

# EQUITY

## **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.
- ☐ 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.

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

<b>Agency</b>	<b>Project Description</b>	<b>ST or LT*</b>
HCAOG	<b>Land acknowledgement:</b> Establish the protocol of beginning HCAOG Board meetings and workshops with a verbal indigenous-land acknowledgement. Implement this new practice.	ST
HCAOG	<b>Establish formal equity goals, actions:</b> 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	<b>Trainings:</b> 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
	<b>Equity funding/prioritization:</b> Explore if and how a ratings program for projects could serve as a tool to build equitable mobility networks that benefit all members of a community.	ST
HCAOG	<b>Data collection:</b> 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

# CLIMATE CRISIS

**GOAL:** Reduce greenhouse gas emissions contributed by transportation while building and maintaining a transportation system that is truly multimodal and equitable.

**GOAL:** Minimize the negative health, social, economic, and environmental impacts caused by global climate change and sea-level rise.

MAIN OBJECTIVES:	GLOBAL CLIMATE CRISIS SUB-OBJECTIVES & POLICIES
<b>Active Transportation Mode Share/ Complete Streets</b>	<p><b>POLICY CLIMATE -1</b> HCAOG will work and collaborate on efforts to promote non-motorized travel and the rapid transition to zero-emission motorized vehicles.</p> <p><b>POLICY CLIMATE-2</b> HCAOG will support and plan transportation projects that provide safe and convenient travel modes for people who cannot or choose not to drive.</p>
<b>Efficient &amp; Viable Transportation System</b>	<p>♦ Reduce motor-vehicle miles traveled (VMT) and lower GHG emissions.</p> <p><b>POLICY CLIMATE-3</b> HCAOG will support efforts, including through public-private partnerships, to equitably expand transportation electrification; to optimize development and use of the electric grid, and to expand clean-fuel supply infrastructure.</p>
<b>Environmental Stewardship &amp; Climate Protection</b>	<p><b>POLICY CLIMATE-4</b> HCAOG shall encourage partnerships to develop adaptation strategies that address sea-level rise in Humboldt County.</p>
<b>Equitable &amp; Sustainable Use of Resources</b>	<p>♦ Recognize the connections between transportation and land use.</p> <p><b>POLICY CLIMATE -5</b> HCAOG will support local communities in developing integrated transportation and land use strategies for responding resiliently to climate change, and codifying such strategies in General Plans, Regional Transportation Plans, and Local Coastal Programs. (<i>CTP 2040 recommended policy</i>)</p>

Table Climate-4. Regional Climate-Crisis Planning Projects

Project Description	
	<p><b>ZEV Infrastructure:</b> Work with agencies on infrastructure planning to optimize development and use of the electric grid and clean-fuel supply infrastructure, and to make more public right-of-way available for ZEV charging infrastructure.</p> <p>Support State efforts to strategically place charging stations, for battery electric and hydrogen-fuel cell vehicles, along California's designated Alternative Fuel Corridors, and advocate for Humboldt and other rural areas to receive fair benefits of the alternative fuel transportation corridors. (<i>California Transportation Plan 2050 recommended action</i>)</p>
	<p><b>Promote Electric Bikes:</b> Explore partnerships and incentive programs to support expanded use of e-bikes, such as programs that reduce the total cost of EV ownership Support educating agencies, businesses, schools, and residents about the benefits of electric vehicles. (<i>California Transportation Plan 2050 recommended action.</i>)</p>

# TRIBAL TRANSPORTATION

**TRIBAL TRANSPORTATION GOAL:** Tribal communities have safe and efficient mobility options, benefit from equitable access to transportation resources, and have strong interjurisdictional partnerships for advocating and solving transportation issues of tribal communities.


**POLICY TRIBAL-1:** HCAOG supports the mission of the NCTTC and actively engages with the NCTTC. This includes support for the formation of a tribal joint powers authority for the purpose of applying for a seat on the HCAOG Board.

**POLICY TRIBAL-2:** HCAOG supports legislation that would remove the limited waiver of sovereign immunity from Streets and Highways Code (SHC-94), and also expand the eligible projects to allow Caltrans to enter into direct contracts with tribes for projects in the Active Transportation Program.

**POLICY TRIBAL-3:** HCAOG supports Caltrans' initiative to review all named assets located on the state transportation system and propose assets to be renamed. HCAOG will participate in dialogue around re-naming places and transportation infrastructure in an effort to redress discriminatory names.

# EMERGENCY TRANSPORTATION

**GOAL:** Humboldt County has a transportation system that will successfully serve its population in the event of a major disaster, hazard, or emergency, thereby mitigating the potential medical, financial, and emotional traumas to the community.

MAIN OBJECTIVES:	EMERGENCY TRANSPORTATION SUB-OBJECTIVES AND POLICIES
Active Transportation Mode Share/ Complete Streets	Sub-objective <ul style="list-style-type: none"> <li>Pursue Complete Streets to give people more transportation options in emergency evacuations.</li> </ul>
Economic Vitality	Sub-objective <ul style="list-style-type: none"> <li>Increase emergency transportation preparedness to help minimize the direct costs and indirect economic losses caused by major disasters, hazards, or emergencies.</li> </ul>
Efficient & Viable Transportation System	Sub-objectives <ul style="list-style-type: none"> <li>Improve asset and vulnerability analyses of the regional transportation system, including infrastructure, equipment, and trained personnel.</li> <li>Attain regionally coordinated, multi-modal planning for emergency preparedness, evacuation, search and rescue, and recovery.</li> </ul> <p><b>Policy Emergency-1</b> HCAOG will support and collaborate in reviewing and updating emergency plans to address transportation resources available in all phases of disasters: prevention, preparedness, response, recovery, and mitigation.</p>
Environmental Stewardship & Climate Protection	Sub-objective <ul style="list-style-type: none"> <li>Reduce on-road transportation-related fossil fuel consumption in Humboldt County.</li> </ul> 

	<b>Policy Emergency-2</b> HCAOG will lead, facilitate, and support efforts to incorporate climate change adaptation and resiliency planning into emergency transportation and evacuation planning.
<b>Equitable &amp; Sustainable Use of Resources</b>	<p>Sub-objective</p> <ul style="list-style-type: none"> <li>◆ Increase the equitable distribution of county residents who live in homes/ apartments/dorms where they can safely, comfortably, and conveniently travel to shelter areas and emergency services by a variety of modes.</li> </ul>
	<b>Policy Emergency-3</b> HCAOG will facilitate and encourage involving people with disabilities and disability organizations, and other transportation-vulnerable stakeholders, in emergency planning, including assessments, exercises, training, debriefing, and post-action reports.
<b>Safety &amp; Health</b>	<p>Sub-objective</p> <ul style="list-style-type: none"> <li>◆ Improve the emergency preparedness and resilience of transportation facilities.</li> <li>◆ Keep transportation systems, agencies, and personnel ready and equipped to seamlessly execute emergency response transportation operations.</li> </ul>
	<b>Policy Emergency-4</b> HCAOG supports region-wide, multi-agency planning, training, and equipment acquisition for emergency preparedness and resiliency. HCAOG and the public transit operators should work with the County Office of Emergency Services to develop a collaborative, effective role in disaster preparedness and response.
	<b>Policy Emergency-5</b> HCAOG will help disseminate emergency preparedness information and educational materials on emergency transportation and emergency evacuation.



Table *Emergency-1* **Regional Emergency Transportation Proposed Projects**

Agency	Interagency Emergency Transportation Planning Project	Funding Source	ST or LT*
HCAOG, SSTAC	<u>Planning Framework</u> — Foremost through the SSTAC, explore opportunities to create a formal framework between transit operators and emergency planners. The framework may identify, establish, and standardize information-sharing between transit agencies and emergency operations centers (EOCs). Projects could also address improving communications and leadership between the agencies and training within transit agencies.	RPA, LTF, grants	ST
HCAOG, SSTAC	<u>Transportation Guidelines for Evacuation Response</u> (for public transit operators) — As needed, participate in developing regional guidelines for how local public transit operators' will function in emergency evacuation situations. Coordinate with first responder agency personnel to develop public transit operator technical guidelines for use in emergency evacuations. Coordinate with first-responder agency personnel and health services and social service agencies for disabled seniors, and other populations with special mobility needs.	RPA, LTF, grants	ST
HCAOG, SSTAC	<u>Registry</u> —Explore if a registry of populations with mobility limitations would be worthwhile as a resource for local transit and public health/social service providers. If so, identify the geographic range and number of people who may need transportation in disaster situations. Map the populations in relation to transportation assets, evacuation routes, and reception centers or shelters.	RPA, LTF, grants	ST

\*Short-term (ST) is one to 10 years, long-term (LT) is 10+ to 20 years

# LAND USE

**GOAL:** : Throughout Humboldt County, we grow communities equitably and efficiently to create safe, sustainable access to places and opportunities, while conserving or utilizing land respectfully so that future generations can also enjoy optimal land uses and value. All our communities benefit from having quality transportation choices for getting to jobs, services, and home.

IN OBJECTIVES:	LAND USE-TRANSPORTATION SUB-OBJECTIVES AND POLICIES
<div>ive Transportation</div> <div>Mode Share/ Complete Streets</div>	<div>Sub-objectives:</div> <ul style="list-style-type: none"> <li>◆ Expand healthy community development by designing neighborhoods around safe, attractive, walkable, bikeable streetscapes designed for people (not cars and trucks) and for social, cultural, economic, recreational, and residential activities.</li> <li>◆ Create safe and effective walking and bicycling facilities that create neighborhood connectivity and continuity.</li> <li>◆ Reduce the number and miles of work-commute trips by car.</li> <li>◆ Increase percentage of all trips, combined, made by walking, biking, micro-mobility/matched rides, and transit, and decrease driving regionally and in each jurisdiction.</li> </ul> <div>   </div> <p><b>POLICY LAND-1 Reduce driving:</b> HCAOG encourages and supports land use planning and projects that accommodate reducing driving, such as through infill development, pedestrian-friendly streets, bicycle infrastructure, and transit-oriented development. HCAOG staff will provide information on transit-oriented development, as requested. HCAOG encourages member and committee agencies to engage transit operators when planning or reviewing new developments.</p> <p><b>Policy Land-2 Expand transit ridership:</b> HCAOG advocates for and supports land use policies and programs that will enable enriched intra- and inter-regional transit service and multi-modal connections in urbanized areas throughout the county. HCAOG shall advocate for and support expanded and stable funding for transit.</p>
<div>Economic Vitality</div>	<div>Sub-objectives:</div> <ul style="list-style-type: none"> <li>◆ Increase data collection necessary to assess how well the transportation system connects people to economic opportunity.</li> <li>◆ Optimize the proportion of land utilized for higher economical and sustainable purposes than storing private vehicles (i.e. free parking) foremost around key destinations where land values are premium.</li> </ul> <p><b>Policy LU-3 Sustainable tax base:</b> HCAOG advocates for local governments to develop codes and ordinances that result in land use development patterns that will be affordable to maintain, for the life of the infrastructure, with the communities' tax base and fee revenues, and that will foster healthy municipal cash flows and affordable housing supply.</p> <p><b>Policy LU-4 Nearby access to essential services:</b> HCAOG supports mixed-use land uses for fostering successful commercial and work opportunities near where people live, and advocates for mixed-use development patterns to include affordable housing and essential services for people with low and very low incomes.</p>

<p><b>Efficient &amp; Viable Transportation System</b></p>	<p>Sub-objectives:</p> <ul style="list-style-type: none"> <li>◆ 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.</li> <li>◆ Increase data collection and assessments for active transportation connectivity, quality, and quantity in the region.</li> <li>◆ Increase the number of electric-vehicle chargers per capita.</li> </ul> <p><b>Policy LU-5 Transportation for compact, mixed-use development:</b> HCAOG shall work towards increasing coordination with land use decision-making agencies to identify and prioritize specific transportation investments needed to support compact, mixed-use development. HCAOG recognizes transit-oriented development transit service as valuable investments for achieving efficient land use. (<i>CTP 2050 recommended action</i>)</p> <p><b>Policy LU-6 Repurpose for compact, mixed-use development:</b> HCAOG will encourage and support local agencies to pursue opportunities to repurpose antiquated land uses, such as gas stations, parking lots, and large shopping centers, to support compact, mixed-use development and sustainable mobility options. (<i>CTP 2050 recommended action</i>)</p> <p><b>Policy LU-7 Reduce subsidized parking costs:</b> HCAOG advocates for land use policies and projects that curtail the amount and/or cost of tax-subsidized parking in commercial and mixed-use areas. HCAOG will support local agencies in reducing parking minimum and/or enacting parking maximums, and will provide support in identifying funding for and implementing mobility solutions that reduce parking demand. (<i>CTP 2050 recommended action</i>)</p>
<p><b>Environmental Stewardship &amp; Climate Protection</b></p>	<p>Sub-objectives:</p> <ul style="list-style-type: none"> <li>◆ Reduce transportation-related fossil fuel consumption in Humboldt County.</li> <li>◆ Conserve open space by redirecting urban and rural sprawl towards better, more transportation-efficient land use patterns.</li> </ul>
<p><b>Equitable &amp; Sustainable Use of Resources</b></p>	<p>Sub-objectives:</p> <ul style="list-style-type: none"> <li>◆ Expand equitable and sustainable access to jobs, education, and essential services, achieved by following holistic policies and programs that address global climate crisis, racial justice, access to affordable housing and economic opportunities.</li> <li>◆ Increase percentage of electric-vehicle charging stations installed equitably in multi-family residential areas and higher density/lower-income areas.</li> <li>◆ Increase the percentage of attainable housing units located in places with safe, comfortable, and convenient access to employment, shopping, and recreation by walking, biking, rolling, or transit.</li> <li>◆ Increase the equitable distribution of county residents who live in homes/apartments/dorms where they can safely, comfortably, and conveniently travel to everyday destinations by walking, biking, rolling, or transit/micro-transit.</li> </ul> <p><b>POLICY Land-8:</b> Support local communities in developing integrated transportation and land use strategies for responding resiliently to climate change, and codifying such strategies in General Plans, Regional Transportation Plans, Local Coastal Programs, and Climate Action Plans. HCAOG will review proposed development projects in member jurisdictions and provide feedback on the projects' impacts on regional</p>

	<p>efforts to meet adopted targets for greenhouse gas emission reductions, VMT, mode shift, traffic safety, and zero emission vehicles.</p> <p><b>Policy LU-9 Prioritize community needs:</b> HCAOG shall prioritize investments in under-resourced (disadvantaged) communities to improve mobility and access to jobs, education, health care, services, and recreation. HCAOG shall focus on investments that are aligned with community-identified transportation needs. (<i>CTP 2050 recommended action</i>)</p> <p><b>Policy LU-10 (Anti-displacement):</b> HCAOG supports policies to protect marginalized and disadvantaged communities from displacement and community fragmentation that may result from transportation investments (e.g., tenant protections, affordable housing production, and affordable housing preservation). (<i>CTP 2050 recommended action</i>)</p>
Safety & Health	<p>Sub-objectives:</p> <ul style="list-style-type: none"> <li>◆ Build more walkable and bikeable neighborhoods to increase active transportation for benefits to public health.</li> <li>◆ Reduce VMT to foster reducing transportation-related injuries and deaths.</li> </ul>

## COMPLETE STREETS

**GOAL:** Throughout Humboldt County, the streets, roads, and highway system meet the transportation and safety needs of all users, including pedestrians, transit users, bicyclists, motorists, the elderly, youth, and the disabled. The region's jurisdictions have the resources to preserve, enhance, and maintain the roadway network to support complete streets and connected communities

MAIN OBJECTIVES:	COMPLETE STREETS & CONNECTED COMMUNITIES SUB-OBJECTIVES & POLICIES
Active Transportation Mode Share/ Complete Streets	<ul style="list-style-type: none"> <li>◆ Maximize multi-modal access to the roadway system and eliminate barriers to non-motorized transportation.</li> <li>◆ Expand and maintain a regional network of inter-connected pedestrian and bicycle facilities. Create safe and effective walking and bicycling facilities that create neighborhood connectivity and continuity.</li> <li>◆ Support and implement projects and policies that increase biking and walking, especially for short trips, first/last mile transit trips, and school trips.</li> <li>◆ Increase percentage of all trips, combined, made by walking, biking, micro-mobility/matched rides, and transit.</li> <li>◆ Reduce VMT per capita</li> <li>◆ Increase regional discretionary funding set aside for permanent infrastructure, pop-ups, pilots, or other projects for active transportation.</li> <li>◆ Secure new funding sources at the regional level and/or the city/county level to benefit active transportation and transit.</li> </ul> <p><b>POLICY STREETS-1 Multi-modal safety &amp; functionality:</b> HCAOG shall encourage and facilitate local jurisdictions, local Native American Tribes, Caltrans, and non-profits to individually and collaboratively plan, design, install, and maintain roads in Humboldt County to build a transportation system that emphasizes safety over speed, and</p>




	<p>emphasizes multi-modal functionality over convenience for single-occupancy automobiles.</p> <p><b>POLICY STREETS-2 Humboldt Bay Trail:</b> HCAOG recognizes the Humboldt Bay Trail, and planned connections and envisioned extensions, as a regional priority multi-use trail, and supports multi-jurisdictional, public, and private efforts to develop and maintain it.</p> <p><b>POLICY STREETS-3</b> HCAOG shall include Complete Streets improvements in regionally-funded transportation system projects to the extent feasible, as consistent with California Complete Streets Act of 2008 (AB 1358) and Caltrans Deputy Directive 64-R1.</p>
Economic Vitality	<ul style="list-style-type: none"> <li>◆ Increase data collection necessary to assess how well the transportation system connects people to economic opportunity.</li> </ul> <p><b>POLICY STREETS-4 Sharing Economy:</b> HCAOG shall pursue efforts to increase shared mobility options in the region, such as car share and bike share programs. HCAOG shall work to make shared mobility programs equitably available to people with low-incomes and other transportation disadvantages.</p>
Efficient & Viable Transportation System	<ul style="list-style-type: none"> <li>◆ Maintain the roadway system in a condition that maximizes resources and uses, and minimizes disruptions and costs. Increase data collection and assessments for active transportation connectivity, quality, and quantity in the region.</li> </ul> <p><b>POLICY STREETS-5 Stable funding:</b> HCAOG shall pursue local options for developing a funding program(s) to help maintain and preserve the regional roadway system, and fund non-infrastructure programs and planning for active transportation projects. HCAOG shall help secure the financial resources necessary to accommodate HCAOG's policies adopted in the <i>Regional Bicycle Plan</i>, <i>Regional Transportation Plan (VROOM)</i>, <i>Regional Master Trails Plan</i>, and <i>Regional Pedestrian Plan</i>.</p> <p><b>POLICY STREETS-6 Fix it first for safety:</b> HCAOG will accelerate programming for regional projects that retrofit existing roads to provide safe and convenient travel by all users. HCAOG supports a "fix it first" priority of protecting and preserving existing roadways and other transportation assets, with priority for communities that have been underinvested in or have borne disproportionate levels of harm from transportation infrastructure.</p> <p><i>Also applicable:</i> <b>Bike Plan Policy 4.3–BLOS/BQOS:</b> HCAOG shall use the Bicycle Level of Service and Quality of Service (BLOS/BQOS) and the Bicycle Compatibility Index as tools for assessing bicycle facility needs and prioritizing projects, along with equity criteria.</p>
Environmental Stewardship & Climate Protection	<ul style="list-style-type: none"> <li>◆ Promote "Complete Streets" policies and projects to reduce CO<sub>2</sub> emissions and the adverse environmental impacts of motorized transportation on land, sea, and air.</li> </ul> <p><b>POLICY STREETS-7 Global Warming Solutions:</b> HCAOG shall carry out policies and program funding for projects that will help achieve the goals of the Global Warming Solutions Act (California Assembly Bill 32 (2006) and Senate Bill 32 (2016)). This shall include supporting efforts to reduce non-renewable consumption and air pollution, such as projects that increase access to alternative transportation and renewable fuels, reduce congestion, reduce single-occupancy (motorized) vehicle trips, and shorten vehicle trip length, and reduce greenhouse gas emissions.</p>

<p><b>Equitable &amp; Sustainable Use of Resources</b></p>	<ul style="list-style-type: none"> <li>◆ Increase the percentage of attainable housing units located in places with safe, comfortable, and convenient access to employment, shopping, and recreation by walking, biking, rolling, or transit. </li> <li>◆ Increase the equitable distribution of county residents who live in homes/apartments/dorms where they can safely, comfortably, and conveniently travel to everyday destinations by walking, biking, rolling, or transit/micro-transit. </li> </ul> <p><b>POLICY STREETS-8</b> HCAOG shall pursue a multi-modal transportation system that follows a less exhaustive, less polluting, and more sustainable use of natural resources than the land-intensive car-centered transportation system.</p> <p><b>POLICY STREETS-9</b> HCAOG shall promote equity, cost effectiveness, safety and active transportation in programming and allocating funds to regionally significant roadway and trail projects.</p>
<p><b>Safety &amp; Health</b></p>	<ul style="list-style-type: none"> <li>◆ Improve overall safety for motorists, bicyclists, pedestrians, and transit users on all county, city, and state highways and streets.</li> <li>◆ Prioritize programming resources for projects designed to reduce deaths and serious injuries on our roadways, and for approaches that prioritize lowering speeds on local and arterial roads.</li> <li>◆ Increase the number of active transportation users and drivers who receive educational messaging about roadway safety.</li> <li>◆ Decrease to and maintain zero pedestrian and bicyclist fatalities per year regionwide. </li> <li>◆ Decrease, regionwide, the number of people seriously injured in bicycle and pedestrian collisions. </li> <li>◆ Expand the reach and occurrences of safe active transportation infrastructure to improve public health and safety.</li> </ul> <p><b>POLICY STREETS-10 Safe routes to school and transit:</b> To advance Safe Routes to School and Safe Routes to Transit initiatives, HCAOG shall support jurisdictions to establish and maintain safe pedestrian paths and designated bikeways within one mile of all public schools and public transit connections.</p> <p><b>POLICY STREETS -11 Vision Zero:</b> HCAOG adopts the Vision Zero commitment to support policy, strategies, and roadway design standards that have been shown to be most effective in improving safety, with the goal of eliminating all traffic fatalities and severe injuries in Humboldt, while increasing safe, healthy, equitable mobility for all users.</p> <p><b>POLICY STREETS-12 Traffic data:</b> HCAOG shall assist regional and local efforts to expand the means to collect relevant and meaningful data on traffic statistics, including use by mode and rates of traffic-related accidents, injuries, and fatalities.</p> <p><b>POLICY STREETS-13 Active transportation education:</b> HCAOG shall program, support, and collaborate in campaigns to educate active transportation users and drivers about using the roadways safely, and about other transportation-related public health goals and outcomes.</p>

# COMMUTER TRAILS

**GOALS:** Humboldt’s regional trail network is a complete and seamlessly connected system that gives people options for safe, active transportation within and between communities. The California Coastal Trail within Humboldt County is a continuous public right-of-way along the coastline and a contiguous trail for non-motorized travel. The CCT fosters appreciation and stewardship of the scenic and natural resources of the North Coast.

MAIN OBJECTIVES:	COMMUTER TRAILS POLICIES
AT Mode Share/ Complete Streets	<b>Policy Trails-2</b> HCAOG shall pursue active transportation system funding to implement priority trail projects identified in the Commuter Trails Element and the <i>Humboldt County Regional Trails Master Plan</i> . 
Efficient & Viable Transportation System	<b>Policy Trails-3</b> HCAOG shall pursue and support using existing public right-of-way for trails to the maximum extent feasible in order to preserve land, assets, and financial resources.
Environmental Stewardship & Climate Protection	<p><b>Policy Trails-4</b> HCAOG shall support entities to design and locate regional trails to minimize impacts to environmentally sensitive habitat areas and prime agricultural lands to the maximum extent feasible.</p> <p><b>Policy Trails-5</b> HCAOG encourages municipalities to update Local Coastal Programs (LCPs) to fully address coastal access policies and ensure getting applicable routes designated as the California Coastal Trail.</p> <p><b>Policy Trails-6:</b> HCAOG supports collaborative, multi-jurisdictional projects that consider adaptation to sea-level rise in trail planning and development.</p>
Equitable & Sustainable Use of Resources	<p><b>Policy Trails-7</b> HCAOG supports and encourages the design principles, as applicable, that the Coastal Conservancy outlines in “Completing the California Coastal Trail” (2003), which are: proximity to the sea, connectivity, integrity, respect, and feasibility.</p> <p><b>Policy Trails-8</b> The regional trails network shall provide travel options for residents and visitors, with equitable access for transportation-disadvantaged populations.</p>
Safety & Health	<b>Policy Trails-9</b> HCAOG will prioritize planning, design, construction, adequate maintenance, and other actions to improve the safety of the regional trails system.

# PUBLIC TRANSPORTATION

**GOAL:** Achieve an integrated and sustainable multimodal transportation system that provides public transportation options for all users traveling in Humboldt County. Transit and paratransit users have options for affordable, reliable and efficient transit service that effectively meets their local and regional mobility needs.

MAIN OBJECTIVES:	PUBLIC TRANSPORTATION SUB-OBJECTIVES AND POLICIES
AT Mode Share/ Complete Streets	<p><b>Policy Transit-1</b> To grow and meet transit demand, fund programs and support services that make public transportation a fast and convenient way for people to get to their destinations. Support funding expanded routes, increased trip frequency, faster travel times (express routes), and first-last mile services including on-demand service. Prioritize programs with the highest potential to increase ridership and reduce the number of single-occupancy-vehicle trips made in Humboldt County.</p> <p><b>Policy Transit-2</b> HCAOG shall support transit providers in Humboldt County in coordinating public transit services for local, intercity, tribal area, and interregional travel, including planning with regional and local providers in neighboring counties.</p> <p><b>Policy Transit -3</b> HCAOG supports having an integrated transit network that enables users to conveniently connect transit trips with biking and walking (first-last mile connectivity), such as by accommodating bicycles on transit vehicles, providing secure bicycle parking at transit stops, integrating mobility-on-demand services with transit service (e.g., bikeshare, scootershare, carshare, carpooling), and maximizing walkability and ADA accessibility to bus stops.</p>
Economic Vitality	<p>Sub-objectives</p> <p>Transit service provides convenient means of transportation to work, medical appointments, and shopping.</p>
Efficient & Viable Transportation System	<p>Sub-objectives</p> <p>Maximize operating efficiency and productivity without lowering service quality.</p> <p>Ensure that transit systems meet minimum performance standards.</p> <p>Reduce on-road transportation-related fossil fuel consumption in Humboldt County.</p> <p><b>Policy Transit-4</b> HCAOG will help develop local funding sources to afford expanding service to meet demand.</p> <p><b>Policy Transit-5</b> HCAOG shall advocate for and support initiatives to increase federal and state transportation funds allocated for public transit services.</p> <p><b>Policy Transit-6</b> HCAOG supports strategically integrating mobility-on-demand and “micro-transit” services as public transportation services either operated or contracted by public agencies, in order to maximize coordinated service and minimize vehicle miles travelled.</p> <p><b>Policy Transit-7</b> HCAOG shall assist transit service operators in adopting advanced technology solutions to improve real-time travel information and simplify fare payment systems, (California Integrated Travel Project 2020).</p> <p><b>Policy Transit-8</b> HCAOG shall facilitate monitoring and evaluating transit services, and maintain a current transit development plan. HCAOG will follow and promote recommendations to improve system performance whenever feasible.</p>
Environmental Stewardship	<p>Sub-objectives</p> <p>Coordinate long-range transit planning with land use policy, environmental policy, and development projects to help achieve a balanced transportation system.</p> <p>Double transit trips by 2025, and again by 2030, and again by 2040.</p>



& Climate Protection	<b>Policy Transit-9</b> HCAOG supports transitioning transit fleets to alternative fuels that will meet zero-emission bus (ZEB) standards. HCAOG will assist agencies in planning for ZEB rollout and in identifying funding for capital improvements necessary to support infrastructure for alternative fuels.
Equitable & Sustainable Use of Resources	<p>Sub-objectives</p> <p>Make transit service as affordable and convenient as possible for Humboldt’s primary transit users, who are low-income households, youth, seniors, students, and persons with disabilities.</p> <p>Policy Transit-10 HCAOG shall help promote integrated social services and public transportation services, including specialized transportation programs for the county’s disabled and elderly population.</p> <p><b>Policy Transit-11</b> HCAOG shall support paratransit providers to maintain a zero trip-denial rate (defined by ADA) for ADA-eligible registrants and ensure that ADA complementary paratransit is capable of serving all confirmed ADA-eligible trips within the ADA service area.</p>
Safety & Health	<p>Sub-objectives</p> <p>Decrease roadway fatalities by increasing the number of trips taken by transit</p> <p><b>Policy Transit-12</b> HCAOG will promote the safety benefits and positive public health outcomes associated with high quality public transportation, such as reduced traffic crashes and pollution emissions, and increased physical fitness and improved mental health.</p>

## AVIATION



**GOAL:** The regional aviation system has safe and efficient facilities and services. It is part of a strong multimodal transportation system and is adequately linked to the national aviation network for freight and passenger service. Humboldt’s public-use airports and adjacent land uses and circulation patterns are compatible.

MAIN OBJECTIVE:	AVIATION SUB-OBJECTIVES AND POLICIES
Balanced Mode Share/ Complete Streets	<p><b>Sub-objectives</b></p> <ul style="list-style-type: none"> <li>◆ Retain and enhance Humboldt County’s access to scheduled passenger airline service so that residents, visitors, and businesses have transportation mobility options.</li> <li>◆ Increase intermodal connections between regional aviation facilities and the surface transportation system for freight and for all airport users, including passengers, tenants, and employees.</li> </ul> <p><b>Policy AS-1</b> HCAOG shall support efforts to integrate aviation with other modes of transportation for the conveyance of people and goods. HCAOG shall encourage programs and projects that improve multimodal surface transportation to the commercial airport (e.g. transit/microtransit, secure bicycle storage, safe pedestrian access, rideshare, mobility on-demand). HCAOG shall apply Complete Streets strategies to commercial airport access road improvements for regional projects included in the Regional Transportation Plan and/or the accompanying Airport Ground Access Improvement Program (AGAIP) for the Redwood Coast Airport (per California Government Code §65081.1(a)).</p>

MAIN OBJECTIVE:	AVIATION SUB-OBJECTIVES AND POLICIES
Economic Vitality	<b>Sub-objective</b> <ul style="list-style-type: none"> <li>◆ Improve the economic benefits of the regional aviation system’s air freight, commerce, and tourism capacities.</li> </ul>
	<b>Policy AS-2</b> HCAOG supports improving ground access to airports in order to enhance passenger, air cargo, and general aviation airport opportunities. (Consistent with California State Aviation Plan–Policy MB-3.)
Efficient & Viable Transportation System	<b>Sub-objectives</b> <ul style="list-style-type: none"> <li>◆ Maximize the utility and compatibility of regional air freight and passenger airline services with adjacent land uses.</li> <li>◆ Provide affordable and sustainable multimodal options for small and rural communities to access the national air transportation system.</li> </ul>
	<b>Policy AS-3</b> HCAOG shall support regional, long-term airport planning to maintain the utility of Humboldt County airports and maximize connections to the national aviation network, including intermodal connections. HCAOG encourages airport operators to review airport needs and regularly update airports plans, and implement capital improvement programs.  <b>Policy AS-4</b> HCAOG shall support fix-it-first facility improvements for airports and efforts to maintain and expand air freight and scheduled passenger airline service for Humboldt County.
Environmental Stewardship & Climate Protection	<b>Sub-objective</b> <ul style="list-style-type: none"> <li>◆ Reduce air pollutant emissions and air quality impacts of air freight transport and air passenger travel.</li> </ul>
	<b>Policy AS-5</b> HCAOG shall promote programs to reduce aviation-related air pollution, including promoting projects and programs that increase the energy efficiency and use of clean energy sources in aviation transportation.
Equitable & Sustainable Use of Resources	<b>Sub-objective</b> <ul style="list-style-type: none"> <li>◆ Reduce aircraft noise, ground access congestion, and encroachment concerns resulting from conflicts between incompatible land uses and airport space.</li> </ul>
	<b>Policy AS-6</b> HCAOG supports lead agencies’ regulatory authority to ensure that land use and proposed development in the vicinity of public airports are compatible with airport activities. (Consistent with California State Aviation Plan 2016– Policy PL-2)
Safety & Public Health	<b>Sub-objective</b> <ul style="list-style-type: none"> <li>◆ Achieve orderly expansion of airports and adoption of land use measures and transportation designs that minimize the public's exposure to safety hazards within areas around public airports. (Consistent with California Aviation System Plan 2020)</li> </ul>
	<b>Policy AS-11</b> Support the Airport Land Use Commission and airport operators in identifying, avoiding, and eliminating activities which introduce potential aviation safety hazards, airspace hazards, or security hazards.

# GOODS MOVEMENT

**GOAL:** Goods move in and out of Humboldt County efficiently, predictably, and cost-effectively via an intermodal transport system. The system moves passengers and goods in a manner that is economically sustainable and environmentally compatible.

<b>Active Transportation Mode Share/Complete Streets</b>	<ul style="list-style-type: none"> <li>◆ Improve goods mobility, reliability, and system efficiency in and out of Humboldt County. Connect road, sea, air, and rail transport modes and maximize the utility of each mode.</li> <li>◆ Improve connectivity and balanced growth of the goods movement system.</li> </ul> <p><b>Policy GM-1 (Intermodal)</b> HCAOG shall promote multiple uses of transportation corridors and strategic use of intermodal transfer facilities.</p> <p><b>Policy GM-2 (Intermodal)</b> <u>HCAOG shall encourage</u> <u>and support safe</u>, multimodal accessibility at Humboldt’s public use airports and seaports.</p> <p><b>Policy GM-3 (Road/Trucking)</b> HCAOG prioritizes projects to design and maintain truck routes consistent with Complete Streets goals whenever safe and feasible.</p>
<b>Economic Vitality</b>	<p><b>Policy GM-4 (Maritime)</b> HCAOG will support the Humboldt Bay Harbor, Recreation and Conservation District’s efforts to develop a fully operational, sustainable, and environmentally compatible maritime transportation system as consistent with the Harbor District’s mission.</p> <p><b>Policy GM-5 (Aviation)</b> HCAOG shall help promote fully <u>and efficiently</u> utilizing air freight capabilities in Humboldt County, and shall support increasing regional aviation resources for intermodal goods movement, as compatible with multimodal and GHG emission-reduction goals.</p> <p><b>Policy GM-6 (Rail Right-of-Way)</b> HCAOG encourages the highest and best use of rail facilities and right-of-way in Humboldt County, and supports banking and preserving the rail right-of-way in Humboldt County until it is economically viable and environmentally compatible to restore freight or passenger rail service.</p>
<b>Efficient &amp; Viable Transportation System</b>	<ul style="list-style-type: none"> <li>◆ Invest in and maintain facilities and technologies to increase the efficiency and cost-effectiveness of the region’s goods movement system.</li> <li>◆ Use innovative technology and practices to operate, maintain, and optimize the efficiency of the freight transportation system while reducing its environmental and community impacts. {California Freight Mobility Plan}</li> <li>◆ Improve the state of good repair of the freight transportation system. {California Freight Mobility Plan}</li> <li>◆ Advance EV charging and fueling infrastructure to meet Safe &amp; Sustainable Transportation targets of <i>VROOM 2022-2042</i>. </li> <li>◆ Hydrogen fuel is available for fleet vehicles, with green hydrogen fuel available as much and as soon as possible to enable intra-county and inter-county travel. </li> </ul> <p><b>Policy GM-7 (Road/Trucking)</b> HCAOG supports the County’s use of commercial truck weight fees and timber taxes as sources to pay for maintaining local truck routes in a state of good repair. HCAOG shall support efforts to cooperatively develop and implement equitable cost-share fee programs for the trucking industry.</p>

	<p><b>Policy GM-8</b> HCAOG shall promote projects and programs that increase energy efficiency, conserve energy, and use alternative (“clean”) energy sources to transition to a carbon-neutral transportation system and reduce the direct and indirect costs of freight and passenger transportation.</p>
<b>Environmental Stewardship &amp; Climate Protection</b>	<ul style="list-style-type: none"> <li>♦ Reduce overall energy use in the goods movement system.</li> <li>♦ Reduce air pollutant emissions and air quality impacts of the regional goods movement system.</li> <li>♦ Invest strategically to accelerate the transition to zero- and near-zero-emission equipment powered by renewable energy sources, including investing in supportive infrastructure. (California Sustainable Freight Action Plan 2016)</li> <li>♦ Reduce on-road transportation-related fossil fuel consumption in Humboldt County.</li> </ul> <p><b>Policy GM-9 (Goods Movement)</b> HCAOG shall work with NCUAQMD and other stakeholders to develop and promote programs, technologies, and best practices to reduce the transportation sector’s air pollutant emissions (e.g., NOx, PM, SOx, sulfate, VOC) and to decarbonize California’s freight transport system. {California Sustainable Freight Action Plan 2016}</p> <p><b>Policy GM-10 (ZEV):</b> HCAOG will work with the freight industry to encourage and help accelerate the widespread transition to zero-emission technologies and infrastructure (CAPTI 2021).</p>
<b>Equitable &amp; Sustainable Use of Resources</b>	<ul style="list-style-type: none"> <li>♦ Preserve harbor-related land uses that serve Humboldt Bay.</li> </ul> <p><b>Policy GM-11 (Goods Movement)</b> HCAOG shall promote applying innovative and green technology, along with accompanying infrastructure and applicable practices, to optimize the efficiency of the freight transportation system. {California Sustainable Freight Action Plan 2016}</p> <p><b>Policy GM-12 (Maritime)</b> HCAOG will assist local, regional, or state lead agencies in preserving coastal-dependent land uses as necessary for successfully operating the regional maritime transport system <a href="#">to meet demands for its highest and best use</a>.</p>
<b>Safety &amp; Health</b>	<ul style="list-style-type: none"> <li>♦ Reduce the regional goods movement transportation system’s number of accidents, injuries, unsafe conditions, and security threats.</li> <li>♦ Improve the safety, security, and resilience of the freight transportation system. {California Freight Mobility Plan}</li> </ul> <p><b>Policy GM-13 (Goods Movement)</b> HCAOG shall collaborate with State, local, and Tribal agencies to help reduce and eliminate health, safety, and quality-of-life impacts on communities that are disproportionately affected by operations at major freight corridors and facilities. This includes reducing toxic hot spots from freight sources and facilities, and ensuring continued net reductions in regional freight pollution. {California Sustainable Freight Action Plan 2016}</p>