

REQUEST FOR PROPOSAL CONTENTS CHECKLIST

Applicant: Bear Yuba Land Trust

Please complete and attach this checklist with your application.

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All Pages Numbered

Proposal, One Original

(CHECK ONE ONLY)
Quantifiable Project

- OR -

Reduced Emission Vehicles Project

10, Map showing project Area
11, Calculations
12, blank
13, Travel Distances
14, Letter of Support

EXHIBIT SUMMARY SHEET

Proposing Entity (include other participating entities):

Bear Yuba Land Trust

Contact Person: ErinTarr

Address: P.O. Box 1004
Grass Valley, CA 95945

Phone #: 530-272-5994 x 205 **FAX #:**

EMAIL: erin@bylt.org

Total Project Budget:

	AB 2766 Funds	Co-Funding	Total Project Costs
Capital Costs	\$ <u>10,000</u>	\$ <u>4,700</u> +8,840	\$ <u>23,540</u>
Operating Costs	\$ <u>0</u>	\$ <u>0</u>	\$ <u>0</u>
TOTAL	\$ <u>10,000</u>	\$ <u>13,540</u>	\$ <u>23,540</u>

Type of Project: (check one)

- Quantifiable Project
- Reduced Emission Vehicles Project

Implementation Area for Project: Check if District-wide

Describe the Implementation Area for the Project (e.g. city, county, region):

Area adjacent to the City of Grass Valley, serving residents of the city as well the surrounding area.

Estimated Emission Reductions:

- A. Emission Reductions (lbs/yr)
- Reactive Organic Gases 35.04 Nitrogen Oxides 22.86 PM₁₀ 5.15
- B. Vehicle Miles Traveled (VMT) Reduced 10,350
- Single Occupancy Vehicle Trips Reduced _____
- C. Number of people reached per day through public education _____

Cost-effectiveness: \$ 10.65 per pound (AB 2766 Funds Only)

Brief Project Description: Replace two trail bridges to facilitate non-motorized travel by removing barriers and improving the trail user experience.



September 19, 2024

To whom it may concern,

On behalf of Bear Yuba Land Trust, I'd like to thank you for the opportunity to apply for the AB2766 Grant funding. Our proposed project is authorized by our leadership team for your review:

Bridge replacement along commuter trail corridor in Grass Valley

The contents of this packet outline the project, description, proposal, costs, and benefits that would support the overall health of the air quality of Nevada County by reducing emissions.

Please feel free to contact me with any questions or if additional information is needed.

Sincerely,

Erin Tarr
Executive Director
Bear Yuba Land Trust



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www.BYLT.org 12183 Auburn Rd., Grass Valley, CA 95949

**Northern Sierra Air Quality Management District
AB 2766 DMV Surcharge Fund Grant Program**

Project Description

The objective of this project is to replace two sub-standard trail bridges that cross Nevada Irrigation District (NID) canals. Both sub-standard bridges represent barriers to some trail users, thereby impeding use for transportation and recreational purposes. The linkage these bridges provide connects more distance sites by facilitating travel over existing trails that enable the user to extend their non-motorized travel far beyond the neighborhoods they pass through, including providing connectivity with schools.

Bear Yuba Land Trust (BYLT) has been working with local government, NID, other non-profits, and private property owners to develop Community Trails that serve not only as a health and recreation asset, but also provide a non-motorized travel alternative within its service area. BYLT holds trail easements on the Bailey and Wildflower Ridge Trails, as well as owning the property where much of the Wildflower Ridge Trails are located. The adjoining property is owned by Twin Cities Church, where one of the bridges (Wildflower Bridge) will be located. The second bridge (Bailey Bridge) is on property where BYLT holds a trail easement and is one of the first trails constructed by the organization.

Bailey Bridge and the Bailey Trail connect the Alta Hill neighborhood with the Ridge View-Carey Drive neighborhood, Wildflower Ridge and Ridge Road, as well as providing access to Dee Mautino Park. From Dee Mautino Park one can also access Lyman Gilmore and Scotten Schools via Alta Hill Mine Road, the Bailey Trail and the Cemeteries located on West Main Street across from the Schools.

Wildflower Bridge cross a NID spill channel near the Twin Cities Church. The "bridge" on site now consists of a sheet of plywood supported by dimension lumber spanning the channel. It has evolved over the years, starting as a 2"x6" with a rail to hold on to, to a sheet of particle board on dimension lumber to the current state. Planning for a class 1 bicycle route on a portion of the Wildflower Trail has been initiated and should increase use and utility of the route between the church and residents living nearby, as well as providing non-motorized access to Yuba River Charter School.

The trail bridges will be constructed for non-motorized use and allow for use by pedestrians, bicycles, and devices used by mobility impaired. The bridge design will be identical to that used on the Slide Creek Trail and the recent extension of the Bailey Trail.

The bridge width will 4 feet. Bridge construction will be accomplished primarily by volunteers managed by BYLT. BYLT has constructed 8 trail bridges, 4 in the past 3 years, using volunteers as the source of labor. AB 2766 funds will be used to hire equipment with operators, if necessary, purchase lumber, hardware, concrete, stone, and signs for the project, as well as to supervise the construction.

Project Organization/Background

Bear Yuba Land Trust was established in 1990 to preserve land and to build and maintain trails. Since 1990, the trail program has developed over 40 miles of public trails in co-operation with other trail organizations, local, State, and Federal government, and private landowners. In the past four years, BYLT constructed five trail bridges on trails constructed and maintained by BYLT.

Providing connectivity between places where people live and places where they go for recreation, school, work, or other activities by trail rather than driving has been a goal of BYLT from the beginning. The first trail project was the Litton Trail, a trail that connects businesses, homes, medical care, and schools. The Wildflower Ridge and Bailey Trails will soon link up with the Litton Trail. Replacing the substandard bridges will ensure that when completed safe travel by foot or bicycle between home and parks, schools and businesses, and work and play will continue and expand.

BYLT has experience in tracking expenses and meeting the accounting requirements of granting agencies. BYLT has completed numerous projects using grant funds. Two volunteers who are or have been Licensed Building Contractors will provide in kind services to oversee construction of structures. Other volunteers will provide both skilled and unskilled labor necessary to construct the bridges. All in kind labor will be tracked with hours worked by each volunteer recorded on a daily basis. Tracking other expenses for this project will be relatively simple as the funding is to be used to purchase supplies, materials, and services needed to construct the bridges, and to supervise construction.

Success of the project will be measured by doing use counts on the trail and through interviews of trail users over a period of time. A trail counter may also be set up to get a count of users on the trail over a period of time. This data will be utilized to arrive at an estimate of the miles of automobile travel eliminated by use of the trail over a year.

Emission Benefits/Cost Effectiveness

The estimated emission reduction was calculated through a series of quantifiable measures. In the present situation two trails are in service and being utilized for non-motorized transportation, however the bridges present a barrier to users and may now, if not in the future, present a hazard to trail users. The direct, safe, and pleasant non-motorized travel experience results in many residents will choosing to walk or ride a bicycle rather than get in an automobile to make the trip. Furthermore, the trails provide a safe, off the road route for children to walk to their schools.

Travel distance between points in residential neighborhoods and destinations such as the Mautino Park, schools, downtown Grass Valley, other trails, and other residences were measured using the existing road system. We calculated the distances covered between residential areas and attractions or facilities that are served by the use of the trails. Assuming that the improvements made to the bridge crossings with new structures, we arrived at an increase of 115 trips per week with an average distance per trip of 1.8 miles. Using a very conservative 16.5 one-way auto trips per day eliminated over 50 weeks per year, and an average trip distance of 1.8 mile results in an annual automobile trip reduction of 10,350 miles per year. Using the *Methods to Find the Cost-Effectiveness of Funding Air Quality Projects, May 2005*, (**Appendix B**) emission reduction would be 63.05 lbs./year. Total cost effectiveness per pound measures at \$10.65.

Work Statement

These two bridge improvement projects have been listed by BYLT as future construction needs for several years. Meetings with property owners, NID staff, and volunteers have taken place regarding the need to make the improvements. Formalizing this process and getting commitments is the next step in planning and construction of the bridges. Following are the elements that are yet to be completed.

1. Secure encroachment permits from NID for the construction and maintenance of the bridges. This phase is under way and will not be funded by this grant. Encroachment permits must be secured prior to any trail construction or obligation of public funds. Target date to have all permits November 1, 2024.
2. January 2025. Secure permits from Local and State government agencies. Applications will be made in early January 2020. A building permit will be required by the County of Nevada for the bridges. Target date for all permits is February 1, 2025.
3. February 2025. Public notices to be posted at work sites indicating that the trail(s) will be closed during construction/reconstruction.
4. February 2025. Start construction of the bridges. Construction will be limited to days when weather and ground conditions are suitable for the work being accomplished at the time. Target date for completion is May 1, 2025.
5. April 2025. Design and fabricate information signs. Signing will include recognition that the bridges were made possible through grant funding by NSAQMD using DMV Surcharge Funds. Target date is June 2025.
6. June 2025, or earlier if the project is completed earlier. Press release announcing the opening of the trail with recognition of all the volunteers, Local Government, donors, and grant funding (AB 2766) who assisted and participated in making the trail possible.

Funding Request/Breakdown of Cost

Bear Yuba Land Trust respectfully requests \$10,000 in funding to cover of the cost of permits and materials needed for constructing the two trail bridges. BYLT will manage the project, recruit and supervise volunteers, and ensure that construction meets current building standards.

Task	Grant Amt. AB2766	Co-funding Amt. BYLT Funds	Staff & Volunteer Hrs.	In-Kind Amt.	Total
Secure NID Encroachment Permits		\$300	6*		\$300
Work Planning, Scheduling, etc.		\$2,000	40		\$2,000
Recruit and Supervise Volunteers		\$1,000	20*		\$1,000
Secure Building Permits	\$2,000	\$800	16*		\$2,800
Dismantle Bailey Trail Bridge	\$1,000	\$400	8* 20**	\$600	\$2,000
Construct Trail Bridges			160* 40***	\$4,800 \$3,200	\$8,000
Structural Lumber, Concrete	\$5,500 \$1,000				\$6,500
Purchase Signs, Posts, etc.	\$500				\$500
Install Signs		\$200	4* 8**	\$240	\$440
TOTAL	\$10,000	\$4,700		\$8,840	\$23,540

Notes: Line 1, Secure Encroachment Permits, is under way and will not require grant funding, however it is critical to secure the encroachment permits before incurring any additional expenses. It is our intention to secure the permits well before January 1, 2025.

Volunteer Hours are given "in kind value" as follows:

Trail Specialist is valued at \$50.00/hr. and is denoted by a single asterisk (*).

Laborer is valued at \$30.00/hr. and is denoted by double asterisk (). Licensed building contractor is valued at \$80.00/hr. and denoted by triple asterisk (***).**

No equipment will be purchased with AB 2766 funds. BYLT has the tools and equipment necessary to construct trail bridges. No AB 2677 funds will be used for operating costs. Trail operations are ongoing on BYLT trails and operations for the trails will be incorporated into the BYLT annual work plan.

Schedule of Deliverables/Monitoring Program

If AB 2677 funds are secured in the amount requested, BYLT will construct two trail bridges, one on the Wildflower Ridge Trail and one on the Bailey Trail.

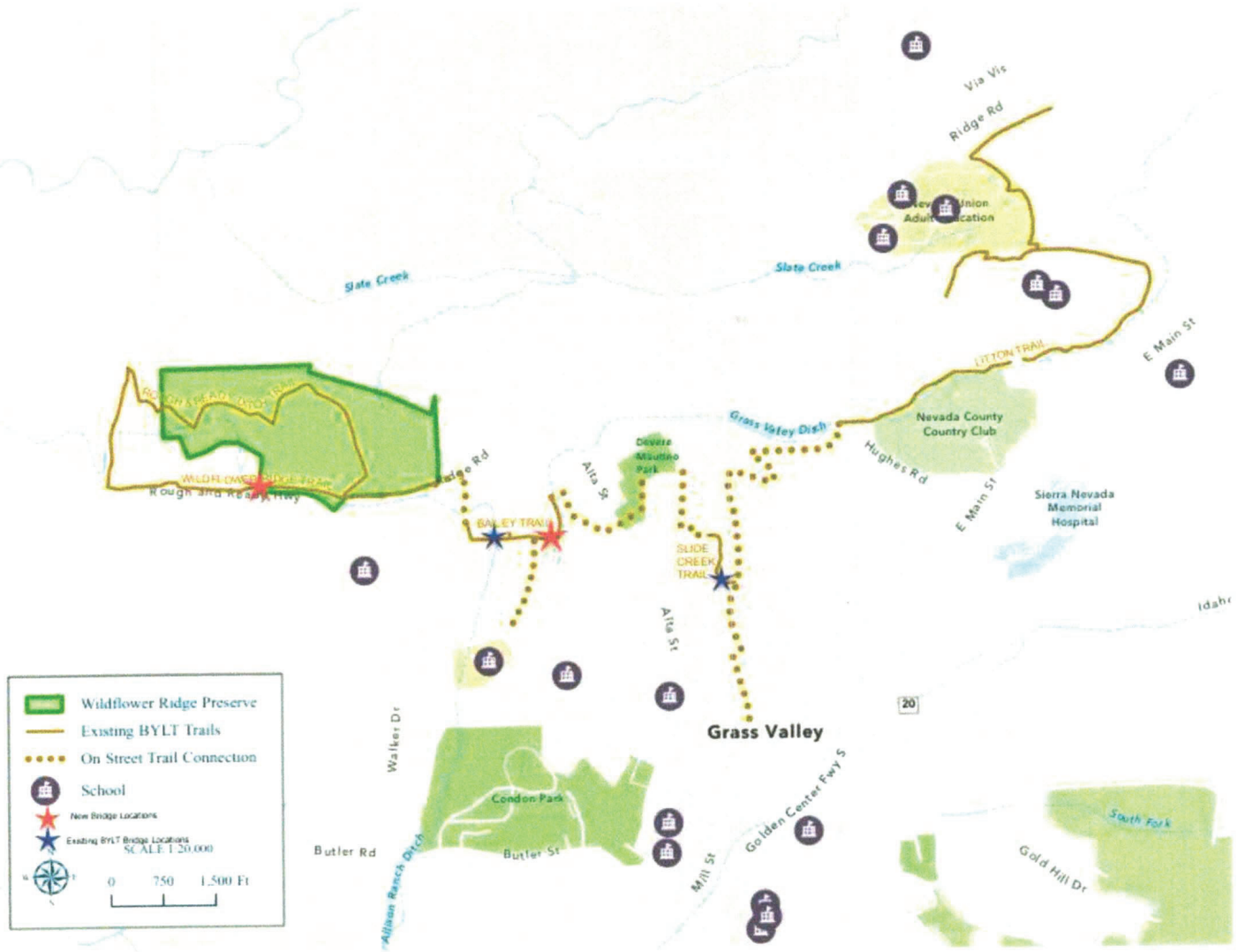
Monitoring of trail use will begin after the trail is completed. Interviews of trail users will be the primary means of determining level of use and miles of vehicle travel replaced by the trail user.

EXHIBITS

Page 10	Appendix A	Map of Project Locations
Page 11	Appendix B	Screening Proposal Form Calculations
Page 12	Appendix C	Travel Distance used for Calculations
Page 13	Letter from Twin Cities Church	

Appendix A

Map Showing Project Area



Appendix B

**AV 2766 DMV SURCHARGE PROGRAM
SCREENING PROPOSAL FORM CALCULATIONS**

Funding Dollars = \$10,000

Operating weeks = 50

Weekly one-way trips eliminated = 115

Average length of auto trips eliminated = 1.8 mi.

Annual Trips Reduced = 50 x 115 x 1 = 5750

Annual VMT reduced = 50 x 115 x 1.8 = 10,350

From Table 3: ROG 0.119
 NOx 0.130
 PM10 0.087

Annual Emission Reductions

$$\text{ROG} = \frac{5750 \times 1.719 + 10,350 \times 0.602}{454} = \frac{14586}{454} = 35.0380$$

$$\text{NOx} = \frac{5750 \times 0.721 + 10,350 \times 0.602}{454} = \frac{10376}{454} = 22.8556$$

$$\text{PM10} = \frac{5750 \times 0.014 + 10,350 \times 0.218}{454} = \frac{2337}{454} = 5.1471$$

Capital Recovery Factor (CRF) *i* = 0.03, *n* = 20 yrs.

$$\text{CRF} = \frac{1.806 \times 0.03}{1.806 - 1} = \frac{0.05418}{0.806} = 0.0672$$

$$\text{Cost Effectiveness} = \frac{0.0672 \times \$10,000}{35.04 + 22.86 + 5.15} = \frac{\$672}{63.05} = \mathbf{\$10.65}$$

Appendix C

TRAVEL DISTANCES USED FOR CALCULATIONS

Wildflower Ridge Trail

Sunset Avenue neighborhood to A to Z Supply – 1.2 mile

Twin Cities Church to Alta Hill neighborhood – 1.0 mile

Wildflower Ridge and Bailey Trails

Sunset Avenue neighborhood to downtown Grass Valley – 1.9 mile

Bailey Trail

Cypress Hill neighborhood to Gilmore/Scotten Schools - 3.4 miles

Alta Hill neighborhood to Gilmore/Scotten Schools – 1.5

Alta Hill neighborhood to downtown Grass Valley – 1.6

$$\frac{\text{Cumulative distance}}{\# \text{ routes}} = \frac{10.6 \text{ mi.}}{6} = 1.8 \text{ mi. (average trip length)}$$



Where Hope is Found

Northern Sierra Air Quality Management District
Attn: Melissa Klundby
P.O. Box 2227
Portola, CA 96122

Dear Ms. Klundby,

Re: AB 2766 DMV SURCHARGE PROGRAM
Bear Yuba Land Trust Proposal

Twin Cities Church (Church) is the owner of the property where the Wildflower Ridge Trail Bridge is to be constructed. The Wildflower Ridge Trail continues across the Church property, the trail then enters property where Bear Yuba Land Trust (BYLT) has a public trail easement. The development of the Church property required a public trail across the property so that it provides through access for users of the Wildflower Ridge Trail. BYLT is the owner of the property immediately to the east of the proposed bridge.

Twin Cities Church is fully supportive of the BYLT in its effort to construct a trail bridge crossing the Nevada Irrigation District canal, a bridge that will be attractive, barrier free and safe. We will also be happy to assist BYLT with the construction of the bridge, providing access to the work area and if requested, recruiting volunteers to assist in the construction of the bridge and the improvement and maintenance of the trail.

Thank you for consideration of this project for funding.

Twin Cities Church



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