



## 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-Humboldt County PW-3

Auto populated

**Total ATP Funds Requested:**

\$ 1,718

(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:**

Humboldt County PW

**IMPLEMENTING AGENCY'S ADDRESS**

**CITY**

**ZIP CODE**

1106 2nd Street

Eureka

CA

95501

**IMPLEMENTING AGENCY'S CONTACT PERSON:**

Hank Seemann

**CONTACT PERSON'S TITLE:**

Deputy Director

**CONTACT PERSON'S PHONE NUMBER:**

(707) 445-7741

**CONTACT PERSON'S EMAIL ADDRESS :**

hseemann@co.humboldt.ca.us



**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:**

Caltrans District 1

**PROJECT PARTNERING AGENCY'S ADDRESS**

**CITY**

**ZIP CODE**

1656 Union Street	Eureka	CA	95501
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**PROJECT PARTNERING AGENCY'S CONTACT PERSON:**

Brian Simon, P.E.

**CONTACT PERSON'S TITLE:**

Project Engineer

**CONTACT PERSON'S PHONE NUMBER:**

(707) 441-3935

**CONTACT PERSON'S EMAIL ADDRESS :**

brian.simon@dot.ca.gov

**MASTER AGREEMENTS (MAs):**

Does the Implementing Agency currently have a MA with Caltrans?

Yes  No

Implementing Agency's Federal Caltrans MA number

01-5904R

Implementing Agency's State Caltrans MA number

0058S

\* 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)

Manila Moves Campaign and Shared Use Path

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

**PROJECT DESCRIPTION:** (Max of 250 Characters)

Project calls for a separated shared use path that links two disconnected neighborhoods, improving access to existing and future community assets. Project also includes new infrastructure for non-motorized crossings and a community education program.

**PROJECT LOCATION:** (Max of 250 Characters)

The path is located on the western side of S.R. 255, within the State right-of-way, from the Dean Avenue/Pacific Avenue intersection (PM 3.65) to Carlson Drive (PM 4.19), and extends onto county roads.



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. 40.850897 /long. -124.163193

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>52</u>	Bicyclists	<u>27</u>
One Year Projection:	Pedestrians	<u>52</u>	Bicyclists	<u>28</u>
Five Year Projection:	Pedestrians	<u>54</u>	Bicyclists	<u>29</u>

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

Bicycle: Class I  Class II  Class III  Other \_\_\_\_\_

Pedestrian: Sidewalk  Crossing  Other \_\_\_\_\_

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

**DISADVANTAGED COMMUNITIES**

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

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

Household Income  Yes  No CalEnvioScreen  Yes  No

Student Meals  Yes  No Local Criteria  Yes  No

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

**CORPS**

Does the agency intend to utilize the Corps:  Yes  No



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

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

“Plan” applications to show as NI only

**Development of a Plan in a Disadvantaged Community:**       Yes       No

If Yes, check all Plan types that apply:

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

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

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

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

- Bicycle Transportation**      % of Project 34.0 % (ped + bike must = 100%)
- Pedestrian Transportation**      % of Project 66.0 %
- 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: Redwood Coast Montessori School  
 School address: 1611 Peninsula Drive, Arcata, CA 95521  
 District name: Arcata Elementary School District  
 District address: 1435 Buttermilk Lane, Arcata, CA 95521  
 Co.-Dist.-School Code: 12-62679-0127266

School type (K-8 or 9-12 or Both) K-8 Project improvements maximum distance from school 0.2 mile

Total student enrollment: 81  
 % of students that currently walk or bike to school% 16.0 %  
 Approx. # of students living along route proposed for improvement: 15  
 Percentage of students eligible for free or reduced meal programs \*\* 51.7 %

\*\*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
<b>CTC - PA&amp;ED Allocation:</b>	_____		12/15/15
* CEQA Environmental Clearance:	_____		12/31/16
* NEPA Environmental Clearance:	_____		12/31/16
<b>CTC - PS&amp;E Allocation:</b>	_____		1/31/17
<b>CTC - Right of Way Allocation:</b>	_____		1/31/17
* Right of Way Clearance & Permits:	_____		6/30/17
Final/Stamped PS&E package:	_____		10/1/17
* <b>CTC - Construction Allocation:</b>			3/15/18
* Construction Complete:			10/15/18
* Submittal of “Final Report”			1/31/19



**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:	\$140	
ATP funds for PS&E:	\$160	
ATP funds for Right of Way:	\$50	
ATP funds for Construction:	\$1,358	
ATP funds for Non-Infrastructure:	\$10	<i>(All NI funding is allocated in a project's Construction Phase)</i>
<b>Total ATP funds being requested for this application/project:</b>	<b>\$1,718</b>	

**Local funds leveraging or matching the ATP funds:** \$0

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

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

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

**TOTAL PROJECT FUNDS:** \$1,718

**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-Humboldt County PW-03

**Implementing Agency's Name:** Humboldt County – Department of Public Works

**Important:**

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

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

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

**1. Demonstrated fiscal needs of the applicant:**

The County of Humboldt is dependent on federal and state funds for infrastructure capital projects. The region's State Transportation Improvement Program funding is allocated out to 2019, primarily associated with a major safety project on Highway 101 between Eureka and Arcata. Funding from other sources has not been programmed for this project, nor are any applications pending. This project is not mitigation for any other project.

**2. Consistency with Regional Plan.**

The Manila Moves Campaign and Shared Use Path Project is consistent with and supported by the Humboldt County Association of Governments' (HCAOG) 2014 Regional Transportation Plan (RTP), *VROOM: Variety in Rural Options of Mobility*. This project, referenced in VROOM as "Caltrans: Hwy 255 – through the Community of Manila," is listed as a Top Priority Regional Complete Streets Project. In addition, this project is consistent with the Complete Streets Goal of our region's RTP that "Through Humboldt County, the streets, roads and highway system meet the transportation and safety needs of all users, including pedestrians, transit users, bicyclists, motorists, the elderly, youth, and the disabled. The region's jurisdictions have the resources to preserve, enhance, and maintain the roadway network to support bicycle, bus, pedestrian, automobile, and track travel."



## **Part B: Narrative Questions**

### **Detailed Instructions for: Question #1**

#### **QUESTION #1**

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

#### **A. Describe the following:**

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

The Manila Moves Campaign and Shared Use Path Project seeks to design, implement, and support through education a shared use path within the state right-of-way to connect neighborhoods and foster opportunities for safe walking and biking within the unincorporated community of Manila. The population of the rural, unincorporated community of Manila is 795. It is connected to adjacent communities only via State Route 255, a two-lane highway with a 55 mph speed limit. Current and projected types of users include students, commuters, senior citizens, people recreating for exercise, and both local and touring cyclists.

Caltrans System Planning conducted recent traffic counts, including bicycle and pedestrian counts, from March 16-20, 2015. Two Miovision cameras were installed at the intersection of S.R. 255 and Lupin Drive (PM 3.96) and the intersection of S.R. 255 and Dean Avenue/Pacific Avenue (PM 3.65). The cameras each captured 12 hours of data daily for five days. The counts, summarized in the table below, reflect trips that would have used a Class 1 path if it existed (i.e. trips between the two intersections along S.R. 255). For the ten data points, the counts for each camera-direction were averaged then added together to estimate the total numbers of people walking and biking along S.R. 255 per day.

Current Counts	Bicyclist		Pedestrian	
Camera-Direction	Dean to Lupin	Lupin to Dean	Dean to Lupin	Lupin to Dean
Average	13	12	14	34
<b>Total</b>	<b>25</b>		<b>48</b>	

Projections for bicycle and pedestrian use along this route are based on Caltrans District 1 linear growth factor of 1.2 over a 20-year period for AADT. It is important to note that these projections do not capture potential new users who are currently discouraged from walking or biking in the community. In a recent community survey for this ATP application, one question asked respondents how many trips they make in Manila by walking, biking, or running; a follow-up question asked how many trips they would make if there were a dedicated path for non-motorized users. Respondents indicated an average 8.5% immediate increase in biking and pedestrian trips should a path be constructed in their community. The table below summarizes the current counts along the route, the immediate growth based on questionnaire data, and projected growth using Caltrans' AADT growth factor.

Year	Bicyclist Count	Pedestrian Count
Current	25	48
Current w/ Path	27	52
1 year	28	52
5 years	29	54
20 years	33	62

The questionnaire also asked what prevents residents from biking or walking more in their community. Manila residents identified perceptions of safety and a lack of infrastructure as the two major factors



preventing them from walking or biking more often. Community members caution each other, particularly children and the elderly, not to travel along or across the highway. By addressing the community's safety concerns, a dedicated path will no doubt attract more users than what the projections suggest.

Redwood Coast Montessori School (RCM) anticipates continued growth in its enrollment, including Manila students who would walk or bike to school on a regular basis. Data from Safe Routes to School parent surveys indicate that of RCM students living within 0.5 mile of school, 9 out of 10 students already walk to school every day. The proposed path would greatly expand a safe route to school for more families in Manila.

On the southeast corner of the Lupin intersection, Lighthouse Plaza, a new local business, is opening soon and will offer laundry services, a café, and mini-golf. This business will certainly draw in local residents as well as attract customers from neighboring communities.

The non-infrastructure component of this project will complement the creation of the shared use path by providing community education around transportation safety and encouraging use of the path for trips within Manila. The development of the Manila Moves Campaign via local media and in-person outreach will promote awareness of the new path, foster community "ownership" of the path, and is expected to help increase the use of the path.

- 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**

The shared use path will link several community assets along the western half of the community. These assets include the Redwood Coast Montessori School, the Manila Community Center, Willow and Dunes Daycare, public transit and school bus stops, the Manila Community Services District office, Lighthouse Plaza, and the Humboldt Coastal Nature Center.

The project will be the first facility in the community dedicated to bicycle and pedestrian transportation. It will also serve as a connection point to future non-motorized transportation projects. Friends of the Dunes plans to install a bike/pedestrian path to connect the Humboldt Coastal Nature Center to S.R. 255 and Manila neighborhoods. Also, upon completion of the Humboldt Bay Trail, part of the Pacific Coast Bike Route, S.R. 255 will be considered as a designated Scenic Alternate Route for cyclists travelling between Arcata and Eureka. The project is designed with these future projects in consideration.

**b. removal of barrier to mobility**

The project addresses a barrier to mobility, but does not completely remove it. The Manila Community is currently bisected by S.R. 255. Local non-motorized trips, either to visit neighbors, school, or public facilities, must either travel along the highway shoulders or cross the highway. High travel speeds on the highway discourage residents from walking and biking in and around their community.

Though the shared use path will not directly impact travel speeds on the highway, its construction and associated landscaping can serve as visual cues to drivers, alerting them that



they have entered a community wherein local residents will be potentially crossing the road, either on bike or by foot.

**c. closure of gaps**

On the western half of the Manila Community, there are two neighborhoods that are adjacent, but disconnected. The neighborhood off of Lupin Drive and the neighborhood off of Pacific Avenue are not connected by local roads or right-of-ways. Local residents must walk or bike along the highway if they want to travel within their community. For cyclists traveling north to the Lupin neighborhood, in order to ride in northbound shoulder, they must also cross the highway twice.

The shared use path will remove the gap for the pedestrians and cyclists who wish to travel between the Pacific and Lupin neighborhoods.

**d. other improvements to routes**

The project will also include street lighting at the intersection of S.R. 255 and Dean Avenue/Pacific Avenue to increase safety for pedestrians and cyclists approaching the path intersection with Pacific Avenue and crossing the highway after dark. This complements the streetlights already installed at the Lupin intersection.

**e. educates or encourages use of existing routes**

The Manila Moves Campaign will complement the construction of the shared use path by educating the community on transportation safety for walking, biking, and driving through Manila. The campaign will also focus education on the 3 Es of transportation safety—Engineering, Enforcement, and Education—which will encourage safe use of the completed path and help foster additional community dialogue around other transportation safety improvement possibilities. In addition, a Family and Youth Bicycle Rodeo will educate families and youth about active modes of transportation and bike safety.

By creating public service announcements press releases for local media outlets, and conducting in-person outreach through the Manila Community Resource Center and at the new store/café in Manila, Lighthouse Plaza, these education and encouragement strategies will spark interest in the project, encourage community involvement in the refinement of the final design and support safe use of the completed path.

**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.)**

In 2002, Caltrans designated U.S. 101, a route parallel to S.R. 255, as a *Safety Corridor* with maximum speed limits reduced to 50 mph. Though slightly longer in distance, some drivers have started using S.R. 255—with a 55 mph speed limit—to travel between Arcata and Eureka. The influx of fast, through traffic began to raise concerns with local residents. That same year, the Manila Community Services District sponsored the first phase of the Manila Community Transportation Plan (MCTP). The MCTP states that the community has a long documented history of concerns of safety and multimodal access in Manila, corresponding with Caltrans and other entities as far back as 1985. Of those concerns, residents identified the absence of pedestrian facilities and landscaping as issues. Completed in 2005, Phase II of the MCTP calls for the creation of a new pedestrian path on the west of S.R. 255 between Pacific Avenue and Lupin Avenue within the right-of-way, but separated from the highway.



In 2013, to address concerns raised in the MCTP, Caltrans completed the S.R. 255 Engineered Feasibility Study which analyzed multiple alternatives for improving the corridor for all users, including a separated shared use path within the highway right-of-way. Because of the great need and interested in the Manila community for improved pedestrian and bicycle facilities, this project is included as a Top Priority Regional Complete Streets Project for Caltrans District 1 in our region's Regional Transportation Plan.

This project addresses needs and concerns of a community that has not been able to fund one of its top transportation priorities.



## **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.)**

The table below shows the five most recent years of collision data from the Transportation Injury Mapping System for the Manila Community within the influence of the project area, spanning from 1/1/2010 to 12/31/2013. Of the 2 reported accidents during this time span, one involved a bicyclist and one occurred on a local road near an intersection with S.R. 255.

Date	Time	Day	Victim	Severity	Location
12/3/2010	1539	Fri	Bicyclist	4	Peninsula Dr SB
2/5/2011	1745	Sat	Pedestrian	3	SR 255 SB

Source: UC Berkley SafeTREC Transportation Injury Mapping System

Though it is not reflected in the available SafeTREC data, community comments contained in the S.R. 255 Engineered Feasibility Study state that there have been several near-miss incidents along S.R. 255 through Manila. One commenter referenced an accident where, as a driver, she had stopped to allow a pedestrian to cross, but another driver was speeding excessively and had to veer at the last moment to avoid a collision; though one local driver was prepared to slow down and be aware of pedestrian crossings, a through driver was speeding through the community.

The map on the next page shows the locations of the incidents. Two of the incidents occurred along the southbound lane of S.R. 255 between Dean/Pacific and Lupin, along the stretch of roadway where the shared use path will be located.



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

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

The project includes incidental elements such as landscaping between the path and highway. In addition to increasing comfort and aesthetics for non-motorized users and re-vegetation of native plant species, landscaping can act as a visual cue for drivers, indicating that they are driving through a community. Visually communicating a sense of arrival will affect a driver's perception of speed and can contribute to a reduction of speed.

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

Installation of pedestrian-scale street lighting at the intersection of S.R. 255 and Dean Avenue/Pacific Avenue will improve the visibility of pedestrians and cyclists approaching the intersection from the path and crossing the highway at night or on cloudy or foggy days.

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

By separating motorized and non-motorized modes of traffic from the roadway, the project will eliminate a half-mile section of longitudinal conflict for travel along S.R. 255.

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



The Manila Moves Campaign, as part of the non-infrastructure component of this ATP project, will target education and messaging in the media with the goal of improving safe behavior while walking, biking, and driving through Manila. The education and encouragement campaign will partner with the Manila Community Services District and Manila Community Resource Center to reach all residents of Manila through educational messages included with mailed water bills and face-to-face interactions at the community center and Lighthouse Plaza. The messages will include tips for safe walking and biking for youth and adults and encouragement for safe driving through Manila.

Incidental landscaping associated with the path can contribute to a reduction of speed, improving compliance with posted speed limits and also allowing drivers to safely stop and allow pedestrians and cyclists to cross the highway.

**- Addresses inadequate traffic control devices.**

Although not part of this proposed ATP project, following the 2013 Engineered Feasibility Study, several traffic calming elements have been introduced along this corridor including optical speed bars, pavement marking, and radar feedback signs. It is too soon to determine whether these devices can be considered inadequate.

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

By providing lighting at the Dean Avenue/Pacific Avenue intersection, the project increases visibility of those non-motorized users crossing S.R. 255. The path reduces proximity of non-motorized users to the vehicles, which reduces the likelihood of accidents due to poor decisions by either party. For example, unexpected swerving on the path will not likely impact traffic on the road.

In addition, the Manila Moves Campaign and Family Bicycle Rodeo non-infrastructure components will focus on safety messaging and instruction for pedestrians and bicyclists of all ages, in particular for youth who are learning lifelong skills to safely navigate their neighborhood by foot or bike.

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

There are no existing trails, crosswalks, or sidewalks. Existing bicycle facilities are limited to the shoulders of S.R. 255 through the community. Residents have commented that they feel unsafe using the shoulders due to the high speed of drivers on the highway. The project directly addresses these issues by providing a facility for non-motorized users, separate from the roadway.



## **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)**

- Manila residents (average meeting attendance: ~50)
- Caltrans and County management innovative collaboration for proposal submittal, project delivery, and shared use path maintenance
- Project design team - Caltrans, County
- Manila Community Services District
- Manila Community Resource Center
- Voices of the Peninsula, a Manila grassroots community group, who also solicited door-to-door for signatures from community members in support of the project
- Redwood Coast Montessori school
- Manila Safe Paths Coalition
- Redwood Community Action Agency, a local non-profit organized focused on making active transportation the safe and easy choice for families on the North Coast
- Humboldt County Public Health
- Humboldt Bay Bicycle Commuters Association
- Humboldt Trails Council

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

Manila residents have been interested in a separated walking and biking facilities through their community for several decades, as seen and first codified in the Manila Community Transportation Plan (2003).

Caltrans District 1 recognized there was community interest and opportunities to improve safety and mobility through Manila and thus launched the S.R. 255 Engineered Feasibility Study (EFS) in 2009. Public outreach efforts for the EFS began in the spring of 2009 with a series of meetings between Caltrans staff, community leaders, and members of both private and public groups. The purpose of these meetings was to inform these agencies and stakeholders of the study and provide the groups with an opportunity to provide feedback on the study. The first public meeting was held at the Manila Community Center on January 27, 2010 and was attended by approximately 50 people. The meeting introduced the public to the study and the concepts being considered and provided attendees an opportunity to ask questions and recommend additional concepts. A second feasibility study meeting was held on February 15, 2012, during the development of the report.

Based off of the results of those meetings, the final EFS produced a list of projects for consideration for immediate and long-term implementation (e.g. following a change in community characteristics or traffic volumes). Upon completion of the EFS, a public comment period allowed community members an opportunity to review the findings of the study and make comments on the scope of the study. Comments collected during the public comment period and respective comment resolutions were recorded on January 22, 2013.

For the current ATP application, proposed improvements from the EFS were presented at the March 11, 2015 Manila Community Services District Board town hall meeting. On April 8, 2015, following the town hall meeting, Caltrans hosted an open house presentation for community members to learn more about the Active



Transportation Program, the proposed project, and to survey support for the proposed alternatives. Leading up to the open house, Voices of the Peninsula went door-to-door to encourage participation at the open house and solicit signatures of support for a separated path from those who could not attend. At the open house, Caltrans provided questionnaires, both paper and online, to gather reactions to the alternatives, collected over a 4-week period. During the survey period, Voices of the Peninsula again went door-to-door to reach out and share access to the survey as well as the information from the open house made available on the Caltrans District 1 website.

The Redwood Coast Montessori (RCM) school community and the Manila Community Resource Center were also directly engaged by the County in winter/spring 2015 to understand priorities and concerns with walking and biking access to the Manila Community Center and school grounds. A meeting with staff of Community Resource Center allowed for the County to better understand the transportation safety concerns of clients seeking services at the Community Center. Meetings with the school administration and Parent Teacher Organization for Redwood Coast Montessori allowed for in-depth discussion of the proposed ATP project, feedback on how the project would benefit the school community and ideas for how to improve the project to encourage more students to walk or bike to school. The director of RCM also began regularly attending the Humboldt County Safe Routes to School Task Force, making connections with other schools and entities engaged in Safe Routes to School issues. In addition, Safe Routes to School parent surveys and classroom hand tallies of mode to school were distributed and completed in March 2015.

**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)**

Community feedback played an important role in the development of this project. Not just by providing a venue to voice concerns, as was done during the development of the EFS, but also to narrow down alternatives to those which would be well-received by the community.

Responding to comments, such as those during the second EFS public meeting and during the public comment period, also allowed an opportunity to explain why certain options are not viable given current conditions along S.R. 255 (e.g. arbitrarily lowering speed limits or installing stoplights).

Particular to the ATP, community feedback has proven helpful in determining which type of improvement would be most welcomed by the community, and thus be well used after the project is delivered. When asked which if the alternatives would most encourage walking and biking in Manila, respondents clearly favored separated paths, particularly one that meandered to avoid complications and costs associated with environmentally sensitive areas.

Feedback from the Redwood Coast Montessori community included concerns about speeding on Highway 255 and along adjacent County roadways. The school community's comments helped shape the proposed trail junction at Pacific—making sure to improve crosswalks at Pacific so people walking and biking along the proposed trail and continuing towards the school/Manila Community Center are visible to drivers. This feedback greatly improved the design of the southern trail junction. Conversations with the Manila Community Resource Center staff reinforced that the trail would close a significant barrier to walking between the MCSD office on Lupin and the Community Center on Peninsula.

**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 project is a key strategy for continuing engagement of community members and stakeholders in the implementation of project. Providing education and encouragement through media and direct outreach will provide community members with additional safety knowledge and incentive to utilize the new trail. Caltrans' design team and Humboldt County Public Works will



continue to involve the Manila community, Manila Community Services District and Redwood Coast Montessori School in the refinement of the project design.



## **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 Humboldt County Community Health Assessment (2013) reveals that Humboldt County residents are more than twice as likely to be injured in a motorized vehicle collision as residents statewide, and are far more likely to have a chronic disease of the heart and cardiovascular system. The lack of safe, accessible places to be active in our rural community and the lack of complete active transportation networks have a direct relation on our community's health outcomes.

In addition, 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. Research has shown that being overweight or obese greatly increases the likelihood of developing chronic diseases such as diabetes or cardiovascular disease.

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 teach safe walking, crossing, and bicycling behavior to reduce the number of these collisions as a large percentage of them have been recorded as the fault of pedestrians or cyclists. 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 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 people have greater opportunities to choose to walk or bike instead of drive, automobile congestion and exhausts will be reduced. Targeting low-income communities for active transportation infrastructure is a strategy for improving the public health of populations who have high health risk factors.

This proposed separated shared use pathway through Manila is 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." The project team coordinated with Senior Health Education Specialist, Joan Levy, at Humboldt County Public Health, to refine the non-infrastructure components of the project to utilize best practices for education and outreach to promote active transportation modes.

We expect the Manila Non-motorized Transportation Improvement Project to positively impact health outcomes primarily within the Manila community. As the project will provide a walking and biking facility separated from the highway, we expect that collisions between motor vehicles and pedestrians or bicyclists



traveling along S.R. 255 will be greatly reduced. We also expect improved health outcomes especially within youth in the community, by providing targeted education to this age group and creating more opportunities to be active within the neighborhood. Several parents who are a part of the Redwood Coast Montessori Parent Teacher Organization (PTO) and live in Manila stated that their kids ride their bike back and forth on the one segment of sidewalk (30 feet long) along Peninsula Drive because there are no other safe places to ride separated from vehicles.

This project will develop much needed active transportation infrastructure for the Manila community, which currently does not have access to safe places to walk or bike for transportation or health benefits. Including a non-infrastructure component will provide additional transportation safety education for people walking, biking, or driving through Manila, which will serve as an intervention for the high rates of motor vehicle collisions in our community. The Manila Moves Campaign and family bicycle rodeo activities will involve the nearby Redwood Coast Montessori School and Manila Community Resource Center in order to build on existing safety programs and maximize community and parent participation.



## Part B: Narrative Questions

### Detailed Instructions for: **Question #5**

**QUESTION #5**

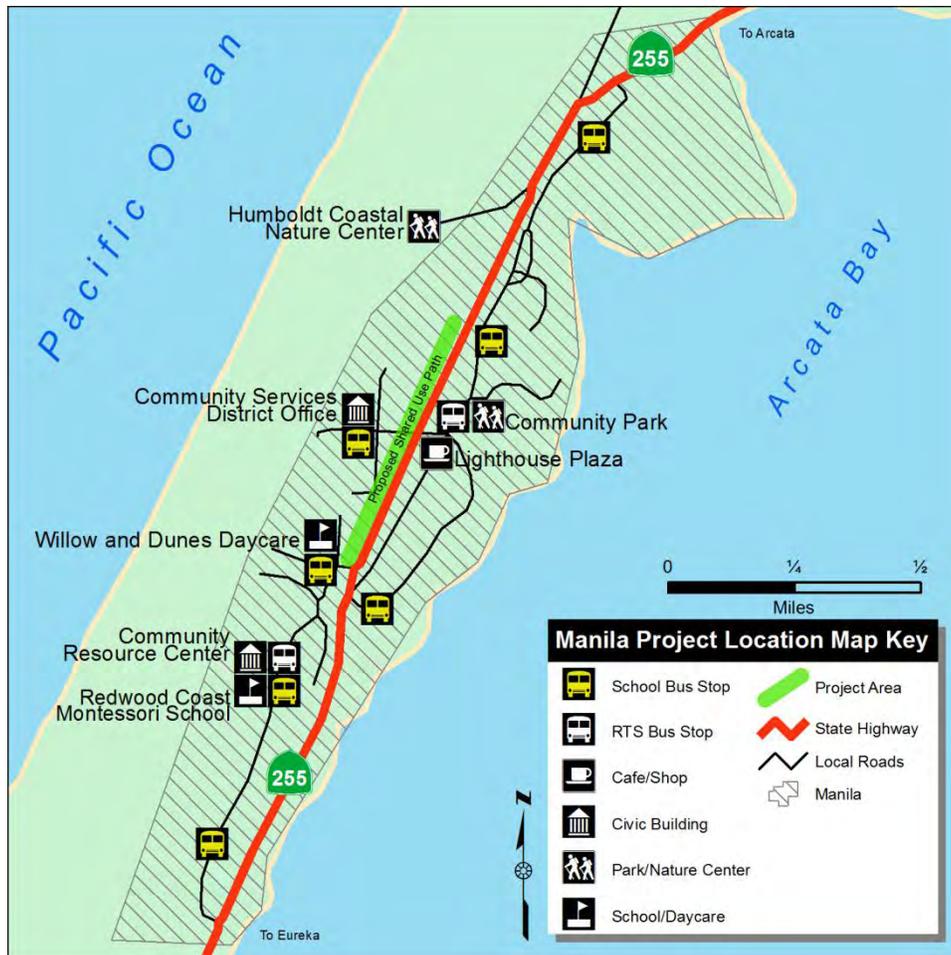
**BENEFIT TO DISADVANTAGED COMMUNITIES (0-10 points)**

**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
- Provide the median income for each census track listed
- Provide the population for each census track listed

By Census Tract	
Census Tract:	Census Tract 13, Humboldt County, California
Median Household Income:	\$32,264 (53% of statewide)
Population by tract:	1,424
By Census Defined Place	
Census Defined Place:	Manila CDP
Median Household Income:	\$32,055 (52% of statewide)
Population of CDP:	795

**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

**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 entire census tract and the Manila Census Defined Place are economically disadvantaged communities. Both the infrastructure and non-infrastructure components of this project will be wholly implemented within the disadvantaged community of Manila.

**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.**

For disadvantaged communities like Manila—particularly in rural settings—residents’ voices and needs are often overlooked in favor of projects that can benefit larger populations. This project will provide a direct benefit to Manila residents by providing a new separated path to improve safety and mobility between neighborhoods and provide active living opportunities. An additional benefit will include complementary education and encouragement activities to support the use of the path and safety of path users. We expect that the new path and supportive non-infrastructure activities will help foster greater health outcomes for Manila residents over time.



Although multiple multi-year planning efforts have been conducted by Caltrans and the Manila Community Services District back to 1985, there has been little progress made to follow through and directly address the transportation concerns of the community. Although this community has been marginalized in previous regional transportation planning processes, this project has sought to prioritize improvements that will directly benefit residents of this isolated community.

This proposed shared use path will serve as an important non-motorized connection within Manila—providing an alternative to driving for trips within the community. Manila’s median household income is only 53% of statewide, and transportation costs can greatly impact low income families. Gas prices in Humboldt County are consistently among the highest in the state, which disproportionately affects low-income families. As of February 2014, the average price of gas in Eureka (4.5 miles from Manila) was \$3.94, the average for Northern California was \$3.74, and the average for California was \$3.82. The North Coast typically sees higher prices than the rest of California due to transportation issues and a lack of competition. High gas prices affect impoverished families more severely than others. 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.)**

The alternatives considered for the shared use path were taken from the S.R. 255 Engineered Feasibility Study.

Alternative 1 is a separated shared use path, designed to Class I bikeway standards, running from the Dean/Pacific intersection to Carlson, along the western right-of-way of the state highway. Variations of alternative 1 are due to routing options within the right-of-way. Alternative 1A is as far from the roadway as possible, along the fence. Alternative 1B meanders through the right-of-way, avoiding as many environmentally sensitive areas as possible. Alternative 1C runs adjacent to the roadway, similar to an urban Class I bikeway.

Alternative 3 is a pair of wide, colorized shoulders, similar that which is currently installed on the U.S. 101 corridor between Eureka and Arcata. The variations are based on distance. Alternative 3A runs for the entire segment of S.R. 255 from the Samoa Bridge intersection to the Mad River Slough Bridge. Alternative 3B runs just in the main part of the Manila Community, including the northbound and southbound approaches to the Dean/Pacific and Lupin intersections, respectively.

Estimated costs of the alternatives are summarized in the table below.

Capital Plus Support Costs	
Alternative 1A	\$2.1M
Alternative 1B	\$1.7M
Alternative 1C	\$1.8M
Alternative 3A	\$2.5M
Alternative 3C	\$1.1M

Input from the community showed overwhelming support for a separated path. Though all three variants of Alternative 1 scored well, the option to meander ranked on top. Some respondents commented that avoiding sensitive areas to reduce costs was their motivating factor. Though Alternative 3C was the least expensive, that it was not viewed as favorably by the community indicated that it would not likely see as much use as Alternative 1B, thereby holding fewer benefits.

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

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



The "Results" worksheet summarizes that the total cost is \$1.72 million and the total benefit is \$1.57 million, resulting in a B/C ratio of 0.91. However, the tool relies on net present cost, which results with a B/C ratio of 0.64. For part A of this question, applicants are not asked to determine B/C based on net present costs, so their calculations will be different from what the tool provides as the B/C ratio.

Beyond the results, the ATP Benefit/Cost tool is really helpful, but can come across as overwhelming regarding which information to have available. It might be helpful to reference which section of the application data should be coming from, similar to how tax forms work. For example, the instructions could read, "Fill in the data for this box using data that you entered on Question 1B." Ideally, it would be nice to have all of these files and cells automatically linked, so that entering it in one field on one document would automatically update elsewhere as needed.

The layout of the workbook is generally fine, except it would be easier if the instructions for each input cell were repeated as a pop-up/hover textbox with each cell. This would prevent the need to regularly refer to the Instructions worksheet.

On the Non-Infrastructure sheet, there are two boxes that calculate "Projected New Active Transportation Riders," but they have different values. It is not clear why they are different. One can assume that one is specifically regarding SR25; if this is the case, it should be clear to avoid the confusion.

Ideally, it would be nice to have the entire application be hosted on the web. Applications can register their accounts, create projects, upload supporting documents, save progress, return as necessary, etc. This would address a lot of issues regarding data cross-referenced within an application and make parsing out data easier for evaluators and Caltrans staff.



## **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.)**  
This project requests funds for PA&ED, PS&E, ROW, and construction (including contract administration and construction engineering). Leveraging funds are not available.



## 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](mailto:atp@ccc.ca.gov)  
 Phone: (916) 341-3154

Community Conservation Corps representative:

Name: Danielle Lynch  
 Email: [inquiry@atpcommunitycorps.org](mailto: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).  


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- 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.

Humboldt County has a strong project delivery history for Local Assistance-administered projects. The County regularly delivers projects with funding from STIP, HSIP, HBP, BPMP, HRRR, and storm damage. The County received ATP Cycle 1 funding and prior to ATP regularly delivered projects with BTA, TE, and SR2S funding.

- 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

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



# **ATTACHMENT A**

*Application Signature Page*



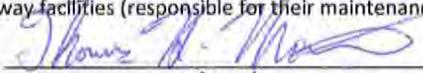
## Part C: Attachments

### Attachment A: Signature Page

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

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

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

Signature: <u></u>	Date: <u>6-1-2015</u>
Name: <u>Thomas K. Mattson</u>	Phone: <u>707-445-7652</u>
Title: <u>Director, Public Works</u>	e-mail: <u>tmattson@co.humboldt.ca.us</u>

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

*(For use only when appropriate)*

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

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

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

*(For use only when appropriate)*

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

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

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

*(For use only when appropriate)*

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

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

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

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



## **ATTACHMENT B**

*ATP - Project Programming Request*

**ATP PROJECT PROGRAMMING REQUEST**

Date: 5/27/2015

Project Information:					
<b>Project Title:</b> Manila ATP					
District	County	Route	EA	Project ID	PPNO
1	HUM	255			

Funding Information:									
DO NOT FILL IN ANY SHADED AREAS									
Proposed Total Project Cost (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)				140				140	
PS&E				120	40			160	
R/W				30	20			50	
CON					181	9		190	
<b>TOTAL</b>				<b>290</b>	<b>241</b>	<b>9</b>		<b>540</b>	

ATP Funds	Infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)				140				140	
PS&E				120	40			160	Notes:
R/W				30	20			50	
CON					180			180	
<b>TOTAL</b>				<b>290</b>	<b>240</b>			<b>530</b>	

ATP Funds	Non-Infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON					1	9		10	
<b>TOTAL</b>					<b>1</b>	<b>9</b>		<b>10</b>	

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

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

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

**ATP PROJECT PROGRAMMING REQUEST**

Date: 5/27/2015

Project Information:					
Project Title: Manila ATP					
District	County	Route	EA	Project ID	PPNO
1	HUM	255			

**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)									
PS&E									Notes:
R/W									
CON									
TOTAL									

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

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

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

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

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



# **ATTACHMENT C**

## *Engineer's Checklist*

# ATP Engineer’s Checklist for Infrastructure Projects

## Required for “Infrastructure” applications ONLY

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

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

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

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

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

1. Vicinity map /Location map

Engineer’s Initials: BS

- 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: BS

- 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: BS

*(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: BS

- 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: N/A

- 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: BS

- 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: BS

- 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: BS

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

Licensed Engineer:

Name (Last, First): SIMON BRIAN

Title: TRANSPORTATION ENGINEER

Engineer License Number 62970

Signature: Brian Simon

Date: 5/27/15

Email: brian.simon@dot.ca.gov

Phone: 707 441 3935

Engineer's Stamp:





# **ATTACHMENT D**

*Project Location Map*





# **ATTACHMENT E**

*Project Map/Plans Showing Existing and Proposed Conditions*

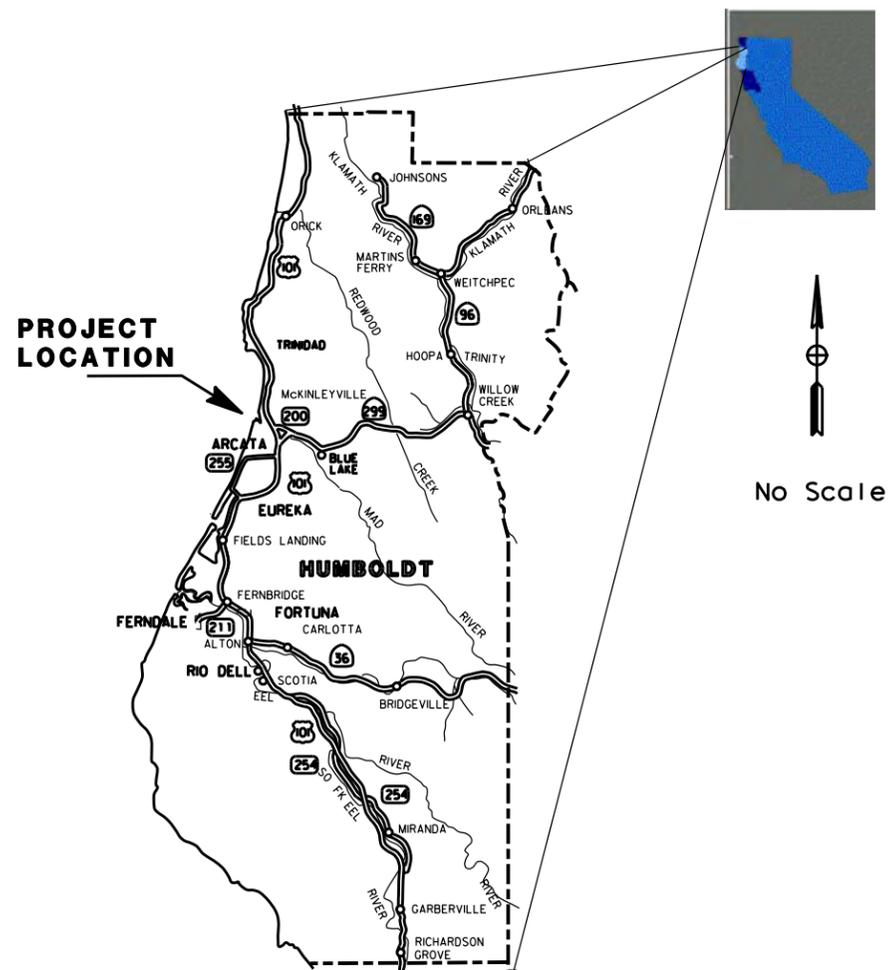
# MANILA MOVES CAMPAIGN AND SHARED USE PATH

STATE OF CALIFORNIA  
HUMBOLDT COUNTY  
STATE ROUTE 255  
COMMUNITY OF MANILA

## AREA MAP

## LOCATION MAP

## SHEET INDEX



SHEET 1 COVER  
SHEET 2 CROSS SECTIONS, DETAILS,  
AND ABBREVIATIONS  
SHEET 3 - 7 PLAN VIEWS

DESIGN STUDY  
ONLY

REVISIONS

NO.	DRAWN BY	DATE	APPROVED BY	DATE

MANILA MOVES CAMPAIGN  
AND SHARED USE PATH

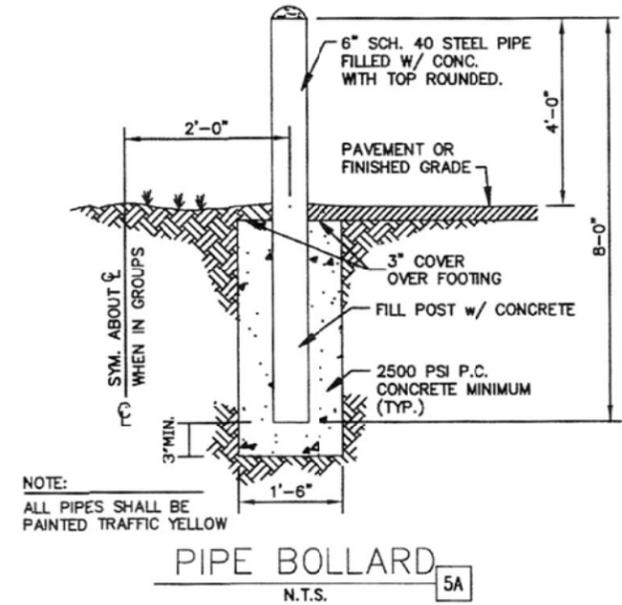
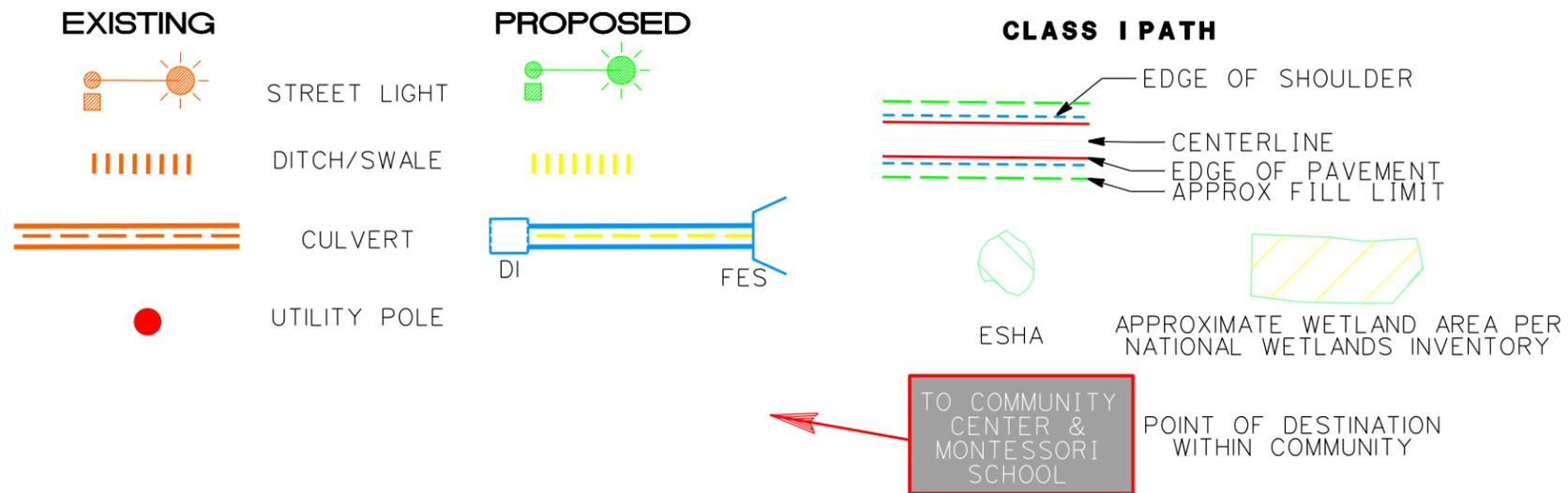
COVER SHEET

MAY 2015

**1**

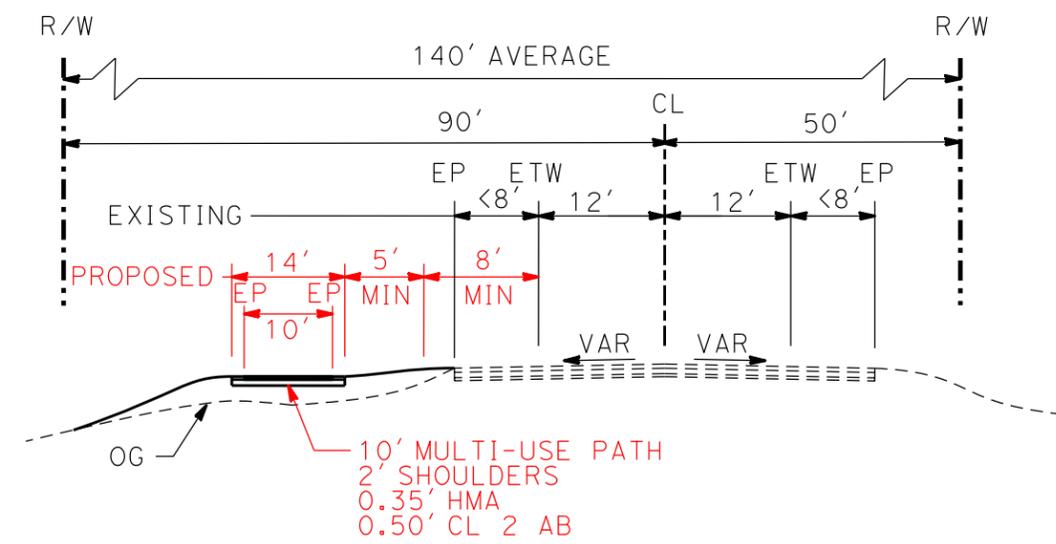
of 7

# LEGEND



# ABBREVIATIONS

AB	AGGREGATE BASE
AC	ASPHALT CONCRETE
BC	BEGIN CURVE
CL	CENTERLINE
CR	CURB RETURN
DI	DROP INLET
EP	EDGE OF PAVEMENT
EC	END CURVE
ESHA	ENVIRONMENTAL SENSITIVE HABITAT AREA
ETW	EDGE OF TRAVEL WAY
FC	FACE OF CURB
FEN	FENCE
FES	FLARED END SECTION
FG	FINISH GRADE
FL	FLOW LINE
GB	GRADE BREAK
HMA	HOT MIX ASPHALT
L	LENGTH
NG	NATURAL GROUND
OS	OFFSET
PG	PAVEMENT GRADE
PC	POINT OF CURVATURE
PRC	POINT OF REVERSE CURVATURE
PT	POINT OF TANGENCY
PP	POWER POLE
R	RADIUS
RW	RIGHT OF WAY
SD	STORM DRAIN
STA	STATION



**SHARED USE PATH (MEANDERING ALONG ROADSIDE)**

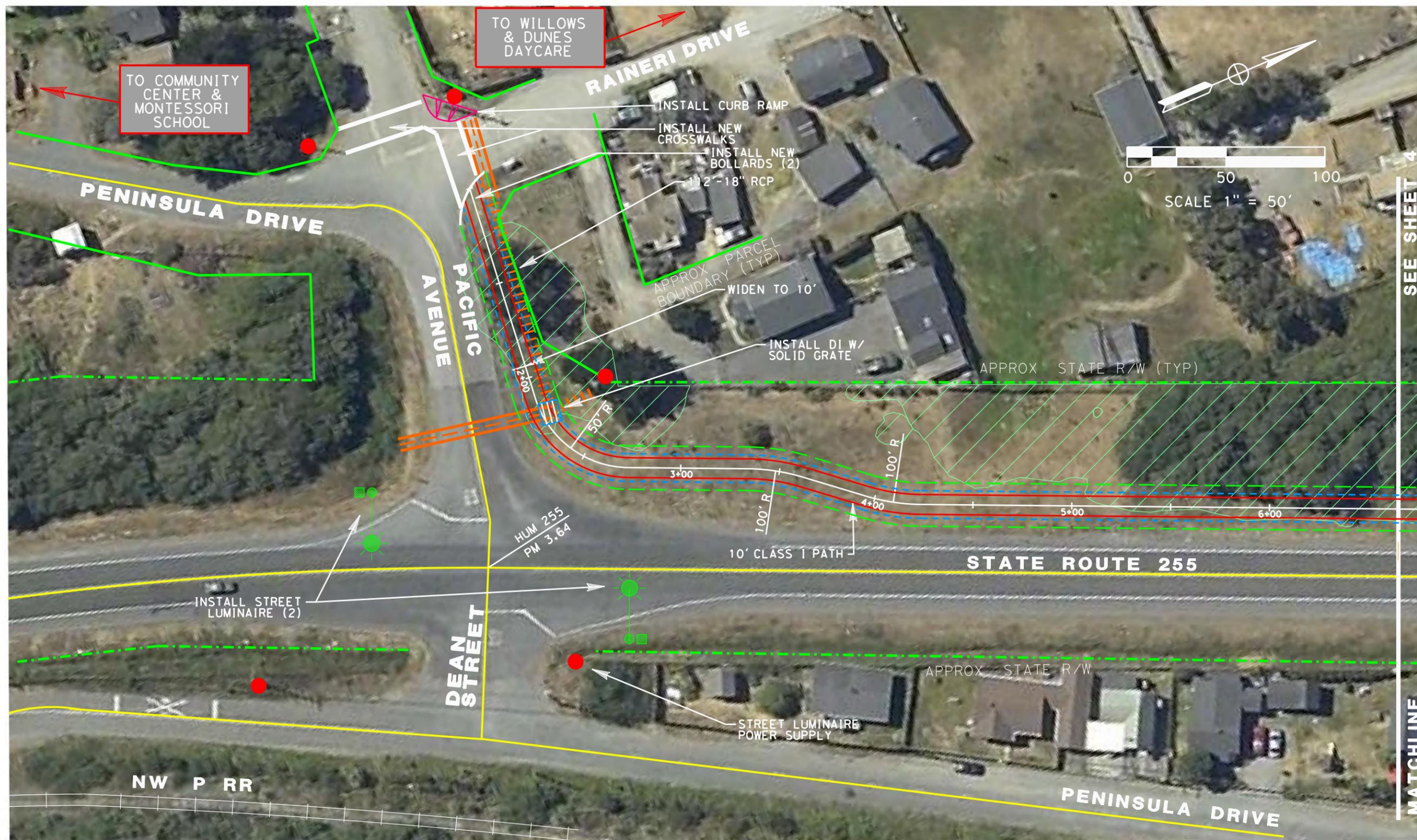
DESIGN STUDY ONLY

REVISIONS				
NO.	DRAWN BY	DATE	APPROVED BY	DATE

**MANILA MOVES CAMPAIGN AND SHARED USE PATH**

**CROSS SECTIONS, DETAILS & ABBREVIATIONS**

MAY 2015



SEE SHEET 4

MATCHLINE

**MANILA MOVES CAMPAIGN  
AND SHARED USE PATH**

**PLAN VIEW**

MAY 2015

NOTES  
FILL LIMITS ARE APPROXIMATE. TRUE LIMITS WILL BE IDENTIFIED AFTER TOPOGRAPHIC SURVEY INFORMATION IS PROVIDED IN FUTURE DESIGN PHASE

**DESIGN STUDY  
ONLY**

REVISIONS

NO.	DRAWN BY	DATE	APPROVED BY	DATE

**3**

of 7

Manila ATP plans.dgn

Manila ATP plans.dgn

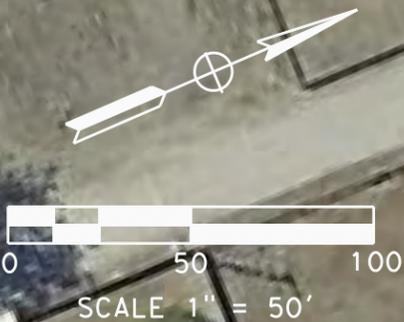


SEE SHEET 3

MATCHLINE

SEE SHEET 5

MATCHLINE



**MANILA MOVES CAMPAIGN  
AND SHARED USE PATH**

**PLAN VIEW**

MAY 2015

DESIGN STUDY  
ONLY

REVISIONS

NO.	DRAWN BY	DATE	APPROVED BY	DATE

**4**

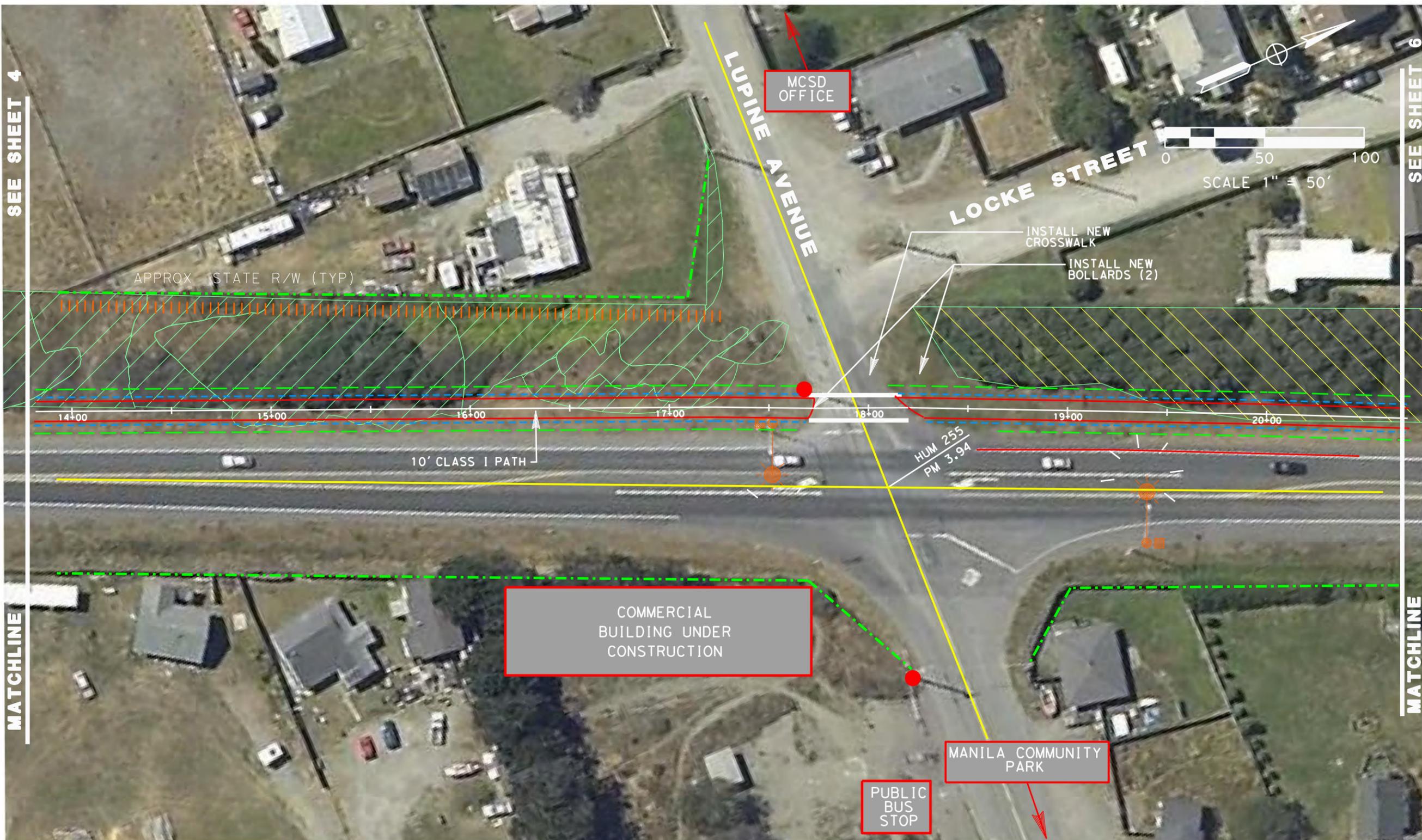
of 7

SEE SHEET 4

MATCHLINE

SEE SHEET 6

MATCHLINE



**MANILA MOVES CAMPAIGN  
AND SHARED USE PATH**

**PLAN VIEW**

MAY 2015

NOTES  
FILL LIMITS ARE APPROXIMATE. TRUE LIMITS WILL BE IDENTIFIED AFTER TOPOGRAPHIC SURVEY INFORMATION IS PROVIDED IN FUTURE DESIGN PHASE

**DESIGN STUDY  
ONLY**

REVISIONS

NO.	DRAWN BY	DATE	APPROVED BY	DATE

Manila ATP plans.dgn

SEE SHEET 5

MATCHLINE



SEE SHEET 7

MATCHLINE

**MANILA MOVES CAMPAIGN  
AND SHARED USE PATH**

**PLAN VIEW**

MAY 2015

NOTES  
 FILL LIMITS ARE APPROXIMATE. TRUE LIMITS WILL BE DETERMINED AFTER TOPOGRAPHIC SURVEY INFORMATION IS PROVIDED IN FUTURE DESIGN PHASE

DESIGN STUDY  
 ONLY

REVISIONS

NO.	DRAWN BY	DATE	APPROVED BY	DATE

**6**

of 7

SEE SHEET 6

MATCHLINE



**MANILA MOVES CAMPAIGN  
AND SHARED USE PATH**

**PLAN VIEW**

MAY 2015

NOTES  
FILL LIMITS ARE APPROXIMATE. TRUE LIMITS WILL BE IDENTIFIED AFTER TOPOGRAPHIC SURVEY INFORMATION IS PROVIDED IN FUTURE DESIGN PHASE

DESIGN STUDY  
ONLY

REVISIONS

NO.	DRAWN BY	DATE	APPROVED BY	DATE

**7**

of 7



# **ATTACHMENT F**

*Photos of Existing Condition*



Figure 1: Aerial view of the Dean/Pacific intersection with S.R. 255



Figure 2: Southern Terminus of the Path, at the intersection of Pacific and Peninsula Drive



Figure 3: Southbound Lane Shoulder of S.R. 255 Approaching Lupin Drive



Figure 4: Looking North, Shoulders of S.R. 255 used by Pedestrians and Cyclists



# **ATTACHMENT G**

*Project Estimate*

## Detailed Engineer's Estimate and Total Project Cost

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

### Project Information:

Agency:	Humboldt County		
Application ID:	Manila ATP	Prepared by:	B Simon
		Date:	5/27/2015
Project Description:	Manila Non-Motorized Transportation Improvements & Non-Infrastructure Education		
Project Location:	Humboldt County, Community of Manila, HUM 255, PM 3.6/4.14		

### Engineer's Estimate and Cost Breakdown:

Engineer's Estimate (for Construction Items Only)						Cost Breakdown							
						Note: Cost can apply to more than one category. Therefore may be over 100%.							
						ATP Eligible Items		Landscaping		Non-Participating Items		To be Constructed by Corps/CCC	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$	%	\$
1	Clearing & Grubbing	1	LS	\$20,000	\$20,000	100%	\$20,000						
2	Roadway Excavation	639	CY	\$38	\$24,282	100%	\$24,282						
3	Imported Borrow	1611	CY	\$25	\$40,275	100%	\$40,275						
4	Hot Mix Asphalt (Type A)	761	TON	\$175	\$133,175	100%	\$133,175						
5	AC Price Fluctuations	1	LS	\$1,593	\$1,593	100%	\$1,593						
6	Shoulder Backing (Imported Material)	150	CY	\$125	\$18,750	100%	\$18,750						
7	Aggregate Base (Class 2)	752	CY	\$73	\$54,896	100%	\$54,896						
8	18" RCP Extension	142	LF	\$150	\$21,300	100%	\$21,300						
9	Drop Inlet	2	EA	\$400	\$800	100%	\$800						
10	Culvert Marker	2	EA	\$150	\$300	100%	\$300						
11	Flared End Structure	2	EA	\$1,500	\$3,000	100%	\$3,000						
12	Interpretive Nature Signs	5	EA	\$350	\$1,750	100%	\$1,750						
13	Safety Lighting (electrolier)	2	EA	\$30,000	\$60,000	100%	\$60,000						
14	Landscape/revegetation	25000	SF	\$1	\$25,000	100%	\$25,000						
15	Erosion Control (1.5%)	1	LS	\$15,000	\$15,000	100%	\$15,000						
16	ESA Fencing	2320	LF	\$5	\$11,600	100%	\$11,600						
17	Environmental Mitigation	1	LS	\$250,000	\$250,000	100%	\$250,000						
18	Bollards	8	EA	\$100.00	\$800	100%	\$800						
19	Path Paint Striping	2900	LF	\$1.00	\$2,900	100%	\$2,900						
20	Crosswalk Striping (EWNV)	540	SF	\$5.00	\$2,700	100%	\$2,700						
21	Traffic Control System	1	LS	\$21,000.00	\$21,000	100%	\$21,000						
22	Maintain Traffic	1	LS	\$21,000.00	\$21,000	100%	\$21,000						
23	Miscellaneous Construction	1	LS	\$42,000.00	\$42,000	100%	\$42,000						
24	Roadway Mobilization	1	LS	\$89,000.00	\$89,000	100%	\$89,000						
25	Supplemental Work	1	LS	\$45,000.00	\$45,000	100%	\$45,000						
<b>Subtotal of Construction Items:</b>					<b>\$906,121</b>		<b>\$906,121</b>						
<b>Construction Item Contingencies (% of Construction Items):</b>				<b>30%</b>	<b>\$271,836</b>								
<b>Enter in the cell to the right</b>													
<b>Total (Construction Items &amp; Contingencies) cost:</b>					<b>\$1,177,957</b>								

Engineer's Estimate (for Construction Items Only)						Note: Cost can apply to more than one category. Therefore may be over 100%.							
						ATP Eligible Items		Landscaping		Non-Participating Items		To be Constructed by Corps/CCC	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$	%	\$
<b>Project Cost Estimate:</b>													
<b>Type of Project Delivery Cost</b>				<b>Cost \$</b>									
<b>Preliminary Engineering (PE)</b>													
Environmental Studies and Permits(PA&ED):				\$	140,000								
Plans, Specifications and Estimates (PS&E):				\$	160,000								
<b>Total PE:</b>				<b>\$</b>	<b>300,000</b>	<b>25%</b>	25% Max						
<b>Right of Way (RW)</b>													
Right of Way Engineering:				\$	40,000								
Acquisitions and Utilities:				\$	10,000								
<b>Total RW:</b>				<b>\$</b>	<b>50,000</b>								
<b>Construction (CON)</b>													
Construction Engineering (CE):				\$	180,000	<b>13%</b>	15% Max						
Total Construction Items & Contingencies:					\$1,177,957								
<b>Total CON:</b>				<b>\$</b>	<b>1,357,957</b>								
<b>Total Project Cost Estimate:</b>				<b>\$</b>	<b>1,707,957</b>								



# **ATTACHMENT H**

*Non-Infrastructure Work Plan (Form 22-R)*

## Exhibit 22-R ATP Non-Infrastructure Project Work Plan

Fill in the following items:

<b>Date:</b> (1)	19-May-15
<b>Project Number:</b> (2)	
<b>Project Location(s):</b> (3a)	Manila - Manila Community Center
" " (3b)	Mania - Lighthouse Plaza Store
" " (3c)	
<b>Project Description:</b> (4)	This non-infrastructure component will provide education to support the installation of a Class I trail to connect neighborhoods within Manila and the safety of bicyclists and pedestrians utilizing the new trail.

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
<a href="#">Task "A"</a>	Manila Moves Campaign	Jun-2018	Jun-2019	\$ 7,643.00
<a href="#">Task "B"</a>	Family and Youth Bicycle Rodeo Event	Sep-2018	Jun-2019	\$ 2,379.00
<a href="#">Task "C"</a>				\$ -
<a href="#">Task "D"</a>				\$ -
<a href="#">Task "E"</a>				\$ -
<a href="#">Task "F"</a>				\$ -
<a href="#">Task "G"</a>				\$ -
<a href="#">Task "H"</a>				\$ -
<a href="#">Task "I"</a>				\$ -
<a href="#">Task "J"</a>				\$ -
<b>GRAND TOTAL</b>				<b>\$ 10,022.00</b>



# **ATTACHMENT I**

*Narrative Questions Backup Information*



## **ATTACHMENT I-0 (SCREENING)**

### *HCAOG Regional Transportation Plan VROOM*

Referenced sections of VROOM are included in this attachment. The entire regional transportation plan, VROOM, can be found online at:

**Cover**

[http://hcaog.net/sites/default/files/vroom\\_cover\\_only\\_9.4.14.pdf](http://hcaog.net/sites/default/files/vroom_cover_only_9.4.14.pdf)

**Table of Contents**

[http://hcaog.net/sites/default/files/vroom\\_adopted\\_toc\\_only.pdf](http://hcaog.net/sites/default/files/vroom_adopted_toc_only.pdf)

**VROOM - Variety in Rural Options of Mobility**

[http://hcaog.net/sites/default/files/vroom\\_adopted\\_w\\_8.5x11\\_maps\\_0.pdf](http://hcaog.net/sites/default/files/vroom_adopted_w_8.5x11_maps_0.pdf)

**VROOM - Variety in Rural Options of Mobility (no maps)**

[http://hcaog.net/sites/default/files/vroom\\_adopted\\_no\\_maps.pdf](http://hcaog.net/sites/default/files/vroom_adopted_no_maps.pdf)

**VROOM - Variety in Rural Options of Mobility - 11x17 Maps**

[http://hcaog.net/sites/default/files/vroom\\_11\\_x\\_17\\_maps\\_9.4.14.pdf](http://hcaog.net/sites/default/files/vroom_11_x_17_maps_9.4.14.pdf)

**Appendix 1**

[http://hcaog.net/sites/default/files/vroom\\_appendix\\_i\\_streets\\_6\\_9.4.14\\_0.pdf](http://hcaog.net/sites/default/files/vroom_appendix_i_streets_6_9.4.14_0.pdf)

**Appendix 2**

[http://hcaog.net/sites/default/files/vroom\\_appendix\\_ii\\_agaip\\_9.4.14\\_0.pdf](http://hcaog.net/sites/default/files/vroom_appendix_ii_agaip_9.4.14_0.pdf)

**Humboldt Regional Transportation Plan 2014 Update - Final Environmental Impact Report**

[http://hcaog.net/sites/default/files/vroom\\_rtp\\_2013-14\\_upd\\_feir.pdf](http://hcaog.net/sites/default/files/vroom_rtp_2013-14_upd_feir.pdf)

# VROOM...

## Variety in Rural Options of Mobility



You can view this document on-line at  
[www.hcaog.net](http://www.hcaog.net)



HCAOG  
20-YEAR  
REGIONAL TRANSPORTATION PLAN  

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2014 UPDATE

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

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

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

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

2. Assumes an annual 3% rate of inflation.

VROOM... Variety in Rural Options of Mobility

Project Location	Short or Long Term <sup>1</sup>	Complete Sts.	Economic	Environment	Operations	Preserve Sys.	Safety	Description	Funding Source	Implementation Year(s)	Cost in Year of Expenditure <sup>2</sup> (\$000)
299, 96 - Near willow Creek; 36-From Carlotta to Hydesville	ST				X		X	Metal beam guard rail (MBGR) follow up to previous locations	SHOPP	TBD	\$2,000
101-Williford Rd. Undercrossing	ST				X	X	X	Replace superstructure	SHOPP	2015	\$2,000
101-Through the community of Orick	LT	X	X		X		X	Streetscape improvements to enhance bicycle and pedestrian safety	Not funded	TBD	\$ 1,400
96-Through the community of Orleans	LT	X	X		X		X	Streetscape improvements to enhance bicycle and pedestrian safety	Not funded	TBD	\$1,800
255-Through the community of Manila	LT	X	X	X	X		X	Streetscape improvements to enhance bicycle and pedestrian safety	Not funded	TBD	\$ 2,200
									<i>Caltrans ST Subtotal</i>		\$191,980
									<i>Caltrans LT Subtotal</i>		\$5,400
<b>Regional Projects-Funded (constrained) Subtotal</b>											<b>\$239,274+</b>
<b>Regional Projects-Not funded (unconstrained) Subtotal</b>											<b>\$275,426+</b>

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

<sup>2</sup> Assume 3% annual inflation.



# **ATTACHMENT I-1**

Engineered Feasibility Study for Highway 255

The study can be found online at [http://www.dot.ca.gov/dist1/hum-studies/hum\\_255\\_efsr\\_final.pdf](http://www.dot.ca.gov/dist1/hum-studies/hum_255_efsr_final.pdf).

Its attachments can be found online at: [http://www.dot.ca.gov/dist1/hum-studies/hum\\_255\\_efsr\\_attachments\\_final.pdf](http://www.dot.ca.gov/dist1/hum-studies/hum_255_efsr_attachments_final.pdf).



## **ATTACHMENT I-3**

*Questionnaire Responses to Manila ATP Open House held on April 8, 2015.*

Survey results are available online at <https://www.surveymonkey.com/results/SM-RDL5FDDD/>.

Responses made on paper were recorded online.



## **ATTACHMENT I-3**

*Sign-In Sheet for Manila ATP Open House held on April 8, 2015.*

# Manila Non-Motorized Transportation Improvements

Public Meeting - April 8th, 2015 5:00 to 7:00 PM  
Manila Community Service District



## Sign-in Sheet

<u>NAME</u>	<u>ADDRESS</u>	<u>PHONE</u>	<u>EMAIL</u>
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Laurie Ervin	1555 Peninsula Dr.	267-5014	laurieervin@sbcglobal.net
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Dendra Dengler	419 Beach Dr		
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Lydia Carpenter	187A Berry Ln		LRFFD624@YAHOO.COM
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ROGER	1445 PENINSULA	444-9901	
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Rita Carlson	POB 3753	Eka	95502
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<del>Jack</del> Jim Durham	366 Beach Dr Manila	476 0437	
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Sal Kelle	1580 wear shd mule		
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John Firebaugh	1845 Victor Bv	Arca	95512
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John Loolley	147 Melvin		
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Jack Durham	366 Beach Dr. Manila	95521	
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### Project Contact

Project Engineer: Brian Simon

Phone: (707) 441-3935

Email: Brian\_Simon@dot.ca.gov



# Manila Non-Motorized Transportation Improvements

Public Meeting - April 8th, 2015 5:00 to 7:00 PM  
 Manila Community Service District



## Sign-in Sheet

NAME	ADDRESS	PHONE	EMAIL
Robert Pen	74 Mill		fennell3@sulder.com
Stacy Fennell	1480 Peninsula Dr		
Jan Bramlett	1502 Peninsula Dr.		skywriter.5@hotmail.com
Michael Fennell	1480 Peninsula Dr		MFEWELL51@GMAIL
Roy Carlson	199 Carlson Dr Arcata		
Chad McIlwain	84 mill Rd		
DAMIAN MEYER	1646 PENINSULA DR	ARCATA	MEIJERCLASSICS@GMAIL.COM
Bryan Little	1611 Peninsula Dr.	Arcata	bryan@redwoodmontessori.org
Carol Vander Meer	44 Pelican Lane	Arcata, CA 95521	
Fred Carlson Jr	197 Carlson Dr		
Linda Lee	355 Pacific Rd	Manila	

Project Contact

Project Engineer: Brian Simon

Phone: (707) 441-3935

Email: Brian\_Simon@dot.ca.gov



# Manila Non-Motorized Transportation Improvements

Public Meeting - April 8th, 2015 5:00 to 7:00 PM  
Manila Community Service District



## Sign-in Sheet

NAME	ADDRESS	PHONE	EMAIL
Nancy Ihara	231 Dean St.	442-1676	nancyihara@gmail.com
John SARIO			
David Wilson	2614 Broadway, Fairhaven,		
Jenny Weiss	1825 Brundle Ln Eka		
Kevin Tucker	2420 Eureka	441-5740	kevin.tucker@dot.ca.gov
Carole Wolfe	161 Peninsula <sup>Arcata</sup>	606-4700	manilacommunity@gmail.com
CRAY SPIRIT	2631 LINCOLN AVE		
Amber Woodworth	1407 Peninsula Dr. Arcata	707-777-3360	paulandamber@gmail.com
Ray Reel	1555 Peninsula Dr. Arcata		rayreel@SKglobal.net
Fhyre Phoenix	670 11th ST. ARCATA	951-290-1568	fhyrephoenix@gmail.com

### Project Contact

Project Engineer: Brian Simon

Phone: (707) 441-3935

Email: Brian\_Simon@dot.ca.gov







## **ATTACHMENT I-3**

*Redwood Coast Montessori Safe Routes to School Reports*

# Parent Survey Report: One School in One Data Collection Period

**School Name:** Redwood Coast Montessori

**Set ID:** 12931

**School Group:** Redwood Coast Montessori

**Month and Year Collected:** March 2015

**School Enrollment:** 81

**Date Report Generated:** 04/22/2015

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

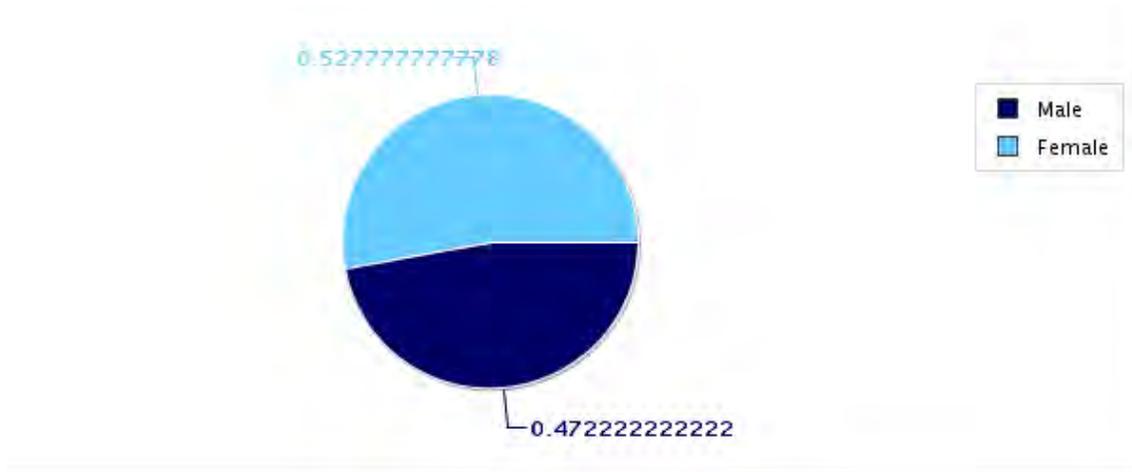
**Tags:** 2014-15 Spring Class Tally, 2014-2015 School Year

**Number of Questionnaires Distributed:** 81

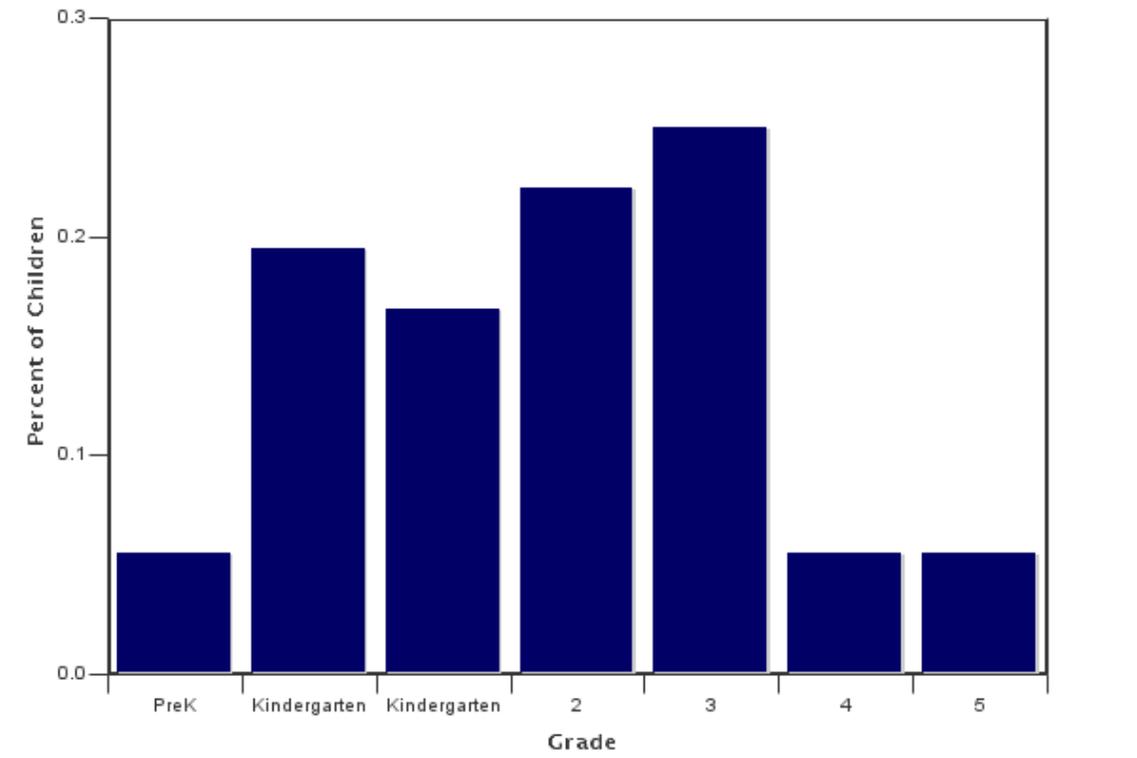
**Number of Questionnaires Analyzed for Report:** 36

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

Sex of children for parents that provided information



### Grade levels of children represented in survey



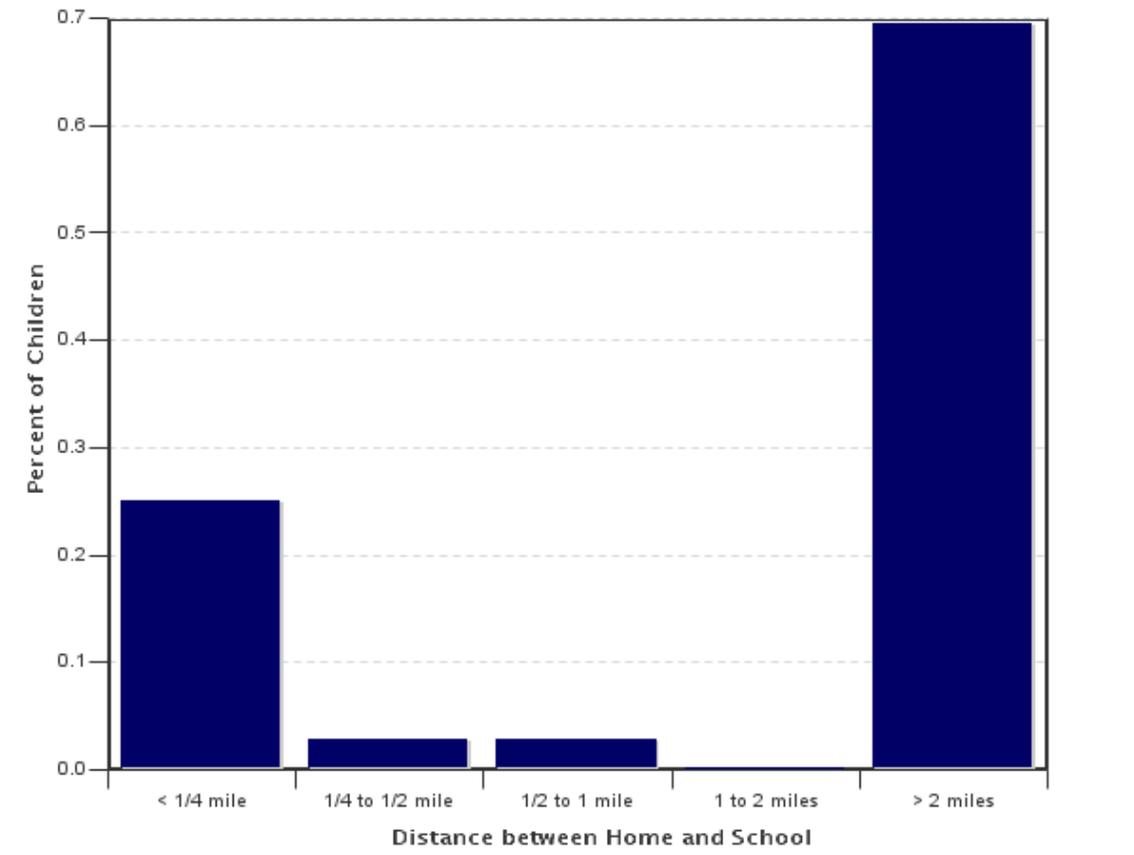
### Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
PreK	2	6%
Kindergarten	7	19%
1	6	17%
2	8	22%
3	9	25%
4	2	6%
5	2	6%

No response: 0

Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

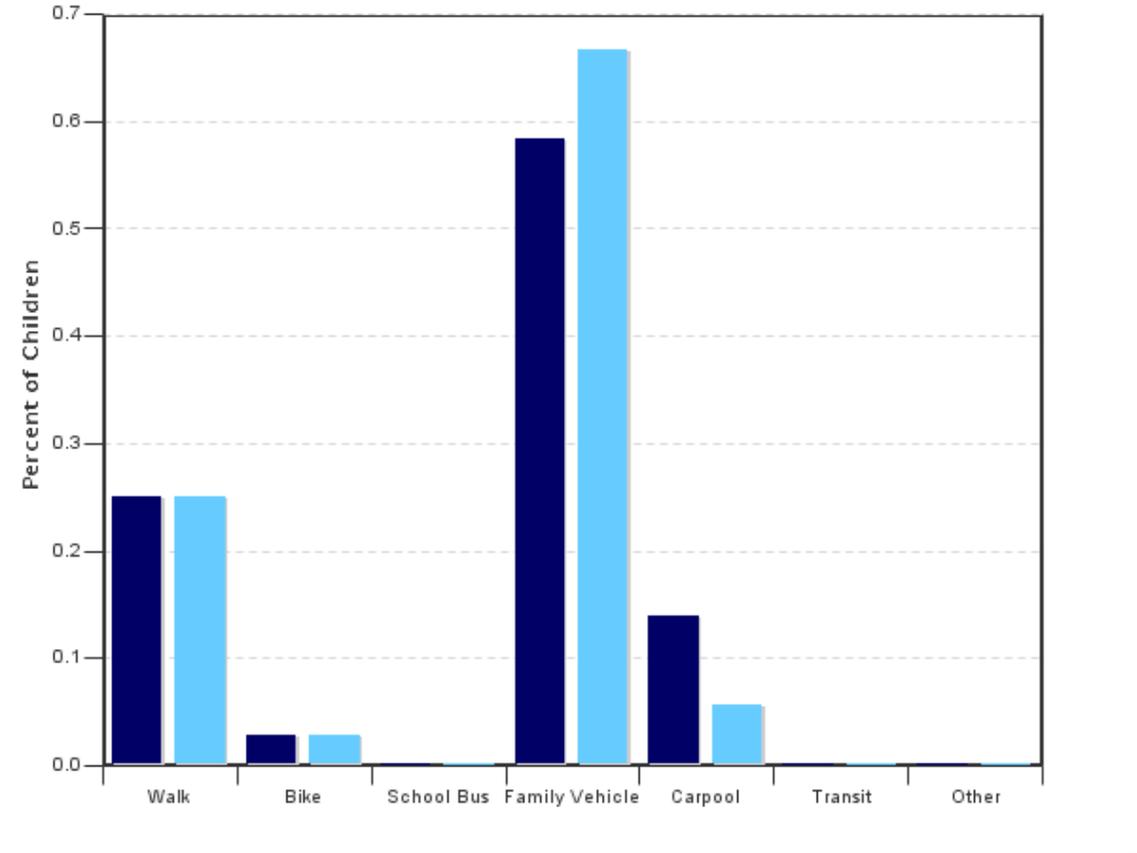


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	9	25%
1/4 mile up to 1/2 mile	1	3%
1/2 mile up to 1 mile	1	3%
1 mile up to 2 miles	0	0%
More than 2 miles	25	69%

Don't know or No response: 0  
 Percentages may not total 100% due to rounding.

### Typical mode of arrival at and departure from school



### Typical mode of arrival at and departure from school

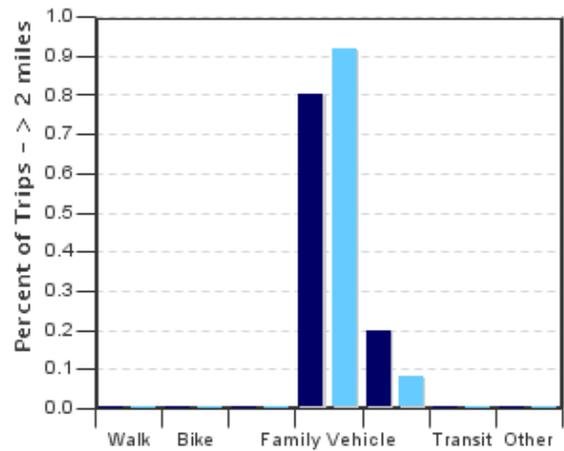
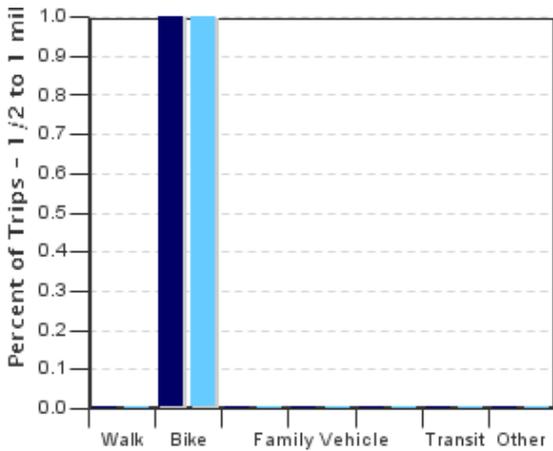
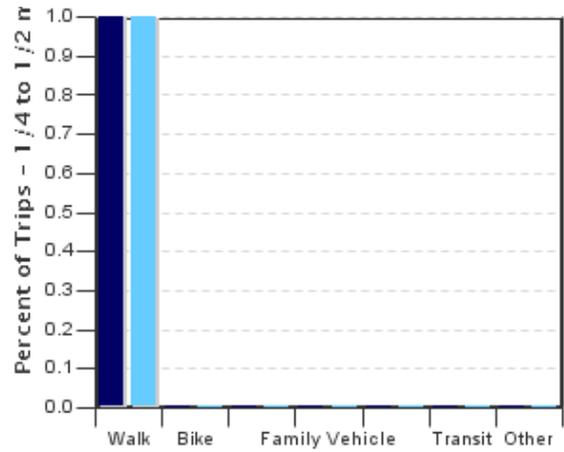
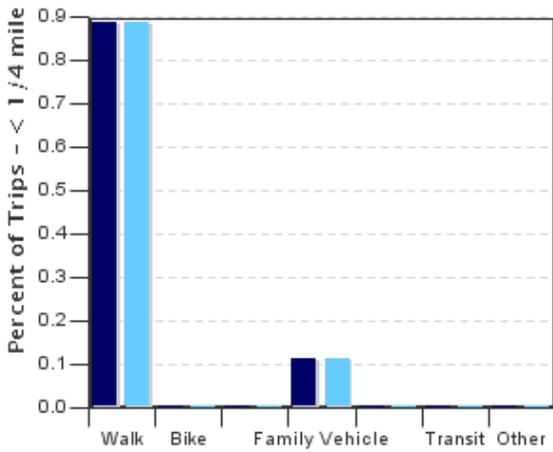
Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	36	25%	3%	0%	58%	14%	0%	0%
Afternoon	36	25%	3%	0%	67%	6%	0%	0%

No Response Morning: 0

No Response Afternoon: 0

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	9	89%	0%	0%	11%	0%	0%	0%
1/4 mile up to 1/2 mile	1	100%	0%	0%	0%	0%	0%	0%
1/2 mile up to 1 mile	1	0%	100%	0%	0%	0%	0%	0%
1 mile up to 2 miles	0	0%	0%	0%	0%	0%	0%	0%
More than 2 miles	25	0%	0%	0%	80%	20%	0%	0%

Don't know or No response: 0

Percentages may not total 100% due to rounding.

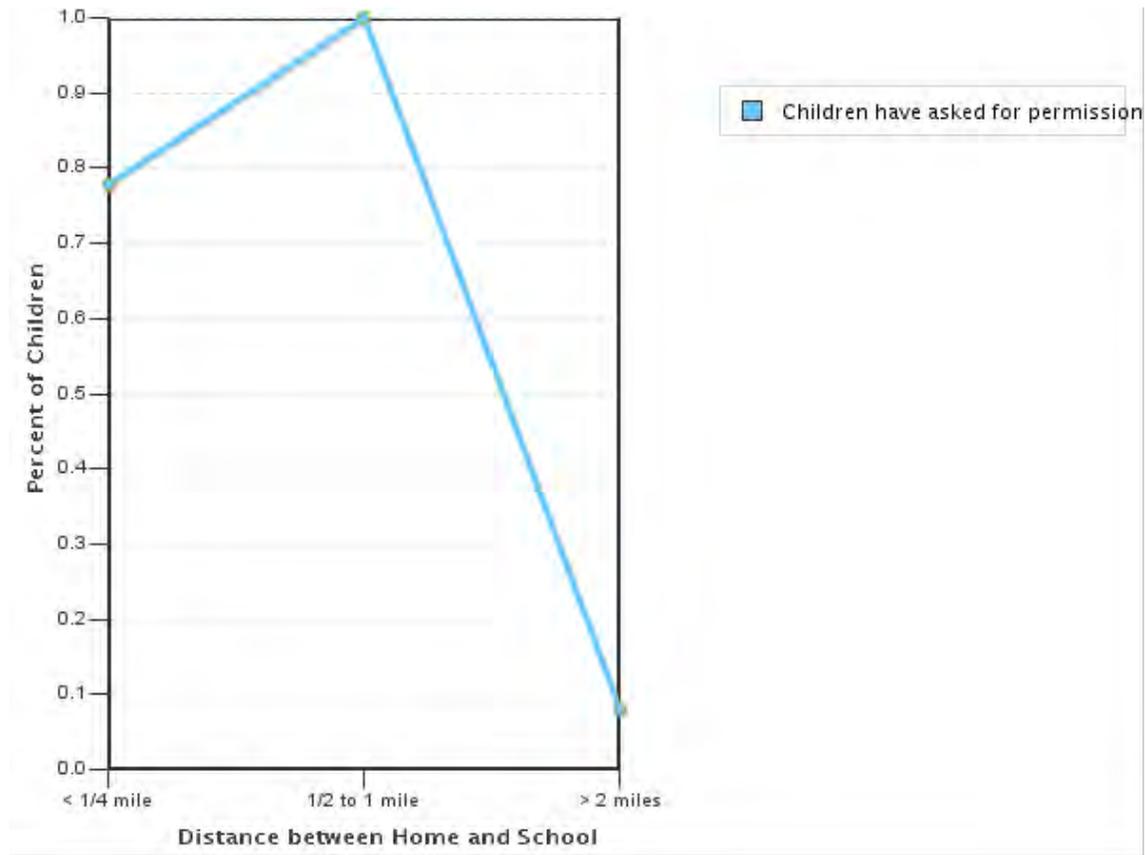
### School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	9	89%	0%	0%	11%	0%	0%	0%
1/4 mile up to 1/2 mile	1	100%	0%	0%	0%	0%	0%	0%
1/2 mile up to 1 mile	1	0%	100%	0%	0%	0%	0%	0%
1 mile up to 2 miles	0	0%	0%	0%	0%	0%	0%	0%
More than 2 miles	25	0%	0%	0%	92%	8%	0%	0%

Don't know or No response: 0

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



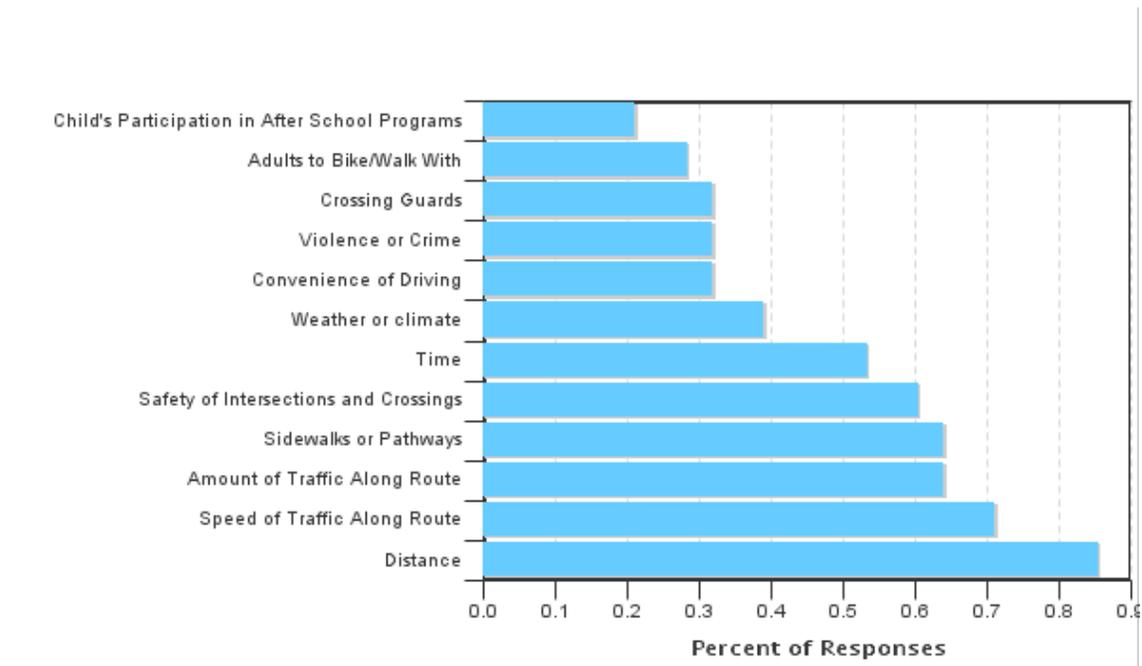
Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

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	10	78%	0%	100%	0%	8%
No	26	22%	100%	0%	0%	92%

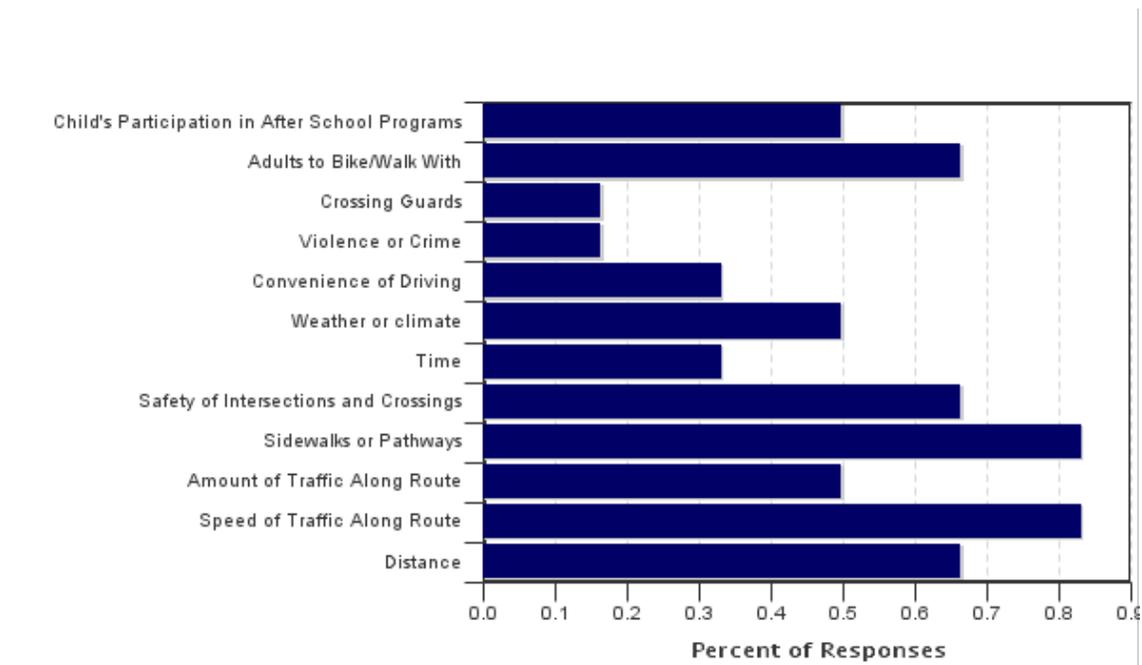
Don't know or No response: 0

Percentages may not total 100% due to rounding.

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



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



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

Issue	Child does not walk/bike to school	Child walks/bikes to school
Distance	86%	67%
Speed of Traffic Along Route	71%	83%
Amount of Traffic Along Route	64%	50%
Sidewalks or Pathways	64%	83%
Safety of Intersections and Crossings	61%	67%
Time	54%	33%
Weather or climate	39%	50%
Convenience of Driving	32%	33%
Violence or Crime	32%	17%
Crossing Guards	32%	17%
Adults to Bike/Walk With	29%	67%
Child's Participation in After School Programs	21%	50%
<b>Number of Respondents per Category</b>	<b>28</b>	<b>6</b>

No response: 2

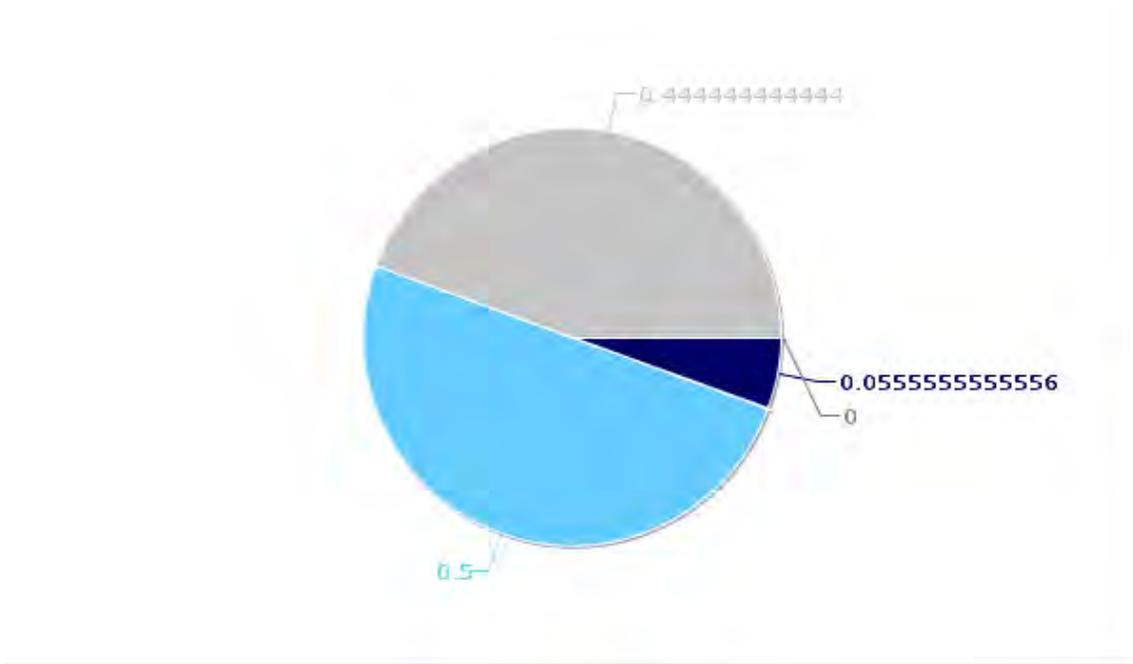
Note:

--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.

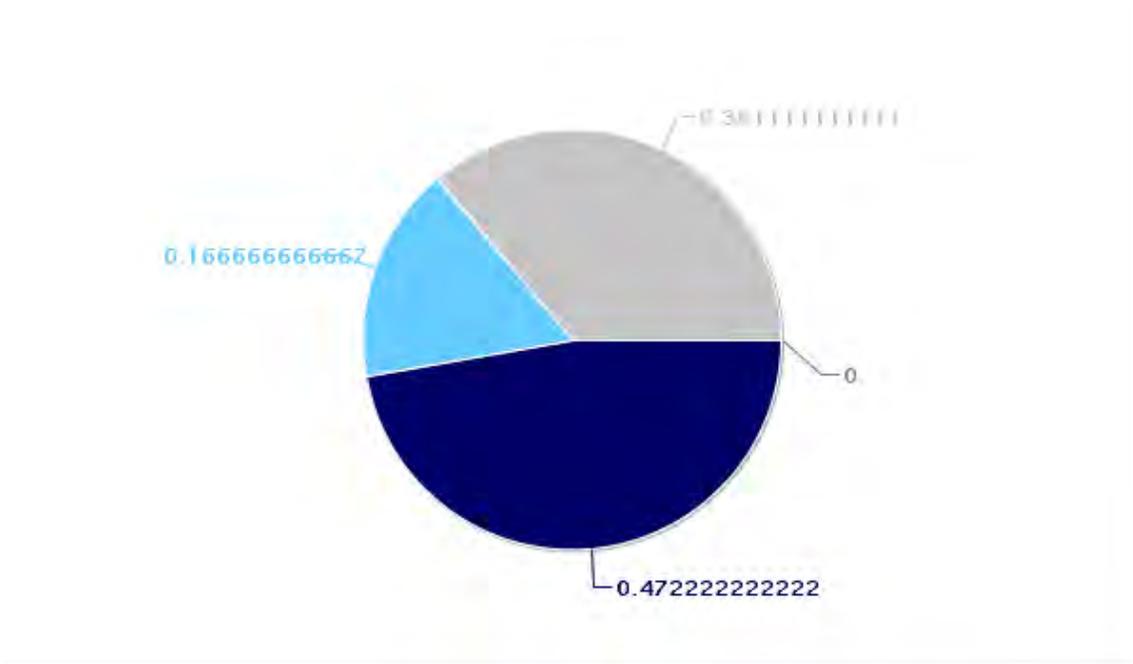
--Each column may sum to > 100% because respondent could select more than issue

--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

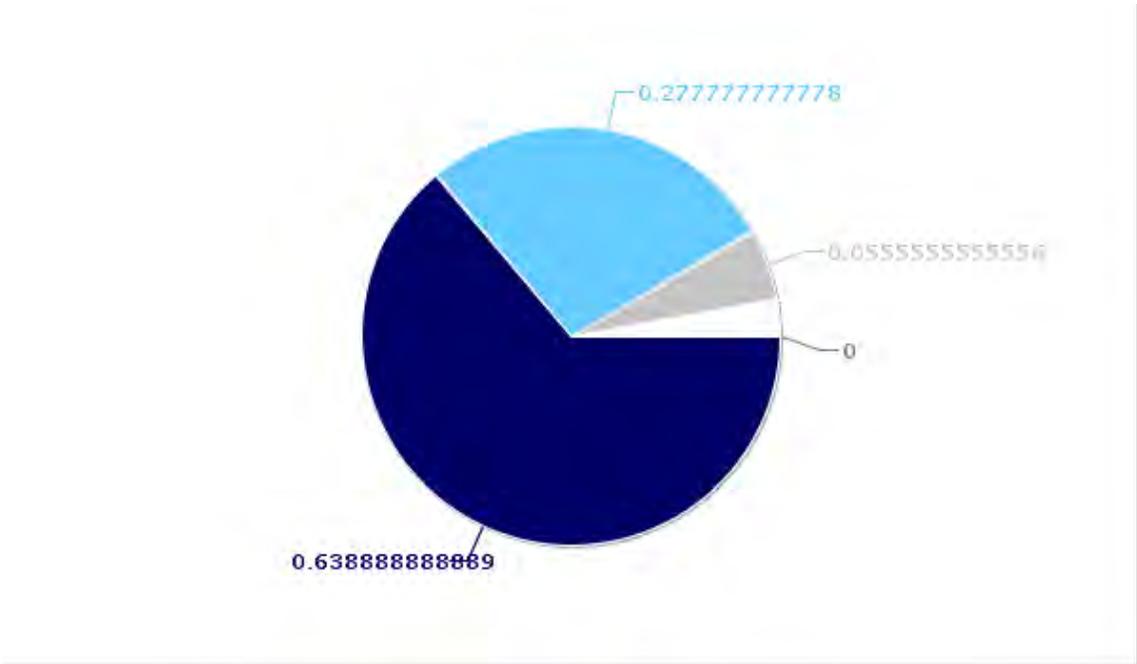
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



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



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



## Comments Section

SurveyID	Comment
1312238	We live so very close to the school that it would take a lot for us to avoid walking to school. That said, the safety factor could be immensely improved with sidewalks and pedestrian/school crossing signs.
1312284	There is no safe route to/from this school from where we live.
1312295	I allow my child to go by herself if she is early in the morning. At other times I feel the traffic sharing the route is too dangerous so I go with her. Bike paths would fix this.
1312317	too far to walk or bike
1312321	The Samoa Bridge is the striking point for us. Even I have never liked riding on it - too narrow w/ 55+ traffic - and I don't mind riding w/ traffic.
1312234	We would all love to bike/walk to school but the bridges to Manila/Samoa are a significant barrier. We've also looked at taking the bus and it is too expensive.
1312236	We live too far away to ever bike regardless of the traffic & safety.
1312237	If we could we'd prefer riding a bike or walking to school.
1312239	If the cars/buses went slower, or there was a sidewalk, we would feel safer.
1312241	Wish we lived close enough, our student would LOVE to ride his bike/walk to school.
1312308	There aren't many safe places to get off the road along Peninsula Dr. and traffic/buses go fast along the road. Cars also have to go in the other lane to go around us walking which is not safe for the drivers as well.
1312333	The route to Manila from where we live, in Eureka, is too dangerous (high traffic speed + volume, lack of bike paths, sidewalks, crossing guards) so it is an unlikely choice to cycle.
1312312	We live 30 min away from school so walking is not an option (30 min drive)
1312330	We live too far away.
1312245	We would walk/bike to school if it was close enough to do so. It is not currently feasible as the distance is too great.
1312328	We live in Eureka and our school is in Manila. The bridges and the traffic in Eureka make it unsafe for my children to bike to school and it's too far to walk.

# Student Travel Tally Report: One School in One Data Collection Period

**School Name:** Redwood Coast Montessori

**Set ID:** 17287

**School Group:** Redwood Coast Montessori

**Month and Year Collected:** March 2015

**School Enrollment:** 0

**Date Report Generated:** 04/14/2015

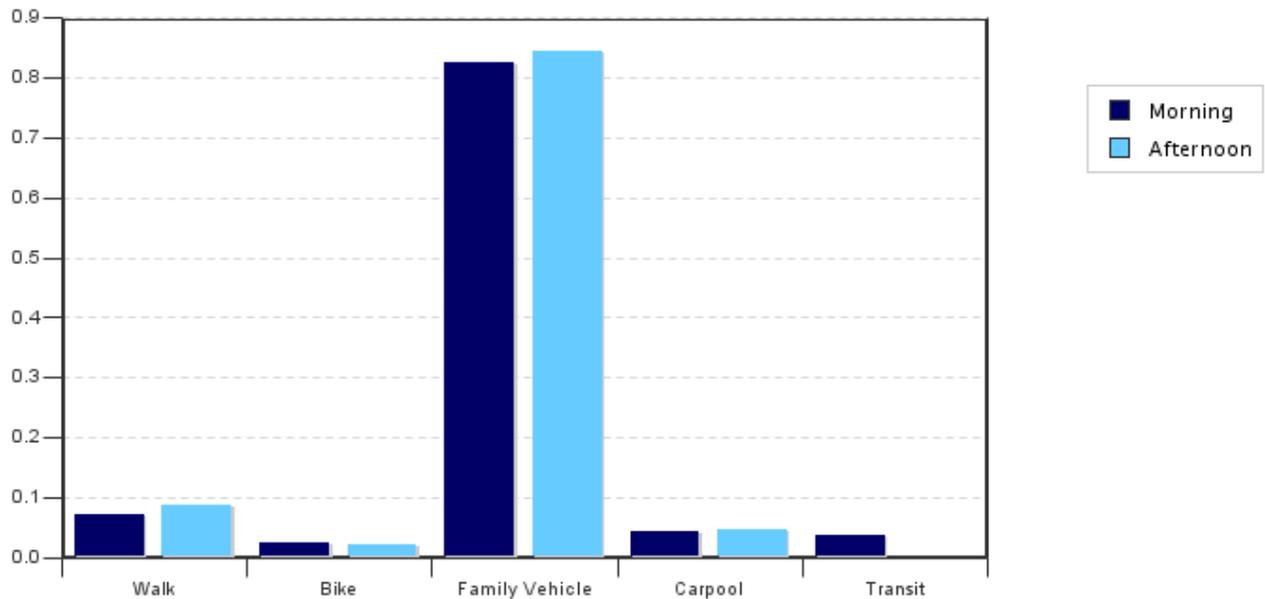
**% of Students reached by SRTS activities:** Don't Know

**Tags:** 2014-15 Spring Class Tally

**Number of Classrooms  
Included in Report:** 10

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

## Morning and Afternoon Travel Mode Comparison

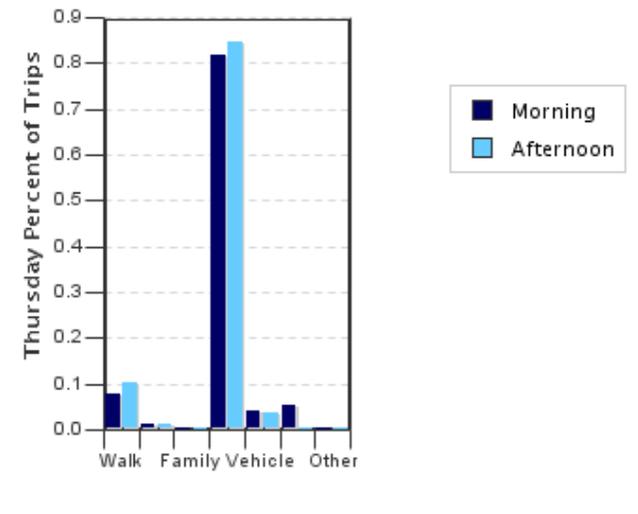
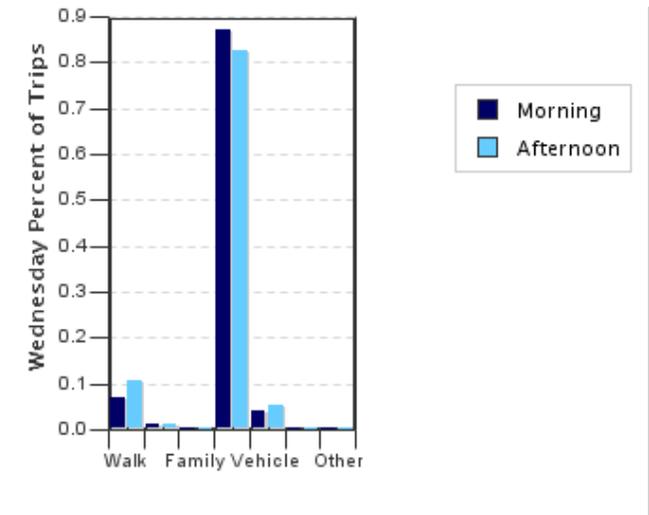
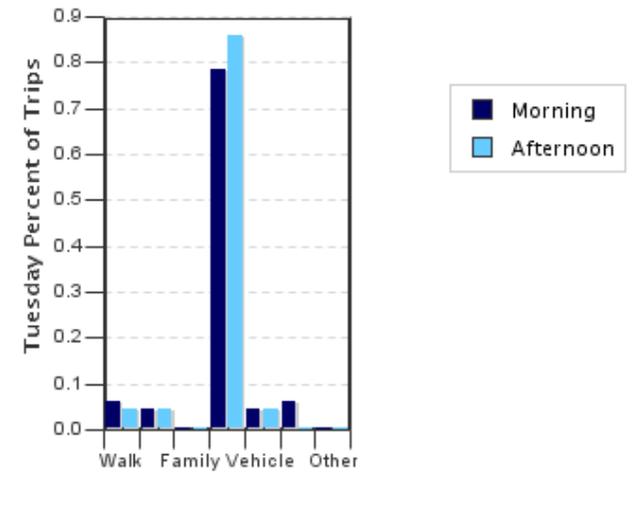


## Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	212	7%	2%	0%	83%	4%	4%	0%
Afternoon	217	9%	2%	0%	84%	5%	0%	0%

Percentages may not total 100% due to rounding.

## Morning and Afternoon Travel Mode Comparison by Day



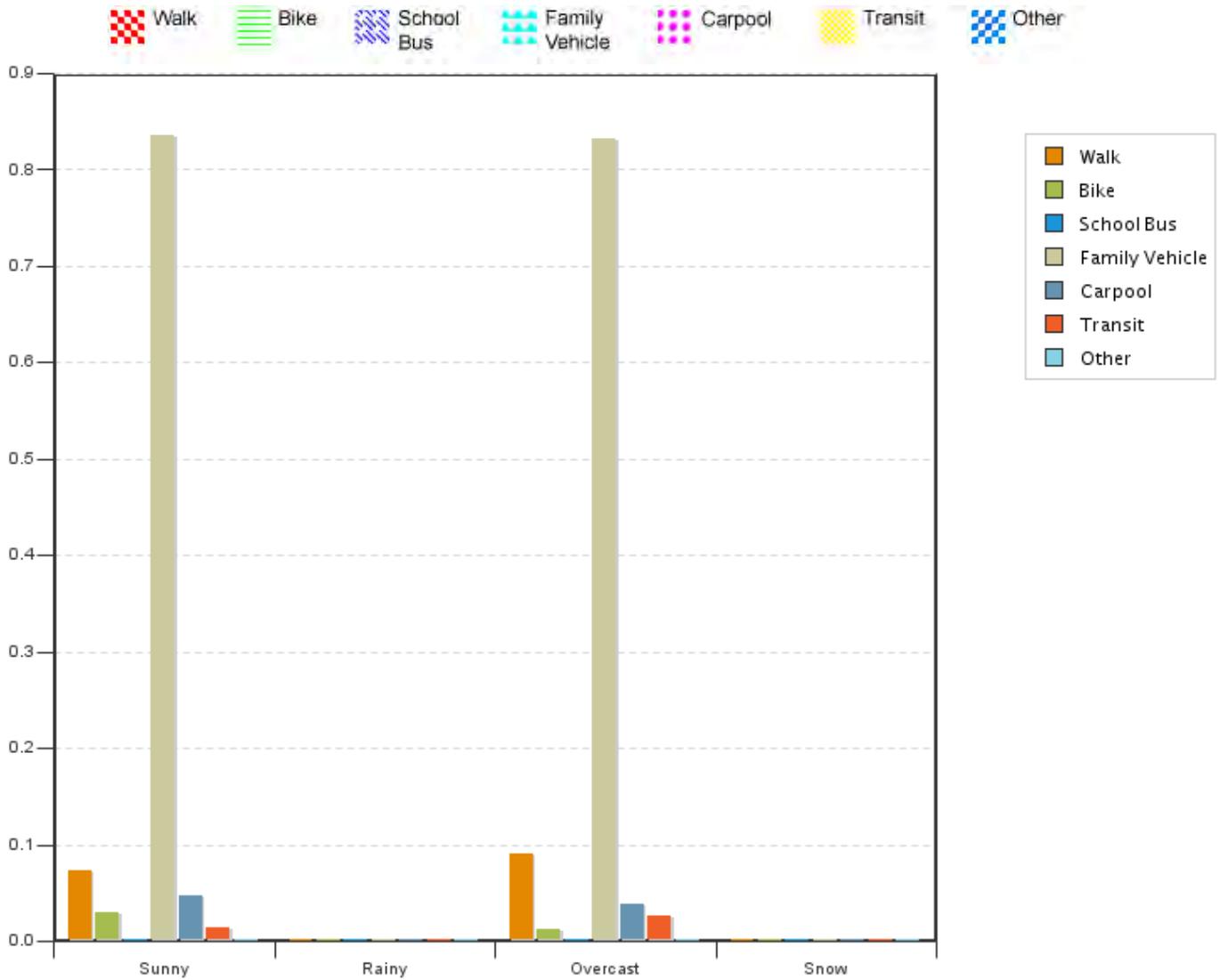
## Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	65	6%	5%	0%	78%	5%	6%	0%
Tuesday PM	64	5%	5%	0%	86%	5%	0%	0%
Wednesday AM	71	7%	1%	0%	87%	4%	0%	0%
Wednesday PM	74	11%	1%	0%	82%	5%	0%	0%
Thursday AM	76	8%	1%	0%	82%	4%	5%	0%
Thursday PM	79	10%	1%	0%	85%	4%	0%	0%

Percentages may not total 100% due to rounding.



## Travel Mode by Weather Conditions



## Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	274	7%	3%	0%	84%	5%	1%	0%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	155	9%	1%	0%	83%	4%	3%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.



# **ATTACHMENT J**

*Letters of Support*

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 1, P. O. BOX 3700  
EUREKA, CA 95502-3700  
PHONE (707) 445-6382  
FAX (707) 441-5873  
TTY 711



*Serious drought.  
Serious drought.  
Help save water!*

May 28, 2015

Hank Seemann  
Deputy Director - Environmental Services  
Humboldt County Public Works Department  
1106 Second Street  
Eureka, CA 95501

Manila ATP  
Class 1 Bike Path  
HUM-255-3.64/4.14

Dear Mr. Seemann:

Caltrans District 1 conditionally agrees to cooperate on a maintenance agreement for proposed improvements to State Route 255 in Humboldt County between the approximate Post Mile limits of 3.64 to 4.14 as described in the County of Humboldt Active Transportation Program (ATP) application being submitted in May 2015. The condition being that the improvements are built to Caltrans standards, including the structural section. Please refer to the *Local Assistance Procedures Manual Chapter 11, Design Standards*, for more information. It is our understanding that the ATP application being submitted by the County of Humboldt in collaboration with Caltrans proposes to construct a non-motorized, Class 1 bike path in the State Right of Way of Route 255. It is also our understanding that Caltrans will perform the maintenance for the path or enter into a maintenance agreement with the County of Humboldt and provide adequate funding for the maintenance of the path.

Sincerely,

  
TOM FITZGERALD  
District 1 Maintenance Engineer

c: Brandon Larsen, CT Local Assistance  
Richard Mullen, CT Traffic Operations

**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.  
Serious drought.  
Help save water!*

May 26, 2015

Mr. Hank Seemann  
Deputy Director – Environmental Services  
Humboldt County Public Works Department  
1106 Second Street  
Eureka, CA 95501

ATP – Manila multi-use path

Dear Mr. Seemann:

Caltrans District Traffic Operations Office Conceptual Approval is granted for the project your agency is submitting for Active Transportation Program (ATP) funding. Based upon the information provided to our office, the project proposes to construct a multi-use path along the west side of State Route 255 in the community of Manila.

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 layouts reveal some design concerns regarding the proposed set back of the crossing at the side street; 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,

A handwritten signature in black ink that reads "Richard Mullen".

RICHARD MULLEN  
Chief, Office of Traffic Operations



## HCAOG

*Regional Transportation  
Planning Agency*

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

May 21, 2015

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

RE: Support for the County of Humboldt's Manila Non-Motorized  
Transportation Improvement Project

Dear Application Review Committee:

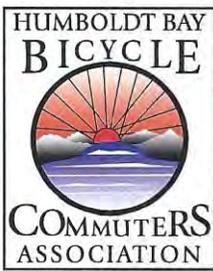
On behalf of the Humboldt County Association of Governments (HCAOG), I am writing to extend support for the County of Humboldt's Manila Non-Motorized Transportation Improvement Project.

This project is a result of an innovative collaboration between Caltrans District 1 and the County of Humboldt to serve the needs of an economically disadvantaged community and make a significant step forward in implementing the mandate of the state Complete Streets policy. Caltrans is partnering with the County on this project in order to construct a Class 1 bikeway and other improvements, which will implement components of their 2012 State Route 255 Engineered Feasibility Study Report. The project will benefit multi-modal connections within the community of Manila and increase driver's awareness of the community, thereby influencing driving behavior and improving bike and pedestrian safety. Caltrans sponsored a public workshop in order to determine the community preferred alternative, which is reflected in the application. This project can serve as a model for collaboration between Caltrans and local agencies on delivering improvements for non-motorized transportation.

Pedestrian and bicycle transportation options off of the highway are currently severely limited. This project will serve as a safe alternative not only for the Redwood Coast Montessori School but also the Manila Community Center. Please do not hesitate to contact me at 707-444-8208 for additional information.

Sincerely,

  
Marcella Clem  
Executive Director



Our goal: To improve and encourage bicycle commuting

---

P.O. Box 9054, Eureka, California 95502-9054

May 21, 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: Support for the County of Humboldt's Manila Non-Motorized Transportation Improvement Project

Dear Application Review Committee,

On behalf of the Humboldt Bay Bicycle Commuters Association (HBBCA), I am writing to extend support for the County of Humboldt's Manila Non-Motorized Transportation Improvement Project. The goals of the ATP program are well-aligned with the mission of HBBCA which is to improve and encourage bicycle commuting throughout Humboldt Bay communities.

This project is a result of an innovative collaboration between Caltrans District 1 and the County of Humboldt to serve the needs of an economically disadvantaged community and make a significant step forward in implementing the mandate of the state Complete Streets policy. Caltrans is partnering with the County on this project in order to construct a Class I bikeway and other improvements, which will implement components of their 2012 State Route 255 Engineered Feasibility Study Report. The project will benefit multi-modal connections within the community of Manila and increase drivers' awareness of the community, thereby influencing driving behavior and improving bike and pedestrian safety. Caltrans sponsored a public workshop in order to determine the community preferred alternative, which is reflected in this application. This project can serve as a model for collaboration between Caltrans and local agencies on delivering improvements for non-motorized transportation.

Pedestrian and bicycle commuting options off of the highway are currently severely limited through Manila. This project will serve as a safe commuting route for the Redwood Coast Montessori School, the Manila Community Center and the Manila Community Resource Center. This will serve as an excellent addition to the non-motorized infrastructure in the Humboldt Bay area and will help encourage more bicycle commuting.

Sincerely,

Rick Knapp  
President



BOARD OF SUPERVISORS

**COUNTY OF HUMBOLDT**

825 5<sup>TH</sup> STREET

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

May 26, 2015

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

**Re: Support for the County of Humboldt's Manila Non-Motorized  
Transportation Improvement Project**

Dear Application Review Committee:

On behalf of the Humboldt County Board of Supervisors, I am writing to extend support for the County of Humboldt's Manila Non-Motorized Transportation Improvement Project.

This project is a result of collaboration between Caltrans District 1, the County of Humboldt and the Manila Community Services District. Caltrans partnered with the County on this project in order to implement non-motorized components of their 2012 State Route 255 (SR 255) Engineered Feasibility Study Report. The purpose of the project is not only to address multi-modal connections within the community but to also increase heightening a driver's awareness of the community, thereby influencing driving behavior. Caltrans sponsored a public workshop in order to determine the community preferred alternative.

Pedestrian and bicycle transportation options off of the highway are currently severely limited. This project will serve as a safe alternative not only for the Redwood Coast Montessori School but also the Manila Community Center. Please do not hesitate to contact our Director of Public Works, Mr. Thomas K. Mattson, at 707-445-7491 for additional information.

Sincerely,

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Estelle Fennell, Chair  
Humboldt County Board of Supervisors



May 22, 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: Support for the County of Humboldt's Manila Non-Motorized Transportation Improvement Project

Dear Application Review Committee,

On behalf of the Humboldt Trails Council(HTC), I am writing to extend support for the County of Humboldt's Manila Non-Motorized Transportation Improvement Project. The goals of the ATP program are well-aligned with the mission of HTC which serves as a unified voice to support development and use of trails for transportation throughout Humboldt County.

This project is a result of an innovative collaboration between Caltrans District 1 and the County of Humboldt to serve the needs of an economically disadvantaged community and make a significant step forward in implementing the mandate of the stat Complete Streets policy. Caltrans is partnering with the County on this project in order to construct a Class I bikeway and other improvements, which will implement components of their 2012 State Route 255 Engineered Feasibility Study Report. The project will benefit multi-modal connections within the community of Manila and increase drivers' awareness of the community, thereby influencing driving behavior and improving bike and pedestrian safety. Caltrans sponsored a public workshop in order to determine the community preferred alternative, which is reflected in this application. This project can serve as a model for collaboration between Caltrans and local agencies on delivering improvements for non-motorized transportation.

Pedestrian and bicycle transportation options off of the highway are currently severely limited through Manila. This project will serve as a safe alternative not only for the Redwood Coast Montessori school nearby but also the Manila Community Center and Manila Community Resource Center. This will also be a wonderful opportunity to further the completion of a regional trail system around Humboldt Bay to serve the transportation and health needs of the entire Humboldt Bay area.

Please do not hesitate to contact me at 831-334-2488 / [h\\_d\\_hayes@yahoo.com](mailto:h_d_hayes@yahoo.com) for further information on our perspective.

Sincerely,

Dave Hayes  
President, Humboldt Trails Council  
McKay HTC Volunteer Trail Stewards Lead

May 19, 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: Support for the County of Humboldt's Manila Non-Motorized Transportation Improvement Project

Dear Application Review Committee,

On behalf of Manila Safe Paths Coalition, I am writing to extend support for the County of Humboldt's Manila Non-Motorized Transportation Improvement Project. The goals of the ATP program are well-aligned with one of the goals of Manila Safe Paths Coalition which is to create safe walking and biking connections within the Manila community.

This project is a result of an innovative collaboration between Caltrans District 1 and the County of Humboldt to serve the needs of an economically disadvantaged community and make a significant step forward in implementing the mandate of the state Complete Streets policy. Caltrans is partnering with the County on this project in order to construct a Class I bikeway and other improvements, which will implement components of their 2012 State Route 255 Engineered Feasibility Study Report. The project will benefit multi-modal connections within the community of Manila and increase drivers' awareness of the community, thereby influencing driving behavior and improving bike and pedestrian safety. Caltrans sponsored a public workshop in order to determine the community preferred alternative, which is reflected in this application. This project can serve as a model for collaboration between Caltrans and local agencies on delivering improvements for non-motorized transportation.

Pedestrian and bicycle transportation options off of the highway are currently severely limited through Manila. This project will serve as a safe alternative not only for the Redwood Coast Montessori school nearby but also the Manila Community Center and Manila Community Family Resource Center. This will also be a wonderful opportunity to better connect our rural community and encourage active living.

Please do not hesitate to contact me at 707-362-3125 for additional information.

Sincerely,



Nancy Ihara



P. O. Box 6103  
Eureka, CA 95502  
707-832-4194

[www.redwoodmontessori.org](http://www.redwoodmontessori.org)  
[info@redwoodmontessori.org](mailto:info@redwoodmontessori.org)

May 19, 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: Support for the County of Humboldt's Manila Non-Motorized Transportation Improvement Project

Dear Application Review Committee:

On behalf of Redwood Coast Montessori School, I am writing to extend support for the County of Humboldt's Manila Non-Motorized Transportation Improvement Project. Redwood Coast Montessori shares the goals of the Active Transportation Program to increase opportunities for safe walking and biking for youth and families.

This project is a result of an innovative collaboration between Caltrans District 1 and the County of Humboldt to serve the needs of an economically disadvantaged community and make a significant step forward in implementing the mandate of the stat Complete Streets policy. Caltrans is partnering with the County on this project in order to construct a Class I bikeway and other improvements, which will implement components of their 2012 State Route 255 Engineered Feasibility Study Report. The project will benefit multi-modal connections within the community of Manila and increase drivers' awareness of the community, thereby influencing driving behavior and improving bike and pedestrian safety. Caltrans sponsored a public workshop in order to determine the community preferred alternative, which is reflected in this application. This project can serve as a model for collaboration between Caltrans and local agencies on delivering improvements for non-motorized transportation.

Pedestrian and bicycle transportation options off of the highway are currently severely limited through Manila. This project will serve as a safe alternative not only for families and students of Redwood Coast Montessori, but also for residents accessing services through the Manila Community Center and Manila Family Resource Center. This project is a wonderful opportunity for our school and community to promote safe, healthy lifeways and to better connect our rural community.

Please do not hesitate to contact me at 707-832-4194 for additional information.

Sincerely,

Bryan Little,  
Director

# *Voices of the Peninsula*

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May 26, 2015

Division of Local Assistance, MS-1  
Office of Active Transportation and Special Programs  
P.O. Box 94287  
Sacramento, CA 95814

**Re: Support for the County of Humboldt's Manila Non-Motorized Transportation Improvement Project**

Dear Application Review Committee:

*Voices of the Peninsula*, a group of volunteers dedicated to increasing public participation in community matters, strongly supports the County of Humboldt's Manila Non-Motorized Transportation Improvement Project.

Highway 255 safety has long been a concern of Manila residents. On a number of occasions in the past, the Manila board has advocated for highway safety improvements of turn lanes, nighttime lighting, better signage, and lowering of the speed limit. Also, Manila has been the beneficiary of an Environmental Justice grant that resulted in a study about improving Highway 255 safety; however, it is our understanding, that due to lack of funding there has been little implementation of the recommended improvements.

Manila is a small community with a park on the bay side of the highway and a community center, the Manila Dunes Recreation Area, The Ma-le'-I Dunes Cooperative Management Area, and the Humboldt Coastal Nature Center on the ocean side. There are no sidewalks and few streetlights. Pets and people frequently cross the highway on foot.

Last month in advance of the Open House in Manila hosted by Caltrans on the proposed highway improvements, *Voices of the Peninsula* volunteers circulated a petition and obtained more than 100 signatures supporting colorized shoulders and a bike path. We believe the proposed project will make for safer non-motorized travel in our community.

Respectfully,

*Voices of the Peninsula*

***Beverly Prosser***

Beverly Prosser  
Spokesperson



# **ATTACHMENT K**

*Correspondence with Conservation Corps*

## Schofield, Jesse@DOT

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**From:** Active Transportation Program [inquiry@atpcommunitycorps.org]  
**Sent:** Wednesday, May 27, 2015 10:53 AM  
**To:** Seemann, Hank  
**Cc:** ATP@CCC; Schofield, Jesse@DOT; Simon, Brian S@DOT  
**Subject:** Re: Manila Non-motorized Transportation Improvement Project

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 11:26 AM, Seemann, Hank <[HSeemann@co.humboldt.ca.us](mailto:HSeemann@co.humboldt.ca.us)> wrote:

Hello Wei and Danielle-

Please review whether your organization could contribute to this ATP project.

Project Title: Manila Non-motorized Transportation Improvement Project

Project Description: The project will link two disconnected neighborhoods and improve the safety and accessibility of non-motorized transportation in the community of Manila, Humboldt County, by constructing 0.5 miles of Class 1 Bikepath parallel to State Route 255. Additional components include street lighting, intersection striping, and radar feedback signs.

Detailed Estimate, Project Schedule, Project Map, Preliminary Plan: Attached

Thank you,

Hank

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Hank Seemann  
Deputy Director - Environmental Services

Humboldt County Public Works Department  
1106 Second Street  
Eureka, CA 95501  
[707-268-2680](tel:707-268-2680)

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