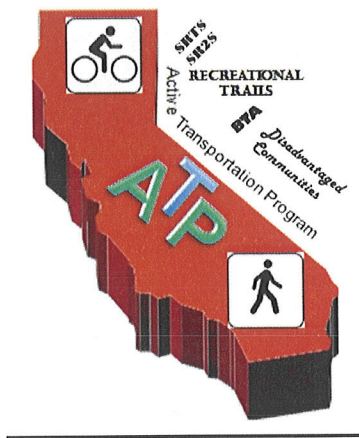




ACTIVE TRANSPORTATION PROGRAM CYCLE 1

APPLICATION Part 1

(Includes Sections I, V, VI, VII, VIII & XI)

Please read the Application Instructions at
<http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html>
prior to filling out this application

Project name:

Humboldt Bay Trail - Arcata Rail with Trail

For Caltrans use only: ☐ TAP ☐ STP ☐ RTP ☐ SRTS ☐ SRTS-NI ☐ SHA
☐ DAC ☐ Non-DAC ☐ Plan

Active Transportation Program Application Humboldt Bay Trail - Arcata

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I. GENERAL INFORMATION

Project name: Humboldt Bay Trail - Arcata Rail with Trail

(fill out all of the fields below)

1. APPLICANT (Agency name, address and zip code) City of Arcata 736 F Street, Arcata, CA 95521	2. PROJECT FUNDING ATP funds Requested \$ 3,100,000.00 Matching Funds \$ 1,500,000.00 (If Applicable) Other Project funds \$ 766,000.00 TOTAL PROJECT COST \$ 5,366,000.00
3. APPLICANT CONTACT (Name, title, e-mail, phone #) Karen Diemer, Deputy Director kdiemer@cityofarcata.org 707.825.2200	5. PROJECT COUNTY(IES): Humboldt County
4. APPLICANT CONTACT (Address & zip code) City of Arcata: Department of Environmental Services 736 F Street, Arcata, CA 95521	7. Application # 1 of 1 (in order of agency priority)
6. CALTRANS DISTRICT #- Click Drop down menu below District 1	

Area Description:

8. Large Metropolitan Planning Organization (MPO)- Select your "MPO" or "Other" from the drop down menu>	Other
9. If "Other" was selected for #8- select your MPO or RTPA from the drop down menu>	Humboldt CAG
10. Urbanized Area (UZA) population (pop.)- Select your UZA pop. from drop down menu>	Small Urban (Pop =or<200,000 but > than 5,000)

Master Agreements (MAs):

11. ☒ Yes, the applicant has a FEDERAL MA with Caltrans. 01-5021R 05/02/2008
12. ☒ Yes, the applicant has a STATE MA with Caltrans. 00024S 04/10/2007
13. If the applicant does not have an MA. Do you meet the Master Agreement requirements? Yes ☐ No ☐
The Applicant MUST be able to enter into MAs with Caltrans

Partner Information:

14. Partner Name*:	15. Partner Type
16. Contact Information (Name, phone # & e-mail)	17. Contact Address & zip code

☐ Click here if the project has more than one partner; attach the remaining partner information on a separate page

*If another entity agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement must be submitted with the application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the request for allocation.

Project Type: (Select only one)

18. Infrastructure (IF) ☒ 19. Non-Infrastructure (NI) ☐ 20. Combined (IF & NI) ☐

Project name: Humboldt Bay Trail - Arcata Rail with Trail

I. GENERAL INFORMATION-continued

Sub-Project Type (Select all that apply)

21. ☐ Develop a Plan in a Disadvantaged Community (select the type(s) of plan(s) to be developed)
- ☐ Bicycle Plan ☐ Safe Routes to School Plan ☐ Pedestrian Plan
☐ Active Transportation Plan

(If applying for an Active Transportation Plan- check any of the following plans that your agency already has):

- ☐ Bike plan ☐ Pedestrian plan ☐ Safe Routes to School plan ☐ ATP plan

22. ☐ Bicycle and/or Pedestrian infrastructure

Bicycle only: ☒ Class I ☐ Class II ☐ Class III
Ped/Other: ☐ Sidewalk ☐ Crossing Improvement ☒ Multi-use facility

Other:

23. ☐ Non-Infrastructure (Non SRTS)

24. ☐ Recreational Trails*- ☐ Trail ☐ Acquisition

***Please see additional Recreational Trails instructions before proceeding**

25. ☐ Safe routes to school- ☐ Infrastructure ☐ Non-Infrastructure

If SRTS is selected, provide the following information

26. SCHOOL NAME & ADDRESS:

27. SCHOOL DISTRICT NAME & ADDRESS:

28. County-District-School Code (CDS)	29. Total Student Enrollment	30. Percentage of students eligible for free or reduced meal programs **
31. Percentage of students that currently walk or bike to school	32. Approximate # of students living along school route proposed for improvement	33. Project distance from primary or middle school

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

- ☐ Click here if the project involves more than one school; attach the remaining school information including school official signature and person to contact, if different, on a separate page

II. PROJECT INFORMATION

1. Project Location

The Humboldt Bay Trail will link the cities of Arcata and Eureka, located in the North Coast region of California, with a Class I, ADA-accessible multi-use trail. The project will divert bicycle and pedestrian traffic away from Highway 101, State Route 255 and Old Arcata Road. The corridor will also serve as a section of the California Coastal Trail. Approximately half of the trail is within the Highway 101 corridor, and runs adjacent to the Humboldt Bay National Wildlife Refuge. This grant will fund the final phase of the Humboldt Bay Trail–North, from Samoa Boulevard in Arcata to the Highway 101/Bracut intersection, and will be built within the North Coast Railroad Authority’s railroad right-of-way. See map in Attachment 1.

2. Project Coordinates

Latitude 40.8503 Longitude -124.0828

3. Project Description

Purpose

The Humboldt Bay Trail is the backbone of Humboldt County’s envisioned regional trail system, linking the cities of Arcata and Eureka. The project will divert bicycle and pedestrian traffic away from Highway 101, State Route 255 and Old Arcata Road onto a regionally-desired multi-modal trail. Arcata’s section is a 4.5-mile-long Class I, ADA-accessible trail that will provide a safe route between Humboldt County’s two largest cities. The proposed trail will allow the community to eliminate over 60,000 motorized vehicle trips annually while connecting key Arcata neighborhoods with local destinations, such as the downtown, high school, parks, and business districts. Active Transportation Program (ATP) investment will help save lives, improve traffic flow on Highway 101, provide low-income populations with improved

transportation choices, preserve rail infrastructure, and protect sensitive coastal habitats. This project has been firmly established as the region's #1 transportation priority. The project is build-ready, highly matched by local funds and draws on exceptional community support and partnerships.

Primary project benefits include:

- Provide safe access for non-motorized travel – The region's current transportation infrastructure does not safely serve pedestrians and bicyclists. Projected increases in pedestrian and bicycle trips will result in more accidents, injuries and fatalities without the proposed improvements.
- Improve traffic flow on Highway 101 – Moving pedestrians and bicyclists away from roads that were not meant to accommodate them will improve the overall transportation system's efficiency. By removing driver distractions and supporting the State's Highway 101 corridor Improvement Project, the trail will result in the improved movement of people and goods across the region.
- Improve existing, underutilized rail infrastructure – The project will immediately stabilize deteriorating rail infrastructure from a state of disrepair and help secure the community's primary levee, which protects Highway 101 from sea level rise on Humboldt Bay.
- Improve financial flexibility of low-income families – Arcata's low-income households spend too much on the combined costs of housing and transportation. The project allows multi-vehicle households to shift to single-vehicles and provides families and individuals without a vehicle improved transportation choices.

- Protect the environment – The proposed multi-use trail will help reduce vehicle miles traveled (VMT), and thereby eliminate significant greenhouse gas emissions.
- Improve livability and community health – This project encourages active living by improving the interconnectivity of neighborhoods to economic, educational, recreational, and civic opportunities.

Need

Currently, if an individual wants to walk or bike between Arcata and Eureka, there are only three options: Highway 101, State Route 255 or Old Arcata Road. All three routes pose safety risks to pedestrians and bicyclists. None adequately allow for non-vehicular use, and all three create confusion, distraction and delays for drivers.

Highway 101 is the most heavily trafficked route that pedestrians and bicyclists use. The section of highway used by non-drivers runs approximately 6 miles from Eureka to Arcata, around the northern portion of Humboldt Bay. There is no dedicated lane for bicyclists or pedestrians; they must ride on the highway shoulder, with little room to maneuver and only a few feet from oncoming motorists. The road is heavily travelled by drivers ranging from commuters and tourists in cars, SUVs, and RVs to 18-wheelers hauling massive exposed cut timbers.

The other two routes between Arcata and Eureka – State Route 255 and Old Arcata Road – are deemed even *less* safe for pedestrians and bicyclists. State Route 255 has higher average speeds than Highway 101, and includes a two-lane, two-way bridge with no shoulder. The route via Old Arcata Road is significantly longer than Highway 101 and is hazardous due to low visibility. Blind curves, crumbling shoulders and poor road striping, combined with increased distance and travel time, make these two routes unsafe alternatives to Highway 101.

Bicyclists and pedestrians along the highway shoulder slow the flow of traffic and create system-wide inefficiencies up and down the corridor. Due to the safety concerns along this section of Highway 101, the California Department of Transportation (Caltrans) has made the segment a “safety corridor” and reduced speed limits from 65 miles per hour to 50. Shifting pedestrian and bicycling trips to multi-modal trails will increase the ability for Caltrans to raise speed limits and improve the flow of people and goods in the region.

The combined costs of housing and transportation are also exorbitantly high in Arcata. Over 28% of the City’s population lives in poverty, compared to 13.7% across California and 13.8% in the United States. The North Coast also has some of the highest gas prices in the country. The Center for Neighborhood Technology, which urges families to spend no more than 45% of a household budget on housing and transportation costs, measures Arcata at a staggering 61.5% on its Housing + Transportation Affordability Index. Proposed improvements will provide opportunities for low-income residents to live without a vehicle, thereby reducing costly transportation expenses.

Scope of Work

The scope of work for the project includes the following elements:

- Construction of the final 3.0 miles of non-motorized transportation corridor from Samoa Boulevard in Arcata to the 101/Bracut intersection.

A detailed scope of work with full technical specifications is available at www.cityofarcata.org/departments/public-works/parks/ATP-Grant-2014. The project will involve preparation and mitigation work by the California Conservation Corps, including vegetation clearing and removal of debris along the trail. Contract-bid construction will involve:

- Construction of a Class I, ADA accessible multi-use, non-motorized paved trail
- Construction of fencing, physical barriers, signage and striping
- Mobilization & Demobilization
- Traffic Control Plan & Implementation
- Erosion & Sediment Control Measures

4. Project Status

This project has completed 100% of planning and engineering. CEQA was certified by the City in May 2013 and CEQA concurrence was provided by the California Transportation Commission in March 2014. Caltrans is processing NEPA for the project, which is scheduled for completion by December 2014. Initial meetings have been completed with all permitting agencies and draft permits have been prepared. Upon NEPA completion, permits will be submitted and the one right-of-way acquisition will be secured. Permits and right-of-way is scheduled for completion by March 2015. Education materials have also been created to encourage trail use.

III. SCREENING CRITERIA

1. Demonstrated Needs of the Applicant

Current pedestrian and bicycling options are unsafe for area residents. Neither Highway 101, State Route 255 nor Old Arcata Road adequately allow for non-vehicular use, as these roadways do not have dedicated bike lanes. Bicyclists and pedestrians must travel on narrow shoulders, with little room to maneuver and only a few feet from oncoming motorists. High speeds, low visibility and poor road striping contribute to extremely dangerous conditions for bicyclists and pedestrians. Between 2007 and 2009, the Arcata Police Department responded to 19 pedestrian/vehicle collisions and 48 bicycle collisions that resulted in injury and three fatalities within a 1.5 mile buffer of the proposed trail. Unfortunately, pedestrian and bicycle collisions

have held steady since 2009. According to the University of California–Berkeley’s SafeTREC Transportation Injury Mapping System, between 2009 and 2013, Arcata experienced 30 pedestrian collisions and 52 bicycle accidents. Pedestrian and bicycle collisions represented more than 52% of accidents in Arcata during that time period. ATP funding will support the development of a multi-modal trail between Arcata and Eureka that will shift bike and pedestrian trips away from hazardous roadways.

The Humboldt Bay Trail–Arcata is also needed to serve the region’s neediest residents. The median household income in Arcata is \$32,097, compared to \$61,400 across California and \$53,046 nationally. The North Coast also has some of the highest gas prices in the country. Furthermore, the Center for Neighborhood Technology, which urges families to spend no more than 45% of a household budget on housing and transportation costs, measures Arcata at a staggering 61.5% on its Housing + Transportation Affordability Index. The construction of the multi-modal trail will provide disadvantaged families and individuals with increased transportation choice, and allow households to live without a vehicle.

When completed, the trail will be one of Northern California’s most heavily used multi-use paths, with over 294,000 annual trips. The project is estimated to produce \$2 million in economic benefits, nearly \$38 million in health benefits and over 60,000 saved vehicle trips per year.

2. Consistency with Regional Transportation Plan

The Humboldt County Association of Governments’ 2008 *Regional Transportation Plan* (amended 1/17/2013) and draft five-year update identify the Humboldt Bay Trail as a priority. The Humboldt County Association of Governments has adopted a policy that “recognizes the high level of public support for a dedicated bicycle and pedestrian trail ... between Eureka and

Arcata, and supports multi-jurisdictional, public and private efforts to develop it.” The project is also included in the *Humboldt County Coastal Trail Implementation Strategy*, *Regional Bicycle Plan* and *Regional Pedestrian Plan*.

IV. NARRATIVE QUESTIONS

- 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.**

A. Describe how project encourages increased walking and bicycling, especially among students.

In 2008, Arcata surveyed over 1,100 residents and visitors to assess its parks and recreation system. The #1 recreational amenity that survey respondents requested was more trails connecting points of interest throughout the community. Safety concerns were also identified as the primary reason why more people don’t currently use non-motorized means to commute and make short trips.

The project will close large gaps in the region’s trail network that make Arcata difficult to navigate for pedestrians and bicyclists, especially those traveling along the California Coastal Trail. The proposed trail segment was identified in the 2004 and 2009 *Arcata Pedestrian and Bicycle Master Plans* to provide connectivity between residential, employment and recreational centers, including three popular Arcata parks, the local pool, tennis courts, the Arcata Plaza, the

Arcata Marsh and Wildlife Sanctuary, and Humboldt Bay. The trail will also serve several daily commuter destinations such as Arcata High School and the central Arcata business district.

The completed trail will be one of the most heavily used multi-use pathways in Northern California, with over 294,000 annual trips (based on Alta's *Humboldt Trail Feasibility Study*). Improvements will increase the mobility of all residents, particularly low-income populations and students. Residents of disadvantaged neighborhoods along the trail (e.g, Humboldt Plaza Housing) will have safe alternatives to access key employment, educational, cultural, and recreational destinations. Arcata High School students will use the trail to connect with locations across the community. Humboldt State University's 8,000+ students will similarly benefit from the trail.

The trail will be built within the North Coast Railroad Authority's railroad right-of-way. The project requires one right-of-way acquisition. Arcata is currently working with a cooperative property owner to acquire the land. The City has funds available for the acquisition, and a contingency plan in place in the event of delay.

B. Describe the number and type of possible users and their destinations, and the anticipated percentage increase in users upon completion of your project. Data collection methods should be described.

The importance of linking Arcata to Eureka via a non-motorized transportation corridor cannot be overstated. Sixty percent of Humboldt County's population lives in or near these Humboldt Bay cities. Arcata's job base is comprised of the university/government and small manufacturing, followed by health care and retail. Eureka is the regional trade center, dominated

by retail and hospitality industries. The job diversity between the two major cities results in high commuting rates between the cities. Safe, non-motorized routes will open up jobs to economically-disadvantaged families and individuals, and allow two-car households to live successfully with one vehicle, saving both money and gas. Specifically, the project connects the Westwood Neighborhood, which houses Arcata's low-income Humboldt Plaza Housing development, with employment, educational, cultural, recreational, and civic opportunities.

More than 70% of Arcata's population uses a vehicle for their daily commute. The City has a goal of 50% non-motorized mode share by 2020. The project has been identified as key infrastructure needed to achieve that goal, which will result in a reduction of 518,853 VMT annually.

To estimate trail usage, the City used the Transportation Research Board's National Cooperative Highway Research Program Report 552: *Guidelines for Analysis of Investments in Bicycle Facilities*. Based on this criteria, Arcata expects that bicycle commuting will increase by 80.3%, and that bicycle recreation will increase by 41.9%.

Number of existing bicycle commuters	360
Number of new bicycle commuters	289
Number of existing recreational cyclists	1,768
Number of existing new recreational cyclists	741

A complete Cost Benefit analysis including methodology is included in Attachment 8 and also available at www.cityofarcata.org/departments/public-works/parks/ATP-Grant-2014.

C. Describe how this project improves walking and bicycling routes to and from, connects to, or is part of a school or school facility, transit facility, community center, employment center, state or national trail system, points of interest, and/or park.

The project will connect residential neighborhoods to business districts, schools, the downtown, and parks and open spaces. In particular, the trail was designed to provide better pedestrian and bicycling connections from low-income neighborhoods like the Humboldt Plaza Housing development to areas like the central Arcata business district and Arcata High School, as well as employment centers and amenities across the region. The project will also help link the community to three Arcata parks, the local pool, tennis courts, the Arcata Plaza, the Arcata Marsh and Wildlife Sanctuary, Humboldt Bay, and construct Arcata's portion of the California Coastal Trail.

D. Describe how this project increases and/or improves connectivity, removes a barrier to mobility and/or closes a gap in a non-motorized facility.

Safety concerns are cited in local surveys as the #1 barrier to increased walking and biking. Dangerous highway conditions currently discourage pedestrian and bike trips between Arcata and Eureka. A separate multi-use trail will remove that barrier, fill a critical connectivity gap in Arcata's trail network and improve mobility across the region.

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.

A. Describe the potential of the project to reduce pedestrian and/or bicycle injuries or fatalities.

The Arcata Rail with Trail Connectivity Project was conceived to address serious bicycling and pedestrian safety concerns in the region. Currently, bicyclists and pedestrians must travel on narrow shoulders, with little room to maneuver and only a few feet from oncoming motorists. High speeds and low visibility contribute to extremely dangerous conditions for bicyclists and pedestrians. Improvements to Highway 101, State Route 255 and Old Arcata Road were deemed unacceptable alternatives for pedestrian and bicycle traffic. ATP funding will support the development of a multi-modal trail between Arcata and Eureka that will shift bike and pedestrian trips away from hazardous roadways.

B. Describe if/how your project will achieve any or all of the following:

- | | |
|--|---|
| <i>– Reduces speed or volume of motor vehicles</i> | <i>– Eliminates behaviors that lead to collisions</i> |
| <i>– Improves sight distance and visibility</i> | <i>– Addresses inadequate traffic control devices</i> |
| <i>– Improves compliance with local traffic laws</i> | <i>– Addresses inadequate bicycle facilities, crosswalks or sidewalks</i> |

Current pedestrian and bicycling options are unsafe for area residents. Neither Highway 101, State Route 255 nor Old Arcata Road adequately allow for non-vehicular use, as these roadways do not have dedicated bike lanes. Shifting pedestrian and bike traffic to the proposed multi-modal trail will remove conflicts on routes that were only designed with vehicles in mind. The proposed trail will reduce area collisions, and increase the number of people who use alternative transportation methods for their daily commute.

C. Describe the location's history of events and the source(s) of data used.

Between 2007 and 2009, the Arcata Police Department responded to 19 pedestrian/vehicle collisions and 48 bicycle collisions that resulted in injury and three fatalities within a 1.5 mile buffer of the proposed trail. According to the University of California–Berkeley’s SafeTREC Transportation Injury Mapping System, between 2009 and 2013, Arcata experienced 30 pedestrian collisions and 52 bicycle accidents. Pedestrian and bicycle collisions represented more than 52% of accidents in Arcata during that time period.

3. PUBLIC PARTICIPATION AND PLANNING

A. Describe the community-based public participation process that culminated in the project proposal or plan, such as noticed meetings/public hearings, consultation with stakeholders, etc.

The Humboldt Bay Trail–Arcata was developed with an incredible degree of public involvement and participation. A 2008 community survey of over 1,100 residents and visitors identified trails connecting key community nodes as the #1 priority. Meetings have been held in several local neighborhoods, and “Walk the Vision” events have built community support for project. Between 2009 and 2012, the City completed a route alternatives analysis and design process for the project that included over 20 public meetings/hearings and outreach presentations. Input from all of these sources included public ratings of the route alternatives and prioritization of design characteristics by the community.

Government agencies, local non-profits, the business community, and environmental advocacy groups have come together in support of the project. Partners include:

- Caltrans
- U.S. Fish and Wildlife Service
- U.S. Army Corps of Engineers
- Humboldt County Association of Governments
- North Coast Railroad Authority

- Humboldt County Public Works
- Redwood Community Action Agency
- Humboldt Area Foundation
- Humboldt Bay Bicycle Commuters' Association
- Humboldt Trails Council
- Corridor Access Project
- California State Coastal Conservancy
- Humboldt Bay Harbor District
- North Coast Environmental Center
- Friends of the Arcata Marsh
- Green Wheels
- Humboldt Baykeeper
- Coastwalk
- Timber Heritage Association
- Humboldt State University
- Pacific Gas & Electric
- Arcata Chamber of Commerce
- Eureka Chamber of Commerce
- Humboldt County Convention & Visitors Bureau
- Bracut Industrial Park
- Pacific Coast Joint Venture

The project has received broad support from local elected leaders, and enjoys the backing of Assemblyman Wesley Chesbro, Congressman Jared Huffman and Senators Barbara Boxer and Diana Feinstein. Trail improvements have also received financial and technical assistance resources from Caltrans, the National Park Service's Rivers, Trails and Conservation Assistance Program, and the California State Coastal Conservancy.

In 2008, the Arcata voters passed an initiative to add $\frac{3}{4}$ cent local sales tax to support City projects, including trails. Further community support is exemplified by a weekly *Happy Trails* radio show, a citizen-initiated/citizen-led "bay [t]rail plan" (www.baytrailplan.org), local project fundraising, and political advocacy. These efforts have led adjacent property owners to consider how to tie their activities into the trail. Arcata High School is currently looking at their access to

the trail, as is the Historic Creamery District. A new residential neighborhood, Twin Parks, is also designing access points to the trail that will run along the backside of the development.

The project also supports local and regional efforts to reduce greenhouse gas emissions. Arcata was the first city in the region to inventory community greenhouse gas emissions. Over 26% of the community's emissions are generated from the transportation sector; annual emissions total over 34,465 tons of carbon dioxide. In 2000, the City adopted the *Community Greenhouse Gas Reduction Plan*, which outlines Arcata's program to reduce greenhouse gas emissions by 20%. A multi-modal trail connecting Arcata and Eureka will reduce 518,853 VMT each year and eliminate 236.73 tons of greenhouse gas emissions.

B. Describe the local participation process that resulted in the identification and prioritization of the project.

Local surveys helped to identify the Humboldt Bay Trail–Arcata as an important regional priority. The Humboldt County Association of Governments, the area's Regional Transportation Planning Agency, has since included a multi-modal trail between Arcata and Eureka in its 2008 *Regional Transportation Plan* (amended 1/17/2013) and draft five-year update. The Humboldt County Association of Governments has also adopted a policy that “recognizes the high level of public support for a dedicated bicycle and pedestrian trail ... between Eureka and Arcata, and supports multi-jurisdictional, public, and private efforts to develop it.” The project is also included in the *Humboldt County Coastal Trail Implementation Strategy*, *Regional Bicycle Plan* and *Regional Pedestrian Plan*. Public engagement was substantial throughout all of these planning processes.

In 2012, the North Coast Railroad Authority established an Ad Hoc Humboldt Bay Corridor Committee to discuss the historic rail right-of-way around Humboldt Bay. The committee met several times with the community to discuss this important infrastructure. The working group resulted in a unanimously supported resolution that stated: “NCRA will prioritize rail infrastructure restoration and trail development in the Eureka to Arcata corridor to more clearly align its timing and objectives with those of the Humboldt County Association of Governments’/Caltrans’ U.S. 101 Corridor Improvement Project.”

C. Is the project cost over \$1 Million? Y/N

If yes, is the project prioritized in an adopted city or county bicycle transportation plan, pedestrian plan, safe routes to school plan, active transportation plan, trail plan, circulation element of a general plan, or other publicly approved plan that incorporated elements of an active transportation plan?

4. COST EFFECTIVENESS

A. Describe the alternatives that were considered. Discuss the relative costs and benefits of all the alternatives and explain why the nominated one was chosen.

Three to five alignments were analyzed for each segment of the proposed trail. Each section was rated for its impacts to aesthetics, agriculture, air quality, biological resources, cultural resources, geology, hazards, hydrology and water quality, mineral use, land use planning, noise, population and housing, public services, recreation, traffic and utilities. The comprehensive analysis also evaluated the strengths of and challenges to the following publicly requested criteria:

- Impact to adjacent properties
- Land acquisition considerations
- Availability of right-of-way
- Operations and maintenance costs

- Overall user experience
- Connectivity of segment
- Accessibility of trail segment
- Potential construction costs

Arcata's alternatives analysis enabled the City to select the most efficient, least impactful option available. Lastly, design priorities have been given to sensitive areas to ensure passage of wildlife and minimize the impact to waterways where new bridge structures are required.

B. Calculate the ratio of the benefits of the project relative to both the total project cost and funds requested (i.e., $\frac{Benefit*}{Total\ Project\ Cost}$ and $\frac{Benefit*}{Program\ Funds\ Requested}$).

The City completed a cost-benefit analysis using the values such as commuter benefits, community health benefits and environmental benefits (greenhouse gas reductions). The benefits of the project over its 20 year lifespan are calculated at \$172,412,000. The ratio of benefits to the total project cost and the program funds requested is as follows:

- Benefit/Total Project Cost = \$172,412,000/\$8,300,000 (for Phases I and II) = 20.8
- Benefit/Program Funds Requested = \$172,412,000/\$3,100,000 = 55.6

The complete cost-benefit analysis is included as Attachment 8. To calculate these benefits, Arcata used the following protocols:

- U.S. Department of Transportation TIGER 2008 and 2011 cost-benefit analysis guidance
- Transportation Research Board's National Cooperative Highway Research Program Report 552: *Guidelines for Analysis of Investments in Bicycle Facilities*
- Environmental Protection Agency: Vehicle and gas consumption averages

5. IMPROVED PUBLIC HEALTH

A. Describe how the project will improve public health, i.e. through the targeting of populations who have a high risk factor for obesity, physical inactivity, asthma, or other health issues.

The United States is currently experiencing a health epidemic – caused, in part, by a lack of physical activity. Arcata and Eureka are no exception. Half of Humboldt County’s youth and 60% of adults are not regularly active; one-quarter of adults are completely inactive, according to the *2008 Humboldt County General Plan Update Health Impact Assessment*. The California Department of Public Health measures 21.7% of Humboldt County adults as obese, which is higher than California’s rate of 19.1%. Obesity rates for white females and diabetes-related deaths are among some of the state’s highest. Diabetes is particularly deadly among local Native Americans.

Trails, bikeways and walkways provide opportunities for physical activity and promote healthy lifestyles. Health benefits of the proposed trail include decreased risks for heart disease, diabetes and hypertension, as well as an increased sense of well-being. For children, benefits include strengthening bones during critical growth periods, increased confidence and self-esteem, and decreased childhood obesity risks. A separate multi-modal trail will also decrease the number of pedestrian and bicycle injuries and fatalities.

6. BENEFIT TO DISADVANTAGED COMMUNITIES

A. I. Is the project located in a disadvantaged community? Y/N

II. Does the project significantly benefit a disadvantaged community? Y/N

a. Which criteria does the project meet? (Answer all that apply)

- *Median household income for the community benefited by the project: \$__32,097__*

- *California Communities Environmental Health Screen Tool (CalEnvironScreen) score for the community benefited by the project: __16.78__*
- *For projects that benefit public school students, percentage of students eligible for the Free or Reduced Price Meals Programs: __50.4__ %*

b. Should the community benefitting from the project be considered disadvantaged based on criteria not specified in the program guidelines? If so, provide data for all criteria above and a quantitative assessment of why the community should be considered disadvantaged.

Additional indicators of economic distress in Arcata, as measured by the U.S. Census Bureau's 2008-2012 American Community Survey, include:

	Arcata	California	United States
Poverty (all people)	33.7%	15.3%	14.9%
Per capita income	\$19,590	\$29,551	\$28,051
Unemployment	13.0%	11.0%	9.3%
Households with Food Stamps/SNAP benefits	9.0%	7.2%	11.4%
Disability status (all people)	11.3%	10.0%	12.0%
Renter-occupied housing	64.8%	44.0%	34.5%
No vehicle available	11.3%	7.7%	9.0%

B. Describe how the project demonstrates a clear benefit to a disadvantaged community and what percentage of the project funding will benefit that community, for projects using the school based criteria describe specifically the school students and community will benefit.

More than a third of Arcata's population lives below the national poverty level. Median household incomes are very low in the area (\$32,097, compared to \$61,400 across California and \$53,046 nationally). Furthermore, more than 11% of residents in Arcata do not have access to a

vehicle. The proposed project will provide direct benefits to the City's low-income populations who already commute by walking and biking, and others who struggle to own a vehicle because of concerns over the safety of current pedestrian and bicycling options. Safe, non-motorized routes will open up jobs to economically-disadvantaged families and individuals, and allow two-car households to live successfully with one vehicle, saving both money and gas. Specifically, the project connects the Westwood Neighborhood, which houses Arcata's low-income Humboldt Plaza Housing development, with employment, educational, cultural, recreational, and civic opportunities. Because of the project's location, relative to Arcata's most disadvantaged households, the City anticipates that 75% of ATP funding will provide direct benefits to the disadvantaged community. This community is defined as households with a median household income of less than 75% of the State Average.

7. USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS

A. The applicant has coordinated with the CCC to identify how a state conservation corps can be a partner of the project. Y/N

a. Name, e-mail, and phone # of the person contacted and the date the information was submitted to them.

Virginia Clark, virginia.clark@ccc.ca.gov, (916) 341-3147; May 16, 2014

B. The applicant has coordinated with a representative from the California Association of Local Conservation Corps (CALCC) to identify how a certified community conservation corps can be a partner of the project. Y/N

The City received an email from Cynthia Vitale with CALCC that indicates they will not be able to partner on this project.

C. The applicant intends to utilize the CCC or a certified community conservation corps on all items where participation is indicated? Y/N

I have coordinated with a representative of the CCC; and the following are project items that they are qualified to partner on:

- Remove native saltwater and freshwater plants for reestablishment within the project area
- Clear and remove vegetation from the trail corridor
- Assist in replanting native plants along corridor post-construction
- Assist with planting of at least 1.5 acres of wetland mitigation for the project

8. APPLICANT'S PERFORMANCE ON PAST GRANTS

A. Describe any of your agency's ATP type grant failures during the past 5 years, and what changes your agency will take in order to deliver this project.

Not applicable. Arcata has an exemplary record of managing grants, having received numerous Caltrans grants over recent years. The City has demonstrated that it can deliver projects on time, on budget. Key to this effort is the development of a detailed work plan with clear milestones and responsibilities. Performance measures will be established in order to track progress. A project manager will be designated who has experience managing state transportation funding and who will ensure that all grant requirements are followed.



PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

General Instructions

☒ New Project					Date: 5/19/14	
District	EA	Project ID		PPNO	MPO ID	TCRP No.
01						
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
HUM	101			City of Arcata		
				MPO	Element	
					Capital Outlay	
Project Manager/Contact		Phone		E-mail Address		
Karen Diemer		707.825.2200		kdiemer@cityofarcata.org		
Project Title						
Humboldt Bay Trail: Arcata Rail with Trail Project						
Location, Project Limits, Description, Scope of Work						☐ See page 2
Humboldt Bay Trail: Arcata Rail with Trail Phase II is a 3.2 mile section of Class I, ADA accessible paved trail that completes Arcata's portion of the Humboldt Bay Trail. The Humboldt Bay Trail will link the two largest communities in Humboldt County, Arcata and Eureka via a safe trail separated from Highway 101. Arcata's entire project is 4.5 miles and starts from North Arcata (Sunset Ave). Active Transportation Program (ATP) investment is being requested to fund construction of Phase II which is located between Samoa Blvd. on the North and Bracut/ Highway 101 intersection on the South.						
☒ Includes ADA Improvements ☒ Includes Bike/Ped Improvements						
Component	Implementing Agency					
PA&ED	Completed - City of Arcata					
PS&E	Completed - City of Arcata					
Right of Way	City of Arcata					
Construction	City of Arcata					
Purpose and Need						☐ See page 2
The Humboldt Bay Trail is the backbone of Humboldt County's envisioned regional trail system, linking the cities of Arcata and Eureka. The project will divert bicycle and pedestrian traffic away from Highway 101, State Route 255 and Old Arcata Road onto a regionally-desired multi-modal trail. Highway 101 is the most heavily trafficked route that pedestrians and bicyclists use. On this section of highway there is no dedicated lane for bicyclists or pedestrians; they must ride on the highway shoulder, with little room to maneuver and only a few feet from oncoming motorists. The road is heavily travelled by drivers ranging from commuters and tourists in cars, SUVs, and RVs to 18-wheelers hauling massive exposed cut timbers.						
Project Benefits						☐ See page 2
• Provide safe access for non-motorized travel • Improve traffic flow on Highway 101 • Improve financial flexibility of low-income families by providing affordable transportation alternatives • Protect the environment by minimizing impacts to coastal resources through low impact design and by						
☒ Supports Sustainable Communities Strategy (SCS) Goals ☒ Reduces Greenhouse Gas Emissions						
Project Milestone						Proposed
Project Study Report Approved						Completed
Begin Environmental (PA&ED) Phase						Completed
Circulate Draft Environmental Document					Document Type CE	10/01/14
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						12/31/14
Begin Design (PS&E) Phase						01/01/15
End Design Phase (Ready to List for Advertisement Milestone)						07/01/15
Begin Right of Way Phase						01/01/15
End Right of Way Phase (Right of Way Certification Milestone)						03/01/15
Begin Construction Phase (Contract Award Milestone)						09/01/15
End Construction Phase (Construction Contract Acceptance Milestone)						12/01/16
Begin Closeout Phase						01/01/17
End Closeout Phase (Closeout Report)						02/01/17

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

Project name: Humboldt Bay Trail - Arcata Rail with Trail

VI. ADDITIONAL INFORMATION

Only fill in those fields that are applicable to your project

FUNDING SUMMARY

ATP Funds being requested by Phase (to the nearest \$1000)

Amount

PE Phase (includes PA&ED and PS&E)	\$	
Right-of-Way Phase	\$	
Construction Phase-Infrastructure	\$	3,100,000
Construction Phase-Non-infrastructure	\$	
Total for ALL Phases	\$	3,100,000

All Non-ATP fund types on this project* (to the nearest \$1000)

Amount

Cal Trans District 1 Minor A Funds - Match	\$	1,000,000
City of Arcata Project Fund - Match	\$	500,000
State Coastal Conservancy Funds (Planning and Design)	\$	766,000
(State Coastal Conservancy Funds have been spent)	\$	
	\$	
	\$	

*Must indicate which funds are matching

Total Project Cost	\$	5,366,000
Project is Fully Funded	Yes	

ATP Work Specific Funding Breakdown (to the nearest \$1000)

Amount

Request for funding a Plan	\$	
Request for Safe Routes to Schools Infrastructure work	\$	
Request for Safe Routes to Schools Non-Infrastructure work	\$	
Request for other Non-Infrastructure work (non-SRTS)	\$	
Request for Recreational Trails work	\$	

ALLOCATION/AUTHORIZATION REQUESTS SCHEDULE

	Proposed Allocation Date	Proposed Authorization (E-76) Date
PA&ED or E&P		
PS&E		
Right-of-Way	01/01/2015	03/01/2015
Construction	05/01/2015	06/01/2015

All project costs MUST be accounted for on this form, including elements of the overall project that will be, or have been funded by other sources.

Project name: Humboldt Bay Trail - Arcata Rail with Trail

VIII. APPLICATION SIGNATURES

Applicant: The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: Randal Mendosa
Name: Randal Mendosa
Title: City Manager

Date: 5/20/2014
Phone: 707-822-5953
e-mail: rmendosa@cityofarcata.org

Local Agency Official (City Engineer or Public Works Director): The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: R. Charles (Doby) Class, P.E. C56487
Name: R. Charles (Doby) Class
Title: Public Works Director

Date: 5/20/2014
Phone: 707-822-5957
e-mail: dclass@cityofarcata.org

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

Signature: _____
Name: _____
Title: _____

Date: _____
Phone: _____
e-mail: _____

Person to contact for questions:

Name: Karen Diemer
Title: Environmental Services Deputy Director

Phone: 707-822-2200
e-mail: kdiemer@cityofarcata.org

Caltrans District Traffic Operations Office Approval*

If the application's project proposes improvements on a freeway or state highway that affects the safety or operations of the facility, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support or acknowledgement from the traffic operations office be attached () or the signature of the traffic personnel be secured below.

Signature: _____
Name: _____
Title: _____

Date: _____
Phone: _____
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>

Project name:
Humboldt Bay Trail - Arcata Rail with Trail

VIII. ADDITIONAL APPLICATION ATTACHMENTS

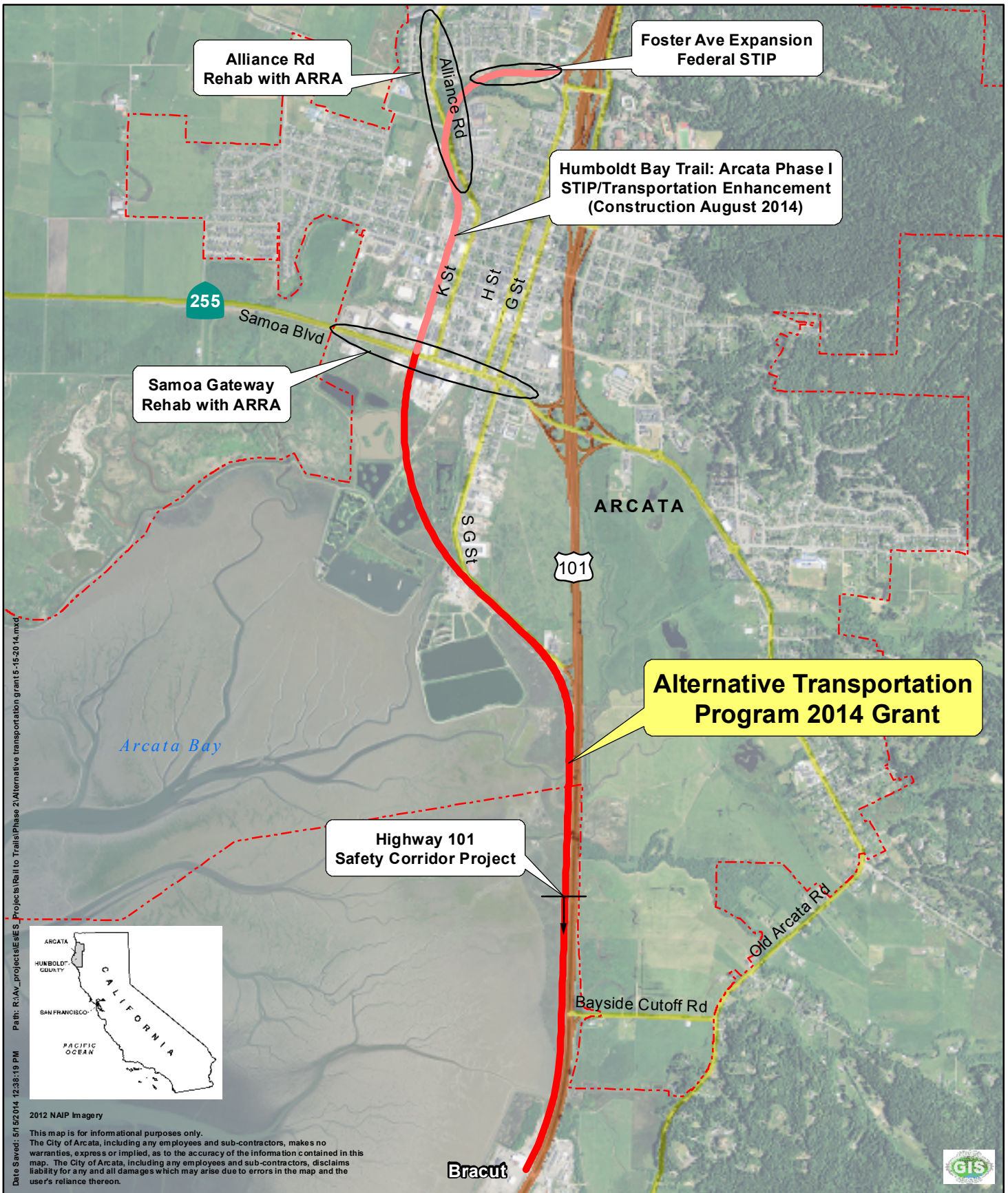
Check all attachments included with this application.

- ☒ Vicinity/Location Map- **REQUIRED for all IF Projects**
 - ☒ North Arrow
 - ☒ Label street names and highway route numbers
 - ☒ Scale
- ☒ Photos and/or Video of Existing Location- **REQUIRED for all IF Projects**
 - ☒ Minimum of one labeled color photo of the existing project location
 - ☒ Minimum photo size 3 x 5 inches
 - ☒ Optional video and/or time-lapse
- ☒ Preliminary Plans- **REQUIRED for Construction phase only**
 - ☒ Must include a north arrow
 - ☒ Label the scale of the drawing
 - ☒ Typical Cross sections where applicable with property or right-of-way lines
 - ☒ Label street names, highway route numbers and easements
- ☒ Detailed Engineer's Estimate- **REQUIRED for Construction phase only**
 - ☒ Estimate must be true and accurate. Applicant is responsible for verifying costs prior to submittal
 - ☒ Must show a breakdown of all bid items by unit and cost. Lump Sum may only be used per industry standards
 - ☒ Must identify all items that ATP will be funding
 - ☒ Contingency is limited to 10% of funds being requested
 - ☒ Evaluation required under the ATP guidelines is not a reimbursable item
- ☐ Documentation of the partnering maintenance agreement- Required with the application if an entity, other than the applicant, is going to assume responsibility for the operation and maintenance of the facility
- ☐ Documentation of the partnering implementation agreement-Required with the application if an entity, other than the applicant, is going to implement the project.
- ☒ Letters of Support from Caltrans (Required for projects on the State Highway System(SHS))
- ☒ Digital copy of or an online link to an approved plan (bicycle, pedestrian, safe routes to school, active transportation, general, recreation, trails, city/county or regional master plan(s), technical studies, and/or environmental studies (with environmental commitment record or list of mitigation measures), if applicable. Include/highlight portions that are applicable to the proposed project.
- ☒ Documentation of the public participation process (required)
- ☐ Letter of Support from impacted school- when the school isn't the applicant or partner on the application (required)
- ☒ Additional documentation, letters of support, etc (optional)

Attachment 1:

Vicinity / Location Map





Attachment 2:

Project Photos and Video



Attachment 2: Project Photos and Video

Project Video:

A project video is included electronically with this application and can be accessed via the web at:

<http://www.cityofarcata.org/departments/public-works/parks/ATP-Grant-2014>

Project Photos:

Current site conditions:



City of Arcata ATP Grant 2014



Existing Highway and Railroad Condition



Simulation of Trail between the Highway and Railroad



Attachment 3:

Construction Plans and Specifications



Attachment 3: Construction Plan Set

Humboldt Bay Trail: Arcata Rail with Trail Connectivity –
Phase II, April 2014

The attached plan set contained drawings and specifications for both Phase I and II. Civil sheets 31-42 have been omitted as they are exclusively for Phase I which has already been funded and is set to commence construction this fall.

Phase II which ATP funds are being requested to construct spans from North of Samoa Boulevard through the Marsh and Wildlife Sanctuary along the Highway 101 corridor to Bracut.

The plan sets for Phase I and Phase II are also available at
<http://www.cityofarcata.org/departments/public-works/parks/ATP-Grant-2014>

Attachment 4:

Detailed Engineer's Estimate: - Opinion of Probable Cost



City of Arcata ATP Grant 2014

Attachment 4: Engineers Cost Estimate: Opinion of Probable Cost

Item	Units	Unit Cost	Quantity Phase I	Cost Phase I	Quantity Phase II	Cost Phase II	Total
Mobilization and Demob.	LS			\$12,000		\$150,000	\$162,000
Construction Area Signs	EA	\$500	6	\$3,000	7	\$3,500	\$6,500
Traffic Control	LS			\$45,000		\$35,000	\$80,000
Water Pollution Control	LS			\$10,000		\$40,000	\$50,000
Sub grade Replacement	CY	\$55	225	\$12,375	650	\$35,750	\$48,125
Control of Water	LS			\$6,000		\$18,000	\$24,000
Clearing and Grubbing	LS			\$24,000		\$50,000	\$74,000
Temporary Shoring and Trench Safety	LS			\$20,000		\$45,000	\$65,000
Adjust Utility Cover to Grade	EA	\$400	3	\$1,200	5	\$2,000	\$3,200
Adjust Manhole to Grade	EA	\$1,000	3	\$3,000	5	\$5,000	\$8,000
Type of GI Drainage Inlet	EA	\$4,000	3	\$12,000	5	\$20,000	\$32,000
6'-24" storm drain pipe	LF	\$102	120	\$12,240	96	\$9,792	\$22,032
Replace Asphalt Concrete	LS			\$4,000		\$8,600	\$12,600
Excavation and Grading	CY	\$18	2317	\$41,706	9389	\$169,002	\$210,708
Embankment Borrow	CY	\$30	488	\$14,640	5000	\$150,000	\$164,640
Grade Drainage Swale	LF	\$5	1200	\$6,000	5500	\$27,500	\$33,500
Class II Aggregate Base	CY	\$50	4200	\$210,000	12500	\$625,000	\$835,000
RSP (1/4 ton)	Ton	\$100	50	\$5,000	250	\$25,000	\$30,000
Segmental Retaining Wall	SF	\$50	285	\$14,250	0	\$0	\$14,250
Asphalt Concrete	Ton	\$100	1500	\$150,000	2800	\$280,000	\$430,000
Concrete Curb / gutter	LS			\$25,200		\$0	\$25,200
Concrete (sidewalk, ramps)	LS			\$73,000		\$25,000	\$98,000
Cast in Concrete Footings	CY	\$1,800	40	\$72,000	116	\$208,800	\$280,800
Concrete Structures	EA	\$13,500	8	\$108,000	40	\$540,000	\$648,000
Steel Bridges	EA		1	\$30,000	3	\$860,000	\$890,000
Concrete Bridge Decking	LS		1	\$25,000	2	\$67,000	\$92,000
Wood Rail Fence	LF	\$50	1500	\$75,000	9600	\$480,000	\$555,000
Chain Link Fence	LF	\$55	140	\$7,700	0	\$0	\$7,700
Guard Rail Detectable Warnings (Truncated Doms)	LS			\$5,000		\$5,000	\$10,000
Thermoplastic and signs (road, way finding, interpretative)	LS			\$80,000		\$47,000	\$127,000
Relocate Street Lights	LS			\$6,000		\$0	\$6,000
Mitigation and avoidance measures	LS			\$986,689		\$668,058	\$1,654,747
Total				\$2,100,000		\$4,600,000	\$6,700,000

<http://www.cityofarcata.org/departments/public-works/parks/ATP-Grant-2014>

Attachment 5:

Letter of Support from Caltrans



City of Arcata ATP Grant 2014

Attachment 5: Letter of Support from Caltrans

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION

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



*Serious drought.
Help save water!*

May 7, 2014

Ms Karen Diemer
Environmental Services Deputy Director
City of Arcata
736 F Street
Arcata, CA 95521

Arcata Trail Phase II ATP

Dear Ms Diemer:

Caltrans District Traffic Operations Office Approval is granted for the project that your agency is submitting for Active Transportation Program (ATP) funding. Based upon the information provided to our office, the project proposes to construct approximately 3.2 miles of non-motorized multi-use trail along the existing rail road line (west of U.S. 101), between the Bracut/U.S. 101 intersection and just north of State Route 255 (Somoa Boulevard). The northern 1.95 miles of the trail will be located within the city limits of the City of Arcata and the southern 1.25 miles of the trail will be located within the County of Humboldt's jurisdiction. The entire project will be constructed by the City of Arcata. The trail will be ADA accessible and serve pedestrians, bicyclists, and other non-motorized users.

Portions of the trail along U.S. 101 may lie within state right-of-way, as well as the crossing location at and near State Route 255. The trail will require improvements on State Route 255 to safely facilitate pedestrians and other users crossing the highway, including a cross walk and raised pedestrian refuge median island. The installation of a pedestrian-activated flashing warning or hybrid beacon system will very likely also be required.

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. All such work will require an encroachment permit from the District 1 Office of Permits and will be required to be done in accordance with the Caltrans Project Development Procedures Manual, the Caltrans Encroachment Permits Manual, the California Manual on Uniform Traffic Control Devices, the Caltrans Highway Design Manual, and State of California Standard Plans and Specifications.

Sincerely,

A handwritten signature in black ink, appearing to read "Troy A. Arsenneau".

TROY A. ARSENEAU
Chief, Office of Traffic Operations

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

Attachment 6:

Local and Regional Planning Document Support for the Humboldt Bay Trail: Arcata Rail with Trail



City of Arcata ATP Grant 2014

This project has been in the community spotlight for almost 2 decades and is highlighted in numerous local and regional plans and technical studies.

1. **2012 Humboldt Regional Bicycle Plan**, Page 2 (2-2) emphasizes the priority of the Humboldt Bay Trail in Policy 1.2 available at www.hcaog.net/sites/default/files/final_2_bike_goals_0.pdf

Policy 1.2: HCAOG recognizes the high level of public support for a dedicated bicycle and pedestrian trail in the NCRA and Caltrans corridor between Eureka and Arcata (the “Humboldt Bay Trail”), and supports multi-jurisdictional, public, and private efforts to develop it.

2. **Humboldt Bay Trail: Eureka to Arcata – A Guiding Framework, 2008** Facilitated community discussion by the National Park Service to support the regional vision for a pedestrian / bicycle trail between Arcata and Eureka. The work was captured in a document called the Guiding Framework, <http://www.cityofarcata.org/departments/public-works/parks/ATP-Grant-2014> and initiated the 2008 **Humboldt Bay Trail: Eureka to Arcata Feasibility Report, 2008** available at www.hcaog.net/documents/humboldt-bay-trails-2007

3. **Arcata Pedestrian and Bicycle Master Plan 2010** also emphasizes the region’s strong interest in the Humboldt Bay Trail and is listed on Table 5.5 Priority Bicycle Projects of the 2010-2015 Planning Horizon (page 88) <http://www.cityofarcata.org/filebrowser/download/16253>

4. **Regional Transportation Plan (RTP) - 2014/14 Update “VROOM”** - Page 6 outlines priority trail development, available online at www.hcaog.net/sites/default/files/3_trails_10.01.13_0.pdf

5. **Regional Trails Master Plan:** Page 50
The community has continually identified a need for an improved active transportation and recreational facility that connects the cities of Arcata and Eureka (Humboldt Bay Trail) available online at: http://www.hcaog.net/sites/default/files/4_active_transportation_system_0.pdf

6. **Humboldt People Powered Pathways, April 2009:** Regional planning effort to forward priority non-motorized infrastructure. Page 7 available at <http://www.cityofarcata.org/departments/public-works/parks/ATP-Grant-2014> identifies,

Humboldt Bay population center projects are high in priority....To address the most popular trail interest in the region, for two years agencies and community organizations have been working together as the “Eureka to Arcata Trail Planning Team”.

City of Arcata ATP Grant 2014

7. **North Coast Railroad Authority Resolution No. 2012-13**– Ad Hoc Committee Resolution available at <http://www.cityofarcata.org/departments/public-works/parks/ATP-Grant-2014> highlighted on page 3 the following finding:

*NCRA will prioritize rail infrastructure restoration **and trail development in the Eureka to Arcata corridor** to more clearly align its timing and objectives with those of the Humboldt County Association of Governments'/Caltrans' U.S. 101 Corridor Improvement Project.
December 2012*

8. **Humboldt County Coastal Trail Implementation Strategy**, 2011 Figure 11, Page 75 outlines the Humboldt Bay Trail as a key segment of the California Coastal Trail.
http://rcaa.org/sites/rcaa.org/files/Humboldt_CCT_Implementation_Strategy_FinalReport.pdf

Attachment 7:

Documentation of the Public Participation Process



City of Arcata ATP Grant 2014

Attachment 7: Documentation of the Public Participation Process

Public advocacy has been the driving force in moving this project forward for over a decade. Below is a sampling of the public process associated with this project focusing on the specific trail segment (Phase II) that this grant is designed to fund.

Ad Hoc Eureka – Arcata Corridor and Bay Trail Committee, HCAOG 2014

This project has on-going monthly public meeting with primary agency staff of the County of Humboldt, City of Arcata, City of Eureka and Caltrans. The Ad-Hoc Committee frequently will research and agendize discussion on topics that are raised by the community. Meeting agendas and minutes can be found at: www.hcaog.net/committees/ad-hoc-101-eureka-arcata-corridor-bay-trail-committee-0

Ad Hoc 101 Eureka-Arcata Corridor & Bay Trail Committee

On Thursday, November 14, 2013, the California Coastal Commission approved the 'Revised Findings on Consistency Certification' for the Eureka-Arcata Route 101 Corridor Improvement Project. The revised staff report can be found at: <http://documents.coastal.ca.gov/reports/2013/11/14/14-11-2013.pdf>

One of the conditions from the Coastal Commission requires that construction of the highway improvements will not commence until adequate commitments are in place to assure that a separate trail parallel to Route 101 will be constructed. The Eureka-Arcata Route 101 Highway project and Humboldt Bay Trail projects have thus become formally linked. At the October 14, 2013 Technical Advisory Committee (TAC) meeting, a motion was made to form an ad hoc committee. Success of these high priority and regionally significant projects will require close coordination and collaboration. The ad hoc committee will ensure that the local agencies continue to work together and communicate effectively with the TAC, elected officials, stakeholders, and the general public.

Committee Members	Meeting Agendas & Meeting Records*
Karen Delmer City of Arcata	Past Meetings
Bred Mettam Caltrans	05/06/2014 - 1:00pm details
Richard Hulen Caltrans	101 Corridor & Bay Trail Agenda 5.8.14
Hank Seemann County of Humboldt	101 Corridor & Bay Trail Draft Minutes 4.10.14
Miles Slatery City of Eureka	04/10/2014 - 1:00pm details
	101 Corridor & Bay Trail Agenda 4.10.14
	03/13/2014 - 1:00pm details
	3.13.14 CANCELLATION Notice

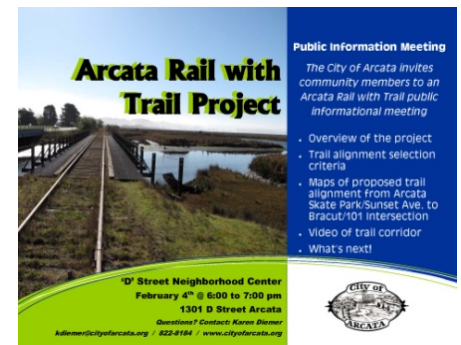
Arcata Rail with Trail Planning and Environmental Review

2010-2013 The City was funded by the California Coastal Conservancy to design and permit the Humboldt Bay Trail – Arcata Rail with Trail Project. This process had 2 primary efforts for community involvement.

- Part I: Community outreach and education – the City conducted 15+ presentations to the local community including at the Arcata City Council, North Coast Railroad Authority, Arcata Parks and Recreation Committee, Arcata Open Space Committee, Arcata Transportation Safety Committee as well as several local service clubs (i.e. Rotary and Kiwanis) and interested non-profits (Timber Heritage Association, Friends of Arcata Marsh, local planners luncheon, etc). These presentations were to encourage input and educate the community about the project.
- Part II: Route Alternative Analysis. In this phase the community was asked to rate 1-5 different route alternatives for 21 segments of trail. Over 115 citizens attended a meeting to provide input.

Arcata Rail-with-Trail Connectivity Project Segment Key and Comment Sheet

Alignment Description Abbreviation Key		Comments	Rating
RR ROW - Rail Road Right of Way			
CT ROW - Caltrans Right of Way			
N, S, E, W - North, South, East, West			
NE, SE, SW, NW - North, South, East, or West of tracks			
Trail - Rail with Trail (left on from tracks according to standards)			
RT - Rail to Trail (rail tracks converted to trail)			
RT - Trail (rail tracks converted to trail)			
SEGMENT	DESCRIPTION OF ALIGNMENT	Comments	Rating
1	Sunset Ave to End of (E) Foster Ave		
1a	Under Ave Intersection Project	2a, 2b	
1b	End of Foster Ave	2a, 2b	
1c	From Foster Ave	2c	
2	End of (E) Foster Ave to RR @ Alliance Rd		
2a	From Foster Ave and Alliance Rd	3.1a, 3.1b	
2b	From Foster Ave	3.1a, 3.1b	
2c	From Foster Ave	3.1a, 3.1b	
3	RR @ Alliance Rd to 15th & M Sts		
3a	From Alliance Rd	3.2a, 3.2b, 3.2c	
3b	From Alliance Rd to 15th & M Sts	3.2a, 3.2b, 3.2c	
3c	From Alliance Rd to 15th & M Sts	3.2a, 3.2b, 3.2c	
3d	From Alliance Rd to 15th & M Sts	3.2a, 3.2b, 3.2c	



City of Arcata ATP Grant 2014

The planning process also involved a large stakeholder group that was comprised of representatives from:

- North Coast Railroad Authority
- US Fish and Wildlife
- Caltrans
- Redwood Community Action Agency
- California Coastal Commission
- US Army Corps. Of Engineers
- Arcata Wetlands and Creeks Committee
- California Dept of Fish and Game
- Humboldt County Assoc. of Gov.
- California State Lands Commission
- Humboldt Bay Harbor District
- Arcata High School
- Local Birding Groups / Audubon
- USDA Forest Service
- Local Waterfowl Hunters
- PG&E
- County of Humboldt
- Friends of the Arcata Marsh
- Timber Heritage Museum
- Greenwheels
- Humboldt Baykeepers
- Coast Walk
- Humboldt Bay Bicycle Commuter's Association
- HSU – Shorebirds
- Trails Trust of Humboldt Bay and Water Trails
- City of Eureka
- Corridor Access Project
- Pacific Coast Joint Venture
- Arcata / Eureka Chamber of Commerce
- Humboldt County Convention & Visitors Bureau

This group of representatives was engaged in three official meetings throughout the 2 year planning horizon and were individually consulted on specific aspects of the plan as needed.

Happy Trails, Weekly Radio Show on KHUM: In large part- this weekly radio show was spearheaded to keep the pressure on community leaders to complete a trail between Arcata and Eureka. Several shows have been dedicated to updating the community on the Humboldt Bay Trail. Podcasts can be listened to at http://khum.com/podcasts/all_episodes/2/ .

Humboldt Bay Trail: Eureka to Arcata – A Guiding Framework 2008-2009

<http://www.cityofarcata.org/departments/public-works/parks/ATP-Grant-2014>

The National Park Service facilitated a two year community discussion to support the region's vision for a pedestrian / bicycle trail between Arcata and Eureka. This process initiated the

Humboldt Bay Trail: Eureka to Arcata Feasibility Report, 2008 available at

www.hcaog.net/documents/humboldt-bay-trails-2007

North Coast Railroad Authority Resolution No. 2012-13– The NCRA held a series of three public meeting in 2012 to respond to community interest in trail development between Arcata and Eureka. The Ad Hoc Committee Resolution highlighted on page 3 the following finding:

*NCRA will prioritize rail infrastructure restoration **and** trail development in the Eureka to Arcata corridor to more clearly align its timing and objectives with those of the Humboldt County Association of Governments'/Caltrans' U.S. 101 Corridor Improvement Project. December 2012*

City of Arcata ATP Grant 2014

California Coastal Commission: September 12, 2013. Held a public hearing regarding the State Highway 101 Corridor Improvement Project between Eureka and Arcata. In response to years of community input the Commission placed a condition for the Highway project to be found consistent with the Coastal Act that the Humboldt Bay trail have secure funding and right-of-way prior to receiving funds for the Highway Improvements.

Additional Evidence of Community Input and Support

The Humboldt Trails Council and Bay[t]rail Advocates have both dedicated websites to community education regarding this project. In addition to ongoing community education they also recently supported the First Annual Jammie Jog to raise both awareness and funds to support the project.

Humboldt Trails Council: www.humtrails.org

Bay[t]rail Advocates: <http://baytrailplan.org/>



Attachment 8: Additional Documentation

Letters of Support

Environmental Project Documentation

Benefit / Cost Analysis



City of Arcata ATP Grant 2014

Attachment 8: Letters of Support Environmental Documentation and Benefit / Cost Analysis

Support letters for this project have been received from the following individuals and can also be viewed at:

<http://www.cityofarcata.org/departments/public-works/parks/ATP-Grant-2014>

Senator Barbara Boxer	Senator Diane Feinstein
US Congressman, Jared Huffman	Assembly member Wesley Chesbro
California Department of Transportation	Humboldt Baykeeper
Humboldt County Association of Governments	North Coast Environmental Center
North State Super Region	State Coastal Conservancy
Humboldt County Public Works	Redwood Community Action Agency
Humboldt Bay Bicycle Commuters Association	Humboldt Area Foundation
Humboldt Bay T[r]rail Advocates	Arcata Mainstreet
Humboldt Bay Harbor, Recreation and Conservation District	Arcata Chamber of Commerce

Environmental Planning Documents

Complete environmental planning documentation including CEQA certification can be found at:

<http://www.cityofarcata.org/departments/public-works/parks/ATP-Grant-2014>

Benefit / Cost Analysis

The City has completed a Benefit Cost Analysis for the project using the following methodologies

- U.S. Department of Transportation TIGER 2008 and 2011 cost-benefit analysis guidance
- Transportation Research Board's National Cooperative Highway Research Program Report 552: *Guidelines for Analysis of Investments in Bicycle Facilities*
- Environmental Protection Agency: Vehicle and gas consumption averages

Available at:

<http://www.cityofarcata.org/departments/public-works/parks/ATP-Grant-2014>

City of Arcata ATP Grant 2014

Attachment 8: Letters of Support Environmental Documentation and Benefit / Cost Analysis

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Humboldt County Public Works	Redwood Community Action Agency
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Available at:

<http://www.cityofarcata.org/departments/public-works/parks/ATP-Grant-2014>

DEPARTMENT OF TRANSPORTATION

DISTRICT 1, P. O. BOX 3700
EUREKA, CA 95502-3700
PHONE (707) 445-6445
FAX (707) 445-6314
TTY 711



*Serious drought.
Help save water!*

May 19, 2014

Ms. Karen Diemer
Environmental Services Deputy Director
City of Arcata
736 F Street
Arcata, CA 95521

Dear Ms. Diemer

I am writing in support of the Active Transportation Program (ATP) application for the City of Arcata's Humboldt Bay Trail Project.

We have been working closely with the Humboldt County Association of Governments, the county of Humboldt, and the cities of Arcata and Eureka to help develop the Humboldt Bay Rail with Trail Connectivity Project, which will eventually connect the cities of Arcata and Eureka with a Class 1 non-motorized path. This will provide a non-motorized transportation corridor while also providing a safe multi-use pathway for recreational use and tourism travel, connecting the county's two largest cities as a segment of California's Pacific Coast Bike Route and the California Coastal Trail. This ATP application would fund a crucial three-mile segment of that path, from South Arcata to the US 101/Bracut Intersection.

The overall concept of this path helps us meet our Complete Streets objectives and complements our long-range concept for the U.S. 101 corridor. Recognizing the importance of this project, we have also committed to funding up to \$1 million for construction of a future segment of Humboldt Bay Rail with Trail project.

Caltrans is committed to working with our local partners by assisting with construction of this pathway to advance safe non-motorized transportation, economic development and livability that are a benefit locally and regionally.

Sincerely,

A blue ink signature of Charles Fielder, written in a cursive style.

CHARLES FIELDER
District Director

c: Marcella Clem, HCAOG



HUMBOLDT COUNTY ASSOCIATION OF GOVERNMENTS

611 I Street, Suite B

Eureka, CA 95501

(707) 444-8208

www.hcaog.net

May 15, 2014

CALTRANS

Division of Local Assistance, MS 1

Office of Active Transportation and Special Programs

P.O. Box 942874

Sacramento, CA 94274-0001

Dear Caltrans Representative,

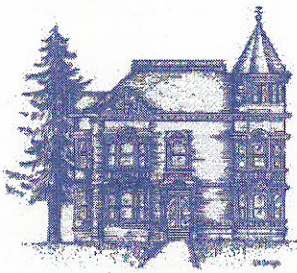
On behalf of the Humboldt County Association of Governments (HCAOG), we appreciate this opportunity to extend our support for the City of Arcata's "Bay Trail North Project". HCAOG represents a rural county with seven incorporated cities and eight federally recognized tribes. As the regional transportation planning agency for Humboldt County, HCAOG works closely with multiple public and private partners to coordinate transportation projects in the region.

The Arcata Bay Trail North Project is an exceptional project that will fill a gap of a high priority regional trail that shares right-of-way with a historic rail line along the Humboldt Bay and is part of the California Coastal Trail System. The planning for this project was a collaborative effort and has support from the local, state and tribal governments in the region. It is adjacent to an important, fully funded, highway project that will solve a long standing safety problem. The primary purpose of the project is to improve safety for non-motorized and motorized travelers along a high-volume (AADT 36,300) portion of state highway connecting the two largest cities in the county. This section of highway has been designated as a Safety Corridor for the last decade. The project is needed because there is no non-motorized, Class I path between Eureka and Arcata and demand for a path is high. The project is identified as a regional priority in the Humboldt Regional Transportation Plan (2013), Regional Bicycle Plan (2012), Humboldt County Coastal Trail Implementation Strategy (2011), Regional Trails Master Plan (2010), Regional Pedestrian Plan (2008), and the Humboldt Bay Trail Feasibility Study (2007).

The City of Arcata worked with many stakeholders on this project including the local rail operator and owner to develop a trail design and management plan that will allow the trail and railroad to co-exist. Please do not hesitate to contact me at 707-444-8208 or marcella.clem@hcaog.net for more information on this project.

Sincerely,

Marcella Clem
Executive Director



Simpson-Vance House 1892

Redwood Community Action Agency

ADMINISTRATION
Information & Referral
(707) 269-2001

AMERICORPS PROGRAMS
AFACTR
(707) 269-2020

STRAIGHT UP AMERICORPS
(707) 269-2024
AMERICORPS VISTA
(707) 269-2052

ENERGY SERVICES
(707) 444-3831
Consumer Education, **Ext 201**
Weatherization, **Ext. 204**
Lead Based Paint Hazard
Reduction & Inspection, **Ext 201**
Home Energy Assistance Program
(HEAP) - (707) 444-3834

FAMILY SERVICES
(707) 269-9590
Family Shelter Program
Ext 209
Multiple Assistance Center
269-9592
Emergency Shelter Office
(707) 269-2075

**HOUSING REHABILITATION
LOAN PROGRAM**
(707) 269-2034

**NATURAL RESOURCES
SERVICES**
(707) 269-2070
Landscape Contractor
License #518874

**NORTHCOAST MENTOR
PROGRAM**
(707) 269-2052

PROPERTY MANAGEMENT
Affordable Rentals (707) 269-2011

YOUTH SERVICE BUREAU
24-Hour Youth & Family Hotline
(707) 444-CARE
YSB Administration
Launch Pad TLP
Our House Emergency Shelter
(707) 443-8322
Raven Street Outreach Program
(707) 443-7099

May 19, 2014

City of Arcata
517 5th Street
Arcata, CA 95521

Subject: Support for the City of Arcata Rail with Trail Connectivity Project

Dear Mayor Mark Wheelley,

The Redwood Community Action Agency (RCAA) has a long been committed to developing community-based services and activities designed for low- and moderate-income residents within the Humboldt County region. Our long-term goal is to develop programs that empower residents to become more self-sufficient, ultimately improving health and wellbeing. For over 29 years, our Natural Resources Services Division has been instrumental in the planning and development of regional, multipurpose trails as a way to encourage active living and equitable transportation options through Humboldt County, which coincides with the objectives of this project.

RCAA fully supports the current Rail with Trail Connectivity Project and views this as an opportunity to further the interests of the north coast community and our organization. From our perspective, this project fulfills goals of improving opportunities for residents to be active and increasing transportation equity within the region. The Rail with Trail Connectivity Project will enable residents to have more opportunities to access goods and services by non-motorized modes of transportation. In addition, this effort provides a greater opportunity for residents to be physically active, which can lead to a healthier lifestyle.

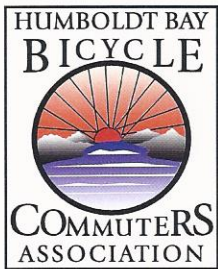
The Active Transportation Program is a perfect match for this project. Our local community has a proven track record of developing and maintaining non-motorized transportation corridors, but the high cost per mile of this critical section is out of reach for our rural, economically disadvantaged region.

We wholeheartedly support this effort, for residents and visitors alike.

Sincerely,

Val Martinez
Executive Director
Redwood Community Action Agency
904 G Street Eureka, CA 95501

Helping People, Changing Lives
Equal Opportunity Housing Provider/EOE
904 G Street • Eureka, CA 95501 • FAX: (707) 445-0884



Our goal: To improve and encourage bicycle commuting

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

May 31, 2013

Mayor, City of Arcata
736 F Street
Arcata, CA 95521

Dear Mayor Britton:

The Humboldt Bay Bicycle Commuters Association (HBBCA) fully supports the proposed Rail with Trail connectivity project and views this as one of the most significant opportunities to further the interests of bicycle commuters in the history of the Humboldt Bay region. This project substantially improves accessibility for bicyclists around Humboldt Bay. It will help serve to encourage residents to pursue bicycling as a means of physical activity, ultimately leading to a healthier lifestyle and greater interest in taking up bicycle commuting. Creating a Class I path along the Bay that is separate from the US 101 corridor will be especially important to those cyclists who do not feel comfortable sharing a high volume freeway/expressway with motorists. As a matter of fact, that includes most cyclists and prospective bicycle commuters.

The goal of the HBBCA is to improve and encourage bicycle commuting. The HBBCA has adopted the following policies in support of this goal, all of which are consistent with the pursuit of this project:

- Promote the personal and societal benefits of bicycle commuting.
- Serve as an effective advocate for the interests of commuting bicyclists.
- Work cooperatively with State, regional and local agencies to identify and secure improvements and maintenance needed by commuting bicyclists.
- Assure that street, highway, and bike projects are developed consistent with State standards and the requirements of the California Vehicle Code.
- Educate and advocate for the improvement of bike safety.

Our association fully supports the City of Arcata's effort to secure funding for this project. If you have any questions, please feel free to contact me at (707) 445-1097 or by email at info@humbike.org.

Sincerely,

A handwritten signature in blue ink, appearing to read "Rick Knapp".

Rick Knapp, President

Bay [T]rail Advocates • www.baytrailplan.org

May 31, 2013

Re: Support of the City of Arcata

To Whom It May Concern:

Beginning about 18 months ago, a coalition that grew to include some 400 individuals, a dozen community organizations, and a number of area businesses coalesced in an effort to add new momentum to the creation of a multi-modal trail from Eureka to Arcata, along the perimeter of beautiful Humboldt Bay. Currently, the only option for cyclists and pedestrians is to use the shoulder of a treacherous six-mile stretch of freeway/expressway. The coalition includes members of our local medical community who see the health benefits of a Bay Trail; members of the environmental community who see the Bay Trail as a way of reducing our environmental footprint; businesses that see the potential attraction for visitors; and numerous other individuals who see immense safety benefits and are excited about an opportunity to complete a gap in the California Coastal Trail.

For more than 15 years, Humboldt Bay bike-pedestrian alternatives have been the subject of a number of studies (*Humboldt County Bicycle Facilities Planning Project*, 1997; *Humboldt Bay Trail Feasibility Study*, 2001; the California Coastal Trail plan, 2003; *Humboldt Bay Trail Feasibility Study: Arcata-Eureka*, 2007; *Humboldt County Coastal Trail Implementation Strategy*, 2011). After considering a wide variety of options, these studies have repeatedly concluded that the best routing of the multipurpose trail uses the land west of U.S. Highway 101. We are ready to cease studying and begin building and using.

The City of Arcata has developed detailed plans for a three-mile multipurpose paved path from Samoa Boulevard in Arcata along the west side of U.S. Highway 101 to the Bracut property. This would connect with a planned, approved, and funded trail that extends north from Samoa Boulevard to an area near Larsen Park in Arcata.

Our coalition, the Bay [T]rail Advocates, enthusiastically supports the City of Arcata plan and proposal to create the trail to Bracut.

We also believe that the completion of the northern portion of the Eureka-Arcata trail will serve as the catalyst for completion of the southern half. The southern effort achieved important momentum last year and that momentum continues to build. In 2012 Bay [T]rail Advocates worked extensively with local governance (the cities of Eureka and Arcata, the Humboldt County Board of Supervisors, and the Humboldt County Association of Governments) as well as Caltrans, the Coastal Commission, and the North Coast Railroad Authority (NCRA). A critical change came

from the NCRA at its December board meeting. The Board voted (1) to authorize some exceptions to its current trail policy to enable development of a trail within the railroad right-of-way and (2) to prioritize rail infrastructure restoration and trail development between Arcata and Eureka. HCOAG and the County of Humboldt have since commissioned more detailed engineering studies on the Bracut-to-Eureka portion of the trail to be completed by this fall. This analysis will allow the search for funding to begin in earnest. In addition, Caltrans has already pledged \$1 million toward the construction of the Eureka-to-Bracut section of trail. (Feb. 6, 2013 Caltrans letter to California Coastal Commission.)

Eureka and Arcata are the two largest communities along the Pacific Coast north of San Francisco. Since Arcata and McKinleyville are already linked with a very popular bike-ped bridge and trail, more than 70 percent of the population of Humboldt County will potentially benefit enormously by the completion of the Arcata-Bracut link in the California Coastal Trail and eventually, the link from Bracut to Eureka.



On Behalf of all Bay [T]rail Advocates

Don Banducci

Judy Hodgson

Dr. Rees Hughes

Dennis Rael

- Community Organizations

The Bay [T]rail Advocates, Keep Eureka Beautiful, Humboldt Trails Council, Humboldt Bay Bicycle Commuters Association, Northcoast Environmental Center, Humboldt Baykeepers, Jennifer Kalt, Healthy Humboldt Coalition, The Greater Humboldt Literary Guild, Green Wheels, Siskiyou Land Conservancy, Friends of the Dunes

- Businesses

Los Bagels, Arcata/Eureka, North Coast Journal, Eureka, Kinetic Koffee, The Samoa Pacific Group and Danco, Bayfront Restaurant, Eureka, Greenway Partners, MikkiMoves Real Estate, Fieldbrook Winery, Revolution Bicycle Repair, Makino Studios, Cal Coast Computer, Arcata Scoop, Ramones Bakery and Cafes

- Families/Individuals

Nancy Langyel, John Calkins, Carl Chatfield, Susan Anderson, Nancy Stephenson, Frank Onstine, Jim Maher, Susan Penn, Eli Asarian, Eric Grantz, Joan Grantz, Merritt Perry, Stacy Becker, Gretchen Stadler, Chris DeHart, Richard Engel, Corey Lewis, Michael Proulx, Barry Evans, Louisa Rogers, Emily Sinkhorn, Jay Schock, Judy Webb, Judi Paul, Jan Friedrichsen, Peter Lehman, Amy Uyeki, Rees Hughes, Dr. Lawrence

Wieland, Robert Hodgson, Kirk and Jenner Cohune, Mary and Bob Gearheart, Peggy Pryor, Travis May, Jim Hight, Mike Buettner, Ethan Gahtan, Laura and Bob Chapman, Rob Christensen, Jennifer Kalt, Steve Fox, Coco and Trula Rael, Jacob Pounds, Natalie Arroyo, Dr. Lea Schroeder, Brett Gronemeyer, Catherine Desantis, Norm Green, Patsy Svavari, Bill, Tracy and Jeff Coomber, Mary Scoggin, Toby and Peter Shao, Beth Werner, Ron and Holly Vetter, Rondal Snodgrass, Tima Manos, Hal Grotke, M.D., Dave Grant, Andy Alm, Jennifer Weiss, Patricia Terry, Mike Turek, Ginny Mulle, Corey, Hunter, and Bodie Lewis, Tom Perrett, Chris Butner, Sarah and Corin Pilkington, Janet Biasca, Mary Ann Madej, Nicole Braafladt Farrell, Marsha Davenport, Matthew Smith, Nancy Holmes McPartland, Kay Farnsworth, Michael Furniss, Joel Mielke, Lea Schroeder, Jamie Ford, Dana Long, Bryan Thomas, Barbara Howe, Chris Collins, Dana Hope, Nancy Reichard, Arnold King, Lisa Hoover, John Schaefer, Beth Abels, Brian Ferguson, Berit Meyer, Claire Iris Schencke, Jerome Carmen, Mike Dronkers, Jeff, Gillian, Abi and Nick Black, Sharon Mehlman, Lynn, Andrew, Ava and Morgan Jones, Javan Reid, Michael Eldridge, Marianne Ahokas and Miles, Allison and Ryan Campbell, John Anderson, Zeke Smith, Valerie Gizinski, Patrick Carr, Navarra Carr, Colette Metz, Greg Willis, Quinlan, Melia and Lyla Porter, Mike Wiegand, Monica McGraw, Suzi and Richard Hendry, Rick Storre, Siddiq Kilkenny, Elisa Abelleira, Joan Woodcock, Jessica, Doug, Kevin, Susan, and Amanda Fuhriman, Kim Ervin, Tony Curtis, Jim Zoellick, Charis, Alicia, Dylan, Breon, Konnor, Kaelyn, Kohn, and Karl Arlett, Paul Moses, Kyle Palmer, Amy Berkowitz, Ben Henshaw, Quiteria Perreira, Ryan Wessells, David Vernon, Lee Sobol, James and Courtney Ladika, Bill Lydgate, Mark Moore, Jim Lamport, Benjamin, Ritva, Iris and Kirs Garlick, Greta Montagne, R. Scott Greacen, Martha and Rob Johnson, Jane Ford, Shari, Malcolm, Augie and Tux Duron, Greg Coit, Craig and Susan Redwine, Judy and Peter Haggard, Irith Shalmony, Leslie Stalder, Thom Nagel, Debbi Krukonis, Vincent Peloso, Melanie Vansell, Angela Lundeen, Joyce Houston, Steven Sipma, Susan Donovan, Linda Adams, Lee Ann Duclo, Jerry and Gisela Rohde, Barbara and Alan Wilkinson, Rob Thompson, Marilyn and Allen Thibeau, Thomas Burns, Karen Elfers, Bonnie Macraith, Heather Verville, Susan and Bob Ornelas, Patrick Conlin, Carol Davis, Charles Powell, Tamar Danufsky, Lew Litzky, Sue Cashman, Charlotte Cerny, Deborah Giraud, Emma Kelsey, Abigael Proctor, Gael Dougherty, Marsha Mielke, Mark and Margaret Shaffer, Ken Miller, Daniel Meaney, Shana Golden, Korina Johnson, Greg and Teri Bundros, Simeon Tauber, Marcia Tauber, Pam Mendelsohn, Larry Buwalda, Michael Morris, Dan Calderwood, Mark Lufkin, Julie Fulkerson, Cheryl Phillips, Marcella Humphrey, Breon Hole, Michael Zeppegno, Rosamel, Sarina, Benicio, Carmen, and Alejandro Benavides-Garb, Daniel Doble, Sara Demetroff, Thomas Harkins, Uzi Selcer, Michelle Fuller, Whelan Gilkerson, Joel Fonner, Carol Whitehurst, Gary Hughes, Phil Gutierrez, Steve Catton, Jonathan Weber, Mary Flowers, Bruce Fleck, Steve Coppin, William Prescott, Carolyn and Bryan Furman, Dr. Thomas Mays, Charles and Catherine Hoyle, Andrew McAfee, Jonathan Webster, Paul and Carla Kraus, Elaine Hogan, Karen Mayer, Brandon Wilcox, Tisa Jewell, Justin Jensen, Andrew McFarland, Jessica Bath



ARCATA-EUREKA AIRPORT TERMINAL
McKINLEYVILLE
FAX 839-3596

AVIATION 839-5401

DEPARTMENT OF PUBLIC WORKS
COUNTY OF HUMBOLDT

MAILING ADDRESS: 1106 SECOND STREET, EUREKA, CA 95501-0579
AREA CODE 707

PUBLIC WORKS BUILDING
SECOND & L ST., EUREKA
FAX 445-7409

ADMINISTRATION 445-7491
BUSINESS 445-7652
ENGINEERING 445-7377
FACILITY MAINTENANCE 445-7493

NATURAL RESOURCES 445-7741
PARKS 445-7651
ROADS & EQUIP. MAINT. 445-7421
445-7493

CLARK COMPLEX
HARRIS & H ST., EUREKA
FAX 445-7388

LAND USE 445-7205
NATURAL RESOURCES 445-7205
PLANNING

June 3, 2013

The Honorable Ray LaHood, Secretary
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, D.C. 20590

Subject: City of Arcata's Rail-with-Trail Connectivity Project – TIGER Grant Application

Dear Secretary LaHood:

The County of Humboldt strongly supports the City of Arcata's TIGER grant application for the **Arcata Rail-with-Trail Connectivity Project**. The Arcata to Bracut Marsh segment of this Class I pathway is a long-awaited asset for both existing and new bicycle commuters and for recreationists from this region and beyond. The Humboldt Bay segment of the California Coastal Trail between Arcata and Eureka has long been a public priority. Several local and regional jurisdictions and community organizations are working collaboratively to realize this goal.

Humboldt County Public Works is currently completing designs for the Class I path segment from Bracut Marsh to Eureka, located directly south of Arcata's proposed project, in partnership with the City of Eureka and the Humboldt County Association of Governments. We are also improving and planning other segments of the Coastal Trail and a connecting multi-use trail system between Arcata and the inland City of Blue Lake to improve transportation and recreation options for residents and visitors.

When complete, Arcata's segment of Class I path adjacent to US 101 will help our region leverage support for the next segment to the south, into the City of Eureka. With a contiguous Class I facility between Eureka and Arcata, we will be able to redirect a significant bicycle commuting route off of a high volume segment of US 101 (AADT of 36,500) and onto a parallel facility, which will substantially improve traffic safety. We also anticipate that this new facility will attract a significant number of new bicycle commuters and bicycle tourists.

We encourage the U.S. Department of Transportation to become a major partner in the implementation of a non-motorized transportation facility in high demand on California's north coast.

Please contact me at (707) 445-7491 if you have questions or need additional information.

Sincerely,

Thomas K. Mattson
Director of Public Works



ARCATA MAIN STREET

To enhance and promote Arcata's identity, economy and cultural spirit

July 31, 2008

Doug Bosco, Chair
State Coastal Conservancy
1330 Broadway 13th Floor
Oakland CA 94612

Dear Mr. Bosco:

Arcata Main Street is an effort of local merchants to stimulate economic conditions in downtown Arcata, provide and foster community building events and civic beautification projects. With the mission of developing and supporting a clean, safe and vibrant downtown, Arcata Main Street fosters and encourages support of our local economy as a means to retaining our identity and building a strong community.

Arcata Main Street fully supports the City of Arcata's continuing efforts to improve non-motorized transportation options to and from the downtown area. Main Street believes the current Rail with Trail connectivity project is important for the economic, social and recreational vitality of the Arcata community for several reasons including;

- ✦ Its ability to connect travelers in Arcata to the Coast and Humboldt Bay,
- ✦ Its ability to attract tourists to visit and stay in Arcata while being able to connect to the California Coastal Trail,
- ✦ Its ability to assist the revitalization effort underway in the downtown area,
- ✦ It's ability to offer promote healthy lifestyles for local residents and visitors, and
- ✦ Its ability to physically clean up a blighted rail corridor.

We are pleased that Arcata continues to work to make Arcata a more inviting place to live, work and play and believe that this project will improve both the local residents quality of life and the visitors experience to the North coast. If you have any questions, please feel free to contact me at 707-822-4500.

Sincerely,

Jennifer Koopman
Executive Director
Arcata Main Street

Arcata Main Street

791 8th Street, Suite 5 • Arcata, CA 95521 • Phone: 707-822-4500 • Fax: 707-822-4555

www.arcatamainstreet.com

United States Senate

HART SENATE OFFICE BUILDING
SUITE 112
WASHINGTON, DC 20510-0505
(202) 224-3553
<http://boxer.senate.gov>

July 9, 2013

The Honorable Anthony Foxx
Secretary, U.S Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

Dear Secretary Foxx:

I am writing in support of the application submitted by the City of Arcata to the Transportation Investment Generating Economic Recovery (TIGER) grant program.

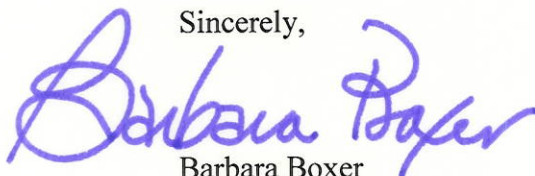
The City of Arcata has partnered with the California Coastal Conservancy, the North Coast Railroad Authority, the Humboldt County Association of Governments and the U.S. Fish and Wildlife Service on the 4.5 mile Arcata Rail-with-Trail Connectivity Project.

The Rail-with-Trail Project calls for the construction of a pedestrian and bicycle trail alongside an existing rail corridor in order to offer additional options to area residents for commuting and recreation. The city estimates that more than 290,000 users per year will take advantage of the trail once it is completed.

If awarded this \$2.7 million grant, the City of Arcata will complete the final three miles of the Arcata Rail-with-Trail Connectivity Project in order to connect residential neighborhoods within Arcata city limits with the city's downtown and business districts as well as its local high school.

I thank you in advance for your consideration of this application. Should your staff have any questions, please feel free to contact my Field Representative, Brandon Ida, at (916) 448-2787.

Sincerely,



Barbara Boxer
United States Senator

BB:bi



United States Senate

WASHINGTON, DC 20510-0504

<http://feinstein.senate.gov>

July 29, 2013

The Honorable Anthony Foxx
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20490

Dear Secretary Foxx:

I am writing to support the City of Arcata's application for a FY13 Transportation Investment Generating Economic Recovery (TIGER) V Discretionary Grant to fund the City of Arcata Rail-with-Trail Connectivity Project.

The City of Arcata is requesting \$2.7 million to design and construct a non-motorized trail between the cities of Samoa and Bracut. The Arcata Rail-with-Trail Connectivity Project includes the construction, operation and maintenance of a three-mile, Class I, Americans with Disabilities Act accessible, non-motorized multiuse trail. This project has been identified as the top priority non-motorized transportation project in the Humboldt Bay Region; it will provide a safe, alternate commuter route connecting the two largest cities in the region, Arcata and Eureka, along the Highway 101 corridor. Enhanced pedestrian safety features between the Arcata and Bracut Highway 101 intersections will also reduce the currently high accident rate.

Humboldt County is a rural community with some of the lowest household income levels in California, making high gas prices an especially pressing concern among commuters. The trail would thus provide a safe, non-motorized alternative. When complete, the trail is expected to see over 249,000 trips annually, significantly reducing vehicular traffic and cutting gasoline use by over 20,000 gallons per year. The resulting reduction in greenhouse gas emissions will not only benefit the environment, but also assist the City in meeting their goal of twenty percent reduced emissions by 2015.

Thank you in advance for your consideration of this project. If you have any questions regarding this grant application, please do not hesitate to contact my office.

Sincerely,

A handwritten signature in blue ink, reading "Dianne Feinstein".

Dianne Feinstein
United States Senator

JARED HUFFMAN
2ND DISTRICT, CALIFORNIA

COMMITTEE ON
NATURAL RESOURCES
COMMITTEE ON BUDGET

Congress of the United States
House of Representatives
Washington, DC 20515-0502

WASHINGTON OFFICE
1630 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
PHONE: (202) 225-5161
FAX: (202) 225-5163
WEBSITE: huffman.house.gov

May 28, 2013

Amit Bose, Deputy Assistant Secretary
US Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Mr. Bose:

I am writing in support of the City of Arcata's application for funding through a 2013 TIGER discretionary grant for the Humboldt Bay Rail-with-Trail Connectivity Project. This project will become the backbone of Humboldt County's regional non-motorized transportation system. A large coalition of governments, community organizations and citizens in this northern California region has completed extensive studies and designed a project to meet the vision of a non-motorized, multi-use trail network. The Humboldt County community is eager to shift the local transportation paradigm from motorized vehicles to biking, walking, and physical activity.

The Humboldt Bay Rail-with-Trail Connectivity Project involves construction, operation, and maintenance of an 8.0-mile-long Class I, ADA accessible, non-motorized multiuse trail. The project corridor starts in northern Arcata, winds through Arcata and along the eastern edge of Humboldt Bay south to Eureka, connecting the county's two largest communities. The current 2013 TIGER request will fund Phase II of a three phase project to construct three miles of multi-use commuter and recreation trail from Arcata to the U.S. Highway 101/Bracut intersection.

A TIGER Discretionary grant is a perfect match for this project. The local community has a proven track record of developing non-motorized transportation corridors but the high cost per mile of this section is out of reach for this rural, economically disadvantaged area. The project was developed through a large regional partnership and further meets the grant's selection criteria by providing short and long-term economic stimulus to our region and increasing safety and livability.

I urge your full and fair consideration of the City of Arcata's application for TIGER funds.

Sincerely,


JARED HUFFMAN
Member of Congress

SAN RAFAEL
999 FIFTH AVENUE, SUITE 290
SAN RAFAEL, CA 94901
PHONE: (415) 258-9557
FAX: (415) 258-9913

PETALUMA
206 G STREET, #3
PETALUMA, CA 94952
PHONE: (707) 981-8967

FORT BRAGG
430 NORTH FRANKLIN STREET
P.O. BOX 2208
FORT BRAGG, CA 95437
PHONE: (707) 962-0933
FAX: (707) 962-0905

EUREKA
317 THIRD STREET, SUITE 1
EUREKA, CA 95501
PHONE: (707) 407-3585
FAX: (707) 407-3559

COMMITTEES

NATURAL RESOURCES, CHAIR
SELECT COMMITTEE ON DISABILITIES, CHAIR
SELECT COMMITTEE ON WINE, CHAIR
JOINT COMMITTEE ON FISHERIES AND
AQUACULTURE, CHAIR
BUDGET
BUDGET SUBCOMMITTEE #1
JOINT LEGISLATIVE BUDGET
GOVERNMENTAL ORGANIZATION
HEALTH

May 29, 2013

Assembly California Legislature



WESLEY CHESBRO
ASSEMBLYMEMBER, SECOND DISTRICT

The Honorable Ray LaHood, Secretary
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, D.C. 20590

RECEIVED

JUN 03 2013

CITY OF ARCATA
ENVIRONMENTAL SERVICES DEPT.

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0002
(916) 319-2002
FAX (916) 319-2102

DISTRICT OFFICES
710 E. STREET, SUITE 150
EUREKA, CA 95501
(707) 445-7014
FAX (707) 445-6607

50 "D" STREET, SUITE 450
SANTA ROSA, CA 95404
(707) 576-2526
FAX (707) 576-2297

200 SOUTH SCHOOL STREET, SUITE D
UKIAH, CA 95482
(707) 463-5770
FAX (707) 463-5773

RE: Support for City of Arcata TIGER 2013 Discretionary Grant Application

Dear Secretary LaHood:

I am writing in support of the application for a TIGER 2013 Discretionary Grant submitted by the City of Arcata to assist in funding the Arcata Rail-with-Trail Connectivity Project. The Project will construct, operate, and maintain a 4.5 mile long Class I, non-motorized multiuse trail. The current 2013 TIGER request of \$2.7 million will fund the final phase of the City's Project which will construct 3 miles of multi-use commuter and recreation trail from Arcata to the Highway 101/Bracut intersection.

The Project has brought together a large coalition of local governments, community organizations and citizens to plan and develop final designs to meet the region's vision of a non-motorized, multi-use transportation network. The Project is "construction ready" and identified as the region's top non-motorized transportation project.

The Project will establish the foundational section of non-motorized trail infrastructure to connect the two largest cities of the north coast region, Arcata and Eureka, along the Highway 101 corridor. It will create a needed safe commuter route between Arcata and the Bracut/101 Intersection; currently bicyclists must ride on the shoulder of a four lane highway.

Lastly, the Project will eliminate thousands of motorized vehicle trips annually, reduce emissions, stimulate tourism, and generate immediate jobs for our rural community.

Thank you for your consideration of this most worthwhile project. If you have any questions, please do not hesitate to contact my office.

Respectfully,


WESLEY CHESBRO
Assemblyman, 2nd District

Cc: Karen Diemer, City of Arcata Environmental Services Deputy Director
Shane Brinton, Mayor of Arcata





1385 8th Street, Suite 226
Arcata, CA 95521

P.O. Box 4259
Arcata, CA 95518
(707) 822-6918
nec@yournec.org
www.yournec.org

Board of Directors

Larry Glass, President
*Safe Alternatives for our
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Bob Morris, Vice President
Trinity County Rep. At-Large
Jennifer Kalt, Secretary
California Native Plant Society
Chris Beresford, Treasurer
At-Large
C.J. Ralph
*Redwood Region
Audubon Society*
Richard Kreis
*Sierra Club North Group,
Redwood Chapter*
Jessica Hall
Humboldt Baykeeper
Scott Greacen
At-Large
Dan Sealy
At-Large

Staff

Dan Ehresman
Executive Director
Morgan Corviday
ECONEWS Editor
Alanna Cottrell
Administrative Assistant
Brandon Drucker
Office Intern

May 31, 2013

City of Arcata
736 F Street
Arcata, CA 95521

Subject: Support for Arcata Non-Motorized Trail Project

Dear Mayor Britton:

On behalf of Green Wheels and the North Coast Environmental Center (NEC), I'd like to express our full support for the City's "Rail with Trail Connectivity Project." As a program of the NEC, Green Wheels actively works for a healthier community, economy and environment, advocating for balanced and sustainable transportation on the North Coast. This means transit as a viable alternative to driving for working families, land use planning to make sustainable transportation more cost- and time-effective, and bike and pedestrian infrastructure that everyone feels safe using – which would be realized through the completion of a Humboldt Bay Trail between Eureka and Arcata.

The Arcata Rail with Trail Connectivity Project is a unique opportunity to develop a regional trail along Humboldt Bay. When complete, the trail will serve as a key non-motorized means of commuter access and help reduce the level of risk associated with vehicular collision that cyclists and pedestrians currently face when traversing the corridor between Arcata and Eureka. On a personal note as a bicycle commuter, I can personally attest to the dangers of the corridor for bicyclists and motorists alike and, along with many of our supporters, I very much look forward to the day when the Humboldt Bay Trail is complete. The project illustrates a combination of meeting both local and regional non-motorized transportation needs and demonstrates a comprehensive design that is ready to implement.

The City of Arcata's request for federal assistance to help implement this project is a cause we wholeheartedly support. Please feel free to contact me with any questions regarding our interests in this project.

Sincerely,

Dan Ehresman
Executive Director



HUMBOLDT AREA FOUNDATION

363 Indianola Road, Bayside CA 95524 • Tel. 707-442-2993 • Fax 707-442-9072

May 30, 2013

The Honorable Ray LaHood, Secretary
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, D.C. 20590

Re: Arcata Rail-with-Trail Connectivity Project

Dear Secretary LaHood:

Please accept Humboldt Area Foundation's energetic **support for the TIGER grant application from the City of Arcata for the Arcata Rail-with-Trail Connectivity Project**. After many years of intensive planning and public process, and a great deal of state and local investment, **one of the most popular projects in Northwestern California** is poised to be realized with Federal funding assistance. The right time has come to ask for Federal support to achieve the priority goal of a connected multi-use commuter trail system through the population center of the region.

For the last two decades, the communities of the Humboldt Bay region have worked toward the goal of a connected regional multi-use trail system. **The City of Arcata has very diligently and responsively addressed complex issues of rail-with-trail planning, coastal zone impacts, US 101-trail interface and reduced significant associated costs for this Humboldt Bay Trail segment between Arcata and the Bracut Marsh.** Like other key regional multi-use trails in this area that have been completed one segment at a time, this important active transportation facility will leverage completion of the Arcata-Eureka segment of the Humboldt Bay Trail – which must be completed in segments for a number of reasons. Even as a standalone portion of a larger trail system, this segment of commuter trail will get bike commuters off of a popular section of US 101 with 65-mph traffic – and encourage many more to take up riding between neighboring cities of Arcata and Eureka. Once complete, this trail system will meet an enormous demand for non-motorized connectivity between the largest communities in a vast region north of Santa Rosa, east of Redding and south of Medford, Oregon. The Humboldt Bay Trail will inspire many more locals and visitors to bike commuting for work and pleasure. We are confident the trail will provide positive economic impacts by inspiring significant numbers of US 101 travelers and redwood coast visitors to explore the Humboldt Bay by bicycle.

Humboldt Area Foundation is also physically located between Arcata and Eureka. Like those in so many other local businesses and organizations, **HAF staff currently ride the US 101 corridor** and are eager for a safer and more encouraging bike commute on the Bay Trail.

We encourage the U.S. Department of Transportation to become a key partner in achieving implementation of an extremely popular public facility in high demand on California's redwood coast. Additionally -- thank you, Secretary, for your service to the nation's transportation systems and best wishes in your next endeavor.

Please contact me at the number above or patrickc@hafoundation.org if you have questions or need additional information.

Sincerely,

Patrick Cleary, Executive Director
Humboldt Area Foundation



Shane Brinton, Mayor
City of Arcata
736 F Street
Arcata, CA 95521

June 3, 2013

Honorable Mayor Brinton:

I am the staff person with the California State Coastal Conservancy working with the city's Environmental Services Department to develop a 4.5 mile stretch of non-motorized, Class I, ADA-accessible multi-use trail from the north end of Arcata south along Highway 101 to Bracut Industrial Park, approximately 3 miles south of Arcata. The trail will be constructed in two phases: Phase I from the north end of the city to highway 255, and Phase II from Highway 255 south to Bracut Industrial Park/Highway 101 intersection.

Completion of a bay-side trail between the cities of Arcata and Eureka is a very high priority for Conservancy staff, and completion of the trail to Bracut is a critical step to that success. As you know, the Conservancy awarded a grant of \$1,065,000 to the city to undertake the planning, environmental review and engineering designs for both phases of the trail; approximately \$900,000 of which was expended for the Phase II segment. I understand the city has secured funds to complete Phase I of the construction, and is seeking a grant of \$3.1 million from the Transportation Investment Generating Economic Recovery (TIGER) 2013 grant for Phase II construction.

This project meets the selection criteria for TIGER 2013 in several ways. It will provide safe commuting travel for all economic levels of the community, reduce vehicle miles traveled on existing roadways, reduce the need for new or expanded road facilities, reduce greenhouse gas emissions, increase local property values improve community health, and provide economic stimulus that is urgently needed in your rural county. Further, and additionally important for Conservancy goals, the project will provide a vast array of recreational opportunities for residents and tourist and expand opportunities to enjoy Humboldt Bay and its natural resources.

For the above reasons, Conservancy staff strongly supports and endorses your efforts to secure TIGER funds for this project. As stated, this project remains a very high priority in the northern region of the state. As such, Conservancy staff intends to seek Conservancy Board approval at a future meeting for additional grant funds to assist the city with Phase II construction.

Regards,


Su Corbaley
Project Manager, North Coast Region

1330 Broadway, 13th Floor
Oakland, California 94612-2512
510-286-1015 Fax: 510-286-0470



June 3, 2013

State Coastal Conservancy
1330 Broadway 13th Floor
Oakland CA 94612

Re: Support for City of Arcata's Rail with Trail Connectivity Project

Dear Board of Directors,

Humboldt Baykeeper works to safeguard our coastal resources for the health, enjoyment, and economic strength of the Humboldt Bay community, and is a member of the California Coastkeeper Alliance and the international Waterkeeper Alliance. We have a longstanding interest in protecting and expanding coastal access for all users, particularly the completion of California's Coastal Trail.

I am writing this letter on behalf of Humboldt Baykeeper in support of the City of Arcata's Rail with Trail Connectivity Project, provided that the final design complies with the California Coastal Act. Development of the Coastal Trail along Humboldt Bay between Arcata and Eureka has been a dream for many residents of the Humboldt Bay area for decades. Such a trail will provide safe coastal access for commuting, recreational, and touring cyclists along a designated section of the Pacific Coast Bike Trail, as well as hiking and nature study, and will provide access to a spectacular section of coastline – the shore of Humboldt Bay.

The Arcata Rail with Trail Connectivity Project will complete a portion of the Coastal Trail between Arcata and Eureka, the two largest population centers in Humboldt County. As such it is an important first step towards securing safe coastal access for commuters, families, and visitors along the only section of Highway 101 that follows the Humboldt Bay shoreline. It will encourage the appreciation of the coastal wetlands, sloughs, and mudflats and the stunning diversity of flora and fauna that are so abundant in these habitats.

We also support the project because it is a leap forward to connecting the nearly completed Eureka Waterfront Trail with the Hammond Trail in McKinleyville, connecting the major population centers and numerous coastal access points and recreation area, benefiting residents and visitors alike.

Sincerely,

Jennifer Kalt, Policy Director
Humboldt Baykeeper
217 E Street, Eureka, CA 95501
jkalt@humboldtbaykeeper.org
(707)268-8897

ARCATA CHAMBER OF COMMERCE

1635 Heindon Road Arcata, California 95521
707.822.3619 office www.arcatachamber.com

August 4, 2008

State Coastal Conservancy
1330 Broadway 13th Floor
Oakland, CA 94612

Re: Arcata Rail and Trail Connectivity Project

Dear Board of Directors:

The Arcata Chamber of Commerce is committed to supporting and promoting its local businesses and community. In addition to providing traditional chamber networking, the Arcata Chamber of Commerce also provides numerous services to assist our business leadership -- access to networking events, advertising opportunities, and important business issues.

The Arcata Chamber of Commerce also operates one of only 13 California Welcome Centers (CWC) throughout California, collaboratively serving over one million walk-in visitors a year. We pride ourselves on providing a high level of service to visitors, our community, and eco-tourism on the Redwood Coast; which is why the Arcata Chamber of Commerce supports the Arcata Rail and Trail Connectivity Project.

A significant portion of the City of Arcata's funding is derived from the tourism industry. Linking critical tourist destination points such as the local skate park, the Arcata Plaza and the Marsh and Wildlife Sanctuary will greatly increase the attraction of Arcata to travelers. The Arcata Rail with Trail Corridor project will provide critical transportation links both for local commuters as well as those accessing the California Coastal Trail.

The City of Arcata has a long commitment to active transportation systems and quality recreation experiences. The City's General Plan has a specific policy that directs the creation of a complete, interconnected bicycle and pedestrian circulation system; increasing the percentages of person trips via walking and bicycling, providing a system which serves commuter as well as recreational travel, and connecting with regional partners to support non-vehicular intercity travel.

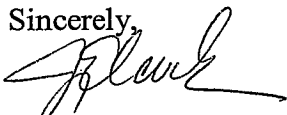
In addition, the City of Arcata has provided leadership in trail, safe routes to school, and non-motorized transportation planning and implementation in the region for over 20 years, and is currently providing staff resources to coordinate the Arcata Rail with Trail connectivity project.

Below are just a few of the important components that this project will bring to our community:

- Safe pedestrian / bike routes to local school, including Humboldt State University
- Accessible opportunities for physical activity
- Magnets for the travelers who visit the Northcoast seeking outdoor experiences
- Transportation equity -- access to goods, services using any mode of transport
- Healthy lifestyles
- Quality of life- Recreational enhancements
- Economic development
- Community vitality
- Community development: opportunity to change the paradigm before more build-outs occur
- Climate change/environmental effects

On behalf of the Board of Directors, and the Arcata Chamber of Commerce membership, we support this project, not only for our community, but for visitors alike. If we can be of further assistance, please do not hesitate in contacting us directly.

Sincerely,



Julie Vaissade-Elcock
President



Gene Joyce
First Vice-President



Brenda Bishop
Executive Director

ARCATA



CHAMBER OF COMMERCE

1635 Heindon Road Arcata, California 95521
707.822.3619 office www.arcatachamber.com

August 4, 2008

State Coastal Conservancy
1330 Broadway 13th Floor
Oakland, CA 94612

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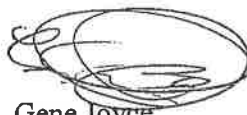
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Sincerely,



Julie Vaissade-Elcock
President



Gene Joyce
First Vice-President



Brenda Bishop
Executive Director



1385 8th Street, Suite 226
Arcata, CA 95521

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Board of Directors

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*Safe Alternatives for our
Forest Environment*
Bob Morris, Vice President
Trinity County Rep. At-Large
Jennifer Kalt, Secretary
California Native Plant Society
Chris Beresford, Treasurer
At-Large
C.J. Ralph
*Redwood Region
Audubon Society*
Richard Kreis
*Sierra Club North Group,
Redwood Chapter*
Jessica Hall
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Scott Greacen
At-Large
Dan Sealy
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ECONEWS Editor
Alanna Cottrell
Administrative Assistant
Brandon Drucker
Office Intern

May 31, 2013

City of Arcata
736 F Street
Arcata, CA 95521

Subject: Support for Arcata Non-Motorized Trail Project

Dear Mayor Britton:

On behalf of Green Wheels and the North Coast Environmental Center (NEC), I'd like to express our full support for the City's "Rail with Trail Connectivity Project." As a program of the NEC, Green Wheels actively works for a healthier community, economy and environment, advocating for balanced and sustainable transportation on the North Coast. This means transit as a viable alternative to driving for working families, land use planning to make sustainable transportation more cost- and time-effective, and bike and pedestrian infrastructure that everyone feels safe using – which would be realized through the completion of a Humboldt Bay Trail between Eureka and Arcata.

The Arcata Rail with Trail Connectivity Project is a unique opportunity to develop a regional trail along Humboldt Bay. When complete, the trail will serve as a key non-motorized means of commuter access and help reduce the level of risk associated with vehicular collision that cyclists and pedestrians currently face when traversing the corridor between Arcata and Eureka. On a personal note as a bicycle commuter, I can personally attest to the dangers of the corridor for bicyclists and motorists alike and, along with many of our supporters, I very much look forward to the day when the Humboldt Bay Trail is complete. The project illustrates a combination of meeting both local and regional non-motorized transportation needs and demonstrates a comprehensive design that is ready to implement.

The City of Arcata's request for federal assistance to help implement this project is a cause we wholeheartedly support. Please feel free to contact me with any questions regarding our interests in this project.

Sincerely,

Dan Ehresman
Executive Director



North State Super Region

1255 East Street, Suite 202, Redding, CA 96001
(530) 262-6190 nssr16@gmail.com
www.superregion.org
Marcella Clem, Chair

Jon Clark
Butte County Assn. of Governments

Scott Lanphier
Colusa County Transportation Comm.

Tamera Leighton
Del Norte Local Transportation Comm.

John Linhart
Glenn County Transportation Comm.

Marcella Clem
Humboldt County Association of Govt.

Lisa Davey-Bates
Lake Co City/Area Planning Comm.

Larry Millar
Lassen County Transportation Comm.

Phil Dow
Mendocino County Council of Governments

Debbie Pedersen
Modoc County Transportation Comm.

Daniel Landon
Nevada County Transportation Comm.

Robert Perreault
Plumas County Transportation Comm.

Daniel S. Little
Shasta Regional Transportation Agency/MPO

Tim Beals
Sierra County Transportation Comm.

Melissa Cummins
Siskiyou County Local Trans. Comm.

Gary Antone
Tehama County Transportation Comm.

Richard Tippet
Trinity County Transportation Comm.

April 21, 2014

The Honorable Anthony Foxx
Secretary, U.S. Department of Transportation
1200 New Jersey Ave., SE
Washington, DC 20590

Re: 2014 TIGER City of Arcata Bay Trail North Project

Dear Secretary Foxx,

I am writing on behalf of the North State Super Region (NSSR), a partnership representing the sixteen northern California Regional Transportation Planning Agencies. We represent 26% of California's total land area that contains 37% of California's State and federal roads. The primary focus of the NSSR is to support economic development, access, and efficient goods movement through strategic transportation network investments.

The City of Arcata's Bay Trail North Project is a high priority regional trail project that will link two of the top five populated cities in the NSSR. Implementation of the project will provide a complete and most importantly safe transportation system, which is essential in times of disaster and economic stress. This highway corridor is also a key gap in the California Coastal Trail system. The City of Arcata has worked in partnership with local, regional, State and federal agencies to advance this project to the construction phase. The final lease agreement with the North Coast Railroad Authority is further evidence of the regional importance and significance of this project.

We urge the Department of Transportation to recognize the collaborative efforts of the NSSR in your selection process.

Sincerely,

A handwritten signature in blue ink, appearing to read "Marcella Clem", is written over a horizontal line.

Marcella Clem, Chair
North State Super Region

cc: Karen Diemer, City of Arcata

COMMISSIONERS

1st Division
Aaron Newman
2nd Division
Greg Dale
3rd Division
Mike Wilson
4th Division
Richard Marks
5th Division
Patrick Higgins

**HUMBOLDT BAY
HARBOR, RECREATION, AND CONSERVATION
DISTRICT**

(707) 443-0801
P.O. Box 1030
Eureka, California 95502-1030



May 28, 2013

City of Arcata
517 5th Street
Arcata, CA 95521

Dear Mr. Shane Britton:

Development of recreation opportunities around Humboldt Bay are an important function of the Humboldt Bay Harbor, Recreation and Conservation District. Our staff works with various entities on the planning and improvement of various land and water trails situated throughout the District's territory.

On January 13 2013 our board approved Resolution No. 2013-03, Resolution Establishing Federal And State Legislative Priorities for the Humboldt Bay Harbor, Recreation and Conservation District During the 2013 Legislative Session. One of the priorities of the resolution was to "Support establishment of bay-side and Redwood Coast trail planning and construction."

The District would like to convey its full support for the City's application to fund construction of a non-motorized trail along Hwy 101 and Humboldt Bay, from Arcata to the Bracut intersection. The planning of this project was a collaborative effort between local stakeholders to develop a trail design that will serve as a right of way for both non-motorized commuters and recreational enthusiasts traversing between the two largest cities encompassing Humboldt Bay, Arcata and Eureka while still preserving important rail assets.

With this understanding, the District supports Arcata's request for a trail development grant to subsidize the project. If you have any questions about our organization or its interests in this project, please feel free to contact me at (707) 443-0801.

Sincerely,

Jack Crider
Chief Executive Officer
Humboldt Bay Harbor, Recreation, and Conservation District