



## ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

# Application Form for Part A

*Parts B & C must be completed using a separate document*

**PROJECT unique APPLICATION NO.:**

02-Trinity County Transportation Commission-2

Auto populated

**Total ATP Funds Requested:**

\$ 110,244

(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:**

Trinity County Transportation Commission

**IMPLEMENTING AGENCY'S ADDRESS**

**CITY**

**ZIP CODE**

P.O. Box 2490	Weaverville	CA	96093
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**IMPLEMENTING AGENCY'S CONTACT PERSON:**

Leslie Hubbard

**CONTACT PERSON'S TITLE:**

Transportation Planner

**CONTACT PERSON'S PHONE NUMBER:**

(530)623-1365 Ext. 3400

**CONTACT PERSON'S EMAIL ADDRESS :**

lhubbard@trinitycounty.org



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. \_\_\_\_\_ /long. \_\_\_\_\_

Congressional District(s):    2

State Senate District(s):    2 State Assembly District(s):    2

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>619</u>	Bicyclists	<u>300</u>
One Year Projection:	Pedestrians	<u>687</u>	Bicyclists	<u>342</u>
Five Year Projection:	Pedestrians	<u>957</u>	Bicyclists	<u>514</u>

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

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

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

Multifuse 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



**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 compete 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>			N/A
* CEQA Environmental Clearance:	_____		7/2/18
* NEPA Environmental Clearance:	_____		7/2/18
<b>CTC - PS&amp;E Allocation:</b>	N/A		N/A
<b>CTC - Right of Way Allocation:</b>	N/A		N/A
* Right of Way Clearance & Permits:	N/A		N/A
Final/Stamped PS&E package:	N/A		N/A
* <b>CTC - Construction Allocation:</b>			10/3/16
* Construction Complete:			10/31/18
* Submittal of "Final Report"			1/31/19



# ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

## Part B: Narrative Questions (Application Screening/Scoring)

Project unique application No.: 02-Trinity County Transportation Commission-2

Implementing Agency's Name: Trinity County Transportation Commission

**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:**

According to the U.S. Census Bureau, Trinity County's median household income is 60% of the statewide median household income. The majority of communities in the County are disadvantaged, and none of them are incorporated, thus, funding sources for bicycle and pedestrian projects are inadequate.

Funds that used to be available through the Secure Rural Schools and Community Self-Determination Act (SRS) for timber-dependent counties similar to Trinity County have not been renewed. In 2000, SRS was enacted to make up for declining timber payments from national forests and other Federal lands in the 1980s and helped compensate counties, such as Trinity County, with large, tax-exempt public-land bases by annually subsidizing services and facilities including schools and roads. Although the Forest Service established alternate funding, this, too, has been cut drastically which has resulted in a tremendous loss of Trinity County's overall financial security and ability to develop or implement new projects. Therefore, no other source of funding for a Trinity County Active Transportation Plan is currently available.

### **2. Consistency with Regional Plan.**

A county-wide Active Transportation Plan is included in Appendix 4E Non-Motorized Transportation Project of the Trinity County Regional Transportation Plan. (See Attachment K.)

The Resolution and accompanying Staff Report supporting the Trinity County Active Transportation Plan from the Trinity County Transportation Commission is attached as a statement of the implementing agency's approval of the project. (See Attachment K.)



## **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.)**

In Trinity County, active transportation user types include students, seniors, commuters, and recreationalists.

**CURRENT USE AMONG STUDENTS:** Parent/student questionnaires were sent home with the entire student body of the largest elementary school in the County, Weaverville Elementary School/Trinity Preparatory Academy, during the week of May 11-15, 2015 (Attachment I-#1). Based on answers provided in the questionnaires, the average rate of students arriving at school via walking or cycling is 13% of the student body (all of which are pedestrians). The average number of students leaving in the afternoon via walking or cycling is 19% of the student body per day—most of whom are walking, with only 1% of them bicycling. The methodology used to create these Parent/student questionnaires was based on a template of the “SRTS TARC Student Tally Data Collection Sheet” provided on the California Safe Routes to School Technical Assistance Resource Center website.

Pedestrian and bike surveys were not completed at other schools in the County due to the expense of conducting them in outlying communities. We estimate that the percentage of students biking or walking to school is roughly the same at most communities throughout the county because conditions are relatively consistent. The Trinity County Office of Education reports approximately 1,600 K-12 students in the County. Therefore, we estimate that 256 students use active transportation to arrive at or leave school daily, 95% of whom are assumed to be pedestrians while 5% are bicycling.

**CURRENT USE AMONG SENIORS:** According to the 2012 American Community Survey, the total population of Trinity County is 13,443 with 2,740 people age 65 and older. This means that seniors comprise 20% of the County’s population. Recent counts of the existing number of seniors using active transportation were not available from a reliable source, yet casual, daily observation by



a number of employees from the Trinity County Department of Transportation suggests that few seniors walk, use wheelchairs, or use walkers for at least some part of their regular, daily transportation needs.

**CURRENT USE AMONG COMMUTERS:** Based on numbers provided in the 2008-2012 American Community Survey, 67 people, or 1.5%, of employees in Trinity County currently bicycle to work while 5.3%, or 242, people walk to work.

**CURRENT USE AMONG RECREATIONALISTS:** Statistics are not available to determine the number of bicyclists and pedestrians that make up the recreational component of active transportation in the County. However, based on the model developed by Barnes and Krizek to estimate bicycling demand, we provide the following estimate for the total number of bicyclists in the County.

$A=0.3\% + 1.5*C$ , where  $A$ =% of adult population who bicycle in a day and  $C$ =bicycle commute share%.

According to the 2008-2012 American Community Survey, 1.5% of workers in Trinity County commuted to work via bicycle. Therefore,

$$A=0.3\% + 1.5(1.5\%), \text{ and}$$

$$A=2.55\%.$$

Thus, 2.55% of the adult population, or 287, adults bicycle in a day. At least 67 of these riders are commuting to work, leaving approximately 220 people (1.95% of the adult population) who are using bicycles for recreation and transportation other than going to work including exercise, socializing, and/or running errands.

An additional number of adults are using other forms of active transportation besides bicycling for the same recreational and/or practical transportation purposes, although no statistics regarding recreational walking were available to provide a detailed estimate. We estimate that the rate of recreational walkers is currently approximately 1% of the County population, or 134 people.

According to the American Community Survey, 6% of the adult population in Trinity County is disabled. Some of this population has been observed using mobility scooters on the shoulder of County roads and state highways to access basic needs such as grocery stores, medical and social services, and public transportation.



In summary, the total existing number of pedestrians and bicyclists per user group is 256 students, 0 seniors, 309 commuters, and 354 recreationalists which equals 919 people. This represents 6.8% of the County's total population.

To generate estimates of PROJECTED USE of bicycling among the identified user groups, we used the methodology outlined in Chapter 4 of the National Cooperative Highway Research Program Report 552, *Guidelines for Analysis of Bicycle Facilities*. In particular, the likelihood multipliers established in the report were used to provide an estimated number of cyclists within the proposed project area. The method relies on physical proximity to bicycle facilities to make the following estimates. Because the Trinity County Active Transportation Plan is intended to address improvements to bicycle and pedestrian facilities throughout the County, we assume that the method is applicable to our project. The method does not specify the timeframe correlated with increased usage of facilities, although the assumption is that the estimates provided for each user group below will be in effect within 5 years following adoption of the Trinity County Active Transportation Plan. Thus, by 23/24, we expect to see the estimates provided.

To generate estimates of PROJECTED USE OF WALKING, we searched extensively online for an accepted methodology and did not find one that was appropriate for generating reliable numbers for this application without collecting multiple types of data for which we do not have existing funding. Therefore, we assumed a 2% increase in walking activities per year per user group as a conservative estimate of future use based on our goals and the anticipated increased awareness and use of active transportation routes among County residents. Within 5 years following adoption of the Trinity County Active Transportation Plan we expect to see a 10% increase in the number of people using active transportation in the County. The Trinity County Transportation Commission (TCTC) is committed to reaching this goal and in preparation, has updated the Trinity County Bikeways Master Plan (adopted May 19, 2015) which includes projects to increase bicycle use in particular. The Bike Plan includes the Lowden Park Bike and Pedestrian Path; a link to the Bike Plan is posted on the Trinity County Transportation Commission's website at <http://www.trinitycounty.org/index.aspx?page=87>.

**PROJECTED USE AMONG STUDENTS:** Through a systematic approach of education, awareness, and identification of safe, available routes to schools, transit stops, community centers—particularly to libraries, shopping centers and government buildings-- employment centers, and



medical offices, the number of students bicycling or walking to or from school is expected to increase as follows.

According to the method outlined in Chapter 4 of the National Cooperative Highway Research Program Report 552, *Guidelines for Analysis of Bicycle Facilities*, the number of bicyclists is expected to increase according to the following calculation:

New students= $\Sigma(\text{Existing students} * (L_d-1))$  where  $d=400, 800, \text{ or } 1600$  meters from the project area (in this case, proposed improvements), and the likely multipliers determined for those distances of 2.93, 2.11, and 1.39, respectively. Based on this method, the number of new students predicted to bicycle within five years following project implementation is 45 students.

Although no formal methodology was identified that was appropriate for our local conditions, an increase in the number of students walking to or from school is anticipated to increase by 2% per year based on the same systematic approach of education, awareness, and identification of routes used to promote bicycling. The number of new students predicted to walk to or from school within five years following project implementation is 24, or 1.5% of the County's student population.

**PROJECTED USE AMONG SENIORS:** Creation of an Active Transportation Plan is anticipated to encourage use of active transportation among seniors. A portion of improvements to the active transportation network in Trinity County will result in "senior-friendly," easy-to-use infrastructure providing highly accessible, smooth-surfaced, and fairly flat routes that are relatively short in distance, and appropriate for wheelchairs, mobility scooters, walkers, or pedestrians with somewhat limited physical mobility. Some routes will be located near or adjoining senior facilities and will be equipped with benches to serve as "rest areas" along the route. Any use of bicycles or walking as a means of transportation among seniors represents an increase in active modes, but we anticipate that an increase of approximately 2% of the senior population per year will begin using active transportation; within five years of implementing the Trinity County Active Transportation Plan, we estimate that 10% of the senior population, or 274 seniors, will use some form of active transportation for their daily transportation needs.

**PROJECTED USE AMONG COMMUTERS:** Between 2000 and 2008-2012, the 2008-2012 American Community Survey reports an 18% increase in the number of employees in Trinity County who use bicycling to work as a means of transportation. We anticipate that the same strategy



of education, awareness, and identification of safe, available routes created for students in the Active Transportation Plan will also apply to commuters and increase the number of adults commuting to work via bicycle.

New Commuters= $\Sigma(\text{Existing Commuters} * (L_d-1))$  where  $d=400, 800, \text{ or } 1600$  meters from the project area, and the likely multipliers determined for those distances of 2.93, 2.11, and 1.39, respectively.

Based on this method of calculation, the number of new commuters predicted to bicycle within five years of implementing the plan is 229 workers, which represents 4.5% of the County's workforce. This represents an additional 32 people per year bicycling to work.

The number of people walking to work is expected to increase by 2% per year, or 10% within five years following project implementation from the existing number of 242 to 266 workers.

**PROJECTED USE AMONG RECREATIONALISTS:** The method used to generate the projected number of bicycle commuters generated intuitively flawed estimates. We anticipate that walking and bicycling among recreationalists will increase by at least 2% per year as more people use these modes for exercise, socializing, and running errands. The existing number of bicyclists will increase from 220 to 240 people within 5 years following adoption of an Active Transportation Plan while walking will increase from 134 to approximately 150 people. This increase represents 2.9% of the County's population.

Overall, the increase in use of active transportation modes to run errands, access school and work, and to recreate are expected based on the above, accepted methodologies, but also based on the strategic manner in which existing bikeways and pedestrians routes will be identified more clearly and promoted through signage, public outreach, and media outreach. Public involvement in developing new bicycle and pedestrian facilities will strengthen community commitment to use them because the new facilities will be located where the public wants them to be. The use of active transportation within one year of project implementation is expected to increase from 919 existing users to 687 pedestrians and 342 bicyclists or 1,029 total users (including 267 students, 55 seniors, 346 commuters, and 361 recreationalists). Within five years following adoption of the Trinity County Active Transportation Plan, we expect 957 pedestrians and 514 bicyclists, or 1,471 total users (including 312 students, 274 seniors, 495 commuters, and 390 recreationalists). This total



represents 10.9% of the County's population to be using some form of active transportation on a regular basis.

The TCTC has a history of successfully reaching goals by implementing strategies outlined in planning documents. For example, the TCTC completed a "Transit Mobility Awareness Plan" for the Trinity County public transportation system in October 2011. When the plan was implemented, the annual ridership increased by 24% within the first year.

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

Creation of an Active Transportation Plan will include identification of existing bicycle and pedestrian routes and an assessment of additional routes that when created will be strategically linked to the active transportation networks connecting schools, transit stops, grocery stores, employment centers, shopping areas, community facilities (libraries, health clinics, government buildings), regional, and Federal trail networks. The creation of new routes will be prioritized based on whether a potential corridor closes a gap in the existing network, and provides or increases connectivity to high-use activity centers and transportation corridors. Developing an Active Transportation Plan will allow the County to promote intermodal travel by identifying and promoting access to transit facilities for cyclists and pedestrians thereby addressing the main barrier to mobility in Trinity County of dispersed communities scattered across a large land mass. The location of new routes and improvements to existing routes will be promoted through educational outreach, map circulation, links to online trail route maps, and community outreach efforts in which active transportation is encouraged.

The main tasks included in the Trinity County Active Transportation Plan are to evaluate existing conditions, conduct public outreach, and establish new routes including safe routes to schools, ADA-compliant facilities and multi-modal trails. These tasks deliberately target our active transportation user groups including students, commuters, seniors, and recreationalists. The



deliverables associated with tasks producing chapters for the Active Transportation Plan will be “customized” to suit the appropriate user group in an effort to increase interest and commitment from those users thereby increasing walking and/or bicycling.

Attachment I-#1 shows the existing barriers/gaps between all communities in the County on all types of roadways.

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

The Trinity County Transportation Commission’s highest unfunded non-motorized active transportation priority includes two elements: 1) Increase the proportion of bicycling and walking trips; and 2) Increase safety for non-motorized users. Completion of an Active Transportation Plan represents the direct strategy by which these priorities can become realities by identifying safe, existing routes through providing maps and online links to these routes as well as conducting public outreach to promote their ongoing use. The development of safe new routes recommended through public input will facilitate both priorities as new routes are established based on public desirability and safety.

The intention of developing an Active Transportation Plan is to increase the overall proportion of trips made by active transportation and to increase the safety of those users. Maps and route descriptions in the Active Transportation Plan will be available as an online resource to facilitate and increase travel by bicycle or on foot on the network of bikeways and pedestrian routes within and between all communities located in the County.

## **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.)**



According to a query of the Transportation Injury Mapping System (TIMS) for the five-year time span from January 1, 2009 through December 31, 2013 (the most recent data available), there were eight collisions involving pedestrians and 18 collisions involving bicyclists in Trinity County. Although none of the collisions were fatal, nearly one-third of them resulted in severe injuries. Out of 26 total collisions, at least eight occurred due to pedestrian or bicyclist error. (Refer to Attachment I-#2 for SWITRS query and map results.)

Results of the SWITRS query suggests that lack of education may be one of the main safety hazards for cyclists and pedestrians. Walking or riding on the wrong side of the road or while under the influence of alcohol or drugs, or committing another type of violation accounts for one-third of the collisions in the past five years.

Although the lack of physical separation between motorized and non-motorized users is not specifically identified in the TIMS, this shortcoming is a known safety hazard among pedestrians and bicyclists in Trinity County and is viewed as a deterrent to riding within and between communities.

- B. Describe how the project/program/plan will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities; including but not limited to the following possible areas: (15 points max.)**
- Reduces speed or volume of motor vehicles in the proximity of non-motorized users.
  - Improves sight distance and visibility between motorized and non-motorized users.
  - Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users.
  - Improves compliance with local traffic laws for both motorized and non-motorized users.
  - Addresses inadequate traffic control devices.
  - Eliminates or reduces behaviors that lead to collisions involving non-motorized users.
  - Addresses inadequate or unsafe traffic control devices, bicycle facilities, trails, crosswalks and/or sidewalks.

Completion of an Active Transportation Plan will remedy multiple potential safety hazards that contribute to pedestrian and/or bicyclist injuries by 1) evaluating the safety of existing cycling and walking routes (documented accident history, perceived level of safety, and anecdotal information will be assessed) to determine specifically what the safety hazards are on individual routes which may include traffic calming projects to eliminate conflict points and reduce speed of vehicles and 2) subsequently adjusting routes to increase safety and avoid dangerous routes. Substantial public outreach and public education will be included in the Active Transportation Plan to raise awareness and address inadequate facilities within the system among motorists, cyclists, and pedestrians.



Specific safety hazards will be identified during route evaluation and strategies to avoid or reduce pedestrian and cyclist injuries or fatalities.

## **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)**

Goals regarding bicycle, pedestrian, and other alternative modes were first identified ten years ago in the 2005 Trinity County Regional Transportation Plan. After MAP-21 was enacted in 2012 and the concept of an Active Transportation Plan was introduced formally, the Trinity County Transportation Commission voted unanimously to pursue the creation of a Plan to meet the County's active transportation goals (Attachment K). Staff from the Trinity County Department of Transportation will oversee the process of developing the Plan with input from the public and stakeholders (described below), although ultimately, the Trinity County Transportation Commission will approve the Active Transportation Plan.

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

The public and following stakeholders will be invited to participate in developing an Active Transportation Plan and will be invited and encouraged to participate via phone, email, and/or telephone: private property owners, commercial/industrial land owners (timber and recreation-based companies), Caltrans, United States Forest Service, Bureau of Land Management, Bureau of Indian Affairs, local tribes including Nor-Rel-Muk Nation, Round Valley Rancheria, Hoopa, and Yurok tribes; Bureau of Reclamation, Shasta College, all school districts within the County, Trinity Land Trust, local service clubs, Weaverville Basin Trail System Committee and members, Trinity County Resource Conservation District, Natural Resource Conservation Service, Backcountry Horseman of America, California State Horseman's Association, International Mountain Biking Association, Bike Coalition of California, League of American Bicyclists, and informal groups of local, recreational cyclists and runners.



- B. 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)**

Feedback during the public and stakeholder engagement process will be encouraged by using the goals of the Active Transportation Program, requirements of an Active Transportation Plan, and the Trinity County Bikeways Master Plan to initiate brainstorming sessions at public meetings in the three largest communities in the County. Meetings will be held at different times of the day at locations accessible by public transportation. A bilingual Trinity County employees will be available at the meetings. Development of the Trinity County Active Transportation Plan will be based on federally-recognized goals, locally-recognized needs and priorities, and state-established requirements.

The public participation and planning process will improve the Trinity County Active Transportation Plan's overall effectiveness at meeting the purpose and goals of the ATP by focusing on the specific goals of the ATP during the earliest stages of planning and using them as the foundation for developing the County's Active Transportation Plan.

Goals established in the Trinity County Bikeways Master Plan directly reflect the goals of the ATP to increase the proportion of biking and walking trips; increase safety for non-motorized users; increase mobility for non-motorized users; support reductions in greenhouse gases; enhance public health; ensure disadvantaged communities fully share in program benefits; and provide a broad spectrum of projects to benefit many types of active transportation users.

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

Stakeholders will continue to be engaged in modification and implementation of the Active Transportation Plan by establishing a committee including stakeholders that will meet once annually to review and potentially update the Trinity County Active Transportation Plan as priorities and circumstances warrant. This will provide an opportunity for conflicts between stakeholders and/or members of the public to be resolved.

## **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)**

According to the Trinity County SNAP-Ed Work Plan for 2015-2016 (Draft), 26.7% of Trinity County kids are overweight/obese; 31.4% of Trinity adults are obese (BMI >30) and 68.7% are obese or overweight, which is higher than that for California (24.8 and 59.8%, respectively). Around 14.6% of children age 5 years and younger are overweight, and 10.3% of all children in the County are overweight for their age. Among adolescents and adults, 12.5% of adolescents 15-17 years old are overweight or obese. This percentage increases 5 times in adults 18 to 24 (61.7%), reaching the highest prevalence in adults 25 to 64 years old with a little decline in seniors 65-79 years old. This data shows a continuing increase of obesity prevalence with age.

Scientific literature recognizes that the high prevalence of childhood obesity is the result of a variety of individual, social and environmental factors, including increased availability and consumption of soft drinks and high-fat, high-calorie foods; increasing amounts of time spent in sedentary activities including television viewing; inadequate school physical education programs and limited access in many neighborhoods to healthy foods and safe places to be physically active. These problems go beyond factors under the control of children and their parents to include conditions in schools and communities that encourage unhealthy dietary habits and that limit physical activity.

According to the 2011-12 California Health Interview Survey, The prevalence of diabetes among the Trinity adult and senior population is 7% with 1,026 individuals with Type II Diabetes. The prevalence of heart disease is 8.9%, cancer 18.4%, and 4.2% of the women have been diagnosed with breast cancer (CHIS, 2009).

According to the Trinity County 2014 Coordinated Public Transit-Human Services Transportation Plan, there are 5,811 households in Trinity County. No vehicle is available to 130, or 2%, of these households. The absence of a vehicle in a household may pose another public health issue limit an individual's ability to access employment, medical care, or to



complete activities of daily living, especially in areas where public transit or specialized transportation resources are inadequate or inaccessible.

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

The primary public health concern in Trinity County is the rate of obese and overweight individuals. As the American Heart Association recognizes, physical inactivity is a major risk factor for developing coronary artery disease. It also increases the risk of stroke and such other major cardiovascular risk factors as high blood pressure, low HDL ("good") cholesterol and diabetes.

To address this concern, implementation of infrastructure projects, and educational and encouragement programs established in the Trinity County Active Transportation Plan based on specific feedback per community will promote an increased awareness of safe and convenient cycling and walking routes in an effort to get more people moving by making these active modes more appealing and accessible to obese or overweight individuals. The Plan will specifically target the student population by developing safe routes to schools, encouragement programs, and classroom education to highlight the need for an active lifestyle and drawbacks to being sedentary. The Plan will also focus on the general population through public outreach (via meetings and surveys in County communities) in which barriers to cycling and walking are acknowledged and addressed through the development of new routes, signage, or educational/encouragement programs.

To address the public health concern related to the lack of owning a vehicle, the Trinity County Active Transportation Plan will promote the concept of active transportation in communities throughout the County as a viable, inexpensive transportation alternative that can also be linked to and coordinated with public transit to facilitate even greater mobility allowing better access to the work place, medical facilities, and destinations required in everyday life. The American Heart Association recommends at least 60 minutes of moderate to vigorous physical activity every day to realize the proven benefits of controlling weight, reducing blood pressure, raising HDL ("good") cholesterol, reducing the risk of diabetes and some kinds of



cancer, and improving psychological well-being, including gaining more self-confidence and higher self-esteem.

These intended improved health outcomes will enhance the ATP as the public begins to use alternative modes of transportation and become active stakeholders with desired outcomes.



## 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.

**See Attachment I-#5.**

**Option 1:** Median household income, by census tract for the community(ies) benefited by the project:  
**\$34,604 (average median household income for the five census tracts in Trinity County)**

- Provide all census tract numbers
- Provide the median income for each census track listed
- Provide the population for each census track listed

Census Tract 1.01

Median Income=\$32,455  
 Population =2,983

Census Tract 1.02

Median Income=\$40,511  
 Population=4,251

Census Tract 2

Median Income=\$36,322  
 Population=2,436

Census Tract 3

Median Income=\$32,684  
 Population=3,283

Census Tract 4

Median Income=\$31,050  
 Population=685

**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.

All infrastructure and non-infrastructure projects and recommendations that will be included in the Trinity County Active Transportation Plan will occur within Trinity County borders where the household median income in 100% of the census tracts is below 80% of the statewide household median income. Therefore, 100% of the funds requested to complete our Active Transportation Plan will be expended in disadvantaged communities. The public participation component of developing the Active Transportation Plan will ensure that specific challenges and transportation difficulties voiced by each disadvantaged community are addressed appropriately and specifically per community.

**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 the Trinity County Active Transportation Plan, a direct benefit is an advantage that is gained by the individual people who make up the population of a disadvantaged community. A meaningful benefit is an advantage gained by members of a disadvantaged community that lead them toward no longer being disadvantaged and that improve their quality of life. An assured



benefit is an advantage that the community members and stakeholders in the community are guaranteed to realize as a result of the project's implementation.

Communities within Trinity County are disadvantaged due to the low household median income. As such, many residents do not have reliable transportation due to the lack of sufficient financial means to afford a vehicle. Completing an Active Transportation Plan for the County will include developing a public outreach program in which active transportation modes are enthusiastically promoted and routes suitable for bicyclists and pedestrians are identified clearly by increasing signage, circulating maps throughout multiple locations countywide, conducting outreach in schools, and developing and promoting a website with active transportation routes. Community members will receive the direct benefit of the plan's completion as they become aware of and have access to practical, safe, and enjoyable walking and cycling routes as viable transportation options presented in the Active Transportation Plan. Community members currently lacking reliable vehicle transportation will increase their ability to access work, school, and destinations required in everyday life such as the post office, doctor's office, or grocery store. Increasing overall safety and mobility of cyclists and pedestrians throughout the County's communities as well as an individual's ability to independently access these destinations will lead to an increase in the proportion of cycling and walking trips to these locations as well as an increase in the total number of visits to them.

Completion of an Active Transportation Plan will lead to meaningful benefits as an increased sense of capability and independence grows among pedestrians or cyclists using routes that were previously unknown or undeveloped. The Active Transportation Plan will identify connections between active transportation routes and public transit stops in an effort to facilitate transportation over greater distances that bicyclists and pedestrians would normally avoid due to lack of knowledge regarding multi-modal options. The direct benefit of providing viable transportation alternatives to community members throughout all of the disadvantaged communities in the County will be achieved by soliciting feedback from the public in which specific issues are identified and solutions are reached during development of the Active Transportation Plan.

The Trinity County Transportation Commission intends to complete the Trinity County Active Transportation Plan which will include the Trinity County Bikeways Master Plan and



associated pedestrian and safe routes to school planning strategies and projects. The Active Transportation Plan will benefit the business community by promoting slower foot and/or bicycle traffic in commercial areas. Safety and mobility will improve for students as they benefit from increased signage identifying safe routes.

Creation of the Trinity County Active Transportation Plan will provide the assured benefits of improved identification of existing routes and increased development of new routes. Identifying existing routes and developing new routes will address the need for alternative, less expensive transportation needs and will increase the number and proportion of bicycle and pedestrian trips. As the Active Transportation Plan is produced, the benefit of improved route identification will be achieved by completing a thorough assessment of existing cycling and walking routes. Through coordination with local stakeholders knowledgeable about route locations (including commuters, recreationalists, and agencies), existing routes will be mapped and made available at centers of activity throughout the County and online via the Trinity County Department of Transportation's website. Any County resident or visitor to the County will be able to receive this benefit.

While developing the Active Transportation Plan with the public's participation, new routes will be evaluated. Based on public input, new routes will be included and prioritized in the County's Active Transportation Plan. Funding sources will be pursued pending the prioritization of routes. Implementation of new projects will benefit the wide range of stakeholders who will help identify the need for and desirability of a new active transportation route in a community. Stakeholders could include bicyclists, pedestrians (runners, walkers, hikers), skateboarders, roller bladers, wheelchair users, government agencies, organizations, students, residents, and visitors.



## Part B: Narrative Questions

### Detailed Instructions for: **Question #6**

**QUESTION #6****COST EFFECTIVENESS (0-5 POINTS)**

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

Two alternatives were considered for this project:

- 1) No Project alternative.
- 2) Complete the Trinity County Active Transportation Plan.

The No Project alternative did not meet any of the County’s active transportation goals: there would be no increase in use of active transportation modes, no improved safety for non-motorized users, no increased mobility, no reduction in the greenhouse gas production, no improvements to public health, and no aid to increasing active transportation in disadvantaged communities. Although the benefit of the No Project alternative includes no immediate cash cost to the County, the loss of the benefits inherently include extra costs to the County.

The final proposed alternative to complete the Trinity County Active Transportation Plan was chosen based on the number of benefits resulting from creating the Plan as well as the cost of NOT creating the Plan. Not creating the Plan translates to continued health care costs related to obesity, increased risk factors for developing coronary artery disease, stroke, high blood pressure, and diabetes.

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

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

The Trinity County Transportation Commission assumes the inherent, long-term value of identifying and prioritizing future cost effective projects to promote our goals that directly reflect the goals of the Active Transportation Program.



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

### **QUESTION #7**

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

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

The Trinity County Transportation Commission will provide a 2.5% match of \$2,250.00 for the overall project cost of \$112,494.00.



## 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.

Trinity County has a long history of working with various programs administered through Caltrans Local Assistance. The programs we most commonly use are the STIP, HBP and HSIP.

STIP: In the past 5 years, the County has delivered four major projects to construction, totaling \$3.4 million in project development costs and almost \$22 million in construction costs. One of these 4 projects is completed, and three are in construction now. In addition, we have another major road rehabilitation project currently in the EA&PD phase.

HBP: Trinity County typically replaces a bridge every 1-2 years using federal Highway Bridge Program (HBP) funds administered through Caltrans Local Assistance. We completed a \$2.2 million bridge replacement a year and a half ago, and we are beginning construction on a \$3 million bridge now. Another \$6 million bridge replacement project is currently in the Preliminary Engineering (PE) phase.

HSIP: We have completed several projects through the federal Highway Safety Improvement Program (HSIP), also administered through Local Assistance. These include two guardrail projects at about \$1 million each and a safety signage project for \$40,000. All of these have been constructed. We have recently received funding for three safety striping and signage projects totaling \$3.6 million, which are all currently in the PE phase.

Our record shows success in delivering federally funded projects through construction. It shows our experience in navigating the federal funding process through Caltrans Local Assistance, pursuing federal authorization and, for STIP projects, CTC allocation for each phase, and completing each phase in time to move on to the next phase. At times, we have had to request extensions or additional funds to successfully complete the larger projects, but we have operated within the



program guidelines and successfully delivered an approximate total of almost \$30 million in construction over the last five years alone.

**B. *Caltrans response only:***

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



## **Part C: Application Attachments**

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

### **List of Application Attachments**

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

**Application Signature Page** Attachment A  
Required for all applications

**ATP - PROJECT PROGRAMMING REQUEST (ATP-PPR)** Attachment B  
Required for all applications

**Engineer's Checklist** Attachment C  
Required for Infrastructure Projects

**Project Location Map** Attachment D  
Required for all applications

**Project Map/Plans showing existing and proposed conditions** Attachment E  
Required for Infrastructure Projects (optional for 'Non-Infrastructure' and 'Plan' Projects)

**Photos of Existing Conditions** Attachment F  
Required for all applications

**Project Estimate** Attachment G  
Required for Infrastructure Projects

**Non-Infrastructure Work Plan (Form 22-R)** Attachment H  
Required for all projects with Non-Infrastructure Elements

**Narrative Questions backup information** Attachment I  
Required for all applications  
Label attachments separately with "H-#" based on the # of the Narrative Question

**Letters of Support** Attachment J  
Required or Recommended for all projects (as designated in the instructions)

**Additional Attachments** Attachment K  
Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information.



## 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: _____	Date: <u>May 28, 2015</u>
Name: <u>Rick Tippett</u>	Phone: <u>530-623-1305 Ext 5425</u>
Title: <u>Executive Secretary,</u> <u>Trinity County Transportation Commission</u>	e-mail: <u>rtippett@trinitycounty.org</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>

**ATP PROJECT PROGRAMMING REQUEST**

Date: 15-Apr-15

Project Information:					
<b>Project Title:</b> Trinity County Active Transportation Plan					
District	County	Route	EA	Project ID	PPNO
02	Trinity	Multiple Routes			

**Funding Information:**  
DO NOT FILL IN ANY SHADED AREAS

Proposed Total Project Cost (\$1,000s)									Notes:
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)									
PS&E									
R/W									
CON					112			112	
<b>TOTAL</b>					112			112	

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)									
PS&E									Notes:
R/W									
CON									
<b>TOTAL</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									
<b>TOTAL</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					110			110	
<b>TOTAL</b>					110			110	

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: 15-Apr-15

Project Information:					
<b>Project Title:</b>	Trinity County Active Transportation Plan				
<b>District</b>	<b>County</b>	<b>Route</b>	<b>EA</b>	<b>Project ID</b>	<b>PPNO</b>
02	Trinity	Multiple Routes			

**Funding Information:**  
DO NOT FILL IN ANY SHADED AREAS

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

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

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

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

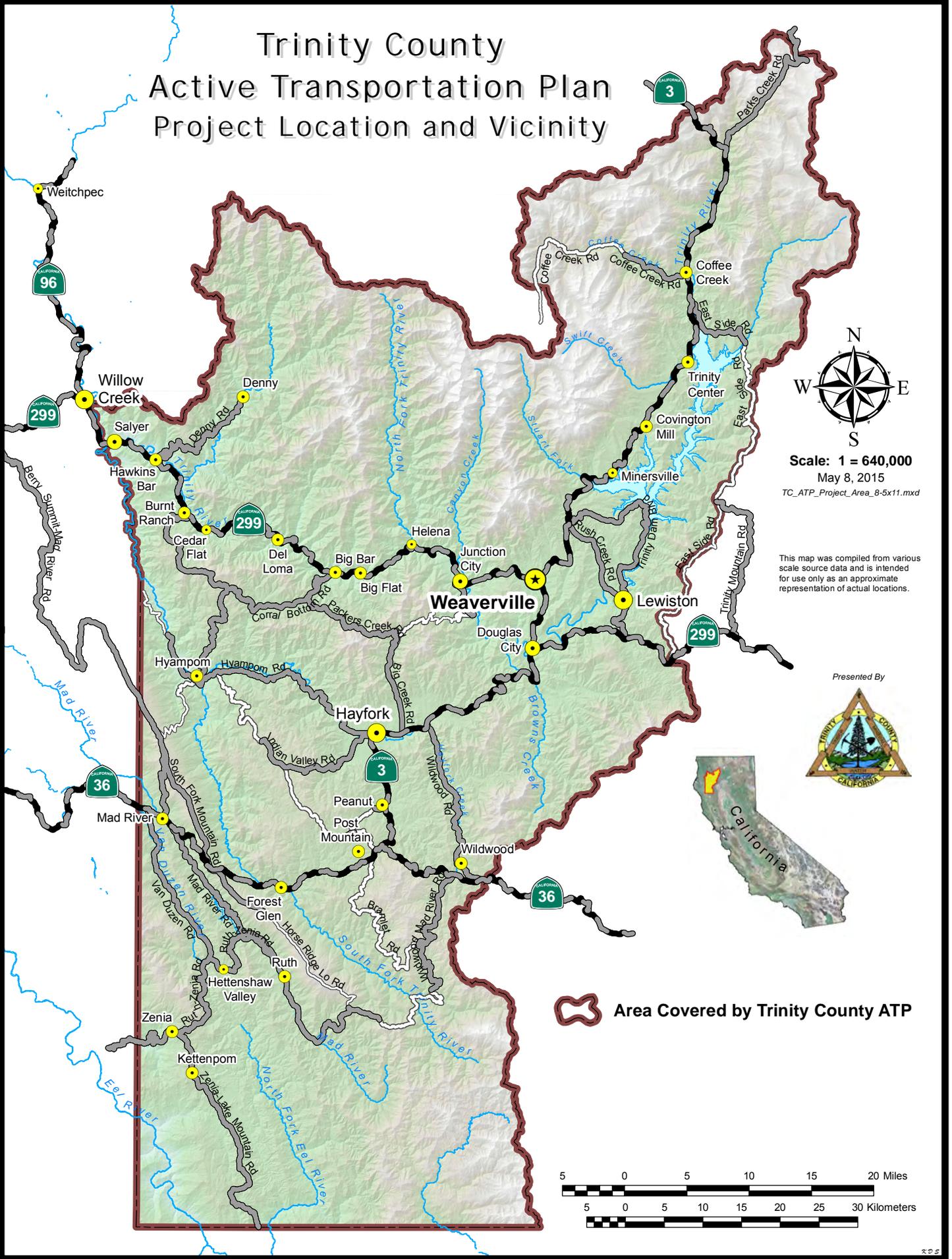
Fund No. 6:	Future Source for Matching								Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
<b>TOTAL</b>									

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

**Attachment C**

An Engineer's Checklist is not required for an Active Transportation Plan.

# Trinity County Active Transportation Plan Project Location and Vicinity



Scale: 1 = 640,000  
May 8, 2015

TC\_ATP\_Project\_Area\_8-5x11.mxd

This map was compiled from various scale source data and is intended for use only as an approximate representation of actual locations.

Presented By



 Area Covered by Trinity County ATP



**Attachment E**

Project Map/Plans are not required for an Active Transportation Plan.

## Attachment F

### Representative Photos of Existing Active Transportation Routes in Trinity County



Typical route to school showing the narrow road shoulder on a County road (Red Hill Road) near Junction City Elementary School. The route is not identified as a bike lane or a bike route.

Photo of County road (Red Hill Road) showing lack of signage demarcating a bike lane in close proximity to school.



Photo depicting typical cycling conditions on County roads with no road shoulder. Although completing an Active Transportation Plan will not change these road shoulder conditions, the Plan could identify numerous routes in the County where signage would be appropriate to raise motorists' awareness of non-motorized users sharing the road.



Location: State Route 299 in the center of Weaverville, the County Seat of Trinity County. Bike lanes are designated, yet parked cars tend to take up most of the space of the bike lane, forcing cyclists into the lane of traffic. The Trinity County Active Transportation Plan would address safety issues like this and identify alternate routes through congested areas.





Project Title		TRINITY COUNTY ACTIVE TRANSPORTATION PLAN			Grantee												Trinity County Transportation Commission											
Task No		Total Cost	Grant Amount	Local Cash Match	Fiscal Year 2016/17						FY 2017/18						FY 2018/19						Deliverable					
					J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D		J	F	M	A	M
<b>1 Project Initiation</b>																												
1.1	Begin Environmental (PA&ED) Phase																											
1.2	Circulate Draft Environmental																											Complete draft of ND/CE
1.3	End Environmental Phase (PA&ED Milestone)																											Final Draft of ND/CE
<b>2 Begin Construction Phase</b>																												
2.1	Establish a Steering Com	\$1,286	\$1,260	\$26																								List of Steering Committee Members
2.2	Project Kick-off Meeting	\$2,707	\$2,653	\$54																								Meeting Notes and Participant List
<b>3 Evaluate Existing Conditions, Conduct Public Outreach</b>																												
3.1	Conduct School Site Visits and Collaborate with School Administrators	\$3,128	\$3,065	\$63																								Notes from Site Visits and Meetings with School Administrators and/or Site Councils at Five Schools. Estimates of Existing Bicycle and Pedestrian Use and Potential Increase in
3.2	Conduct Public Outreach Meetings and Surveys	\$4,920	\$4,822	\$98																								Public Notices, Meeting Notes and Participant Lists, and Survey Results. List of Existing Active Transportation Facilities (Routes, Signage, Parking) Throughout County and Proposed Education/Encouragement Programs to Increase the Use of Active Transportation.
3.3	Review Relevant Policy and Collision/Accident Data	\$1,730	\$1,695	\$35																								Policy Summary and Crash History Summary to be incorporated into the Evaluation of Existing Conditions, Goals, and Objectives
3.4	Prepare Summary of Goals and Objectives	\$2,302	\$2,256	\$46																								Meeting Notes, Participant List, and Summary of Goals and Objectives
3.5	Prepare Evaluation of Existing Conditions, Goals, and Objectives Chapter	\$4,564	\$4,473	\$91																								Evaluation of Existing Conditions, Goals, and Objectives Chapter
<b>4 Establish Potential Active Transportation Routes Including Safe Routes to Schools, ADA-Compliant Trails, and Multimodal Trails throughout County</b>																												
4.1	Identify Potential Active Transportation Routes	\$14,283	\$13,997	\$286																								Summaries of Trainings and Site Visits, Identify Potential Active Transportation routes established during public outreach. Summary of Recommendations to Reduce Collision, Injury, and Fatality Statistics in Active Modes.



**Attachment H**

Non-Infrastructure Work Plan is not required for an Active Transportation Plan.

Attachment I-#1

Dear Parent or Guardian,

The Trinity County Department of Transportation is conducting this survey to determine how children are traveling to and from school, and to assess the perceived barriers and safety issues experienced by students and parents/guardians. This survey is required by our Safe Routes to School funding sources and will give us an assessment of the success of our efforts to improve and increase walking and bicycling opportunities for your child. More importantly, the survey allows us to provide our community with the services it needs to increase safety for your children. Survey results are anonymous and will remain anonymous. The same survey will be given again in approximately one year to measure the impacts of our efforts to improve and increase walking and bicycling opportunities for your child and to identify areas for improvement.

School Name: \_\_\_\_\_ Number of children from your household attending this school: \_\_\_\_\_

Grade level(s) of your children attending this school? \_\_\_\_\_ How far (miles) does your child live from this school? \_\_\_\_\_

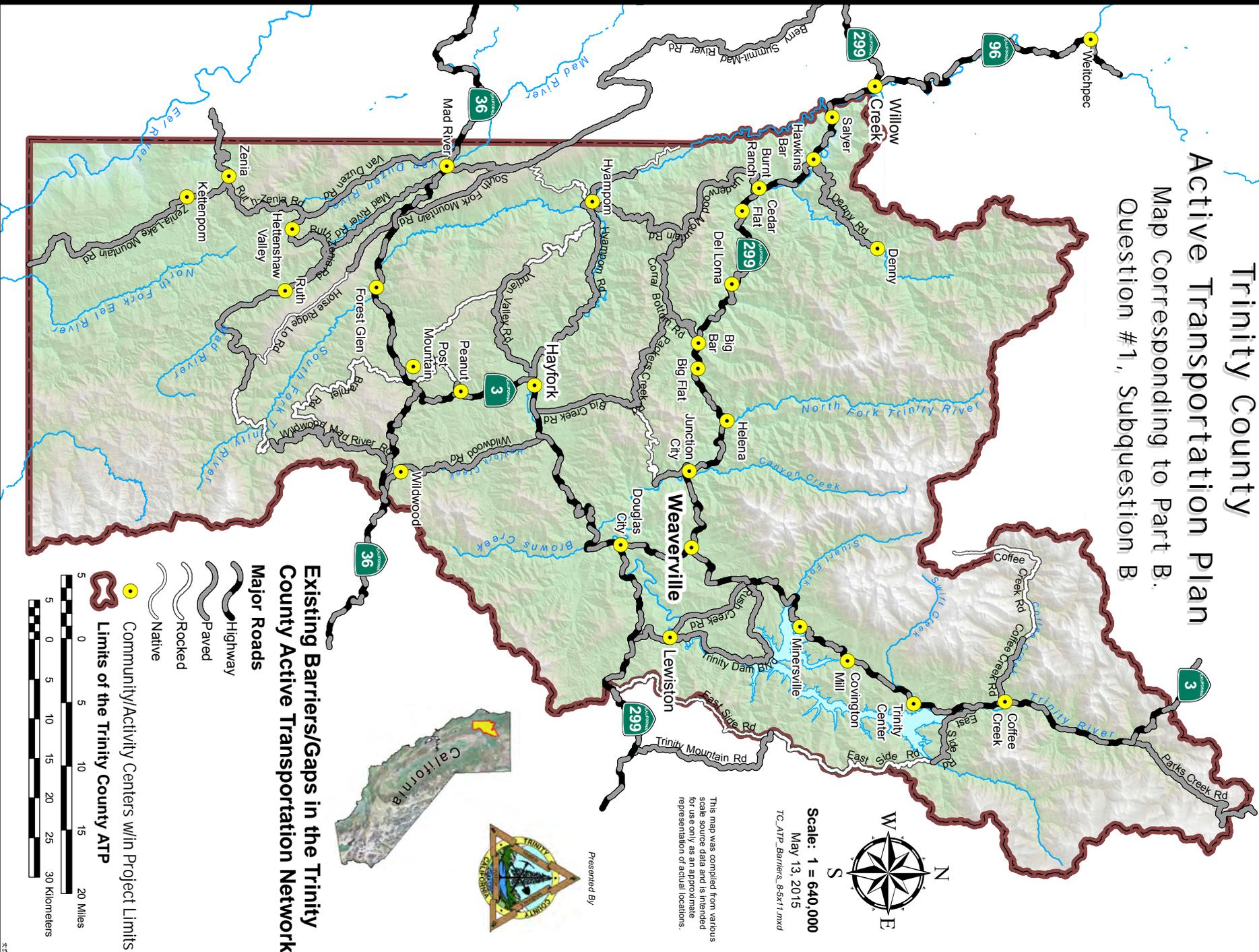
	Weather S=Sunny R=Rainy O=Overcast F=Foggy I=Icy	Walk	Bike	Family Vehicle (=only with children from your own family)	School Bus	Carpool (=with children from other families)	Trinity Transit <a href="http://trinitytransit.org/">http://trinitytransit.org/</a> for schedule)	Other (Skateboard, scooter, etc.)
<b>DATE:</b>								
Day 1 AM								
Day 1 PM								
<b>DATE:</b>								
Day 2 AM								
Day 2 PM								

If your child does not currently walk or bike to/from school, which of the following issues affect the decision not to walk or bike to/from

- Distance/Time/Convenience
- Child has no interest in walking or biking
- Your child has before/after school activities
- Safety, due to speed of traffic or unsafe routes
- Safety, due to concerns regarding crime or violence

THANK YOU FOR TAKING THE TIME TO FILL OUT THIS SURVEY

# Trinity County Active Transportation Plan Map Corresponding to Part B. Question #1, Subquestion B



Scale: 1 = 640,000  
 May 13, 2015  
 TC\_ATP\_Barriers\_8-5x11.mxd

This map was compiled from various state source data and is intended for use only as an approximate representation of actual locations.

Presented By



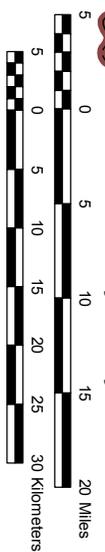
**Existing Barriers/Gaps in the Trinity County Active Transportation Network**

**Major Roads**

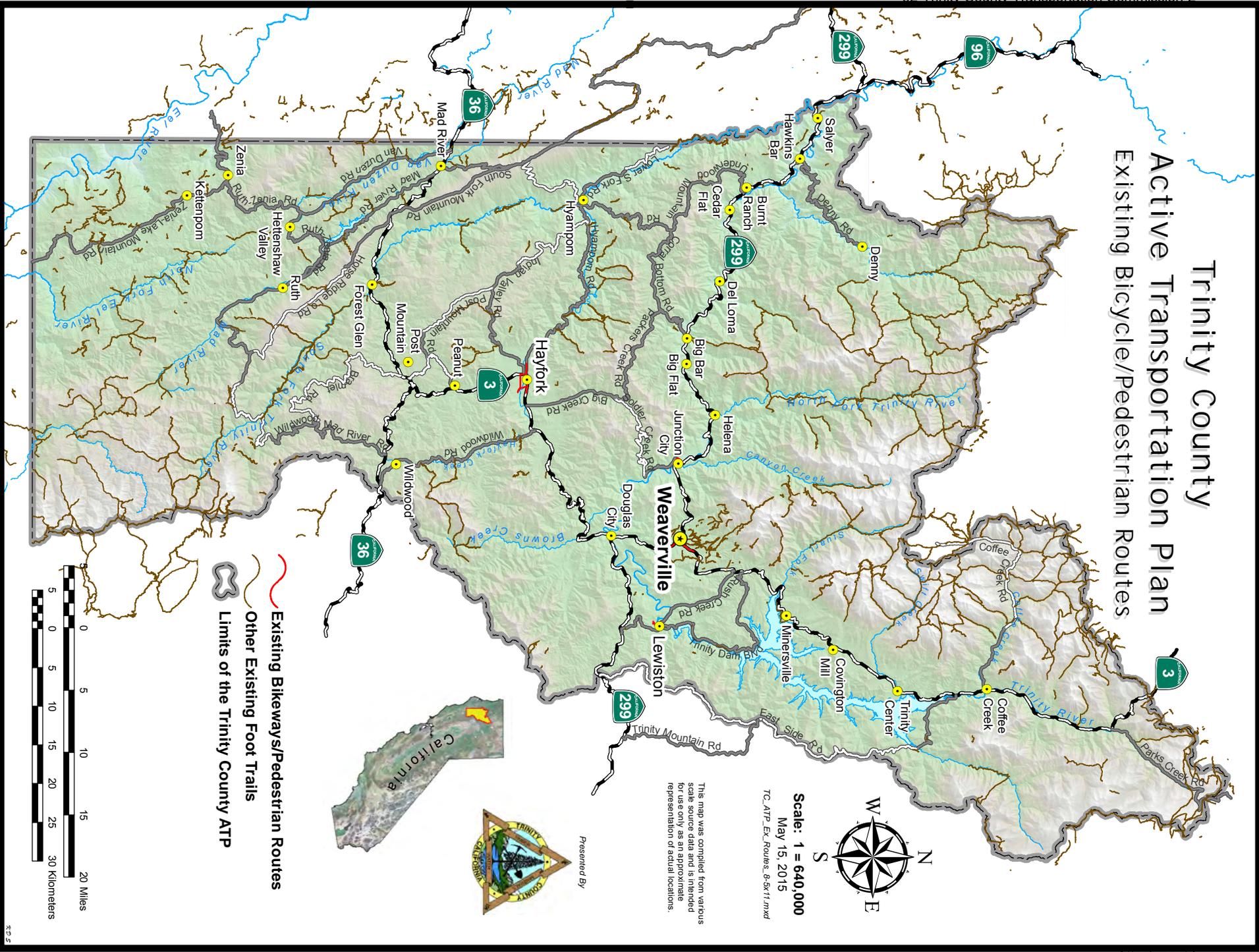
- Highway
- Paved
- Rocked
- Native

Community/Activity Centers w/in Project Limits

Limits of the Trinity County ATP



# Trinity County Active Transportation Plan Existing Bicycle/Pedestrian Routes



This map was compiled from various state source data and is intended for use only as an approximate representation of actual locations.

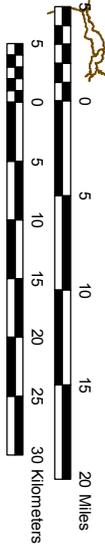
Scale: 1 = 640,000  
May 15, 2015  
TC\_ATP\_Ext\_Routes\_8.5x11.mxd



Presented By



-  Existing Bikeways/Pedestrian Routes
-  Other Existing Foot Trails
-  Limits of the Trinity County ATP



# Trinity County Active Transportation Plan Project Location and Affected Disadvantaged Communities



**Scale: 1 = 640,000**  
May 12, 2015  
TC\_ATP\_Communities\_8-5x11.mxd

This map was compiled from various scale source data and is intended for use only as an approximate representation of actual locations.

Presented By



**Disadvantaged Communities Located Within and Benefitting from Trinity County ATP**

- Census Tract 1.01
- Census Tract 1.02
- Census Tract 2
- Census Tract 3
- Census Tract 4
- Area Covered by Trinity County ATP

5 0 5 10 15 20 Miles  
5 0 5 10 15 20 25 30 Kilometers



## Trinity County Resource Conservation District

Post Office Box 1450 · One Horseshoe Lane · Weaverville, CA 96093 · [www.tcrd.net](http://www.tcrd.net)

May 29, 2015

Rick Tippett, Executive Secretary  
Trinity County Transportation Commission  
PO Box 2490  
Weaverville, CA 96093

Re: Letter of Support for the Trinity County Active Transportation Plan

Mr. Tippett

Trinity County Resource Conservation District would like to express support for the Trinity County Transportation Commission's grant application to the Active Transportation Program (ATP) to receive funding for the Trinity County Active Transportation Plan.

We understand that the purpose of the ATP is to encourage increased use of active modes of transportation by increasing the proportion of trips accomplished by biking and walking; increasing safety and mobility for non-motorized users; advancing the active transportation efforts of regional agencies to achieve greenhouse gas (GHG) reduction goals; enhancing public health; providing Safe Routes to Schools; ensuring that disadvantaged communities fully share in the benefits of the program; and providing a broad spectrum of projects to benefit many types of active transportation users.

We believe that the strategy of developing the Trinity County Active Transportation Plan proposed by the Trinity County Transportation Commission seeks to fulfill the goals of the ATP and will provide direct benefits to Trinity County residents and visitors.

Sincerely,

A handwritten signature in blue ink that reads 'Alex Cousins'. The signature is written in a cursive style.

Alex Cousins  
District Manager



**Weaverville/Douglas City Parks &  
Recreation District**

101 Park Ave. Bldg. #3 PO Box 1453 Weaverville, CA  
96093

Phone/Fax (530) 623-5925 park\_n\_rec2000@yahoo.com

May 28, 2015

This letter is written in support of the Trinity County Active Transportation Plan.

It is my understanding that the Trinity County Transportation Commission is applying for grant funds to complete an Active Transportation Plan for Trinity County.

As the General Manager of the Weaverville/Douglas City Parks & Recreation District, I look forward to seeing the development of an Active Transportation Plan that will encourage recreational use of new and existing roads, paths, and trails in Weaverville and Douglas City as well as throughout the County. The number of residents and visitors may also increase as routes are developed that connect to County parks.

If you have questions regarding my support of the project, please contact me.

Sincerely,

*Kelly Faith*

**GOLDEN AGE CENTER, INC.**

**201 Browns Ranch Rd.**

**P. O. Box 1413**

**Weaverville, CA 96093-1413**

**(530) 623-2324**

May 27, 2015

Golden Age Center, Inc.  
P.O. Box 1413  
Weaverville, CA 96093

Re: Letter of Support for the Lowden Park Bicycle and Pedestrian Path

To Whom it May Concern

The Trinity County Transportation Commission is in the process of applying for grant funds to construct a bicycle and pedestrian path from Lowden Park, across East Weaver Creek, and north to Browns Ranch Road near the Golden Age Center. This Class 1 bike and pedestrian path which is separated from road traffic will easily connect to the new Lance Gulch Road which includes Class 2 bike lanes and sidewalks.

The importance of this project to seniors at the Golden Age Center and from the senior apartments on Browns Ranch Road is that it will provide a safer and more relaxing route of travel to Lowden Park that is separate from the roadway. The project will enable the public to cross East Weaver Creek by way of a bike and pedestrian bridge allowing people to appreciate the natural beauty of the creek along their way to the park.

Sincerely,

 For Kit

Kit Porritt  
Executive Director

KP





## TRINITY COUNTY PEDESTRIAN COLLISIONS from January 1, 2009 to December 31, 2013

## Collision

Severity	Primary Road	Secondary Road	DATE
4	RT 299	BIG FLAT CREEK	7/16/2009
2	RT 299	WASHINGTON ST	8/31/2010
2	MORGAN HILL RC	MADRONE AV	9/25/2010
3	RT 299	OREGON ST	10/31/2010
3	RT 3	MAIN ST	8/5/2011
4	U S F S RT 1	RT 36	1/27/2012
3	RT 3	COMMUNITY DR	7/20/2012
2	RT 299	MASONIC LN	11/20/2012

Data based on SWITRS query completed May 26, 2015

## Collision Severity Rating

1-Fatal

2-Injury (Severe)

3-Injury (Other Visible)

4-Injury (Complaint of Pain)



Home About Tools Resources News Help

SWITRS QUERY & MAP

NEW QUERY LOAD CASEIDS SAVED QUERIES

Results



Summary Result: 18 Collisions. [Jump to Results Map](#)  
 Warning: 2013 data is provisional and incomplete.

[Download Data](#) [Save Query](#)

PCF Violation		
01 - Driving or Bicycling Under the Influence of Alcohol or Drug	2	11.1%
02 - Impeding Traffic	0	0%
03 - Unsafe Speed	2	11.1%
04 - Following Too Closely	0	0%
05 - Wrong Side of Road	3	16.7%
06 - Improper Passing	0	0%
07 - Unsafe Lane Change	0	0%
08 - Improper Turning	4	22.2%
09 - Automobile Right of Way	3	16.7%
10 - Pedestrian Right of Way	0	0%
11 - Pedestrian Violation	0	0%
12 - Traffic Signals and Signs	1	5.6%
13 - Hazardous Parking	0	0%
14 - Lights	0	0%
15 - Brakes	0	0%
16 - Other Equipment	0	0%
17 - Other Hazardous Violation	0	0%
18 - Other Than Driver (or Pedestrian)	1	5.6%
19 -	0	0%
20 -	0	0%
21 - Unsafe Starting or Backing	0	0%
22 - Other Improper Driving	1	5.6%
23 - Pedestrian or Other Under the Influence of Alcohol or Drug	0	0%
24 - Fell Asleep	0	0%
00 - Unknown	1	5.6%
-- Not Stated	0	0%

Type of Collision		
A - Head-On	2	11.1%
B - Sideswipe	1	5.6%
C - Rear End	1	5.6%
D - Broadside	6	33.3%
E - Hit Object	1	5.6%
F - Overturned	1	5.6%
G - Vehicle/Pedestrian	0	0%
H - Other	5	27.8%
-- Not Stated	1	5.6%

Collision Severity		
1 - Fatal	0	0%
2 - Injury (Severe)	4	22.2%
3 - Injury (Other Visible)	12	66.7%
4 - Injury (Complaint of Pain)	2	11.1%

State Highway		
YES	12	66.7%

Vehicle Involvement		
Pedestrian Collision	0	0%
Bicycle Collision	18	100%
Motorcycle Collision	0	0%
Truck Collision	0	0%

**Current Selection**  
 Date: 01/01/2009 - 12/31/2013  
 Counties: Trinity  
 Cities: Unincorporated

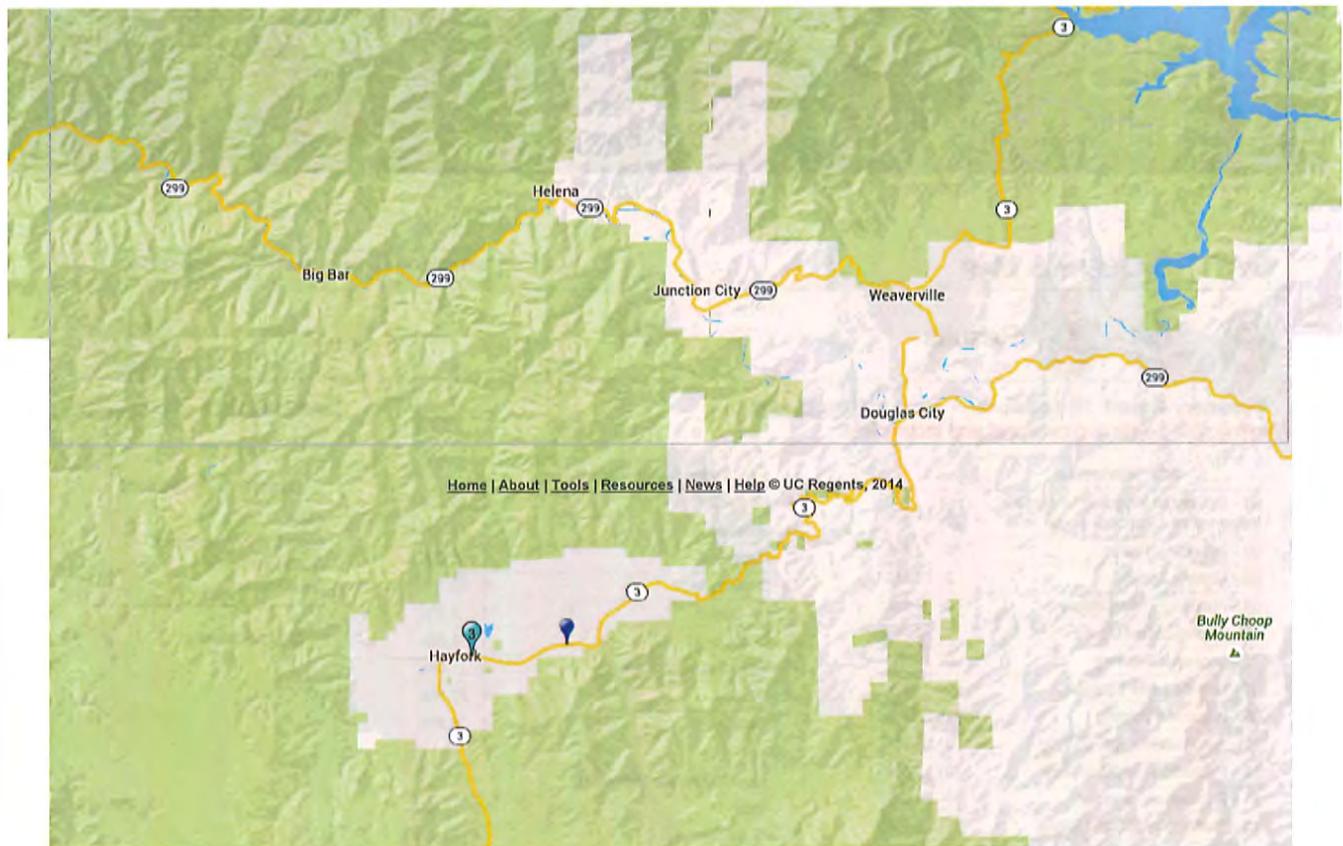
**Bicycle Collision**  
 YES

Results Map: 16 of 18 (88.9%) Collisions Mapped.

List Unmapped Collisions Cluster Heatmap

Find address or place





## TRINITY COUNTY BICYCLE COLLISIONS from January 1, 2009 to December 31, 2013

## Collision

Severity	Primary Road	Secondary Road	DATE
3	RT 3	BEALS ST	6/15/2009
2	WASHINGTON ST	LOWDEN LN	7/26/2009
2	RT 299	WHEEL GULCH RD	8/13/2009
3	WASHINGTON ST	RT 299	9/1/2009
3	RT 299	WEAVER ST	7/1/2010
3	S MINER ST	HANOVER ST	6/25/2010
3	RT 299	GLEN RD	1/26/2011
4	RT 3	WHITTLE WY	3/30/2011
3	RT 3	OAK AV	5/5/2011
3	RT 299	WASHINGTON ST	5/1/2011
3	RT 299	LORENZ RD	7/20/2011
2	MINER ST	DOCKERY ST	7/28/2011
3	RT 299	MARTIN RD	6/10/2012
3	HYAMPOM RD	FOSTER LN	7/19/2012
3	MINER ST	HANOVER ST	8/13/2012
2	HANOVER ST	MINER ST	1/26/2013
4	RT 3	SCHOOL AV	1/30/2013
3	RT 299	WASHINGTON ST	5/22/2013

Data based on SWITRS query completed May 26, 2015

## Collision Severity Code

1-Fatal

2-Injury (Severe)

3-Injury (Other Visible)

4-Injury (Complaint of Pain)



# Trinity County Regional Transportation Plan

## APPENDIX 4E

### 2010 RTP Capital Improvements Non-Motorized Projects

Non-Motorized Projects									
Funding Source	Project Number/ Proponent	Location	Description	Total Cost <sup>1</sup> (\$1,000)	Construction Year	Purpose/Need			
						System Preservation	Capacity Enhancement	Safety	Multi-Modal
<b>Class I Bike Path</b>									
TE	TCDOT	Lewiston Rd.	Class I - Lewiston School to Trinity Dam Blvd	\$357	1			x	x
TE	TCDOT	East Connector	Class 1 - Lowden Park to Browns Ranch Rd.	\$NO	1				x
TE/FH	Caltrans	SR 3 - Trinity Center	Trinity Lake KOA to Airport Road (bike/ped trail/bridge)	\$2,375	1				x
				<b>Total Class I</b>	<b>\$3,502</b>				
<b>Class II Bike Lanes</b>									
TE	TCDOT	East Connector	SR 299 @ Glen Rd. to SR 3 with sidewalk	\$760	1				x
TE	Caltrans	SR 3 - Hayfork	Oak St. to Forest Ave.	\$1,220	1				x
TE/SRTS	TCDOT	Corral Bottom Rd	Bike path SR 299 to Patterson Ranch/Cox Bar	\$1,500	2				
TE	Caltrans	SR 3 - Hayfork	Forest Ave. to Big Creek Rd.	\$1,540	2				x
SRTS	TCDOT	Red Hill Rd. - JC	Senger Rd. to Junction City Elementary School	\$1,200	2				x
TE	TCDOT	Trinity Dam Blvd. - Lew	Mountain View Rd. to Deadwood Rd.	\$440	2				x
				<b>Total Class II</b>	<b>\$6,660</b>				
<b>Class III Bike Routes</b>									
O&M	TCDOT	Designated throughout the remainder of the County road system		<b>Total Class III</b>	<b>\$268</b>	3			x
<b>Bicycle Amenities</b>									
BTA	TCDOT	County-wide	Bikeway Guide	\$60	2				x
BTA	TCDOT	County-wide	Share the Road signs	\$100	2				x
BTA	TCDOT	County-wide	Bike parking - 40 racks	\$160	2				x
BTA	TCDOT	County-wide	Bike parking - 10 lockers	\$160	2				x
BTA	TCDOT	County-wide	Safe Routes to School Program - 7 schools	\$120	2			x	x
BTA	TCDOT	Shasta-Trinity Trail	Feasibility Study	\$60	2				x
				<b>Total Bicycle Amenities</b>	<b>\$680</b>				
<b>Pedestrian Facilities</b>									
SHOPP/TE/ADA	Caltrans/CTC	SR 3 - SR 299 to Weaverville Elementary	Construct Sidewalk & Class II Bike Lane	\$1,200	1				x
TE	TCDOT	Horsewater Lane	Construct Pedestrian Path, rehab ped bridge	\$190	1				x
ITIP/TE/ADA	Caltrans/CTC	SR 299 East Weaver Creek to Tops Shopping Center	Construct Sidewalk & Class II Bike Lane	\$1,200	1				
*SRTS	TCDOT	SR 3 - Weaverville Elementary to Washington St.	Construct Sidewalk	\$150	2				
ITIP/TE/ADA	Caltrans/CTC	SR 299 Tops Shopping Center to Industrial Park Way	Construct Sidewalk & Class II Bike Lane	\$4,100	3				
ITIP/TE	Caltrans/CTC	Big Flat	Traffic Calming and Pedestrian Facilities	\$500	3				
				<b>Total Pedestrian Facilities</b>	<b>\$7,340</b>				
				<b>Total Non-Motorized Tier 1</b>	<b>\$8,072</b>				
				<b>Total Non-Motorized Tier 2</b>	<b>\$5,510</b>				
				<b>Total Non-Motorized Tier 3</b>	<b>\$4,868</b>				
				<b>Total Non-Motorized Costs</b>	<b>\$18,450</b>				
Total Cost includes Construction, Environmental & Planning (E&P), Plans, Specifications, Estimates (PS&E) and Right-of-Way Support (R/W Sup)									
<sup>2</sup> 1=Short-Range 0-5 Years; 2=Midrange 6-15 Years; 3=Long-Range 16-20 Years									

RESOLUTION NO. 2015-011

A RESOLUTION OF THE BOARD OF SUPERVISORS OF THE COUNTY OF TRINITY SITTING AS THE TRINITY COUNTY TRANSPORTATION COMMISSION WHICH AMENDS THE TRINITY COUNTY REGIONAL TRANSPORTATION PLAN

WHEREAS, the Trinity County Transportation Commission (TCTC) is the Regional Transportation Planning Agency for the Trinity County region; and

WHEREAS, the Trinity County 2010 Regional Transportation Plan (RTP) was approved by the Trinity County Transportation Commission on November 1, 2011; and

WHEREAS, Appendix 4C of the 2010 RTP lists Road and Bridge Projects, Appendix 4D lists Transit Projects, and Appendix 4E lists Non-Motorized Transportation Projects to be completed over the next 20 years; and

WHEREAS, Transportation Projects must be included in the RTP prior to being listed in Regional Transportation Improvement Program (RTIP) and State Transportation Improvement Program (STIP) and receiving State and Federal funding; and

WHEREAS, several Road and Bridge Projects were added to the RTP by amendment on September 10, 2013; and

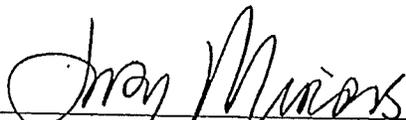
WHEREAS, additional Road and Bridge, Transit, and Non-Motorized Transportation Projects have been identified that are consistent with the goals and policies of the RTP and should be added to the RTP in time for programming of the 2016 RTIP in September 2015; and

WHEREAS, the next regular update of the RTP is scheduled for release in fall 2016, and

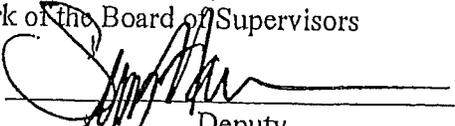
NOW, THEREFORE, BE IT RESOLVED that the Trinity County Transportation Commission does hereby amend Appendices 4C, 4D, and 4E of the 2010 RTP to include the projects listed in Exhibit A attached hereto.

DULY PASSED AND ADOPTED this 20th day of January, 2015 by the Trinity County Transportation Commission by motion, second (Burton/Fisher), and the following vote:

- AYES: Supervisors Fisher, Burton, Groves, Fenley, and Morris
- NOES: None
- ABSENT: None
- ABSTAIN: None
- RECUSE: None

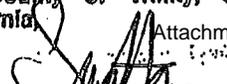
  
 JUDY MORRIS, CHAIRMAN  
 Board of Supervisors, sitting as the  
 Transportation Commission  
 County of Trinity, State of California

ATTEST:  
 WENDY G. TYLER  
 Clerk of the Board of Supervisors

By:   
 Deputy

The foregoing is a correct copy of the original instrument on file in this office.

Attest: WENDY G. TYLER  
 Clerk of the Board of Supervisors of the County of Trinity, State of California

  
 Attachment K

## EXHIBIT A - REVISIONS TO 2010 RTP CAPITAL IMPROVEMENTS

## Appendix 4C

## County Road and Bridge

Funding Source	Project Proponent	Location	Description	Total Cost (\$1,000)	Construction Year	System Preservation	Capacity Enhancement	Safety	Multi-Modal
HBP	TCDOT/Cal Fire	Grass Valley Creek at Fawn Lodge Road	Replace Bridge #5F-0001	\$1,212	1	x			
STIP	TCDOT/Caltrans	SR 299/West Weaverville	Improve Intersection and Traffic Calming	\$1,000	1		x	x	
STIP	TCDOT/Caltrans	Hwy 3 at Tom Bell Road	Turning lanes into Tom Bell Road	\$1,450	1		x	x	
FLAP	TCDOT/FHWA	Van Duzen Road PM 9.5 to 15	Rehabilitation and minor reconstruction	\$4,735	1	x		x	
FLAP	TCDOT/FHWA	Ruth-Zenia Road PM 8 to 15	Rehabilitation and minor reconstruction	\$2,750	1	x		x	
<b>Revised Total Highway/Bridge Capital Costs</b>				<b>\$124,713</b>					

## Appendix 4D

## Transit Projects

PTMISEA	Trinity Transit	SR 3 at Lance Gulch Road	Transit Facility	\$2,500	1				x
<b>Revised Total Transit Capital Costs</b>				<b>\$13,730</b>					

## Appendix 4E

## Non-Motorized Transportation Projects

ATP	TCTC	County-wide	Active Transportation Plan	\$300	1				x
<b>Revised Total Non-Motorized Transportation Costs</b>				<b>\$18,600</b>					

Total Cost includes Construction, Environmental & Planning (E&P), Plans, Specifications, Estimates (PS&E), and Right-of-Way Support (RW Sup)  
 1=Short Range 0-5 Years; 2=Mid Range 6-15 Years; 3=Long Range 16-20 Years

TRINITY  
 COUNTY  
 ATP