2. RENEWING OUR COMMUNITIES

COMMUNITIES – FROM LOCAL TO GLOBAL

Transportation is a fundamental element of building communities. It shapes the physical outlines and intersections of the place. It is a factor in how large your local community is. It is the means of building bridges, figuratively and literally, to connect you to other communities. It is a deciding factor in what communities you can visit, near and far.

Throughout history, transportation inventions and transport innovations have certainly shaped communities and affected daily life. For instance, the wheel. Transport by horse or donkey, camel or llama, water buffalo or elephant has shaped communities. As have the canoe, dugout, and raft. The steamboat, airplane, and the cargo ship. The train, cable car, trolley, subway. The bicycle. And, of course, the automobile, truck, bus, and scooter.

WHY RENEW?

Global Climate Change~~/Crisis~~

Transportation has always affected communities. Today, the global impact of transportation is undeniable. After a century or so of building communities and economies around fossil-fuel-powered automobiles and cargo trucks, ships, trains, and airplanes, we see a global climate ~~crisis~~ change induced by greenhouse gases. The transportation sector generated 29% of U.S. GHG emissions in 2019, and 4% of 2010 global greenhouse gas emissions. Eighty percent of total U.S. emissions were from carbon dioxide ($C0_2$) (U.S. EPA, 2021).

~~The~~ Gglobal climate change~~risis~~ requires that we make swift and fundamental changes to **renew our transportation system**. Even if prudence and preservation did not warrant it, California State laws and federal policies require it.

Fossil fuel's leading role in global climate change is a solid reason to renew today's transportation system, but it's not the only reason. As it turns out, car-centric communities can result in other impacts including high land costs, high costs for housing and transportation, high vehicle speeds, high crash rates, and a presumption ~~and preponderance of car commuting.~~ that vehicle commuting is and will be the primary mode of transportation.

Land Use Consequences

Land use and transportation are sometimes treated as two separate issues; however, their fates are often tied together in many ways. Where roadway systems or trails are placed will influence subsequent development, and conversely people will build or improve transportation systems to get to a desired destination.

One challenge that has grown more apparent in recent years is the cost to maintain the transportation system (or any system for that matter). Historic development trends relied heavily on private investment to construct or improve transportation systems, but what happens when development trends slow or stop entirely? What happens when the cost of development is burdened by the amount of infrastructure required to complete a project?

Health and Safety Consequences

> Road traffic crashes are a leading cause of death in the United States for people aged 1–54, and they are the leading cause of nonnatural death for U.S. citizens residing or traveling abroad.
>
> — *CDC, 2021*

Another cost that residents and local governments pay, individually and collectively, is diminished public health. The current transportation system does not encourage people to use active transportation modes, which could help combat rates of obesity, high blood pressure, and other illnesses. (Over 30% of adults in Humboldt County are obese, according to the *2018 County Community Health Assessment*.)

Also, even when driving the posted speed limit (with or without the common practice of driving 5+mph over the limit), drivers can, and do, cause lethal collisions. Just ~~since the HCAOG Board last adopted *VROOM*, in December 2017~~in the past seven years, 165~~71~~ people were killed and 32,883~~211~~ were injured in car collisions (reported) in Humboldt County.

Locally-Controlled Transportation Funds

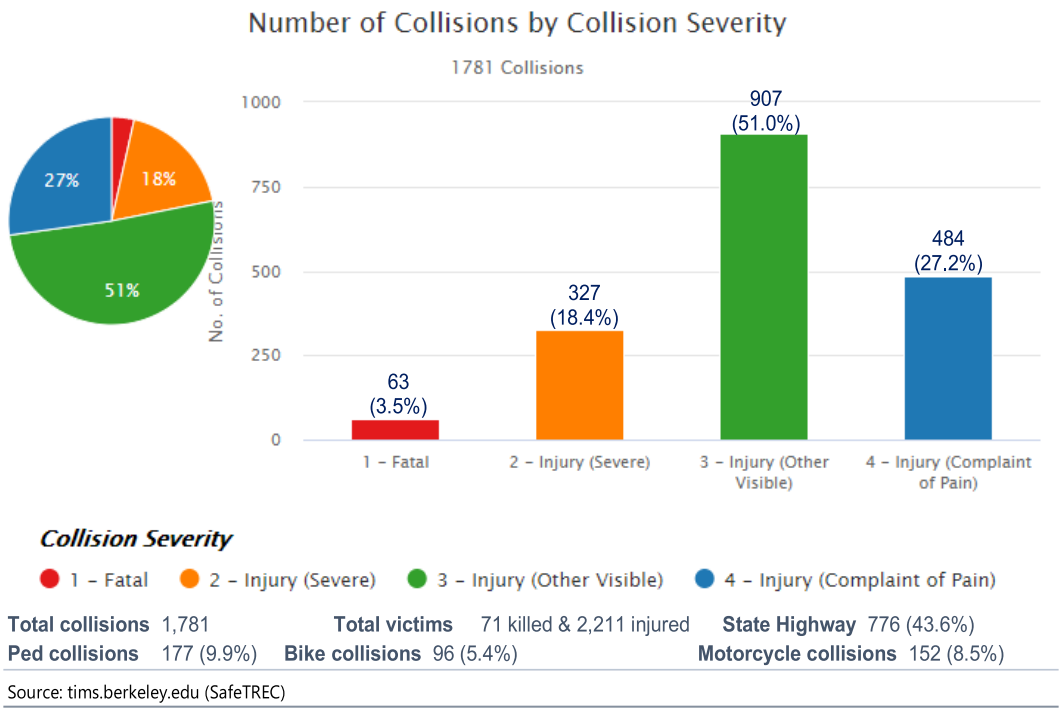


Figure *Renew*-1. **Collisions in Humboldt County (All) 12/14/2017 – 12/31/2020**

Funding for transportation system operation, maintenance, and improvement has always been a challenge for regions and local agencies, especially in rural areas. With the traditional state and federal sources of funding for road maintenance failing to provide as much value as it did in the past to local agencies, many agencies have had to become creative in how to maintain transportation systems, and make difficult decisions on where to invest their limited dollars.

Effects on Comfort & Aesthetics & Play

Streetscapes designed at a pedestrian scale can feel more comfortable and inviting because they are built to human-scale proportions, speeds, and distances. You don't need to go to Disneyland or Venice (Italy) to know the different feel of famous pedestrian-friendly streets. You could have experienced it when you walked around the Farmers Markets, or around Eureka Friday Night Markets, or one or another of Humboldt's summer street fairs. Although these examples are bustling because, in part, they don't happen every day, one should not discount the impact that pedestrian-friendly design has on attracting people to places and making them feel more safe.


Peripheral vision at 15 mph


Peripheral vision at 30 mph

Figure *Renew*-2. **What you see at 15mph versus 30mph**

Slowing vehicle speeds is another factor proven to increase the safety and useability of streets. The higher the vehicle speed, the more space is required to maintain some safety parameters for drivers and passengers. Even relatively moderate car speeds of 30-35 mph make many non-driving uses unacceptable on or near the roadway. Slow speeds, and less cars even more so, can create inviting streets where children can play, people can walk their dogs and push baby strollers, seniors can stroll or sit on a bench, art can be displayed and contemplated, and more.

And it's not only about comfort, safety, peaches, hot dogs, frybread, and samba parades:

> Pedestrian-friendly streetscape design is associated with increased social interaction and civic trust. A cross-sectional analysis conducted in Portland, Oregon, found front porches and sidewalks were positively associated with interaction, trust, and reciprocity among neighbors (Center for Active Design, 2018).

People-oriented street design is correlated with livable public spaces. (Refer to *VROOM's* Land Use-Transportation Element, and Global Climate Crisis Element for further discussion of these issues.)

> "Studies have found that people will typically not perceive a sidewalk on a high-speed, multi-lane road as walkable. On the other hand, a comfortable, tree-lined sidewalk along a bustling main street can entice pedestrian use."
>
> — *Center for Active Design, 2018*

RENEW WHAT?

The needs of our transportation systems are different today ~~then~~than when they were originally established. When the State highway system was rebuilt locally in the 1960's, design was focused on economy and basic vehicular connections between cities and between regions. Today the transportation needs for our citizens and our economy are different. Our communities want safer streets with more transportation options. They want a transportation system that is resilient to the effects of climate and climate change, and one that can be responsibly and regularly maintained. To achieve these goals of renewing our infrastructure, we'll also need to renew our approach in delivering these benefits to our communities.

COUNTY PROFILE & COMMUNITY FEEDBACK

DEMOGRAPHIC BACKGROUND

Humboldt County is a geographically diverse region located in northwestern California. The County encompasses 3,500 square miles of forested mountains, river valleys, coastal terraces, agricultural lands and coastline. The Pacific Ocean forms the western border of Humboldt County and Del Norte County borders the north. The eastern border meets mountainous Trinity and Siskiyou Counties, and Mendocino County's coastal mountains and valleys border the south. See the Maps Tab (at the end of document) for a map of the vicinity (Figure 2.1)

What is now known as Humboldt County is the ancestral land of several indigenous peoples. There are eight Native American Reservations and Rancherias in Humboldt County: Bear River Band of Rohnerville Rancheria, Big Lagoon Rancheria, Blue Lake Rancheria, Hoopa Valley Tribe, Karuk Tribe, Trinidad Rancheria, Wiyot Tribe, and the Yurok Tribe.

In addition to several unincorporated communities, Humboldt County is home to seven incorporated cities: Eureka, Arcata, Fortuna, Blue Lake, Rio Dell, Ferndale, and Trinidad. City populations range in size from Trinidad (~~171 residents per latest Census ACS estimate; 365 projected for 2021~~296) to Eureka's ~~nearly~~ 26~~7~~,000 residents. No community within the County has a population large enough to meet the urbanized metropolitan criteria as defined by the U.S. Census Bureau. The nearest designated metropolitan area is located more than 150 miles away.

Humboldt County's total population (133,817~~5,940~~) is 0.35% (0.0035) of the statewide population. When viewed over ~~The~~time the following population characteristics, from the ~~US Census data~~American Community Survey (ACS) data from 2019-2023, can give snapshots of other aspects of Humboldt County's rural makeup and factors that influences transportation needs. ~~For instance, we can assume that as they age, people will want to be able to rely on transportation modes besides driving a private car. In Humboldt County, this may mean a steep increase in demand for public transit and a connected network of safe walking and bicycling routes.~~

Table *Renew*-1. **Race and Ethnicity in Humboldt County (2019-2023)**

Location	Hispanic %	White %	Black %	American Indian %	Asian %	Pacific Islander %	Other %	Two or more %
Statewide	39.8	44	5.5	1.1	15.3	0.4	17.4	16.3
Humboldt Co. (All)	13.8	73.6	1.3	3.8	3.1	0.3	5.8	12.1
Incorporated Areas								
City of Arcata	15.4	73.9	2.4	1.2	2.2	0.5	7	12.7
City of Blue Lake	2.9	88.4	0	2.6	0	1.6	0.2	7.2
City of Eureka	14.2	70.3	2.3	1.7	5.7	0.7	6.3	12.9
City of Ferndale	16.1	76	0	1.2	3.1	0	4.3	15.4
City of Fortuna	21.6	69.7	0.9	2.4	2.9	0	12	12.1
City of Rio Dell	31.9	61	2	7.2	3.1	0	15	11.7
City of Trinidad	16.3	83.7	0	0	0	0	6.1	10.1

Source: US Census Bureau, 2019-2023 American Community Survey, 5-Year Estimates

Table *Renew-2*. **Factors that Affect Mobility, Humboldt County (2019-2023)**

Location	Total Population	% Age 65 and Over	% Age 15 and Under	% No Vehicle	% Persons with Disability	% Poverty Rate	% Unem-ployment	Median Income
Statewide	39,242,785	15.3	19.6	7	11.3	12	6.40%	$96,334

Humboldt County (All)	135,418	19.2	16.7	6.5	18.5	18.9	8.7	$61,135
Incorporated Areas								
City of Arcata	18,578	13.1	10.6	7.3	16.1	29.6	13.2	$48,731
City of Blue Lake	997	28.1	12.8	4.5	17.6	25.4	10.7	$52,813
City of Eureka	26,302	15.9	16.2	11.3	20.9	17.6	7.7	$60,253
City of Ferndale	1,525	34.7	11.3	7.8	22	13.2	11	$62,090
City of Fortuna	12,413	16.4	18.8	6.5	18.8	16.8	6.1	$61,603
City of Rio Dell	3,371	16.2	30	3.7	17.2	12.8	9.9	$46,055
City of Trinidad	424	34.8	7.8	1.9	18.2	15.1	4.1	$99,107

Source: US Census Bureau, 2019-2023 American Community Survey, 5-Year Estimates

When these tables are compared to those even from the 2022 RTP, which was based on five-year ACS data from 2015-2019, some interesting trends can noticed:

1. The total number of Humboldt County residents over 65, under 15, or effected by disabilities is increasing, especially in the unincorporated County areas, Arcata and Rio Dell;

2. Vehicle ownership rates are increasing, with the exception of small decreases in ownership rates in Fortuna and Ferndale;

3. Poverty rates are increasing, while the unemployment rate is increasing.

Overall if these trends continue, it can be surmised that continued and potentially increasing investments in transit and active transportation options will continue to be necessary to address the needs of the population over 65, under 15, or with a disability. In conjunction if vehicle ownership rates continue to maintain or increase, the need for conventional roadway improvements and maintenance is also an important factor that must be considered.

WHAT DO HUMBOLDT FOLKS TELL US?

HCAOG staff and our public outreach partners[1] have had the pleasure of visiting communities around Humboldt to speak with residents who have things to say about transportation in our region.

For the purposes of the 2021 update of *VROOM*, we attended events and meetings from June to September (virtual, and in person applying COVID-19 health precautions). We did "pop-up" tabling in person (adhering to COVID-19 safety protocols) at these events or locales:

- Arcata Farmers Market
- Bayshore Mall (Eureka)
- Blue Lake Annie & Mary Days
- Fortuna Farmers Market
- Garberville Farmers Market

[1]Consultants with Redwood Community Action Agency–Natural Resources Division and Planwest Partners.

- Hoopa Downtown
- Larson Park Adopt-a-Park Community Celebration (Arcata)
- McKinleyville Farmers Market
- Willow Creek Community Health Center

We also attended other organizations' scheduled meetings (virtual), and hosted our own virtual Community Dialogue & Workshop (September 13), which had approximately 25 to 30 participants. (See Appendix A for all Public Outreach & Engagement Program information.)

In addition, we heard comments from people who took our online (and paper) survey, and who commented on the RTP update drafts.

They Say…

Most of the folks we heard from have the same messages when it comes to Humboldt's transportation system. Two common concerns are **safety** and **climate change.** These two concerns are the basis of what they find lacking in the current transportation system, and also the basis for what they want it to provide. Consistently, in all the communities we've heard from, their top asks are for safer streets, more bus service, better driver behavior, more walkable neighborhoods, and more bikeways.

Answers to a poll question at the Community Dialogue & Workshop

On "What's working and what is not?"

From our respondents and participants, there seems to be fair to considerable consensus on the following circumstances, needs, and aspirations. In their own words, they say[2]:

- "More public transit please!"
- "Too many roads where cars can drive too fast even when they are not supposed to. There is not enough bike and pedestrian safe options."
- "I love all the trails. Can't wait for the Humboldt Bay Trail!"
- "Better bike lanes and sidewalks would be nice. Walking paths through cities would b nice as well."
- "The sidewalk improvements are great. Drivers seem as dangerous and aggressive as ever, making it scary to share the road with cars even when Im' driving."
- "We have a good freeway system dedicated to motor vehicles but pedestrians and other modes of transportation have suffered…"
- "In such a rural area we have no backups for transportation, you either have a ride with a neighbor or not."
- "Driving is working. Would like more hours of public transportation."
- "Bus routes are not accessible to everyone's schedule and isn't convenient especially to areas beyond Eureka/Arcata. Roads in outlying communities are bad and not well maintained."
- "Single vehicle use works for us, because we live very far away from any stores, transit stops, hospitals, etc. Buses and bicycles aren't very useful to us due to our location."

[2]Direct quotes from survey responses or comments at pop-up events or the community workshop (June-September, 2021).

- "What is not working is the lack of transportation for disabled and elderly."
- "Traffic is not very bad. Beautification and safety is lacking."

On "Your top three transportation topics?" (Community Workshop Take-Aways)

At the Community Dialogue & Workshop, we polled participants so they could choose what topics they wanted to discuss the most. The seven options we presented were:

1. *Getting to where you need to go* (Accessibility) (e.g., multi-modal travel, proximity of daily/major destinations, traffic congestion)
2. *Climate Change Crisis* (e.g., carbon-neutral transportation system, resilient transportation systems in the face of extreme weather and sea level rise)
3. *Regional Land Use* (e.g., infrastructure, land uses, jobs-housing ratio)
4. *Economy* (e.g., supporting/augmenting local and regional economies; creating jobs)
5. *Investments & Financial Viability* (making systems affordable to operate and maintain; stable funding revenues and sources; prioritizing investments; funding formulas
6. *Vibrant Neighborhoods & Places* (e.g., quality public spaces for all ages, social/societal assets, diversity and inclusive)
7. *Safety and Public Health* (reduce traffic-related deaths and injuries, less sedentary travel, more active travel, real and perceived safety threats/risks, how drivers behave behind the wheel)

The group's top three choices for topics to discuss were:

#1 Safety and Public Health
#2 Getting where you need to go
#3 Climate Change

Four breakout groups discussed two to three of the topics. The key take-aways from all things people discussed are:

- Improving transportation safety within and between communities is a top priority of our community.
- People *really* want to be able to get around without a car but feel like they don't have a lot of good mobility options because of connectivity gaps and stressful high-speed areas.
- Our community is ready to de-prioritize cars. Transportation infrastructure design should work well for non-motorized modes, and should slow down drivers. Have the right design for the right occasion/location.
- People want more areas that are highly walkable and car-free.
- Build on the existing bus service and increase it, including new mobility-on-demand and micro-transit options. Aspire to a transit system that is universally convenient, affordable, and attractive for all classes of people.
- Our community sees the many benefits of active transportation.
- People love the new trails and want more trails, especially to enlarge the bicycle network.
- HCAOG should take a lead role in educating and doing outreach for transportation-related safety. HCAOG should actively promote and market using public transportation, especially for those "choice" riders who could use buses but choose not to.
- It is shocking to learn how much transportation infrastructure costs.

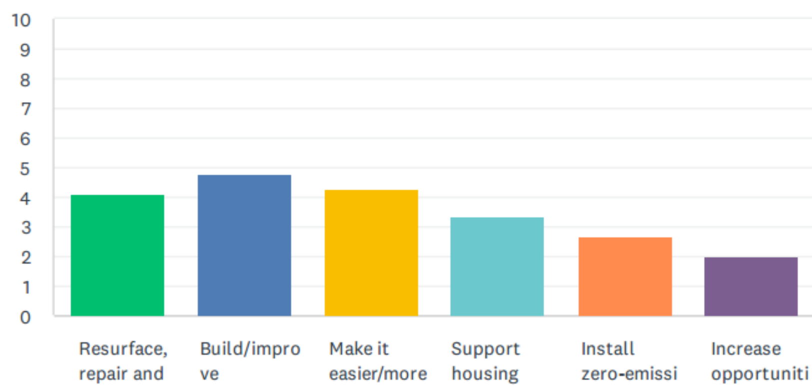
On "How would you prioritize countywide transportation funding?" (Survey Responses)

In the survey we asked people how they would prioritize funding for transportation. Results to that question are shown in the following figure. All survey results are in Appendix A–Public Outreach & Engagement Program.

> "I don't think about this (transportation) stuff, really, so I don't think I have anything intelligent to say. But I am mostly concerned about climate change."
>
> *— Blue Lake resident, Annie & Mary Day 2021*

Q2 How do you think countywide transportation funding should be prioritized? (Rank from 1 to 6 with 1 being highest funding priority and 6 being lowest funding priority)

Answered: 333   Skipped: 4



	1	2	3	4	5	6	TOTAL	SCORE
Resurface, repair and improve roads and bridges	28.92% 94	18.77% 61	12.92% 42	17.23% 56	17.54% 57	4.62% 15	325	4.10
Build/improve sidewalks, bike lanes, pedestrian-scale lighting, traffic calming	34.80% 111	31.97% 102	17.24% 55	9.72% 31	3.76% 12	2.51% 8	319	4.77
							323	4.25
Support housing development and planning efforts that reduce single-occupancy vehicle trips	9.40% 30	14.42% 46	22.88% 73	22.57% 72	17.24% 55	13.48% 43	319	3.36
Install zero-emission charging stations and support fleet transition to zero-emission vehicles	5.90% 19	7.45% 24	11.80% 38	22.05% 71	32.61% 105	20.19% 65	322	2.71
Increase opportunities for transporting goods into/out of Humboldt (via trucks, ships, or planes)	2.47% 8	8.02% 26	5.25% 17	10.49% 34	19.44% 63	54.32% 176	324	2.01

Figure *Renew*-3 **Survey Results for Countywide Transportation Funding Priorities**

Here are a just a few of the comments people made at our outreach/community pop-events. (Read all the comments and see photos of the pop-up events in Appendix A–Public Outreach & Engagement Program.)

- My parents live on Myrtle and there is no public transportation for seniors. I can't always drive them when they need a ride. Even one bus or shuttle a week would help a lot. (Eureka resident)

- Can you solve for crappy, dangerous drivers? (Briceland Road resident)
- The public transportation is really good! (Miranda resident)
- For rural people of age, active transportation is not an option. I need to park close to shops, so I don't shop in Arcata. (Garberville resident)
- All the (transportation funding) buckets are vital areas to fund. …But we have to put money to climate change adaptations because that underpins all the others. (Garberville resident)

TRANSPORTATION EQUITY

On February 20, 2020, Ahmaud Arbery was pursued and fatally shot while jogging. On March 13, Breonna Taylor, on May 25, George Floyd, and on June 12, Rayshard Brooks died at the hands of police. The killings of these African-Americans, and many others, caught attention worldwide and catalyzed a national movement. People took to the streets here in Humboldt County, across the USA, and across the world to protest the violence and killings against black people. People demanded that, as a country, we acknowledge the entrenched, often-violent injustices, and start to dismantle the racist power structure of the United States.

Almost immediately, and for months, national, state, and local transportation agencies and organizations made statements against police brutality, and for anti-racism, social justice, and Black Lives Matter. The responses have made clear and explicit that police brutality, structural racialization, and white supremacy are transportation issues. To borrow from the American Planning Association's statement,
The impact of Mr. Floyd's death and other recent grave injustices like it must be viewed in light of the historical trauma inflicted on African American communities, including discrimination wrought by the planning profession itself, which led to structural disadvantages in transportation, housing, education and employment that last to this day (APA 2020).

RACE-BASED DISCRIMINATION IN U.S. TRANSPORTATION HISTORY

For generations, public bodies in this country have been complicit, wittingly or not, in oppression based on race. Through explicit legislation and/or normalized practices, local, state and federal governmental agencies have condoned, sanctioned, or enforced, sometimes violently, practices to actively suppress opportunities for Black, indigenous, and people of color (BIPOC) communities. Sometimes intentionally, sometimes naively or ignorantly, decisions our government bodies have made about land use and transportation have fed a system that is fundamentally unequal for minority groups.

Due to these inequities, the outcome is a pattern, historically evidenced, that privileges white families with better health, better education, more financial assets, easier access to credit, more employment, more choices in housing, safer streets, and more freedom to move and be in public spaces.

Historic racist policies in transportation and land use in the U.S. include segregated passenger trains; segregated public buses; redlining black and brown neighborhoods to deny federally-backed mortgages, infrastructure, and investment; bulldozing thriving black neighborhoods and "slums" to build interstate highways; and relegating minorities to reside near freight hubs and oil refineries that release pollutants into the air and waterways. The rise of the automobile in the U.S. in the first half of the twentieth century is directly linked to

the creation of modern police forces in U.S. cities, and policing drivers has perpetuated historical discriminatory enforcement on people of color (Seo, 2019). More modern policies are the criminalization of fare evasion (of people using public transit, but not of people who evade tolls or parking fees in their private automobiles), racial profiling in police traffic stops, and habitually funding transportation projects in wealthier, whiter neighborhoods and cities.

Recent examples, in 2020, during the COVID-19 pandemic and Black Lives Matter protests illustrate transportation policy that may be benign for privileged white classes, but precarious for BIPOC. Such as

> when we open streets to people but rely on police presence to enforce those spaces, we actively harm many of the people we are trying to support, opening up Black Americans in particular to another venue where they can be stopped by the police, and all too often, arrested, injured, or killed. When we shut transit systems in response to protests, we deny countless people, largely of color or lower incomes, a means of mobility and their right to voice their concerns and seek redress from their government (NACTO 2020).

While people of color (all others than "White, Non-Hispanic") make up approximately 21% of the population in Humboldt County, from 2005-2019, they were 38% of pedestrian fatalities.
— CRTP, 2021

STATEMENT OF COMMITMENT TO FIGHTING RACIAL INJUSTICE AND INEQUITY

The National Academy of Sciences, Engineering, and Math reemphasizes the responsibility of transportation agencies in addressing equity:

> Transportation agencies that manage federally funded programs and projects are responsible for ensuring that their plans, programs, policies, services, and investments benefit everyone in their jurisdictions equitably. Historically, certain individuals and communities, including those from minority, low-income, and limited English proficiency (LEP) populations, have not benefited equitably from transportation investments and programs. Understanding the impacts of transportation investments on these individuals and communities and taking steps to address inequities are critical functions of transportation agencies (National Academies of Sciences, 2020).

As an important first step towards systemic change, HCAOG commits to taking actions necessary to become an anti-racist organization, and to doing the hard and perpetual work of developing an organizational culture and values that make our commitment clear to all stakeholders.

HCAOG strongly condemns systemic racism and discrimination in all forms, including those historically entrenched in transportation. HCAOG's fundamental goal is to enhance safe and convenient travel for people throughout Humboldt County—particularly people of color and disadvantaged communities—by connecting individuals to jobs, healthcare, education, recreation, social events, and other opportunities.

To that end, HCAOG firmly embraces racial equity, inclusion, and diversity. These values are foundational to achieving our vision of a cleaner, safer, more accessible and more connected future. We will be part of the solution. We will promote policies and programs that reflect principles of diversity, equity and inclusion, and will work with stakeholders to identify areas of improvement.[3]

[3] The language of HCAOG's statement is based on California State Transportation Agency's (CalSTA's) Statement on Racial Equity, Justice and Inclusion in Transportation, issued June 12, 2020.

RENEW HOW?

PLAN GOAL & OBJECTIVES

OVERALL GOAL: HCAOG's goal is for Humboldt County to have a carbon-neutral, multi-modal transportation system that is comprehensive, safe, sustainable, and equitable so that people in the region can travel and move goods by the modes that best suit the individual or business/industry, and society at large.

OVERALL OBJECTIVE: Program all transportation funds based on multi-modal transportation goals and objectives, and needs and priorities as established in the Regional Transportation Plan. HCAOG will pursue six main objectives/planning priorities. The objectives support one another and will apply to each transportation mode, framing each mode's policies. In alphabetical order, the objectives are:

- **Active Transportation Mode Share/Complete Streets** – Increase multi-modal mobility, balanced mode shares, and/or access. Mobility means having travel choices (for people and goods) with predictable trip times. A balanced mode share means all transportation modes are available in proportion to their efficiency and short-term and long-term costs and benefits. Increased access means more options for people to reach the goods, services, and activities they need.

Guidelines to enhance community connections: #1. Put pedestrian needs first.
— Center for Active Design, 2018

- **Economic Vitality** – Support the local or regional economy by improving goods movement and transportation access, efficiency, and cost-effectiveness; by enhancing economic attractors (e.g. via walkable streets, multiuse trails, transit service, freight access, shared mobility services); and by indirectly cutting health care costs due to more active transportation or less transportation-related pollution, and by reducing consumption of foreign oil.

- **Efficient & Viable Transportation System** – Make the transportation system operate more efficiently, such as by increasing multimodal connectivity, increasing opportunities for short trips made via walking or biking, and using Intelligent Transportation System (ITS) management (e.g. Humboldt County Travel Demand Model, Street Saver, GPS tracking on transit buses, other management programs). Make the system more financially and operationally viable such as by prioritizing cost-effective investments, including climate-change and sea-level-rise adaptation and resiliency in planning and design, pursuing stable funding, and preserving transportation assets to maximize resources and future use.

- **Environmental Stewardship & Climate Protection** – Enhance the performance of the transportation system while protecting and enhancing the natural environment. Strive to achieve goals of California Global Warming Solutions Act of 2006 (AB 32) and Sustainable Communities and Climate Protection Act of 2008 (SB 375), protect and improve air, water, and land quality, help reduce transportation-related fuel and energy use, help reduce single-occupancy-vehicle (SOV) trips and motorized vehicle miles traveled (VMT), etc.

- **Equitable & Sustainable Use of Resources** – Advocate for costs and benefits (financial, environmental, health, and social) to be shared fairly. Prioritize projects based on cost effectiveness as well as need and equity for underserved populations. Coordinate transportation systems with land use for efficient, sustainable use of resources and minimize the consumption and use of finite resources such as fossil fuels.

- **Safety and Health** – Increase safety especially for the most vulnerable users (elderly, youth, pedestrians, bicyclists, people with disabilities). Advocate the health benefits of active transportation. Advocate for Vision Zero resolutions to reduce traffic-related fatalities and serious injuries to zero.

EQUITY POLICIES & ACTIONS

To put the statement of commitment into action, HCAOG will pursue equity strategies and recommendations, such as:

- anti-racist values/culture
- racial equity action plan
- equity trainings
- equity performance measures
- internal equity group
- external equity advisory group[4]

HCAOG has identified initial and ongoing actions and first steps for combating racial injustice, tilted toward the transportation realm.[5] (The following order does not imply any ranking or prioritization.)

MAIN OBJECTIVES:	EQUITY POLICIES & ACTIONS
Equitable & Sustainable Use of Resources	**POLICY EQUITY-1. Land Acknowledgement** ☐ HCAOG benefits from using office space and Board meeting space in Eureka, which is unceded ancestral land of the Wiyot. HCAOG will work to secure a stable funding source with which to contribute to the voluntary Wiyot Honor Tax in order to monetarily compensate the Wiyot Tribe for this benefit. If HCAOG cannot access any governmental fund that allows this type of expenditure, HCAOG will advocate for policy that creates funds that allow this as an eligible use. ☐ Begin HCAOG Board meetings and workshops with a verbal indigenous-land acknowledgement. **POLICY EQUITY-2. Establish Goals, Actions (Planning)** ☐ Adopt diversity, equity and inclusion goals and implementing actions. Integrate the implementing actions in the annual Overall Work Plan so that staff efforts are not peripheral but embedded in the everyday work development of the regional agency. Budgets for engaging the community and building partnerships must be real. ☐ Develop of a multi-pronged plan with actions/approaches and policies to use our position to help uproot an unjust system and support the creation of equitable transportation and human landscapes. **POLICY EQUITY-3. Training** ☐ HCAOG staff will continue internal bias and equity development and restructure our organization so that our efforts are not peripheral but embedded in our everyday work and decisions. The HCAOG board of directors commits to doing additional learning and development as governors of our regional foundation.

[4] From Charles T. Brown's presentation to California Transportation Commission, June 24, 2020.
[5] Several examples are from PeopleForBikes, 2020.

- ☐ Allocate time and resources to educate the HCAOG staff. Provide each staff member paid time to be used for social justice training or social justice work related to transportation, including participating for education, engagement, and encouragement events for underrepresented or disadvantaged communities.

POLICY EQUITY-4. Procurement, Hiring, Committee Representation

- ☐ Take an anti-racist, equitable approach to procurement: Purchase supplies equitably such that disadvantaged businesses get the same benefits as historically advantaged businesses.
- ☐ Fully implement best practices for hiring processes, including for contract work, that improve outcomes for finding, hiring and promoting people of color and of varying backgrounds who fully reflect the fabric of our region and nation. Support internships to increase BIPOC professional experience in transportation planning.
- ☐ Review diversity and representation criteria for HCAOG committee and staff recruiting processes. Continue monitoring and adapting how that leads to greater outcomes of diversity and governance.

POLICY EQUITY-5. Equity Funding, Prioritization

- ☐ Take an anti-racist, equitable approach to transportation funding and project prioritization. Position funding investments and multi-modal-transportation advocacy efforts within the framework of equity and social justice.
- ☐ Follow the direction of BIPOC urbanist and mobility experts to operationalize the steps required to transform systems and to promote the actions most likely to create anti-racist walkable environments. Only support projects and initiatives that address structural racism and implement anti-racist efforts.
- ☐ HCAOG shall prioritize projects that have been planned and designed to bring economic benefits to communities that have had disproportionately low transportation investments and/or disproportionately high transportation harms.

POLICY EQUITY-6. Partnerships, Advocate, Educate

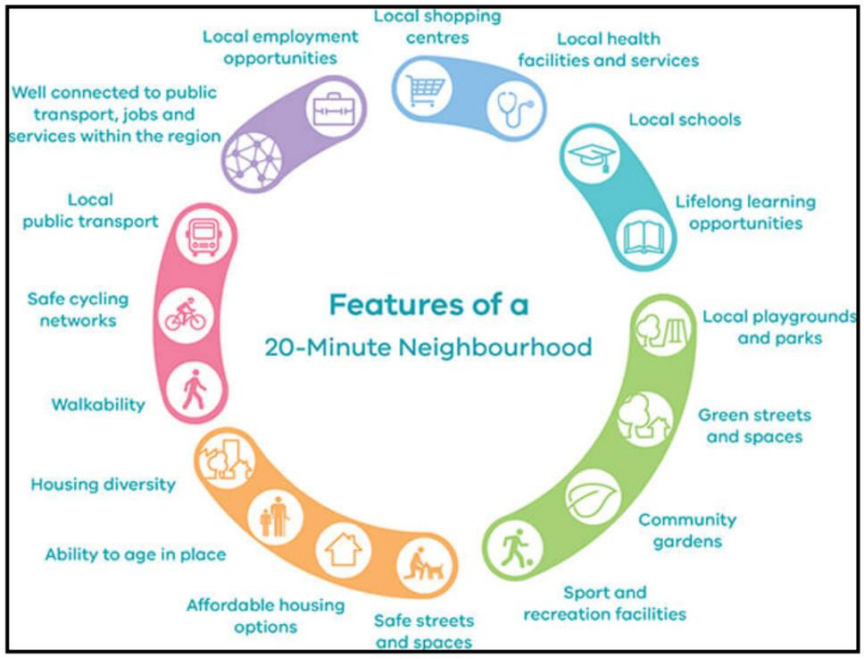
- ☐ Commit staff time and resources to build mutually-enriching relationships with partners who are supporting social justice efforts on the local level, to work to address systemic racism in transportation and land use structures.
- ☐ Support our partners working to create equitable transportation projects and programs in communities throughout Humboldt.
- ☐ Advocate at the federal, state and local levels of government for policies that improve communities by fostering inclusion and supporting equitable and complete mobility networks.
- ☐ Educate and inform by telling the history of racial bias and injustice in transportation and land policies and laws at the national, state, and local level.
- ☐ The imagery and graphics in promotional materials, PSAs, and social media shall reflect the diverse communities in the whole county.

POLICY EQUITY-7. Data Collection

- ☐ Identify and begin implementing actions to strengthen mobility justice and anti-racism in data collection and analysis projects.

Below is the Safe & Sustainable Transportation Targets table (Table *Renew*-3). As described in the Introduction of *VROOM 2026~~2~~-2046~~2~~*, the HCAOG Board formed an ad-hoc committee, in late 2020, to develop targets to diminish the transportation-related greenhouse gas emissions in Humboldt County. The targets expanded to other measures to benefit the region and meet its goal for a safe, accessible, sustainable transportation system.

The VROOM 2026 update also represents the first time in which data from the targets has been collected and analyzed. Contained in Appendix X is the Baseline Safe and Sustainable Transportation Target Report, which was completed in 2025. In this update to VROOM, the targets have been updated to reflect



The City of Melbourne, Australia adopted a 20-minute radius for their decentralized city—and included safe transportation options as a necessity. Source: Beesmart City

https://usa.streetsblog.org/2020/10/21/can-this-app-tell-you-if-you-live-in-a-15-minute-neighborhood/

recommendations from HCAOG staff, and HCAOG member agencies.

Figure *Renew*-4 **Example of planning for a "20-Minute Neighborhood"**

Table *Renew*-3 **Safe & Sustainable Transportation Targets**

PERFORMANCE MEASURE	REGIONAL TARGET	METRIC	AVAILABLE DATA SOURCES (">" sources are available now)	DATA SCHEDULE
Reduce GHG emissions in Air District (NCUAQMD)	Reduce on-road transportation-related fossil fuel consumption in Humboldt County.[1]	~ Transportation fuel sales (gasoline/diesel sales in gallons).	> CA Energy Commission, CA Annual Retail Fuel Outlet Report Results (CEC-A15: by county).	Every 4 years
Percent Mode Shift	• Increase the percentage of all trips, combined, made by walking, biking, micro-mobility/matched rides, and transit to at least 30% by 2030 and 40% by 2050.	~ # of miles of protected bikeways and sidewalks, & % of good intersections on arterials and collectors, and spacing/gaps between those intersections. ~ % of all road miles that are connection nodes at Low Traffic Stress levels 1 or 2. ~ # of barriers [TBD] to low-stress bike/ped transportation between major residential areas and major destinations (identified by network analysis) ~ # of transit boardings and trips ~ none-motorized user counts on critical commuter pathways (i.e.. Humboldt Bay Trail)	> Potential data source: www.bts.gov/browse-statistical-products-and-data/trips-distance/explore-us-mobility-during-covid-19-pandemic ~ Conduct an LTS Network and Connectivity Analysis > Bikeable App (on Google Play) > Data from People for Bikes > Local count data	Every 4 years
	• Double transit trips (including mobility on demand trips) by 2025, and again by 2030, and again by 2040.	~ # of transit boardings ~ # of transit trips	> Transit operators' ridership data > U.S. Census	Annually Every 4-5 years
	• Complete a Low-Traffic-Stress and connectivity analysis of the bike and ped network in the Greater Humboldt Bay Area by FY 2023/24, and countywide by 2026.	Yes/No (completed or not)	~ Conduct an LTS Network and Connectivity Analysis	Every 4 years
Reduce Vehicle Miles Travelled (VMT) by Car[1]	• Reduce VMT per capita by at least 25% by 2030, and 40% by 2050. (VMT includes zero-emission trips)	~ VMT/population ~ VMT/ #households > Ratio between the number of light vehicles registered to residents of	> State DOT data, e.g. California Public Road Data (PRD), derive statistical information from Caltrans' Highway Performance Monitoring System (HPMS).[2] ~ Apply a correction factor for Humboldt County (TBD).	4 years

PERFORMANCE MEASURE	REGIONAL TARGET	METRIC	AVAILABLE DATA SOURCES (">" sources are available now)	DATA SCHEDULE
		Humboldt County vs. the number of households or licensed drivers.	> Registration data from Dept. of Motor Vehicles (DMV).	
Zero-Emission Vehicle Infrastructure	~~(i) ZEV Charging Sites Evaluation Plan: By 2025 evaluate priority of feasible public-charging spaces throughout region. Priority will value equity. Study may be multi-phased, first at community or TAZ/census block level, and second at neighborhood and station location level.~~	~~(i) ~ Completion of charging-sites evaluation plan.~~	~~(i) Presence/absence of completed plan.~~	Complete~~(i) Target year~~
	~~(ii) Policies:~~ ~~• 80% of jurisdictions adopt pro-EVCS and electrical upgrade policies and building codes by 2022, and 100% by 2025.~~	~~(ii) ~ Number of jurisdictions with building codes that require installing "EV-ready" electrical wiring or EVCS in new development and major remodels. ~~ ~~~ Number of jurisdictions with building codes that require electrical panel upgrades for residential alteration permits, and 200A utility panel ratings for all new residential units.~~ ~~~ Amount of funding dispensed to subsidize and incentives EVCS.~~	~~(ii) > Agencies' adopted policies, building codes.~~ ~~> Agencies' annual budgets.~~	~~(ii)~~ ~~Annually~~Complete
	(iii) ZEV Fueling Infrastructure: • By 2030~~25~~, install a total of 1, 394 public chargers, including 42 DC Fast Chargers (DCFC).[3] • By 2035~~0~~, install a total of 3,560 EVCS of which 127 are DCFC. • 100% of households without off-street parking have access to public fast-chargers within ¼ mile of their home by 2035. • Equity performance measure: EVCS are equitably installed in MF residential areas and higher density/lower income areas.	(iii) ~ Number of AC/DC chargers per household at the transportation analysis zone (TAZ) or census block level. *Related metrics as possible*: ~ Number of chargers per household without off-street parking ~ Public AC chargers/population (or per registered vehicles) ~ Public DC chargers/population (or per registered vehicles) at (TAZ) or census block level. ~ Coverage of fast chargers located in (1) high density areas and (2) adjacent to	(iii) > Building permits > Alternative Fueling Station Locator (by National Renewable Energy Laboratory) – public and private non-residential alternative fueling stations. https://developer.nrel.gov/docs/transportation/alt-fuel-stations-v1/ https://afdc.energy.gov/stations/#/find/nearest > Plugshare.com app. (Count the number of stations) ~ Manual counts; surveys.	(iii) 4 or 5 years

PERFORMANCE MEASURE	REGIONAL TARGET	METRIC	AVAILABLE DATA SOURCES (">" sources are available now)	DATA SCHEDULE
	• For employee parking lots and MF residential parking of spaces* (or more), 25% of spaces have electric vehicle charging stations by 2025, 35% by 2035, and 50% by 2050. • In Humboldt County, by 20254 hydrogen fuel is available for public transit and long-haul commercial fleet vehicles, with green hydrogen fuel available as much and as soon as possible. • In Humboldt County, by 2030 there is sufficient hydrogen fueling infrastructure and green hydrogen fuel available to enable inter-county travel of medium and heavy-duty fuel-cell EVs.	corridors with high traffic volumes (e.g., coverage of chargers per acre or linear ½-mile). ~ Counts by jurisdiction: # of electric vehicle charging stations at qualifying work sites and MF residences. *For parking lots with excess capacity, use average utilization of spaces. ~ Coverage of hydrogen fueling infrastructure countywide.		
Percentage of Zero-Emission School Buses & Public Fleet Vehicles	i) • 100% of public buses ~~and school buses~~ are zero-emission by 20360. *Note:* Innovative Clean Transit Regulation:[4] > By 2026, 25% of new transit vehicle procurement must be ZEBs; > By 2029 "nearly all," and after 2040 100%, of the new bus procurement must be ZEBs. (ii) Each governmental agency starts converting fleet vehicles to zero-emission as early as possible~~by 2022~~, with interim targets to meet the State's year-2035 goals under the Advanced Clean Fleets Rule:	(i) ~ Survey the fleet inventory of public transit vehicles ~~and school buses~~. (ii, iii) ~ Survey the fleet inventory of each jurisdiction (local, regional, state, Native American governments).	~ Develop a baseline of vehicle fleets in local area. > Follow reporting from transit agencies to State. > Transit Development Plan	Every 2 to 4 years, and target years.

PERFORMANCE MEASURE	REGIONAL TARGET	METRIC	AVAILABLE DATA SOURCES (">" sources are available now)	DATA SCHEDULE
	• 10025% of newly-purchased public fleet passenger cars, SUVs, trucks and forklifts are zero-emission by 20275, and 50% by 2030. (as technology is available) • 30% of public fleet medium-duty and pick-up trucks are zero-emission by 2030. (iii) 100% of public fleet work vehicles are zero emission by 2036 (with government incentives for purchases and technology available and subsidized).			
Efficiency & Practicality in Locating New Housing	i) By 2021/22, start identifying top locations to survey/track for their access to essential destinations (i.e. study trip origin-destinations).	i) Presence of start-up/initial progress.	i) ~ Survey/report from HCAOG	Every 2 to 4 years
	ii) By 2023 have baseline "connectivity scores" for 40% or more of cities' and county's buildable parcels, including infill development.	ii) Percentage of buildable parcels with baseline "connectivity scores." Track outcomes for underserved communities to gage success in investment equity.	ii) > Travel time API (application programming interface), combined with General Plan Housing Elements. > Apps such as "15-Minute Neighborhood[5] (if needed, overlay maps with data from apps that score local roads for non-driver safety (e.g. Walkscore, Bikescore). *(Open-source apps and data will only increase from now to 2035.)*	
	iii) Starting by 203022, 80% of all new permitted housing units are in places with safe, comfortable, and convenient access to employment, shopping, and recreation by walking, biking, rolling, or transit.	iii) Walkscore, Bikescore, and transit score within ¼ or ½ mile radius of new housing. Track outcomes for underserved communities to gage success in investment equity.	iii) Same as above (ii).	
	iv) Starting by 2022, new housing development patterns contributes to a countywide reduction in per capita VMT from cars.	iv) Estimated VMT per capita from new housing.	iv) ~ Survey local jurisdictions' housing permits: VMT analyses from CEQA assessments, Climate Action Plans, VMT models, and other sources.	

PERFORMANCE MEASURE	REGIONAL TARGET	METRIC	AVAILABLE DATA SOURCES (">" sources are available now)	DATA SCHEDULE
	v) By 20273/284, all jurisdictions have adopted GP/zoning incentives for building in "highly connected" areas and for other climate-friendly housing-development.	v) Number of jurisdictions with adopted General Plan/zoning incentives for GHG-friendly building/development (aligned with Climate Action Plan policies and measures).	v) ~ Survey of adopted plans, codes.	
Convenient Access to Destinations	i) By 2035, 60% of the county's population—equitably distributed regionwide—live in homes/ apartments/dorms where they can safely, comfortably, and conveniently travel to everyday destinations by walking, biking, rolling, or transit/micro-transit, and 80% do by 2050. "Safe, comfortable and convenient travel" means people are able to travel: ▪ from home to work within 20 minutes in urbanized areas or within 35 minutes outside urban areas, without riding in a private car; ▪ from home to essential non-work destinations (e.g., school, local shopping, transit connections) within 15 minutes in urbanized areas or within 30 minutes outside urban areas, without riding in a private car.	• Within urbanized clusters, the range of essential destinations that people can get to, in 25 minutes or less, by biking, walking, or transit. Track outcomes for underserved communities to gage success in investment equity. • Availability of transit trips within 150% of driving time. Track outcomes for underserved communities to gage success in investment equity. *{❖ Note: Meeting these targets may require meeting higher targets under Percent Mode Shift (e.g., public transit trip frequency and coverage).TBD.}*	> Travel time API (application programming interface)	Every 5- years
Vision Zero	i) Maintain zero traffic fatalities per year, or decrease the number of traffic fatalities in the cities and unincorporated county by 50% each year until achieved. ii) Maintain zero bicyclist fatalities per year, or decrease the number of bicyclist fatalities in the cities	i, ii) Number of traffic-related deaths, and number of people walking or bicycling who are killed in collisions. Track outcomes for underserved communities to gage success in investment equity.	> Statewide Integrated Traffic Records System (SWITRS) > Transportation Injury Mapping System (TIMS) > StreetStory	Annually

PERFORMANCE MEASURE	REGIONAL TARGET	METRIC	AVAILABLE DATA SOURCES (">" sources are available now)	DATA SCHEDULE
	and unincorporated county by 50% each year until achieved. iii) Decrease by 25% each year the number of people seriously injured in traffic collisions in the cities and unincorporated county.	iii) Total number of people seriously injured in traffic collisions, and number of people walking or bicycling who are seriously injured in collisions. Track outcomes for underserved communities to gage success in investment equity. *Map crash, injury, fatality hotspots—priority safety spots; include intersections/facilities with designs that are hotspot-prone. Careful with noise in data.		Annually
~~**Active Transportation Education**~~	~~i) Five percent more of school classrooms get multi-modal education by 2023, and 10% more by 2025.~~ ~~ii) Increase the number of programs that actively promote and incentivize multi-modal travel, targeted to employers with over 20 employees, and government agencies. Expand the reach of such programs each year.~~ ~~iii) Increase active-transportation marketing and education campaigns for the general public. Reach at least two new communities biannually.~~	~~i) Percentage of classrooms receiving multi-modal transportation safety education. (Later data may indicate number of lessons, hours, or days.)~~✶ ~~ii) Number of entities engaged.~~✶ ~~iii) Number of communities engaged.~~✶ ✶~~Track outcomes for underserved communities to gage success in investment equity.~~	~~- School surveys (and/or data from grant reporting)~~	~~(i)Target years.~~ ~~(ii) Bi-annual~~ ~~(iii) Bi-annual~~
Invest in Complete Streets	i) Increase by 10% by 2028~~3~~, and by 25% by 2032~~28~~, regional discretionary funding set aside for permanent infrastructure, pop-ups, pilots, or other projects for complete streets or active transportation projects.~~.~~	i) Percentage of regional discretionary funding. Track outcomes for underserved communities to gage success in investment equity.	> HCAOG funding budget	Bi-annual

PERFORMANCE MEASURE	REGIONAL TARGET	METRIC	AVAILABLE DATA SOURCES (">" sources are available now)	DATA SCHEDULE
	ii) Secure new funding sources at the regional level and/or the city/county level to benefit active transportation and transit.	ii) Presence/absence of grant awards or new funding mechanisms (e.g. bonds, transportation sales tax, user fees, mitigation funds).	> Survey of regional and local jurisdictions	

[1]Consistent with RCEA's *Repower Humboldt* goals:

- "Work with other local public entities to reduce vehicle miles traveled in Humboldt County by at least 25% by 2030."
- "By 2030 reduce GHG emissions from transportation by over 65% through reductions in VMT, improved vehicle efficiency, the adoption of electric vehicles, and, where determined to be an effective emissions-reduction strategy, the use of biofuels as a bridge to a full transition to zero-emissions vehicles."
- "Accelerate the adoption of electric vehicles, with a target of over 6,000 electric vehicles on the road in Humboldt County by 2025 and 22,000 vehicles by 2030."
- "Develop public, workplace, and residential EV charging infrastructure necessary to support these county-wide electric vehicle targets."
- "Maintain a trajectory of emissions reduction to eliminate the use of fossil fuels by 2050." (Redwood Coast Energy Authority, December 2019. Link: RePower Humboldt/CAPE 2019 Plan Update, https://redwoodenergy.org/wp-content/uploads/2020/06/RePower-2019-Update-FINAL-.pdf.

[2]HPMS Data: Contracts collect local traffic (traffic counts) data triennially, statewide. The data are collected on different locations to reflect characteristics of the road segments. Caltrans estimates/ projects traffic volumes on all road segments based on past and newly collected data. Data includes traffic volumes on State Highways; some locations are permanent and continuous.

[3]California Energy Commission, Electric Vehicle Charging Infrastructure Assessment (July 2021) https://www.energy.ca.gov/programs-and-topics/programs/electric-vehicle-charging-infrastructure-assessment-ab-2127

[4]California Air Resources Board Innovative Clean Transit Regulation (https://www.arb.ca.gov/regact/2018/ict2018/ict2018.htm) [Dec. 2018]

[5]Mapping your "15-Minute Neighborhood" on your web browser. https://app.developer.here.com/15-min-city-map/

ACTION PLAN: PROPOSED PROJECTS

Table *Renew-4.* **Regional Equity Planning Projects**

Agency	Project Description	ST or LT*
HCAOG	**Land acknowledgement:** ~~Establish~~ Continue the protocol of beginning HCAOG Board meetings and workshops with a verbal indigenous-land acknowledgement. Implement this new practice.	ST
HCAOG	**Establish formal equity goals, actions:** Retain consultant services and/or establish an advisory board to facilitate developing guiding actions for building organizational diversity, equity, and inclusion. Outside help can help the organization to foster partnerships and build ongoing relationships between BIPOC and our organization.	ST
HCAOG	**Trainings:** In introductory "welcome packets," training, and/or other written materials for staff, committee members, and board members, include information on internal bias, cultural competency, and the agency's equity and justice goals.	ST
HCAOG	**Equity funding/prioritization:** Explore how a ratings program for projects could serve as a tool to build equitable mobility networks that benefit all members of a community with priority to populations that have been historically under-resourced or under-invested in (see Disadvantaged Communities Criteria, below). *This project overlaps with the Funding Consistency Tool proposed in the Financial Element. Intended to aid in evaluating projects that qualify for discretionary funding.*	ST
HCAOG	**Data collection:** Set a timeline and resources for expanding stock imagery that shows people of many different races, ethnicities, ages, abilities, and body types doing active and motorized transportation in varied settings.	ST

*ST = short term 1 to 10 years; LT = long term 10+ to 20 years.

Humboldt County Disadvantaged Communities Criteria

To begin the process of prioritizing transportation investments in disadvantaged communities in order to reach equity, HCAOG has developed a map to identify equity priority areas (see Figure 2.4). HCAOG will continue to refine the map to be used as a tool for equity funding/prioritization in the region. One future revision will be to add tribal areas as a criterion to identify equity priority areas.

HCAOG used the following criteria to generate Figure 2.4. All data are based on definitions and data from the U.S. Census Bureau 5-year ACS data (2015-2019).

- ☐ Conditions A – Census block groups with indicators:
  - Racial/ethnic minority – where 20% or more of population is either Hispanic or not White, and
  - Households with low incomes (80% or less than the statewide median household income)

- ☐ Conditions B – Census block groups with indicators:
  - Households with low incomes (80% or less than the statewide median household income), and
  - At least 3 of 9 following variables
    1. Poverty – where 45% or more of population lives at 200% or less of the federal poverty.
    2. Unemployed – Census block groups where 20% or more of the labor force is unemployed.

3. Elderly – where 10% or more of population is aged 75 or older.
4. Young – 20% or more of population is under age 18.
5. Linguistic isolation – where 5% or more of households have no one over 14 who speaks English only or speaks English very well.
6. Limited mobility-vehicle access – where 40% or more of housing units with 0-1 vehicles
7. Limited mobility-active transportation – Smaller block groups without bike facilities access within ½ mile radius.
8. Limited mobility-transit – Smaller block groups without transit access within ½ mile radius.
9. Housing cost burden – where 20% or more of occupied housing units pay more than 50% of household income in housing costs.

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