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Project Plan Table

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We will make reasonable efforts to respond within five (5) business days.

GRT PROJECT PLAN

Table 1: Existing and Planned Projects Relevant to the Great Redwood Trail

EXISTING AND PLANNED PROJECTS*	LEAD AGENCY	LOCATION	APPROXIMATE MILEPOST	PROJECT SCHEDULE	PROJECT NOTES & CONSIDERATIONS	FUNDING DETAILS & COST ESTIMATES	CONTACT	
GREAT REDWOOD TRAIL SEGMENTS								
Hopland to Ukiah	City of Ukiah	South of Ukiah City limits (in Mendocino County)	100-112	The City of Ukiah would be interested in taking on the planning, design, permitting, and construction if funding was provided. The long term partner for operations and maintenance has not been identified.	There is substantial interest at the City staff level to advance this trail segment if funding is provided. There are constraints for completing this section of the trail without railbanking. Landowners have expressed opposition to easements for other trail projects in Ukiah. Railbanking, additional public outreach, and partnered aid are critical to advance the trail section outside of the City limits. The City noted that it is unrealistic to plan for volunteer aid to manage operation and maintenance costs in perpetuity.	The City of Ukiah estimates that if railbanking is obtained and a rail salvage company removes the rails and ties and leaves a serviceable gravel road, the cost could be approximately \$500,000. If the project were to include pavement on top of the trail, it could cost approximately \$3 million. The City of Ukiah notes that pursuing grants for planning and construction are on hold until railbanking is in place.	Andrew Stricklin, City Engineer, City of Ukiah, astricklin@cityofukiah.com	
Ukiah Rail-Trail	Phase 4	City of Ukiah	Commerce Dr to Norgard Ln	112-113	Construction completed for the 1.6 miles of trail. Grand opening scheduled for spring of 2026.	The entire trail project length has been constructed as rail-with-trail.	The City has received \$3.5 million, mostly from CNRA's Urban Greening Grant program. The State Coastal Conservancy provided \$350,000 to cover the cost of two bridges and the backfill for the project to cover a funding gap for the approximately \$3.9 million total construction project cost. May pursue a Clean CA grant from Caltrans for trail clean-up and maintenance.	Andrew Stricklin, City Engineer, City of Ukiah, astricklin@cityofukiah.com
	Phase 1-3	City of Ukiah	Brush St to Commerce Dr	113-115	An existing 1.7-mile multi-use path through Ukiah. Phase 1 completed in 2015, Phase 2-3 completed in January 2020.	Master Plan adopted by the City Council in 2020, which includes plans to incorporate linear park features to increase use. Local businesses that support continued trail development include Rivino Winery, Holiday Inn, Vichy Hot Springs Resort, and Nelson Vineyard.	Phase 1-3 cost \$4.6 million total. Phase 1-2 was funded with ATP funds. A \$1.8 million grant from CNRA's Urban Greening Grant program in 2017 was awarded for Phase 3.	
Ukiah to Redwood Valley	City of Ukiah	North of Ukiah City limits (in Mendocino County)	115-122	Need to identify GRT project partners who would undertake planning, design, permitting, construction, and operations and maintenance.	There is substantial interest from City staff in advancing this trail segment. City staff believe the most cost-effective way to expand the trail outside of City limits is if the future trail uses the existing rail bed.	Not yet identified. City staff expressed that the cost of this segment would likely be higher than the Hopland to Ukiah segment because there are more crossings in this segment.	Mo Mulheren, Supervisor, 2nd District, Mendocino County mulherenm@mendocinocounty.org	

*An acronym list at the end of the table presents definitions for all acronyms.

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Willits Rail Trail	City of Willits	E. Hill Rd to E. Commercial St	138-140	IS/MND adopted 2022. Construction begun in 2025, anticipated completion 2026.	Construction begun on 1.6 miles of rail-with-trail within the GRTA corridor. Adaptive management and budget augmentation may be required to resolve challenges with water crossings.	\$10 million estimated cost of project from the 95 percent design. The City was awarded \$6 million in ATP grant funding and \$3.8 million in Coastal Conservancy funding. A project budget shortfall is expected due to design challenges, and funding augmentation required to complete the project is currently under consideration.	Dusty Duley, Community Development Director, City of Willits, dduley@cityofwillits.org	
Eel River Canyon Preserve and Emerald Waters Reserve	Wildlands Conservancy	Eel River Canyon (Mendocino, Trinity, and Humboldt Counties)	188-201	Phase I of project planning began in 2025. Construction schedule pending, once resource assessments and associated planning phases are complete.	10-15 miles of trail along the GRTA corridor adjacent to the Eel River Canyon Preserve and Emerald Waters Reserve. Vegetation treatment completed for initial 1 mile of trail from Trail Access Point to Kekawaka Creek Crossing. The Wildlands Conservancy was granted a GRTA temporary permit and entry agreement for this vegetation management work, which has now expired. The preserve managers expressed that the project is not far enough along to provide an accurate project proposal or budget. The current priority for the preserve is to focus on infrastructure repairs and resource assessments to determine scope of work for the future GRT segment on preserve property.	Not yet identified.	Luke Farmer, Regional Manager, Sonoma Coast & Eel River Canyon Preserves, The Wildlands Conservancy, luke.f@wildlandsconservancy.org	
City of Rio Dell Bike Infrastructure and GRT Connections	City of Rio Dell	Rio Dell	256-259	Construction of a 0.25-mile section of the Eel River Trail was completed in June 2025 and some planning work has begun on other bicycle infrastructure improvements. Private parcels need to be acquired for some improvements to be completed.	Rio Dell has proposed several on-street and off-street bicycle and pedestrian improvements as an alternative to routing the GRT within the GRTA corridor within the Scotia Bluffs area. Caltrans is expected to begin construction in 2026, with completion in 2030, to replace the northbound 101 bridge across the Eel River. The new bridge design includes a 10-foot vehicular shoulder, but no separated bike/ped facility.	\$2.3 million funding secured from two Clean California state grants for bicycle infrastructure improvements throughout town, including completion of the Eel River Trail. This does not include the property acquisition needed to complete the City's proposed trail network. The northbound 101 bridge replacement project is estimated to cost \$79 million.	Kevin Caldwell, Community Development Director, City of Rio Dell, caldwellk@cityofriodell.ca.gov	
Humboldt Bay Trail (MP 280-293)	Elk River Estuary Extension	City of Eureka	Tooby Rd to Pound Rd	279-280	Construction completed in 2022.	1-mile extension of the Eureka Waterfront Trail with parking and trailhead access. This section is a piece of the Elk River Estuary and Intertidal Wetlands Restoration Project that will also restore approximately 113 acres of tidal marsh complex and a boating access point. Local project partners include the Humboldt Bay Keepers, Humboldt Trails Council, Redwood Community Action Agency, California Conservation Corps, and HSU.	Estimated \$5 million to fund the project in full. In 2018, the Ocean Protection Council awarded the project \$1.8 million; SCC awarded \$980,000; and \$42,000 was awarded from local organizations.	Brian Gerving, Public Works Director, City of Eureka, bgerving@ci.eureka.ca.gov
	Hikshari' Trail	City of Eureka	Pound Rd to Truesdale St	280-282	Construction completed in 2012.	1.5-mile trail with informational kiosks and map information were installed at each access area, in addition to benches, picnic tables, and interpretive signage highlighting the area's natural and cultural history.	City personnel contacted were unable to provide specific funding details.	
	Eureka Waterfront Trail Phase A	City of Eureka	Truesdale St to Del Norte St	282-283	Construction completed in 2016.	1-mile section of trail with a nature park on one end and multiple viewing platforms. Phases A, B, and C were planned together, and grants they received support multiple phases of the project.	Estimated spending for Phases A, B, and C is \$5 million total. Phases A, B, and C received a \$1 million grant from SCC to support all three phases. Phase A also received a \$1.2 million grant from Caltrans no-freeway alternate funding.	

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Humboldt Bay Trail (MP 280-293)	Eureka Waterfront Trail Phase B	City of Eureka	Del Norte St to C St	283-284	Construction completed in 2017.	1.4-mile section of trail and connects to the Eureka Boardwalk. This portion of the project includes trail resurfacing, trailheads, interpretive signs, and new crossings. This is the most urban section of the trail and highlights the working parts of the Eureka waterfront including light industrial businesses, a public marina, and fishing terminals.	Estimated spending for Phases A, B, and C is \$5 million total. Phases B and C split grant awards from the Regional Transportation Program for \$500,000, ATP for \$2.3 million, and HCAOG for \$100,000. SCC awarded a \$1 million grant to support Phases A, B, and C.	Jesse Willor, City of Eureka, jwillor@eurekaca.gov
	Eureka Boardwalk and Adorni Trail	City of Eureka	C St to CA 255	284-285	Construction completed in 2001.	Original 1-mile trail segment of the Eureka waterfront area to increase public access. Recently Humboldt County has put forth a proposal to maintain boardwalk and trail segment by installing trash receptacles to reduce litter on the trail.	Original cost not applicable for future funding needs; however, a \$10,000 litter reduction project will be installed in 2023 to improve trail maintenance.	
	Eureka Waterfront Trail, Phase C	City of Eureka	CA 255 to Y St and then turns inland to Myrtle Ave	285-286	Construction completed in 2017.	The 1.2-mile trail of Phase C connects to the planned Humboldt Bay South trail section and continues past the proposed route into town to connect to a medical center, businesses, parks, and neighborhoods.	Estimated spending for Phases A, B, and C is \$5 million total. Phases B and C split grant awards from the Regional Transportation Program for \$500,000, ATP for \$2.3 million, and HCAOG \$100,000. SCC awarded a \$1 million grant to support Phases A, B and C.	
	Eureka Bike Master Plan	City of Eureka	C St to Y St	284-286	The City of Eureka adopted the Eureka Bike Master Plan (BMP) in September 2024.	The strategy for improved continuity of the Great Redwood Trail (Trail) through the City includes both short-term and long-term recommendations. The near term plan includes on-street travel along 1st Street/ Waterfront Drive between C Street and X Street. The near-term improvements include Bicycle Boulevard design treatments and existing bike lanes on Waterfront Drive. The long-term plan includes future gap closure of a separated trail between G and L Streets. Additionally, the BMP includes a master plan vision for an off-street trail between H Street and connection with the Humboldt Bay Trail at Y Street, in the GRTA right-of-way.	Funding for implementation of BMP components related to the GRT have not yet been identified.	
Humboldt Bay Trail South	Humboldt County	Y St to US 101/Bracut Intersection	286-290	Construction completed in 2025.	4.25-mile rail-with-trail extension of the Humboldt Bay Trail that completed the connection between Eureka and Arcata.	The total cost is \$21 million for both construction and planning phases of the project. The construction bid has a budget of \$16.5 million. In 2015, HCAOG approved \$2 million for design plans and \$2 million for the ROW acquisition phase. In 2019, \$13.3 million in ATP funds was awarded for construction. Caltrans has committed \$1.25 million, and SCC has awarded an additional \$2 million for construction costs. Humboldt County has spent \$50,000 as of September 2020.	Hank Seemann, Environmental Services Director, Humboldt County, HSeemann@co.humboldt.ca.us	
Humboldt Bay Trail North	Humboldt County	US 101/Bracut Intersection to Samoa Blvd	290-292	Construction completed in 2017.	3-mile trail section. The trail passes through Arcata Marsh and Wildlife Sanctuary and may be a good example for future trail sections that cross wetland areas.	Estimated total cost was \$5.67 million. \$3.1 million from ATP, \$1 million from Caltrans SHOPP Minor Funds program, \$550,000 from SCC, and \$1 million from Arcata's Measure G Streets Fund.	Hank Seemann, Environmental Services Director, Humboldt County, HSeemann@co.humboldt.ca.us	
Arcata City Trail	City of Arcata	Samoa Blvd to Sunset Ave	292-293	Construction completed in 2015.	1.5-mile trail continues the Humboldt Bay Trail into Arcata and connects to a local skate park. It creates more opportunities to connect to infrastructure in town. The project was split into phases to complete.	The Foster Avenue portion of the project cost approximately \$500,000. Rails-with-trail projects through town cost approximately \$1.2 million. Humboldt Bay Trail North Samoa Blvd to County Bay Trail South cost approximately \$4.78 million. The City of Arcata utilized local Measure G funds, STIP funding, Transportation Development Act Funds, and Transportation Development Enhancement Program, an earlier form of ATP funding.	Emily Sinkhorn, Environmental Services Director, City of Arcata, esinkhorn@cityofarcata.org	

EXISTING AND PLANNED PROJECTS'	LEAD AGENCY	LOCATION	APPROXIMATE MILEPOST	PROJECT SCHEDULE	PROJECT NOTES & CONSIDERATIONS	FUNDING DETAILS & COST ESTIMATES	CONTACT	
College of the Redwoods to Eureka	Humboldt County	Tompkin Hill Rd to Tooby Rd	276-279	Planning study report with preliminary designs was completed in February 2026. Additional pre-construction project development and design work has not yet begun. There is not yet a construction timeline.	Project is in the planning and outreach phase and aims to design a 4-4.5-mile Class I bike path from the College of the Redwoods to South Eureka, connecting at the Tooby Rd Trailhead in the Elk River Estuary. The trail would provide a safe non-motorized transportation option that is separate from the US 101 corridor. Humboldt County is leading the study; however, the Board of Supervisors has not chosen a lead agency to implement the project.	\$285,000 was obtained from Caltrans Sustainable Communities Grant Program for project planning and design. Match includes \$32,500 from HCAOG and additional funds via Humboldt County in-kind services. The total construction costs were estimated to be \$13.5 million (2024 dollars) and include approximately \$2.7 million in pre-construction project development costs. There is not yet a funding strategy for implementation.	Hank Seemann, Environmental Services Director, Humboldt County, HSeemann@co.humboldt.ca.us	
Arcata to Manila Trail	City of Arcata	Along Samoa Blvd, between Arcata and existing Manila trails at Lupin Dr	Samoa Branch 1-5	This segment is conceptual as of January 2026. There is currently no timeline for trail construction.	The trail would connect the 6 miles between Arcata and Manila. The trail will need to cross Mad River and wetland areas. County of Humboldt, City of Arcata, and GRTA are potential collaborators. Stakeholders, including the Timber Heritage Association, are interested in making this section of the project a rail-with-trail for future speeder cars or tourist train services to utilize the rail beds. Understanding and analyzing feasibility of this functional element will be part of the planning and design process for this trail. The City expects to begin planning for this segment after the Annie & Mary Trail Connectivity Project is complete.	Not yet identified.	Emily Sinkhorn, Environmental Services Director, City of Arcata, esinkhorn@cityofarcata.org Hank Seemann, Environmental Services Director, Humboldt County, HSeemann@co.humboldt.ca.us	
Annie and Mary Trail, Arcata to Blue Lake (MP 293-301)	Annie and Mary Connectivity Project	City of Arcata	Sunset Ave to West End Rd at Humboldt Bay Municipal Water District Park 1	293-297	IS/MND adopted in December 2022. Construction funded through ATP grant. Construction began in 2025 and is expected to be complete by the end of 2026.	3.5-miles of ROW along Annie & Mary rail corridor will be used for trail. County of Humboldt, Humboldt Bay Municipal Water District, and Caltrans are project partners. The trail project will improve overpasses and drainage crossings. Additional trail phases will need to be planned to fully connect Arcata and Blue Lake.	Total cost is estimated to be \$5.3 million, with \$4.7 million for construction. This funding is secured from an ATP grant for construction. Initially the City received a Transportation Planning grant for community outreach and preliminary design.	Emily Sinkhorn, Environmental Services Director, City of Arcata, esinkhorn@cityofarcata.org
	Phase 2	Caltrans, District 1	Glendale Dr to Chartin Rd	299-301	The planning phase is anticipated to be completed in November 2024. There is currently no timeline for project construction.	Caltrans District 1, Blue Lake Rancheria, County of Humboldt, and Friends of the Annie & Mary Rail Trail are collaborating on this project. Caltrans is developing a Project Initiation Document (PID). Trail length is 1.7 miles total; 1.3 miles is off the rail ROW and follows the Caltrans ROW along the north side of Hwy 299. The eastern 0.4-mile section of trail connects back to rail ROW and into the City of Blue Lake.	No funding sources are yet in place, but Caltrans is considering the Active Transportation Program and State Highway Operation and Protection Program. Project has been rejected three times from ATP funding program.	Alexis Kelso, Senior Transportation Planner, Caltrans, District 1, alexis.kelso@dot.ca.gov
	Phase 1	City of Blue Lake	Follows Railroad Ave between Chartin Rd and H Street	301	Construction completed for 0.5-mile section in November 2020.	In 2016, a preliminary land survey and title analysis of the Annie & Mary Rail Trail was finalized. Additional title analysis is ongoing for areas outside of the completed Phase 1 project site and active Arcata Annie & Mary Trail Connectivity Project site. The completed Phase 1 project only covers part of the analyzed area. The City of Blue Lake wants to expand the GRT in the future.	The total project cost to-date for the completed portion of Phase 1 is approximately \$974,000. ATP funds were awarded to complete project.	Mandy Mager, City Manager, City of Blue Lake, citymanager@bluelake.ca.gov

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CONNECTING TRAILS NEAR THE GREAT REDWOOD TRAIL CORRIDOR							
Bay to Zoo Trail	City of Eureka	Eureka, US 101 bridge crossing of Eureka Slough to Sequoia Park Zoo	Connector path that will connect at MP 282	IS/MND completed in March 2021. Next steps are design and construction. Construction anticipated in 2026/2027.	2.75-mile trail that would be an inland spur of Humboldt Bay Trail to connect more inland communities to the GRT corridor. Will connect the hospital, schools, and residential areas for high commuter use potential.	Total project cost is approximately \$10.1 million. The City was awarded \$10 million in 2022 ATP grant cycle for project construction. ATP funding became available to the City in September 2023.	City of Eureka Public Works, BTZ trail@eureka.gov
Fortuna Riverwalk Trail	Humboldt County Public Works	Drake Hill Rd to Riverwalk Dr	Parallel to GRT corridor at MP 263-265	Sandy Prairie Levee was completed in 1959 and there is now a well-used trail on top of the levee.	2-mile gravel path on the Eel River levee in the Fortuna Riverwalk District. Connects into the western edge of John Campbell Memorial Greenway and Strongs Creek Trail Path. Begins at Drake Hill Rd and heads 2-miles north to Riverwalk Dr along the Eel River. The project is not in the trail corridor but could provide alternate connections that would showcase a scenic route near town. It currently connects to the proposed greenway and other proposed connection improvements the City of Fortuna has planned.	Original cost not applicable for future funding needs.	Brian Issa Public Works Director City of Fortuna bissa@ci.fortuna.ca.us
John Campbell Memorial Greenway and Strongs Creek Trail	City of Fortuna	Riverwalk Dr and turns east and extends to Rohnerville Rd	Connector trail that connects close to MP 265	Master Plan and concept drawings completed May 2014. Construction not scheduled.	Trail would connect Newburg Park and community center to the existing River Walk Trail via a 2.75-mile trail. The trail would be a 10-foot-wide Class I facility. This trail is important for connecting residential neighborhoods, shopping centers, and parks to the main GRT corridor and to facilitate safe travel for non-motorized commuters. The City anticipates another 4-6 years before construction could occur, pending funding.	The City is stalled by funding shortfalls. The City has applied for several rounds of ATP funds but has been unsuccessful. City personnel expressed uncertainty as to why the project has not been selected for funding given the emphasis on bike path connectivity projects at the state level.	
OTHER RELEVANT PROJECTS							
Founder's Grove Improvements Phase I	California State Parks, Save the Redwoods League	Humboldt Redwoods State Park, Dyerville Loop Road	Near MP 237-238	CEQA compliance is being completed for the new parking lot, facilities, picnic area, and demolition and restoration activities. Aiming to begin construction in 2026 and complete the project in 2028.	Phase I will demolish the existing parking lot, comfort station, restrooms, picnic areas, and accompanying infrastructure and replace these facilities 0.5-mile down the road at Dyerville Loop Road across from GRT corridor for simple accessibility. This phase aims to replace the old facilities while preserving large trees in the park. Both phases will occur somewhat simultaneously but will be operated by different work crews. Park management hopes to expand facilities to include camping and more day-use opportunities along the GRT corridor in the future.	Project estimated to cost \$7 million. California State Parks and Save the Redwoods League will split the cost close to half. Capital Outlay Program is funding the State Park's portion, and the League is fundraising approximately \$2.5 million for the project. State Parks contribution will fund the demolition and new facilities. The League was awarded \$175,000 through the SCC Coastal Stories Grant Program for the design and fabrication of new interpretive signage.	Matthew Gomez, Senior Parks Program Manager, Save the Redwoods League, mgomez@savetheredwoods.org
Founder's Grove Improvements Phase II	California State Parks, Save the Redwoods League	Humboldt Redwoods State Park, Founder's Grove to Dyerville Loop Road	Near MP 237-238	The two phases of the project will work within similar time periods, and aim to complete the project in 2028.	Phase II will build a new 1-mile trail from the new facilities to the Founder's Grove through second and third-growth redwoods, restore the old facilities site that will be demolished, and install new interpretive and wayfinding signs.	Save the Redwoods League is seeking a grant from SCC of approximately \$1.2 million to fund the new trail build, old site restoration, and interpretation installations along the new trail.	

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PALCO Mill Redevelopment Project	City of Fortuna	Adjacent to GRT corridor near Riverwalk Dr and Strong Creek	Closest to MP 265	The City adopted the Mill District Specific Development Plan (MDSP) in February of 2025 and is working in concert with the current owner to capitalize on the GRT as a site amenity. The MDSP includes local trails through the site which intersect with the GRT.	The MDSP allows a wide variety of commercial, industrial and residential uses, and the City is working with Caltrans, the site owner, and GRTA to improve vehicular and bike/ped access to the site through improvement of the 12th Street and Kenmar interchanges on Hwy 101.	The City is actively exploring the implementation of an EFID to help spur redevelopment of the site. Development will be privately funded.	Brian Issa Public Works Director City of Fortuna bissa@ci.fortuna.ca.us
City of Fortuna US 101 Interchange Improvements	City of Fortuna/ Caltrans	Three locations: Kenmar Rd, 12th St, and 3rd St	Closest to MP 265-267	The design of the Kenmar interchange is nearing completion as of early 2026. The 12th Street interchange has PA&ED completed for the north side interchange with Newburg Road which intersects the GRT, and the City is actively pursuing grant funding to complete design and construction of this section including a Class I pedestrian overcrossing of US 101.	The GRT has been incorporated into both proposed interchange upgrades from the beginning. The City recognizes the historic opportunity and has planned local trails, sidewalks, bike lanes and other facilities to take advantage of future GRT access points.	The City continues to move the interchange projects forward incrementally using STIP funds and is actively seeking federal funds to complete design and construction.	
Gateway Plan	City of Arcata	Promotes infill development in Arcata. Utilizing a section of the main GRT corridor at L St and 7th St as well as other connection points	Connects multiple locations between MP 292 and 293	The Gateway Plan is a planning-level document. The Arcata City Council adopted the Gateway Area Plan in July 2024.	Plan addresses connecting the downtown network of bike paths to the GRT corridor that connects businesses and residences in Arcata. Future project developers and the GRTA will be collaborators. The plan also proposes restoration opportunities for Jolly Giant Creek and a linear park area along the GRTA rail right-of-way.	Funding for implementation of Gateway Plan components related to the GRT have not yet been identified.	Emily Sinkhorn, Environmental Services Director, City of Arcata, esinkhorn@cityofarcata.org
Historic Crew Speeder Cars and Museum	Timber Heritage Association	Samoa Branch, Eureka Slough	Samoa Branch	Ongoing business and tourist attraction that has purchased property on Samoa Branch to maintain use of rail line and memorialize the history of the timber industry in Humboldt Bay.	The Historic Crew Speeder Cars is a business that promotes timber heritage in the area and plans to add a museum about the timber industry and its legacy in Eureka. Under permission from GRTA, THA also uses the rails along the Samoa Branch and in other locations in Eureka to run speeder cars as a tourist activity. They have planned several clean-up days in the rail ROW and support rail-with-trail projects in the Eureka area.	THA purchased 8-acre property on Samoa Branch in 2015 with an Option Agreement. THA must pay for clean-up of any environmental hazards or contaminants, costs for zoning changes, transfer of title, and Coastal Commission approval.	Sean Mitchell, President Timber Heritage Association PO Box 6399 Eureka, CA 95503 timberheritage.org
Humboldt Bay Offshore Wind Heavy Lift Marine Terminal Project	Humboldt Bay Harbor Recreation & Conservation District	Humboldt Harbor District, Samoa Branch	Closest to MP 300	Preliminary discussions with GRTA and Harbor District for area with overlapping jurisdiction initiated in December 2022; planning phases initiated in 2024 and are ongoing.	GRT ROW crosses the project area. SCC and GRTA initiated discussions with Harbor District staff in late 2022 regarding coordination efforts. Coordination on this project continues, though as of early 2026, the 1.1 mile segment of Class I bike path remains in the early conceptual design stages.	In January 2024, the Harbor District secured an INFRA Grant from the Federal Department of Transportation, which included \$1,100,000 in funding for the design and construction of a 1.1 mile segment of Class I bike path and associated fencing. In August 2025, federal grant funds were withdrawn for the overarching project. The Harbor District is actively securing replacement funding.	Rob Holmlund, Director of Development, Humboldt Bay Harbor Recreation and Conservation District, rholmlund@humboldtbay.org

ACRONYMS USED IN TABLE:

ATP Active Transportation Program

BMP Bike Master Plan

CA California

Caltrans California Department of Transportation

CEQA California Environmental Quality Act

CNRA California Natural Resources Agency

EFID Enhanced Infrastructure Financing District

INFRA Nationally Significant Multimodal Freight
& Highway Projects program

GRT Great Redwood Trail

GRTA Great Redwood Trail Agency

HCAOG Humboldt County Association of Governments

HSU Humboldt State University

IS/MND Initial Study/Mitigated Negative Declaration

MDSP Mill District Specific Development Plan

MP Mile Post

PA&ED Project Approval and Environmental Document

PID Project Initiation Document (*specific Caltrans acronym*)

ROW Right-of-Way

SCC California State Coastal Conservancy

SHOPP State Highway Operations and Protection Program

STIP State Transportation Improvement Program

THA Timber Heritage Association