



Sustainable Transportation Planning Grant Program GRANT APPLICATION SIGNATURE PAGE

If selected for funding, the information contained in this application will become the foundation of the contract with Caltrans.

To the best of my knowledge, all information contained in this application is true and correct. If awarded a grant with Caltrans, I agree that I will adhere to the program guidelines.

Applicant			
Authorized Official (Applicant)			
Print Full Name	Debbie Egger		
Title	Interim Executive Director, HCAOG		
Signature		Date	1/21/2025
Sub Applicant(s)*			
Authorized Official (Sub-Applicant)			
Print Full Name	Val Martinez		
Title	Executive Director, RCAA		
Signature		Date	1/22/25
Authorized Official (Sub-Applicant)			
Print Full Name			
Title			
Signature		Date	
Authorized Official (Sub-Applicant)			
Print Full Name			
Title			
Signature		Date	

*Use additional pages if necessary.



Sustainable Transportation Planning Grant Program

SUSTAINABLE COMMUNITIES - GRANT APPLICATION

NARRATIVE

PART H. APPLICATION NARRATIVE

FY 2025-26

Project Information

Organization (Legal name)	
Project Title	
Project Area Boundaries	
Project Timeframe (Start and End Dates)	

Do not alter application format and font size 10

Application Narrative

1. Project Description (10 points) - Do not exceed the space provided (5 sentences maximum)

Briefly summarize project in a clear and concise manner, including why the project is necessary, major deliverables, parties involved, and any connections to relevant local, regional, and/or State planning efforts.



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NARRATIVE

2A. Project Justification (15 points) - Do not exceed the space provided

- Describe the problems or deficiencies the project is attempting to address, as well as how the project will address the identified problems or deficiencies
- Describe the ramifications and impact of not funding this project
- Clearly define the existing issues surrounding the project (e.g., transportation issues, inadequate transit services, impacts of heavy trucking on local streets, air pollution, etc.)
- Competitive applications support the need for the project with empirical data
- Describe how this project addresses issues raised
- Define the public benefit
- Explain how the public was involved with identifying issues



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SUSTAINABLE COMMUNITIES - GRANT APPLICATION
NARRATIVE

2A. Project Justification (continued)



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NARRATIVE

2B. Under-Resourced Communities Justification (5 points) - Do not exceed the space provided

- Explain how the project area or portions of the project area are defined as an under-resourced community, including Native American Tribal Governments and rural communities
- Explain how the proposed project addresses the needs of the under-resourced community
- Describe how under-resourced communities will benefit from the proposed planning project
- Cite data sources, the Grant Application Guide Appendix A tools used to define under-resourced communities, and include a comparison to the statewide thresholds that are established in each tool

2C. Under-Resourced Communities Engagement (5 points) - Do not exceed the space provided

- See Grant Application Guide, Appendix A, for community engagement best practices
- Describe how the proposed effort would engage under-resourced communities, including Native American Tribal Governments and rural communities. Include specific outreach methods for involving under-resourced communities
- Describe how under-resourced communities will continue to be engaged during the next phases after the proposed planning project is complete, including project implementation.



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3. Grant Specific Objectives (Total 35 points)

Integrate the following Grant Program Considerations (Grant Application Guide, Chapter 1.2) in the responses for 3A-G below, as applicable:

- Caltrans Strategic Plan
- California Transportation Plan (CTP)
- Modal Plans that Support the CTP
- Strategic Highway Safety Plan
- Title VI and Environmental Justice
- Climate Action Plan for Transportation Infrastructure
- California Adaptation Strategy
- Master Plan for Aging

3A. Grant Specific Objectives (5 points) - Do not exceed the space provided

- Explain how the proposal encourages local and regional multimodal transportation, housing and land use planning that furthers the region's RTP SCS (where applicable)
- Demonstrate how the proposed effort would coordinate transportation, housing, and land use planning components of the project to inform one another (i.e., regular coordination meetings between responsible entities, joint community meetings, letters of commitment from all relevant implementing agencies, etc.)
- Explain how the proposed effort would contribute to shifts in land use towards more sustainable and equitable communities, such as more affordable housing near transit or more compact regional development patterns (Reference Grant Application Guide, Chapter 2.2, for example project types)



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3B. Grant Specific Objectives (5 points) - Do not exceed the space provided

- Explain how the proposal contributes to the State's GHG reduction targets and advances transportation related GHG emission reduction project types/strategies (i.e., mode shift, demand management, travel cost, operational efficiency, accessibility, and coordination with future employment and residential land use, etc.)

3C. Grant Specific Objectives (5 points) - Do not exceed the space provided

- Explain how the proposal supports other State goals, including but not limited to:
 - State Planning Priorities (Government Code Section 65041.1)
 - Climate Adaptation Goals (State Adaptation Strategy)
 - Goals and Best Practices cited in the 2024 RTP Guidelines, Appendices E and G



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3D. Grant Specific Objectives (5 points) - Do not exceed the space provided

- Explain how the proposal encourages stakeholder involvement
- List the stakeholders involved in the planning effort (e.g., first responders, community-based organizations, local housing and public health departments, transit agencies, and partners including State, federal, local agencies)
- Explain how stakeholders will be involved throughout the project

3E. Grant Specific Objectives (5 points) - Do not exceed the space provided

- Explain how the proposal involves active community engagement
- Describe the specific public outreach methods/events that will be employed throughout the project
- Explain how public input will inform the project
- Describe how the effort will survey the public at the end of each outreach event to gauge effectiveness of these activities for the planning effort



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3F. Grant Specific Objectives (5 points) - Do not exceed the space provided

- Explain how the proposal assists in achieving the Caltrans Mission and Grant Program Objectives (Grant Application Guide, Chapter 1.2): Safety, Sustainability, Preservation, Accessibility, Innovation, Economy, Health, and Social Equity, as applicable

3G. Grant Specific Objectives (5 points) - Do not exceed the space provided

- Explain how the proposal ultimately results in funded and programmed multimodal transportation system improvements
- Discuss next steps for project implementation, including timing for programming improvements that would result from the planning effort



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4. Project Management (Total 30 points)

See Scope of Work and Cost and Schedule samples and checklists for requirements (Grant Application Guide, Appendix B), also available on the Caltrans grants website:
<https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/regional-and-community-planning/sustainable-transportation-planning-grants>

4A. Scope of Work (15 points)

4B. Cost and Schedule (15 points)

Scope of Work Checklist

The Scope of Work (SOW) is the official description of the work that is to be completed during the contract. Tasks 1-6 outlined in the SOW are for illustrative purposes only.

Applications with missing components will be at a competitive disadvantage. Please use this checklist to make sure your Scope of Work is complete.

Scope of Work Checklist	
(✓)	Ensure these items are completed prior to submitting to Caltrans
✓	Use the Fiscal Year 2025-26 template provided
✓	Include the activities discussed in the grant application
✓	List all tasks using the same title as stated in the Project Cost and Schedule
✓	Include task numbers in accurate and proper sequencing, consistent with the Cost and Schedule
✓	Exclude sub-task numbers; only include sub-headings
✓	Exclude tasks for project management and/or staff/consultant coordination; these activities should be spread among relevant tasks
✓	Include a thorough Introduction to describe relevant background, related planning efforts, the project and project area demographics, including a description of the under-resourced community involved with the project, if applicable
✓	Include a thorough and accurate narrative description of each task
✓	Task 01 is a required task. It must be titled “Project Administration”, it cannot exceed 5% of the grant award amount, and only the grantee and sub-recipient(s) can charge against this Task. This Task must only include the following activities and deliverables: <ul style="list-style-type: none">Caltrans and grantee Project kick-off meeting at the start of the grantInvoicing and quarterly reporting to CaltransDBE Reporting (federal grants only)
✓	Include Task 02 for the procurement of a consultant (if needed). This task is for the grantee and sub-applicant(s) only.
✓	Include detailed public participation and services to diverse communities in the Public Outreach Task (excluding technical projects)
✓	Identify public outreach strategies in a manner that provides flexibility and allows for a diverse range of outreach methods (both in-person and virtual), excluding technical projects
✓	Include a Task(s) for a Draft and Final product. The draft plan must include an opportunity for the public to provide feedback (excluding technical projects).
✓	Include a summary of next steps your agency will take towards implementing the project in the Final Product
✓	List achievable project deliverables for each Task
✓	EXCLUDE environmental, complex design, engineering work, and other ineligible activities outlined in the Grant Application Guide

SCOPE OF WORK

Project Information	
Grant Category	Sustainable Communities Competitive
Grant Fiscal Year	FY 2025-26
Project Title	Loleta Safe Routes to School and Connectivity to Tribal Lands
Organization (Legal name)	Humboldt County Association of Governments

Disclaimer

Humboldt County Association of Governments and its sub-applicant Redwood Community Action Agency commit to the Scope of Work below. Any changes will need to be approved by Caltrans prior to initiating any Scope of Work change or amendment.

Introduction

To address the significant challenges to safe, sustainable, and active transportation in the greater community of Loleta-- which includes two Native American Tribes and Loleta Elementary School-- Humboldt County Association of Governments (HCAOG) will partner with the nonprofit Redwood Community Action Agency (RCAA), the Wiyot Tribe, the Bear River Band of the Rohnerville Rancheria, Humboldt County Public Works, Caltrans, and the diverse community members of Loleta to develop 30% design plans that focus on multimodal transportation safety improvements from Loleta Elementary School to Loleta's Main Street, as well as produce two Tribally-informed multimodal needs assessments and concept plans focused on enhancing transportation safety between both Bear River Rancheria and the Wiyot Tribe's Table Bluff Reservation, and Loleta Elementary/Main Street.

This project will address pedestrian and roadway safety challenges created by the proximity of US Highway 101 to Loleta Elementary School, where vehicle speeds from highway offramps create unsafe conditions directly in front of the school. While Loleta Elementary School is ranked among the highest priorities for needed safety improvements among rural schools in HCAOG's "Safe Routes to School Prioritization Tool," no supportive plans have yet been developed for Loleta. There are currently no safe walking or biking paths connecting neighborhoods to Loleta Elementary School, and the few sidewalks that exist are narrow and in disrepair; intersections lack crosswalk markings and curb extensions; and speeds from US Highway 101 into Loleta create unsafe conditions. Enhancing safety, sustainability, and walkability can transform this community as it works on expanding school enrollment, developing a thriving business district, connecting the community with the Wiyot Tribe and the Bear River Rancheria in a safe and sustainable transportation network, and positioning Loleta to be a safe, healthy, and economically vibrant community along the future Great Redwood Trail.

Loleta is a rural, unincorporated town located between the Table Bluff Reservation, home of the Wiyot Tribe, and the lands of the Bear River Band of the Rohnerville Rancheria in Humboldt County. In 2024, Loleta's population was 532, a decline of 11% since the most recent census. Loleta Union Elementary School serves 103 students (42.7% Native American, 36.9% Hispanic, and 10.7% White) from all three communities; 93.2% qualify for free or reduced-priced meals. In 2024, the population of the Bear River Band of the Rohnerville Rancheria was over 608 enrolled Tribal members; and the population of the Wiyot Tribe was approximately 600 enrolled Tribal members. Both Tribal Governments will collaborate as partners in this project, providing community knowledge to develop safe, sustainable, equitable transportation options that serve their communities.

Loleta Elementary is on Loleta Drive/State Hwy 345, the primary entrance into town from US Highway 101. This means many drivers are traveling at speeds unsafe for anyone trying to use the crosswalk directly in front of the school. Consequently, most parents choose to send their children to school by bus or drive them themselves. This adds congestion to a busy school zone intersection, which also connects directly to the highway. The street design is car-centric and deters students and residents from walking or biking to school, shops, and Main Street, and the town's sole transit stop, which is only 0.3 miles from the school.

Students coming from the Bear River Rancheria must use the US Highway 101 overpass, which lacks pedestrian and bicyclist access and has no shoulder. Because of this problematic access, some students climb over a fence from the Rancheria (Singley Hill Rd) and sprint across US Highway 101 to get to school. Students who reside at the Table Bluff Reservation are 4.5 miles from Loleta Elementary, and their only path to school is along narrow, 2-lane rural roads with no shoulders, with cars traveling up to 55 mph. Native American students make up more than 42% of Loleta Elementary's enrollment and would benefit from a Tribally-informed needs assessment, as would Tribal citizens of all ages residing on Tribal lands who regularly travel to Loleta. From the Rancheria or the Reservation, Loleta is the closest town with schools, businesses, parks, trails, family resource centers, and public community events.

Over the last decade, the project area experienced 15 traffic crashes, with two reported as injuring pedestrians (TIMS data). A great deal of anecdotal evidence supports the need for traffic calming measures. The project's engagement will include training school employees and community members to use Street Story; engaging the community in fact-finding creates authentic opportunities for community input.

Strong community input has shaped this proposal, building on momentum from Loleta's CA Walks Community Pedestrian & Bicycle Safety Training. This proposal was refined with community meetings beginning with the Humboldt County Safe Routes to School (SRTS) Task Force in the fall of 2023, and two walk-audit field trips in 2024. Stakeholders, including Loleta Elementary School staff, students, parents, business owners, Loleta Chamber of Commerce, Tribal citizens, and members of the community at-large, have identified critical active transportation barriers along Main Street, connecting to and directly in front of Loleta Elementary, connecting to the planned Great Redwood Trail corridor, and connecting to nearby Tribal lands.

This project will provide the community stakeholders, including the County and Caltrans, with the means to assess existing conditions and design alternatives, identify temporary demonstration pop-ups to try out, and facilitate further community discussions on priorities, needs, and assets, as well as partnership opportunities for adopting and implementing active transportation plans that enhance safety for students, Tribal citizens, and all community members.

HCAOG, RCAA, and the County will continue community-based, community-driven planning by engaging community members, the Wiyot Tribe, and the Bear River Rancheria as partners in fact-finding and priority-setting. The project will be guided by an advisory committee including, but not limited to, Tribal members, parents, students, school staff, business owners, Loleta Chamber members, as well as staff from Caltrans, Humboldt County, and the Great Redwood Trail Agency. The project will initially pursue engagement foremost via existing community gatherings that have been identified by stakeholders, including Loleta's Harvest Festival, Wiyot Days, and Indian Days. The advisory committee and wider community will identify and inform additional engagement strategies, including directed Tribal engagement. The project team will also engage Tribal leaders to ensure culturally appropriate outreach to Tribal citizens, Tribal Councils, and other Tribal planning bodies. The information gathered through these means will be shared with the advisory committee to form the backbone of the multimodal transportation plan and assessments, with an engineering firm contracted to produce draft plans. Draft plans will be shared with all stakeholders, participants, and the public at large for input, feedback, and refinement before 30% plans are finalized as project deliverables. The assessments will be shared with the respective Tribes for refinement before they are finalized as project deliverables.

Final plans and assessments will be shared by multiple means, including online and at final community and Tribal events shaped by stakeholders.

The public benefit from this planning project will include the strengthening of relationships between community members, Loleta School, Loleta Chamber, Humboldt County, the Wiyot Tribe, Bear River Rancheria, the SRTS Task Force, and Caltrans, with a common goal and outcome of producing 30% design plans and Tribal transportation needs assessments. The public benefit of the ultimate implementation of these plans will be a community that is safer, healthier, more equitable, more sustainable, more walkable, economically revitalized, with a higher quality of life for community members of all ages, from schoolchildren to older adults, and with enhanced connections between the Wiyot Tribe, the Bear River Rancheria, the community of Loleta, and the Great Redwood Trail.

There is strong community momentum now because of engaged and energized local champions at Loleta School, Loleta Chamber, Wiyot Tribe, and Bear River Rancheria, and the project will build on this strong community support.

Project Stakeholders

Loleta stakeholders have been key in developing this project proposal and will be central in the project: deciding project priorities; informing the manner and means of engaging the community; composing the advisory committee; guiding plan development; reviewing draft plans and providing feedback to refine plans; sharing the deliverable plans with the community; and during implementation steps after project completion. The Bear River Rancheria and Wiyot Tribe are keystone project partners that rise above the normal level of stakeholder, and the Tribes will be consulted directly for guidance on culturally appropriate ways of engaging with Tribal citizens, governments, and planning bodies. Stakeholders include Loleta Union School District, Loleta Chamber of Commerce, Loleta business owners, Loleta Community Services District, Loleta Family Center, County of Humboldt Public Health and Public Works, Great Redwood Trail Agency, Loleta Community Church, students and parents of Loleta Elementary School, older residents who walk daily, elected Humboldt County Supervisors, the Humboldt County Safe Routes to School Task Force, and Caltrans District 1.

A consultant will work on this project to produce draft and final 30% design plans, based on stakeholder and Tribal input, that focus on multimodal transportation safety improvements from Loleta Elementary School to Loleta's Main Street. The consultant will also produce two Tribally-informed multimodal needs assessments and concept plans focused on enhancing transportation safety between the Bear River Rancheria and Loleta Elementary/Main Street, and between the Wiyot Tribe's Table Bluff Reservation and Loleta Elementary/Main Street. HCAOG and its sub-applicant RCAA will procure this consultant, consistent with state and federal requirements, Local Assistance Procedures Manual for procuring non-Architectural and Engineering consultants, the Grant Application Guide, Regional Planning Handbook, and the executed grant contract between Caltrans and the grantee.

Overall Project Objectives

The project's objectives include:

- Engaging the Wiyot Tribe and the Bear River Band of the Rohnerville Rancheria to inform multimodal needs assessments between Tribal lands and Loleta.
- Engaging the diverse community of Loleta and its stakeholders to inform plans for multimodal safety improvements within Loleta, including safe routes to Loleta Elementary School.
- Producing draft and final 30% design plans, ready for implementation, that focus on multimodal transportation safety improvements from Loleta Elementary School to Loleta's Main Street.

- Producing a Tribally-informed multimodal needs assessment and concept plan focused on enhancing transportation safety between the Bear River Rancheria and Loleta Elementary/Main Street.
- Producing a Tribally-informed multimodal needs assessment and concept plan focused on enhancing transportation safety between the Wiyot Tribe's Table Bluff Reservation and Loleta Elementary/Main Street.
- Positioning all multimodal safety improvements for implementation, in cooperation with the Loleta community, associated Tribes, and all stakeholders.

Summary of Project Tasks

Task 01: Project Administration

This is an Administrative Task that shall only be charged against by the Grantee for the Administration of this grant project. Budget for this task cannot exceed 5% of the grant award amount.

HCAOG and its sub-applicant RCAA will manage and administer the grant project according to the Grant Application Guidelines, Regional Planning Handbook, and the executed grant contract between Caltrans and the grantee.

HCAOG and RCAA will convene a kick-off meeting with Caltrans staff to review project timeline and objectives, and to invite Caltrans to be an active partner in the project. RCAA will take meeting notes and share with HCAOG and Caltrans.

HCAOG and RCAA will collaborate to provide timely and accurate progress reports and invoices on a quarterly basis throughout the grant period, as well as a final report and invoice upon project completion.

Task Deliverables
Kick-off meeting with Caltrans - Meeting Notes, quarterly invoices and progress reports.

Task 02: Consultant Procurement

HCAOG and its sub-applicant RCAA will procure a consultant, consistent with state and federal requirements, Local Assistance Procedures Manual for procuring non-Architectural and Engineering consultants, the Grant Application Guide, Regional Planning Handbook, and the executed grant contract between Caltrans and the grantee.

HCAOG and RCAA will generate a Request for Proposal/Qualifications (RFP), advertise the RFP, select consultant from pool of submitted RFPs, write and establish a contract with the consultant, and convene a kick-off meeting with the consultant. HCAOG and RCAA will amend the contract with the consultant if needed during project performance period.

Task Deliverables
Copy of HCAOG's current procurement procedures, copy of the Request for Proposal/Qualifications, copy of the contract between consultant and grantee, copies of all amendments to the consultant contract, meeting notes from project kick-off with consultant.

Task 1: Existing Conditions

HCAOG and RCAA will work with community partners and stakeholders to map the project area's bicycle and pedestrian facilities, intersections, crosswalks, and sidewalks, and to document the current condition of these facilities. Conditions to be compiled also include existing (and any planned) transportation facilities in relation to current land use patterns and applicable General Plan Land Use and Zoning policies and measures, including presence, proximity, and connectivity of key destinations, such as housing, schools, parks, jobs, health services, healthy food, commercial spots, tourist draws, and other important activity centers. The existing conditions inventory will also include a description of all existing programs to support multimodal transportation.

RCAA will review recent SafeTREC reports of relevant collision data and level of traffic stress data, as well as any local community reports, and compile safety data. RCAA will also gather transportation equity data from Loleta and the adjacent Bear River Rancheria and the Wiyot Tribe's Table Bluff Reservation, including availability of public transportation and transportation options.

HCAOG and RCAA will produce a Summary of Existing Conditions map and report for the project, and will share drafts with the greater Loleta community of stakeholders so that they can review and provide feedback. This will involve general public review, presenting at public meetings of the HCAOG Technical Advisory Committee (TAC) and Social Services Transportation Advisory Council (SSTAC).

Task Deliverables

Administrative draft, public review draft, and final draft Summary of Existing Conditions map and report.

Task 2: Analysis

HCAOG and RCAA will conduct an analysis of the existing conditions information collected in Task 1 to identify safety challenges, areas of facility deterioration and potential repair or upgrade, and potential improvements in transportation equity. The existing (and planned) transportation facilities will be studied in relation to the current land use patterns and applicable adopted policies. This context will inform the stakeholders to consider existing and potential land use patterns, to discuss and evaluate where good connections exist and where gaps and opportunities are highest for connecting and/or increasing housing, jobs, or other destinations. Discussions may identify if current Land Use planning policy for the project area needs to be revised in order to more effectively support and encourage active transportation modes or investments, such as mixed-use and compact development. HCAOG and RCAA will produce a Summary of Analysis report for the project, and will share drafts with the greater Loleta community of stakeholders so that they can review and provide feedback. This will involve general public review, presenting at public meetings of the HCAOG TAC and SSTAC.

Task Deliverables

Administrative draft, public review draft, and final draft Summary of Analysis report.

Task 3: Community and Tribal Outreach and Engagement

RCAA will create a project webpage, including an online survey to gather information, with embedded links for social media project pages (Instagram and Facebook).

RCAA will host at least six community workshops, during which participants will be asked to provide direct input to the Loleta Safe Routes and Connectivity to Tribal Lands Plan. At these workshops, maps of the area will be made available for stakeholders to make road improvement suggestions directly. Workshops will be in areas easily accessible to residents, such as the Loleta Community Resource Center or the Loleta Community Church, with virtual meeting options. Meetings will take place outside work hours, in the evening. To accommodate parents, kid activity areas, such as coloring tables, will be provided. To encourage participation, each workshop will provide light snacks. Spanish translation will be provided, and information exchange will be ADA-accessible.

RCAA will work with Tribal leaders at the Bear River Rancheria and the Wiyot Tribe to ensure culturally appropriate outreach in their communities. In addition to offering workshops and meetings held at Table Bluff Reservation and Bear River Rancheria, RCAA will offer to present project plans and updates at Tribal Council meetings as appropriate, and at Tribal planning organizations that already meet regularly. The North Coast Tribal Transportation Commission meets monthly, and its mission of safety advocacy and collaboration aligns with the goals of this project.

HCAOG and RCAA will develop a survey, and will make it available online and on paper, in both English and Spanish. The survey will encourage community members and project partners to provide recommendations for road connectivity and safe routes improvement ideas. The survey will be distributed with a QR code on flyers, social media, project websites, and at all outreach events.

The project team will generate a community partner email list from sign ins at outreach events, for all those interested in staying up to date on the plans progress. Those on the list will receive summaries of input gathered at outreach events, project updates, and plan changes.

RCAA will hold at least two community walks to generate ideas and solicit input. Thereafter, RCAA will hold at least two pop-up events to demonstrate proposed ideas and generate further feedback. Pop-ups will occur during existing community-sponsored events, such as the Loleta Community Celebration Open House and the Harvest Festival. RCAA will also attend at least two Tribal-sponsored events such as Wiyot Days (Table Bluff Rancheria) and Indian Days (Bear River Rancheria) to connect to the community, develop relationships, and encourage engagement.

Each outreach event will include a written or oral survey at the end to gauge the effectiveness of these activities for the planning effort and shape ongoing outreach. All outreach events will be promoted with flyers put up around town to frequently-visited community spaces. RCAA's project website will host a project map where visitors can add comments, a link to the survey, and a calendar of all outreach opportunities. RCAA will post regular updates and project milestones on the dedicated website and on social media, as well as via press releases to local radio stations and publications. RCAA will provide all promotional material in English and Spanish and ensure that it is ADA-accessible.

RCAA staff will meet individually and in small groups to brief community and Tribal members on the project, and to gain their insight and ideas. These meetings could include Tribal Council members, Chamber of Commerce meetings, business owners, and adjacent landowners. One-on-one and small group meetings can help the project team adapt and modify our outreach approach as we proceed, with input from thought leaders in the community.

RCAA staff will monitor students as they arrive at Loleta Elementary School to observe current behaviors and inform the design and placement of a pop-up an event. They will then visit classrooms at Loleta Union Elementary School, during school hours, at least once to survey students on their walking/ biking experiences.

RCAA will send out all updates, meeting notes, event information, project milestones, and feedback summaries to the project partner email list. RCAA will continuously add interested parties to the e-list. All relevant information will be regularly posted to the website and announced via social media. Postcard updates will be distributed to the Loleta, Table Bluff Reservation, and Bear River Rancheria communities to ensure that community members who are not online have access to updates.

RCAA will facilitate quarterly Humboldt County Safe Routes to School (SRTS) Task Force meetings during the project period. Each SRTS Task Force meeting agenda will include a Loleta Safe Routes and Connectivity to Tribal Lands project update, to keep Task Force attendees informed and engaged, and hear their comments, suggestions, or concerns. The Humboldt County SRTS Task Force is attended by transportation agencies, advocacy groups, school administrators, county officials, and concerned citizens committed to improving walking and biking conditions for students in Humboldt County.

Once a draft plan is complete, RCAA will host two workshops to present the proposal and will receive feedback from residents, stakeholders, and community members. Information about how the draft plan was created, including outreach and survey results and methods, will be presented at the workshops.

Task Deliverables

Project web page and social media pages, project announcements via website and social media, PowerPoint presentations, flyers, sign-in sheets for community events, community surveys, conceptual drawings and maps, bilingual services, receipts for light snacks, Safe Routes to School meeting agendas and notes.

Task 4: Advisory Committee Meetings

RCAA will recruit, assemble, and convene a group of approximately seven advisors who will meet quarterly to provide guidance, feedback, community connections, local knowledge, expertise, and strategic support to the project. Advisory Committee members will include Tribal members, families who attend school, business owners, Loleta Chamber of Commerce members, school staff, and technical advisors—including Caltrans, Humboldt County Public Works, and Great Redwood Trail staff members.

The Advisory Committee will help inform and shape the ongoing community outreach and engagement work in Task 3, and will provide feedback to shape the draft and final plan in Task 5. The Advisory Committee will review all community feedback gathered and work together with RCAA and the contractor to incorporate suggestions into the draft and final plans.

Task Deliverables

Advisory Committee agendas, meeting notes, list of attendees, list of action items, and completed tasks as self-assigned.

Task 5: Draft and Final Plan

HCAOG and RCAA will work with the contractor to create maps of 10% designs of the proposed pedestrian and bicycle facilities between the Loleta Great Redwood Trail gateway, Loleta Elementary School, and Loleta Main Street, based on community and stakeholder input, including the Advisory Committee's guidance. The designs will be accompanied by proposed bicycle and pedestrian encouragement programs, with estimates of travel mode shift to result from initially identified improvements.

Based on community feedback to initial 10% designs gathered during the community outreach and engagement in Task 3, HCAOG and RCAA will work with the contractor to produce draft 30% designs for Advisory Committee review and community input. Based on community, stakeholder, Advisory Committee, and Tribal input, HCAOG, RCAA, and the contractor will refine 30% designs and finalize.

Guided by Tribal input, expertise, and priorities, RCAA and HCAOG will work to develop two multimodal needs assessments and concept plans focused on enhancing transportation safety between the Bear River Rancheria and Loleta Elementary/Main Street, and between the Wiyot Tribe's Table Bluff Reservation and Loleta Elementary/Main Street.

The project team will work with partners and technical advisors to finalize cost estimates, create a list of potential funding sources, develop a method of prioritizing projects, and draft a proposed timeline for implementation. Final 30% designs will be accompanied by written plan, including a summary of next steps towards implementation, which will be shared with Caltrans, the community, and all stakeholders, and posted on the project website. The final plan will include community input, credit Caltrans and all project funders, and will be prepared in an ADA-accessible format.

Task Deliverables

10% Draft Plan and maps, 30% Draft Plan, two multimodal needs assessments and concept plans for enhancing safety between Tribal lands and Loleta, list of comments during public review, Final Plan that includes a summary of next steps towards implementation and credits FHWA, FTA, and/or Caltrans on the cover or title page, submitted to Caltrans in an ADA-accessible electronic copy.

Task 6: Board Review/Approval

RCAA and HCAOG staff will present the draft and final plans to the public and HCAOG committees (TAC, SSTAC, PAC), and then the HCAOG board. Project partners will present the plan to the Humboldt County Board of Supervisors for a resolution of support. The Humboldt County Public Works Department will have discretion to use the reports and plans to prioritize the project for next steps, including prioritizing for different funding programs through HCAOG and other local, state, or federal funding.

Task Deliverables

HCAOG Board Agenda and Humboldt County Board of Supervisors Agenda, presentation materials, meeting minutes with board approval/resolution of support.

California Department of Transportation
Sustainable Transportation Planning Grant Program
COST AND SCHEDULE

Grant Category	Sustainable Communities Competitive																					
Grant Fiscal Year	FY 2025-26																					
Project Title	Loleta Safe Routes to School and Connectivity to Tribal Lands																					
Organization (Legal name)	Humboldt County Association of Governments																					
Disclaimers	Agency commits to the Cost and Schedule below. Any changes will need to be approved by Caltrans prior to initiating any Cost and Schedule change or amendment. Use only whole dollars in the financial information fields. No rounding up or down and no cents. Use the Local Match Calculator to ensure that grant and local match amounts are correct: Local Match Calculator (posted on-line)																					
Reimbursements/ Invoicing	Does your agency plan to request reimbursement for indirect costs? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If yes, what is the estimated indirect cost rate? _____ Does your agency plan to use the Tapered Match approach for invoicing purposes? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No																					
Task #	Task Title	Grant Amount*	Estimated Local Cash Match*	Estimated Local In-Kind Match*	Estimated Total Project Cost*	FY 2025/26			FY 2026/27			FY 2027/28										
						J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N

California Department of Transportation
Sustainable Transportation Planning Grant Program
THIRD-PARTY IN-KIND VALUATION PLAN

Grant Category: Sustainable Communities Competitive

Grant Fiscal Year: 2025-26

Project Title: Loleta Safe Routes to School and Connectivity to Tribal Lands

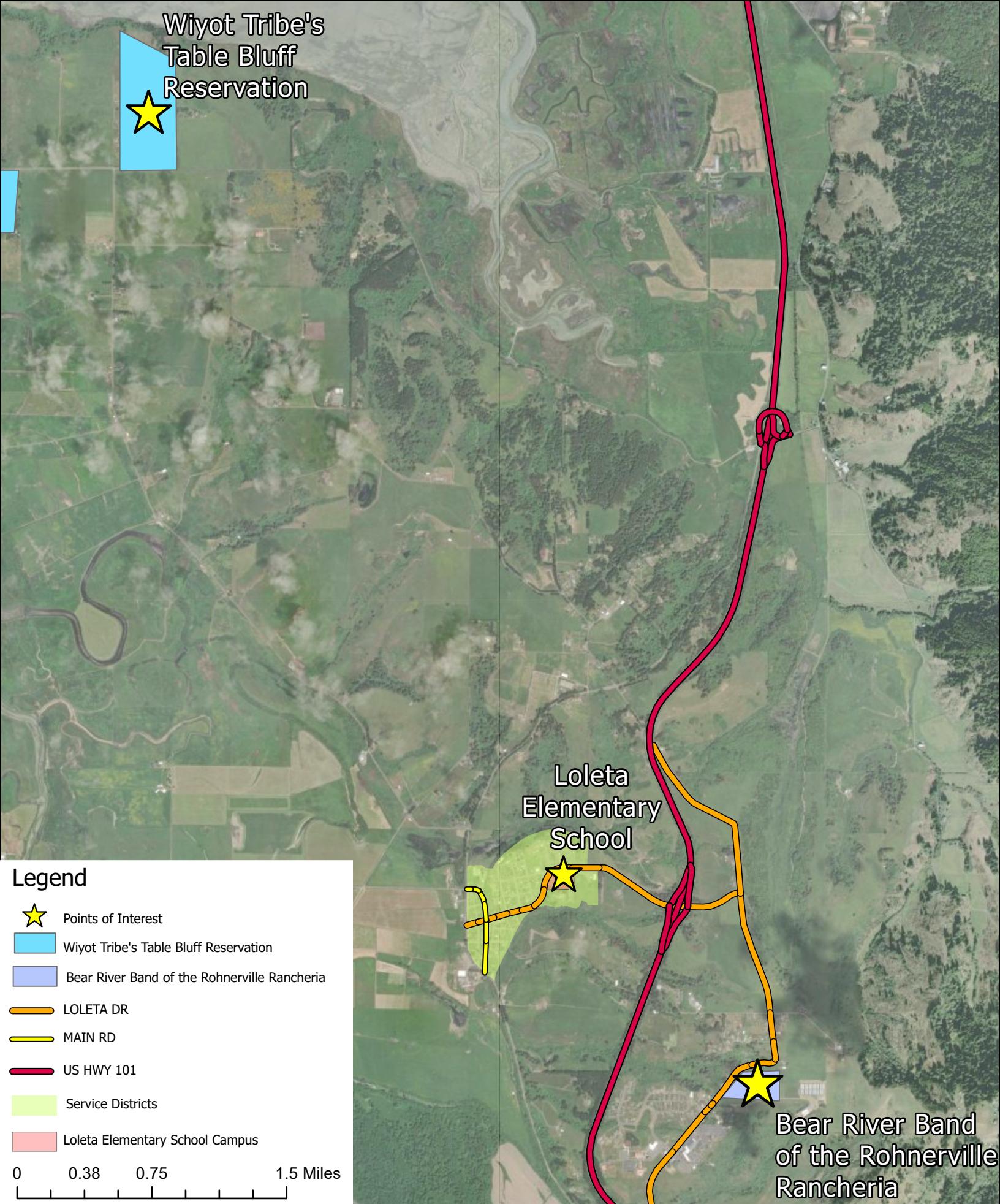
Organization: Humboldt County Association of Governments

(Legal name)

Task #	Task Title	Third-Party In-Kind Contribution	Name of Third-Party In-Kind Match Provider	Fair Market Value Determination	Fair Market Value or Hourly Rate	Number of Hours	Estimated Cost
4	Advisory Committee Meetings	Volunteer time	Advisory Committee members including representatives from Loleta Creamery, Loleta Community Chamber of Commerce, Foggy Bottom Boys, Loleta Union Elementary School staff, Tribal members, parents of students, and local residents	2024 Independent Sector Value determination for volunteer time in California.	\$40	12 meetings total; 2 hr per meeting (includes prep); 7 volunteers= 168 hours	\$6,744
Total In-kind Match:							\$6,744

Explain how the third party in-kind match will be documented for accounting purposes:	RCAA will maintain detailed records of volunteer time for project partners participating in quarterly Advisory Committee meetings. Volunteer's name, email, dates of participation, total hours worked, and description of activities will be included in each invoice. The invoices will include a breakdown of in-kind contributions that are itemized and totaled.
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Wiyot Tribe's
Table Bluff
Reservation



Loleta
Elementary
School

Bear River Band
of the Rohnerville
Rancheria

Legend

★ Points of Interest

■ Wiyot Tribe's Table Bluff Reservation

■ Bear River Band of the Rohnerville Rancheria

— LOLETA DR

— MAIN RD

— US HWY 101

■ Service Districts

■ Loleta Elementary School Campus

0 0.38 0.75 1.5 Miles

Loleta Safe Routes to School and Connectivity to Tribal Lands

Project area; distance between tribal lands, downtown Loleta, and Highway 101.



Loleta Safe Routes to School and Connectivity to Tribal Lands

Elementary School proximity to Highway 101



COUNTY OF HUMBOLDT
COUNTY ADMINISTRATIVE OFFICE
825 5th Street, Suite 112, Eureka, CA 95501-1153
Telephone (707) 445-7266 Fax (707) 445-7299
cao@co.humboldt.ca.us

January 14, 2025

Beth Burks, Executive Director
Humboldt County Association of Governments
611 I Street, Suite B
Eureka, CA 95501

Dear Ms. Burks,

On behalf of the Humboldt County Board of Supervisors, I am writing to express the County of Humboldt's support for Redwood Community Action Agency (RCAA) and the Humboldt County Association of Governments' (HCAOG's) application for a Caltrans Sustainable Transportation Planning Grant for "Loleta Safe Routes to School and Connectivity to Tribal Lands" (Project). This collaboration among the community, the County of Humboldt-Public Works, RCAA and HCAOG is responding directly to community members who have identified active-transportation needs and requested partnerships to help plan and fund important connections to Tribal lands.

Creating safe walking and bicycling options in Loleta will create opportunities to encourage and promote active transportation, prioritizing safe routes to the elementary school, as well as destinations for all ages, such as Loleta Downtown Park and Main Street. Furthermore, this project has regional and statewide significance, as it will support planning efforts to develop a vibrant downtown area alongside a segment of California's new Great Redwood Trail corridor.

The Project supports multimodal goals identified by stakeholders during the recent Regional Transportation Plan update, including the RTP's new Safe & Sustainable Transportation Targets. This project will emphasize safety and accessibility for pedestrians and bicyclists, who are impacted the most, especially in disadvantaged communities, like Loleta.

The road and sidewalk infrastructure in Loleta is aged and was developed in a previous era when the focus was solely on vehicles. The streets need significant improvements to meet current standards. The Project is important for providing safe routes for kids to travel between home and the school. And it's imperative that this community is provided with opportunities for safe movement and travel that can be done by foot, bicycle, or mobility device. Loleta is a small community with a lower-than-average median household income and projects like this help provide equity in infrastructure investments. This is a grassroots project led by the school in collaboration with residents, business owners, Redwood Community Action Agency, HCAOG, and the county.

The county supports efforts that provide additional funding for active transportation projects that prioritize bicycle, pedestrian and non-vehicular modes of transportation, and enthusiastically supports HCAOG's application for a planning grant from Caltrans' Sustainable Transportation Planning Grant program. We look forward to participating in the Project's community and Tribal engagement process, which will help ensure that designs and plans address community needs and will continue to be supported as the project is developed and implemented.

Sincerely,

A handwritten signature in blue ink that reads "Elishia Hayes". The signature is fluid and cursive, with "Elishia" on the top line and "Hayes" on the bottom line.

Elishia Hayes
Humboldt County Administrative Officer



BOARD OF SUPERVISORS
COUNTY OF HUMBOLDT
825 5TH STREET, ROOM 111
EUREKA, CALIFORNIA 95501 PHONE: (707) 476-2390

December 17, 2025

Beth Burks, Executive Director
Humboldt County Association of Governments
611 I Street, Suite B
Eureka, CA 95501

Dear Ms. Burks,

I am the district Supervisor for the Loleta area and I support the Redwood Community Action Agency (RCAA) and the Humboldt County Association of Governments' (HCAOG's) application for a Caltrans Sustainable Transportation Planning Grant for the "Loleta Safe Routes to School and Connectivity to Tribal Lands" (Project). This collaboration among the community, the County of Humboldt-Public Works, RCAA and HCAOG is responding directly to community members who have identified active-transportation needs and requested partnerships to help plan and fund important connections to Tribal lands.

Creating safe walking and bicycling options in Loleta will create opportunities to encourage and promote active transportation, prioritizing safe routes to the elementary school, as well as destinations for all ages, such as Loleta Downtown Park and Main Street. Furthermore, this project has regional and statewide significance, as it will support planning efforts to develop a vibrant downtown area alongside a segment of California's new Great Redwood Trail corridor.

The Project supports multimodal goals identified by stakeholders during the recent Regional Transportation Plan update, including the RTP's new Safe & Sustainable Transportation Targets. This project will emphasize safety and accessibility for pedestrians and bicyclists, who are impacted the most, especially in disadvantaged communities, like Loleta.

This project is something the community needs and I support HCAOG's application for a planning grant from Caltrans' Sustainable Transportation Planning Grant program. We look forward to participating in the Project's community and Tribal engagement process, which will help ensure that designs and plans address community needs and will continue to be supported as the Project is developed and implemented.

Sincerely,

Rex Bohn
First District Supervisor
County of Humboldt

BEAR RIVER BAND of the ROHNERVILLE RANCHERIA
266 KEISNER RD LOLETA, CA 95551-9707 PHONE 707-733-1900 FAX 707-733-1723



Beth Burks, Executive Director
Humboldt County Association of Governments
611 I Street, Suite B
Eureka, CA 95501

Dear Ms. Burks,

The Bear River Band of the Rohnerville Rancheria supports Redwood Community Action Agency (RCAA) and the Humboldt County Association of Governments (HCAOG's) application for a Caltrans Sustainable Transportation Planning Grant for the "Loleta Safe Routes to School and Connectivity to Tribal Lands" (Project). This collaboration among the community, the County of Humboldt-Public Works, RCAA and HCAOG is responding directly to community members who have identified active-transportation needs and requested partnerships to help plan and fund important connections to Tribal lands.

Creating safe walking and bicycling options in Loleta will create opportunities to encourage and promote active transportation, prioritizing safe routes to the elementary school, as well as destinations for all ages, such as Loleta Downtown Park and Main Street. Furthermore, this project has regional and statewide significance, as it will support planning efforts to develop a vibrant downtown area alongside a segment of California's new Great Redwood Trail corridor.

The Project supports multimodal goals identified by stakeholders during the recent Regional Transportation Plan update, including the RTP's new Safe & Sustainable Transportation Targets. This project will emphasize safety and accessibility for pedestrians and bicyclists, who are impacted the most, especially in disadvantaged communities, like Loleta.

The Bear River Band of the Rohnerville Rancheria enthusiastically supports HCAOG's application for a planning grant from Sustainable Transportation Planning Grant. We look forward to participating in the Project's community and Tribal engagement process, which will help ensure that designs and plans address community needs and will continue to be supported as the Project is developed and implemented.

Sincerely,

Josefina Frank
Josefina Frank
Tribal Chairwoman



Beth Burks, Executive Director
Humboldt County Association of Governments
6111 Street, Suite B
Eureka, CA 95501

Dear Ms. Burks,

The Wiyot Tribe supports Redwood Community Action Agency (RCAA) and the Humboldt County Association of Governments' (HCAOG's) application for a Caltrans Sustainable Transportation Planning Grant for the "Loleta Safe Routes to School and Connectivity to Tribal Lands Plan" (Project). This collaboration among the Loleta community, Tribes, the County of Humboldt-Public Works, RCAA and HCAOG is responding directly to community-identified, active-transportation needs and begins the process of addressing important connections to Tribal lands. For the Wiyot tribal community creating safe walking and bicycling options in Loleta will create opportunities to encourage and promote active transportation, prioritizing safe routes to the elementary school, as well as destinations for all ages, such as Loleta Downtown Park and Main Street.

Public transportation has been a topic of high concern to the Wiyot Tribe. In 2015 every adult resident of Table Bluff Reservation signed a petition to stop the proposed move of the bus stop on Loleta Drive to Bear River Rancheria which would have increased the walk to the nearest public transportation point from 5 miles to 10 miles. At present our tribal citizens and residents who do not have a license, or operating vehicle must walk 5 miles down a narrow country road, with no sidewalks, no streetlights, blind curves, numerous potholes, sink holes, and often flooded in certain sections during the winter. About every 5 to 7 years this road (Copenhagen Drive) becomes impassible due to flooding. Imagine walking a perilous 5 miles down a country road, with cars flying around curves, dodging potholes, sinkholes, then walking back many hours later (*the Humboldt County Transit Authority, Redwood route bus only stops in Loleta every two (2) to three (3) hours*) with the family's groceries. In good weather the walk is hazardous, in bad weather or in the dark the walk is downright dangerous, yet we see people walking the route every day from the Table Bluff Reservation to town. On December 08, 2024, a non-tribal citizen resident of Table Bluff Reservation was killed on Eel River Drive attempting to walk to town.

Another area of concern is the fact that many Indigenous women, girls, and 2SLGBTQ people were forced to hitchhike due to the lack of public transportation, especially those living in communities like Table Bluff Reservation because they do not own vehicles to travel to school,

medical appointments, and to the Grocery store in town. This situation puts vulnerable people at greater risk. Our Gou'mel (Two-Spirit) youth have expressed fear and reported hateful incidents they have endured at the high school bus stop waiting for the bus or walking home. Most of these students do not use the school bus as a result.

The student population at Loleta Elementary is more than 40% Native American with ***no safe route to school from the Table Bluff Reservation***. Due to a long-standing history of discrimination and harassment of Native American students at Loleta Elementary school, for which the US Department of Education, Office for Civil Rights, complaints that were founded through an investigation, many of our Reservation students go to school out of district attending Fortuna, Ferndale, Eureka and Bayside schools these students have no school bus, and their parents must find a way to get them to school.

Fortuna high school is the high school district where most Table Bluff Reservation students attend school. These students catch a school bus at 6:40 am, and do not return home until 4:20 pm, that is almost 10 hours a day away from home! And most of the school year students are waiting at the bus stop in the dark, as the sun rises before 6:40 for the first two weeks of school in August, then again for week in March before daylight savings begin then the sun returns around May when the school year ends. As the first period bell rings at 8:20 am, our students are riding the bus for one (1) hour and forty (40) minutes. Our high school students, same as Loleta Elementary School students, are the first to be picked up in the morning and last to be dropped off in the evening.

Many of our high school students miss the bus due to the early pick-up schedule, and many of the students who play sports are unable to catch the bus home. Additionally, many of our high school students have attended the Academy of the Redwoods, which is a ten mile walk on even more perilous flood prone roads, Table Bluff Road (which regularly floods at salmon creek bridge), and Tompkins Hill Road these students take the same 6:40 am bus to Fortuna high and then are transported to Academy of the Redwoods. Other high school students, most of our students attend East high, which has an alternative school schedule leaves the student in Fortuna most of the day with no transportation options home. High school students engaged in sports and practice after school have no means home.

The Wiyot Tribe enthusiastically support HCAOG's application for a planning grant from Sustainable Transportation Planning Grant. We look forward to participating in the Project's community and Tribal engagement process, which will help ensure that designs and plans address community and Tribal needs and will continue to be supported as the Project is developed and implemented.

Sincerely,



BMead

Brian Mead
Tribal Chair



December 12, 2024

Beth Burks, Executive Director
Humboldt County Association of Governments
611 I Street, Suite B
Eureka, CA 95501

Dear Ms. Burks,

The Loleta Union Elementary School District supports Redwood Community Action Agency (RCAA) and the Humboldt County Association of Governments' (HCAOG's) application for a Caltrans Sustainable Transportation Planning Grant for the "Loleta Safe Routes to School and Connectivity to Tribal Lands" (Project). This collaboration among the community, the County of Humboldt-Public Works, RCAA and HCAOG is responding directly to community members who have identified active-transportation needs and requested partnerships to help plan and fund important connections to Tribal lands.

Creating safe walking and bicycling options in Loleta will create opportunities to encourage and promote active transportation, prioritizing safe routes to the elementary school, as well as destinations for all ages, such as Loleta Downtown Park and Main Street. Furthermore, this project has regional and statewide significance, as it will support planning efforts to develop a vibrant downtown area alongside a segment of California's new Great Redwood Trail corridor.

The Project supports multimodal goals identified by stakeholders during the recent Regional Transportation Plan update, including the RTP's new Safe & Sustainable Transportation Targets. This project will emphasize safety and accessibility for pedestrians and bicyclists, who are impacted the most, especially in disadvantaged communities, like Loleta.

The Loleta Union Elementary School District enthusiastically supports HCAOG's application for a planning grant from Caltrans' Sustainable Transportation Planning Grant program. We look forward to participating in the Project's community and Tribal engagement process, which will help ensure that designs and plans address community needs and will continue to be supported as the Project is developed and implemented.

Sincerely,

Linda Row

Linda Row
Superintendent/Principal
Loleta Union Elementary School District



Loleta's Voice for 65 Years

P.O. Box 327, Loleta, CA 95551

Dear Ms. Burks,

Loleta Community Chamber of Commerce supports Redwood Community Action Agency (RCAA) and the Humboldt County Association of Governments' (HCAOG's) application for a Caltrans Sustainable Transportation Planning Grant for the "Loleta Safe Routes to School and Connectivity to Tribal Lands" (Project). This collaboration among the community, the County of Humboldt-Public Works, RCAA and HCAOG is responding directly to community members who have identified active-transportation needs and requested partnerships to help plan and fund important connections to Tribal lands.

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The Project supports multimodal goals identified by stakeholders during the recent Regional Transportation Plan update, including the RTP's new Safe & Sustainable Transportation Targets. This project will emphasize safety and accessibility for pedestrians and bicyclists, who are impacted the most, especially in disadvantaged communities, like Loleta.

Loleta Community Chamber of Commerce enthusiastically supports HCAOG's application for a planning grant from Caltrans' Sustainable Transportation Planning Grant program. We look forward to participating in the Project's community and Tribal engagement process, which will help ensure that designs and plans address community needs and will continue to be supported as the Project is developed and implemented.

Sincerely, John Simmons, President

Loleta Community Chamber of Commerce Board

FOGGY BOTTOMS BOYS

FARMED IN THE FOG

Beth Burks, Executive Director
Humboldt County Association of Governments
611 I Street, Suite B
Eureka, CA 95501

Dear Ms. Burks,

Foggy Bottoms Boys supports Redwood Community Action Agency (RCAA) and the Humboldt County Association of Governments' (HCAOG's) application for a Caltrans Sustainable Transportation Planning Grant for the "Loleta Safe Routes to School and Connectivity to Tribal Lands" (Project). This collaboration among the community, the County of Humboldt-Public Works, RCAA and HCAOG is responding directly to community members who have identified active-transportation needs and requested partnerships to help plan and fund important connections to Tribal lands.

Creating safe walking and bicycling options in Loleta will create opportunities to encourage and promote active transportation, prioritizing safe routes to the elementary school, as well as destinations for all ages, such as Loleta Downtown Park and Main Street. Furthermore, this project has regional and statewide significance, as it will support planning efforts to develop a vibrant downtown area alongside a segment of California's new Great Redwood Trail corridor.

The Project supports multimodal goals identified by stakeholders during the recent Regional Transportation Plan update, including the RTP's new Safe & Sustainable Transportation Targets. This project will emphasize safety and accessibility for pedestrians and bicyclists, who are impacted the most, especially in disadvantaged communities, like Loleta.

Foggy Bottoms Boys enthusiastically supports HCAOG's application for a planning grant from Caltrans' Sustainable Transportation Planning Grant program. We look forward to participating in the Project's community and Tribal engagement process, which will help ensure that designs and plans address community needs and will continue to be supported as the Project is developed and implemented.

Sincerely,



Thomas Nicholson Stratton
CEO Co-Owner



Est. 1892

Beth Burks, Executive Director
Humboldt County Association of Governments
611 I Street, Suite B
Eureka, CA 95501

Dear Ms. Burks,

Loleta Creamery supports Redwood Community Action Agency (RCAA) and the Humboldt County Association of Governments' (HCAOG's) application for a Caltrans Sustainable Transportation Planning Grant for the "Loleta Safe Routes to School and Connectivity to Tribal Lands" (Project). This collaboration among the community, the County of Humboldt-Public Works, RCAA and HCAOG is responding directly to community members who have identified active-transportation needs and requested partnerships to help plan and fund important connections to Tribal lands.

Creating safe walking and bicycling options in Loleta will create opportunities to encourage and promote active transportation, prioritizing safe routes to the elementary school, as well as destinations for all ages, such as Loleta Downtown Park and Main Street. Furthermore, this project has regional and statewide significance, as it will support planning efforts to develop a vibrant downtown area alongside a segment of California's new Great Redwood Trail corridor.

The Project supports multimodal goals identified by stakeholders during the recent Regional Transportation Plan update, including the RTP's new Safe & Sustainable Transportation Targets. This project will emphasize safety and accessibility for pedestrians and bicyclists, who are impacted the most, especially in disadvantaged communities, like Loleta.

Loleta Creamery enthusiastically supports HCAOG's application for a grant from Caltrans' Sustainable Transportation Planning Grant program. We look forward to participating in the Project's community and Tribal engagement process, which will help ensure that designs and plans address community needs and will continue to be supported as the Project is developed and implemented.

Sincerely,

Nadia Matthews

Beth Burks, Executive Director
Humboldt County Association of Governments
611 I Street, Suite B
Eureka, CA 95501

Dear Ms. Burks,

I, Shelley Hagan, support Redwood Community Action Agency (RCAA) and the Humboldt County Association of Governments' (HCAOG's) application for a Caltrans Sustainable Transportation Planning Grant for the "Loleta Safe Routes to School and Connectivity to Tribal Lands" (Project). This collaboration among the community, the County of Humboldt-Public Works, RCAA and HCAOG is responding directly to community members who have identified active-transportation needs and requested partnerships to help plan and fund important connections to Tribal lands.

Creating safe walking and bicycling options in Loleta will create opportunities to encourage and promote active transportation, prioritizing safe routes to the elementary school, as well as destinations for all ages, such as Loleta Downtown Park and Main Street. Furthermore, this project has regional and statewide significance, as it will support planning efforts to develop a vibrant downtown area alongside a segment of California's new Great Redwood Trail corridor.

The Project supports multimodal goals identified by stakeholders during the recent Regional Transportation Plan update, including the RTP's new Safe & Sustainable Transportation Targets. This project will emphasize safety and accessibility for pedestrians and bicyclists, who are impacted the most, especially in disadvantaged communities, like Loleta.

As a Loleta resident living a block away from the school, I often see our youth crossing Loleta Drive at points where there is limited visibility. I've also often observed traffic traveling at high speeds down Loleta Drive. I can say without a doubt that there is a need for a safe route to school for Loleta's youth.

I also am an active member of the Loleta Community Garden, located on the school premises. I've had opportunities to visit with some of the school children who come to help in the greenhouse after school. On several occasions I've had children share with me that when they're in a hurry they choose to cross into Loleta from Singley Hill Road by hopping a fence and darting across US-101. This is clearly a dangerous scenario — one that made my heart sink — and I hope an alternative route can be created for children such as these. Doing so would involve connecting to tribal lands.

I cannot speak for the tribal nations and do not know their wishes. I am fully in support of connecting to tribal lands but only to the extent to which the tribal nations wish their lands to be connected. My hope is that safe routes that are mutually agreed upon by the appropriate government representatives can be established. I have faith that this will be the case.

I enthusiastically support HCAOG's application for a Sustainable Communities Planning Grant. We look forward to participating in the Project's community and Tribal engagement process, which will help ensure that designs and plans address community needs and will continue to be supported as the project is developed and implemented.

Sincerely,

Shelley Hagan

Loleta Resident

611 Pershing Street, Loleta CA 95551

415-912-9548

shelleyspins@gmail.com