

4. IMPLEMENTATION PHASES & FUNDING



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1. Implementation

The Conceptual Plan recommends five concept elements to revitalize downtown Hoopa. The concept elements represent generalized ideas about what could be or what could happen. Politics, economics, and logistics will play a role in further shaping these ideas in terms of where and when they will be implemented. Several steps are involved in implementing the elements of the Conceptual Plan.

Once the concepts are agreed upon, a Project Study Report (PSR) must be prepared for each concept element to be implemented. The PSR is used as a basis for securing funding to implement the specified project. Once funding is secured, engineering design and construction documents are prepared for the project. Upon completion of design and construction documents, the project is put out to bid. Upon acceptance of a bid, a contractor is hired to construct the project. The general timeframe from concept to construction, depending on the complexity of the project, is at least two years. Large projects that involve land acquisition, or resolution of easement and right-of-way issues, can take much longer.

2. Implementation Phases

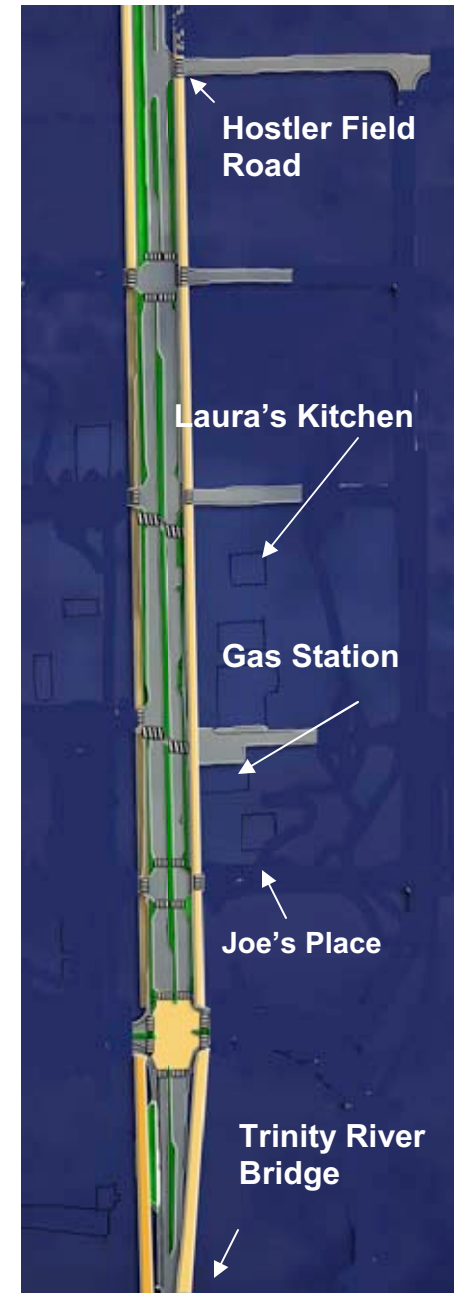
The Concept Elements (or portions thereof) could be implemented in three phases:

Phase 1 (2-5 years)

Pedestrian connections (curb, gutter, parking strip and sidewalks, bike lanes, and bridge crossing):

- ◆ along westside of Highway 96 from Pine Creek Road to south end of Trinity River Bridge
- ◆ along west and east sides of Highway 96 from Trinity River Bridge to Hostler Field Road

Phase One Development



Pedestrian crosswalks:

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

Bridge Crossing:

- ◆ 5 foot striped and painted pedestrian zone across the westside of the Trinity River Bridge - reduce travel lanes to 11 feet (southbound lane) and 12 feet (northbound lane).

Sidewalks and Driveways:

- ◆ Dedicated entry and exit drives to businesses and residents defined by curb cuts and aprons in the continuous sidewalk on both west and east sides of Highway 96 from the north end of the Trinity River Bridge to Hostler Field Road

Lighting and Landscape Improvements:

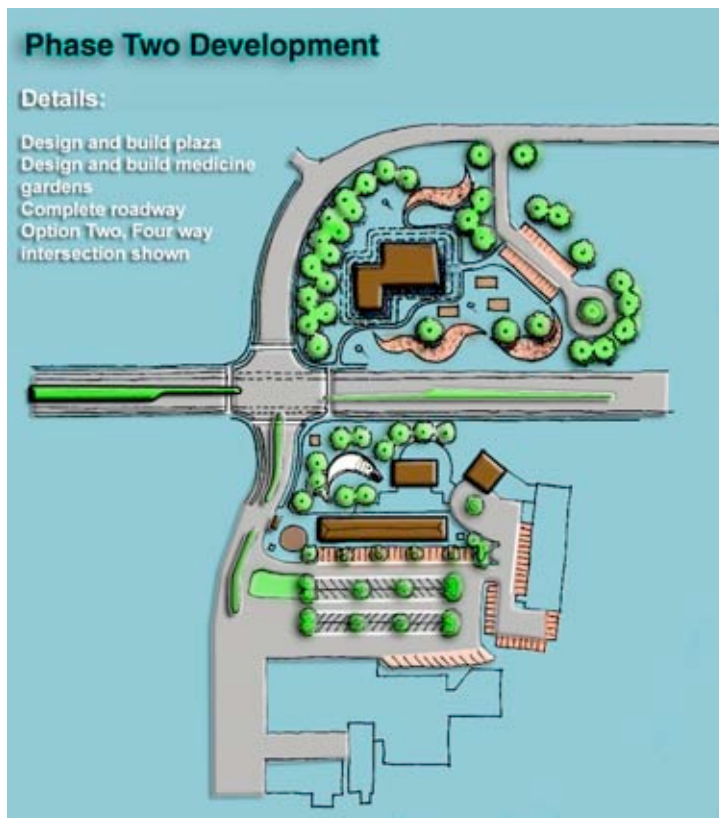
- ◆ within the grass planting strip along west side of Highway 96 from Pine Creek Road to the south end of Trinity River Bridge;
- ◆ along west and east sides of Highway 96 from the north end of Trinity River Bridge to Hostler Field Road.

Complete engineering design and construction for the re-alignment of Tish Tang Road/closure of motel entry and exit drive.

Identify land use and ownership, rights-of-way and easement issues, and land acquisition needs necessary to implement the conceptual plan including land for the cultural center, the new street grid system, and the riverside trail system.

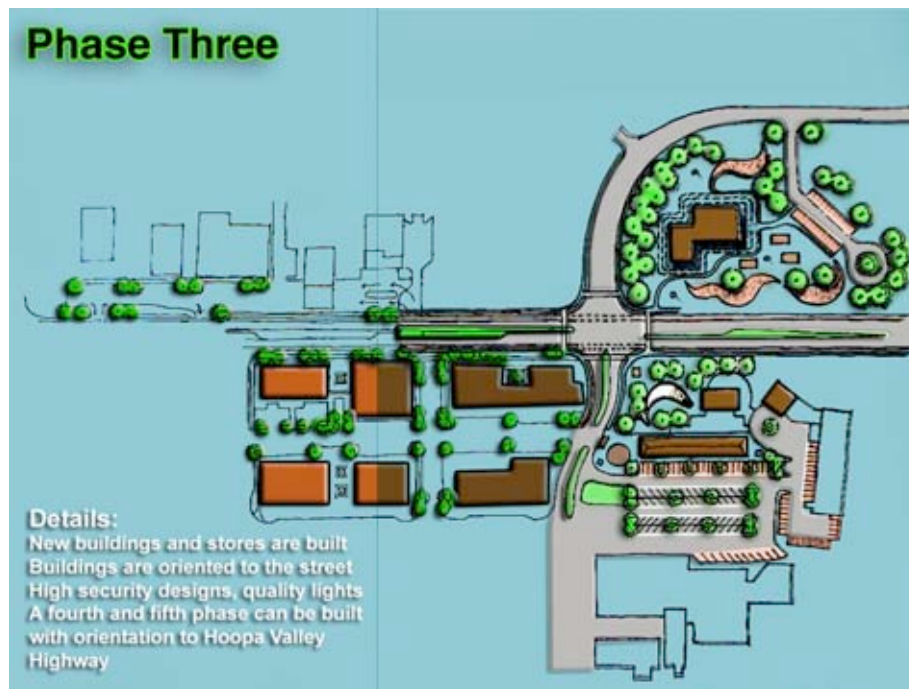
Phase 2 (5-8 years)

- ◆ Develop Village Center (100% location between Inn and shopping center) to include information and directional signage, gathering place (plaza) with water feature and shelter, area for street and crafts fairs, and reconfiguration of vehicle circulation and parking in the shopping center area.
- ◆ Develop Cultural Center to allow for a relocation of the Hupa Tribal Museum and creation of a small replicated village as well as ceremonial and medicinal gardens and a trail.
- ◆ Develop a Riverside Trail from the Trinity River Bridge downstream to the ceremonial grounds.



[Phase 3 \(8-10 years\)](#)

- ◆ Acquire land or easements necessary to create a village road grid system adjacent to the Village Center.
- ◆ Develop incentives to create storefronts and businesses as an extension of the Village Center and orient the buildings to the Street.
- ◆ Relocate Post Office, Tribal Police, Tribal Court, emergency services, and the bank to the new locations.
- ◆ Encourage development of other critical businesses in the vicinity including, but not limited to, clothing and shoe store, arcade, movie theater, restaurant, etc.



[Phase 4 \(10 years plus\)](#)

- ◆ New bridge over Trinity River with integrated Pedestrian crossing

3. Funding

General Funding Information

There are several funding sources known to the Humboldt County Association of Governments (HCAOG) from which the Hoopa Valley Tribe could benefit. Two of these funding sources are controlled directly by HCAOG—the State Transportation Improvement Program (STIP) and Transportation Enhancement (TE) program, while the remaining programs are awarded and then administered by either State or Federal government agencies, such as Caltrans.

Unfortunately, due to the current structure of many funding programs, the Hoopa Tribe cannot be direct recipients. A tribal project can however, under many programs, be eligible for funds when another agency - such as a city or county, acts as the project sponsor and administers the project on behalf of the Tribe. For the purposes of this project, only the programs HCAOG controls or which the Tribe could directly apply for are listed.

Eligible Funding Programs

STIP

The State Transportation Improvement Program (STIP) provides funding on a formula basis to the Humboldt County region. The funds are then awarded by HCAOG to eligible projects based on adopted formula and criteria. All funding from the STIP must be used for capital improvement projects. Categories for potential projects include Highways/Streets/Roads, Bicycle and Pedestrian, Transit and Rail. Normally, HCAOG receives an estimate of new STIP funding available for the region every two years. With HCAOG as a project sponsor, Hoopa could be eligible for some of these resources.

Transportation Enhancements (TE)

The Transportation Enhancement (TE) Program is a Federal funding source. The Program develops projects that creatively and sensitively integrate surface transportation enhancements into the surrounding community. Projects must be over and above required mitigation of normal transportation project. Projects must fall within one of twelve categories

including, bicycle and pedestrian facilities, landscaping and beautification, and historic rehabilitation. When regional TE funds are available, HCAOG conducts a competitive application process in order to select projects for funding. With HCAOG as a project sponsor, Hoopa could be eligible for some of these resources.

Bridges on Indian Reservation Roads—Highway Bridge Replacement and Rehabilitation (HBRR)

The purpose of the Highway Bridge Replacement and Rehabilitation (HBRR) Program is to replace or rehabilitate bridges on public roads when the State and the Federal Highway Administration determine that a bridge is important and is unsafe because of structural deficiencies, physical deterioration, or functional obsolescence. Candidate projects are submitted directly to Caltrans for review on an annual basis.

Bridges on Indian Reservation Roads are authorized under the HBRR Program. Funding is provided for rehabilitation or replacement of bridges or culverts on public roads meeting the definition of an Indian Reservation Road. Each BIA Regional Office works with Tribal, State, and local government to develop a priority list of bridge projects and to identify match fund sources.

BIA Indian Reservation Roads (IRR) Program

The purpose of the IRR Program is to provide safe and adequate transportation and public road access to and within Indian reservations, Indian lands, communities for Native Americans, visitors, recreationists, resource users and others while contributing to economic development, self-determination, and employment of Native Americans. IRR Program funds are authorized as part of the surface transportation authorization acts (currently TEA-21) as part of the Federal Lands Highway Program (FLHP). The program is administered by the BIA Department of Transportation and the Federal Land Highway Office of the FHWA.

Indian Reservation Roads Maintenance Program

These funds are intended for maintenance activities on roads serving the tribes. Unfortunately, the funding levels of the program are exceedingly inadequate for the work needed. Nationally, BIA receives about \$26 million per year, with only

\$700,000 of that earmarked for the entire State of California.

Additional/Secondary Funding Programs

Hazard Elimination Safety (HES)

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

Safe Routes to School (SR2S)

The purpose of this competitive program is to make grants available to local governmental agencies for safer routes to school. Proposals are rated based on all of the following factors:

- (1) Demonstrated needs of the applicant.
- (2) Potential of the proposal for reducing child injuries and fatalities.
- (3) Potential of the proposal for encouraging increased walking and bicycling among students.
- (4) Identification of safety hazards.
- (5) Identification of current and potential walking and bicycling routes to school.
- (6) Consultation and support for projects by school-based associations, local traffic engineers, local elected officials, law enforcement agencies, and school officials.

The applicant must be an incorporated city or a county within the State of California. Exceptions to this requirement will be reviewed on a case-by-case basis. Applicants that do not represent a city or county must provide written justification for the exception and attach it to the

application. The applicant should enlist the assistance of other

participants in the development and submittal of a SR2S project. Other participants could include school boards, school districts, elected officials, community groups, students, and various city, county, and state agencies. The success of a project proposal being approved for funding will depend upon the ability of the applicant and participants to develop a comprehensive and unified solution to improving the safety and encouraging the use of pedestrian and/or bicycle routes to and from schools within their jurisdiction.

4. Funding Matrix

A matrix is included that compares the concept elements by phase and funding sources. It is possible in many instances to “pool” funding sources toward implementing a concept element. For example, sidewalks, parking strips, and bike lanes could be implemented using combined funding sources from the BIA Indian Reservation Roads Program (IRR), State Transportation Improvement Program (STIP), Transportation Enhancements (TE), Safe Routes to School (SR2S), and, Hazard Elimination Safety (HES).

4. Implementation & Funding Matrix

Concept Element	Funding Sources
Phase 1	
Sidewalks, Parking Strips, Bike Lanes	IRR, STIP, TE, SR2S, HES
Pedestrian crosswalks	IRR, TE, SR2S, HES
Pedestrian Bridge Crossing	IRR, STIP, TE, SR2S, HES
Lighting Improvements	IRR, TE, SR2S
Landscape Improvements	IRR, IRR maintenance, TE
Underground Utilities	IRR,
Permitted Banner Poles	IRR, IRR maintenance, TE
Re-align Tish Tang Road	IRR, STIP, HES,
Reconfigure Intersection	IRR, STIP, TE, HES
Phase 2	
Develop Village Center	Other ?
Develop Cultural Center	IRR, TE
Develop a Riverside Trail	IRR, STIP, TE, SR2S
Develop Pedestrian Bridge across River	IRR, STIP, TE
Phase 3	
New Bridge over Trinity River with Pedestrian crossing	IRR, STIP, HBRR, TE
Village Grid System	IRR