing the opportunities.

Professional Development Days	Three-year Data Comparison		
	2012-13	2013-14	2014-15
Hoopa ES	5 days	5 days	5 days

Klamath-Trinity Joint Unified School District

Jon Ray, Superintendent
 Email: jray@ktjUSD.k12.ca.us

365 Loop Road
 Hoopa, CA 95546
 Phone: (530) 625-5600

www.ktjUSD.k12.ca.us

District Mission Statement

The Klamath-Trinity Joint Unified School District values quality education that nurtures student self-knowledge, fosters intellectual and emotional growth, promotes physical well-being, and cultivates lifelong learning.



Board of Trustees

Betty Eichelberger, *Board Chair*

Lois Risling, *Trustee*

Annelia Hillman, *Trustee*

Ray Matilton, *Trustee*

Darlene Magee, *Trustee*

Kerry Watty, *Clerk*

Rob Wild, *Trustee*

2013-14 School Accountability Report Card — Published during the 2014-15 school year

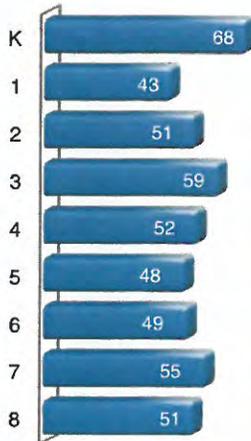
In accordance with state and federal requirements, the School Accountability Report Card (SARC) is put forth annually by all public schools as a tool for parents and interested parties to stay informed of the school's progress, test scores and achievements.

K

Enrollment by Grade Level

The bar graph displays the total number of students enrolled in each grade for the 2013-14 school year.

2013-14 Enrollment by Grade



Suspensions and Expulsions

This table shows the school, district, and state suspension and expulsion rates for the most recent three-year period. Note: Students are only counted one time, regardless of the number of suspensions.

Suspension and Expulsion Rates

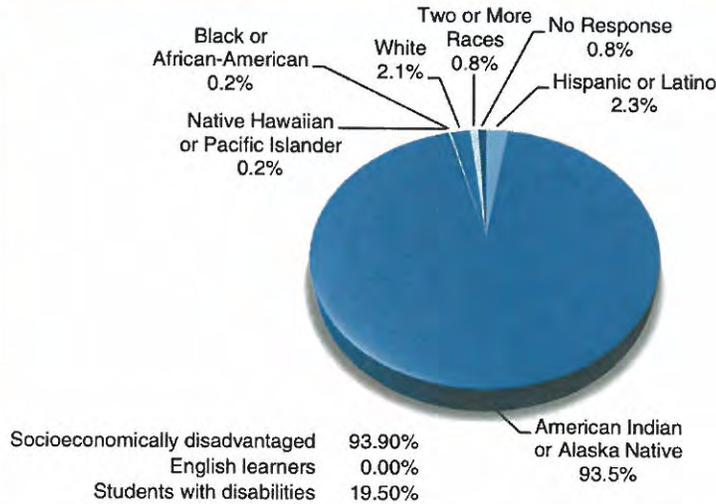
Hoopa ES			
	11-12	12-13	13-14
Suspension rates	11.7%	8.6%	9.6%
Expulsion rates	0.0%	0.0%	0.0%
Klamath-Trinity JUSD			
	11-12	12-13	13-14
Suspension rates	9.9%	7.1%	10.4%
Expulsion rates	0.0%	0.0%	0.0%
California			
	11-12	12-13	13-14
Suspension rates	5.7%	5.1%	4.4%
Expulsion rates	0.1%	0.1%	0.1%

Enrollment by Student Group

The total enrollment at the school was 476 students for the 2013-14 school year. The pie chart displays the percentage of students enrolled in each group.

Demographics

2013-14 School Year

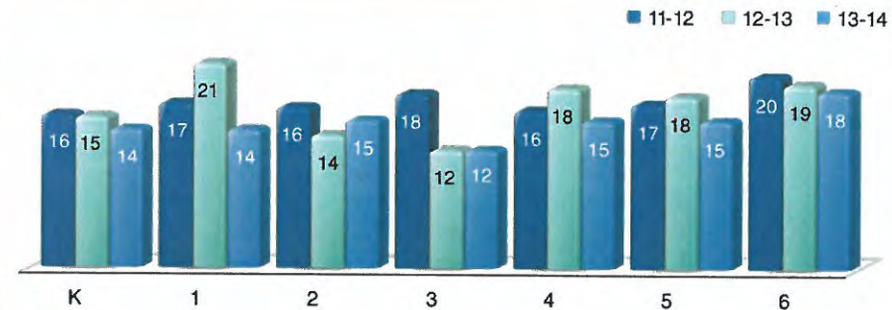


Class Size Distribution

The bar graph displays the three-year data for average class size, and the table displays the three-year data for the number of classrooms by size.

Average Class Size

Three-Year Data Comparison



Number of Classrooms by Size

Three-Year Data Comparison

Grade	2011-12			2012-13			2013-14		
	Number of Students								
	1-22	23-32	33+	1-22	23-32	33+	1-22	23-32	33+
K	4			4			1	3	
1	3			4			2	1	
2	4			3	1		4		
3	4			3	1		2	2	
4	3			2	1		2	1	
5	2			2	1		2	1	
6	3			1	2		1	2	

California Assessment of Student Performance and Progress Results: Science (grades 5, 8 and 10)

The tables show the percentage of students in grades 5, 8 and 10 who scored at Proficient or Advanced levels (meeting or exceeding state standards) in science.

Students Scoring at Proficient or Advanced Levels	Three-Year Data Comparison								
	Hoopla ES			Klamath-Trinity JUSD			California		
	11-12	12-13	13-14	11-12	12-13	13-14	11-12	12-13	13-14
Subject									
Science	30%	24%	23%	35%	34%	32%	60%	59%	60%

California Assessment of Student Performance and Progress Results by Student Group: Science (grades 5, 8 and 10)

Students Scoring at Proficient or Advanced Levels	Spring 2014 Results
Group	Science
All students in the district	32%
All students at the school	23%
Male	28%
Female	19%
Black or African-American	❖
American Indian or Alaska Native	23%
Asian	❖
Filipino	❖
Hispanic or Latino	❖
Native Hawaiian or Pacific Islander	❖
White	❖
Two or more races	❖
Socioeconomically disadvantaged	23%
English learners	❖
Students with disabilities	11%
Students receiving Migrant Education services	❖

Standardized Testing and Reporting Results for All Students

The table below shows the percentage of students who scored at Proficient or Advanced levels (meeting or exceeding state standards) in English language arts, mathematics and history/social science. Because of the new CAASPP field-testing in the spring of 2014, there are no scores to be reported. The last available scores under the STAR Program are shown.

Students Scoring at Proficient or Advanced Levels	Three-Year Data Comparison								
	Hoopla ES			Klamath-Trinity JUSD			California		
	10-11	11-12	12-13	10-11	11-12	12-13	10-11	11-12	12-13
Subject									
English language arts	30%	25%	21%	32%	30%	28%	54%	56%	55%
Mathematics	35%	30%	28%	34%	26%	26%	49%	50%	50%
History/social science	8%	15%	3%	26%	20%	18%	48%	49%	49%

❖ Scores are not shown when the number of students tested is 10 or less, either because the number of students tested in this category is too small for statistical accuracy or to protect student privacy.

California Assessment of Student Performance and Progress/Standardized Testing and Reporting Results

Beginning in the 2013-14 school year, the Standardized Testing and Reporting (STAR) Program was eliminated and replaced by a new set of assessments called the California Assessment of Student Performance and Progress (CAASPP).

Because of the state's adoption of the Common Core State Standards and implementation of a new student-testing system, limited data is available to report in the SARC.

For the 2013-14 school year, the CAASPP included the Smarter Balanced Assessments, alternate, science, and other optional assessments.

In the spring of 2014, California began field-testing the Smarter Balanced Assessments in English language arts and mathematics. These tests were not officially scored, so there is no data to report.

The science assessments of CAASPP included the California Standards Test (CST), California Modified Assessment (CMA) and California Alternate Performance Assessment (CAPA), similar to the STAR Program. Therefore it is acceptable to make comparisons to previous year results.

The CST is a multiple-choice test in science for varying grade levels. The CMA is a modified assessment for students with disabilities who have an Individualized Education Plan (IEP). The CAPA is an alternate assessment for students with significant cognitive disabilities who are unable to take the CST with accommodations or modifications, or the CMA with accommodations.

For more information on the CAASPP assessments, please visit www.cde.ca.gov/ta/tg/ca.



Academic Performance Index

The Academic Performance Index (API) is a numeric rating system that reflects a school and district's performance level based on the results of annual statewide student assessments. It is used to measure the academic performance and progress of the schools within California. Individual outcomes are converted to points on the API scale and then averaged across all students and all tests, resulting in a single number, or API score, measured on a scale from 200 to 1,000. This score reflects the school, district or a student group's performance level based on the results of statewide testing. The state has set an API score of 800 as the statewide target.

With a complete change of the K-12 education system, the State Board of Education temporarily suspended API. No API scores or ranks will be calculated for the next two years, as California continues the transition to the new Common Core State Standards and California Assessment of Student Performance and Progress.

To learn more about API, please visit www.cde.ca.gov/ta/ac/ap for the API information guide and www.cde.ca.gov/ta/ac/ar/aprfaq.asp for information on the changes to API.

API Ranks

Schools are ranked in 10 categories of equal size, called deciles, from 1 (lowest) to 10 (highest) based on their API Base reports. A school's "statewide API rank" compares its API to the APIs of all other schools statewide of the same type (elementary, middle or high school). A "similar schools API rank" reflects how a school compares to 100 statistically matched similar schools. This table shows the school's three-year data for statewide API rank and similar schools' API rank.

API Ranks			
Three-Year Data Comparison			
	2011	2012	2013
Statewide API Rank	1	1	1
Similar Schools API Rank	2	1	1

API Growth by Student Group

Assessment data is reported only for numerically significant groups. To be considered numerically significant for the API, the group must have either: at least 50 students with valid STAR scores who make up at least 15 percent of the total valid STAR scores, or at least 100 students with valid STAR scores. This table displays, by student group, first, the 2013 Growth API at the school, district and state level followed by the actual API change in points added or lost for the past three years at the school.

Group	2013 Growth API and Three-Year Data Comparison					
	2013 Growth API			Hoopa ES – Actual API Change		
	Hoopa ES	Klamath-Trinity JUSD	California	10-11	11-12	12-13
All students	603	642	790	-8	-2	-43
Black or African-American	❖	❖	707	■	■	■
American Indian or Alaska Native	606	632	742	-7	-1	-41
Asian	❖	❖	906	■	■	■
Filipino	❖	❖	867	■	■	■
Hispanic or Latino	❖	630	743	■	■	■
Native Hawaiian or Pacific Islander	❖	❖	773	■	■	■
White	❖	725	852	■	■	■
Two or more races	❖	638	845	■	■	■
Socioeconomically disadvantaged	608	647	742	32	-5	-36
English learners	❖	❖	717	■	■	■
Students with disabilities	479	523	616	■	■	-48

❖ Scores are not shown when the number of students tested is 10 or less, either because the number of students tested in this category is too small for statistical accuracy or to protect student privacy.

■ Data are reported only for numerically significant groups.

Adequate Yearly Progress

The federal Elementary and Secondary Education Act (ESEA) requires all schools and districts meet Adequate Yearly Progress (AYP) requirements. Because California is changing the assessments and the accountability system it uses to evaluate school performance, the U.S. Department of Education has approved a waiver to allow California not to make Adequate Yearly Progress determinations for elementary and middle schools. They will receive the same AYP determinations as in 2013.

High schools will not be affected by this waiver and will continue to receive AYP determinations because they are based on California High School Exit Exam (CAHSEE) results and graduation rates.

For more information on Adequate Yearly Progress, please visit www.cde.ca.gov/ta/ac/ay.

Adequate Yearly Progress Criteria		2013-14 School Year	
	Hoopla ES	Klamath-Trinity JUSD	
Met overall AYP	**	**	
Met participation rate			
English language arts	**	**	
Mathematics	**	**	
Met percent proficient			
English language arts	**	**	
Mathematics	**	**	
Met graduation rate	x	**	

Federal Intervention Program

Schools and districts receiving Title I funding that fail to meet AYP over two consecutive years in the same content area (English language arts or mathematics) or on the same indicator (API or graduation rate) enter into Program Improvement (PI). Each additional year that the district or school(s) do not meet AYP results in advancement to the next level of intervention. The percent of schools identified for Program Improvement is calculated by taking the number of schools currently in PI within the district and dividing it by the total number of Title I schools within the district.

Due to the waiver that allows California to use the same AYP determinations as 2013, no new schools will enter or exit Program Improvement, and current PI schools will not advance a year in their PI status. This table displays the 2014-15 PI status for the school and district. For detailed information about PI identification, please visit www.cde.ca.gov/ta/ac/ay/tidetermine.asp.

Federal Intervention Program		2014-15 School Year	
	Hoopla ES	Klamath-Trinity JUSD	
Program Improvement status	In PI	In PI	
First year of Program Improvement	1998-1999	2011-2012	
Year in Program Improvement*	Year 5	Year 3	
Number of schools identified for Program Improvement		9	
Percent of schools identified for Program Improvement		100.00%	

** For 2014, only high schools and high school local educational agencies (LEAs) that enrolled students in grades nine, ten, eleven, and/or twelve on Fall Census Day in October 2013 will receive an AYP Report. Because students in grades three through eight participated in the Smarter Balanced Field Test during the 2013-14 academic year, the U.S. Department of Education approved a determination waiver for California which exempts elementary schools, middle schools, elementary school districts, and unified school districts from receiving a 2014 AYP Report.

x Not applicable. The graduation rate for AYP criteria applies to high schools.

* DW (determination waiver) indicates that the PI status of the school was carried over from the prior year in accordance with the flexibility granted through the federal waiver process.

◇ Data not available.



California Physical Fitness Test

Each spring, all students in grades 5, 7 and 9 are required to participate in the California Physical Fitness Test (PFT). The *Fitnessgram*® is the designated PFT for students in California public schools put forth by the State Board of Education. The PFT measures six key fitness areas:

1. Aerobic Capacity
2. Body Composition
3. Flexibility
4. Abdominal Strength and Endurance
5. Upper Body Strength and Endurance
6. Trunk Extensor Strength and Flexibility

Encouraging and assisting students in establishing lifelong habits of regular physical activity is the primary goal of the *Fitnessgram*®. The table shows the percentage of students meeting the fitness standards of being in the "healthy fitness zone" for the most recent testing period. For more detailed information on the California PFT, please visit www.cde.ca.gov/ta/tg/pf.

Percentage of Students Meeting Fitness Standards	
2013-14 School Year	
Grade 5	
Four of six standards	◇
Five of six standards	◇
Six of six standards	◇
Grade 7	
Four of six standards	◇
Five of six standards	◇
Six of six standards	◇

Currency of Textbook Data

This table displays the date when the textbook and instructional materials information was collected and verified.

Currency of Textbooks	
2014-15 School Year	
Data collection date	10/2014



Types of Services Funded

These programs and services are provided at the school either through categorical funds or other sources that support and assist students:

- Title I
- Special Education
- Improving Teacher Quality
- Rural and Low-Income School Program
- Indian Education/American Indian Early Childhood Education
- Enhancing Education Through Technology
- Lottery funds
- Art and Music Block Grant
- Economic Impact Aid (EIA)
- School and Libraries Improvement Block Grant
- Peer Assistance and Review (PAR)
- Professional Development Block Grant
- Pupil Retention Block Grant
- California High School Exit Examination (CAHSEE) Intervention
- Youth Services (A-Step Program)

Textbooks and Instructional Materials

All textbooks are adopted from the previously state-approved or local governing-board-approved list. Every student, including English learners, has access to their own textbooks and instructional materials to use in class and to take home.

Textbooks and Instructional Materials List		2014-15 School Year
Subject	Textbook	Adopted
Reading language arts	Reading: Medallion edition, Houghton Mifflin (K-5)	2003
Reading language arts	<i>The Language of Literature</i> , McDougal Littell (6-8)	2003
Mathematics	<i>Mathematics</i> , Macmillan/McGraw-Hill (K-3)	2009
Mathematics	<i>EnVisionMath</i> , Scott Foresman (4-6)	2009
Mathematics	<i>California Mathematics Course 1, Course 2, Algebra 1</i> ; Holt McDougal (7-8)	2009
Science	<i>California Science</i> , Houghton Mifflin (K-5)	2007
Science	<i>Focus on Science</i> , Glencoe (6-8)	2007
History/social science	Scott Foresman <i>History-Social Science for California</i> (K-5)	2005
History/social science	<i>History Alive!</i> , TCI (6-8)	2005

Availability of Textbooks and Instructional Materials

The following lists the percentage of pupils who lack their own assigned textbooks and instructional materials.

Percentage of Students Lacking Materials by Subject		2014-15 School Year
Hoopla ES		Percent Lacking
Reading/Language Arts		0%
Mathematics		0%
Science		0%
History-Social Science		0%
Visual and Performing Arts		◇
Foreign Language		◇
Health		◇

Quality of Textbooks

The following table outlines the criteria required for choosing textbooks and instructional materials.

Quality of Textbooks		2014-15 School Year
Criteria		Yes/No
Are the textbooks adopted from the most recent state-approved or local governing board-approved list?		No
Are the textbooks consistent with the content and cycles of the curriculum frameworks adopted by the State Board of Education?		No
Do all students, including English learners, have access to their own textbooks and instructional materials to use in class and to take home?		Yes
Note: Due to the state's recent adoption timeline, we are in the process of adopting the new textbooks.		

◇ Not applicable.

School Facility Items Inspected

The tables show the results of the school's most recent inspection using the Facility Inspection Tool (FIT) or equivalent school form. The following is a list of items inspected.

- **Systems:** Gas systems and pipes, sewer, mechanical systems (heating, ventilation and air-conditioning)
- **Interior:** Interior surfaces (floors, ceilings, walls and window casings)
- **Cleanliness:** Pest and vermin control, overall cleanliness (school grounds, buildings, rooms and common areas)
- **Electrical:** Electrical systems (interior and exterior)
- **Restrooms/fountains:** Restrooms, sinks/drinking fountains (interior and exterior)
- **Safety:** Fire-safety equipment, emergency systems, hazardous materials (interior and exterior)
- **Structural:** Structural damage, roofs
- **External:** Windows, doors, gates, fences, playgrounds, school grounds

School Facility Good Repair Status

This inspection determines the school facility's good repair status using ratings of good condition, fair condition or poor condition. The overall summary of facility conditions uses ratings of exemplary, good, fair or poor.

School Facility Good Repair Status		2014-15 School Year	
Items Inspected	Repair Status	Items Inspected	Repair Status
Systems	Good	Restrooms/fountains	Fair
Interior	Poor	Safety	Poor
Cleanliness	Good	Structural	Good
Electrical	Good	External	Good
Overall summary of facility conditions			Fair
Date of the most recent school site inspection			9/29/2014
Date of the most recent completion of the inspection form			9/29/2014

Deficiencies and Repairs

The table lists the repairs required for all deficiencies found during the site inspection. Regardless of each item's repair status, all deficiencies are listed.

Deficiencies and Repairs		2014-15 School Year
Items Inspected	Deficiencies, Action Taken or Planned, and Date of Action	
Interior	Handle broken off faucet. Bubbles in floor tile. Sink hardware loose. Damaged ceiling tile. Raised carpet. Maintenance to repair. To be completed July 2015.	
Restrooms/fountains	Custodial closet door in the boy's restroom was propped with student access to chemicals. Pipe in wall from removed in sink needs to be removed. To be completed July 2015 (maintenance).	
Safety	Talking tube is exposed and hardware missing on playground. Fire extinguisher missing. To be repaired July 2015.	
Structural	Front office building needs replacement; dry rot outside. To be removed by July 2015.	
External	Some doors and trim need replacing. Fountain does not drain properly outside gym. To be repaired July 2015.	

Public Internet Access

Internet access is available at public libraries and other locations that are publicly accessible (e.g., the California State Library). Access to the Internet at libraries and public locations is generally provided on a first-come, first-serve basis. Other use restrictions include the hours of operation, the length of time that a workstation may be used (depending on availability), the types of software programs available at a workstation, and the ability to print documents.

School Facilities

Hoopla Elementary School was built in 1962. There are 28 classrooms and six portables housing one classroom, a library, a computer lab, the After School Program, and two used for the Indian Education Program. We have one gym, a cafeteria, and no athletic fields. The condition of the school is good and cleaned regularly with a janitorial staff of two full-time equivalents (FTE) and one part-time FTE working during regular school hours and two FTEs during after-school hours. The staff—including administration, teachers, and classified—are assigned campus supervision before, during, and after school.

All classrooms, resource rooms and bathroom facilities are cleaned daily. Maintenance crew conducts daily checks of play facilities, and ensures that potential hazards are removed or dealt with.

A new modular building for the After School Program has been set in place, and two modulars service our Title VII program. We continue to work on modernization. We qualify for Bond, ERP, and Williams case settlement. We are part of the master facility plan that began 2008.

A new play structure with rubber mulch for cushioning has been installed in the lower playground area.

In addition, a new digital sign was installed in August 2011. The sign is a great communication piece for parents and community to announce current events and activities.

"We grow with an understanding of the past and educate for the future."



Academic Counselors and School Support Staff

This table displays information about academic counselors and support staff at the school and their full-time equivalent (FTE).

Academic Counselors and School Support Staff Data	
2013-14 School Year	
Academic Counselors	
FTE of academic counselors	0.00
Ratio of students per academic counselor	◇
Support Staff	
	FTE
Social/behavioral or career development counselors	1.00
Library media teacher (librarian)	0.00
Library media services staff (paraprofessional)	1.00
Psychologist	0.50
Social worker	2.00
Nurse	0.33
Speech/language/hearing specialist	0.50
Resource specialist (non-teaching)	0.00



Teacher Qualifications

This table shows information about teacher credentials and teacher qualifications. Teachers without a full credential include teachers with district and university internships, pre-internships, emergency or other permits, and waivers. For more information on teacher credentials, visit www.ctc.ca.gov.

Teacher Credential Information	Three-Year Data Comparison			
	Klamath-Trinity JUSD	Hoopa ES		
Teachers	14-15	12-13	13-14	14-15
With full credential	67	25	25	25
Without full credential	1	0	0	0
Teaching outside subject area of competence	4	0	1	1

Teacher Misassignments and Vacant Teacher Positions

This table displays the number of teacher misassignments (positions filled by teachers who lack legal authorization to teach that grade level, subject area, student group, etc.) and the number of vacant teacher positions (not filled by a single designated teacher assigned to teach the entire course at the beginning of the school year or semester). Please note total teacher misassignments includes the number of teacher misassignments of English learners.

Teacher Misassignments and Vacant Teacher Positions	Three-Year Data Comparison		
	Hoopa ES		
Teachers	12-13	13-14	14-15
Teacher misassignments of English learners	0	0	0
Total teacher misassignments	0	0	1
Vacant teacher positions	0	0	0

Core Academic Classes Taught by Highly Qualified Teachers

The No Child Left Behind Act (NCLB) extended ESEA to require that core academic subjects be taught by Highly Qualified Teachers, defined as having at least a bachelor's degree, an appropriate California teaching credential, and demonstrated competence for each core academic subject area he or she teaches. The table displays data regarding highly qualified teachers from the 2013-14 school year.

High-poverty schools are defined as those schools with student participation of approximately 40 percent or more in the free and reduced priced meals program. Low-poverty schools are those with student participation of approximately 39 percent or less in the free and reduced priced meals program. For more information on teacher qualifications related to NCLB, visit www.cde.ca.gov/nclb/sr/tq.

No Child Left Behind Compliant Teachers	2013-14 School Year	
	Percent of Classes in Core Academic Subjects	
	Taught by Highly Qualified Teachers	Not Taught by Highly Qualified Teachers
Hoopa ES	97.50%	2.50%
All schools in district	92.31%	7.69%
High-poverty schools in district	92.31%	7.69%
Low-poverty schools in district	◇	◇

◇ Not applicable.

Financial Data

The financial data displayed in this SARC is from the 2012-13 fiscal year. The most current fiscal information available provided by the state is always two years behind the current school year, and one year behind most other data included in this report. For detailed information on school expenditures for all districts in California, see the CDE Current Expense of Education & Per-pupil Spending Web page at www.cde.ca.gov/ds/fd/ec. For information on teacher salaries for all districts in California, see the CDE Certificated Salaries & Benefits Web page at www.cde.ca.gov/ds/fd/cs. To look up expenditures and salaries for a specific school district, see the Ed-Data website at www.ed-data.org.

District Financial Data

This table displays district teacher and administrative salary information and compares the figures to the state averages for districts of the same type and size based on the salary schedule. Note the district salary data does not include benefits.

District Salary Data	2012-13 Fiscal Year	
	Klamath-Trinity JUSD	Similar Sized District
Beginning teacher salary	\$39,332	\$38,152
Midrange teacher salary	\$57,647	\$55,573
Highest teacher salary	\$70,001	\$71,908
Average elementary school principal salary	\$74,062	\$87,660
Average high school principal salary	\$80,167	\$93,606
Superintendent salary	\$120,000	\$116,538
Teacher salaries — percent of budget	26%	34%
Administrative salaries — percent of budget	8%	7%

Financial Data Comparison

This table displays the school's per-pupil expenditures from unrestricted sources and the school's average teacher salary and compares it to the district and state data.

Financial Data Comparison	2012-13 Fiscal Year	
	Expenditures Per Pupil From Unrestricted Sources	Annual Average Teacher Salary
Hoopla ES	\$1,110	\$55,902
Klamath-Trinity JUSD	\$2,214	\$57,020
California	\$4,690	\$57,912
School and district — percent difference	-49.9%	-2.0%
School and California — percent difference	-76.3%	-3.5%

School Financial Data

The following table displays the school's average teacher salary and a breakdown of the school's expenditures per pupil from unrestricted and restricted sources.

School Financial Data	
2012-13 Fiscal Year	
Total expenditures per pupil	\$6,995
Expenditures per pupil from restricted sources	\$5,886
Expenditures per pupil from unrestricted sources	\$1,110
Annual average teacher salary	\$55,902



Expenditures Per Pupil

Supplemental/restricted expenditures come from money whose use is controlled by law or by a donor. Money that is designated for specific purposes by the district or governing board is not considered restricted. Basic/unrestricted expenditures are from money whose use, except for general guidelines, is not controlled by law or by a donor.



Data for this year's SARC was provided by the California Department of Education (CDE), school, and district offices. For additional information on California schools and districts, please visit DataQuest at <http://data1.cde.ca.gov/dataquest>. DataQuest is an online resource that provides reports for accountability, test data, enrollment, graduates, dropouts, course enrollments, staffing, and data regarding English learners. For further information regarding the data elements and terms used in the SARC see the *Academic Performance Index Reports Information Guide* located on the CDE API Web page at www.cde.ca.gov/ia/aci/ap. Per Education Code Section 35256, each school district shall make hard copies of its annually updated report card available, upon request, on or before February 1 of each year.

All data accurate as of December 2014.

Local Control Accountability Plan (LCAP) Requirements Aligned in Your SARC

The tables below outline the state priority areas that are included in the School Accountability Report Card.

Conditions of Learning

The table below describes information in the SARC that is relevant to the Basic State Priority (Priority 1).

Local Control Accountability Plan Requirements	Alignment Between State Priority Areas and the SARC
Conditions of Learning	
State Priority: Basic	
Degree to which teachers are appropriately assigned and fully credentialed in the subject area and for the pupils they are teaching. Education Code (EC) § 52060 (d)(1)	
Pupils have access to standards-aligned instructional materials. EC § 52060 (d)(1)	
School facilities are maintained in good repair. EC § 52060 (d)(1)	

Pupil Outcomes

The table below describes information in the SARC that is relevant to Pupil Achievement State Priority (Priority 4) and Other Pupil Outcomes State Priority (Priority 8).

Local Control Accountability Plan Requirements	Alignment Between State Priority Areas and the SARC
Pupil Outcomes	
State Priority: Pupil Achievements	
Statewide assessments (e.g., California Assessment of Student Performance and Progress). EC § 52060 (d)(4)(A)	
The Academic Performance Index. EC § 52060 (d)(4)(B)	
The percentage of pupils who have successfully completed courses that satisfy the requirements for entrance to the University of California and the California State University, or career technical education sequences or programs of study. EC § 52060 (d)(4)(C)	
State Priority: Other Pupil Outcomes	
Pupil outcomes in subject areas such as English, mathematics, social sciences, science, visual and performing arts, health, physical education, career technical education, and other studies prescribed by the governing board. ¹ EC § 52060 (d)(8)	

Engagement

The table below describes information in the SARC that is relevant to the Parental Involvement State Priority (Priority 3), Pupil Engagement State Priority (Priority 5) and School Climate State Priority (Priority 6).

Local Control Accountability Plan Requirements	Alignment Between State Priority Areas and the SARC
Engagement	
State Priority: Parent Involvement	
Efforts the school district makes to seek parent input in making decisions for the school district and each school site. EC § 52060 (d)(3)	
State Priority: Pupil Engagement	
High school dropout rates. EC § 52060 (d)(5)(D)	
High school graduation rates. EC § 52060 (d)(5)(E)	
State Priority: School Climate	
Pupil suspension rates. EC § 52060 (d)(6)(A)	
Pupil expulsion rates. EC § 52060 (d)(6)(B)	
Other local measures including surveys of students, parents, and teachers on the sense of safety and school connectedness. ² EC § 52060 (d)(6)(C)	

Note: State Priority 2 and 7 are not required in the SARC, as well as certain portions of Priority 4 and 5. For detailed information about LCAP and frequently asked questions, please visit <http://www.cde.ca.gov/fg/aa/lc/lcfaq.asp>.

¹ English, mathematics and physical education are the only subject areas included in Other Pupil Outcomes (Priority 8) that are reflected in the SARC.

² School safety plan is the only other local measure of School Climate (Priority 6) that is reflected in the SARC.

**PEDESTRIAN TRACKING
HOOPA, CA**

Date: May 18 2015

Location : Highway 96/ Loop Road

Time:	Northbound Direction			Southbound Direction		
	Pedestrian	Bicyclist	Other	Pedestrian	Bicyclist	Other
9 to 10						
10 to 11						
11 to 12	1					
12 to 1	1					
1 to 2						
2 to 3	27			15	2	
3 to 4	25			30		
4 to 5	14			8		

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**PEDESTRIAN TRACKING
HOOPA, CA**

Date: May 25 2015

Location : Highway 96

Time:	Northbound Direction			Southbound Direction		
	Pedestrian	Bicyclist	Other	Pedestrian	Bicyclist	Other
9 to 10	2					
10 to 11	1			1		
11 to 12						
12 to 1		2				
1 to 2				1		
2 to 3						
3 to 4						
4 to 5	1					

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**PEDESTRIAN TRACKING
HOOPA, CA**

Date: May 26 2015

Location : Loop Road

Time:	Northbound Direction			Southbound Direction		
	Pedestrian	Bicyclist	Other	Pedestrian	Bicyclist	Other
9 to 10						
10 to 11						
11 to 12						
12 to 1						
1 to 2						
2 to 3	27		2	20	2	2
3 to 4						
4 to 5						

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