

Appendix A

Community Engagement

Press Releases, Outreach and Community Meeting

FOR IMMEDIATE RELEASE

October 14, 2025

Contact: Brendan Byrd, HCAOG

707-444-8208 | info@hcaog.net

HCAOG Seeks Public Input to Shape Humboldt's Long-Term Transportation Vision

Residents encouraged to participate in shaping policies that improve safety, accessibility, and sustainability.

The Humboldt County Association of Governments (HCAOG), our regional transportation planning agency, is inviting residents to help shape the future of mobility in Humboldt County through the 2026 Regional Transportation Plan (RTP) Update. The RTP is a policy document that guides transportation priorities and funding for the next twenty years. It influences everything from road maintenance and safety improvements to public transit, bike and pedestrian facilities, and planning for zero-emission vehicles.

Input will directly inform strategies to make travel safer, more efficient, and more accessible for everyone but especially for vulnerable users such as seniors, youth, people with disabilities, pedestrians, bicyclists, and transit riders.

“The transportation system is our region’s largest, and arguably most critical investment,” said Brendan Byrd, Executive Director of HCAOG. “We want to hear from as many folks as possible about their transportation-related priorities so that we can help make sure our regional investments continue to reflect our local needs.”

Community voices will shape long-term goals like improving transit frequency, maintaining roads, designing streets for safer speeds, and expanding bike and pedestrian access. Participating in this process ensures Humboldt’s transportation system grows more resilient and better connected.

How to Get Involved

HCAOG is hosting a community workshop on Monday October 20th from 5:30 to 7:30 p.m. at Azalea Hall, 1620 Pickett Road McKinleyville. This will be a great chance to have small group discussions about a variety of topics including infrastructure spending, street safety, transit operations, housing development, and community engagement. Refreshments will be provided.

Can't make it in person? Take a short online survey (available in English and Spanish. The survey takes just a few minutes and gives everyone a chance to highlight priorities from safer crosswalks to more weekend bus service.

Head to bit.ly/HumboldtRTP2026 to take the survey and find more information about all the work HCAOG is involved in at www.hcaog.net.

About HCAOG

The Humboldt County Association of Governments (HCAOG) is a Joint Powers Authority composed of the County of Humboldt and the seven incorporated cities. HCAOG is the designated Regional Transportation Planning Agency (RTPA) for Humboldt County and leads the Regional Transportation Plan, ensuring safe, sustainable, and efficient mobility options for all residents.

Regional Transportation Plan 2026 Update



Join us to get informed about long-range transportation goals for Humboldt County, and tell us YOUR priorities to help guide development of the plan.

Find us at these local events!

Tri County Independent Living Expo
Friday September 26
Sequoia Conference Center

Arcata Friday Night Market
Friday September 26
Arcata Plaza

Fortuna Apple Harvest Fair
Saturday October 4
Downtown Fortuna

Attend the in-person

Community Meeting and Workshop

Azalea Hall, McKinleyville

Monday October 20

5:30-7:30 P.M.



Scan below to take the survey

Espanol



English



Visit hcaog.net for more information

* Please call 707-444-8208 or email info@hcaog.net to arrange accommodations

HELP SHAPE THE FUTURE OF HUMBOLDT'S TRANSPORTATION



Participate in updating the
Regional Transportation Plan!

Community Workshop

Monday October 20

5:30 - 7:30 pm

Azalea Hall, McKinleyville

Refreshments provided



Tell us **YOUR** priorities



SCAN
ME!

bit.ly/HumboldtRTP2026

Visit hcaog.net for more information

* Please call 707-444-8208 or email info@hcaog.net to arrange accommodations



Got opinions on transportation?

Give your input on the Regional Transportation Plan through a survey or comment on the draft plan!



Community Meeting Agenda

Regional Transportation Plan Update 2026

Humboldt County Association of Governments

- **Date/Time:** Monday October 20, 2025 | 5:30–7:30 p.m.
- **Location:** Azalea Hall, McKinleyville

■ Time	Agenda Item
5:30 – 6:00 p.m.	Snacks, Conversation & Interactive Posters
6:00 – 6:30 p.m.	Presentation (30 min) <ul style="list-style-type: none"> - Welcome & HCAOG/RTP overview - Who is HCAOG and what do we do - Instructions for breakout
6:30 – 7:25 p.m.	Mobility Happy Hour (55 min) <ul style="list-style-type: none"> - Attendees rotate between stations to discuss issues in small groups. - Station themes and facilitators are: <ul style="list-style-type: none"> Regional projects – Brendan Byrd, HCAOG Executive Director Vision Zero and road safety – Mason Rewerts, RCAA Planner Public transit – Stevie Luther, HCAOG Associate Planner Land use – Caitlin Castellano and Henry Baker, City of Eureka Community engagement - Oona Smith, HCAOG Senior Planner
7:25 – 7:30 p.m.	Closing & Next Steps (5 min)

More information about the Regional Transportation Plan, committee and Board meetings, and other projects at hcaog.net. Thank you for attending!

FOR IMMEDIATE RELEASE

December 10, 2025

Contact: Brendan Byrd, HCAOG

707-444-8208 | info@hcaog.net



HCAOG Releases Draft Long Range Plan Identifying over \$1 billion in Regional Transportation Infrastructure Needs

The Humboldt County Association of Governments (HCAOG), our regional transportation planning agency, is inviting residents to help shape the future of mobility in Humboldt County through the 2026 Regional Transportation Plan (RTP) Update. The RTP is a policy document that guides transportation priorities and funding for the next twenty years. It influences everything from road maintenance and safety improvements to public transit, bike and pedestrian facilities, and planning for zero-emission vehicles.

A draft of the document titled *Varieties in Rural Options of Mobility (VROOM) 2026 – 2046* is now available to review at <https://www.hcaog.net/regional-transportation-plan-update>. The comment period on the public draft will close on Monday December 29th. Community input – whether made in-person, by email, or through the online survey - will directly inform strategies to make travel safer, more efficient, and more accessible for everyone but especially for vulnerable users such as seniors, youth, people with disabilities, pedestrians, bicyclists, and transit riders.

“The transportation system is our region’s largest, and arguably most critical investment,” said Brendan Byrd, Executive Director of HCAOG. “We want to hear from as many folks as possible about their transportation-related priorities so that we can help make sure our regional investments continue to reflect our local needs.”

The draft plan identifies over \$1 billion in funding needs for local streets and transportation infrastructure projects such as road rehabilitation, trails, bridges, interchanges, roundabouts, and bike lanes. In the public transportation sector, proposed long-term projects would increase service to every 15-minutes, add Sunday buses, and modernize the fleet at a cost of \$300 million.

Share your voice to help Humboldt’s transportation system grow more resilient and better connected. Take a quick 10-minute survey to register your input at: bit.ly/HumboldtRTP2026

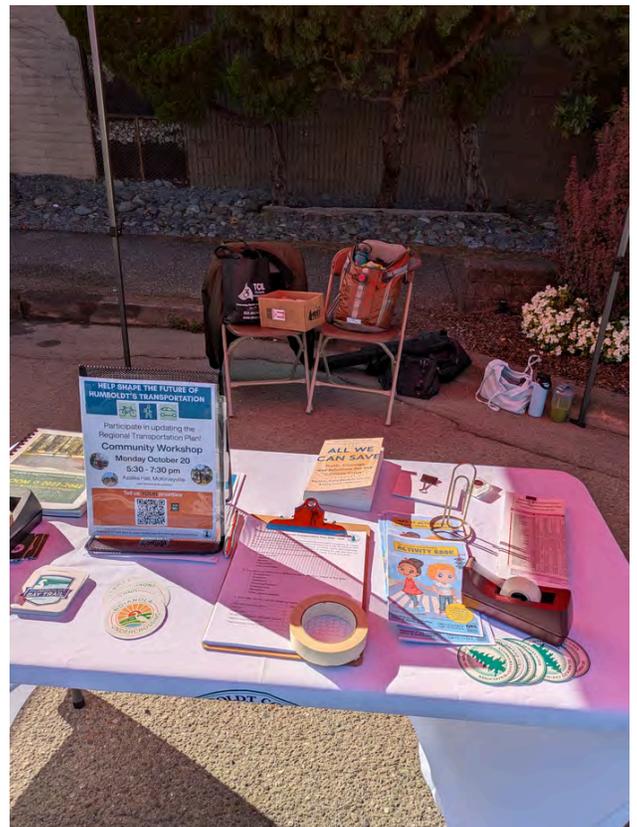
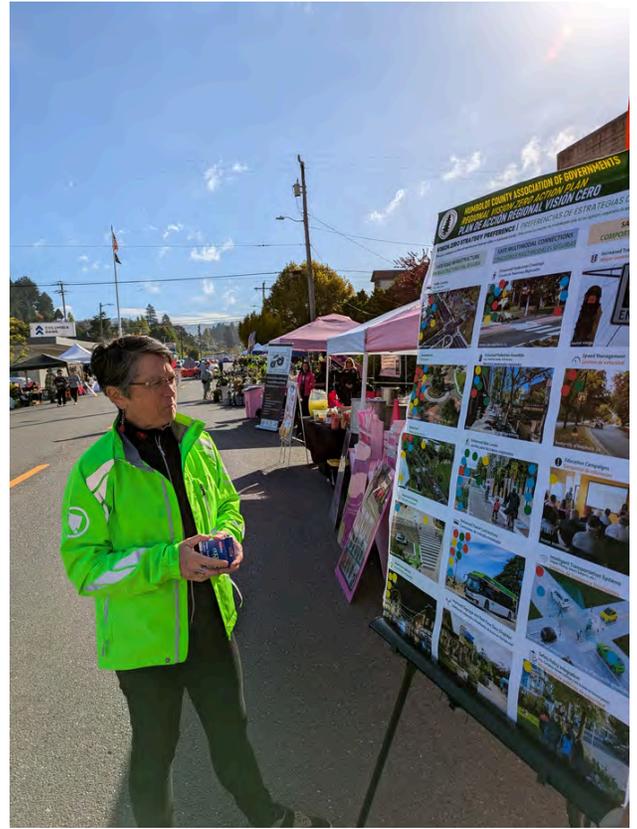
About HCAOG

The Humboldt County Association of Governments (HCAOG) is a Joint Powers Authority composed of the County of Humboldt and the seven incorporated cities. HCAOG is the designated Regional Transportation Planning Agency (RTPA) for Humboldt County and leads the Regional Transportation Plan, ensuring safe, sustainable, and efficient mobility options for all residents.

Arcata Friday Night Market 9/26



Fortuna Apple Harvest Festival 10/4



Community Meeting at Azalea Hall 10/20



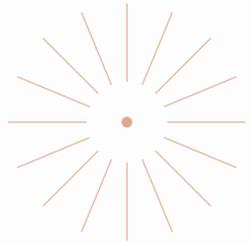
Community Workshop

Regional Transportation Plan Update 2026

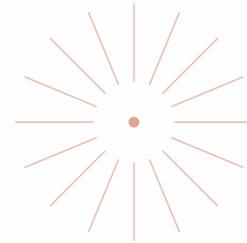
Monday October 20, 2025
Azalea Hall, McKinleyville



Agenda

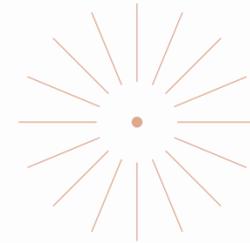


Overview of HCAOG / RTP



Highlight issue areas

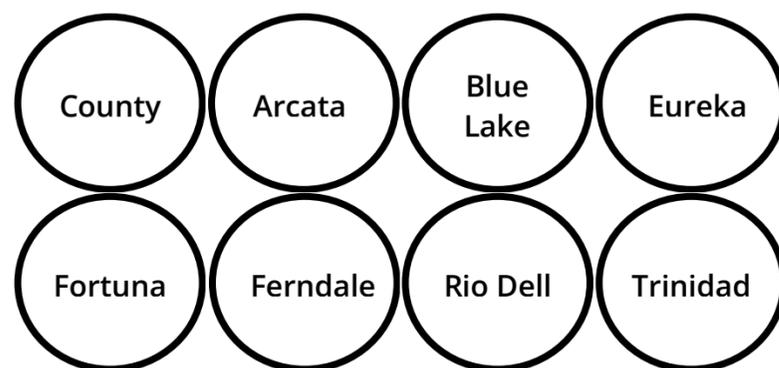
- Financing and infrastructure investment
- Vision Zero and street safety
- Transit and zero-emission transition
- Land use and housing development
- Community engagement



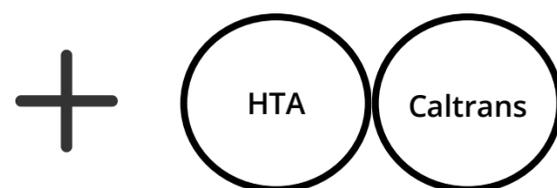
Group discussions

HCAOG is the **Regional Transportation Planning Agency**.
As a Joint Powers Authority, the agency serves as a forum for local governments to prepare regional plans, deal with regional issues, set regional policy, and strengthen the effectiveness of local government.

Board of Directors



Policy Advisory Committee



Technical Advisory Committee (TAC)

City Engineers/Public Works, Tribal, Transit

Social Services Transportation Advisory Council (SSTAC)

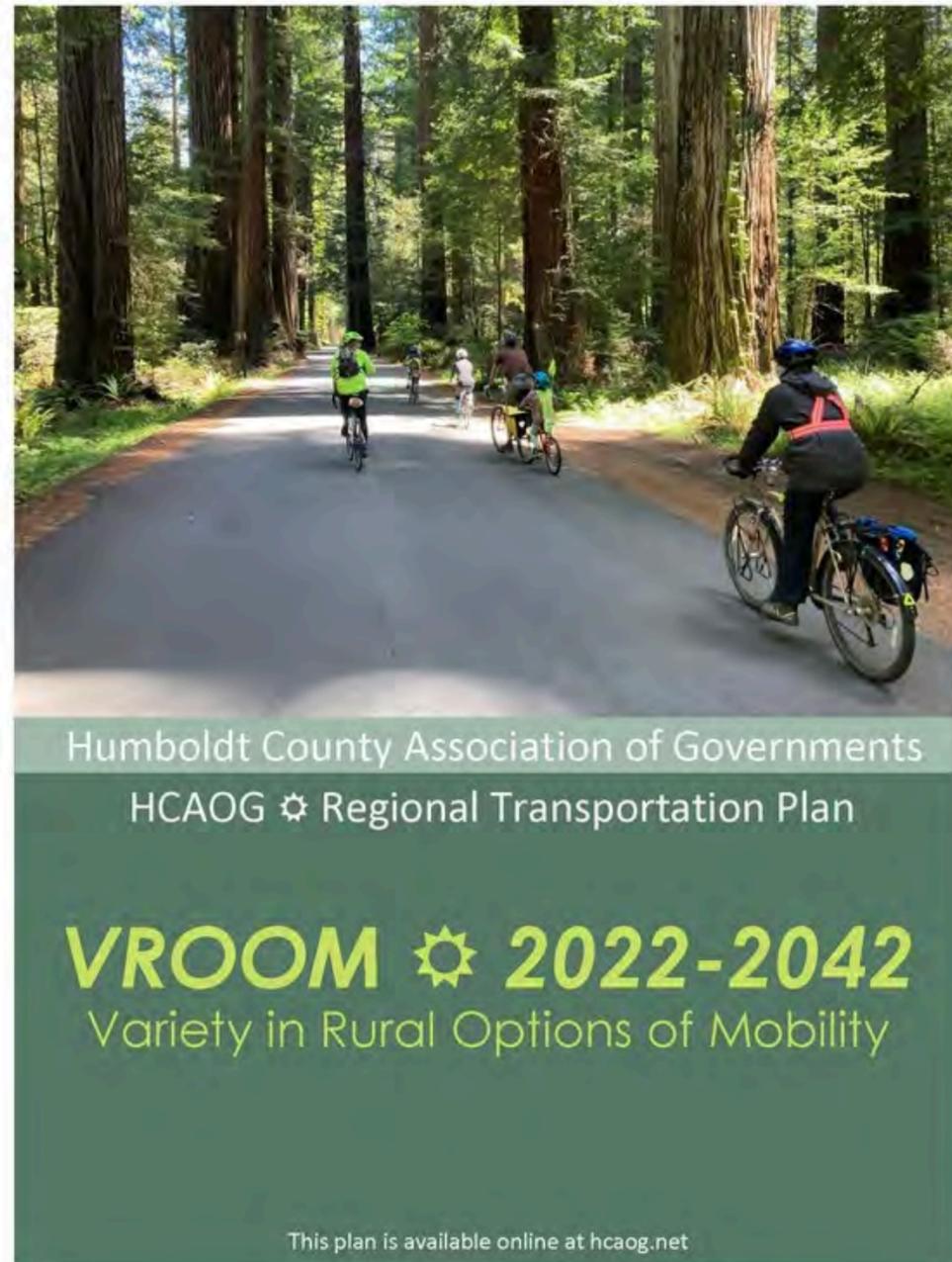
Agencies, social service providers, and users of transit

Staff

Brendan Byrd, *Executive Director*
Amy Eberwein, *Administrative Services Officer*
Oona Smith, *Senior Regional Planner*
Stevie Luther, *Associate Regional Planner*



What is the Regional Transportation Plan?



- Planning document that communicates regional infrastructure priorities to federal and state authorities
- Sets work priorities for HCAOG staff
- Projects must be included in RTP to be eligible for certain funding sources
- Opportunity to set transportation targets

Why does a Regional Transportation Plan matter?

INFRASTRUCTURE NEEDS AND COSTS ~ Strategies for identifying infrastructure needs and projects required to improve the transportation system



CLIMATE CHANGE ~ strategies for meaningfully reducing the transportation sectors' levels of greenhouse gas emissions



HOUSING & VIBRANT NEIGHBORHOODS ~ Complete streets and land use policies to create places with a mix of uses and pleasant streetscapes



SAFETY & HEALTH ~ Reduce roadway fatalities and serious injuries. Encourage active transportation to support positive health outcomes.



EQUITY ~ All people benefit equally from transportation investments

What's in the Regional Transportation Plan?

Goals

Overall RTP Goal: 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 safely and efficiently by the modes that best suit the individual or business/industry, and society at large.

Targets

Safe and Sustainable Transportation Targets

Policies

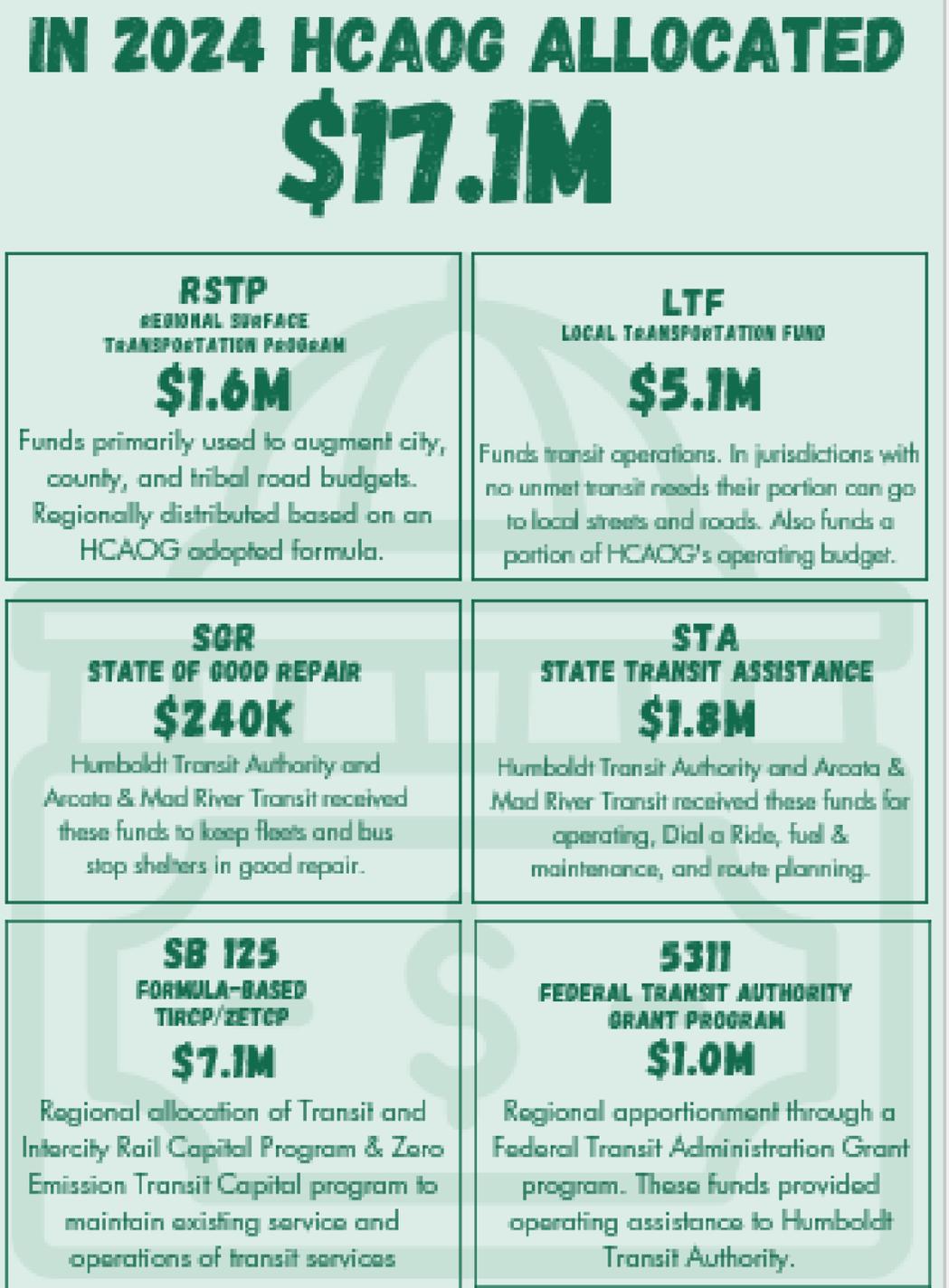
Policy Streets-10. Safe routes to school and transit: HCAOG shall support jurisdictions to establish and maintain safe pedestrian paths and designated bikeways within one mile of all public schools and public transit connections.

Elements

- Renewing our Communities; Global Climate Change
- Complete Streets; Commuter Trails; Public Transportation
- Tribal; Emergency Transportation; Land-Use
- Goods Movement; Aviation System
- Financial

1

Regional and Local Funding Opportunities



HCAOG annually allocates approximately \$12.5M in 'routine' funding sources:

- ~\$8M for transit
- ~\$3.7M for local roadway improvement and maintenance

Local agencies generate approximately \$24M in local roadway maintenance funding (including Measure O)

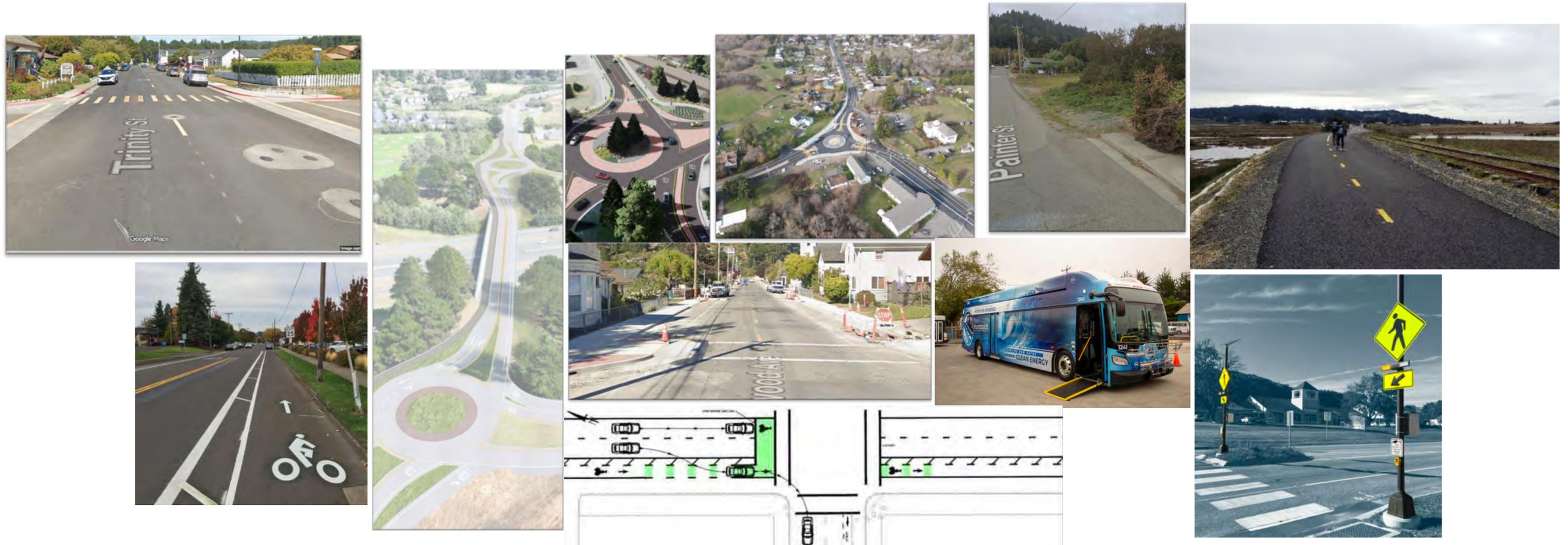
California SB-1 Provides approximately \$5M annually

Total local annual road, trail and sidewalk funding - \$33M

1 Demand for Regional Funding

\$700,000,000 - Cost of regional improvement projects listed in the 2022 RTP

\$800,000,000 - 10-year maintenance funding need for all Humboldt County Roads (including local)



How does the region best-balance maintenance vs improvement needs?

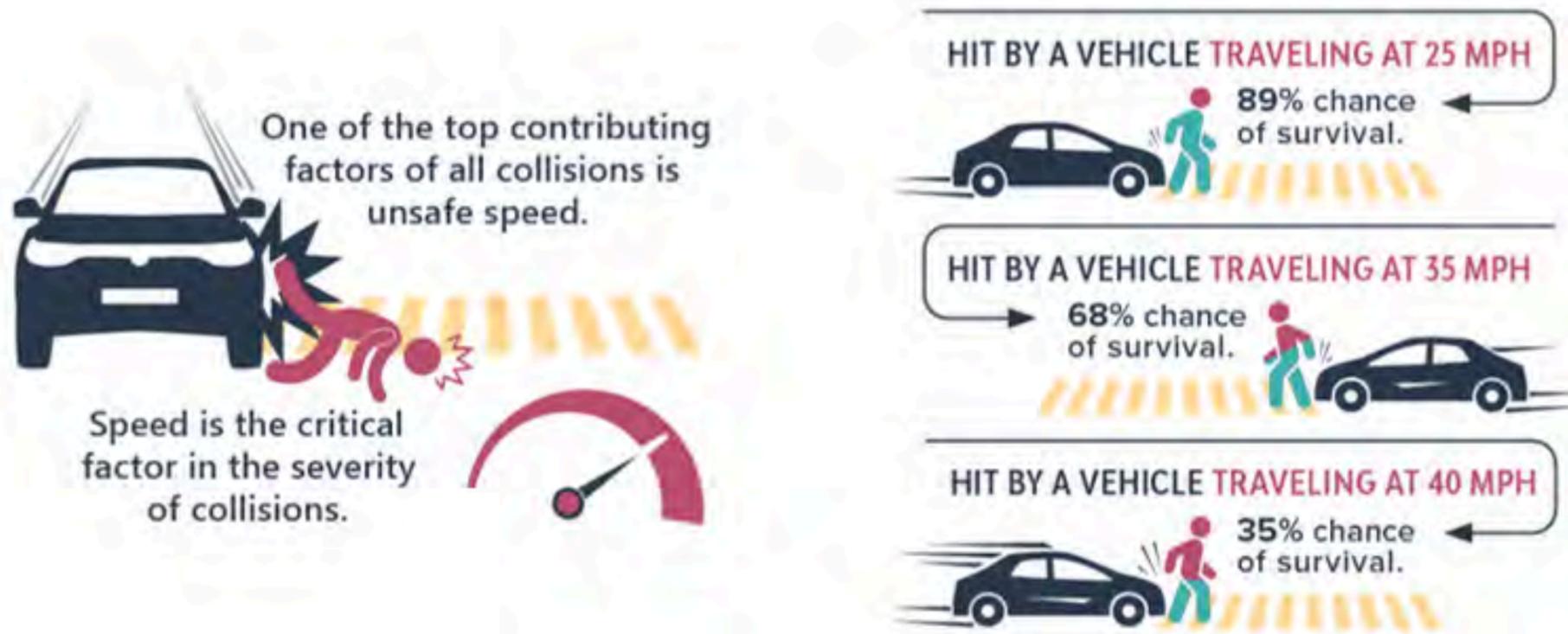
2

Vision Zero and road safety

Community walk audit along Central Avenue



City of Blue Lake pop-up mini roundabout



Vision Zero Action Plan

Humboldt County



Source: Southern California Association of Governments

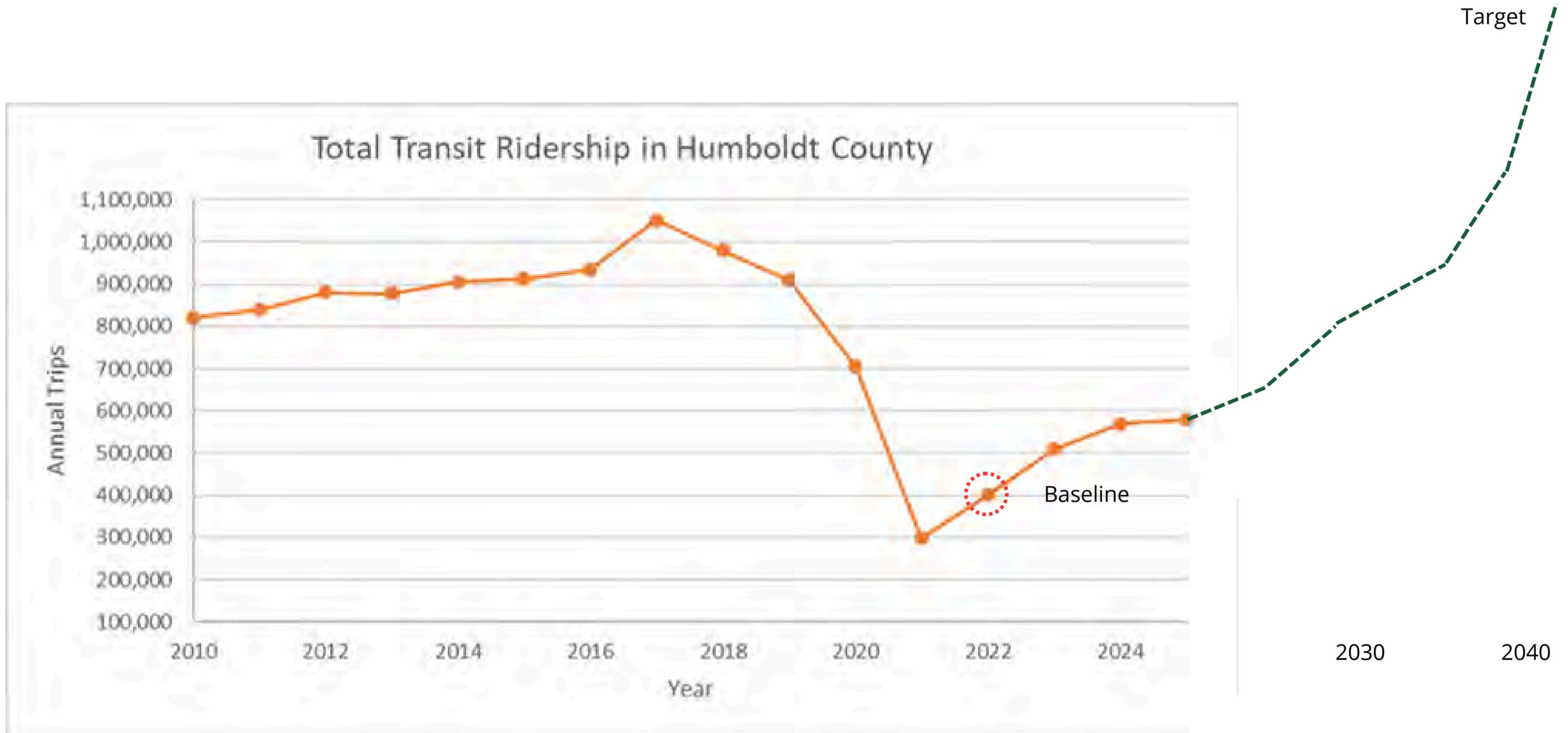
3 Public transit

Ridership - more frequent in highly populated areas

Coverage - microtransit, rural communities

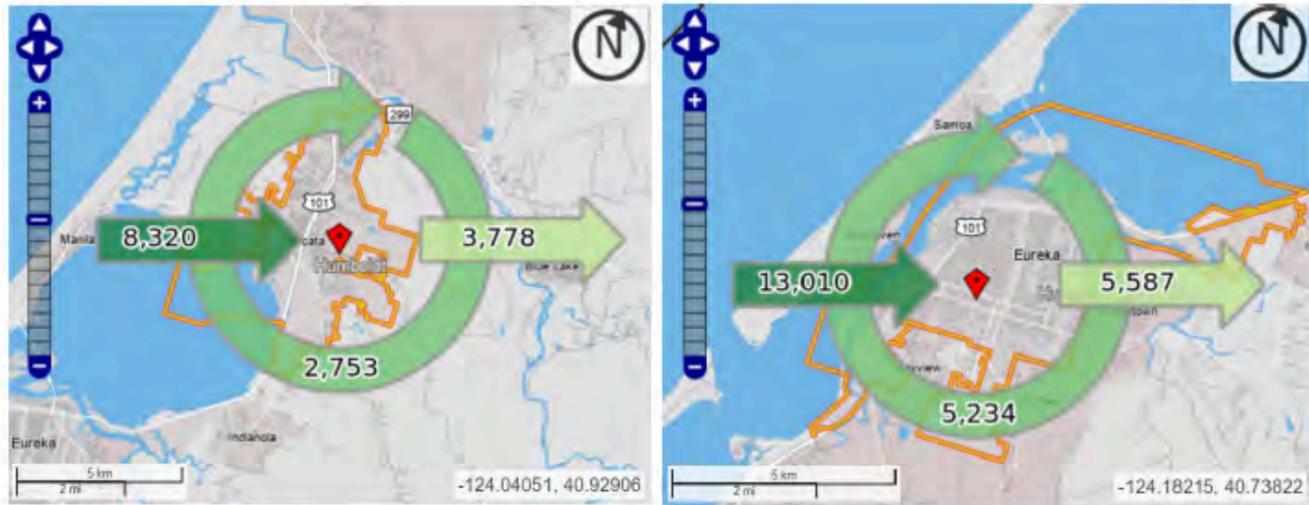
Zero emission - hydrogen fuel cell buses





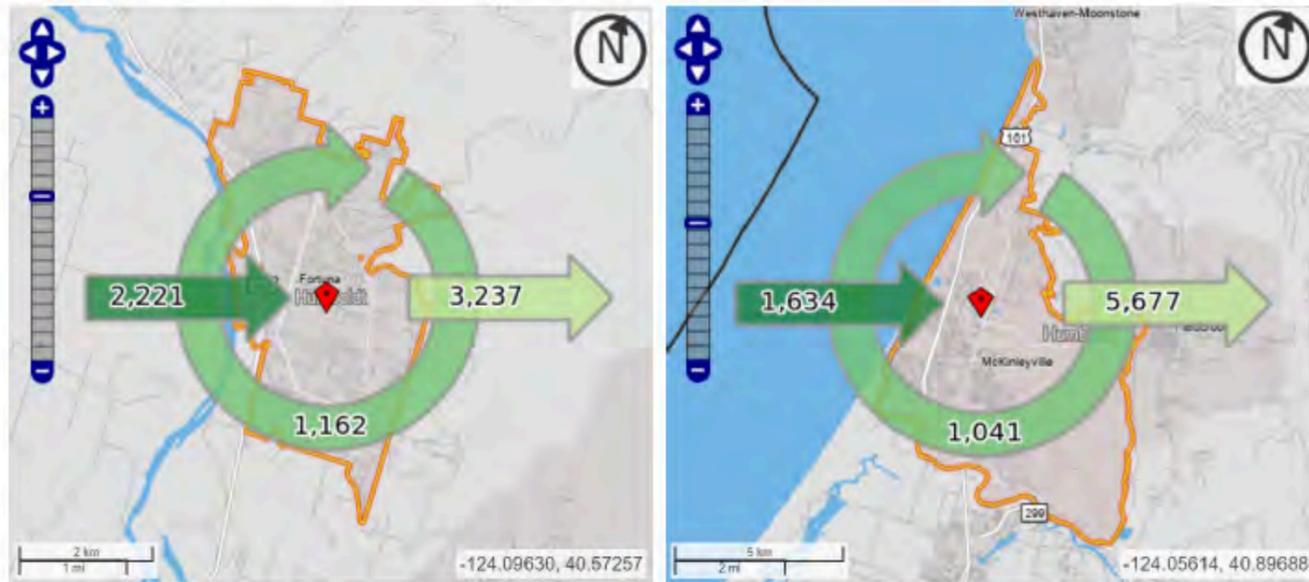
Goal to double transit ridership by 2030 and again by 2040

4 Land use and community development



Arcata (Net of 4,542)

Eureka (Net of 7,423)

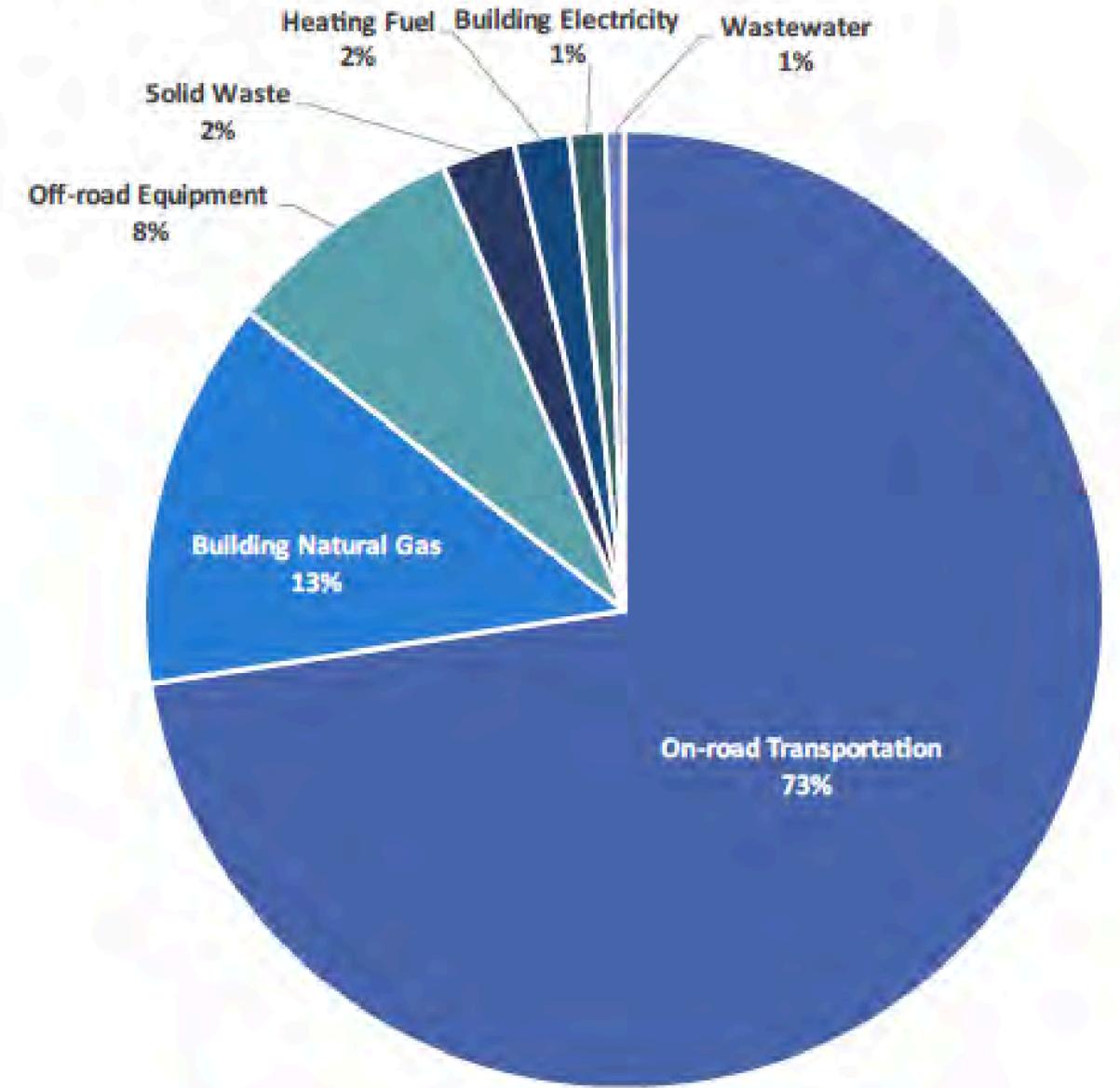


Fortuna (Net of -1,016)

McKinleyville (Net of -4,043)

Source: McKinleyville Transit Study

Humboldt GHG Emissions 2022 Inventory



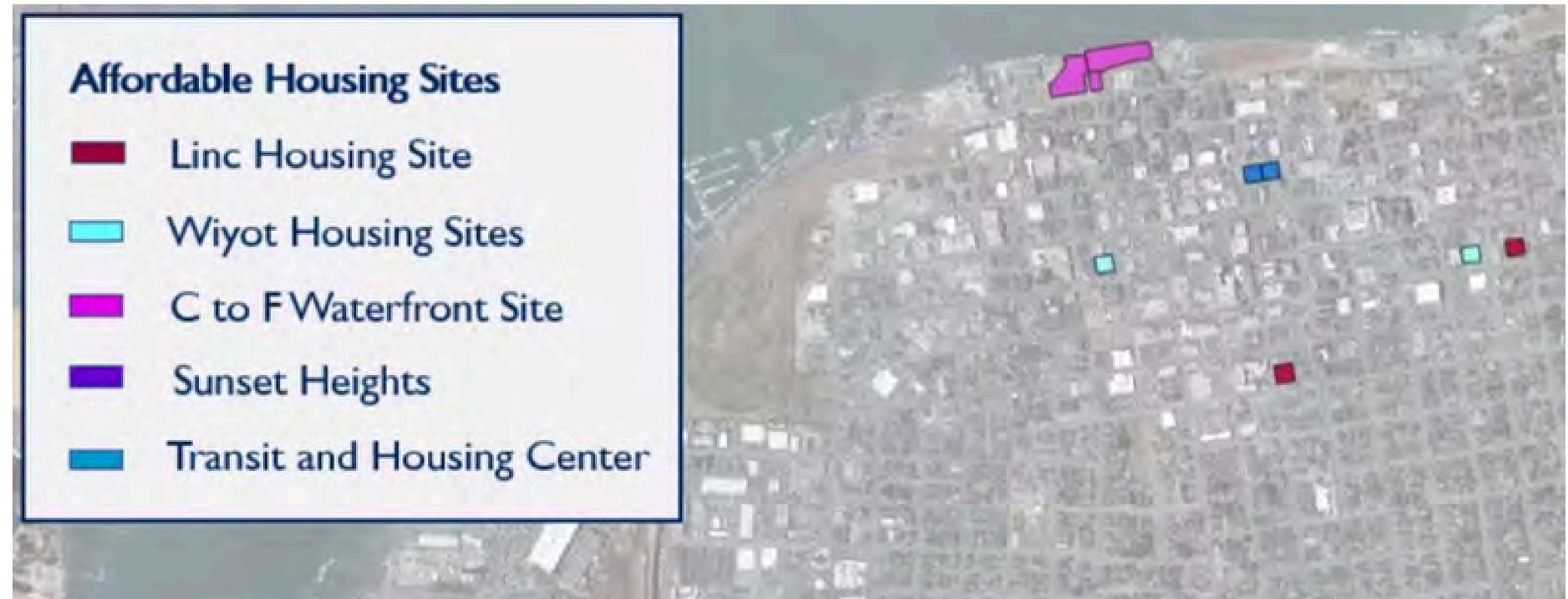
Source: Humboldt County Climate Action Plan Draft

4 Land use and community development



Cycle 7 RHND

Income Category	Percent	Housing Unit Need
Acutely Low	9.4%	562
Extremely Low	14.5%	866
Very-Low	10.5%	627
Low	17.8%	1,064
Moderate	9.5%	565
Above-Moderate	38.2%	2,278
Total	100.0%	5,962



4 Land use and community development

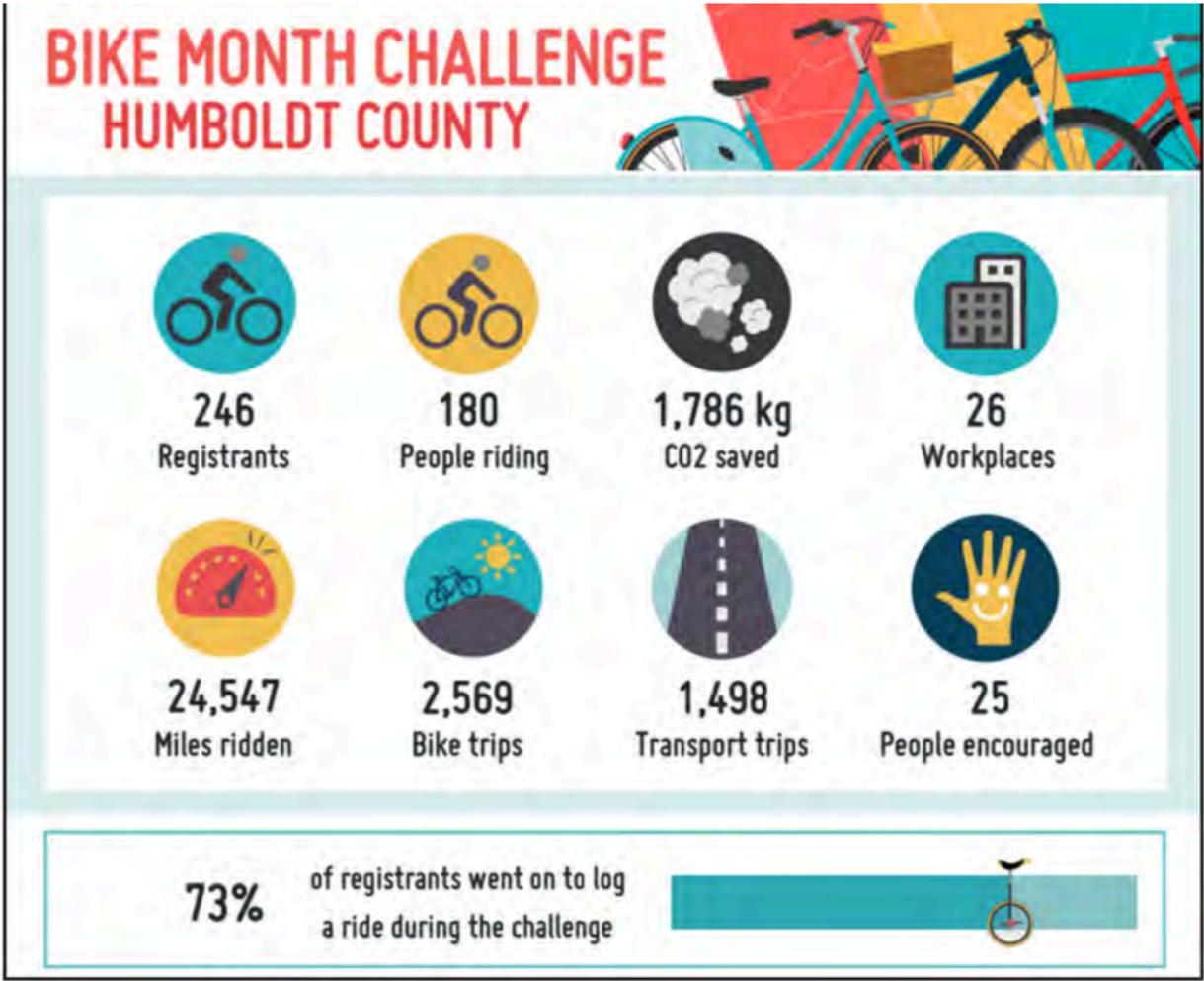


5 Community engagement

“Six Es” framework for engaging community members in transportation planning goals:

Engagement
Education
Encouragement
Equity
Engineering
Evaluation

5 Community engagement



Point camera

2025 MAY IS BIKE MONTH

Discounts all month at Bike Friendly Businesses
BikeMonthHumboldt.org

BIKE MONTH CHALLENGE

May 1-31

SIMPLE: RIDE AT LEAST 5 MILES THIS MAY!
Sign up at BikeMonthHumboldt.org

Optional: Check out the [Love to Ride](#) app
Organized group rides all month!

EXPERIENCE HUMBOLDT'S WORLD OF BICYCLING
Jefferson Community Center, A St. at Clark, Eureka

- > Exhibits & dialog on current & future programs
- > Pedal-powered music with "Ponies of Harmony"
- > Food truck > Free raffle > Helmets for kids
- > Group ride at 10am from Arcata Plaza
- > Kids bike course > Bike blender
- > Free mini bike tune-ups!

BICYCLE CELEBRATION

Sat. May 31
11am - 2pm

BikeMonthHumboldt.org

Walk audits, community workshops, interactions



Parents, children and adults discussed challenges and

5 Community engagement

EDUCATE, ENCOURAGE, ENGAGE



5 Community engagement

CELEBRATE ACCOMPLISHMENTS



Celebrate the opening of the Arcata to Eureka segment of the Humboldt Bay Trail



**Online survey
(print copies in back)
Spanish translation available**

bit.ly/HumboldtRTP2026

Small group discussions

*Rotate stations at end of 15 minute timer

*Self-organize to mix up groups and balance numbers at each station

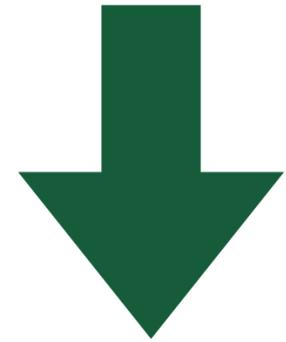
Ground rules for discussion

Step up, step down

One person speaking at a time

Listen to others

Be tolerant of diverse viewpoints



GUESS THE COST!

TRANSPORTATION MAINTENANCE AND IMPROVEMENT PROJECTS TEND TO BE LIMITED BY AVAILABLE FUNDING. CAN YOU GUESS HOW MUCH EACH OF THE PROJECTS BELOW WOULD COST?

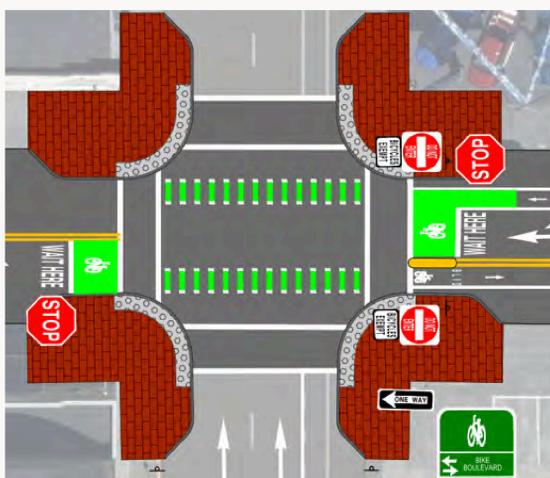
One mile of new class I trail on an existing railroad right of way



Pavement restoration of Railroad Ave. from Central Ave. to Thiel Ave. (0.8 miles)



1,000 feet of sidewalk restoration with curb ramps and enhanced pedestrian crossings

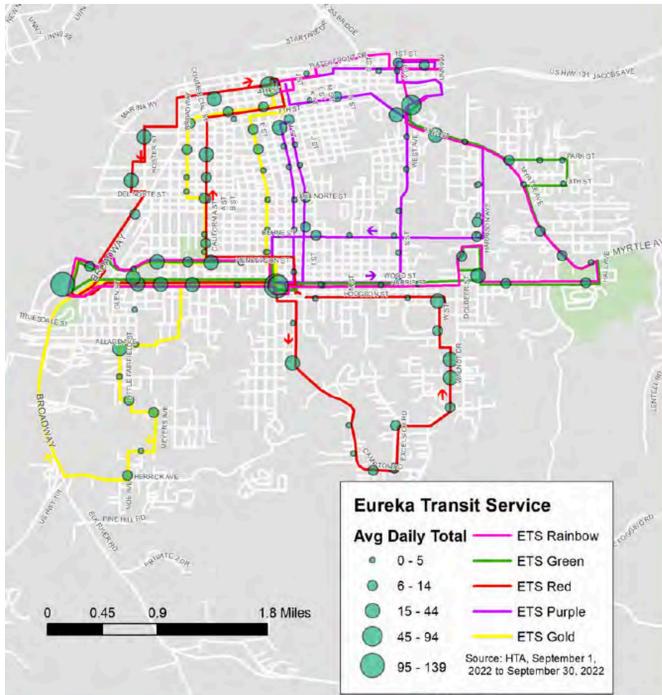


One additional bus on Redwood Transit System full time, five days a week for one year

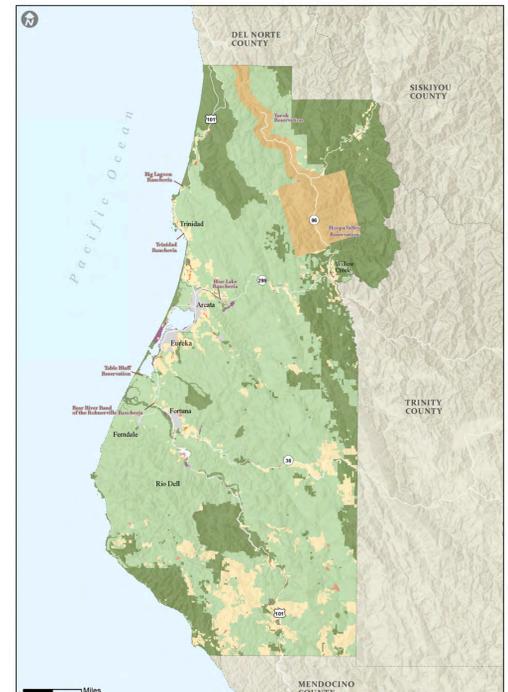


What public transit projects do you want?

Frequency



Coverage



VS.



Zero emission transit



Transit centers and stop upgrades



Microtransit



Operational Needs

Later

Earlier

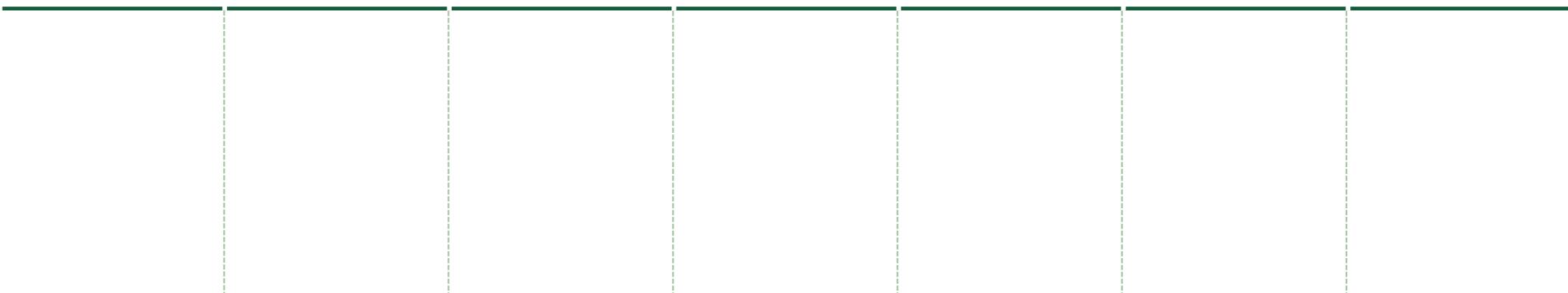
More Frequent

Sunday

Express

More Stops

Cheaper



What are the biggest transportation challenges in your community?

Lack of bicycle and/or pedestrian facilities



Poor roadway striping or lighting



Parking Availability



Vehicle speeding



Access to public transit



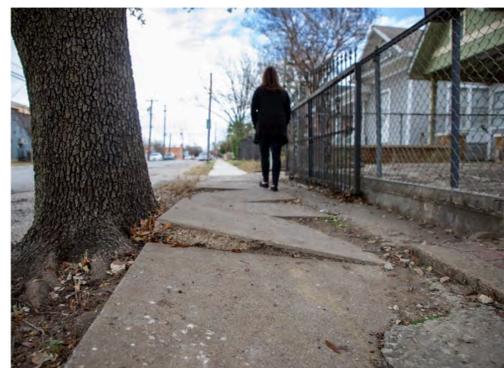
Poor road condition



Transportation cost



Poor sidewalk condition



Other

Write your thoughts below

What type of housing opportunities would you most like to see?



Single family detached



Accessory dwelling units on existing developed lots



Deed-restricted affordable housing



Commercial Mixed use



Multi-family apartments



Townhomes



Public Comments



December 18, 2025

To: Executive Director Brendan Byrd, Board of Directors and Policy Advisory Committee Members
HCAOG, 611 I Street Suite B, Eureka, CA 95501

RE: Comments on Draft 2026-2046 Regional Transportation Plan

On behalf of the Peninsula Community Collaborative (PCC), we are submitting comments on the draft Humboldt County 2026-2046 Regional Transportation Plan also known as VROOM. The PCC operates as a DreamMaker Project of the Inkpeople and is dedicated to promoting health, well-being and safety for the communities of the peninsula including Manila, Samoa, Fairhaven and Finn Town. At a recent meeting, community members weighed in on their priorities for the PCC and safe pedestrian and bicycle transportation connecting the peninsula to Arcata was voted as a top priority.

We request that HCAOG recognize the need for a safe, separated bicycle/pedestrian path that connects peninsula communities to Arcata. This would not only provide safe non-motorized transportation for Peninsula residents, but also provide safe non-motorized travel for Arcata residents visiting the peninsula to recreate at multiple coastal access areas. There are several opportunities to identify this need in the plan.

On page 8-6, under the Great Redwood Trail section, second line from the end, insert information about the peninsula. Recommended changes in the sentence are in bold: "The Carlotta Branch Line of the **GRTA** corridor would connect the communities of Hydesville and Carlotta **and the Samoa Branch would connect the communities of the Samoa peninsula to Arcata** while other...."

In addition, please consider adding to Table Trails-1, on pages 8-7 and 8-8, a "Samoa Peninsula to Arcata Trails Project." This could be a multi-use class 1 trail allowing for safe commuting to Arcata, making use of the Great Redwood Trail Corridor. This future multi-modal trail was referenced in CalTrans recent 255 Corridor Management Plan Update (2025): "Between Navy Base Road and the City of Arcata (Segments 2 through 4), existing Great Redwood Trail (formerly North Coast Rail Authority, NCRA) right-of-way has the potential to meet bicycle and pedestrian needs in the corridor where adequate rights of way within the Great Redwood Trail (GRT) Spur could allow for new facilities."

The Manila Community has long been interested in advancing a plan for safe, active transportation options to Arcata, rather than using the dangerous, high-speed 255 route. Thank you for considering to add this important route to your plan.

A handwritten signature in blue ink that reads "Carol Vander Meer".

Carol Vander Meer, Co-facilitator, Peninsula Community Collaborative

A handwritten signature in black ink that reads "Colleen Clifford".

Colleen Clifford, Co-facilitator, Peninsula Community Collaborative



December 10, 2025

Executive Director Brendan Byrd
Board of Directors & Policy Advisory Committee Members
Humboldt County Association of Governments
611 I Street, Suite B
Eureka, CA 95501

via email: brendan.byrd@hcaog.net; mjohnson@ci.fortuna.ca.us;
 satkinssalazar@cityofarcata.org; kbergel@eurekaca.gov;
 cityclerk@ci.ferndale.ca.us; smadron@co.humboldt.ca.us;
 orrr@cityofriodell.ca.gov; jsawatzky@bluelake.ca.gov; jbrycekenny@gmail.com;
 narroyo@co.humboldt.ca.us; tatiana.ahlstrand@dot.ca.gov

RE: Draft 2026-2046 Regional Transportation Plan

Dear Mr. Byrd, Directors, and PAC Members:

We appreciate the opportunity to comment on the draft Humboldt County 2026-2046 Regional Transportation Plan (RTP), also known as “VROOM.” We believe the current RTP presents a strong vision for regional transportation, and we support HCAOG’s approach of keeping the current document intact, with some changes. That said, we have major concerns about the following changes proposed by HCAOG, and we ask that you address these concerns as follows.

Delay of Target for New Non-Car-Dependent Housing

The draft RTP proposes to delay the date by which 80% of new housing should be “in places with safe, comfortable, and convenient access to employment, shopping, and recreation by walking, biking, rolling, or transit” to 2030 (p.2-19). The current target date is 2022, which means that this policy is currently in effect, and the proposed change would remove the existing policy and delay the target an additional 5 years.

Two justifications for this change have been offered publicly. Neither one stands up to scrutiny.

The first purported justification is that the change is needed in order to ensure consistency with the Regional Housing Needs Assessment (RHNA) allocation methodology. However, the target of 80% already allows 20% of new housing to be built in areas that don’t meet the standard. And with the proposed RHNA methodology, only about 3.7% of housing units are allocated to *exclusively* high-VMT jurisdictions (Trinidad, Blue Lake, Rio Dell, and Ferndale). If the unincorporated county meets its RHNA allocation by building mostly in places like Myrtle town

and McKinleyville—which it should and which it has indicated an intention to do—then the proposed RTP change is not necessary.

The second justification is that no local jurisdictions are currently able to meet the 80% target due to insufficient bike and pedestrian infrastructure. However, the RTP defines “safe, comfortable, and convenient” in terms of travel time—i.e., location—not infrastructure (or metrics which incorporate infrastructure, such as Walk or Bike Scores). Specifically, “safe, comfortable and convenient travel” is defined as location where “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.” In other words, the lack of infrastructure—while clearly problematic—does not offer a justification for delaying this location-based target.

Finally, the location of new housing construction will have decades-long effects on the development patterns of Humboldt. New sprawling homes would require new roads, new services, etc. The choices we make from now until 2030 will have ramifications far into the future. If we want to focus development on places that are safe, comfortable, and convenient by walking, biking, rolling or transit, we should start doing so now rather than build new housing that won’t comply with our goals four years from now. Is the plan to try to squeeze in a substantial amount of new, non-accessible housing between now and 2030? If not, this change doesn’t make any logical sense.

We request that the RTP policy for 80% of new housing to be “in places with safe, comfortable, and convenient access to employment, shopping, and recreation by walking, biking, rolling, or transit” remain in effect, and not be delayed to a future year.

Climate Crisis

The new draft RTP replaces the phrase “climate crisis” with the term “climate change” throughout the document. This change is troubling, especially at a time when the federal government is working actively to undermine any sense of urgency to address the crisis and literally scrubbing the word “climate” from federal documents and websites—leaving local governments with an even greater responsibility to take action.

Scientists tell us that the urgency of reducing GHG emissions has only grown in the four years since the last RTP update, and it most certainly qualifies as a crisis. In fact, both scientists and government agencies around the world routinely use the phrase “climate crisis” to describe the situation. HCAOG removing the word “crisis” from the RTP sends exactly the wrong message at exactly the wrong time.

The absurdity of this change is highlighted by a proposed change on p.3-19, where a quote from the California State Transportation Agency (CalSTA)¹ has been edited to remove the phrase “climate crisis.” This suggests HCAOG is trying to misrepresent the State of California’s own characterization of climate change as a crisis, which is confounding and dishonest.

¹ <https://calsta.ca.gov/subject-areas/climate-action-plan/faq>

We request that the RTP restore the previous language throughout the document identifying climate change as a crisis.

Complete Streets Projects

The table of “Complete Streets” projects in the draft RTP (Table Streets-4) includes a number of projects that do not appear to include any features for people walking, biking, rolling, or riding the bus. Projects cannot be identified as complete streets projects if they do not include infrastructure for all road users.

We request that projects in the RTP's "Complete Streets" table of projects that do not include bike, pedestrian, and transit improvements in their descriptions either be removed from the table or specify that such improvements will be included.

Funding Consistency Analysis

The draft RTP proposes to remove the Funding Consistency Analysis found in the previous RTP at p.12-15. This action called for HCAOG to do three things: (1) prepare a report assessing the effects of recent projects funded by HCAOG on RTP goals; (2) annually track the benefits of funded projects with respect to RTP priorities; (3) consider adopting a program to rate future projects for their consistency with the RTP. The first action was completed, although the results were not very informative, both because the analysis categorized project impacts broadly without examining actual amounts spent for different purposes, and because recent HCAOG discretionary funding was dominated by a single project. The remaining two tasks have not been completed.

Both before and after the Board decided to include this action in the previous RTP, HCAOG’s Technical Advisory Committee (TAC) expressed vociferous objections to the idea that HCAOG would subject projects to an analysis of consistency with the RTP before making funding decisions. This objection suggests an antipathy toward the reason for HCAOG’s very existence, which is to guide transportation planning on a regional level. It also suggests that members of the TAC do not take the RTP itself seriously, given that the RTP’s Overall Objective is: “Program all transportation funds based on multi-modal transportation goals and objectives, and needs and priorities as established in the Regional Transportation Plan.” Similarly, one of the RTP’s Performance Indicators is: “Are investments in RTIP projects [HCAOG’s primary discretionary funding source] helping achieve RTP goals?” (p.7-27).

Furthermore, the RTP goals were not developed in a vacuum. Public input solicited by HCAOG as part of the RTP and other transportation plans makes it clear that the community’s priority is investment in improving safety and reducing climate pollution from transportation.

The TAC’s objections are unsupportable. HCAOG must ensure that discretionary funding decisions align with RTP goals, targets, and policies, duly adopted by the Board with support from the public. The HCAOG Board tacitly acknowledged this reality when including the Funding Consistency Analysis in the previous RTP despite the TAC’s objections. The Board must now advance this crucial reform further.

We request that the Funding Consistency Analysis action be retained in the RTP, and that HCAOG commit to developing an objective RTP consistency analysis for future funding decisions.

Major Transit Stops

We support the designation of major transit stops for land use planning purposes, incorporated into the draft RTP on p.9-2. We request that additional major transit stops be designated, as previously discussed by the HCAOG Board, including at least one stop in McKinleyville.

Other Concerns

- While we acknowledge the reality that certain climate-related targets from the last RTP—such as those for installing electric vehicle charging infrastructure and purchasing zero-emission vehicles for public fleets—have not been met, it is nonetheless troubling to see these target dates pushed out into the future. Delaying targets undermines the very real urgency which should be driving such actions.
- We object to the proposed changes to complete streets investment targets (p.2-21). The proposed delays in targets for increased active transportation funding are unacceptable given the great need and the local safety crisis for pedestrians and bicyclists. Furthermore, including “complete streets projects” as eligible for such funding increases, rather than just “active transportation,” is troubling because projects that primarily focus on vehicular infrastructure are often called “complete streets projects” if they include even the most rudimentary bike or pedestrian features. The current language and target dates around this funding should be retained, and the proposed changes rejected.
- The RTP continues an outdated practice of measuring safety goals in terms of the rate of collisions (per miles, per bicyclist, etc.) rather than the absolute number of fatal and severe injury collisions (p.7-26). The RTP has an official Vision Zero goal, and Vision Zero doesn't care about the rate—it cares about the absolute number. The RTP should change its measurement of safety progress to consider absolute numbers of fatal and serious crashes, not rates.
- Language on p.2-5 that pointed out that an aging population will mean more nondrivers and a greater demand for transit and active transportation is proposed for removal. This fact has not become any less true in the last four years, and makes an important policy point. The language should be retained.
- Language is proposed to be added on p.2-6 arguing that a slight recent increase in vehicle ownership rates indicates a “need for conventional roadway improvements and maintenance.” This is a misinterpretation of the data. It is highly likely that high vehicle ownership rates are the result of existing car-dependent land use patterns and infrastructure, not an indication of a need to double down. This language should be removed.
- The controversial Richardson Grove highway expansion project is included in the Goods Movement element. This project is unnecessary, environmentally damaging, has been mired in litigation for almost 20 years, and will probably never be built. It should be removed from the RTP.

Thank you for your consideration of our comments.

Sincerely,

Colin Fiske, Executive Director
Coalition for Responsible Transportation Priorities
colin@transportationpriorities.org

Matt Simmons, Climate Attorney
Environmental Protection Information Center
matt@wildcalifornia.org

Martha Walden, Steering Committee Member
350 Humboldt
mawalden53@yahoo.com

Dear Executive Director Byrd and Members of the Policy Advisory Committee,

I am writing to comment on the Regional Transportation Plan draft for 2026–2046. I appreciate the work HCAOG has done to maintain much of the existing RTP framework, but I am deeply concerned about several proposed changes that weaken the plan's climate, housing, and accountability commitments.

I have lived in Humboldt County my entire life and have relied on our community being walkable and bikeable to access school, work, and other services. This way of living is not just a personal preference, it reflects the reality for many residents who depend on safe and accessible transportation options. The RTP has a direct impact on whether Humboldt remains a place where people can realistically get around without relying on a car, and whether future generations will have the same opportunities I've had growing up here.

Firstly, I strongly urge HCAOG to restore the term "climate crisis" throughout the RTP. Replacing it with the softer term "climate change" undermines the urgency and seriousness of the severe crisis we are facing. Scientists, governments, and communities alike widely recognize that we are in a climate crisis. At a time when federal agencies are muddying clear climate language, it is especially important for local agencies to speak honestly and directly.

Secondly, I urge HCAOG to keep the existing policy requiring that 80% of new housing be located in areas accessible by walking, biking, rolling, or public transit. Delaying this policy until 2030 only encourages additional sprawl, increased car travel, and locks in higher greenhouse gas emissions for decades to come. The housing built today will shape transportation patterns for generations, and postponing this requirement directly contradicts the RTP's climate and mobility goals.

Finally, I am concerned about the proposed elimination of the Funding Consistency Analysis. An RTP is only meaningful if funding decisions are evaluated against its stated goals. Removing this accountability measure raises serious questions about whether future transportation investments will actually support safety, climate action, and multimodal access. I urge HCAOG to retain the Funding Consistency Analysis and strengthen it by developing an objective method to ensure funded projects align with public priorities.

In summary, I respectfully ask HCAOG to restore the term "climate crisis" throughout the RTP, keep the 80% location-based housing policy in effect, and retain and strengthen the Funding Consistency Analysis. The Regional Transportation Plan will shape Humboldt County's development and transportation systems for decades. I urge you to uphold its climate commitments and ensure it reflects the urgency, accountability, and values of the communities it serves.

Thank you for considering my comments.

Sincerely,
Alisia Sanchez



Brendan Byrd <brendan.byrd@hcaog.net>

Humboldt County Climate crisis

1 message

Aiyana Gregori <floreternaluz@gmail.com>

Mon, Dec 22, 2025 at 6:25 PM

To: Brendan.byrd@hcaog.net, mjohnson@ci.fortuna.ca.us

Cc: satkinssalazar@cityorarcata.org, kbergel@eurekaca.gov, cityclerk@bluelake.ca.gov, smadrone@co.humboldt.ca.us, orrr@cityofriodell.ca.gov, jsawatzky@bluelake.ca.gov, jbrycekenny@gmail.com, tatiana.ahlstrand@dot.ca.gov, narroyo@co.humboldt.ca.us

Attn To whom it may concern;

I am ashamed. Of all people to try and pull the wool over our eyes about climate change with '*semantics*' it is **EMBARRASSING** *that you are trying to do so*. Climate change is urgent to address here especially. We actually have trees to protect and also the opportunity to make a difference.

1. Replacing **wording** is a petty insult to our intelligence. We need real leaders in our city and county seats not people who will sell out to the politics, payoffs and other lies that only help a few while hurting all of us long term.

changing 'climate crisis' to "climate change is unacceptable. Please don't water things down when we need the opposite. It is an outrage that you dare to water down the situation when we ALL REMEMBER how it used to rain in Humboldt County and now in December I can barely use my sweater and the water table is same as September. In these times we need to to add more severe wording not water it down. It needs to be returned to climate crisis asap.



Brendan Byrd <brendan.byrd@hcaog.net>

Public Comment on the 2026–2046 Regional Transportation Plan

1 message

Ann Dorsey <aedorsey@hotmail.com>

Sun, Dec 14, 2025 at 11:18 AM

To: "brendan.byrd@hcaog.net" <brendan.byrd@hcaog.net>, "mjohnson@ci.fortuna.ca.us" <mjohnson@ci.fortuna.ca.us>, "satkinssalazar@cityofarcata.org" <satkinssalazar@cityofarcata.org>, "kbergel@eurekaca.gov" <kbergel@eurekaca.gov>, "cityclerk@ci.ferndale.ca.us" <cityclerk@ci.ferndale.ca.us>, "smadrone@co.humboldt.ca.us" <smadrone@co.humboldt.ca.us>, "orrr@cityofriodell.ca.gov" <orrr@cityofriodell.ca.gov>, "jsawatzky@bluelake.ca.gov" <jsawatzky@bluelake.ca.gov>, "jbrycekenny@gmail.com" <jbrycekenny@gmail.com>, "tatiana.ahlstrand@dot.ca.gov" <tatiana.ahlstrand@dot.ca.gov>, "narroyo@co.humboldt.ca.us" <narroyo@co.humboldt.ca.us>

HCAOG Executive Director and Policy Advisory Committee,

I urge you to make the following changes to the 2026–2046 Regional Transportation Plan (RTP):

Keep as is the RTP policy that requires 80% of newly constructed housing be located where people can reach jobs, shopping, and recreation by walking, biking, rolling, or public transit in effect as it is currently. Delaying this requirement until 2030 will have a significant negative impacts. Housing decisions made now determine development patterns for generations. Delaying this target will result in greater vehicle miles traveled (VMT), sprawl, pollution and greenhouse gas emissions.

Retain the Funding Consistency Analysis and make it stronger by developing an objective method to ensure future funding decisions truly reflect public priorities of safety, climate action, and multimodal transportation.

Keep the language in the current version of the RPT intact. The growing trend of government agencies changing or restricting the use of specific words is very disturbing and promotes censorship and divisiveness.

Thank you for your efforts to work towards a livable future. Please make those efforts as effective as possible.

Ann Dorsey



Brendan Byrd <brendan.byrd@hcaog.net>

Regional Transportation Plan Comments

1 message

Christine Doyka <cdoyka47@gmail.com>

Sun, Dec 21, 2025 at 12:14 PM

To: brendan.byrd@hcaog.net, mjohnson@ci.fortuna.ca.us, satkinssalazar@cityofarcata.org, kbergel@eurekaca.gov, cityclerk@ci.ferndale.ca.us, smadrone@co.humboldt.ca.us, orrr@cityofriodell.ca.gov, jsawatzky@bluelake.ca.gov, jbrycekenny@gmail.com, narroyo@co.humboldt.ca.us, tatiana.ahlstrand@dot.ca.gov

Please do not alter the original plan - we need to deal with climate change now. Keep the plan as it is. It addresses the issues we need to act on.

Thanks you,
Christine Doyka

Sent from my iPhone



Brendan Byrd <brendan.byrd@hcaog.net>

Regional Transportation Plan Comments

1 message

Daniel Chandler <dwchandl@gmail.com>

Thu, Dec 18, 2025 at 8:00 PM

To: "brendan.byrd@hcaog.net" <brendan.byrd@hcaog.net>, "mjohnson@ci.fortuna.ca.us" <mjohnson@ci.fortuna.ca.us>, "satkinssalazar@cityofarcata.org" <satkinssalazar@cityofarcata.org>, "kbergel@eurekaca.gov" <kbergel@eurekaca.gov>, "cityclerk@ci.ferndale.ca.us" <cityclerk@ci.ferndale.ca.us>, "smadrone@co.humboldt.ca.us" <smadrone@co.humboldt.ca.us>, "orrr@cityofriodell.ca.gov" <orrr@cityofriodell.ca.gov>, "jsawatzky@bluelake.ca.gov" <jsawatzky@bluelake.ca.gov>, "jbrycekenny@gmail.com" <jbrycekenny@gmail.com>, "narroyo@co.humboldt.ca.us" <narroyo@co.humboldt.ca.us>, "tatiana.ahlstrand@dot.ca.gov" <tatiana.ahlstrand@dot.ca.gov>
Cc: Nancy Ihara <nancyihara@gmail.com>, Colin Fiske <colin.fiske@gmail.com>, Martha Walden <mawalden53@yahoo.com>

Hi HCAOG Board,

I want to comment on the VROOM plan. It is bad enough that we have a climate denier in the President's office, but even worse is the way that has led to organizations all over the country back tracking on their climate commitments. There are reasonable fears that a crazy ideological government can even pursue arts organizations and NGOs, but I am very sorry that it seems to have even permeated the RTP. Please resist and help Humboldt respond to global warming by:

1. Restoring references to the climate emergency. In terms of the science, things are getting worse not better. We recently heard that coral has passed its tipping point. Coral reefs are home to one third of the denizens of the sea and their demise is now almost guaranteed to cause waves of extinctions. Likewise there is now much melting of permafrost in the artic, freeing methane. The Antarctic is melting much faster than anticipated. And of course all the floods, droughts, and wildfires are increasing. The longer we wait to mitigate greenhouse gas emissions, the worse (and more expensive) the consequences will be. It really *is* an emergency.
2. I can't see any possible reason for retracting and then delaying the existing policy that 80% of new housing be located in places accessible by walking, biking, rolling, or transit. This is one of the most effective tools we have on the local level.
3. For some time we have had the puzzling situation that the RTP says one thing in terms of priorities but that is ignored in favor of ad hoc plans developed by cities. The board needs to make clear that policies govern actions. Otherwise the organization is not accountable nor effective.

Please ask staff to make the appropriate revisions in the plan before passing it.

Thank you very much for considering my views.

Dan Chandler

Daniel Chandler, Ph.D.

dwchandl@gmail.com

707-677-3359



Brendan Byrd <brendan.byrd@hcaog.net>

Regional Transportation PlaN

1 message

H. Sage <eka95534@gmail.com>

Sat, Dec 13, 2025 at 7:34 AM

To: brendan.byrd@hcaog.net, mjohnson@ci.fortuna.ca.us, satkinssalazar@cityofarcata.org, kbergel@eurekaca.gov, cityclerk@ci.ferndale.ca.us, smadrone@co.humboldt.ca.us, orrr@cityofriodell.ca.gov, jsawatzky@bluelake.ca.gov, jbrycekenny@gmail.com, narroyo@co.humboldt.ca.us, tatiana.ahlstrand@dot.ca.gov

please let's stop pretending that there is not a CRISIS. Just because you might be dead before it gets 'too bad' doesn't mean it is not a fantastically urgent issue NOW.



Brendan Byrd <brendan.byrd@hcaog.net>

2026-2046 Regional Transportation Plan (RTP)

1 message

Heather <htruro@gmail.com>

Fri, Dec 12, 2025 at 8:47 PM

To: satkinssalazar@cityofarcata.org, kbergel@eurekaca.gov, cityclerk@ci.ferndale.ca.us, smadrone@co.humboldt.ca.us, orrr@cityofriodell.ca.gov, jsawatzky@bluelake.ca.gov, jbrycekenny@gmail.com, tatiana.ahlstrand@dot.ca.gov, brendan.byrd@hcaog.net, mjohnson@ci.fortuna.ca.us, narroyo@co.humboldt.ca.us

Dear Executive Director Byrd and Policy Advisory Committee Members,

I would like to thank you for the work you do but would like to address some concerns I have about the changes you are suggesting for this plan.

These are as follows:

1. Please **keep the existing policy** that 80% of new housing be located in places accessible by walking, biking, rolling, or transit. This is not just delaying this target to 2030 it is rescinding what is already in effect. What if each committee review just kept pushing the target forward? That's not acceptable and it is not consistent with the plan's intent. It would cause more sprawl and further long term car dependence.
- 2, Please **keep and strengthen** the Funding Consistency Analysis. Funding needs to be consistent with the RTP's climate and safety goals not take us further away from them. Otherwise this is just words on paper. Funding demonstrates that you mean what you say.
3. Please **keep the term Climate Crisis**. There is no reason to change the State Transportation Agency wording. What reason could possibly be made for changing this wording? So why change it? Is it perhaps to *soften* the wording. Softening the wording to climate change sets the whole intent of this back three decades. Climate change sounds like it's already happened or it is inevitable to happen or it's just different. Climate Crisis states what it is, urgent and in need of this very document. If we do not do the things we say we are going to do in the RTP, and do them now, then disastrous changes can occur. We need this policy now. That's the whole point of the document to prevent change that is against the common good. If the very authors and stewards of this policy do not hold the line then how can we. Please do not give in to pressures to soften or weaken any part of the task at hand. This needs to be a document that means something. Something you can be proud of in 2046 not something you regret.

Sincerely,
Heather Truro
Resident & Business Owner
Eureka CA 95502



Amy Eberwein <amy.eberwein@hcaog.net>

Fwd: Regional Transportation Plan (RTP) 2026 - 2046

1 message

Brendan Byrd <brendan.byrd@hcaog.net>
To: Amy Eberwein <amy.eberwein@hcaog.net>

Fri, Dec 12, 2025 at 11:55 AM

can you file?

----- Forwarded message -----

From: <rmzh@suddenlink.net>

Date: Fri, Dec 12, 2025 at 10:53 AM

Subject: Regional Transportation Plan (RTP) 2026 - 2046

To: <brendan.byrd@hcaog.net>, <mjohnson@ci.fortuna.ca.us>, <satkinssalazar@cityofarcata.org>, <kbergel@eurekaca.gov>, <cityclerk@ci.ferndale.ca.us>, <smadrone@co.humboldt.ca.us>, <orrr@cityofriodell.ca.gov>, <jsawatzky@bluelake.ca.gov>, <jbrycekenny@gmail.com>, <tatiana.ahlstrand@dot.ca.gov>, <narroyo@co.humboldt.ca.us>

The proposed Draft Regional Transportation Plan seems to be spreading climate denial in its current form.

The Humboldt County Association of Governments (HCAOG) must:

1. Restore the term "climate crisis" throughout the RTP. This language reflects scientific consensus and the urgency of reducing emissions. Why is Humboldt County trying to police the language around the climate crisis of our State Transportation Agency? The proposed language shift blunts the urgency of a problem that scientists, governments, and the public widely recognize as a true crisis.
2. Keep the existing policy that 80% of new housing be located in places accessible by walking, biking, rolling, or transit. Delaying this target to 2030 would encourage more sprawl and long-term car dependence. The draft RTP proposes delaying this requirement until 2030, even though it is already in effect today. Because housing built today determines development patterns for generations, delaying this target invites more sprawl, more driving, and more emissions.
3. Retain and strengthen the Funding Consistency Analysis. Funding decisions should align with the RTP's climate and safety goals, not move further away from them. Before funding goes out, HCAOG is required to consider whether the project will reduce VMT, create opportunities for public transit, make walking and biking safer and more accessible, etc. Confusingly, the draft eliminates these accountability measures. What is the point of having an RTP if no one is checking whether funding decisions are consistent with it?

This document has the potential to dramatically shape transportation and development patterns in Humboldt County. But planners are trying to weaken it and back down on our climate goals – even going so far as to stop calling it a climate crisis altogether.

Thank you for your attention to this matter.

Richard Zoah-Henderson

Eureka, CA



Amy Eberwein <amy.eberwein@hcaog.net>

Fwd: Regional Transportation Plan Comments

1 message

Brendan Byrd <brendan.byrd@hcaog.net>
To: Amy Eberwein <amy.eberwein@hcaog.net>

Fri, Dec 12, 2025 at 11:55 AM

and this one?

----- Forwarded message -----

From: **Gail Coonen** <gailmail580@gmail.com>

Date: Thu, Dec 11, 2025 at 7:22 PM

Subject: Regional Transportation Plan Comments

To: <brendan.byrd@hcaog.net>, <mjohnson@ci.fortuna.ca.us>, <satkinssalazar@cityofarcata.org>, <kbergel@eurekaca.gov>, <cityclerk@ci.ferndale.ca.us>, <smadrone@co.humboldt.ca.us>, <orrr@cityofriodell.ca.gov>, <jsawatzky@bluelake.ca.gov>, <jbrycekenny@gmail.com>, <narroyo@co.humboldt.ca.us>, <tatiana.ahlstrand@dot.ca.gov>

Dear members of HCAOG board,

I am writing in regards to the proposed Regional Transportation Plan.

- 1) Restore the term " climate crisis" in the plan. We all need to face reality regarding what is taking place on our planet NOW.
- 2) Keep existing targets for climate action. Such as ensuring in-fill housing is approved.
- 3) Ensure that future decisions reflect the reality of the climate crisis -NOW- not in 5 or more years from now.

Thank you for listening to my concerns.

Gail Coonen

Sunnybrae



Brendan Byrd <brendan.byrd@hcaog.net>

Regional Transport plan

1 message

Andrea Pellicani <artspace@sonic.net>
To: brendan.byrd@hcaog.net

Wed, Dec 10, 2025 at 2:51 PM

Hello,

I would like to comment on the RTP.

Restore the term "climate crisis" throughout the RTP. This language reflects scientific consensus and the urgency of reducing emissions.

Keep the existing policy that 80% of new housing be located in places accessible by walking, biking, rolling, or transit. Delaying this target to 2030 would encourage more sprawl and long-term car dependence.

Retain and strengthen the Funding Consistency Analysis. Funding decisions should align with the RTP's climate and safety goals, not move further away from them

Thank You,

Andrea Pellicani

artspace@sonic.net



Brendan Byrd <brendan.byrd@hcaog.net>

Regional Transportation Plan Comments

1 message

Martin Stephan <northgolddigger@yahoo.com>

Wed, Dec 10, 2025 at 5:04 PM

To: brendan.byrd@hcaog.net, mjohnson@ci.fortuna.ca.us, satkinssalazar@cityofarcata.org, kbergel@eurekaca.gov, cityclerk@ci.ferndale.ca.us, smadrone@co.humboldt.ca.us, orrr@cityofriodell.ca.gov, jsawatzky@bluelake.ca.gov, jbrycekenny@gmail.com, narroyo@co.humboldt.ca.us, tatiana.ahlstrand@dot.ca.gov

Hello. I want to email my support for a strong regional transportation plan that takes the climate crisis seriously. Please don't water down the plan or remove emphasis on addressing the climate crisis. This is a crisis and we can't ignore it. Thanks for your hard work on this effort.

Martin Stephan

Eureka



Brendan Byrd <brendan.byrd@hcaog.net>

Regional Transportation Plan Comments

1 message

Trisha Lee <trishaleeshade@gmail.com>

Wed, Dec 10, 2025 at 5:47 PM

To: brendan.byrd@hcaog.net, mjohnson@ci.fortuna.ca.us, satkinssalazar@cityofarcata.org, kbergel@eurekaca.gov, cityclerk@ci.ferndale.ca.us, HC Sup Steve Madrone <smadrone@co.humboldt.ca.us>, orr@cityofriodell.ca.gov, jsawatzky@bluelake.ca.gov, jbrycekenny@gmail.com, HC Sup Natalie Arroyo <narroyo@co.humboldt.ca.us>, tatiana.ahlstrand@dot.ca.gov

Dear Humboldt County Association of Governments,

It is imperative that we take this climate crisis seriously. Using soft words like climate change instead of climate crisis is disingenuous. If you believe we do not have a climate crisis in this world, I question your loyalties.

My hope is that in caring about future generations, unless we are nuked, you will make the right decisions and take this climate crisis seriously.

Please make the necessary changes rather than ignoring science. Help homeowners to harden roofs, make it very affordable to install solar on all rooftops, thinning small trees (not large), backburning before rain (using Indigenous People's Advice), and the list goes on.

Obviously, I am no expert, and that is why you are in charge.

We are blessed to be up here in this cooler climate. With that will come water rising over the Eureka to Arcata corridor and Myrtle Avenue Old Arcata Road, where studies by Caltrans were done and all completely ignored. We went to the meetings at the Adorni Center ten years or more ago.

All the money into putting a band aid on Last Chance Grade (10 miles south of Crescent City), all the clipboard studies, all the decades (since the building of 101), all the time and money wasted. The Scenic Redwood Highway 101 from Eureka to Crescent City, could have already built an inland route to keep 101 north open. Any day now, that artery of 101 could close altogether.

Thank you for your consideration on these issues. I know we are under huge threats from this administration with threats to cut money. Mainly, let's not minimize what is happening to our planet at the hands of mankind.

Sincerely,
Trisha Shade

TrishaLeeShade@gmail.com
Eureka, CA



Brendan Byrd <brendan.byrd@hcaog.net>

Regional Transportation Plan Comments

1 message

Richard A Hansis <richard.hansis@humboldt.edu>

Wed, Dec 10, 2025 at 8:19 PM

To: brendan.byrd@hcaog.net, mjohnson@ci.fortuna.ca.us, satkinssalazar@cityofarcata.org, kbergel@eurekaca.gov, cityclerk@ci.ferndale.ca.us, smadrone@co.humboldt.ca.us, orrr@cityofriodell.ca.gov, jsawatzky@bluelake.ca.gov, jbrycekenny@gmail.com, narroyo@co.humboldt.ca.us, tatiana.ahlstrand@dot.ca.gov

- I can't believe that you are proposing to remove the phrase "climate crisis" from the Regional Transportation Plan. .
- Please keep existing targets for climate action, including climate-friendly infill housing.
- Ensure that future funding decisions prioritize HCAOG's climate and safety goals.



Brendan Byrd <brendan.byrd@hcaog.net>

Regional Transportation Plan Comments

1 message

Eugene Perricelli <ceperr@sbcglobal.net>

Wed, Dec 10, 2025 at 2:45 PM

To: "brendan.byrd@hcaog.net" <brendan.byrd@hcaog.net>, "mjohnson@ci.fortuna.ca.us" <mjohnson@ci.fortuna.ca.us>, "satkinssalazar@cityofarcata.org" <satkinssalazar@cityofarcata.org>, "kbergel@eurekaca.gov" <kbergel@eurekaca.gov>, "cityclerk@ci.ferndale.ca.us" <cityclerk@ci.ferndale.ca.us>, "smadrone@co.humboldt.ca.us" <smadrone@co.humboldt.ca.us>, "orrr@cityofriodell.ca.gov" <orrr@cityofriodell.ca.gov>, "jsawatzky@bluelake.ca.gov" <jsawatzky@bluelake.ca.gov>, "jbrycekenny@gmail.com" <jbrycekenny@gmail.com>, "narroyo@co.humboldt.ca.us" <narroyo@co.humboldt.ca.us>, "tatiana.ahlstrand@dot.ca.gov" <tatiana.ahlstrand@dot.ca.gov>

- Please restore the use of the phrase “climate crisis” throughout the Regional Transportation Plan. Language matters, especially when it comes to important plans and policies. If we're trying to stay below some federal radar by "complying in advance", it's exactly the WRONG thing to do. Bullies don't back down due to compliance. I would argue that here in Humboldt, with the fastest sea level rise in the US, we do have a crisis. Our sewage treatment facilities and arterial roads are all going to go under a lot sooner than we wish and hope.
- Don't reverse climate progress. Keep existing targets for climate action, including climate-friendly infill housing. We need climate action now, not five years from now. We actually have needed it for decades, but that doesn't make further delay better.
- Ensure that future funding decisions prioritize HCAOG's own climate and safety goals. A plan is nothing more than words on paper if it doesn't influence future decisions!

Claire Perricelli, Eureka CA



Brendan Byrd <brendan.byrd@hcaog.net>

Stop Spreading Climate Denial

1 message

Lacey Levitt <laceylevitt@gmail.com>

Wed, Dec 10, 2025 at 9:21 AM

To: mjohnson@ci.fortuna.ca.us, satkinssalazar@cityofarcata.org, kbergel@eurekaca.gov, cityclerk@ci.ferndale.ca.us, smadrone@co.humboldt.ca.us, orrr@cityofriodell.ca.gov, jsawatzky@bluelake.ca.gov, jbrycekenny@gmail.com, tatiana.ahlstrand@dot.ca.gov, brendan.byrd@hcaog.net, narroyo@co.humboldt.ca.us

As a Californian, I urge you to restore the term “climate crisis” throughout the RTP. This language reflects scientific consensus This looks like an This looks like a car to drive and the urgency of reducing emissions. Keep the existing policy that 80% of new housing be located in places accessible by walking, biking, rolling, or transit. Delaying this target to 2030 would encourage more sprawl and long-term car dependence. Retain and strengthen the Funding Consistency Analysis. Funding decisions should align with the RTP’s climate and safety goals.

Lacey Levitt



Brendan Byrd <brendan.byrd@hcaog.net>

Regional Transportation Plan Comments

1 message

Jenifer Pace <1jeniferpace@gmail.com>

Sat, Dec 13, 2025 at 10:03 AM

To: brendan.byrd@hcaog.net, mjohnson@ci.fortuna.ca.us, "satkinssalazar@cityofarcata.org" <satkinssalazar@cityofarcata.org>, kbergel@eurekaca.gov, cityclerk@ci.ferndale.ca.us, smadrone@co.humboldt.ca.us, orrr@cityofriodell.ca.gov, jsawatzky@bluelake.ca.gov, jbrycekenny@gmail.com, narroyo@co.humboldt.ca.us, tatiana.ahlstrand@dot.ca.gov

Good morning.

I must respond to HCAOG's proposal to remove "climate crisis" language from the Regional Climate Action Plan, and to retain "climate change" instead.

What is the intention?

If you want a call to action in response to an urgent need for change, use language that supports that!

Jenifer Pace
Arcata, CA



HCAOG Information <info@hcaog.net>

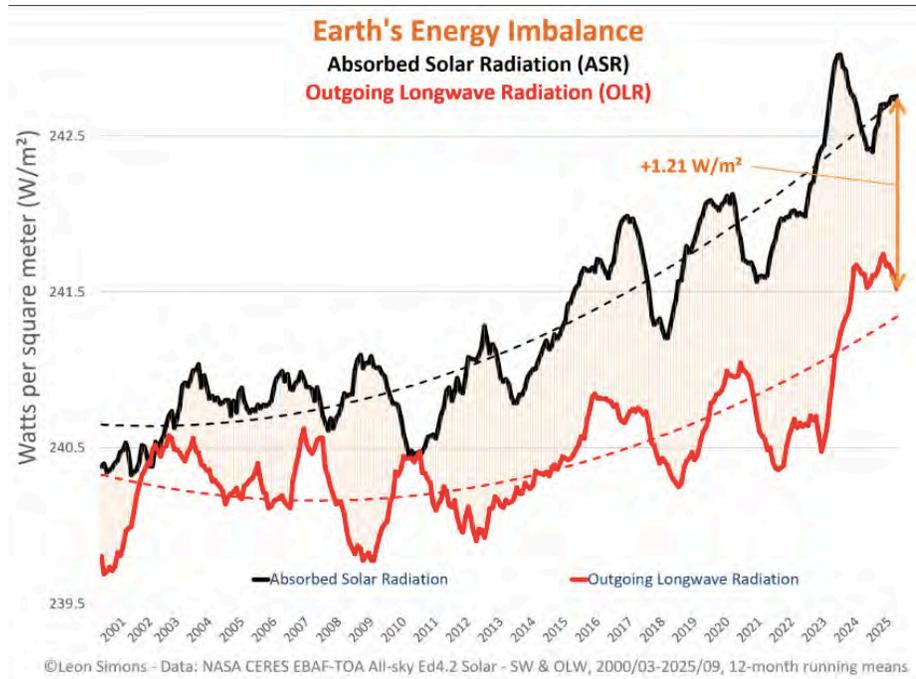
Comment on HCAG Transportation Plan

2 messages

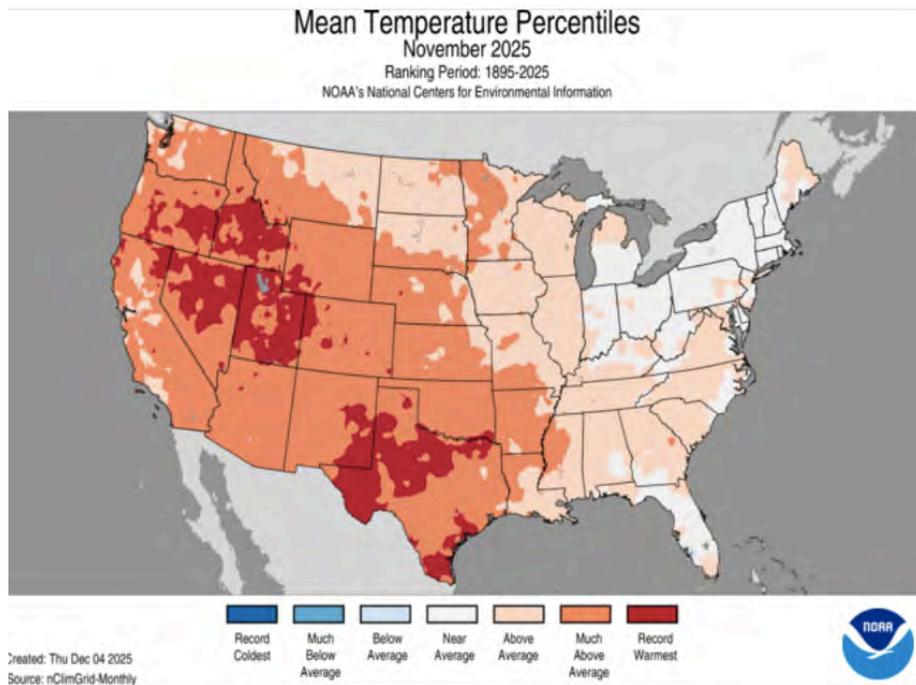
Jesse Noell <noelljesse@gmail.com>
To: info@hcaog.net, epic@wildcalifornia.org

Wed, Dec 10, 2025 at 11:19 AM

Please rewrite the Plan using language requiring reversal of the impacts from decades of climate collapse denialism. Earth's energy imbalance is going exponential as is the North Coast's contribution.



The result is knowing, willful, preventable, endangerment of lives and livelihoods:



HCAOG Information <info@hcaog.net>
 To: Jesse Noell <noelljesse@gmail.com>
 Cc: epic@wildcalifornia.org

Wed, Dec 10, 2025 at 2:59 PM

Received, thank you.

Amy
 [Quoted text hidden]

**Brendan Byrd** <brendan.byrd@hcaog.net>

Climate language and policy

1 message

Julie Doerner <julsart@gmail.com>
To: brendan.byrd@hcaog.net

Tue, Dec 23, 2025 at 1:19 PM

Dear Mr. Byrd,

Our climate is in a crisis. It's important to name it as such so that we can have a sober look at what is before us. Minimizing or denying the climate situation has already gone on for far too long.

Beyond the words we choose, we must act quickly and boldly to minimize the worst outcome of the crisis we find ourselves in. Postponement is not an option. Follow through with the commitments made toward housing walkability and clean transportation.

Sincerely, Julie Doerner

**Brendan Byrd** <brendan.byrd@hcaog.net>

RTP direction

1 message

Lynn Jones <lynnijo@gmail.com>
To: brendan.byrd@hcaog.net

Tue, Dec 16, 2025 at 8:54 AM

Dear Brendan Byrd and the HCAOG committee,

It has come to my attention that you have proposed changes to the Humboldt County Regional Transportation Plan. At a time when our area is experiencing fallout from climate change I ask that you double down on the county's efforts to reduce emissions, using scientific data rather than language that obscures and cushions the impending crisis.

Please maintain the policy that 80% of new housing be located in places accessible by walking, biking, rolling, or transit by 2030. Discourage sprawl, especially into agricultural or wildland spaces, to steer us away from car dependence.

Thanks for your consideration.

Lynn Jones
Arcata



Brendan Byrd <brendan.byrd@hcaog.net>

Stop Spreading Climate Denial and Other Dangerous Agendas

1 message

Mira O'Barr <miraqobarr@gmail.com>

Sun, Dec 21, 2025 at 3:35 PM

To: brendan.byrd@hcaog.net, mjohnson@ci.fortuna.ca.us, satkinssalazar@cityofarcata.org, kbergel@eurekaca.gov, cityclerk@ci.ferndale.ca.us, smadrone@co.humboldt.ca.us, orrr@cityofriodell.ca.gov, jsawatzky@bluelake.ca.gov, jbrycekenny@gmail.com, tatiana.ahlstrand@dot.ca.gov, narroyo@co.humboldt.ca.us

Dear HCOAG Executive Director Brendan Byrd and Policy Advisory Committee,

I was deeply disturbed and disheartened when I heard news of you perpetuating the ever-growing limiting language surrounding the climate *crisis* that we all, no matter how much power you have, are affected by. It is gut wrenching to have the people in charge of our *local* government stooping so low. I demand that you restore the term "climate crisis" throughout the Regional Transportation Plan as it is the true definition of what our world is facing at this moment and into the foreseeable future of life on earth at the rate we are moving.

I was also personally hurt, as a locally raised and rooted individual, that you are *all* complicit in attempting to roll back the policy that 80% of new housing be located in places accessible by walking, biking, rolling or transit. It should be 100%, come on! We need this. I have depended on my privilege of living in the walkable town of Arcata from a young age. Those less advantaged than I deserve better, especially handicapped individuals. None of the greater public wants this, so why would you do this? For real- it makes me wonder whose pockets your souls are kept in. If you let me know- I'll send them written complaints as well.

Lastly, funding. Funding, funding, funding. In a world where we vote with our dollars I expect my representatives to be doing much, much more to support those they represent- not to mention yourself. You must retain and *strengthen* the Funding Consistency Analysis- these dollars should align with RTP's attempt to address the climate *crisis* and safety goals. Seriously, this does not benefit you besides being sell-outs and/or spineless! Think about the future generations, or your lifetime consequences, or at the very least, your ego, as the greater public will not forget these actions if they are carried through.

Thank you for taking the time to read this and I believe you will make the right choice if you truly absorbed this information.

Best wishes,
Mira O'Barr



Brendan Byrd <brendan.byrd@hcaog.net>

(no subject)

1 message

Nancy Ihara <nancyihara@gmail.com>
To: "brendan.byrd@hcaog.net" <brendan.byrd@hcaog.net>

Fri, Dec 19, 2025 at 7:37 AM

Dear Executive Director Byrd,

I submitted comments on the RTP about a month ago. I am unsure if my timing was correct and if these would be included with the comments on the draft RTP so I am submitting my thoughts on the document again. Please forward these to the HCAOG Policy Advisory Committee Board members. Thank you.

Comments on the draft RTP

While I believe the language in the draft RTP must be changed to reflect the climate crisis, even more importantly the content of the plan must address the conditions that contribute to this crisis. As already exists in the current RTP, the new one needs to keep the requirement that 80% of new housing presently proposed and being built be located in places accessible by walking, biking, rolling, or transit. And the Funding Consistency Analysis must ensure that proposed projects adhere to the RTP. It does not make sense to have goals for projects and then to not require that projects reflect them.

Nancy R. Ihara



Brendan Byrd <brendan.byrd@hcaog.net>

please strengthen climate friendly transit.

1 message

Rebecca Canright <rebeccagroovypeace@gmail.com>
To: brendan.byrd@hcaog.net

Sat, Dec 13, 2025 at 12:49 AM

Greetings!

I am a young person who cares deeply about environmental sustainability and eco-friendly transit. Thank you for your work.

I respectfully ask you to consider implementing the suggestions below, so as to strengthen the sustainability and climate action focus of our regional transportation plan.

Please Restore the term "climate crisis" throughout the RTP. This language reflects scientific consensus and the urgency of reducing emissions.

Please Keep the existing policy that 80% of new housing be located in places accessible by walking, biking, rolling, or transit. Delaying this target to 2030 would encourage more sprawl and long-term car dependence.

Please Retain and strengthen the Funding Consistency Analysis. Funding decisions should align with the RTP's climate and safety goals, not move further away from them.

Thank you for your time and consideration!

Take care,

Rebecca

Frigate birds fly for months over the ocean and can engage in both regular sleep and use half their brain at a time to sleep during soaring or gliding flight.



Compassion for all creatures great and small.



Brendan Byrd <brendan.byrd@hcaog.net>

Regional Transportation Plan Comments

1 message

Rebecca Jean Emigh <rebeccajeaneigh@gmail.com>

Mon, Dec 22, 2025 at 12:20 PM

To: brendan.byrd@hcaog.net, mjohnson@ci.fortuna.ca.us, satkinssalazar@cityofarcata.org, kbergel@eurekaca.gov, cityclerk@ci.ferndale.ca.us, smadrone@co.humboldt.ca.us, orrr@cityofriodell.ca.gov, jsawatzky@bluelake.ca.gov, jbrycekenny@gmail.com, narroyo@co.humboldt.ca.us, tatiana.ahlstrand@dot.ca.gov

Please take immediate action on climate issues:

Restore the term "climate crisis" throughout the RTP. This language reflects scientific consensus and the urgency of reducing emissions.

Keep the existing policy that 80% of new housing be located in places accessible by walking, biking, rolling, or transit. Delaying this target to 2030 would encourage more sprawl and long-term car dependence.

Retain and strengthen the Funding Consistency Analysis. Funding decisions should align with the RTP's climate and safety goals, not move further away from them.

Thanks, Rebecca Jean Emigh

[18135 Karen Drive](#)

[Tarzana CA 91356](#)

310-691-0976

The very last thing your group should be considering is what the current Federal government thinks.

Especially regarding word usage.

Call it Climate Change or Climate Crisis, it is a real issue. Dodge it, or play petty politics and quisling subservience at your own risk. You won't get elected again if you do.

We need leaders and staff focused on helpful real solutions.

-Scott King Crandall, sent on FB message on 12/16



Brendan Byrd <brendan.byrd@hcaog.net>

Regional Transportation Plan Comments

1 message

sue <suejh@humboldt1.com>

Fri, Dec 19, 2025 at 12:19 PM

To: brendan.byrd@hcaog.net, mjohnson@ci.fortuna.ca.us, satkinssalazar@cityofarcata.org, kbergel@eurekaca.gov, cityclerk@ci.ferndale.ca.us, smadrone@co.humboldt.ca.us, orrr@cityofriodell.ca.gov, jsawatzky@bluelake.ca.gov, jbrycekenny@gmail.com, narroyo@co.humboldt.ca.us, tatiana.ahlstrand@dot.ca.gov

Thank you for all your work on updating our transportation plan. Transportation is important both as helping us connect to each other and the things we need in our lives and as an important part of reducing our local contribution to the global climate crisis, and balancing those needs is why we need a good plan.

I have several comments, both personal and general.

From my personal perspective as a bike rider: THANK YOU for the Eureka-Arcata trail, and also Eureka's C street bike road--I use both often and they make me feel much safer. I ride in McKinleyville less but bike infrastructure there needs help--the bike lane on Central is useful but often has broken glass, and we need connections from the Hammond trail to Central--bike lanes or bike trails so those of us coming in from Arcata can easily get "downtown".

General--

- 1) I think it's important to refer to the climate crisis as a crisis, it is one and only getting more so. In a time when so many governments are lying to us, our local entities at least need to be accurate and clear.
- 2) We need to maintain the focus on building new housing that's close to shopping and work. In a world where building big isolated houses for rich people seems to be the best way to make money, we really need government policies that prioritize alternatives.
3. We also need to retain the funding consistency analysis to make sure we're really doing what we say we want to do.

Thank you

Sue Hilton, Arcata



Brendan Byrd <brendan.byrd@hcaog.net>

Regional Transportation Plan Comments

1 message

Sue Y. Lee <syl1@humboldt.edu>

Thu, Dec 18, 2025 at 11:37 PM

To: brendan.byrd@hcaog.net, mjohnson@ci.fortuna.ca.us, Stacy Atkins-Salazar <satkinssalazar@cityofarcata.org>, Kim Bergel <kbergel@eurekaca.gov>, cityclerk@ci.ferndale.ca.us, smadrone@co.humboldt.ca.us, orrr@cityofriodell.ca.gov, jsawatzky@bluelake.ca.gov, jbrycekenny@gmail.com, Natalie <narroyo@co.humboldt.ca.us>, tatiana.ahlstrand@dot.ca.gov

Dear Mr Byrd and members of the Policy Advisory Committee,

As the Humboldt County Association of Governments (HCAOG) prepares its twenty year regional transportation plan, I ask that you restore the term "climate crisis" throughout the RTP. This language reflects scientific consensus and the urgency of reducing emissions which is that climate change has become a climate crisis.

Please keep the existing policy that 80% of new housing be located in places accessible by walking, biking, rolling, or transit. Delaying this target by 4 years would encourage more sprawl and long-term car dependence

Please also retain and strengthen the Funding Consistency Analysis. Funding decisions should align with the RTP's climate and safety goals, not move further away from them.

Thank you for taking my comments.

Sincerely,
sue y. lee mossman
PO Box 223
Arcata, CA
95518



Brendan Byrd <brendan.byrd@hcaog.net>

Regional Transportation Plan Comments

1 message

susan tatro <silvermaven1949@gmail.com>

Fri, Dec 19, 2025 at 9:52 PM

To: brendan.byrd@hcaog.net, mjohnson@ci.fortuna.ca.us, satkinssalazar@cityofarcata.org, kbergel@eurekaca.gov, cityclerk@ci.ferndale.ca.us, smadrone@co.humboldt.ca.us, orrr@cityofriodell.ca.gov, jsawatzky@bluelake.ca.gov, jbrycekenny@gmail.com, narroyo@co.humboldt.ca.us, tatiana.ahlstrand@dot.ca.gov

1. Restore the term "climate crisis" throughout the RTP. This language reflects scientific consensus and the urgency of reducing emissions.
2. Keep the existing policy that 80% of new housing be located in places accessible by walking, biking, rolling, or transit. Delaying this target to 2030 would encourage more sprawl and long-term car dependence.
3. Retain and strengthen the Funding Consistency Analysis. Funding decisions should align with the RTP's climate and safety goals, not move further away from them.



Brendan Byrd <brendan.byrd@hcaog.net>

Concerns about the RTP, please support walking and biking

1 message

Google User <playwow.hun@gmail.com>

Fri, Dec 12, 2025 at 7:16 PM

To: satkinssalazar@cityofarcata.org, kbergel@eurekaca.gov, cityclerk@ci.ferndale.ca.us, smadrone@co.humboldt.ca.us, orrr@cityofriodell.ca.gov, jsawatzky@bluelake.ca.gov, jbrycekenny@gmail.com, tatiana.ahlstrand@dot.ca.gov, narroyo@co.humboldt.ca.us, mjohnson@ci.fortuna.ca.us, "brendan.byrd@hcaog.net" <brendan.byrd@hcaog.net>

Hello Humboldt County Association of Governments,

I have some concerns about the draft RTP.

While I don't really care about the semantics of climate change vs climate crisis, you've got to admit it's definitely a climate crisis. Massive wildfires, Iran having to move its capital due to water shortage, etc, if you wanted maximum accuracy you could say "Climate change that is causing crises in other places but not here" which would be a pretty accurate description.

Removing the current policy that 80% of new housing be located in places accessible by non-driving is just incredibly shortsighted. Quality of life arguments aside (Biking to work is really great for your mental and physical health), every car mile driven damages the roads and essentially costs our local governments money. It's good financial sense to ensure that it is possible for people to take trips that aren't in a car. Maybe it should even be pleasant to take a trip that isn't in a car.

Lastly, eliminating the funding consistency analysis doesn't make sense. What is the point of having an RTP and policies if you will fund projects without making sure they comply? Again, back to the car miles costing local governments money by damaging roads (and crashing into things), wouldn't you want to make sure projects you are funding will reduce VMT? Therefore reducing cost. It really doesn't seem responsible to fund projects that will ultimately contribute to the financial struggles of our local governments.

Thank You,
Tyler Vaughn-Sanchez
344 F St
Arcata CA

Wendy Ring

Dec 4, 2025,
2:53 PM (5 days
ago)

to me

Dear HCAOG members, please don't move backward on climate action.

Climate change is a crisis. The annual number of climate disasters in the US costing over a billion dollars is steadily increasing, multiplying eightfold over the past 50 years. Closer to home, wildfires have caused state budget deficits cutting funds for health workforce development, delaying wage increases for health care workers and withholding funding for our schools. Our local ERs, already crowded due to the number of people forced to rely on them for primary care, get even busier when wildfire smoke exacerbates heart and lung disease. Fishing and crabbing are taking financial hits, and many of us have lost our homeowners insurance.

Words matter. Climate denial has evolved over the years, from "there is no climate change", to "there is climate change, but we didn't cause it", to "we caused it but we can't do anything about it". Removing the word "crisis" is a kind of denial that HCAOG should not pander to, especially when land use and transportation decisions to address Humboldt's largest sources of carbon emissions are under local control. Proposed "updates" to the current RTP, which kick car independent housing, EV charging and jurisdiction fleet electrification down the road, further signal a decreased intention to act at a time when delay will have lasting and expensive consequences.

We not only need a stronger plan, we need one that puts our money where our mouth is. It doesn't really matter what the plan says if we don't follow it. Humboldt County has a longstanding pattern of HCAOG creating transportation plans and the TAC ignoring them when it comes to funding projects. The TAC's role is described on the county's official website as facilitating planning "to carry out the regional goals and objectives of the Regional Transportation Plan". In practice, the TAC treats regional planning as a box checking exercise and denies any obligation to prioritize the regionally adopted goals and objectives. It is ultimately our elected officials' responsibility to make sure that HCAOG follows its RTP and doesn't simply act as a pass through, funding any road project proposed by jurisdiction engineers regardless of how well or poorly they advance the RTP's priorities.

The last RTP proposed retroactive evaluation of the consistency between funded projects and RTP goals. The current draft removes consistency evaluation altogether. This RTP must include a commitment to establish objective consistency criteria and have HCAOG staff (not the project's own proponents) rank proposed projects before any more discretionary funding is allocated.

Please don't let us move backwards on climate action. We need your leadership for a safe and sustainable future.

Wendy Ring





comment on draft RTP

2 messages

Martha Walden <mawalden53@yahoo.com>
To: "info@hcaog.net" <info@hcaog.net>

Tue, Dec 23, 2025 at 5:35 PM

As a resident of Westhaven I'm very concerned about the Trinidad Rancheria's plans to build an interchange on 101 to provide more direct access to its casino and proposed new hotel. The new interchange would be located within half of a mile from the existing one for Trinidad. From the tribe's point of view, of course, it makes sense to funnel people directly to its facilities without exposure to gas and groceries in Trinidad. However, does it make sense for taxpayers to fund that? Stating as a Purpose and Needs for the project that the road between Trinidad and the casino isn't reliable seems untrue.

Also, the construction of 101 did not divide the Rancheria's land holdings, according to research done by Friends of Westhaven. The Rancheria purchased land east of 101 after it was built. I certainly recognize that such dismissals of tribal integrity have been all too prevalent but just doesn't seem to apply here though some tribal members do live on the other side of the freeway.

None of this would directly concern me if it weren't for the possible impacts on Westhaven Drive if it is connected to Scenic Drive via an interchange. One of the stated possibilities is widening Westhaven Drive. My house is on that road, and its narrow front yard would be much diminished if the road were widened. We've calculated that the county's right of way comes within inches of our septic tank.\

Organized as Friends of Westhaven, we have tried to negotiate with the tribe about this potential impact but have been shut out of the process. We have proposed a way for tribal members east of 101 to have more direct access to tribal headquarters, but communication has been very difficult.

As a climate activist (and a signatory for 350 Humboldt to the comments from CRTP and EPIC), I'd like to reiterate the point about the language change from the current RTP to the draft RTP. I know you've heard this a lot, but replacing the term 'climate crisis' with 'climate change' strikes me as ominous. So many people are backpedaling right now about their commitment to curb the coming global shock. We are counting on HCAOG to do its utmost, particularly since the staff or board or some iteration of the two is the leading contender to form the Regional Climate Action Committee. Please don't shrink from calling a crisis a 'crisis!'

I won't repeat the other points made in the comment from the environmental community except to urge HCAOG not to waver in its pursuit of the goals stated in the current RTP—particularly its target of 80% of new housing being accessible by means other than personal automobile. The Funding Consistency Analysis supports that target and should be practiced more effectively instead of getting dropped.

Thank you for considering these views.

Martha Walden

HCAOG Information <info@hcaog.net>
To: Martha Walden <mawalden53@yahoo.com>

Mon, Dec 29, 2025 at 8:58 AM

Hi Martha,

Thanks for your comments. They have been received and filed.

Amy
[Quoted text hidden]



Brendan Byrd <brendan.byrd@hcaog.net>

Comments on Trinidad Rancheria's proposed plans for transportation improvements

1 message

David G Hankin <david.hankin@humboldt.edu>
To: brendan.byrd@hcaog.net

Sat, Dec 20, 2025 at 12:04 PM

Greetings -

I have read through the pertinent pages of the Tribal Transportation Element that concern transportation studies and proposals supported by the Trinidad Rancheria.

As in previous documents, the Trinidad Rancheria has presented a misleading picture of the current state of access to the Trinidad Rancheria's coastal property and casino on the east side of Trinidad Bay:

Access to Trinidad Rancheria is compromised due to the regular road closures and inherent instability of Scenic Drive. (Tribal Transportation Element, p 4-8) .

Access from North Scenic Drive has provided a fully paved, stable and consistent access to the Rancheria's casino and tribal buildings/housing for at least the past 30 years. Relative to most other roads in the coastal area, North Scenic Drive would be judged in "good shape".

Immediately south of the Trinidad Rancheria's casino, Scenic Drive is an exceptionally unstable road, often unpaved, often single lane, but nevertheless receives a very high level of use due to the many adjacent public recreational opportunities (e.g., Baker Beach, Luffenholtz Beach, Houda Point surfing area) and the striking scenic beauty of the coastal rocks and nearshore ocean that can be viewed from the road.

The Trinidad Rancheria's preferred transportation "improvement" is very clearly to have a full interchange constructed on Highway 101 between the City of Trinidad and the unincorporated community of Westhaven where I live. "Normally", construction of such an interchange would not be legal due to CalTrans regulations concerning minimum distances between interchanges. The Trinidad Rancheria has somehow obtained a waiver of that regulation, though just how remains murky.

Construction of a full interchange between Trinidad and Westhaven would provide transportation and development benefits only to the Trinidad Rancheria: direct highway 101 access to the Trinidad Rancheria's existing casino would facilitate access to and development of proposed facilities including a 5+ story 100 room hotel, gas station and minimart as well as casino expansion. It does not seem appropriate to use public funds for construction of an interchange that benefits the Trinidad Rancheria only and would at the same time diminish the scenic beauty of the Trinidad area. It also seems rather crazy to construct an interchange for a proposed hotel that does not yet exist and for which a viable water supply has yet to be obtained. The "Field of Dreams" analogy may be appropriate here.

Yes, one must be sympathetic to the Trinidad Rancheria's desire to "connect" their parcels on the east and west sides of highway 101, but that desire could be fulfilled via construction of a simple overpass (or, even better, an underpass - an idea that is not even included among the Trinidad Rancheria's current transportation alternatives), without providing access to high 101. An overpass (or underpass) would provide benefits to the Trinidad Rancheria's members while generating reduced negative impacts on the local community.

I certainly hope that HCAOG has a transportation improvement item that includes rebuilding South Scenic Drive. If there were ever a project in Humboldt County that could be argued to provide county-wide benefits, that would be the one. And IF South Scenic Drive were rebuilt and stabilized, the Trinidad Rancheria would have safe access from both the north and the south to its coastal property on the east side of Trinidad Bay.

Dave Hankin
Westhaven

December 20, 2025

To: Brendan Byrd and Local Government Representatives
Humboldt County Association of Governments

Re: Regional Transportation Plan / Tribal Transportation Element

In HCAOG's recent update of the Regional Transportation Plan, Friends of Westhaven was not mentioned as being part of the Project Development Team, even though we have been officially recognized as members of this team and attended their meetings as CEQA requires. We urge you to recognize and value the Friends of Westhaven organization as longtime representatives of the Westhaven community in general transportation planning for the Trinidad area.

Local citizens have expressed many concerns about the Interchange project and details of its impacts on Scenic Drive, Westhaven Drive and the City of Trinidad. These concerns include:

- Lack of community support for the project.
- Widespread community opposition to widening of existing rural roads.
- Extensive tree removal and environmental impacts resulting from the project.
- Critical loss of property along widened roads, especially those properties with close road setbacks due to being constructed before establishment of modern building codes.
- Decrease in property values and likely unfair compensation for those impacted by eminent domain.
- Road expansion would likely create demand for new construction, radically changing the rural aspect of this community while burdening water supply and septic loads.
- A wider road would inevitably result in higher speed travel, with increased dangers and potentially tragic consequences.
- Additional traffic would include those impaired by alcohol consumption at the casino.
- Widened roads will result in accidents and fatalities, due to increased traffic volume, higher speed travel, and occurrences of driving under the influence. This specifically endangers children whether playing, walking, or riding bikes and skateboards.

I know this community well, having lived here for over forty years, raised a child here, and having served as teacher, principal and superintendent of Trinidad Union School District. The above are concerns not just for those with property on Westhaven Drive, but for all local families who use the road for travel, exercise, or recreational riding and walking.

Please support Friends of Westhaven as an official stakeholder in governmental processes dealing with transportation planning for the Westhaven community. As recognized members of the Project Development Team we should be included in all discussions and communications, and invited to provide input whenever the Regional Transportation Plan is considered.

Thank you.

Geoff Proust
Friends of Westhaven Leadership Team

Gregory & Paige Smith
688 Westhaven Dr S
Trinidad CA 95570

December 4, 2025

Brendan Byrd, Executive Director
Humboldt County Association of Governments (HCAOG)
Sent as an attachment by email to: brendan.byrd@hcaog.net

RE: U.S. 101 Trinidad Area Access Improvements Project included in part 4. Tribal Transportation Element of the 2026-2045 Admin Draft 20 Year Regional Transportation Plan

Dear Mr. Byrd:

We are writing to respectfully request the following concerns regarding impact of the U.S. 101 Trinidad Area Access Improvement Project on Westhaven residents be addressed in your review:

Increased Traffic

Any changes to the current freeway access/interchange will impact residents who live in Westhaven. We are particularly concerned about potential increases in traffic on Westhaven Drive, either as a result of the proposed interchange 0.7 mile south of Trinidad (proposed project alternative 3D) or of the use of the proposed pedestrian crossing (alternative 5C) being used temporarily or permanently for vehicular access.

The addition of an interchange 0.7 mile south of Trinidad (proposed project alternative 3D) would increase noise not only during construction, but afterwards due to the likely increase in traffic on Westhaven Drive. Particularly if vehicle traffic is allowed on the pedestrian crossing (alternative 5C) increased traffic would result because drivers from south of Trinidad would use the Westhaven Drive exit to access the overcrossing rather than driving to Trinidad.

Other than for access during an emergency (fire, earthquake) the overcrossing (alternative 5C) should not be used for vehicular transportation and should be built in such a way as to make that clear.

Future Impact on the City of Trinidad

The City of Trinidad is an important local hub for all residents of the area. If an interchange 0.7 mile south of Trinidad were to be built, it could negatively impact businesses in Trinidad upon which all the residents of the larger community rely.

Thank you for your consideration of our concerns.

Respectfully,


Gregory Smith


Paige Smith

Dec 21, 2025

To: HCAOG

Re: Regional Transportation Plan (2026-2046)

The Trinidad Rancheria's "Access Improvement" project is a tough pill to swallow.

As a 47 year resident of Westhaven, a licensed Professional Engineer, and a former Caltrans Senior Transportation Engineer (32 years worked in Caltrans District 1) this project is irregular to say the least- here's what I know about it:

1- The Purpose and need of the project is provably false.

- a. This fact has been respectfully aired repeatedly at appropriate public hearings through the last five years – to the tribe, to the Tribe's Consultants, to HCAOG's Board, to HCAOG's Technical Advisory Committee, and to Caltrans. Although this fact has never been refuted, discussed, debated, or even acknowledged by any entity, all have turned a blind eye and continued to push the project forward, with false statements from the initial PSR/PDS cut and paste into numerous subsequent documents , including the subject RTP– word for word. The current primary access to the Rancheria in Trinidad (Scenic Drive from Trinidad) , although exhibiting an area of instability not uncommon to any roadway in our area, has not been closed except for construction for approx. 35-40 years; the fact tribal members live on both sides of 101 is a result of the Tribe's purchase of land East of 101 in 1988- 25 years after 101 was constructed.
- b. The Project Initiation document (PSR/PDS) was produced under co-op agreement 01-0365 between Caltrans and the Tribe, for the **reimbursement of Caltrans expenses for "Caltrans review and approval of the document"**. The same agreement specifically states Caltrans **"...independent Quality Assurance does NOT include any. "validation, verification** or rechecking... , effectively rendering Caltrans a paid consultant to the tribe. Indeed the entire project has been rubber stamped "approved" by Caltrans, with any and all inquiries to Caltrans deferred to the Tribe. It is noted that it appears several of the HCAOG TAC members to whom these facts were presented are also private consultants to the Rancheria on the project.

2- The "community" aspect of the project is questionable & disingenuous

- a. The local grassroots entity " Friends of Westhaven" (FOW) gained legal and appropriate membership to the Project Development Team (PDT) several years ago, being recognized as a legitimate stakeholder in the project. Westhaven is an

unincorporated community of approx. 2500 households adjacent to the south and east of the project

- i. Although FOW were properly invited to the first two PDT meetings, discussion of FOW concerns was quickly thwarted, with zero FOW input reflected in the PDT meeting minutes
 - ii. Subsequent to the second PDT meeting (May '23), the PDT ceased meeting, and with no communication to FOW, a project "Steering Committee" was formed, **including all members of the original PDT EXCEPT FOW**. The subject RTP fails to mention FOW among its listing of PDT members.
 - iii. Any and all communication with Caltrans re: the project is deferred to the Rancheria, as it is "the tribe's project"
 - iv. Several attempts at direct communication with the tribe, even to check status, have gone unanswered.
- 3- Although early commitments were made to FOW that the potential new interchange would not connect directly to Westhaven Drive, repeated requests to put this in writing have been unfruitful, with the Tribe's consultant stating **a freeway connection to Westhaven Drive does not constitute an impact!**
- 4- Studying the project history, it is apparent that the alternatives were developed strictly academically in order to meet the intent of CEQA, with no intent to seriously consider any of the stated alternatives with the exception of the full interchange (**it is noted that early HCAOG records listed this project as "Interchange project"**- this title was only changed to "Area Access Improvement", when the pre-determined preferred alternative was questioned by the public).
- 5- The expansion of this project from its initial "interchange" to include capacity increasing changes on Trinidad's scenic drive and a potential freeway connection to Westhaven drive, in an apparent attempt to sell the project as a community improvement is disingenuous.
 - a. The projects expansion has created a riff in our small neighborhood and local area. This is an understatement. Enough said.
 - b. After all these years, with the objective of peace and harmony, **A win/win alternative has been presented to the Tribe (Dec '24): that of a 101 interchange only- no capacity increasing or speed increasing improvements** (required maintenance is not a problem for anyone) to adjacent roads that will sacrifice the rural character in adjacent neighborhoods of Trinidad and Westhaven. This Dec

2024 presentation was followed by a supportive community petition submitted July 2025

- i. **An “interchange only” alternative would meet the VALID need of the tribe to provide improved access for future development.**
 - ii. The above win win solution has yet to be acknowledged as a viable alternative by the Tribe in spite of several attempts to confirm its recognition.

 - 6- A troubling aspect of this project is the public funding that has been allocated to this point (>\$1M), and the public funding being sought by the tribe for construction of the project (~\$40M-80M?)
 - a. The project is for the benefit of the tribal economic interests, which benefits ONLY the tribe, (primarily through increased visibility and access for its business interests, both existing and planned) an entity of special status with limited tax liabilities – WHY o WHY would taxpayers support funding this project? Why would HCAOG support it? Recall the “Trinidad Area Access improvement” was a label thrown on the interchange project well into its development.

 - 7- Bottom line of this writing:
 - a. The CEQA process, (alternative development and public input), appears a dog and pony show. Thus far public input is acknowledged only if in agreement with the Tribe’s desires. It remains to be seen if Caltrans, who as lead agency is responsible for the forthcoming DEIR and EIR, will take ownership and responsibility for their work and approvals.
 - b. Tax dollars should be spent to benefit the public – not a small for profit entity regardless of any special status
 - c. IFF this project gets built, it could easily be interchange only – leave neighboring communities and existing small rural roads out of it
-

Note: contact me through email if you desire further documentation of any conclusions/ facts stated in this letter.

Thank you for your work and consideration

Lucy Kostrzewa, P.E.



Brendan Byrd <brendan.byrd@hcaog.net>

Regarding the "U.S. 101 Trinidad Area Access Improvements Project"

1 message

Peter Cohan <PCohan@secondderivative.com>
To: "brendan.byrd@hcaog.net" <brendan.byrd@hcaog.net>
Cc: Steve Madrone <smadrone@co.humboldt.ca.us>

Sat, Dec 13, 2025 at 3:05 PM

Dear Brendan et al,

Regarding the "U.S. 101 Trinidad Area Access Improvements Project":

Consider:

You'll save 1 minute – just **ONE MINUTE** – coming from the north.

You'll save 3 minutes – yes, just **THREE MINUTES** – coming from the south.

That's the time that travelers to the Trinidad Rancheria and casino will save by the construction of the proposed intersection with off and on ramps.

And what is the expected cost of the project? Likely \$80 million or more.

Is it worth spending \$80 million of our limited tax monies to save one minute in travel time?

Is it worth spending \$80 million to save even three minutes?

We don't think so. There are *many* more important projects and uses for these funds!

Additionally:

- How will the additional off/on ramp and related traffic noise impact local residents?
- How will that noise impact local flora and fauna? Have endangered and threatened species been considered?
- How will the additional light pollution impact residents, flora, and fauna?
- How will the additional vehicle emissions impact residents, flora, and fauna?

- How will the construction work impact local creeks, streams, and other habitat *during* the construction? How will it impact local fish and sea life populations?
- How will the interchange impact property values for residents within ¼ mile of the interchange? ½ mile? 1 mile?
- How will the project impact the unique beauty of the area? We do *not* want it to look like a steady sequence of freeway interchanges, each only one mile apart. We do *not* want this special area to look like an LA or SF Bay Area freeway!

We are solidly *against* this project. Fundamentally, it is being driven by a handful of well-to-do tribal members who desire to increase their personal business at the expense of state and local residents.

Sincerely,

Peter and Diane Cohan

Peter E. Cohan

1532 Scenic Drive

Trinidad, CA 95570

T: +1 707 677 3764

E: PCohan@SecondDerivative.com



Brendan Byrd <brendan.byrd@hcaog.net>

Trinidad Rancheria Access improvement project

1 message

Richard and Marjorie Kieselhorst <ravenr@sonic.net>
To: Brendan.byrd@hcaog.net

Sun, Dec 28, 2025 at 3:23 PM

To whom it may concern:

I am stating my concerns about this project. My family has lived here for 50 plus years and so cherish the special features of this area, our land and place. I want my children and grand children to be able to continue to cherish this unique place and call it home.

This project is RIGHT ACROSS the street from our home and land and We want our neighborhood to be unaffected by this project and feel that we have not been listened to by the tribe even though we have voiced concerns many times at meetings we have had with them. We have proposed a smaller project idea that would meet their needs and concerns it seems to no avail. But I hope and want you to listen and take in our concerns.

I am attaching a letter from Lucy Kostrzewa which states and addresses my neighbors and our families concerns. Please consider them. The fact that this project will take years to complete and will have changes to meet needs is frightening to us.

Thank you for your listening, understanding, and consideration.

Marjorie Kieselhorst Eckart
Richard Kieselhorst
Chris Kieselhorst
Nick Kieselhorst
Josh Kieselhorst

Sent from my iPad

4 attachments

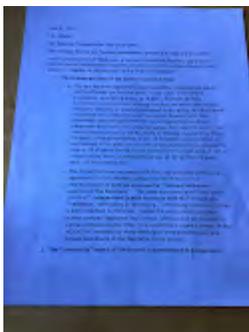


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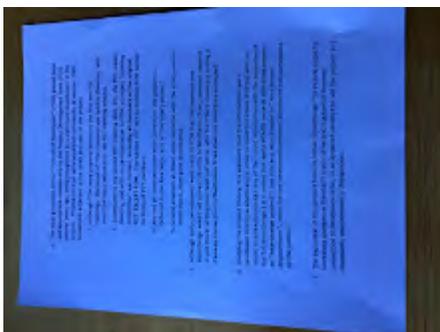


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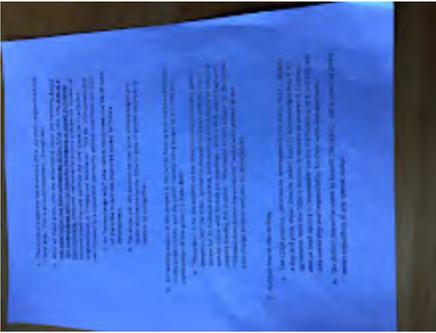


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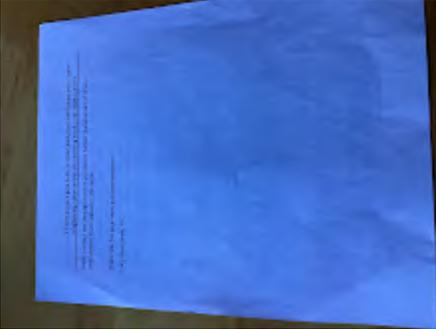


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Brendan Byrd <brendan.byrd@hcaog.net>

Regional Transportation Plan Comments

1 message

kate I h <klhitt@gmail.com>

Fri, Dec 12, 2025 at 5:50 PM

To: brendan.byrd@hcaog.net, mjohnson@ci.fortuna.ca.us, satkinssalazar@cityofarcata.org, kbergel@eurekaca.gov, cityclerk@ci.ferndale.ca.us, "Madrone, Steve" <smadrone@co.humboldt.ca.us>, orrr@cityofriodell.ca.gov, jsawatzky@bluelake.ca.gov, jbrycekenny@gmail.com, narroyo@co.humboldt.ca.us, tatiana.ahlstrand@dot.ca.gov

We must get the air pollution down. This unacceptable.

I would not be adverse to smog every 3-5 years, not just when you sell your vehicle.

yes, absolutely you must adopt public transportation that works equally for people in two ways:

Triangulated Hub loops: Blue Lake > McKinleyville > Arcata > Fortuna > Eureka > Arcata > Trinidad

Hubs: Fortuna, Eureka, Arcata, Mckinleyville with express buses.

Major Outliers: Rio Del, Manilla, Blue Lake, Garberville, Trinidad, Willow Creek etc.

Minor Outliers: Bayside, Freshwater, Ferndale.

I may have missed some, but I looked at the demographics of Humboldt County.

Blue Lake has a huge senior population and could use public transportation that works for them (us).

I live in Blue Lake, and I would much rather take a jitney to round trip to McKinleyville 4x a day than a bus to Arcata once or twice a day and back.

I could catch an express bus to Arcata/Eureka much easier from McKinleyville.

Have you considered hiring a mathematician to create the routes and stops that are more effective for the county as a whole? I had a friend who designed the whole Metro subway system around Washington DC.

Kate Hitt

831.278.7019
PO Box 737
Blue Lake CA 95525
ManyNamesPress.com

Editing | Book Production
Book Design | Formatting

sent from my imac



HCAOG Information <info@hcaog.net>

RTP: mostly bikes

2 messages

Susan Nolan <snolan@humboldt1.com>
To: info@hcaog.net

Fri, Dec 19, 2025 at 9:52 AM

Dear good people,
Thank you for tackling one of Humboldt County's challenges, transportation, and taking a wide prespective on the issues. Here are my thoughts:

Bike trails often have a recreational orientation. The Hammond trail in McKinleyville is a good example. Safe bike routes for practical transportation are also needed. They can include recreational use, but have a different character. In McKinleyville, Central and McKinleyville Avenue are important routes for accessing groceries and other basic needs, rather than the Hammond trail. Both roads have bike lanes to some extent. These bike lanes offer little separation from vehicles and are often littered with broken glass.

While cars rarely hit bicycles riding parallel with them, it still doesn't feel very safe, and is a deterrent to bicycling. I sometimes ride on the sidewalk to avoid flat tires far from home.

As Central Avenue is developed and updated, I encourage construction of dedicated bike lanes protected by curbs or other barriers to protect bicycles from vehicles. These may need to be shared with pedestrians. Again, cars seldom hit bicyclist riding parallel. but it just doesn't feel safe and is a deterrent to riding.

However narrowing Central to one lane in each direction, with no left turn lane, will lead to massive congestion, especially at rush hour, perhaps to the point of gridlock, and an issue for emergency access. Increased through traffic on residential McKinleyville Avenue can be expected.

Chapter 7 of the Regional Transportation Plan seems to emphasize what I would call recreational trails, rather than the practical routes to jobs and shopping that could help reduce car use.

It's clear that county road maintenance gets behind and behind year by year.

Most of McKinleyville's roads are county maintained. Roads in new developments are constructed to current standards, and a big improvement over the narrow unpaved private routes of early subdivisions. However, as these new roads age, they will contribute to the county's massive backlog of road work. McKinleyville is expected to carry much of the burden of needed new housing. I hope someone is thinking about this.

I really appreciate the bus service. Humboldt has surprisingly effective mass transit; hats off to whoever hustles the funding for this.

My transit fantasy: BART extends up 101 to McKinleyville.

Thank you for all your good work—Susan Nolan.

HCAOG Information <info@hcaog.net>
To: Susan Nolan <snolan@humboldt1.com>

Fri, Dec 19, 2025 at 1:16 PM

Hi Susan,

Thanks for your comments. They have been received and filed.

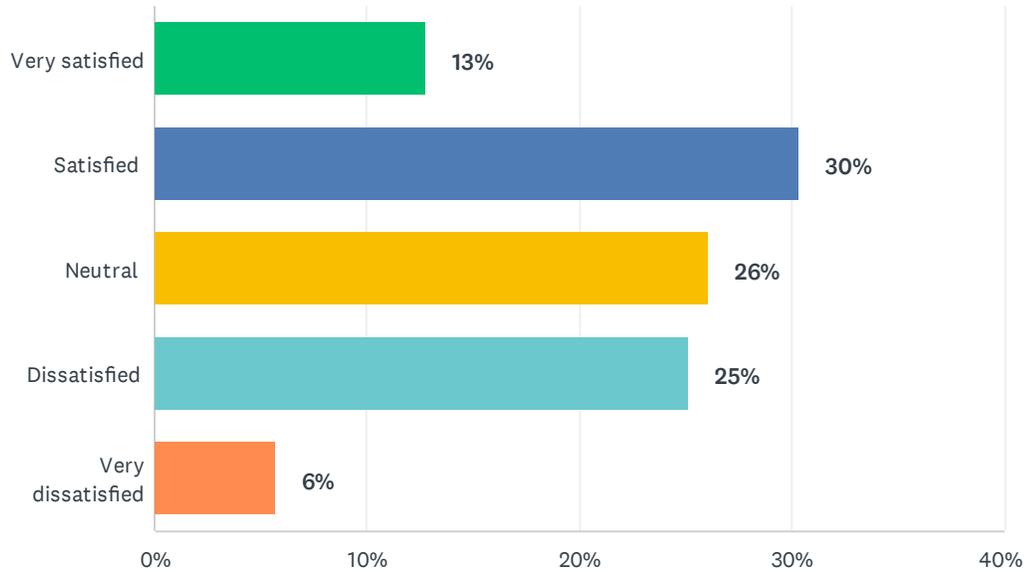
Amy

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Community Survey Results

Q1 How satisfied are you with your transportation choices?

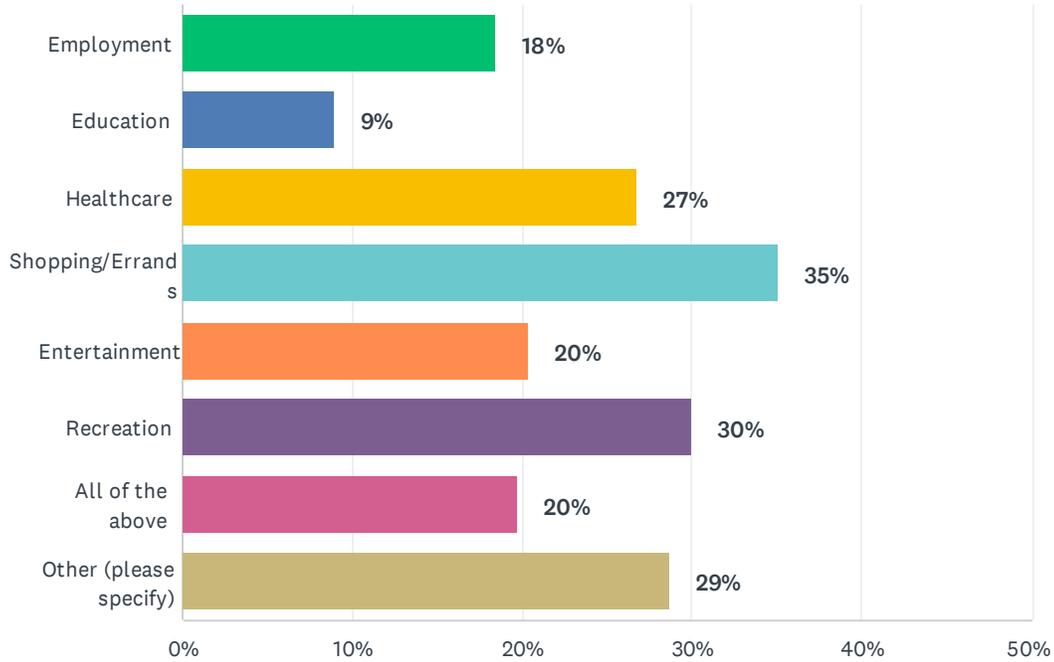
Answered: 211 Skipped: 5



ANSWER CHOICES	RESPONSES	
Very satisfied	13%	27
Satisfied	30%	64
Neutral	26%	55
Dissatisfied	25%	53
Very dissatisfied	6%	12
TOTAL		211

Q2 Are there any destinations difficult for you to travel to? Please select all that apply.

Answered: 157 Skipped: 59



ANSWER CHOICES	RESPONSES	
Employment	18%	29
Education	9%	14
Healthcare	27%	42
Shopping/Errands	35%	55
Entertainment	20%	32
Recreation	30%	47
All of the above	20%	31
Other (please specify)	29%	45
Total Respondents: 157		

Other responses to "Destinations difficult to travel to"

I live in Valley West, Arcata where there's no bus service on the weekends and the bus stops are used by street people to hang out. My life partner lives where buses don't go at all.

Sunday church

Perhaps not difficult..I have a car, but there is almost no public transportation where I live.

I DRIVE EVERYWHERE !! LOVE TO BE FREE TO GO AS I PLEASE

I do not use public transportation as it does not suit the county layout with the county not showing more big businesses in. You can't be a 15 minute city and keep big businesses out.... One of the other. Period.

Traffic on Broadway and getting across town

Anywhere on Sundays

Neighborhood

travel to major airports

Streets being blocked off for bike with no access besides driving several blocks out of the way.

C street is a joke now. Fuel taxes are to high. California special blend fuel is to expensive.

Bulb outs a constant annoyance

The DMV

The Bike lanes are more of a danger to both parties on narrow roads already

Mid city motor world from the north on a bicycle

Arcata. Driving within Arcata is a nightmare.

Lack of parking makes local shopping difficult

Central Avenue in McKinleyville seems unsafe due to behavior of persons driving vehicles. Difficult traveling to turn left or access businesses from the road versus the sidewalk.

out of the area

Home in Ferndale or outside of Ferndale

Driving is faster than walking or biking .

Airport

Because of scheduling and timing of buses

Weekend and evening events

Dog parks

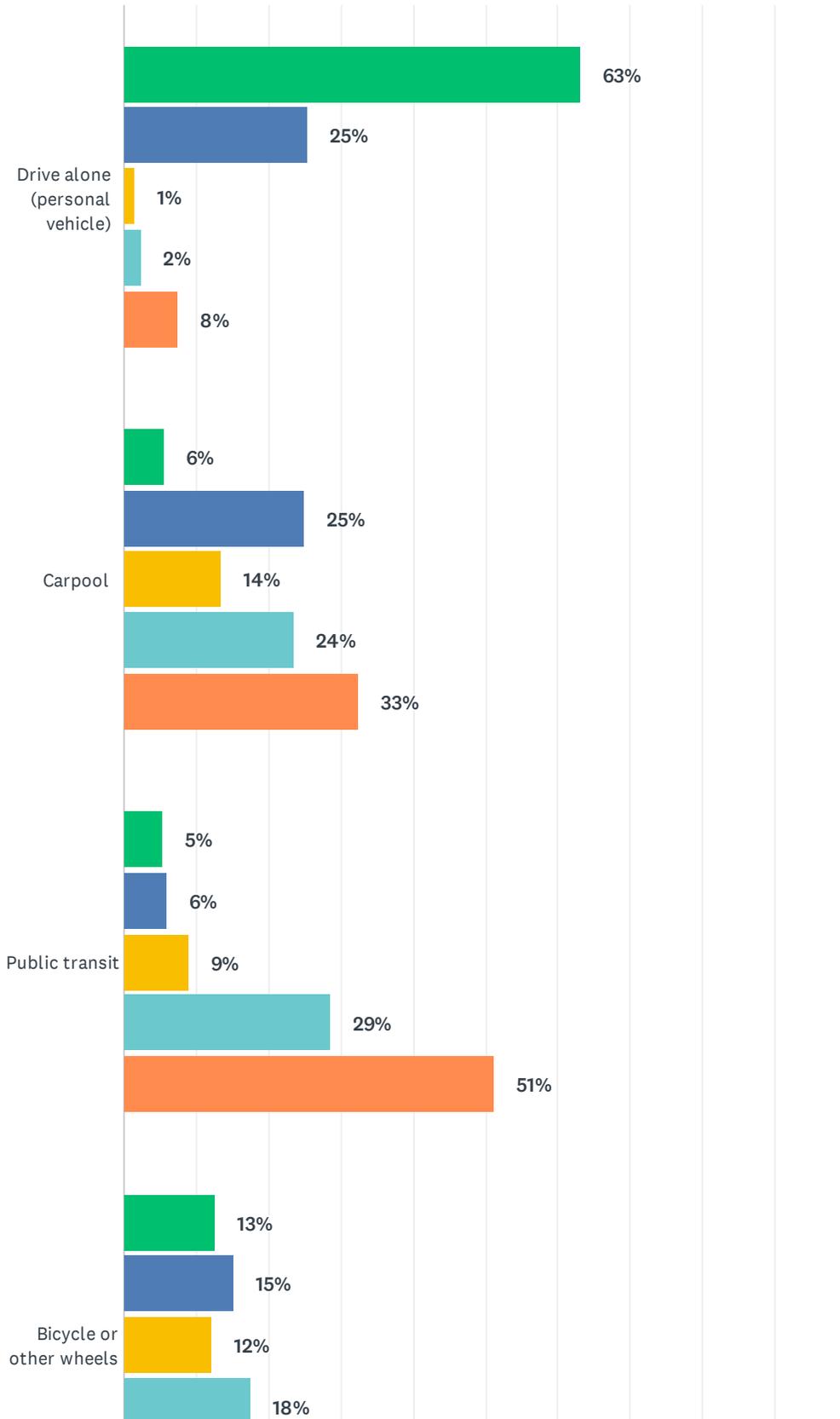
Getting places at night

Certain areas such as old town and Arcata due to lack of parking

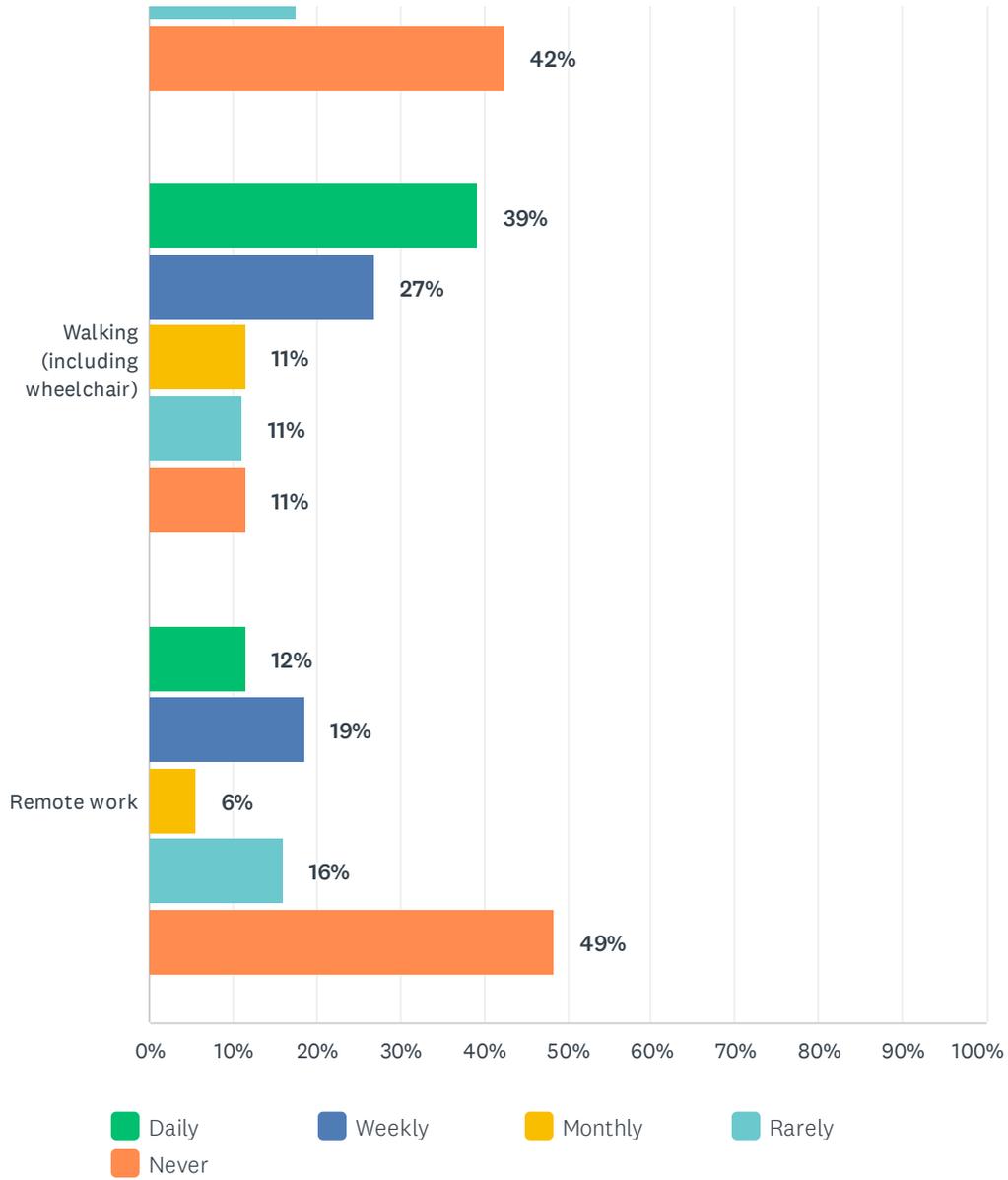
lack of parking in Old Town Eureka

Q3 How often do you use the following modes of transportation

Answered: 214 Skipped: 2



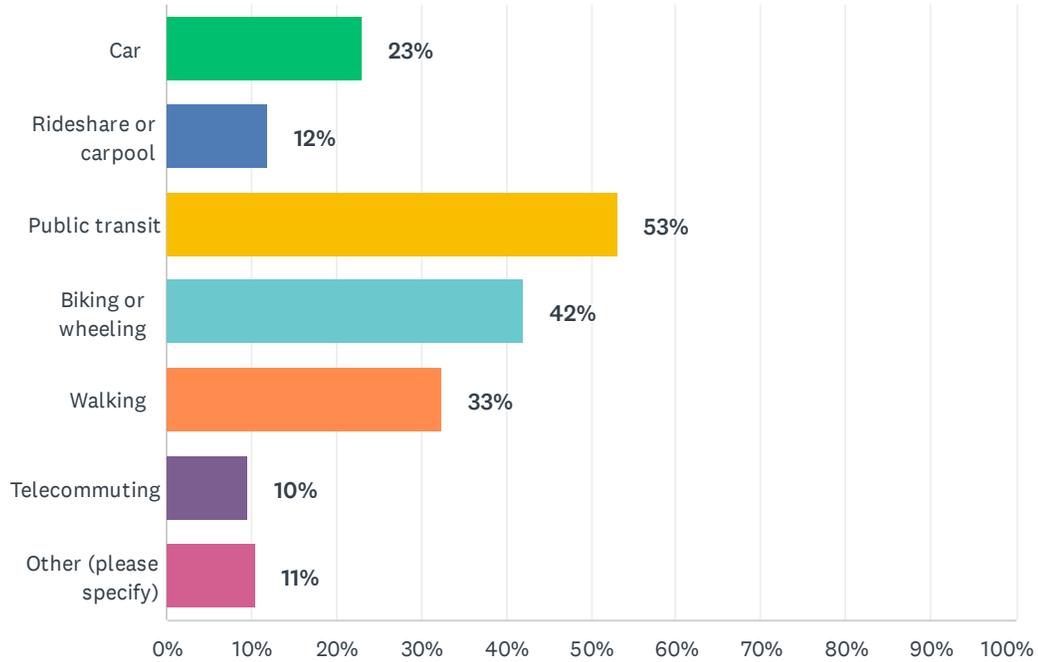
HCAOG Regional Transportation Plan Update 2026



	DAILY	WEEKLY	MONTHLY	RARELY	NEVER	TOTAL
Drive alone (personal vehicle)	63% 134	25% 54	1% 3	2% 5	8% 16	212
Carpool	6% 11	25% 50	14% 27	24% 47	33% 65	200
Public transit	5% 11	6% 12	9% 18	29% 58	51% 104	203
Bicycle or other wheels	13% 26	15% 31	12% 25	18% 36	42% 87	205
Walking (including wheelchair)	39% 82	27% 56	11% 24	11% 23	11% 24	209
Remote work	12% 23	19% 37	6% 11	16% 32	49% 97	200

Q4 Are there transportation options you would like to use more often? Please select all that apply.

Answered: 200 Skipped: 16



ANSWER CHOICES	RESPONSES	
Car	23%	46
Rideshare or carpool	12%	24
Public transit	53%	106
Biking or wheeling	42%	84
Walking	33%	65
Telecommuting	10%	19
Other (please specify)	11%	21
Total Respondents: 200		

Q 4 Other (please specify)

Trolley car

reasonably priced transit to SFO and Medford

Quit reducing vehicle traffic for bikes that don't use bike lanes in the first place.

The design is not for handicapped people . I assume we will be taking a step to make sure everything is ADA approved .

Get rid of these bump outs and excessive unused bike lanes!

Uber

I would love to see the Ferry service come back. It would be amazing to get on a ferry in Arcata and take it to eureka during the summer. The drop off could be where the madaket is and then you can have great direct transportation to the Friday night markets and other summer fairs and festivals for both cities

Motorcycle

Automated people mover monorail pods, or something! Let's make the Humboldt of the future!

Pedal assist tandem pod bike like they have in Europe Asia and Scandinavia

Dial a Ride and Flex need to be included for shut ins

Rides for disabled people to go places without using a cab. It would be nice to use dial a ride to go from one place to another the same day. Without setting up a day ahead appointment. The bus doesn't stop stop were I can get it easily.

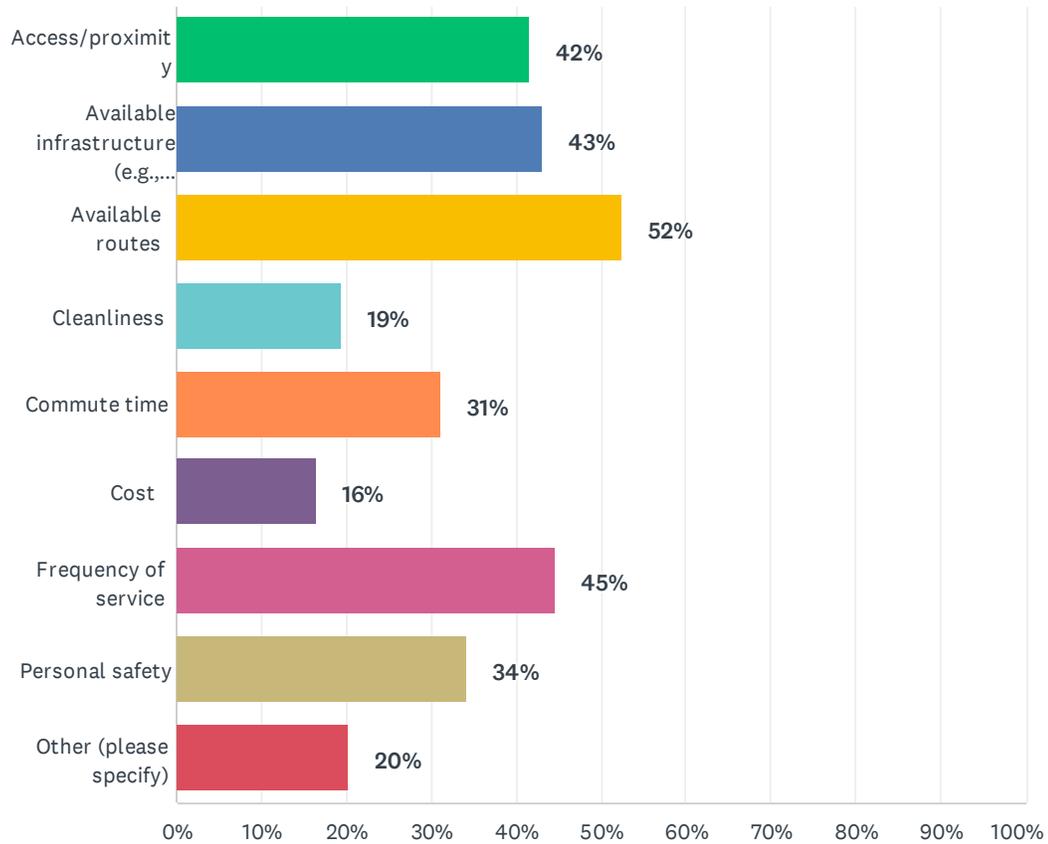
Public transit to Blue Lake; better biking around Blue Lake

Non internal combustion vehicle

Mass transit like train, light rail, bus, hybrid

Q5 If so, what would allow you to use your preferred mode of travel more often? Please select all that apply.

Answered: 202 Skipped: 14

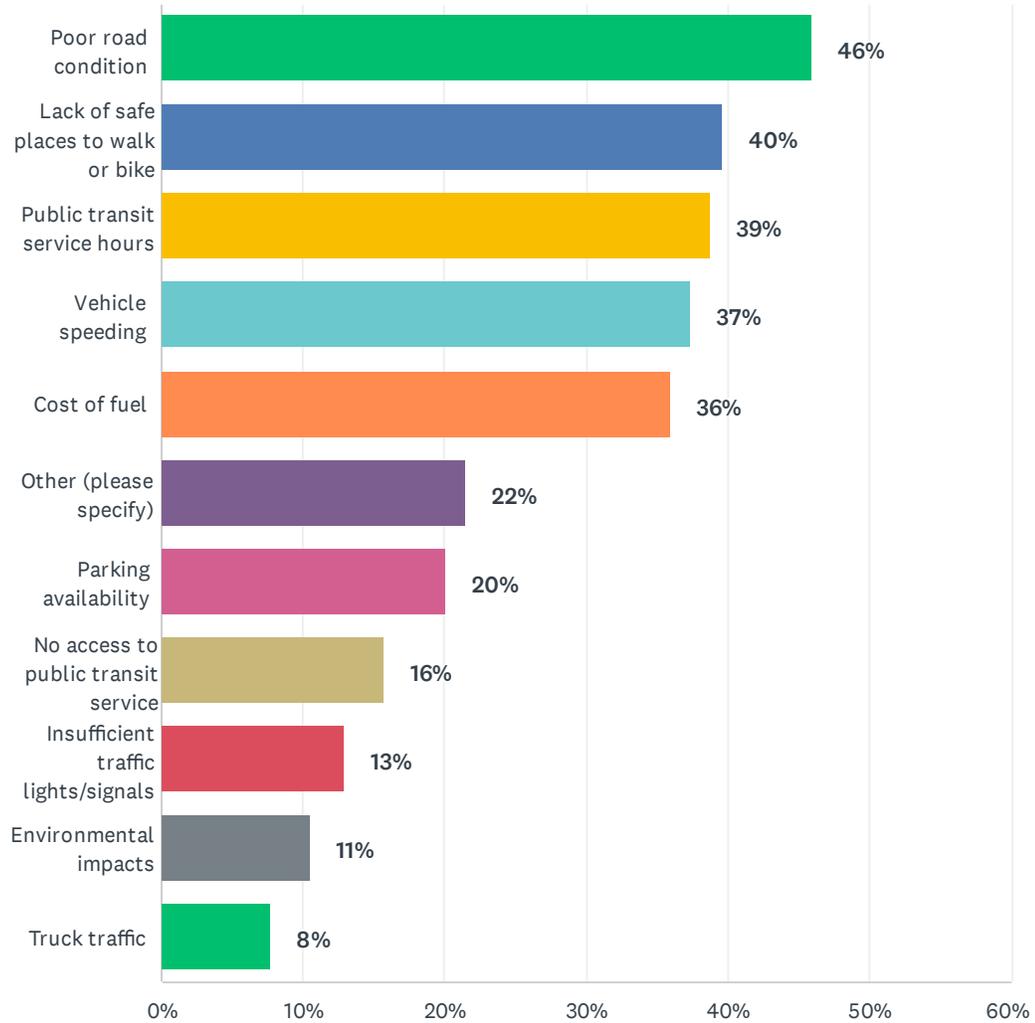


ANSWER CHOICES	RESPONSES	
Access/proximity	42%	84
Available infrastructure (e.g., stations, bike lanes, sidewalks, etc.)	43%	87
Available routes	52%	106
Cleanliness	19%	39
Commute time	31%	63
Cost	16%	33
Frequency of service	45%	90
Personal safety	34%	69
Other (please specify)	20%	41
Total Respondents: 202		

Q 5 Other responses
Sunday service
Intracity service within more rural towns such as willow creek
MY CAR>>MY WAY WHEN I WANT
safe place to lock and secure my bike
Leave Central Ave alone!
Roadway maintenance. Our county roads are horrible with cracks, potholes, etc yet we are spending money building new bike roads, lanes, etc. Homebody County is not San Francisco where you can get the everything you need within a few blocks. We need to do proper upkeep of our road systems.
Less bike lanes bicyclist don't pay road taxes
Better roads, our roads are torn up. They cause higher vehicle maintenance costs
Better Roads! Less pot holes!! LESS BIKES less bike lanes! No bike blvd!! No build outs!!
I'd continue to use my vehicle and avoid being assaulted on public transit.
Stop screwing up the roads that were made for cars with bulb outside and bike lanes. It rains half the year. Nobody rides a damn bike here except tweeters looking for stuff to steal.
I want to see a study on Cost Versus Use . A count on Bicycle traffic with a lengthy report
Roads fixed!
More car lanes/parking
Fix the roads
Fixing roads and paint lines
Fix the potholes
Roads that are not falling apart and full of potholes
available parking, less people darting into traffic, less vehicle break ins/thefts
parking, maintained/paved roads
Tariffs and no local manufacturers
Please note that I am blind and do not drive. More audible signals that are consistently maintained would be wonderful.
On demand outside of urban boundaries even around Humboldt Bay
Adequate bike racks, bike parking, or storage at or near destinations. Better bikes lanes or separation from traffic.
Cut plants on central Ave very hard to see around most of them
E-bike for the long hill to home
Weather - Rain
Times available- nights especially Friday and Saturday
Public Spaces are no longer safe due to criminals and drug addicts
I don't have a problem with transportation
Buses aren't dependably safe.
Closer bus stop.
Increased, stable funding for transit agencies
Weekend events at CR
Being able to buy a nice E-bike
it would help to be able to know that there is room for my bike on the bus or a bike share when i get off the bus
Parking

Q6 What are the biggest transportation challenges in the community you live in? Please select all that apply.

Answered: 209 Skipped: 7

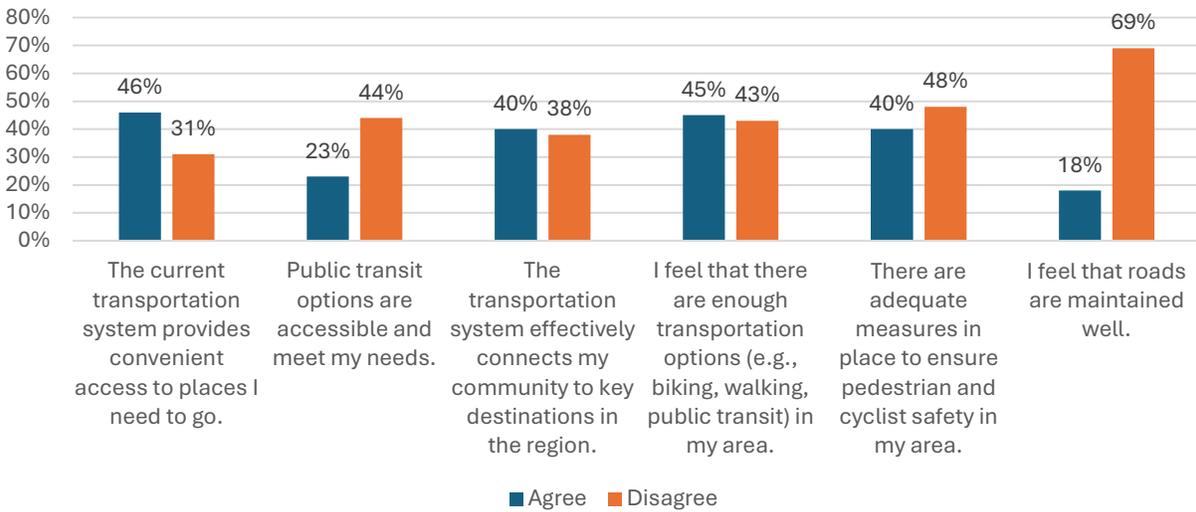


HCAOG Regional Transportation Plan Update 2026

ANSWER CHOICES	RESPONSES	
Poor road condition	46%	96
Lack of safe places to walk or bike	40%	83
Public transit service hours	39%	81
Vehicle speeding	37%	78
Cost of fuel	36%	75
Other (please specify)	22%	45
Parking availability	20%	42
No access to public transit service	16%	33
Insufficient traffic lights/signals	13%	27
Environmental impacts	11%	22
Truck traffic	8%	16
Total Respondents: 209		

Q6 Other responses
No Sunday service
lack of transit within my town. please extend hta up patricks pt dr to seawood
with their registration and fuel taxes and fees to provide lanes for non contributing modes of transportation (bicycle lanes).
Reducing lanes and causing congestion. Making it hard for larger vehicles that run and support our community to travel for people that have access to other roads to safely travel.
texting drivers
Leave Central Ave alone
Cars in bike lanes, bike blvds to nowhere. The roads need to cater more too cars and less too bicyclist
Need a car for WORK! But the city constan makes it harder and more dangerous to DRlVE
requires car
Connection to major urban areas
Pedestrians not using specified crosswalks or bike lanes that already exist, creating more for them not to use is mental. We need to stop spending money on supporting disorders and get back to repairing roads, keeping criminals locked up, and not wasting tax payer money on socialism....
The roads were made for cars stop trying to use them for things that do not exist. Tired of you wasting money on imaginary bicyclists.
Lack of maintained streets and Handi capped parking
Roads being removed for bikes
Road hazerds, i.e. Bulbouts
Illegal tinted vehicle windows
Ongoing sprawl exacerbates deadly streets
road safety
Sheer distance of commute.
Inconsistency in bus timing + sparse scheduled buses
Lack of bus stops close to my home
Reckless vehicle drivers. Traffic in general is deter any. Lack of shelter while waiting for transportation. Feeling unsafe or isolated while waiting in dark hours of the day.
respectful to those walking or biking, although there is enough poor drivers that one must constantly be on the defense. A second problem is there are good bikes paths and lanes, and then there are sections where there are not So there are sections that are inadequate or less safe such as Railroad Avenue. Sometimes there are alternate routes.
Vehicle speed and need more side roads to keep traffic off central
insufficient air flight at reasonable cost
Not enough busses running
Lack of enforcement of existing speeding laws, unsafe bus stops due to scary people hanging out there.
Poor education of drivers re: rights of bicyclists
Lack of funding for ZE (EV, H2) infrastructure and transit. Long travel distances.
Speed of public transit and being able to check the schedule
The shrubs need to be cut back to see many of the road signs. Couldn't that shrub removal be part of a program for high schools to participate in?
Uneven pavement and potholes make bike travel a rough ride.
Too many vehicles
There are many blind corners in Eureka when driving. The bike lanes are worn away on many streets.
trails are over grown and not kept up.
Insufficient frequency and service hours for public transit

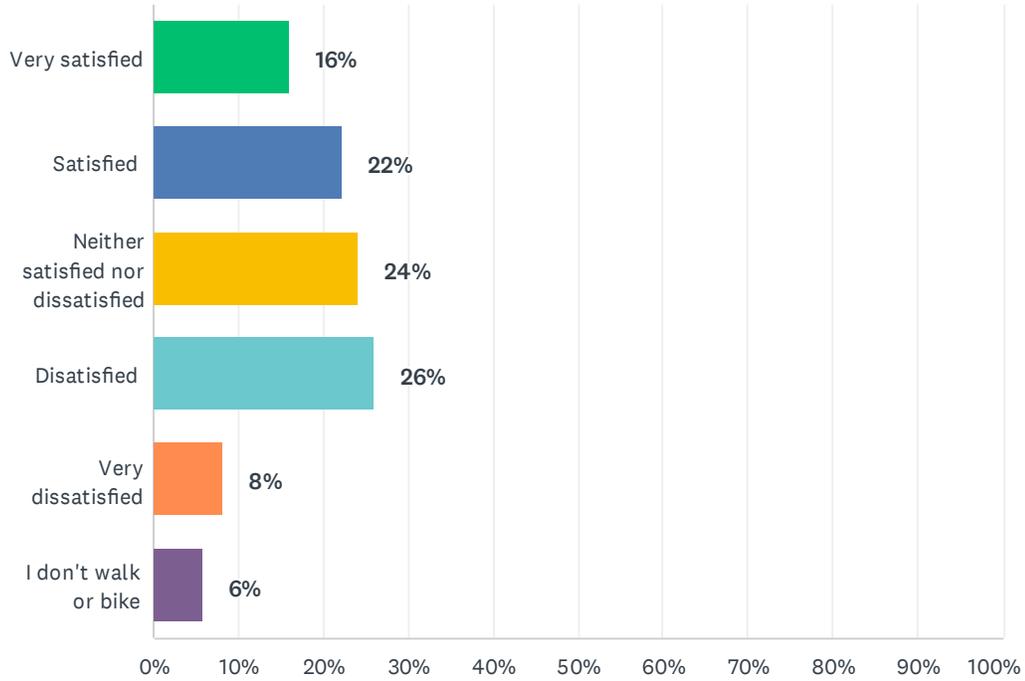
Question 7 Please rate your travel experience based on the following statements



	STRONGLY AGREE	SOMEWHAT AGREE	NEITHER AGREE NOR DISAGREE	SOMEWHAT DISAGREE	STRONGLY DISAGREE	TOTAL
The current transportation system provides convenient access to places I need to go.	11% 24	35% 74	22% 46	21% 45	10% 22	211
Public transit options are accessible and meet my needs.	8% 16	15% 32	33% 71	22% 47	22% 46	212
The transportation system effectively connects my community to key destinations in the region.	10% 21	30% 63	22% 45	24% 49	14% 29	207
I feel that there are enough transportation options (e.g., biking, walking, public transit) in my area.	23% 49	22% 46	12% 26	23% 49	20% 43	213
There are adequate measures in place to ensure pedestrian and cyclist safety in my area.	24% 51	16% 34	12% 25	23% 49	25% 54	213
I feel that roads are maintained well.	3% 7	15% 31	13% 27	36% 76	33% 71	212

Q8 How satisfied are you with walking and biking options in your community?

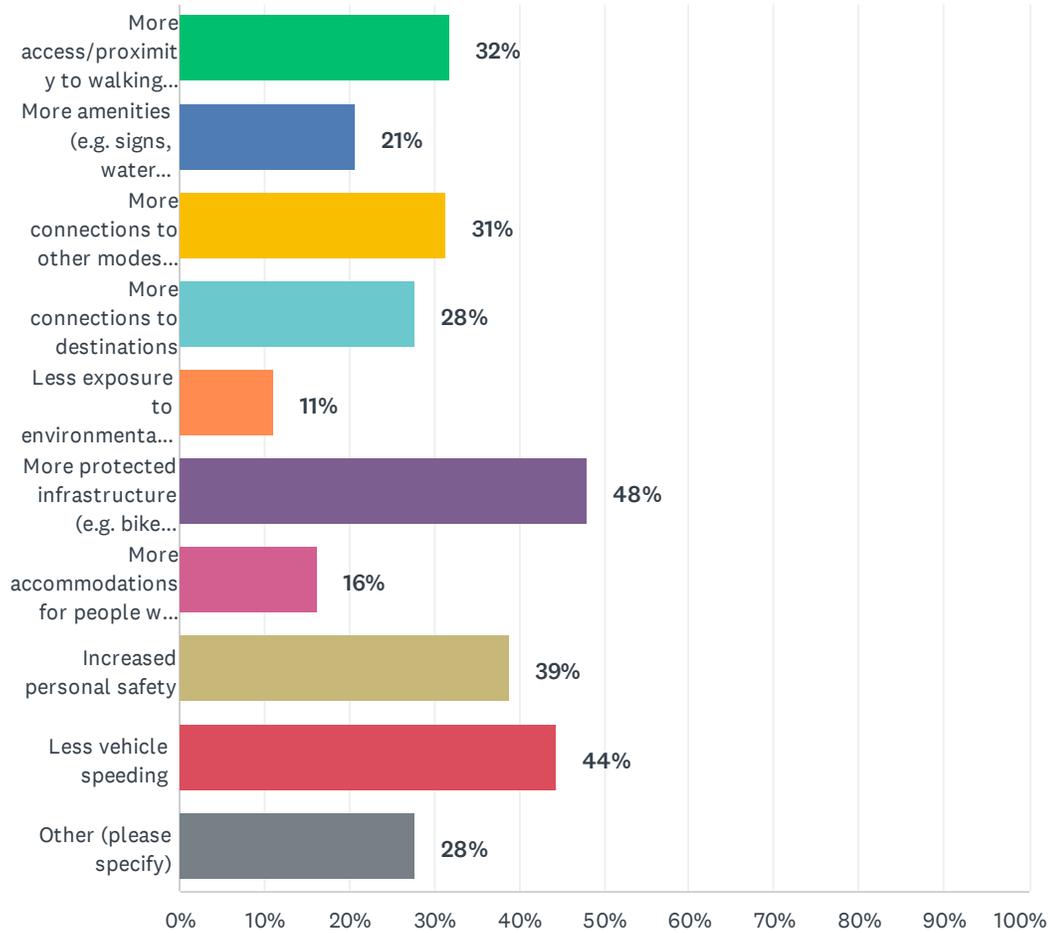
Answered: 212 Skipped: 4



ANSWER CHOICES	RESPONSES	
Very satisfied	16%	34
Satisfied	22%	47
Neither satisfied nor dissatisfied	24%	51
Dissatisfied	26%	55
Very dissatisfied	8%	17
I don't walk or bike	6%	12
Total Respondents: 212		

Q9 What would make your walking, biking or rolling experiences better, or more likely? Please select all that apply.

Answered: 198 Skipped: 18



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ANSWER CHOICES	RESPONSES	
More access/proximity to walking and biking options	32%	63
More amenities (e.g. signs, water fountains, trash receptacles)	21%	41
More connections to other modes (e.g. transit)	31%	62
More connections to destinations	28%	55
Less exposure to environmental impacts	11%	22
More protected infrastructure (e.g. bike lanes, pedestrian crossings)	48%	95
More accommodations for people with disabilities	16%	32
Increased personal safety	39%	77
Less vehicle speeding	44%	88
Other (please specify)	28%	55
Total Respondents: 198		

Q10 Describe your ideal transportation system in 1-5 words.

Answered: 174 Skipped: 42

#	RESPONSES	DATE
1	frequent, safe, multi-modal, accessible, fast	12/29/2025 11:00 AM
2	non-vehicular bridges in valley west	12/25/2025 8:49 PM
3	Protected, wide bike paths	12/21/2025 4:24 PM
4	Bicycle and pedestrian centered	12/20/2025 9:50 PM
5	Long cheap clean bullet trains	12/19/2025 5:54 PM
6	more EV charging stations	12/19/2025 3:11 PM
7	frequent busses, trains?, bike lanes	12/19/2025 11:23 AM
8	Safe, fast, extended hours of operation	12/19/2025 3:36 AM
9	More public transportation: frequency, clean, ease of payment (even if not daily used), easy to read/understand schedule, mixed with walking to locations safely from transit stops.	12/18/2025 10:26 PM
10	Safe walking to frequent bus	12/17/2025 7:16 PM
11	Safe and direct routes for walking and biking.	12/17/2025 1:29 PM
12	Not Eureka	12/17/2025 9:56 AM
13	Large free flowing road systems designed to prevent congestion unnecessarily. Law-enforcement, that actually enforces the laws to stem a lot of the unneeded hazards	12/17/2025 9:50 AM
14	GREAT ROADS FOR CARS AND TRUCKS	12/17/2025 9:26 AM
15	Hourly bus service.	12/17/2025 8:40 AM
16	Clean, safe, tree lined.	12/17/2025 8:34 AM
17	More like c street in eureka	12/17/2025 8:10 AM
18	bike trail connectivity	12/17/2025 7:58 AM
19	Leave the roads alone	12/17/2025 6:45 AM
20	My truck	12/17/2025 6:26 AM
21	Fluid, clean, cared-for	12/16/2025 9:21 AM
22	Safe biking walking lanes everywhere	12/16/2025 8:36 AM
23	Multiple bike and walking paths to connect different areas throughout town. Better lighting and crosswalks for safety. Wider side walks. Bridges or overpasses just for walking and biking. Electric vehicle infrastructure.	12/16/2025 8:34 AM
24	Highways that charge your car. Bikes	12/15/2025 10:10 PM
25	Eureka is making progress in making its streets bike friendly but it has a way to go. I would love it if I could use bike, walk and bus for the majority of my trips in town.	12/15/2025 2:34 PM
26	Proper maintenance and upkeep of our already in place road systems	12/15/2025 1:34 PM
27	For this area smaller shuttle buses running more frequent loops to services. For example a small shuttle that ran from Burre center to Target to Old town north and south ends to downtown Morris Graves/Palm Inn to grocery shopping then back to Burre center run it on a 20 minute loop all hours between 7 am-8 pm. Have one stop connect to another loop that hits Henderson. And another in Cutten. Etc.	12/15/2025 12:07 PM

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28	less traffic, less speeding	12/15/2025 10:25 AM
29	Less vehicle speeding, including electric bikes. Walk bridges over 101	12/15/2025 9:09 AM
30	Turn all the two-lane roads back into two lane roads and take away the bicycle paths.	12/15/2025 6:34 AM
31	Interconnected light rail, busses and subways.	12/15/2025 12:22 AM
32	Buses running until 10 pm	12/14/2025 8:58 PM
33	One that works for everybody.	12/14/2025 11:58 AM
34	More routes out of town	12/14/2025 10:45 AM
35	Frequent bus service with adequate bike racks you can rely on and separated bike paths connecting all communities.	12/14/2025 8:54 AM
36	A property maintained car	12/13/2025 10:57 PM
37	My personal vehicle	12/13/2025 7:18 PM
38	Quality roads with more electric charging options	12/13/2025 5:19 PM
39	Better maintained roads.	12/13/2025 12:51 PM
40	101 bypass around Eureka. More commercial traffic accessibility with less impedence. 101 south project to Koster will create a serious delivery issue for all the commercial businesses that receive deliveries on Koster St	12/13/2025 12:02 PM
41	Less bikes and better roads for cars with less stop lights and build outs and bike bld which make Eureka unsafe to get around	12/13/2025 11:02 AM
42	Someone else drives me.	12/13/2025 9:10 AM
43	Fix road conditions such as pot holes and paving issues. Stop removing our parking and well traveled roads to replace for bikes only. Biking is available to the smallest amount of people. Not conducive for the majority	12/13/2025 8:29 AM
44	Fewer stupid people on roads	12/13/2025 8:16 AM
45	Clean, safe, easily accessible	12/13/2025 7:54 AM
46	Reasonably priced train service	12/13/2025 7:37 AM
47	More busses and less people on bikes. Bikes and cars have zero business sharing the road. As bikes dont follow traffic laws and aren't able to follow speed or lane laws.	12/13/2025 6:18 AM
48	Less bike lanes.	12/13/2025 5:53 AM
49	Stop messing up local transportation with bike lanes and pedestrian lanes. No one walks or bikes to work or shopping. Get your heads out of the 15 minute city hole - going nowhere. Not needed in Eureka. Zero	12/13/2025 3:17 AM
50	The system that has been in place for years already works . Get bicycles off busy streets .	12/12/2025 9:57 PM
51	Dependable and accessible	12/12/2025 8:54 PM
52	Class 1 trails and other safe ways to bike and walk would connect major destinations like parks, schools, town centers, and transit hubs with safe bicycle storage	12/12/2025 8:01 PM
53	Later bus hours	12/12/2025 7:45 PM
54	Too many filthy homeless!!	12/12/2025 7:35 PM
55	I walk mostly! Or drive traffic is horrible in this town !	12/12/2025 7:26 PM
56	I go everywhere by bus.	12/12/2025 5:53 PM
57	Ideally I want to choose whether I drive or not. That there is parking for me and my disabled family members. There is very little access for the elderly and people with disabilities. More bus stops and hours. We have plenty for people who want to walk and ride a bike.	12/12/2025 5:42 PM
58	I would like to see Rides on Sunday and open later then 6pm Everyday	12/12/2025 4:53 PM

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59	Cars and walking	12/12/2025 4:45 PM
60	I hop in my car and drive to where I need to go and there is ample parking	12/12/2025 4:21 PM
61	Connected bike infrastructure with secure parking	12/12/2025 3:22 PM
62	Good roads	12/12/2025 12:51 PM
63	Less potholes and bulbouts. Less random interferences with the road and driving.	12/12/2025 12:47 PM
64	when/where imbeciles take responsibility	12/12/2025 12:11 PM
65	More vehicle routes for cars	12/12/2025 11:45 AM
66	Connect Blue Lake to Arcata	12/12/2025 10:33 AM
67	Safe, reliable, unique, innovative, outside the box	12/12/2025 10:28 AM
68	One that provides a pleasant experience	12/12/2025 9:57 AM
69	having options	12/12/2025 9:40 AM
70	Fix the roads. Pave side-to-side and not half assed	12/12/2025 9:21 AM
71	Report needs to say "climate crisis"!	12/12/2025 8:17 AM
72	access for all	12/12/2025 7:59 AM
73	Being able to walk out my door and within a block or so get on public transport to take me wherever I need to go.	12/12/2025 6:02 AM
74	Cheap Fuel	12/12/2025 5:21 AM
75	safe, practical, bike-friendly	12/11/2025 10:38 PM
76	A bus system that operates seven days a week during a long range of hours. Ideally, stops would have well-lit covers with seating and nearby trash receptacles to discourage littering.	12/11/2025 10:38 PM
77	Safer bike lanes	12/11/2025 10:00 PM
78	Smooth roads, adequate parking,	12/11/2025 9:49 PM
79	Double the number of buses	12/11/2025 9:46 PM
80	Protected safe route to bike from McK to Arcata	12/11/2025 9:22 PM
81	Wider, faster, better roads, separate pedestrian infrastructure.	12/11/2025 8:38 PM
82	less of an emphasis on biking, more of an emphasis on walking	12/11/2025 8:21 PM
83	personal vehicles, no public transportation	12/11/2025 7:36 PM
84	Private car	12/11/2025 7:12 PM
85	Low cost public transportation	12/11/2025 7:00 PM
86	Free, convenient, safe, 24/7/365, fun	12/11/2025 5:52 PM
87	Safe bike lane to bus connection	12/11/2025 5:33 PM
88	Using my car	12/11/2025 5:06 PM
89	A combination of modes.	12/11/2025 4:45 PM
90	nearby, with options	12/11/2025 4:14 PM
91	my own personal gas vehicle	12/11/2025 3:57 PM
92	Bikes as primary transport.	12/11/2025 9:09 AM
93	Efficient, reliable, clean, accessible, eco-friendly	12/10/2025 7:35 PM
94	Paths totally isolated from vehicles.	12/8/2025 11:23 AM
95	Safe routes for all	12/3/2025 10:17 AM

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96	Well maintained. Consistent crossings/bike lanes	12/3/2025 9:17 AM
97	Comprehensive	12/3/2025 4:19 AM
98	Access to protected bike trails.	11/25/2025 11:04 AM
99	Buses running seven days a week with stops every 30 minutes	11/24/2025 8:49 PM
100	Flex on-demand off corridor areas, (plus)evenings and weekends	11/23/2025 4:15 PM
101	bikeable, walkable, with bus options	11/23/2025 1:56 PM
102	More bus stops with seating	11/22/2025 12:30 PM
103	Safety, slower moving traffic	11/22/2025 8:44 AM
104	Safe, reliable, multimodal	11/21/2025 8:22 PM
105	Walkable, bikeable, accessible, timely, accommodating.	11/17/2025 6:04 AM
106	Easy access, quick commute	11/15/2025 2:46 PM
107	Available frequently and at least 14 hrs and day 7 days a week	11/14/2025 8:16 PM
108	All modes of transportation are recognized.	10/24/2025 7:58 AM
109	connected, frequent, accessible	10/22/2025 10:09 AM
110	Slower traffic and better visibility from driveways	10/20/2025 3:06 PM
111	pick me up at bus stop near Lafayette elementary and take me to City Hall without going around through henderson center (i.e. go west on myrtle ave)	10/20/2025 2:49 PM
112	Living in town	10/20/2025 10:10 AM
113	Road diet is a terrible idea	10/20/2025 9:15 AM
114	safe, convenient, economical, supported	10/20/2025 8:23 AM
115	Active. Convenient. Safe. Common.	10/18/2025 9:21 PM
116	more than one transportation option	10/18/2025 7:39 AM
117	Walking and biking.	10/18/2025 6:10 AM
118	Double the number of busses runing on current routes or cut times by 1/2. Also need interconnections to overlap more.	10/17/2025 9:33 PM
119	from Ferndale bus to eureka/arcata	10/17/2025 3:22 PM
120	Disabled have affordable options	10/17/2025 12:07 PM
121	On-demand (or at least frequently scheduled) minibus public transportation	10/17/2025 12:04 PM
122	Not feeling scared to cross major roads and having available public transit at night time when I would like to go between different towns	10/17/2025 10:50 AM
123	BART extending to Humboldt Bay. In the last car, dollys to transport goods as well as animals on leashes are permitted.	10/17/2025 9:49 AM
124	Laws that are enforced , basic civility	10/17/2025 8:38 AM
125	Safe, convenient, accessible, available, clean	10/17/2025 7:25 AM
126	Clean, close, convenient, comfortable, compassionate	10/16/2025 11:55 AM
127	LIGHT RAIL HEAVY RAIL PLEASE	10/16/2025 11:00 AM
128	More biking infrastructure, with safety concerns for younger (kids) to bike as well.	10/15/2025 7:59 PM
129	Hybrid AWD or SUV	10/15/2025 1:16 PM
130	Arcata-smaller buses more frequent	10/15/2025 11:08 AM
131	I don't use the transportation system, but I would like whatever works for the public	10/15/2025 10:22 AM

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132	Ability to walk comfortably in town. Also bike from McKinleyville to Arcata without hav8ng to go through the Bottoms.	10/14/2025 6:46 PM
133	Frequent, inexpensive bus routes	10/14/2025 5:10 PM
134	Like Europe	10/14/2025 4:05 PM
135	Better to walk than drive	10/14/2025 3:16 PM
136	Safe and easy to understand	10/14/2025 3:09 PM
137	Cycling on Class I	10/14/2025 2:57 PM
138	I use a vehicle most	10/14/2025 2:55 PM
139	More bus frequency	10/10/2025 3:23 PM
140	more safe bike bus connections	10/10/2025 12:58 PM
141	Free, safe and accessible trains and buses	10/10/2025 12:53 PM
142	I think it is designed very well!	10/9/2025 4:37 PM
143	Teleportation	10/9/2025 4:33 PM
144	More buses on weekends	10/9/2025 4:27 PM
145	Ideally wonderful biking infrastructure that goes to bus stops with high capacity buses for bikes would be lovely. As it stands I live in Trinidad the bus service is infrequent I'm a college student and it takes about 40 minutes to get to the campus and driving it's about 17 so it's incredibly difficult to make public transit worth it without any direct route especially given the marine biology building here. Very much hampering and hurting low income students like myself and also the environment incentivizing more driving. Plus walking up and down Patrick's Point Drive is madness without people drive. I'm writing this voice to text as I walk it, it would be wonderful if this had proper bike infrastructure given how many tourists come through from the park up top State Park, and the camping sites along the road. Thank you for listening to my opinion.	10/9/2025 3:11 PM
146	Smaller transit vehicles (VW bus size!) with more frequent stops.	10/6/2025 5:17 PM
147	Safe low impact convenient healthy	10/6/2025 1:10 PM
148	Bike lanes and paths everywhere	10/6/2025 12:04 PM
149	Ability to hop on a shuttle near my house to connect to bus system. Safer for pedestrians and cyclists on my street.	10/4/2025 7:44 PM
150	Cost effective, environmentally friendly, safe	10/4/2025 10:19 AM
151	Hourly buses to major cities.	10/3/2025 5:40 PM
152	European (France, Spain) transit systems	10/3/2025 2:58 PM
153	protected bike lanes	10/3/2025 2:55 PM
154	Incentivizes alternate modes of transit.	10/3/2025 2:23 PM
155	Safe walk to frequent bus.	10/3/2025 1:37 PM
156	Be healthy & Strong. spend your money wisely	10/2/2025 10:17 AM
157	more frequent buses, more bike lanes	9/30/2025 6:50 AM
158	affordable, convenient, frequent, safe, accessible	9/29/2025 11:16 AM
159	Bike + public transportation to Bayside/Indianola.	9/29/2025 10:24 AM
160	safe, accessible, good transit	9/27/2025 3:29 PM
161	Telepathy	9/26/2025 9:08 PM
162	convenient, timely, simple	9/26/2025 7:19 PM
163	Tame 101 corridor in Eureka	9/26/2025 5:19 PM

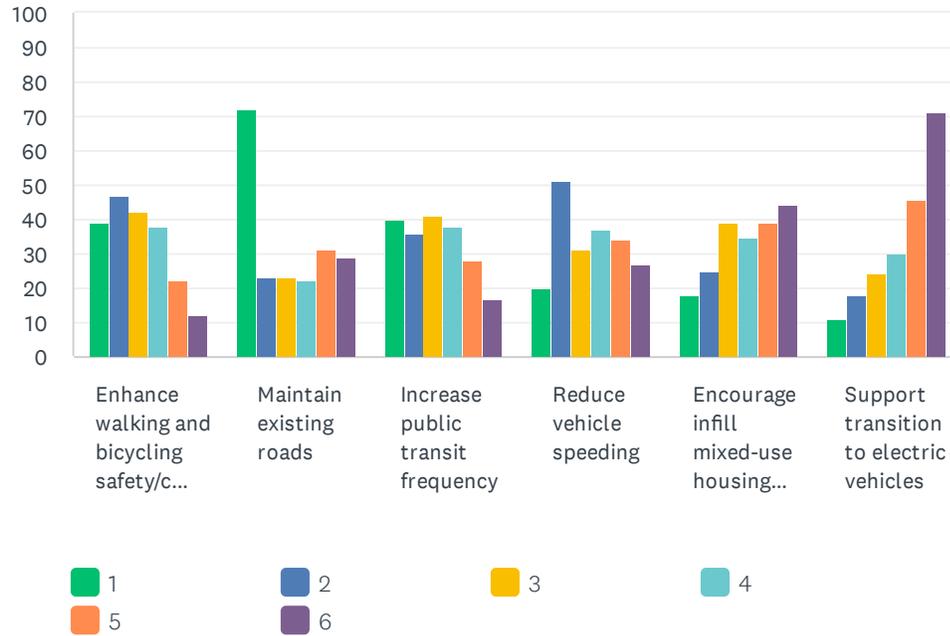
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164	Clean, easy, accessible	9/26/2025 5:17 PM
165	I like riding a scooter and want a Cargo e-bike. That would be so great to shop with that.	9/26/2025 2:35 PM
166	Practical, reasonable, functional	9/26/2025 12:27 PM
167	Using my vehicle and having sufficient parking available.	9/26/2025 12:20 PM
168	Frequent, safe, reliable, convinient	9/25/2025 6:56 PM
169	Buses that run more than once per hour	9/25/2025 11:38 AM
170	Cars can get where they need to go efficiently and there is parking available.	9/25/2025 11:27 AM
171	Road that are more drivable.	9/24/2025 7:30 AM
172	Public bus system that runs frequent and later into the night. Henderson Center to Cal Poly.	9/23/2025 10:28 PM
173	Climate-friendly, equitable, safe	9/23/2025 4:11 PM
174	safe and well-maintained	9/22/2025 1:55 PM



Q11 Rank the following transportation strategies in order of importance to you, with 1 being most important.

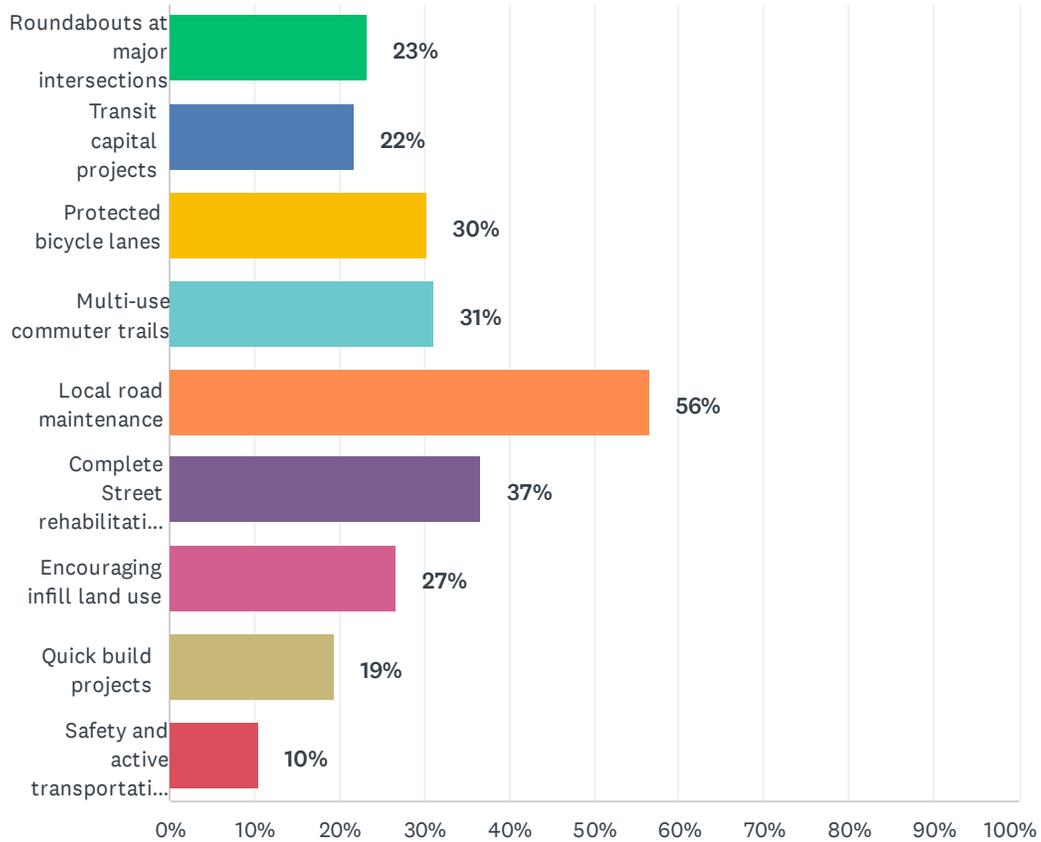
Answered: 200 Skipped: 16



	1	2	3	4	5	6	TOTAL	SCORE
Enhance walking and bicycling safety/comfort	20% 39	24% 47	21% 42	19% 38	11% 22	6% 12	200	4.04
Maintain existing roads	36% 72	12% 23	12% 23	11% 22	16% 31	14% 29	200	3.98
Increase public transit frequency	20% 40	18% 36	21% 41	19% 38	14% 28	9% 17	200	3.85
Reduce vehicle speeding	10% 20	26% 51	16% 31	19% 37	17% 34	14% 27	200	3.52
Encourage infill mixed-use housing development	9% 18	13% 25	20% 39	18% 35	20% 39	22% 44	200	3.08
Support transition to electric vehicles	6% 11	9% 18	12% 24	15% 30	23% 46	36% 71	200	2.52

Q12 Which project types would you like to see regional transportation funding and/or staff time support? Please select your top three.

Answered: 202 Skipped: 14



ANSWER CHOICES	RESPONSES	
Roundabouts at major intersections	23%	47
Transit capital projects	22%	44
Protected bicycle lanes	30%	61
Multi-use commuter trails	31%	63
Local road maintenance	56%	114
Complete Street rehabilitation projects	37%	74
Encouraging infill land use	27%	54
Quick build projects	19%	39
Safety and active transportation behavior	10%	21
Total Respondents: 202		

Q13 Do you have any additional comments regarding the long-term planning for our regional transportation system?

Answered: 126 Skipped: 90

#	RESPONSES	DATE
1	I would love to see a spur from the great redwood trail at Fembridge going to Ferndale.	12/25/2025 8:49 PM
2	I didn't choose roundabouts, but I would love to see more roundabouts at major intersections as well	12/21/2025 4:24 PM
3	Please focus on sustainable solutions that support our environment, our health, and our community. Bike and pedestrian centered transit is key to this, and traffic calming measures like protected lanes and roundabouts would greatly support this	12/20/2025 9:50 PM
4	I would enjoy more intracity transit for rural towns	12/19/2025 5:54 PM
5	bike lanes are good and need to connect people to where they shop/work	12/19/2025 11:23 AM
6	Thanks. I don't believe climate change should replace climate crisis. Including both works ok.	12/19/2025 3:36 AM
7	I think the hta operations are doing well. This system seems to work well. I made it from arcata to redding in just over 4 hours, with some minor delays. I have used it to go to Eureka in the past.	12/17/2025 8:29 PM
8	Make it easier to walk, bike, and ride. Make it harder to drive fast.	12/17/2025 7:16 PM
9	Most cities plan for future growth while Eureka seems to do the opposite	12/17/2025 9:56 AM
10	Stop removing traffic lanes for bicycles. Bicyclists don't pay to use the roadways. We should not be removing lanes from vehicles and rerouting traffic to provide underutilized bicycle lanes.	12/17/2025 9:52 AM
11	TOTAL BIASED PUSHED AGENDA "SURVEY". BUILD BUILD BUILD REDUCE REGULATIONS AND ALL THE 3 and 4 LETTER AGENCIES AND PLANS . EXPAND ..NOT INFILL . EVER WONDER WHY PEOPLE DO NOT COME HERE>>ESP DOCTORS??	12/17/2025 9:26 AM
12	Bus service in Southern Humboldt ran every couple of hours to and fro Garberville/Redway area from Miranda.	12/17/2025 8:40 AM
13	In the city of Eureka, because of the high volume of on street parking and poorly maintained landscaping, visibility at intersections is poor, creating dangerous situations for all transportation modes. Also I would like the city of Eureka to mandate sidewalks be put in along all street faces of properties. Infilling these "missing teeth" should be required when a property changes ownership.	12/17/2025 8:34 AM
14	we cant use our bikes to shop or spend money if we cant secure them	12/17/2025 7:58 AM
15	There are always going to be cars fueled by something. Quit pandering to a few bicycles.	12/17/2025 6:45 AM
16	I live on C street in Eureka and very much do not like the new bike lane. It's not that it's a bike lane, but I can't understand why it isn't just a one-way street. The multiple directions seems absurd, costly and just confusing. I no longer use that street at all to travel. Maybe that was the goal? I also do not appreciate walking and biking combined as one goal. I enjoy walking on trails often, and would love to see a trail that goes through town for walkers. But bikers and walkers are two different things.	12/16/2025 9:21 AM
17	On the bike path through Arcata, there should be stop signs for cars not bikes on 8th, 9th, 10th and 11th and the bike path	12/15/2025 10:10 PM
18	We need more continuity in our safe walk/bike spaces. Many of the options work well for a bit and then dump you into traffic.	12/15/2025 4:27 PM
19	I could only pick three but we really need to change the negative attitudes about bicycle commuting.	12/15/2025 2:34 PM

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20	You cannot have both a 15 minute city AND little to no large businesses allowed in... Not to mention, we are a rural county. We are not built like San Francisco	12/15/2025 1:34 PM
21	Look at and use the bus in other smaller cities. It can be done. We have not come close. I would love to be able to jump on a bus for work or errands but it would take an entire day to accomplish one or two tasks so i do not.	12/15/2025 12:07 PM
22	more electric vehicle infrastructure, more speeding controls.	12/15/2025 10:25 AM
23	I would like to see walking bridges over the 101	12/15/2025 9:09 AM
24	Stop spending money, taking lanes away from cars and giving them to bicycles. There's a lot more cars on the road than bicyclist.	12/15/2025 6:34 AM
25	Our tax dollars need to take care of our existing roads and increase law enforcement. The current road modifications like the bump outs are terrible. The redirection of traffic on C St. is ridiculous. It's time we stop wasting tax dollars on frivolous projects. Let's make our current infrastructure functional.	12/14/2025 10:21 PM
26	What is needed is that the buses need longer operating hours and more service on Saturdays	12/14/2025 8:58 PM
27	Make it unambiguously clear that HCAOG's top priority is to incorporate planning ahead to address the CLIMATE CRISIS due to human-caused impacts. Make choices that save money in the long term instead of just temporary, short-term fixes (e.g., use more permanent road fixes instead of temporary annual pothole fills). Plan with population growth in mind and how to mitigate its impact on the safety and well-being of the community.	12/14/2025 11:58 AM
28	Connect Manila to Arcata via protected bike lanes and research new systems available for cantilevered trails off the Samoa bridge.	12/14/2025 8:54 AM
29	I am not a fan of the bike lanes and reduced lanes for drivers. I do like our bus system, it's pretty great for our small community. The roads need more work. We should also have many more of the lit up crosswalks for pedestrian safety.	12/13/2025 10:57 PM
30	Get rid of the bulb outs more accidents happen because of them.	12/13/2025 7:18 PM
31	Apartment complexes with parking spaces available to the tenants!!! Not so much emphasis on bikes. Not everyone can ride a bike or take public transit.	12/13/2025 6:49 PM
32	Funding for Rural road maintenance is a huge issue in our county We need to fix our existing roads	12/13/2025 5:19 PM
33	There are not as many bicyclists in Eureka as there made out to be. There are enough bike corridors already. Current plans are making it more difficult for emergency vehicles and commercial vehicles to do business around these restrictive areas. 101 south on Koster St will make deliveries to the businesses on Koster impossible.	12/13/2025 12:02 PM
34	It won't matter what the citizens want:: maintain our RoADS for CARS! You always do what you want - that's why people hate Eureka- you never listen to your citizens	12/13/2025 11:02 AM
35	Stop trying to make this town a bike only community. This is not feasible for the majority of families and working individuals in our community.	12/13/2025 8:29 AM
36	address climate CRISIS	12/13/2025 8:16 AM
37	Long-term planning must consider effects of the climate crisis.	12/13/2025 7:54 AM
38	The lack of public transit to major population centers to the north and south combined with the many challenges facing regional air travel isolates our community.	12/13/2025 7:37 AM
39	Literally 90% of this survey was attempting to enable socialism..... Quit trying to spend OUR money on your delusions..... this state is a dumpster fire because of this type of nonsense.	12/13/2025 6:18 AM
40	You survey is leaned to heavily towards centralization and non motorized vehicles. This is humbold county. Its too big and spread out for your survey. You are making changes already that most of humboldt will never use. Why continue wasting money on things that are not needed. Fix the dang roads so I dont need to pay for an alignment with every oil change. My car is road worthy. Make the roads car worthy. Please fix the actual roads. Stop making dangerous roads by narrowing them for bicyclists that are never there.	12/13/2025 5:53 AM

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41	Stop wasting our money on street design bike lanes no one uses and bulb outs. Fix the potholes. Do regular street landscaping. Stop wasting our time and money on this issue. Sick of it. More important things to be focused on. Such as ordinance to restrict homeless from camping anywhere they want.	12/13/2025 3:17 AM
42	It would be great if people who are on medi-cal could have reduced fair fee or free access to the bus.	12/12/2025 11:08 PM
43	I am concerned about Cost Vs Use .H&I streets were a complete failure with costs ,Bulb outs are dangerous to the traveling public.The 1 tging I would love to see is people capable of making plans that actually help and not make more hazardous obstacles for drivers wich puts lives in danger .I have worked of roads for almost 3 decades .The current design and what ive seen so far is flawed	12/12/2025 9:57 PM
44	Connect Class 1 trails!	12/12/2025 8:01 PM
45	Yes, there are still complexes (Samoa Felix Rex Dan o property) that don't have any buses or public transit. That needs to be changed and a tout needs to be included especially when evacuations need to happen in such an isolated place.	12/12/2025 7:45 PM
46	Fix the roads, get rid of handouts that keep attracting the scumbags, clean up our community, don't embrace homelessness, vote out current City Council.	12/12/2025 7:35 PM
47	Your roundabouts are horrible people don't know how to drive them ! They can't drive on the roads you have !	12/12/2025 7:26 PM
48	Thanks.	12/12/2025 5:53 PM
49	Stop with the bike Blvds no one uses them and they are a waste of taxpayers grant money. Add more flashing crosswalks and enforce the speed limits.	12/12/2025 5:42 PM
50	Don't force people out of driving their cars. This is a rural community. Also for many months out of the year bicycling and walking are simply not feasible due to weather.	12/12/2025 4:21 PM
51	I like to ride my bicycle from Arcata to pick up my car after service at mid city motor world. But the new design requires us to bicycle to Eureka, and then turn around to come back up to mid city. Why can't we have a non-motorized trail turn off exit to cross the highway like a vehicle to mid city?	12/12/2025 3:22 PM
52	The bike lane additions are confusing and Add safety concerns to new drivers. Need to fix the roads we have and stop adding weird sayings to fulfill a grant. We also need to protect existing housing and not put walking paths through neighborhoods and streets that are going to get congested and full of homeless.	12/12/2025 12:47 PM
53	Do not support Broadway/Koster split	12/12/2025 12:11 PM
54	Yes I think a summer ferry route between Ararat and old town eureka would be so great. People between the two city's can easily go between them with out cars and walk directly to restaurants, shops, fairs and festivals easily!	12/12/2025 10:28 AM
55	Fix the pot holes.	12/12/2025 9:50 AM
56	Maintain the existing roads properly. Professionally fill in all potholes- not just 1 in 8. When repaving- pave the entire road- side to side , not to the nike lane or into the bike lane- friggin hazards you all have created for cyclists	12/12/2025 9:21 AM
57	Needs to say "climate crisis@ not climate change	12/12/2025 8:17 AM
58	return climate crisis to language related to climate change. downgrading the language downgrades the climate emergency that we are already seeing the signs of in everyday life.	12/12/2025 7:59 AM
59	none	12/12/2025 5:21 AM
60	I am in strong favor of improvements to biker safety along Old Arcata rd and Myrtle ave from Bayside to Myrletown. The bike lanes are narrow or non existent, cars are constantly speeding, and I believe it would make a great route for commuting and recreation if improvements were made (maybe a roundabout at Myrtle ave and Freshwater rd?). I would also love to see a continuation of rail-to-trail efforts along hwy 255, connecting arcata to samoa, including a multi-use commuter lane on the bay bridge to safely connect samoa and	12/11/2025 10:38 PM

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eureka. Super excited for the new trail to Mad River and hoping that there are future plans to continue it all the way to Blue Lake!

61	It would be really appreciated if busses ran on Sundays, even if on a Saturday schedule. I have weekly meetings on Sunday nights, and know several other people who would benefit from having daily service available.	12/11/2025 10:38 PM
62	All policies of this organization should consistently promote decreased fossil fuel use and public safety	12/11/2025 10:00 PM
63	There are maybe one hundred bicycle riders. You are catering to them at the general expense of the motoring public. Not everyone can bike or walk, and rolling from ones home to medical appointment to pharmacy to lab is unrealistic. I hear the wails...we will force you from your cars! You are lazy and just don't care! I'm old and enclosure in a vehicle is safer for me than being out in a public that does not prioritize mental health or working with drug users. Want me out walking or on an ebike? Make accepting help and getting housed mandatory. They don't have a right to inflict a treatable condition on the rest of the community. While we're told to be patient, understanding and educate ourselves about them, they are free to continue victimizing and traumatizing the population. I'll give up my car when you start making the environment safe for me to walk in.	12/11/2025 9:49 PM
64	Stop making everything about bicycles and pedestrians. People have been avoiding human-powered transport for all of recorded history, and probably before that too. This isn't going to suddenly change. Look for ways to move bicycles and pedestrians away from roads. Construct parallel trails and cycleways that connect destinations without sharing with vehicle traffic. In cities, construct bicycle boulevards on different roads than major vehicle routes. This is a win-win all around. Vehicles get wide, fast roads with minimal bicycles, cyclists get wide bike lanes and slow vehicle traffic, and everyone is better off. Stop putting bike lanes on major vehicle routes - this just hurts everyone. Drivers get narrower lanes and hazards caused by bicycles, and cyclists have to deal with heavy vehicle traffic. As to public transit, I've been sexually harassed twice on local busses, and it's one of the main reasons I will never, ever get on one. The people around here who prefer to ride public transit make sure normal people never will.	12/11/2025 8:38 PM
65	less of an emphasis on biking, more of an emphasis on walking	12/11/2025 8:21 PM
66	Humboldt county does NOT have the population density to support this level of pedestrian access and public transportation. Focus should be on road and sidewalk maintenance. And ensuring adequate public parking, so what few local businesses exist can survive.	12/11/2025 7:36 PM
67	Take care of our roads, stay out of our lives.	12/11/2025 7:12 PM
68	Promote pedal assist mod by production locally to catch up with the rest of the industrialized world	12/11/2025 7:00 PM
69	I think we are on the right track even just discussing these things.	12/11/2025 4:45 PM
70	the Samoa peninsula is sorely underserved in the Humboldt Bay region	12/11/2025 4:14 PM
71	Ride a bike <3	12/11/2025 9:09 AM
72	I think seats for buses should be changed to be a non-absorbent material. Fabric is less hygenic as it is harder to clean and absorbs dirt, and body fluids more easily. I also hope wish that transit would be made available on Sundays.	12/10/2025 7:35 PM
73	Sea level rise and tsunami resilience should be a consideration.	12/8/2025 11:23 AM
74	Would love to see infrastructure upgrades to Myrtle/Old Arcata Road for a safer bicycle route!	12/3/2025 10:17 AM
75	As a blind individual my primary modes of transportation are public transportation and walking. There are audible signals scattered throughout the city, some beep, have bird sounds or announce the name of the street. It would be helpful if these were consistent. I ride a tandem bicycle for recreation and while some nice bike paths have been built there seems to be no consistent plan for maintenance other than relying on volunteers. There is also a lack of consistency in the marking of bike lanes throughout the city. Finally, when some paving has been done, the new paving ends at the fog line rather than extending into the shoulder. If these are not ground down a bicycle traveling along the shoulder has to navigate a lip to get onto the traffic lane when/if needed.	12/3/2025 9:17 AM
76	The County needs to have a comprehensive plan for transportation improvements in	12/3/2025 4:19 AM

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McKinleyville

77	Promote separated bike paths as part of our transportation system	11/25/2025 11:04 AM
78	Invest in regular buses and drivers. Even a diesel bus takes cars off the road. Stretch the transit dollar by increasing service and frequency. This is the most neglected piece of the puzzle for sustainable living. We need homes, jobs and a way to get to and from them. A family needs to be able to go to the County Fair together on a Sunday. For that we either need cars or more frequent bus service.	11/24/2025 8:49 PM
79	Humboldt is a Rural County with an Urban Corridor, a Metropolitan Plan does not fit but rather a more effective hybrid with innovations that include long overdue Flex on-demand that could also be used evenings and weekends for fixed route shortages, and sanctioned Park and Ride locations to use public transit. Shut-ins need to also be recognized as unmet needs. More people are getting older and more hospitalizations, while need to stay independent.	11/23/2025 4:15 PM
80	Glad to have Bay Trail, look forward to Bay to Zoo and Annie and Mary trails	11/23/2025 1:56 PM
81	We need to be more open to using speed humps or tables (like Blue Lake) to slow traffic in our residential areas.	11/22/2025 8:44 AM
82	Stop allowing sprawl, make access to all amenities within the cities safe and convenient for all modes of transportation.	11/21/2025 8:22 PM
83	Affordable paratransit options	11/17/2025 6:04 AM
84	Yes...many. Coordinator ated community event. Like 1. Northcountryfair had new bus. But couldn't ride yo event on Sunday . 2. The denver flight requires bags be deposited 45 mins before flight. But bus arrives 40 mins before. Coordinate!	11/14/2025 8:16 PM
85	Complete rider/driver studies to understand peoples transportation behaviors to identify needs for infrastructure and ways persons may use their options better.	10/24/2025 7:58 AM
86	thanks for working on it!	10/22/2025 10:09 AM
87	Slow traffic down and clear bushes along central , longer green lights at some of the inersections	10/20/2025 3:06 PM
88	Leave central Avenue alone leave hiller road alone. I'm born and raised in Mckinleyville tired of liberal transplants changing my hometown to their agenda!	10/20/2025 9:15 AM
89	Infill development. No sprwal. Keep rural areas protected. Maintain the viewshed. Multiuse trails, long distance like Great Redwood Trail for active commuting and recreation.	10/18/2025 9:21 PM
90	Weird survey. Aimed at producing 'desirable responses' to your commission.	10/18/2025 7:37 AM
91	Our "leaders" should lead by example. All public employees should be required to use bikes for transit....rain or shine.	10/18/2025 6:10 AM
92	Having a protected bike lane out of Ferndale to catch the bus would be great. I'll try putting pressure on the City Council to accept bus transport from Ferndale elsewhere.	10/17/2025 3:22 PM
93	Public transportation is key for an aging population	10/17/2025 12:04 PM
94	Tsunami flooding should be taken into account. If a large tsunami happens Eureka is isolated.	10/17/2025 10:50 AM
95	Please balance the needs of the predominant traveler and not the fringe group of bikes only people.	10/17/2025 8:38 AM
96	Less traffic and more walkable/bikable possibilities are what this area needs for seniors and youth/families.	10/17/2025 7:59 AM
97	Thank you	10/16/2025 11:55 AM
98	NA	10/15/2025 7:59 PM
99	Encouraging students and residences to be carless needs a larger outlook on how to get out of Humboldt Co. to Oregon, San Francisco (it takes multiple transfers!), Redding. Have a local hot line to help customers figure out all the connections, tickets needed, who to buy them from, etc.. for public transportation. Most people who have a car won't take the time to figure out public transportation alternatives when faced with the complications. Try finding a schedule from Arcata to S.F., or Reno, etc... on the bus or train.	10/15/2025 11:08 AM

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100	This survey is clearly slanted towards walking and biking. Combines those with other more important issues. What I want to see is the existing roads maintained better, existing speed laws enforced, and public transport (buses) made safe (move the scary people away), on time and dependably available... like all of Europe has done for years.	10/14/2025 4:05 PM
101	We need a fully connected bicycle network in both Eureka and Arcata. People should feel safe letting their children bike around these cities. Until we get there, we have more work to do.	10/14/2025 3:16 PM
102	I wish more people saw public transport as a legitimate option and not a class indicator.	10/14/2025 3:09 PM
103	put bike racks on more buses	10/14/2025 2:57 PM
104	connect blue lake to coastal trails and transit system.	10/10/2025 12:58 PM
105	I would like to live to see a bike path to San Francisco. I'm 85.	10/9/2025 4:27 PM
106	I believe we need to move away from cars, the idea that electric cars will be the solution is silly. It's clearly community Transit, active Transit solutions to the climate problem not hurting people in Africa and making them mine materials to pollute their own land to make our air quality better.	10/9/2025 3:11 PM
107	Planning for healthy outcomes. Not just for today; the future.	10/6/2025 5:17 PM
108	Plan for less vehicle miles driven.	10/6/2025 1:10 PM
109	Sunday bus and better bus schedule	10/4/2025 10:19 AM
110	Finding stable, increased and direct funding sources for transit agencies for capital projects, ZE infrastructure (EV, H2), and operations to enhance transit connectivity and service options.	10/3/2025 2:58 PM
111	Plan for more active transportation choices because economic instability may require them!	10/3/2025 1:37 PM
112	Thank you for your commitment to pedestrian safety. We ave recently made some great advances and I look forward to seeing continued improvements.	9/30/2025 6:50 AM
113	I love seeing infill housing and placement of housing close to everyday uses listed in this survey as solutions. And, those mixed use/infill housing areas need more urban greenery. Urban trees have been shown to reduce violence and the urban heat island effect--and tend to attract residents towards urban areas that may prefer rural-like edge-of-town housing.	9/29/2025 11:16 AM
114	I hope the bike trail will connect at Bayside/Indianola after the cutoff so I can bike there.	9/29/2025 10:24 AM
115	Thanks.	9/26/2025 9:08 PM
116	Educate drivers about the reasoning behind bike/ped safety improvements. They'll still complain, but maybe a little less loudly.	9/26/2025 5:19 PM
117	People dont know how fun it is to ride bikes or scooters because they have not tried it, or the lanes are not easy to use.	9/26/2025 2:35 PM
118	use of funding must align with transportation plan targets and timelines. the current decision making structure does not do this and should be changed to give users of non-car transportation a greater say. strict criteria should be established to determine when a project primarily benefits cars or active transportation. labelling things like roundabouts as bike/pedestrian improvements is wrong.	9/26/2025 2:15 PM
119	People need to be able to use their cars and have places to park. Building new housing without also building parking is a recipe for disaster.	9/26/2025 12:27 PM
120	I would like see the trails that are being built be maintained. It's frustrating to see the walkways like in McKinleyville so over grown that it's hard to walk or bike on.	9/26/2025 12:20 PM
121	Budget is limited to I hope that funding can in the long term shift away from car based infrastructure that is overbuilt. For example reduce off street parking/too wide roads and exchange it for bike/pedestrian lanes and trees/bushes. It's my opinion half-assed public transport does not work and can limit public opinion long term. It must be about as safe, fast, and cost effective as everything built for cars. I've been to Germany and Japan and did not need a car. I liked the safe and quiet streets and not being forced to drive. The trains were amazing. This area was largely built before cars, and even had a streetcar system in Eureka, and I am hoping that walking, biking, bus and maybe even rail can be a good fit for this area.	9/25/2025 6:56 PM

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122	Many of the areas I need to reach are just too far or take too long to bike/use public transportation to get too.	9/25/2025 11:38 AM
123	Not everyone is going to walk and bike. Keep the roads efficient for vehicle traffic.	9/25/2025 11:27 AM
124	I live in a rural area where transit or walking is not a viable option.	9/24/2025 7:30 AM
125	The Eureka bus system routes are bonkers. I would use it regularly if I could get from Rosewood to Cal Poly Humboldt, or even to Old Town easily. As it is, the red route takes almost as long as walking to Old Town. Buses should run later into the night and at least every 30 minutes.	9/23/2025 10:28 PM
126	Transit operations are even more important that capital projects!	9/23/2025 4:11 PM

California Department of Transportation

DISTRICT 1

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January 9, 2026

Mr. Brendan Byrd
Executive Director
Humboldt County Association of Governments
611 "I" Street, Suite B
Eureka, CA 95501

Dear Mr. Byrd:

Thank you for the opportunity to review and comment on the Humboldt County Association of Governments (HCAOG) Draft 2026 Regional Transportation Plan (RTP). We appreciate the effort to develop a comprehensive plan addressing multimodal needs and regional priorities. The RTP is the mechanism that the Regional Transportation Planning Agencies (RTPA) use to conduct long-range (20-year horizon) transportation planning to achieve local and regional goals in consideration of state and federal goals. The purpose is to encourage and promote safe and efficient management, operation, and development of a regional intermodal transportation system that, when linked with appropriate land use planning will serve the mobility needs of goods and people. It is developed to provide a clear vision of regional transportation goals, objectives, and strategies. The following comments are provided for consideration prior to finalizing the RTP.

General Comments

- The 2024 Regional Transportation Plan Guidelines for Regional Transportation Planning Agencies (January 2024) provides guidance for RTP components for a coordinated and balanced regional transportation system including, but not limited to, mass transportation, highway, railroad, maritime, bicycle, pedestrian, goods movement, and aviation. For future updates to the HCAOG RTP, please consider including a state highway system (SHS) element with a regional vision for the highway network (Chapter 6.8: State Highway System).
- The climate change language/terminology selected for the RTP should be consistent with the language the federal government is using to ensure HCAOG remains eligible for future federal grant opportunities.
- It is our understanding that the Appendices for HCAOG's RTP are not available yet. Please submit the Appendices when they are made available so our Office can review its compliance with the RTP requirements.

- Please ensure that the RTP includes information about periodic reviews that are conducted on the effectiveness of the procedures and strategies contained in the public participation plan as it is a requirement noted in the RTP Checklist.

Comments by Report Section

Introduction (Chapter 1)

- Please note that the California Department of Finance projects Humboldt County's population to decline to 100,940 by 2070: <https://dof.ca.gov/forecasting/demographics/projections/>. This is consistent with the population trends reported for the years 2020 through 2024, which shows a drop of nearly 3,000 people over that timeframe. National Oceanic and Atmospheric Administration (NOAA) shows projections for 2025 that weren't realized and population decline for Humboldt County beginning after 2035: <https://www.noaa.gov/sites/default/files/legacy/document/2020/Oct/07354626731.pdf>. (page 1-3)
- The County Population section states that "Humboldt State University's proposed designations as a polytechnic university". This designation has already been made. (page 1-3)

Renewing Our Communities (Chapter 2)

- The "What do Humboldt folks tell us?" section appears outdated; lacks recent engagement findings. (pages 2-5 to 2-9)
- We suggest adding a column on to Table 3 which indicates stakeholders involved in implementing certain actions/strategies to meet specific regional targets. (page 2-15)
- 100% Electric Vehicle Charging Station (EVCS) permit streamlining in Humboldt jurisdictions could be a Regional Target or referenced elsewhere to support compliance with AB 1236 (2015) and AB 970 (2021). See [best practices and the associated map](#) for EVCS permit streamlining status by jurisdiction. (page 2-16)
- For the third footnote and associated Regional Target (iii) on 2-16, there is a more recent [AB 2127 EV Charging Infrastructure Assessment \(2024\)](#) available. (pages 2-16 and 2-20)
- A best practice for public engagement would be to document the outreach and include the comments received and how it has changed or impacted the RTP 2026 draft. (general)

Global Climate Change (Chapter 3)

- Overall, many of the climate change materials referenced in the Regional Transportation Plan are out of date. The Caltrans District 1 Climate Change Vulnerability Assessment and Pilot Study (2014) was superseded and is no longer the most recent and/or relevant plan. D1 staff do not use this plan for adaptation planning. Please consider the most recent version(s) of these plans

and documents:

- In 2019, the [Caltrans Climate Change Vulnerability Assessment – Summary Report](#) and [District 1 Summary Report](#) was published and is the current resource for climate adaptation and vulnerability plans.
- The [CA Ocean Protection Council has the latest Sea Level Rise \(SLR\) data and projections](#). Please consider using this as a resource.
- The [Sea Level Rise Adaptation Plan for Transportation Infrastructure and Other Critical Resources in the Eureka Slough Hydrographic Area, Humboldt Bay \(2021\)](#) is another critical, local resource for SLR planning which was funded by Caltrans' Sustainable Transportation Planning Grant Program (STPG) and awarded to Humboldt County Public Works.
- Please also consider reviewing and referencing the [CA Coastal Commission Sea Level Rise](#) guidance, which includes more up to date information that referenced in this draft plan.
- [Sea Level Rise Coastal Adaptation Planning Guidance for Critical Infrastructure](#) is another great resource for the RTP to consider in the plan.
- Another great resource on SLR is the Cal Poly Humboldt SLR Institute and the publication [Transformative Sea-level Rise Research and Planning](#), which discusses the intersectionality of tribes, education, and government as it relates to SLR in Humboldt. (page 3-9)
- The [Adaptation Strategies for Transportation Infrastructure \(2023\)](#) was created as an educational resource. Please consider reviewing these documents for consistency with the draft RTP. Also, see the [Climate Vulnerability Map](#) for the North Coast. In future updates of the RTP please reach out to Caltrans for resources and references. (general)
- Discuss the Caltrans Comprehensive Adaptation and Implementation Plan (CAIP) for the Eureka-Arcata Corridor. CAIP is a roadmap that informs and prioritizes project planning and allows Caltrans to chart a course of action for this section of US 101 using information obtained through technical research, scientific analysis, policy review, and community outreach regarding landscape features, exposure, and sensitivity to SLR. Additional resources and references are available on the project website: [North Coast Climate Action](#). (pages 1-6, 3-11, 3-12, and 3-25)
- There are several models of zero-emission vehicle (ZEV) pickup trucks currently available on the market (second paragraph), some of which have been incorporated into the Caltrans District 1 fleet. (page 3-13)
- There are more recent [CEC statistics \(2024\)](#) available for electric vehicle (EV) adoption that could be used for Figure Climate-6. (page 3-14)
- Please use the full name for Redwood Coast Energy Authority in the first sentence of the last paragraph on this page. (page 3-14)
- Add [Executive Order N-27-25](#) to greenhouse gas (GHG) emission targets table as a reference. (page 3-16)

- Please include parties/stakeholders involved in projects identified on the table. (pages 3-16 and 3-17)
- The document should indicate which areas within the county are impacted by erosion and coastal flooding from sea level rise to prioritize strategies for adaptation and resiliency. (page 3-22)

Tribal Transportation (Chapter 4)

- The third paragraph references the 2017 Regional Transportation Plan Guidelines. Please update this reference to the 2024 Regional Transportation Plan Guidelines. (page 4-2)

Emergency Transportation (Chapter 5)

- Consider including a policy and/or under project action for HCAOG to apply for a STPG grant to develop an emergency evacuation preparedness transportation plan that integrates transit for the Humboldt region (and/or interregional - including adjacent counties). (page 5-1)
- We recommend replacing outdated Hurricane Katrina example with local wildfire evacuation examples. Similar comment regarding the sidebar (p. 5-6) under Emergency Response, Transportation and Evacuation which could use a local example.
- Public transit, paratransit and their role in emergency transportation evacuation are discussed in several sub sections of Element 5 and could have been included as specific policies or objectives in this section for consistency, such as in the Table, Emergency Transportation Sub-Objectives and Policies (pages 5-7 and 5-8).
- The narrative and objectives Table could specifically list Humboldt Transit Authority (HTA), Tribal transit and paratransit providers. (pages 5-7 and 5-8)
- HCAOG may consider including a commitment to work with CalOES and the National Weather Service to prepare all Humboldt coastal communities to be Tsunami Ready certified. This may include developing official emergency evacuation routes.
- Please mention previous efforts made regarding evacuation planning in the county. If extensive evacuation planning has not been done yet, list actions to begin evacuation planning for the county and assign responsibilities to different parties or subject matter experts. (general)

Land Use – Transportation Element (Chapter 6)

- Include a SHS element with a regional vision. (page 6-8)

Public Transportation (Chapter 9)

- Please list how many lane miles within the county and external to the county are accessible/covered by the county's public transportation network. (page 9-1)

- Please ensure transit route names are up to date and consistent in the RTP narrative sections (page 9-1), including:
 - North State Express: Route 101; and
 - North State Express: 299. Also known as the Arcata-Willow Creek transit service along State Route (SR) 299 (transfer to Trinity Transit to travel between Willow Creek and Redding). Recommend clarifying the two transit service names in the introductory narrative a little more to avoid confusion for the reader (such as on page 9-4).
 - Please ensure the RTP is consistent in using the correct acronym for the North State Express (NSE). This is noted correctly in Element 9's Table Transit-2 (p. 9-11, pdf 139) list of projects.
- Also note, the name changed for the Amtrak Thruway Bus, formerly known as "Amtrak San Joaquins" (Route 7 bus along US 101 north between Arcata and Martinez train station).
 - It is now known as, "Gold Runner" Thruway Bus (Route 7).
- Ridership data would be helpful to get an idea of how much of the population/which groups are utilizing public transit services, and where they are taking trips to/from to inform future investment/funding. (page 9-2)
- We recommend including discussion on Caltrans' District Transit Plan and the Caltrans Director's Policy for Public Transit that will guide and prioritize transit planning, needs, facilities and implementation on the SHS, and aims to address transit objectives. (pages 9-12 and 9-13)
- SR 255 has periodic non-recreational pedestrians and cyclists crossing the Samoa bridges to get back and forth from Manila and Samoa to Eureka for work, shopping, and services. The same is true for the section of SR 255 connecting Manila to Arcata. Table Transit-2 mentions an unfunded HTA feeder bus line in Manila (but not Samoa) and page 9-10 mentions the Transportation Development Plan (TDP) 2023-2028 recommends microtransit in Manila and Samoa. Details for either alternative are not provided. (page 9-10)
- HCAOG may want to consider seeking funding to develop a county-wide plan for developing a prioritized list of locations for mobility hubs (of all sizes), especially on or near the state highways (including park and rides) in the Humboldt Bay area between Trinidad and Scotia. Mobility hubs would also pair well with any plans for rapid intra-city bus service.
- This chapter could elaborate more on transit-related projects and improvements, including grant projects in Humboldt County.

Aviation (Chapter 10)

- While individual travel decisions are important, there are emerging technologies which may help reduce the carbon intensity of aviation over medium/long-term timeframes. Examples are [Sustainable Aviation Fuels \(SAF\)](#), [electric vertical take-](#)

off and landing (eVTOL) aircraft, and other electric aircraft. The primary airline serving the region is pursuing a SAF program. (page 10-16)

- The Caltrans Division of Aeronautics would support a multimodal hub at Eureka-Arcata commercial airport (ACV) and would be interested in any conversations related to this as early coordination may be necessary to get the Airport Layout Plan updated for any use changes or structures within airport property. (general)
- The aviation un-constrained and constrained project lists do not have calculated subtotals. Please ensure this table is updated in the Final RTP. (page 10-24)

Goods Movement (Chapter 11)

- Update Richardson Grove project status on Table Goods-3 with current data. This is now the 2022 State Highway Operation and Protection Program (SHOPP) and construction funding is \$9,272k. If Implementation Year(s) means construction start, then 2026. If it is completion year, then 2027. (page 11-3 and 11-19)
- Please replace the Richardson Grove project paragraphs in the Goods Movement "Major Truck Routes" section (page 11-3) with the following:

"However, Caltrans (District 1) has designed a project for U.S. 101 through Richardson Grove State Park to give STAA trucks access northbound into Humboldt. The project proposes to reconstruct 1.1 miles of U.S. 101 to "realign and widen curves and obtain two-foot shoulders in the park where possible, and four-foot shoulders outside the park without removing or significantly impacting old growth redwood trees" (Caltrans 2011). Caltrans faced legal challenges on the project's CEQA (State) and NEPA (federal) environmental reviews. Caltrans prevailed in the CEQA case in November 2024. Plaintiffs filed a final appeal in February 2025, but no injunction is in place at this time and construction is planned for spring 2026."
- Please update the Last Chance Grade project information in the U.S. Highway 101 section (page 11-14), third paragraph, with the following:

"In Del Norte County, coastal erosion and geological movement along a three-mile segment of highway known as Last Chance Grade (between Klamath and Crescent City) has caused landslides and road failures for decades. Caltrans District 1 has selected Alternative F, a 6,000 foot tunnel bypass, as the preferred alternative. The project timeline currently has construction beginning in 2031. The estimated capital cost in today's dollars is \$2.6 billion."
- Consider adding a discussion of truck parking deficiencies and warehousing. (general)
- Please use the following updated information for the Table Goods-3: Regional Goods Movement Projects. Funding Source is 2022 SHOPP, Implementation Year

(construction start 2026, completion year 2027), Estimated Cost (\$9,272K). (page 11-19)

Financial Element (Chapter 12)

- In the Finance-2 table, the Table Header of "Annual Revenue for Roads/Transportation" might be better rephrased. It reads as the funds listed are dedicated to transportation. Most, if all, are general tax measures with no binding commitment to fund transportation projects and are understood to fund other elements. It may set an incorrect expectation as titled. (page 12-5)
- Include the Safe Streets For All Program (SS4A) in the Finance-3 table. (page 12-7)
- In the Future Funds Constant paragraph, consider including in parentheses after "(flat except for inflation)" - "and not accounting for declining gas tax revenues at both state and fed levels", or similar. With the point being trying to remind people that gas tax is going the opposite direction of costs and will have to be revised or more likely replaced. (page 12-8)
- The number of projects in the ten-year plan is expected to decrease. What is stated in this section is correct, but please add a data date (July 2025) because the projects in the last five years are subject to change with the 2025 Ten-Year Plan. This section is based on the 2023 Ten-Year Plan. (page 12-10)
- Please consider re-wording the last 2 sentences of the SHOPP Funding paragraph. It currently states "SHOPP funded projects will only occur on the State Highway system. SHOPP funding for local jurisdictions' projects are included in the Complete Streets Project Table". Is the intent "SHOPP funding for SHS facilities within the local jurisdiction..."? Table 4 does not appear to list any SHOPP funded projects. (12-11)
- In the Locally Generated Tax Revenue paragraph, consider adding a note that the \$31 million generated annually is under a general tax and therefore not dedicated to transportation funding. The actual amount dedicated to transportation may be substantially less. (This may affect calculations in the tables following). (page 12-11)
- In Table 4, consider adding footnotes above into table for relevant sections. (page 12-11)
- In Table 5, consider adding more descriptions or notes preceding this table. It's hard to determine how the two tables connect with one in (\$1,000) and one (\$000). It can be assumed the first is complete streets and the second is maintenance, but it is not clear. If the overall deficit is \$410,182,000 (for Complete streets years 1-5) it might be good to say it (with all the decimal places) in the notes above or after to show the significance or reinforce it. (pages 12-11 and 12-12)

Mr. Brendan Byrd, HCAOG Executive Director

January 9, 2026

Page 8

Editorial and Typos

- Use "drier" vs. "dryer." (page 1-3)
- Correct typo in Global Climate Change section at the beginning of the fifth sentence on this page. (page 3-13)
- Use "buses" consistently instead of "busses." (pages 3-14, 9-1, 9-11, and 9-15)

If there are specific comments that may need further clarification, we would be happy to facilitate meetings with District functional units to go over these. Please note that administrative and editorial comments for the RTP Checklist will be shared with HCAOG separately. Please contact Catharine Crayne with questions or for further assistance at (707) 684-6880 or by email at, catharine.crayne@dot.ca.gov.

Sincerely,

Brandon Larsen
Deputy District 1 Director
Division of Planning and Local Assistance
Caltrans District 1

c: Priscilla Martinez-Velez, Office Chief, Caltrans District 1
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HCAOG VROOM 2026 RTP District 1 Comment Letter - Final

Final Audit Report

2026-01-09

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Airport Ground Access Improvement Program for California Redwood Coast–Humboldt County Airport (ACV)

PROGRAM PURPOSE

CALIFORNIA MANDATE

HCAOG, in its duties as the Regional Transportation Planning Agency (RTPA), must adopt a long-term regional transportation plan, and update it every four years. The RTPA must include in the plan an airport ground access improvement program (AGAIP) for each “primary air carrier airport” within its planning area (per California Government Code §65081.1(a)). Primary air carrier airports are those that have over 10,000 annual enplanements. The single such airport in Humboldt County is the California Redwood Coast–Humboldt County Airport (formerly the Arcata-Eureka Airport), which had 56,682 enplanements in 2013; 51,668 in 2014; and 55,168 in 2015. This AGAIP was prepared during the 2014 update of the regional transportation plan (RTP), the first of HCAOG’s RTPs to include an AGAIP; HCAOG has updated the AGAIP in conjunction with updating the RTP in 2017.

For preparing an AGAIP, California law (§65081.1) stipulates that:

- (b) The program shall address the development and extension of mass transit systems, including passenger rail service, major arterial and highway widening and extension projects, and any other ground access improvement projects the planning agency deems appropriate.
- (c) Highest consideration shall be given to mass transit for airport access improvement projects in the program.
- (d) If federal funds are not available to a transportation planning agency for the costs of preparing or updating an airport ground access improvement program, the agency may charge the operators of primary air carrier airports within its planning area for the direct costs of preparing and updating the program. An airport operator against whom charges are imposed pursuant to this subdivision shall pay the amount of those charges to the transportation planning agency.

FHWA & FAA GUIDANCE

HCAOG follows the “Airport Ground Access Planning Guide,” (Guide) to prepare the AGAIP. The Guide was prepared jointly by the FHWA and FAA in 1996. Although the guide is old, its basic information still applies to current circumstances. This is the only guidance—federal, state or local—that HCAOG staff was able to find for this mandated program. Most of the information in this AGAIP comes straight from the Guide.

OVERVIEW OF THE PLANNING PROCESS

The FHWA and FAA deem the full planning process for an airport ground access improvement program to be long term, at twenty years or longer. “This time frame allows the thoughtful analysis of such issues as land use change and land use policy,” the Guide states, “that require the longer time orientation.”

The seven steps of the AGAIP planning process, summarized by FHWA-FAA, are:

1. Define the problem: What is the policy issue being addressed?
2. Given the understanding of the policy issue, establish performance measures to monitor and evaluate the program.
3. Collect data needed to apply performance measures.
4. Understand the system’s patterns, demand, and performance, and estimate future demands.
5. Develop candidate strategies and actions.
6. Assess effectiveness of alternative strategies and actions; select cost-effective actions.
7. Implement selected policy interventions/strategies; monitor established performance measures; adapt management based on feedback.

Table 1 (next page) shows the purpose and examples of carrying out the seven steps. The AGAIP for ACV will follow the seven steps, revising, expanding, or combining steps as warranted. The defined problem (step one) and the improvements identified for solving the problem (step five), are described below under “ACV’s Dominant Policy Issues.” Stakeholders will continue with the next steps to further develop and implement the AGAIP. Stakeholders include, but are not limited to, County staff from the Aviation Division/ACV and Fly Humboldt!, the Humboldt County Aviation Advisory Committee, and HCAOG committees, as well as interested members of the general public.

AIRPORT GROUND ACCESS POLICY ISSUES

COMMON AIRPORT GROUND ACCESS ISSUES

Airports, in general, develop their airport ground access improvement programs to address one or more of the following issues or needs:

- ◆ **Localized air quality problems**, such that a jurisdiction is not meeting an air quality standard for a criteria pollutant or greenhouse gas emissions. Solutions could be to reduce motorized vehicle trips and to upgrade vehicles and machinery to more efficient and/or cleaner-fuel engines (e.g., replace all diesel equipment on the airside with electric or compressed natural gas).
- ◆ **Quality of multi-modal access & service for passengers**, where the airport managers are motivated to improve ground transportation choices for airport users, and reduce the number of motorized vehicle trips or single-occupancy vehicle (SOV) trips that the airport generates.

Table 1. FHWA’s Seven-Step Airport Planning Process

Step	Purpose	Examples in Airport Access
One: Define Problem and Policy Context	Determine central policy issues faced by the airport. Its characteristic and setting defines what kind of performance is important to monitor.	The need to: expand airport capacity; provide accessibility and support economic development in key areas; lower airport-related total VMT (vehicle miles travelled); minimize environmental damage to neighboring communities.
Two: Define Performance Measures	Measures are selected only after agreement on the nature (and priority) of challenges faced in and around the subject airport. Establish the measures to be used to determine success or failure of the system performance.	Examples: traffic flow on the access roads; amount of choice offered to arriving passenger; percentage of region served by shared-ride services; percentage of passengers who arrive by other than private vehicle; cost and volumes for moving cargo and passengers.
Three: Collect Data Needed to Apply Performance Measures	Document both asset condition and level of performance, with a base-year inventory of intermodal systems’ physical and operational characteristics.	Data sources to examine airport access patterns include: periodic ground access surveys, ridership and revenue data, and regional trip tables based on a simulated process. Operational characteristics may include time, cost capacity and usage.
Four: Understand Patterns and Demands	Utilizing performance measures data, understand existing and projected conditions and patterns in ground access.	Is demand skewed toward the central business district? Is congestion better or worse than it was five years ago? At times of greatest congestion, is the airport serving primarily resident non-business travelers or nonresident business travelers? What will conditions be like 5, 10 or 20 years from now?
Five: Develop Alternative Strategies and Actions	Determine what project or combination of projects would most effectively address the identified policy issue/need.	Policies range from curb striping that encourages non-SOV airport access, to creating exclusive right-of-way service
Six: Evaluate Alternative Strategies and Actions	Use established performance measures to analyze and evaluate alternatives; choose actions and policies to implement.	Evaluating alternative strategies can go beyond analyzing vehicle flows, and include concepts such as the mobility of people and goods, and accessibility to various destinations.
Seven: Implement and Monitor Selected Policy Interventions	Solve identified problem(s); understand effectiveness of implemented strategies. Revise strategies to increase or expand effectiveness.	A series of comprehensive ground access surveys are taken every five years, to track changes in different users’/market segments’ travel behaviors.

- ◆ **Airport-related congestion in ground transportation** that negatively impacts roads on and near the airport. The traffic congestion may be contributing negatively to air quality, noise quality, mobility (e.g. travel times to/from airport for airport users and ground transportation services), fuel consumption, and may create localized impacts to nearby neighborhoods, as well as local to global environmental impacts.
- ◆ **Poor ground access for freight businesses** that use the airport. Bad circulation design, congestion, and lack of space are examples of factors that may be hindering goods movement and economic opportunities.
- ◆ **Poor ground access/circulation for emergency response**, which diminishes the effectiveness of emergency response and evacuations.

- ◆ **Airport expansion plans**, which opens opportunities for (and may require) redesigning ground transportation circulation, access, parking facilities, public transit services, etc.
- ◆ **A need to increase airport revenues/reduce costs**, which motivates airport managers to reconsider, for example, parking fees, shuttle services, or switching airport transport services to private or in-house operations.

ACV'S POLICY CONTEXT

The AGAIP shall be guided by and consistent with adopted plans, as well as updates, of the *Arcata-Eureka Airport Master Plan Report*, the *County of Humboldt Airport Land Use Compatibility Plan—Humboldt County Airports* (amended 1998), and the *Humboldt County Regional Transportation Plan*.

Arcata-Eureka Airport Master Plan Report (September 2005)

“Arcata-Eureka Airport’s principal role,” says the Master Plan Report, “is to serve as a base of operations for scheduled airline services.” The airport’s role is also to serve as:

- A source of scheduled passenger and cargo service
- A point of air access to the community
- A site for emergency access to the community
- A place to conduct business
- A base for Humboldt County region pilots

“For the foreseeable future,” the report states, it is anticipated that the operational role of Arcata-Eureka Airport as a commercial airport will remain essentially the same as at present. ... It is anticipated that with future development of the airport facilities that the airport will experience moderate growth over the long run.

Regional Transportation Plan (RTP) Update

HCAOG’s regional transportation plan, “*VROOM 2026-2046*,” states the goal and objectives for the region’s transportation system, which are:

Overall Goal: HCAOG’s goal is for Humboldt County to have a comprehensive, coordinated, sustainable, and balanced multi-modal transportation system, so that people in the region can travel and move goods safely and efficiently 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.

To achieve the overall goal and objective, HCAOG will pursue six main objectives/planning priorities for planning projects and programs. The objectives

support one another and will apply to each transportation mode, framing each mode's policies. In alphabetical order, the objectives are:

- ❖ Balanced Mode Share/Complete Streets
- ❖ Economic Vitality
- ❖ Efficient & Viable Transportation System
- ❖ Environmental Stewardship
- ❖ Equitable & Sustainable Use of Resources
- ❖ Safety

Below are policies that set a national context for developing AGAIPs (Title 49-Transportation, Subtitle VII-Aviation Programs, (USC §47101; laws in effect on March 10, 2014).

(a) General. It is the policy of the United States

- (5) to encourage the development of intermodal connections on airport property between aeronautical and other transportation modes and systems to serve air transportation passengers and cargo efficiently and effectively and promote economic development;
- (6) that airport development projects under this subchapter provide for the protection and enhancement of natural resources and the quality of the environment of the United States;
- (7) that airport construction and improvement projects that increase the capacity of facilities to accommodate passenger and cargo traffic be undertaken to the maximum feasible extent so that safety and efficiency increase and delays decrease;

(b) National Transportation Policy.

- (1) It is a goal of the United States to develop a national intermodal transportation system that transports passengers and property in an efficient manner...
- (3) A national intermodal transportation system is a coordinated, flexible network of diverse but complementary forms of transportation that transports passengers and property in the most efficient manner. By reducing transportation costs, these intermodal systems will enhance the ability of the industry of the United States to compete in the global marketplace.
- (4) All forms of transportation, including aviation and other transportation systems of the future, will be full partners in the effort to reduce energy consumption and air pollution while promoting economic development.
- (5) An intermodal transportation system consists of transportation hubs that connect different forms of appropriate transportation and provides users with the most efficient means of transportation and with access to commercial centers, business locations, population centers, and the vast rural areas of the United States, as well as providing links to other forms of transportation and to intercity connections.
- (6) Intermodality and flexibility are paramount issues in the process of developing an integrated system that will obtain the optimum yield of United States resources.

General Conformity Rule for Air Quality

The State of California, federal government, and regional and local agencies set air quality standards, which may be different for some pollutants. A jurisdiction that meets an air quality standard is “in attainment” for that pollutant; otherwise it is “in non-attainment.” Air quality in Humboldt, Del Norte, and Trinity County is regulated by the North Coast Unified Air Quality Management District. The air in the district “is considered to be ‘in attainment’ of state and federal ambient air quality standards except for the State’s 24-hour PM₁₀ standard. The two pollutants of greatest concern are ozone and particulate matter” (<http://ncuaqmd.org>, April 3, 2014).

The FHWA-FAA Guide gives direction regarding the federal General Conformity Rule:

It is important to understand the type of air quality impacts that an airport must examine. The U.S. Environmental Protection Agency (EPA) has made it clear that the general conformity rule will cover new emissions, both direct and indirect, which the airport agency can practicably control, and which it will maintain control over due to a continuing operational responsibility. Therefore, airports should check with the appropriate FAA Airports District Office to determine the need for determining air quality impacts under the general conformity rule.

The regulation establishes that when an airport operator intends to spend federal funds on a project within the boundaries of the airport, the air pollution emissions impacts experienced off the facility must be documented to the standards required by the State Implementation Plan (SIP). In short, this means that airport operators must become involved in developing mitigation measures that minimize the growth of SOV (single-occupancy vehicle) travel.

Relatively more recently, the FAA and US EPA directed a “Proactive Role for Airports,” including the following:

First, general conformity evaluations are generally based upon emissions estimates. Therefore, EPA and FAA encourage airport operators to develop comprehensive emissions inventories for their facilities as well as estimates of future activity levels and emissions. This should include information on all sources of emissions, including passenger and employee commuting, aircraft, ground support equipment (GSE), stationary sources, and construction activities. Next, operators should work closely with local and State air quality agencies to ensure that the SIP accurately reflects all emissions at the airport and growth rates for operations at the airport. Airport operators should also evaluate the sources of pollutant within their control to determine how the pollution can be reduced or eliminated. This information can be very useful in designing a project to keep the emissions below the de minimis levels or to mitigate the increase in emissions from the project. (FAA & EPA, 2002)

ACV’S DOMINANT POLICY ISSUES

HCAOG staff consults with the Humboldt County Aviation Advisory Committee (HCAAC) and County Aviation Division staff to identify and confirm ACV’s ground access problems, potential solutions, and dominant policy issue(s).¹ They have confirmed that this comment in the FHWA-FAA Guide applies to ACV: “For the airport manager in a region that has attained the national air quality standards, and that does not suffer from significant levels of congestion, the ground access issue turns to the standards of accessibility experienced by the user.” The dominant ground transportation issue is the lack of pedestrian and bicycle connectivity to access the airport terminal from adjacent properties.

Access and circulation infrastructure to and at the airport consists of the following:

- Airport Road provides direct access to and from the airport and connects to the nearby U.S. 101 Interchange and Central Avenue (a major arterial road). Anecdotal testimony reports that most drivers drive faster than 35 mph, the posted speed limit. A portion of Airport Road on the southwest side (across from the airport) has a curb and a tread-worn pedestrian trail, but it is not continuous. The northeast side of Airport Road, which accesses the airport, has no

¹ Discussions during Humboldt County Aviation Advisory Committee’s regular monthly meeting, October 2017.

crosswalk, sidewalk/trail or curb. Airport Road has striped shoulders, but no designated bikeway.

- Within the airport grounds, Airport Loop Road provides direct access to the terminal. There is no sidewalk at the intersection of and Airport Loop Road and Airport Road. Airport Loop Road does not have sidewalk or bikeway access to the terminal.



The ACV airport currently has modest multi-modal amenities, as follows. It is served by two public transit lines: Redwood Transit System (local) and Amtrak (regional). Three car rental companies have staffed kiosks at the airport. Private (commercial) shuttle and taxicab companies and local hotels also provide ground transport. At the airport Business Park, a quarter-mile from the airport, bike rentals (including a helmet) are available for guests of the Holiday Inn Express & Suites.

The HCAAC has identified infrastructure projects that would serve to improve pedestrian and bicycle access to and from the airport. The improvements are conceptual and need further study to determine scope, feasibility, design, and costs. The HCAAC has prioritized the proposed projects as follows:

- 1) Install a pedestrian crosswalk at Airport Road and Airport Loop Road.
- 2) Improve walkways from Airport Road to the terminal.
- 3) Install sidewalk on Airport Road.
- 4) Improve the walkway from the Airport Business Park (Concorde Drive and Boeing Avenue) to the airport (Airport Road).
- 5) Provide an overhang to cover passenger loading/unloading zone.
- 6) Provide covered walkways to terminal (within airport grounds).
- 7) Install bicycle storage.

The projects could potentially be combined with larger construction projects and, as such, may be implemented in different order than listed. The proposed project to install sidewalk on Airport Road was added to HCAOG's Regional Transportation Plan (RTP), *VROOM*, in the 2017 update. The project is included in the project list (Table *Streets-4*) in the Complete Streets Element of *VROOM*.

PERFORMANCE MEASURES

After the airport manager and the advisory committee define the dominant policy issue(s) for the AGAIP and the corresponding intervention strategies, they will choose the parameters that will best measure and evaluate how well the strategy is doing. These parameters, or performance measures, evaluate the strategies and the system changes that the strategies are meant to induce.

The FHWA-FAA Guide presents an example of Logan International Airport, in Boston, where the policy issue was the environmental damage to communities located adjacent to the airport. The Boston planners wanted a policy and an intervention strategy to minimize the number of people who were driving through the neighborhoods to get to the airport. They focused on measuring the relationship between the primary mode choices and the actual number of vehicle trips using the roadways near the airport (i.e., average number of vehicle trips per passenger, VTTP).² The higher the VTTP is for a mode, the higher is airport-related congestion and air pollution. (For regions that do not have to examine a wide variety of policies to deal with congestion and air quality issues, the VTTP performance measure may require a more detailed level of analysis than is warranted.)

Table 2. Ground Access Vehicle Trips per Air Passenger Trip

MODE	VTTP*
Pick-Up/Drop-Off	1.29
Taxi	1.09
Parking	0.74
Rental Car	0.69
Door-to-Door Shuttle	0.33
Scheduled Bus	0.10
Rapid Transit	0.0

*Vehicle trips per air passenger

Source: FHWA-FAA 1996

The FHWA-FAA Guide summarizes Boston’s program thusly:

Table 2 shows that in the common pick up/drop off mode, 1.29 vehicle trips are generated for each one-way air passenger trip. For the drive/park mode, only 0.74 vehicle trips are generated per air passenger trip. Therefore, one intervention policy might be to encourage the pick-up/drop-off trip to become a drive alone/park trip. A vehicle with two persons—one of whom will then return home after dropping off the air passenger—is not considered to be more efficient than a vehicle with one passenger going directly to the parking garage. Table 2 shows that moving 100 passengers from drop-off mode to park-alone mode would decrease vehicle trips by 55. (Similarly, moving 100 passengers from taxi to door-to-door shuttle would decrease vehicle trips by 41.)

In this innovative evaluative method, any policy action that has the effect of moving the passenger to a lower ranking on the levels shown in Table 2 is considered to be positive, and vice-versa. For planning multimodal ground access, this method is exemplary in that it is modally blind and can be applied to a wide variety of possible policy interventions.

The policy implications of the data on Table 2 are extremely important; for the data shows that influencing modal choices within the auto mode must be part of comprehensive access strategy, in addition to the traditional study of shifting passengers from automobiles to transit.

Other performance measures, of course, can be used to evaluate the AGAIP’s policies and strategies. Parameters might include total travel time, cost and volumes for moving cargo and passengers, capacity versus demand, accidents, perceived quality and the average time to transfer people or freight from one mode to another. Table 3 shows examples from the FHWA-FAA Guide.

² Developed by Boston Central Transportation Planning staff based on information from a 1987 Air Passenger Survey. (FHWA-FAA 1996)

Table 3. Examples of Performance Evaluation Measures

Goals	Objectives	Performance Measures	Data Needed	Source of Data
Mode Split to Non-SOV* Modes	Increase balance of use across ground modes.	Percent of total airport users to shared ride services.		User surveys, as updated with mode-specific reports.
Existence of Choices for Ground Access	Have non-motorized and HOV* motorized options to airport.	Number and availability of ground access options, including pedestrian and bicycle facilities that connect to airport.	Inventory of existing facilities and services.	Site inventories, schedules, operating agreements, permits etc.
Accessibility	Minimize travel time.	Travel time to major destinations {This measure requires a method of calculating change in door-to-door times.}	Airport and state transportation facility information, population and employment data, regional transportation simulations.	State, regional, and local agencies.
	Optimize ADA access for ground transportation	Extent of ADA compliance	Airport compliance schedules	On-site inventory of compliance
Quality of ground service to airport.	Provide high quality ground access.	Headways, layover times, HOV vehicle cleanliness. Speeds and volume-to-capacity ratio (V/C) on transit, access roads, bikeways, walkways, parking lots. Structural condition, design standards.	Condition of access facility, perceptions and ratings from ridership/users.	Field examinations/inspections, performance audits, maintenance logs, user surveys. Traffic and ridership counts, capacity data.
Affordability/ Cost Minimization	Minimize social costs.	Subsidies and environmental costs.	Revenue recovery, quantified pollution costs.	FAA summaries including subsidies, environmental models.
	Minimize capital costs.	Meet short-term budgets. Meet long-term budgets (assumes long-range capital improvements, minimal/no backlog maintenance).	Cost/revenue balances (budgets), cost models, condition ratings.	Master plans, construction cost data; inventory.
Connectivity Between Modes	Promote easy transfer between modes.	Service availability between modes; time and distance of transfer between modes less than N minutes and N feet.	Layover times travel times	Schedules/timetables, facility and service specifications, plans, surveys.
Convenience	Make transit as convenient as possible.	Availability of remote intermodal ticketing and luggage support.	Existing ticketing choices.	Inventory of services.
Mobility	Make bus/airport shuttles competitive with autos.	Ratio of travel times.	Travel times and speeds, average time to transfer people or freight from one mode to another.	Travel time studies, schedules, surveys.
	Provide capacity for peak hour loads	Extent of vehicle queuing, and overall delay	Quantification of observed delay/back-up.	Carriers' logs of on-time performance
Reliability	Improve on-time performance at terminals	Percent of ground transport on-time departures.	On-time performance.	Carriers' internal logs.
Safety	Improve safety in motion connecting modes.	Accidents per passenger mile, community concerns.	Accident frequency and severity data, community perceptions/experiences.	Sheriff's/Police Depts. and FAA records, surveys, interviews.

*SOV=single occupancy vehicle; HOV=high occupancy vehicle.

Source: FHWA-FAA 1996.

ALTERNATIVES FOR IMPROVING AIRPORT GROUND ACCESS

AIRPORT CIRCULATION

The different transportation modes that serve multi-modal ground access are:

- Private automobile, motorcycle (drop-off/pick-up (kiss-n-ride), park-n-ride, short/long-term/employee parking, package drop-off, rental car)
- Pedestrian (abled and disabled)
- Public transit buses (local, express, intercity, tour, paratransit)
- Private shuttles, limousines, taxis
- Bicycles
- Delivery vehicles (packages, mail, freight, baggage)

When planning, designing, and managing a multi-modal ground access system, airport planners and managers consider the balance and circulation of modes to and around the airport. The components of airport land-side circulation include the following:

- Airport Roads
 - Primary airport access roads
 - Terminal area access roads
 - Recirculation roads
 - Terminal frontage roads
 - Service roads: General-use and restricted-use
- Public Transportation Areas
 - Bus stops
 - Bus Pullouts
 - Bus staging and parking areas
- Rental Car Areas
 - Parking area entrances and exits
 - Access road
- Terminal curb areas
 - Curb frontage
 - Sidewalk platforms
 - Terminal entranceways
 - Pedestrian crossings and walkways
- Public Parking Facilities
 - Short-term and long-term parking areas and/or structure
 - Parking lot entrances and exits
- Taxicab, Shuttle, and other commercial vehicles
 - Terminal curbside for pick-up and drop-off
 - Staging and parking areas
 - Storage (staging) and dispatching of taxi cabs,

MARKET SEGMENTATION

Air travelers can be segmented by purpose of their trip (e.g., business or non-business) and residency (e.g., resident of airport service area or visitor). The trip purpose will determine the importance of different ground access modes at a given airport. For example, airports that primarily serve tourists often have higher taxicab and rental car use than other airports. Residents are more likely to use a private automobile to get to and from the airport. Airport employees are an important market segment that accesses the airport by transit.

The FHWA-FAA Guide reports on five large airports in areas with mature transit systems:

Between 10 and 21 percent of employee trips to these airports use transit, and less than 10 percent arrive as auto passengers. Even though these airports are in metropolitan areas with the best transit systems in the country, over 70 percent of the airport employees drive to work. ... (T)hese data illustrate the importance of different modes for providing service to different market segments and the importance of market segmentation for airport access planning.

Below are excerpts of what the FHWA-FAA Guide suggests for improving airport ground transportation for:

- Access roads (off-airport, near-airport, and on-airport)
- Pedestrian and bicycle
- Public transit
- Automobile parking
- High occupancy vehicles (HOVs)
- Travel demand management (TDM)

ACCESS ROADS

When designing for multi-modal access, airport circulation designs should:

- Separate pedestrians and vehicular traffic.
- Establish pedestrian/bicycle networks.
- Establish bicycle travel ways, separated from auto and bus lanes whenever possible.
- Design pedestrian crossings with adequate sight distance, signing, and pavement markings to maximize safety.
- Minimize the number of at-grade crossing points. Especially where the number of conflicts between pedestrians and vehicles are expected to be high, consider grade-separated pedestrian walkways.

“Not to be overlooked when examining the regional context of airports are needs related to emergency vehicle access to and from airports. To ensure adequate emergency medical service response times, the highway segments that constitute the shortest routes between hospitals/major medical centers and the airport, as well as redundant routes, should be identified and considered for improvements. In addition, the shortest routes from existing and planned local fire and rescue stations that support the airport should be identified and reviewed. Potential highway capacity bottlenecks for these vehicles should be identified and mitigated through geometric or operational changes” (FHWA-FAA 1996).

PEDESTRIAN & BICYCLE

Virtually all trips include walking, so almost all airport users will be pedestrians for at least a leg of their journey. Bicycle travel will be used by airport passengers, employees, and visitors, too, although employees are presumably the most likely. Bicycle trips will also be combined with transit trips (e.g., a transit rider will bring his/her bicycle on the bus to the airport).

For airports, typical ground access enhancements include the following:

- Provide covered walkways from public parking lots to entrances of terminal buildings.
- Improve markings and lighting of pedestrian routes.

- Improve ADA access from parking to curbside to terminals.
- Install secured bicycle parking (short-term, long-term, covered, lockers).
- Improve pedestrian and bicycle trails and walkways, especially those that connect intermodal terminals.

PUBLIC TRANSIT

Multiple-stop routes serving the airport, because of frequency of stops and associated travel times, are usually less attractive to airport passengers and visitors than to airport employees. Public transit's "marketability," generally, is considered high for employees, medium for resident passengers, and low for non-resident passengers.

The FHWA-FAA Guide offers these ingredients for success:

- Express or semi-express service to major activity areas (e.g., central commercial area/business district, tourist centers, residential areas with high density of airport employees).
- Convenient schedule aligned with airport peak times (for air passengers and airport employees).
- Competitive fare (transit fares cost less than parking).
- Sheltered waiting areas for shuttle/bus stops.
- Good visibility of signs and markers denoting shuttle/bus stops.
- Passive and active security features (e.g., video or audio monitoring of platforms and station areas, well-lit corridors, visible elevators, roving security personnel).

HIGH OCCUPANCY VEHICLES (HOVs)

High occupancy vehicle services at airports are usually managed by the private sector. The most common HOV services are door-to-door shuttles (i.e. shared ride vans), courtesy vehicles, and charter buses. Large (international) airports will often manage HOV inter-terminal and parking shuttles.

The service and operational issues that should be considered when designing HOV services include:

- Maximize passenger comfort and convenience on vehicles (e.g., seating configuration and capacity, baggage storage space, the width and height of vehicle doors and steps, passenger shelter amenities, speed and reliability of service).
- Minimize the frequency of stops, necessary transfers, and dwell times.
- Reserve curb space for boarding/de-boarding at convenient, visible locations.
- Develop desired performance measures (e.g., passengers per hour, vehicles per hour, minimum headway).
- Establish operating procedures, including information regarding passenger pickup and drop-off, driver and vehicle requirements, and staging areas.
- Consider the needs of disabled passengers in the provision of services (e.g., lift-equipped vehicles, audio information systems or driver announcements of stops, color and size of passenger wayfinding signs and symbols).
- Identify fare collection methods and procedures that minimize passenger delay.

Good wayfinding systems include:

- Clear signage and graphics, posted in highly visible locations at frequent intervals throughout the terminal to facilitate passenger wayfinding.
- Information describing fares, schedules, and best routes to popular destinations.
- Pathways that allow passengers to identify their destination and minimize their reliance on signs.
- Staffed information booths to supplement available signs and computerized terminals.

AUTOMOBILE PARKING

Generally speaking, options for improving airport parking conditions include the following:

- Reallocate space to match parking demand (air passenger, visitor, employee, rental car company).
- Modify parking operations or rates.
- Increase parking capacity by redesigning and/or constructing facilities.

Airport parking can be allocated for different users (e.g., employees, air passengers, rental cars), different parking durations (e.g. long term, short term), or different levels of service (e.g., self-park, valet). Sometimes an airport will have enough total spaces, but too much is allocated to one user group and not enough to the other. For example, if the airport needs more long-term public parking, more spaces could be created by moving employee lots or converting them to long-term/remote parking lots.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

Transportation demand management measures are designed to reduce the number of vehicle trips made, by shifting trips to higher-occupancy modes. Employees and travelers are the two major travel markets that access an airport, and each group demands different travel times and peak volume capacities. “A study of California airports estimated that 40 percent of all vehicle trips to the airport and 20 percent of all airport-related vehicle miles traveled (VMT) are by employees,” says the FHWA-FAA Guide. “These estimates are probably transferrable to airports nationwide...” Most TDM measures are designed to encourage employees to use HOVs.

The FHWA-FAA Guide also remarks that,

Having a TDM program successfully reduce air passenger ground access trips is considerably more difficult than for employee trips. Air passengers are concerned about getting to and from the airport as quickly, conveniently and reliably as possible. Air passenger traveling on business, in particular, are often less price-sensitive to the cost of the access trip, including parking charges, and are willing to pay for the convenience of taking a taxi or parking at an airport. However, experience with work travelers has shown that if the cost of driving alone is increased and quality alternatives are provided, passengers making business and pleasure trips will be more likely to shift to higher occupancy modes.

Some typical TDM strategies, described more below and in Table 4, include:

- Managing High Occupancy Vehicles (HOV)
- Financial incentives

- Information and marketing
- Parking management
- Airport access fees and circulation control

Managing HOVs

Employers can support vanpooling by:

- Providing ride-matching assistance
- Buying or leasing vans for employees use
- Subsidizing employee ownership or lease
- Subsidizing vanpools or riders by paying operational expenses and parking costs
- Insuring vans
- Maintaining and/or fueling vehicles

Financial Incentives

Employers can offer positive economic incentives to shift SOV drivers to ridesharing. Employees who use car/vanpools, transit, bicycles, or other alternatives to driving alone, can be enticed and rewarded with direct and indirect financial incentives. Rideshare subsidies, for example, pay employees either a pre-set amount, a reimbursement for actual travel costs, or pre-paid transit passes or coupons. Indirect financial incentives are measurable benefits with monetary, but non-cash, value. Examples of indirect financial incentives are: use of fleet vehicles for ridesharing; subsidized fuel or maintenance (provided on-site or with vouchers accepted at local gas stations); extra vacation time accumulated; “catalog points” awarded for ridesharing and redeemable for merchandise; free or discounted equipment (e.g., walking shoes, bicycles, etc.).

Parking Management Program

Perhaps the most effective TDM measure for airports is managing parking. Higher charges for airport parking will encourage employees and some passengers to look for alternatives to driving their automobile to the airport. However, there is a risk that higher parking prices will increase the drop-off of passengers, increasing airport-related congestion and air pollution.

See Table 4, below, for TDM strategies.

Table 4. TDM Strategies for Airport Ground Access

TDM Strategies	Characteristics	Market Segment				
		Employee	Visitors/ Tourists	Local Residents	Airport Visitors	Meeter/ Greeter
Parking Prices/ Fees	Parking rates can change based on modes or time of day.	X	X	X	X	X
Reduce Parking Supply	Limit amount of parking available.	X	X	X	X	X
Employer-Sponsored Ride-Matching Program	Program matches employees who want to use commute alternatives.	X				
Preferential Parking for Ride Sharing	Reserved parking spaces near entrance to building/work site for employees who rideshare.	X				
Guaranteed Ride Home	Commuters using a high-occupancy mode get free or subsidized emergency transportation, generally by taxi or rental car, for the trip home.	X	X	X		X
Information, Marketing, and Promotions	Post information via kiosks, bulletin boards, posters, flyers, website. Contests, prize drawings, rideshare fairs, commuter and bike clubs.	X	X	X	X	X
Transportation Coordinator	Offers individual trip planning assistance, and actively encourages HOV modes through marketing and information.	X	X	X	X	

Source: FHWA-FAA 1996.

SOURCE MATERIAL

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Appendix C

Humboldt County Association of Governments

**Addendum #3 to the Final Environmental Impact Report
prepared for the
Humboldt Regional Transportation Plan
(SCH# 2013102063)**

*Regional Transportation Plan Update 2026
Variety in Rural Options of Mobility
VROOM ☀️2026-2046*



January 2026

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INTRODUCTION

All counties in California have a transportation planning agency, officially designated as either a metropolitan planning organization (MPO) or a Regional Transportation Planning Agency (RTPA), based on the county's population. Humboldt County Association of Governments (HCAOG) is Humboldt County's designated RTPA; it is governed, per a joint powers agreement, by the seven incorporated cities and the County of Humboldt.

An RTPA has five core functions (California Transportation Commission, 2024):

1. Maintain a setting for regional decision-making;
2. Prepare an Overall Work Program (OWP);
3. Involve the public in this decision-making;
4. Prepare an Regional Transportation Plan (RTP); and,
5. Develop a Regional Transportation Improvement Program (RTIP) and a list of federally funded or regionally significant projects for inclusion in the FSTIP

HCAOG's RTP, *Variety in Rural Options of Mobility* ("VROOM"), provides a vision and goals for regional transportation investments, integrated with land use strategies, for a 20-year planning horizon. *VROOM 2026-2046* (also called RTP 2026 in this document) updates the previous HCAOG adopted RTPs including in 2013-2014, 2017, and 2021-2022. *VROOM 2026-2046* continues the vision of *VROOM 2022-2042* in addressing the interconnected issues of climate change, land use, safety, and equity in a way that is both tailored to Humboldt County and consistent with the targets set at the state and federal levels. The transportation vision in *VROOM 2026-2046* was crafted in partnership with the community and includes plans to reduce vehicle pollution, promote the development of housing and jobs in walkable neighborhoods near transit, build out a complete network of bike and pedestrian paths, all while maintaining and maximizing the potential of existing transportation investments.

In conjunction with the 2014 RTP update, HCAOG certified the Final Environmental Impact Report (EIR) in July 2014 (State Clearinghouse #2013102063). Two subsequent Addendums were prepared and adopted per the California Environmental Quality Act (CEQA). The 2017 RTP Update and Addendum #1 was prepared and adopted in November 2017 (HCAOG Resolution 17-17) and the 2021 RTP Update and Addendum #2 was prepared and adopted in January 2022 (HCAOG Resolution 22-03). HCAOG has assessed the potential environmental impacts of the 2026 update and has documented the assessment and findings in this Addendum #3 to the Final EIR, per CEQA Guidelines.

PURPOSE OF AN ADDENDUM TO A CERTIFIED EIR

WHEN EIR ADDENDA APPLY

HCAOG is the Lead Agency for adopting the Humboldt County RTP. When a Lead Agency has certified an EIR for a project (or plan) and subsequently the circumstances of the proposed project change, CEQA Guidelines specify when the Lead Agency shall prepare a "subsequent" EIR or an "addendum" to the EIR. Briefly stated, an addendum is appropriate where the changes to the project or plan do not pose a

Section 15162: Subsequent EIRs and Negative Declarations

The CEQA Guidelines Section 15162 states that when an EIR has been certified for a project, no subsequent EIR shall be prepared for that project unless the Lead Agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR or Negative Declaration;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

substantial change to the environmental impacts as analyzed in the previously certified EIR. (Or, more technically, an addendum may be prepared “when a certified EIR has been prepared and some changes or revisions to the project are proposed, or the circumstances surrounding the project have changed, but none of the changes or revisions would result in significant new or substantially more severe environmental impacts” (AEP 2021).)

A subsequent EIR is required, per CEQA Guidelines Section 15162, if changes to the proposed project or project setting would potentially cause “significant environmental effects or a substantial increase in the severity of previously identified significant effects” that were not addressed in the EIR that the Lead Agency certified. (See sidebar for full text of Section 15162.)

If project (or plan) changes will not result in any new or substantially more severe significant effects than were identified in the certified EIR, then, per CEQA Guidelines Section 15164, the Lead Agency or responsible agency shall prepare an addendum to a previously certified EIR. Section 15164 also allows that: “(c) An addendum need not be circulated for public review but can be included in or attached to the Final EIR,” and “(d) The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project” (or plan).

PURPOSE OF THE RTP EIR ADDENDUM

The purpose of this Addendum #3 is to update the *Humboldt Regional Transportation Plan 2013/14 Update – Final Environmental Impact Report* (FEIR; State Clearinghouse #2013102063), *2017 Addendum*, and *2022 Addendum*, based on changes proposed in the 2026 RTP update. This Addendum to the FEIR evaluates the environmental impacts that could result from minor changes in the RTP update’s proposed policies and action plans (or project lists).

The FEIR’s sections were reviewed and updated as appropriate to confirm that no new impacts would occur as a result of implementation of the Regional Transportation Plan, as described in this Addendum.

Conditions of the regional transportation system have not changed substantially since the FEIR was adopted; likewise, the RTP 2026 update proposes policies and actions within the scope and intent as that envisioned in the FEIR. This update increases emphasis on transportation's role in addressing issues of climate change, housing, safety, and equity and establishes greenhouse gas emissions-reduction targets and performance measures into the elements. The proposed RTP update will not result in more significant impacts; neither changes to nor new mitigation measures are required.

The proposed plan, as updated, (1) is not anticipated to result in new significant impacts or a substantial increase in the severity of previously identified significant effects; and (2) would not require major revisions to the previously certified FEIR; therefore, impacts are deemed consistent with those in the FEIR. None of the conditions of Section 15162 have occurred (see sidebar), which would have compelled preparing a subsequent EIR; therefore, this 2026 Addendum to the certified FEIR is consistent with CEQA Guidelines Sections 15162 and 15164.

FINAL EIR & RTP BACKGROUND

PROGRAM FEIR BACKGROUND

HCAOG is updating the 20-year Regional Transportation Plan, *VROOM*, to comply with its four-year update cycle. HCAOG's last RTP update was prepared in 2021-2022. Before adopting the 2021 Update in January 2022, the HCAOG Board adopted an Addendum to the Final Program EIR (State Clearinghouse #2013102063) in January 2022 (HCAOG Resolution 22-03).

For the initial environmental review in 2013-14, HCAOG staff prepared an Initial Study to determine which environmental factors required further analysis in an EIR. The Initial Study (Appendix A of the FEIR), determined that the RTP 2014 would have a less-than-significant adverse impact (or less-than-significant when the identified mitigation measures were incorporated with implementation) on these environmental topics, which therefore did not warrant further analysis in an EIR:

- Aesthetics
- Agricultural Resources
- Cultural Resources
- Hazards and Hazardous Materials
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems

After conducting the Initial Study, HCAOG analyzed these environmental topics in an EIR:

- Air Quality
- Biological Resources
- Environmental Justice
- Geology and Soils
- Greenhouse Gas Emissions
- Hydrology and Water Quality

- Noise
- Transportation/Circulation
- Growth-Inducing Impacts and Irreversible Effects

Similar to the FEIR, the 2017 Addendum (#1) provided additional information on and assessed potential impacts to the following environmental topics:

- Air Quality
- Biological Resources
- Greenhouse Gas Emissions/Climate Change
- Transportation & Circulation
- Long-Term Effects

The 2017 Addendum does not assess Environmental Justice, Geology and Soils, Hydrology and Water Quality, and Noise as there was neither additional information nor substantial changes to project details affecting those topic areas. The 2017 Addendum found that the policies and projects included in the 2017 RTP update were consistent with the original intent of the FEIR and did not induce impacts that were more significant or required additional mitigation measures than what was included in the original FEIR.

The 2022 Addendum (#2) further provided additional information on and assessed potential impacts to the following environmental topics:

- Biological Resources
- Energy
- Greenhouse Gas Emission/Climate Change
- Transportation & Circulation
- Tribal Cultural Resources
- Wildfire
- Long-Term Effects

The 2022 Addendum does not assess Air quality, Environmental Justice, Geology and Soils, Hydrology and Water Quality, Noise, or Irreversible Effects as there was neither additional information nor substantial changes to project details affecting those topic areas. The 2022 Addendum found that the policies and projects included in the 2022 RTP update were consistent with the original intent of the FEIR and did not induce impacts that were more significant or required additional mitigation measures than what was included in the original FEIR.

Program EIR: Tiered Environmental Assessments

Program EIRs serve as part of the “tiering” approach for CEQA analysis. Program EIRs readily apply to RTPs because RTPs are largely policy documents, and the proposed projects listed within are mostly conceptual and will almost always go through additional project-level environmental review. The 2014 FEIR explains its function and potential use as a Program EIR; we reproduce part of that explanation below, revised for the proposed RTP update:

Analysis of site-specific impacts of individual projects is not the intended use of a program EIR. Many specific projects in the RTP 2026 update are not currently defined to the level that would allow for such an analysis. Individual, specific environmental analysis of each project will be undertaken as necessary by the appropriate implementing agency prior to each project being considered for approval at the local level. This program EIR serves as a first-tier environmental

document under CEQA supporting second-tier environmental documents for transportation projects developed during the engineering design process.

Project sponsors implementing transportation projects would undertake future environmental review for projects in the proposed RTP 2026 update. These sponsor (or implementing) agencies would include the cities within Humboldt County as well as Humboldt County, Tribes, Caltrans, and public transit agencies. In sponsoring individual projects, implementing agencies may choose to take advantage of the streamlining benefits of the Program EIR, or to engage in their own environmental review without use or reference to the Program EIR. If they so choose, these agencies would be able to prepare subsequent environmental documents that incorporate by reference the appropriate information from the Program EIR regarding secondary effects, cumulative impacts, broad alternatives, and other relevant factors. If the lead agency finds that implementation of a later activity would have no new effects and that no new mitigation measures would be required, that activity would require no additional CEQA review. Where subsequent environmental review is required, such review would focus on project-specific significant effects (and if necessary project-specific mitigation measures) specific to the project, or its site, that have not been considered in this program EIR (FEIR page 1-7).

The FEIR, 2017 Addendum, 2022 Addendum, and 2026 Addendum include a programmatic review of the Action Plans of each RTP Element, assessing—at the programmatic level—the environmental impacts of projects listed in the RTP. This Addendum reviews only those projects that are newly proposed in the 2026 update; it does not duplicate the FEIR’s, 2017 Addendum’s, or 2021 Addendum’s review. As discussed earlier, the Program FEIR’s and Addendum’s level of analysis is consistent with the conceptual level of the projects in the RTP.

The FEIR programmatically reviewed all projects and policies, some of which could have significant impacts, and identified relevant mitigation measures that could be used by local agencies to mitigate impacts to a less-than-significant level. When the respective implementing agencies move forward on their individual projects (e.g., through actual project design), they will undertake analyzing the potential environmental impacts of each project individually and specifically, as applicable, in order for their own agency’s decision-making body to consider approving the project.

PROJECT DESCRIPTION: *REGIONAL TRANSPORTATION PLAN 2026 UPDATE*

The proposed project is the update of the Regional Transportation Plan (RTP) for Humboldt County, referred to as “VROOM 2026-2046” (for *Variety in Rural Options of Mobility*). The RTP 2026 update serves the same purpose as the previous RTPs for Humboldt County¹ in that (1) it is a long-range planning and programming document aimed at achieving a coordinated and balanced regional transportation system, and (2) HCAOG developed the RTP 2026 consistent with current RTP guidelines (CTC 2024) and pursuant to applicable State and federal laws (Government Code §65080 et seq. of Chapter 2.5, federal legislation; U.S. Code, Title 23, §134 and §135 et seq.). HCAOG adopted the last RTP in January 2022 (also called *VROOM*).

The Humboldt regional transportation system includes, but is not limited to, transportation network components of the highways, streets, and roadways; public transportation; active transportation including bicycle and pedestrian modes; commuter trails (i.e. as used for transportation); goods movement (ground, air, and marine); aviation facilities, and tribal transportation facilities. VROOM covers

¹ 1998-00, 2000-02, 2002-04 and 2004-06, 2008, 2014, 2017, and 2021.

these modes in distinct elements (chapters) that identify goals, objectives, and policies; assesses needs, and proposes an action plan (short-term and long-term projects). VROOM also covers provisions for land use and transportation connections, emergency transportation coordination, greenhouse gas emissions and related climate-change and sea-level rise impacts, and includes a Tribal Transportation Element, which was prepared in collaboration with the Tribal representatives who are members of the Technical Advisory Committee (TAC). VROOM includes the required Financial Element, which identifies revenue sources (local, state, and federal funding), and projected costs and revenues, noting any projected funding deficits under both constrained and unconstrained project scenarios. In 2021, the Renewing Our Communities chapter was added to describe how transportation investment and policy choices affect community health, safety, equity, land use patterns and climate outcomes. This element grounds the RTP's transportation strategies in community values and lives experience by providing demographic information, regional context, policy framework, and performance targets that guide how the transportation system should evolve to better support resilient, inclusive, and livable communities.

The overall goal and main objectives as described in the 2014 FEIR follows:

The plan's overall goal is for Humboldt County to have a comprehensive, coordinated and balanced multi-modal transportation system, so that people in the region can travel and move goods safely and efficiently by the modes that best suit the individual and society at large. HCAOG's overall objective is to program all funds based on multi-modal transportation goals and objectives, and needs and priorities as established in the Regional Transportation Plan. HCAOG decides how to program transportation funds based on multi-modal goals and objectives, and needs and priorities as established in the RTP. The RTP's policies and proposed projects pursue six main objectives/planning priorities (in alphabetical order), which the RTP applies to each mode:

- Balanced Mode Share/Complete Streets
- Economic Vitality
- Efficient & Viable Transportation System
- Environmental Stewardship
- Equitable & Sustainable Use of Resources
- Safety

The *VROOM 2026-2046* overall goal and objectives remain the same from the 2021 Update (HCAOG 2026):

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, balance 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.

- 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, reducing traffic congestion, and using Intelligent Transportation System (ITS) management (e.g. Greater Eureka Area 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.

2026 Updates

The *VROOM 2026-2046* update focuses on refreshing information that is out of date and does not introduce new elements. The major changes to the 2026 Update consist of additional details pointing to changes to policies or projects, particularly updated demographics data and community feedback in the “Renewing Our Communities” element. Many revisions were from staff recommendations or from guidance from the TAC and Social Services Technical Advisory Council (SSTAC). *VROOM 2026-2046* new/updated policies and projects are summarized/listed below.

1. Introduction

- Emphasized continuity with VROOM 2022; highlighting traffic safety and maintenance of existing infrastructure.
- Updated section on HCAOG accomplishments since the last RTP and completed local and regional projects.
- Minor updates to consistency with other plans, including reference to Humboldt County Climate Action Plan.

2. Renewing Our Communities

- Updated demographic data tables and discussion.

- Summary of results from public outreach/engagement program.
- Safe and Sustainable Targets (SST) are refined in this RTP to be more efficient in tracking and aligned with other key objectives.

Summary of Updates to Table Renew-3 Safe and Sustainable Transportation Targets²

Performance Measure	Regional Target(s)
Percent Mode Shift	<p>Addition of recommended metrics to quantify mode shift.</p> <p>~ # of transit boardings and trips</p> <p>~ non-motorized user counts on critical commuter pathways (i.e. Humboldt Bay trail)</p>
Zero-Emission Vehicle Infrastructure	<ul style="list-style-type: none"> • Removal of targets that have been completed: ZEV (i) and (ii). • Extension of timelines for ZEV infrastructure charging goal ZEV (iii) Fueling Infrastructure: <ul style="list-style-type: none"> • By 202530, install a total of 1,394 <u>2,941</u> public chargers, including 42 <u>124</u> DC Fast Chargers (DCFC). • By 203035, install a total of 3,560 <u>7,399</u> EVCS of which 127 <u>349</u> are DCFC... <p>(Updated)</p>
Percentage of Zero-Emission School Buses & Public Fleet Vehicles	<ul style="list-style-type: none"> • Removal of school buses from ZEV transition. • Revision of fleet transition goals to reflect consistency with 1) HTA current fleet transition plans and 2) the California Clean Fleets Rule.
Efficiency & Practicality in Locating New Housing	<ul style="list-style-type: none"> • Removal of completed target: Efficiency in New Housing (ii). iv) Starting by 2022, new housing <u>development patterns</u> contribute to a countywide reduction in per capita VMT from cars. (Updated) v) By 2023/24<u>27/28</u>, all jurisdictions have adopted GP/zoning incentives for building in “highly connected” areas and for other climate-friendly housing-development. (Updated)
Active Transportation Education	<ul style="list-style-type: none"> • Removed per TAC recommendation.
Invest in Complete Streets	<ul style="list-style-type: none"> • Extended deadline and added complete streets to discretionary funding goal. i) Increase by 10% by 202328, and by 25% by 202832, regional discretionary funding set aside for permanent infrastructure, pop-ups, pilots, or other projects for <u>complete streets</u> or active transportation projects. (Updated)

3. Global Climate Change

- Updated synopsis of global climate change impacts.
- Updates to IPCC findings; state reports such as Statewide Climate Adaptation 2024; and countywide greenhouse gas emissions.

² RTP 2026 Update, Chapter 2 – Renewing Our Communities: Table Renew-3 Safe and Sustainable Transportation Targets.

4. Tribal Transportation

- Removed Policy Tribal-2 because state legislation (Ramos 2023) addressed the issue of waiving sovereign immunity in transportation contracts.

5. Emergency Transportation

- Revised narrative to recommend caution pursuing voluntary disaster registries based on state OES guidance.
- Revised proposed project to be more actionable with regard to planning output. Concept is to partner with emergency planners to lead emergency evacuation planning for access and functional need (AFN) population, primarily through the SSTAC.

6. Land Use - Transportation

- Updated with new regional housing need determination and allocation methodology.
- Removed background on California housing legislation, as housing laws are too numerous and frequent to be tracked within the RTP.

7. Complete Streets and Connected Communities

- Table *Streets-4* Complete Streets Projects – added 30% costs for projects being carried over. See Table 1 below for new complete streets projects
- Completed projects were highlighted.
- Referenced the 2024 Complete Streets Bill which added transparency and accountability to how Caltrans implements its own Complete Street policy, including an increased focus on transit.

POLICY STREETS-2

- ~~**Humboldt Bay Trail Regional trail maintenance:** HCAOG recognizes the Humboldt Bay Trail, and planned and envisioned extensions, as a regional priority multi-use trail, and supports multi-jurisdictional, public, and private efforts to develop and maintain it the regional trail network.~~ Humboldt Bay Trail Regional trail maintenance: HCAOG recognizes the Humboldt Bay Trail, and planned and envisioned extensions, as a regional priority multi-use trail, and supports multi-jurisdictional, public, and private efforts to develop and maintain it the regional trail network. *(Update)*

8. Commuter Trails

- Updates to trail work including completion of Humboldt Bay Trail.
- Added Samoa to Arcata trail along Great Redwood Trail Agency to Table Trails-1

9. Public Transportation

- Added major transit stops (in addition to those previously added by resolution to the RTP in 2024).
- Removed out of date information and historic background information.
- Added information on new transit systems (RCX, microtransit).
- Updated planning references, needs, and TDP recommended projects.
- Small addition to policy Transit-4 to acknowledge the role of the SSTAC in administration of Measure O transit funds.

POLICY TRANSIT-4 Local funding for expansion

- HCAOG will help develop local funding sources to afford expanding service to meet demand and through its committees provide a forum to advise on the use of local funds for transit. *(Update)*

POLICY TRANSIT-9 Zero-emission fleets

- 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 as well as operational funding for increased fueling costs. (Update)

10. Aviation System

- Updated projects that have been completed.

11. Goods Movement

- Minor updates.

12. Financial

- Incorporated Infrastructure Investment and Jobs Act (IIJA) legislation into federal highway section.
- Added Measure O revenue to tables.
- Adjusted assumption of inflation costs from 2% to 2.5%.
- Edits to Complete Streets finances to reflect current program funding.
- Pending final updates to Complete Streets funding tallies.
- Addition of new transit funding like TIRCP and SB125.
- Minor adjustments to Goods Movement and Aviation financing.
- Proposed change in policy: removed project to complete a funding consistency analysis, and instead added policy for “Grant Leveraging with Discretionary Funds” (page 12-16)

POLICY FINANCE- 1 Grant Leveraging with Discretionary Funds

- HCAOG recognizes the importance of grant funding to deliver the transportation goals of the RTP. HCAOG will seek to set aside funds in future discretionary funding cycles (i.e. the STIP) to be used for leveraging grant funds for each agency’s priority project, as designated by the agency in the most recent version of the RTP. HCAOG staff will create a process recommended by the TAC and approved by the HCAOG Board to enact said policy. (Update)

Projects

The RTP 2026 Update’s proposed regional projects that are new from the RTP 2013/14 Update, 2017 Update, and 2022 Update are listed below in the following table:

Table *Projects-1* lists new regional projects for highways, streets, and roads (for driving, bicycling, and walking modes) that are proposed in the Complete Streets Element.

Table *Projects-2* lists updated regional projects for regional emergency transportation that are proposed in the Emergency Transportation Element.

There are no new projects proposed for the Action Plans of the Global Climate Change Element, Tribal Transportation Element, Commuter Trails Element, Public Transportation Element, Aviation System Element, or Goods Movement Element. Further, as noted previously and in the 2014 FEIR (Section 2.0), the Program EIR analysis does not apply to projects for which funding is not programmed through HCAOG, including Caltrans or Harbor District related projects.

Table *Projects-1* New Complete Streets Projects Proposed in the 2026 RTP Update

Jurisdiction	Location	Project Description
Arcata	US 101, US 255 and US 299	Reconnect Arcata Project - this is divided by three major highways US 101, US 255 and US 299.

Jurisdiction	Location	Project Description
Arcata	Alliance Road from 12th Street to Foster Avenue	Rehabilitation, pedestrian-bicycle, traffic calming improvement
Blue Lake	G Street, from First Avenue to Second Avenue	Rehab and reconstruct with pedestrian improvements and traffic calming elements
Blue Lake	2nd Avenue Pedestrian Bridge Replacement (G street – H Street)	Replacement of existing pedestrian bridge
County	Hiller Road / Hwy 101	On and off ramp
Eureka	Washington/8th Street from Broadway to P Street	Bike Boulevard, traffic circles, pedestrian improvements, road rehabilitation
Eureka	Russ Street, Dolbeer, T Street	Shared-use path bicycle/pedestrian suspended bridge
Eureka	M Street Bike Boulevard	Bike Boulevard, traffic circles, pedestrian improvements and road rehab and pedestrian improvements
Eureka	Hawthorn/Humboldt	Bike Boulevard, traffic circles, pedestrian improvements and road rehab
Eureka	3rd Street	Bike Boulevard, traffic circles, pedestrian improvements and road rehab
Eureka	Henderson Street and Harris Street	Road rehabilitation, ADA, bicycle facility, bike lane enhancements
Eureka	Russ Street, P Street, Hodgson Street, Glatt Street	Bike Boulevard, pedestrian improvements, traffic circle and road rehab
Eureka	1st Street – C Street to J Street	Class I trail
Eureka	Myrtle and West	Pedestrian and bicycle infrastructure improvement, traffic circle
Ferndale	Francis Street - Ocean Avenue to Ferndale Public Works Building	Roadway rehabilitation
Ferndale	Berding Street - Herbert Street to Eugene	Roadway rehabilitation
Ferndale	Shaw Ave., Main Street to Berding Street	Roadway rehabilitation and reconstruction, sidewalk improvements, including ADA
Ferndale	Francis Street, Between Francis Creek & Eugene Street	Roadway rehabilitation, sidewalk improvements, including ADA
Ferndale	Ocean Ave., from Main St. to just beyond Portuguese Hall	Roadway rehabilitation and ADA improvements
Ferndale	Intersection 5th Street at Ocean Ave.	Roadway rehabilitation
Ferndale	Rose Ave., McKinley Ave. to City Boundary	Roadway rehabilitation
Ferndale	Van Ness Ave at Main Street	Roadway rehabilitation
Rio Dell	Bellevue Avenue, Davis Street	Improve sidewalk, ADA crossings and curb ramps, and crosswalks.
Trinidad	Scenic Drive	Rehabilitation
Trinidad	Edwards Street – Galindo Street to Hector Street	Sidewalks, driveways and curb ramps
Trinidad	US 101 – Main Street Interchange	Intersection improvements

Table *Projects-2* Updated Regional Projects for Regional Emergency Transportation Proposed in the 2026 RTP Update

Agency	Location	Project Description
HCAOG, SSTAC, in coordination	Countywide	Take a lead coordinating role to develop and adopt a regional evacuation coordination framework consistent with existing regional and state emergency operations plans and practices. The framework would clarify roles and

Agency	Location	Project Description
with Humboldt OES, HTA, Caltrans D1, and local/tribal partners		formalize agreements between transit/paratransit providers, emergency management, and human-services agencies. It will establish standard operating procedures for information-sharing between EOCs and transit dispatch centers, set policies for meeting evacuation transportation needs for the Access and Functional Needs population, and implement training exercises. The Plan should aim to be adopted as an AFN Annex to the County EOP.

IMPACTS ASSESSMENT

As summarized above, the 2026 RTP Update focused on improving technical accuracy, policy clarity, implementation feasibility, and consistency with current state guidance, funding programs, and local and regional planning efforts. New data included updated demographics, public outreach results, revised financial assumptions, and Humboldt RCAP information. Other changes include refined Safe and Sustainable Targets in the Renewing Our Communities chapter, updated climate change language and data, revised policies (for tribal, emergency, land use, transit, and complete streets elements), incorporation of new legislation, funding programs, and completed projects. The RTP 2026 Update builds on the 2021 Update’s emphasis on transportation’s role in addressing issues of climate change, housing, safety, and equity and establishes greenhouse gas emissions-reduction targets and performance measures into the elements. The Action Plans consist of project lists provided by each HCAOG member entity and Technical Advisory Committee members and the Humboldt Bay Harbor, Recreation & Conservation District. The project lists are similar to those in the 2017 and 2021 RTP and, project lists for some jurisdictions did not change at all. The proposed projects and funding cover the same transportation modes as in the previous RTP.

This Addendum to the FEIR assesses potential impacts based on the incremental change due to the new policies and projects proposed in the 2026 Update compared to the policies and projects proposed in the 2014 RTP that were already analyzed in the FEIR, the 2017 Update that were analyzed in the 2017 Addendum, as well as to the 2021 Update that were analyzed in the 2022 Addendum.

For the proposed project, the RTP 2026 Update, the existing analysis contained in the FEIR environmental checklist (Appendix A of the FEIR) continues to adequately address the environmental factors for these ten environmental factors: **aesthetics, agricultural resources, cultural resources, hazards and hazardous materials, land use and planning, mineral resources, population and housing, public services, recreation, and utilities and service systems**. As discussed in the FEIR, the HCAOG Board determined that the RTP posed either no adverse impact, a less-than-significant adverse environmental impact, or a potentially significant environmental impact that was reduced to less-than-significant when the identified mitigation measures were incorporated with implementation.

Because the minor changes in the proposed RTP 2026 Update:

- 1) have not changed the nature or scale of the Regional Transportation Plan;
- 2) will not result in new or substantially more severe significant environmental effects; and
- 3) are not proposed under environmental conditions or circumstances substantially changed from those analyzed and addressed in the FEIR;

no additional analysis or discussion of these topics is required. The determinations for these environmental factors is the same as concluded in the FEIR: With the FEIR mitigation and monitoring

program incorporated, the proposed RTP 2026 Update will have a less-than-significant adverse environmental impact in these ten environmental factors.

The FEIR analyzes the environmental factors for air quality, biological resources, environmental justice, geology and soils, greenhouse gas emissions, hydrology and water quality, noise, and transportation/circulation, plus growth-inducing impacts and irreversible effects. Since the FEIR was certified in 2014, and the RTP subsequently adopted, there has been no substantial evidence that substantial changes have occurred to these baseline environmental conditions either on or near the proposed project sites. Some changes, of course, have occurred; for example, the State legislature has passed new related laws, and HCAOG members have adopted new plans. However, because these changes do not directly affect either the program-level environmental analysis and/or do not apply to the local or regional level, the changes are deemed “minor” as they relate to comparing conditions now to conditions discussed in the 2014 FEIR, 2017 Addendum, and 2021 Addendum. Additionally, changes and additions identified in the 2026 RTP Update would not result in new or substantially increased impacts and fall within the range, severity, magnitude, duration, geographic scope, and programmatic nature of impacts already identified in the previously certified FEIR. No substantial physical impacts to the environment beyond those already anticipated and documented in the FEIR are anticipated to result from the changes and additions identified the 2026 Update.

Because the nature and scope of the projects proposed in the RTP 2026 update has not significantly changed from the 2014 Update, and because the conditions discussed in the 2014 FEIR have not substantially changed for **environmental justice, geology and soils, hydrology and water quality, noise, or irreversible effects**, no further environmental assessment is required. Likewise, there is no substantial evidence of substantial changes to **air quality, biological resources, energy, greenhouse gas emission and climate change, tribal cultural resources, transportation/circulation, wildfire, or long-term effects**, but below we summarize pertinent updates that have occurred in the past four years in order to reflect current conditions including changes to local, state, and federal regulations, and changes to environmental data.

AIR QUALITY

The proposed changes to the RTP 2026 Update are not expected to result in any new or substantial increases in the severity of impacts to air quality beyond those already identified in the previously certified FEIR. Humboldt County is within the North Coast Air Basin and falls under the management of the North Coast Unified Air Quality Management District (NCUAQMD). NCUAQMD is listed as ‘attainment’ or ‘unclassified’ for all the federal and State ambient air quality standards except for the State 24-hour standard for PM10. There is one revision to the Current Federal and State Ambient Air Quality Standards FEIR table since the 2017 Addendum, as shown below.

Table Air-1 Current Federal and State Ambient Air Quality Standards*

Pollutant	Federal Standard*	California Standard*
Ozone	0.070 ppm (8-hr avg)	0.09 ppm (1-hr avg) 0.07 ppm (8-hr avg)
Carbon Monoxide	35.0 ppm (1-hr avg) 9.0 ppm (8-hr avg)	20.0 ppm (1-hr avg) 9.0 ppm (8-hr avg)
Nitrogen Dioxide	0.10 ppm (1-hr avg) 0.053 ppm (annual avg)	0.18 ppm (1-hr avg) 0.030 ppm (annual avg)
Sulfur Dioxide	0.075 ppm (1-hr avg)	0.25 ppm (1-hr avg)

	0.14 ppm (24-hr avg)	0.04 ppm (24-hr avg)
Lead	0.15 $\mu\text{g}/\text{m}^3$ (rolling 3-month avg)	<u>1.5 $\mu\text{g}/\text{m}^3$ (30-day avg)</u>
Particulate Matter (PM10)	150 $\mu\text{g}/\text{m}^3$ (24-hr avg)	50 $\mu\text{g}/\text{m}^3$ (24-hr avg) 20 $\mu\text{g}/\text{m}^3$ (annual avg)
Particulate Matter (PM2.5)	35 $\mu\text{g}/\text{m}^3$ (24-hr avg) 12 $\mu\text{g}/\text{m}^3$ (annual avg)	12 $\mu\text{g}/\text{m}^3$ (annual avg) <u>9 $\mu\text{g}/\text{m}^3$ (annual avg)</u>

*Strike-outs and underlined text show updates to the original table (2014 FEIR) and Addendums.

ppm= parts per million, $\mu\text{g}/\text{m}^3$ = micrograms per cubic meter

Source: California Air Resources Board (7/16/24), https://ww2.arb.ca.gov/sites/default/files/2024-08/AAQS%20Table_ADA_FINAL_07222024.pdf, Jan. 7, 2025.

The FEIR includes mitigation measures, including project-level mitigation measures that can and should be considered and implemented by lead agencies for subsequent, site-specific environmental review, as appropriate and feasible. The analysis in the previously certified FEIR “Air Quality” section adequately addresses the range of air quality impacts that could result from the RTP 2026 Update at the program level. Thus, incorporation of the proposed changes would not result in any new significant air quality impacts or substantially increase the severity of air quality impacts beyond those programmatically addressed in the FEIR.

The minor changes in the proposed RTP 2026 update:

- 1) have not changed the nature or scale of the Regional Transportation Plan;
- 2) will not result in new or substantially more severe significant environmental effects; and
- 3) are not proposed under environmental conditions or circumstances substantially changed from those analyzed and addressed in the FEIR;

therefore, no additional analysis or discussion of these topics is required. **The determinations for air quality environmental factors are the same as stated in the FEIR.**

BIOLOGICAL RESOURCES

The proposed 2026 RTP updates are not expected to result in any new or a substantial increase in the severity of significant impacts on biological resources beyond those already identified in the previously certified FEIR. The FEIR includes mitigation measures, including project-level mitigation measures that can and should be considered and implemented by lead agencies for subsequent, site-specific environmental review, as appropriate and feasible. The analysis in the previously certified FEIR “Biological Resources” section adequately addresses the range of biological impacts that could result from the RTP 2026 Update at the program level. Thus, incorporation of the proposed changes would not result in any new significant biological resource impacts or substantially increase the severity of biological resource impacts beyond those programmatically addressed in the FEIR.

The minor changes in the proposed RTP 2026 update:

- 1) have not changed the nature or scale of the Regional Transportation Plan;
- 2) will not result in new or substantially more severe significant environmental effects; and
- 3) are not proposed under environmental conditions or circumstances substantially changed from those analyzed and addressed in the FEIR;

therefore, no additional analysis or discussion of these topics is required. **The determinations for environmental factors for biological resources are the same as stated in the FEIR.**

ENERGY

The use of energy, particularly as it relates to greenhouse gas emissions, was discussed in portions of the 2013/14 FEIR and energy was directly discussed as a separate resource in the 2022 Addendum. Potential impacts related to energy resources were determined to be less than significant and not require any additional mitigation. The proposed 2026 RTP updates are not expected to result in any new or substantial increases in the severity of impacts to energy beyond those already described in the previously certified FEIR and Addendums.

One of the primary goals of the 2026 RTP Update is to incorporate the most current and relevant data while continuing to reduce greenhouse gas emissions from the transportation sector and support a mode shift to walking, bicycling, and public transit. To support these objectives, the 2026 Update refined the Safe and Sustainable Transportation Targets (SSTs) to improve tracking efficiency and alignment with other key regional and state goals.

One regional performance target achieved since the 2021 RTP is completion of a Zero-Emission Vehicle Charging Sites Evaluation Plan. The plan identifies priority locations for public charging infrastructure using a phased approach at the community, neighborhood, and station levels, with an emphasis on equity. In addition, the region has met the established policy target for 100% of local jurisdictions adopting electric vehicle supportive building codes and electrical upgrade requirements. As of 2025, Humboldt County had a total of 311 public charging stations (231 Level 2 and 80 DC fast charging stations) along with 17 Level 2 shared private ports. This represents an increase of 177 public charging ports since RTP 2021. Local transit agencies, including Humboldt Transit Authority (HTA) and A&MRTS, have deployed battery electric buses in their fleet. HTA is also primarily pursuing a hydrogen fuel-cell strategy, with one hydrogen fuel-cell bus already in operation, additional vehicles on order, and a hydrogen fueling station being permitted and constructed at the transit yard to support fleet transition.

Based on the above analysis the changes in the proposed RTP 2026 update:

- 1) have not changed the nature or scale of the Regional Transportation Plan;
- 2) will not result in new or substantially more severe significant environmental effects; and
- 3) are not proposed under environmental conditions or circumstances substantially changed from those analyzed and addressed in the FEIR;

therefore, no additional analysis or discussion of these topics is required. **The determinations related to energy resources are the same as stated in the FEIR and 2022 Addendum.**

GREENHOUSE GAS EMISSIONS/CLIMATE CHANGE

Governor Jerry Brown, in 2015, established a California target to reduce greenhouse gas emissions to 40 percent below 1990 levels by 2030 (Executive Order B-30-15, April 29, 2015). Then, in September 2016, Governor Brown signed Senate Bill 32 (Pavley) and Assembly Bill 197 (Garcia), which codified the 2030 target. The target is a mid-target for the State reaching the ultimate goal of the California Global Warming Solutions Act of 2006 (AB 32), which is to reduce emissions to 80 percent below 1990 levels by 2050. Subsequent state policy has updated the long-term framework from a 2050 emissions reduction benchmark to a goal of achieving carbon neutrality no later than 2045. The state was able to reach its target of returning to 1990 emission levels four years earlier than mandated and is implementing strategies identified in the 2022 Climate Change Scoping Plan Update to further reduce greenhouse gas emissions (CARB, 2022).

Two different pieces of legislation were adopted in 2018 that furthered California’s commitment to reducing GHGs. Senate Bill 100 (De León) established a state goal of 100% clean electricity goal by 2045 and advanced the Renewables Portfolio Standard to 50% by 2025 and 60% by 2030. Then Executive Order B-55-18 directed the state to achieve carbon neutrality no later than 2045 and achieve and maintain net negative emissions thereafter.

To comply with California’s climate bills and executive orders, State agencies must take climate change into account for planning and investment decisions. Foremost among State agencies, the California Air Resources Board (CARB) must develop strategies to reduce GHG emissions, which are most recently detailed in the 2022 Climate Change Scoping Plan, outlining a comprehensive pathway to meet the 2030 emissions reduction target and achieve carbon neutrality by 2045.

The California Transportation Commission (CTC) adopted a new set of RTP Guidelines in January 2024, which included separate guidance for both Metropolitan Planning Organizations (MPOs) and RTPAs. Consistent with evolving state climate policy, *the 2024 RTP Guidelines for RTPAs* reiterate that transportation planning should integrate climate mitigation and adaptation considerations and build on policy framework established in previous guidelines.

In the *2017 RTP Guidelines for RTPAs*, and highlighted in Addendum #2, State agencies were given the following principals as guidance:

- Give priority to actions that both build climate preparedness and reduce GHG emissions;
- Where possible, take flexible and adaptive approaches to prepare for uncertain climate impacts;
- Actions should protect the state’s most vulnerable populations; and,
- Prioritize natural infrastructure solutions (e.g., flood plain and wetlands restoration or preservation, combining levees with restored natural systems to reduce flood risk, and urban tree planning to reduce high heat days) (as defined in Public resources code 71154(c)(3)).

State agencies were also directed employ full life-cycle cost accounting to evaluate and compare infrastructure investments and alternatives. The *2024 RTP Guidelines for RTPAs* retain these core concepts while expanding and updating guidance to reflect more recent state climate, equity, and resilience policies.

The “*California Greenhouse Gas Inventory 2000-2022: Trends of Emissions and Other Indicators*” 2024 edition, offers updated data from what was available in 2014, 2017, and 2021 (CARB, 2024). In it, CARB reports:

- The transportation sector remained the largest source of statewide GHG emissions in 2022 at approximately 37.7% of total emissions and transportation emissions declined by 5.2 MMTCO₂e (3.6%) from 2021 to 2022. When upstream emissions from fuel production and refining are included, transportation-related activities accounted for approximately 48% of statewide emissions in 2022.
- Emissions from the electric power sector accounted for approximately 16.1% of statewide GHG emissions in 2022 and declined by 2.6 MMTCO₂e (4.1%) compared to 2021.
- The industrial sector contributed approximately 19.6% of statewide GHG emissions in 2022 and experienced a 2.0% decrease from 2021, reaching the lowest emissions level observed across the inventory time series. This was primarily due to declines in oil and gas production and processing activities

- Emissions from the commercial and residential sector accounted for approximately 10.6% of statewide emissions and increased slightly between 2021 and 2022.
- Agricultural activities accounted for approximately 8.0% of statewide emissions in 2022, a decrease of approximately 0.5 million metric tons of CO₂e (1.7%) compared to 2021.
- Emissions from high global warming potential gases as well as the recycling and waste sector have remained relatively constant in recent years.

The Intergovernmental Panel on Climate Change's (IPCC's) *Sixth Assessment Report*, which consists of several related reports and studies published from 2021-2023, provides updated projected changes in the global climate system according to varying levels of future GHG emission scenarios. The *2023 Synthesis Report* shows that while the overall range of projected temperature increases it is generally consistent with earlier assessments referenced in the 2014 FEIR (which was based on a 2007 IPCC report).

Other summary points from the *2023 IPCC Sixth Assessment Synthesis Report* are:

- It is unequivocal that human influence has warmed the atmosphere, ocean and land. Widespread and rapid changes in the atmosphere, ocean, cryosphere and biosphere have occurred.
- Global mean surface temperature reached approximately 1.1°C above 1850–1900 levels during 2011–2020, with warming occurring faster since 1970 than during any other 50-year period over at least the last 2,000 years (high confidence).
- Widespread and increasingly irreversible impacts have been observed in terrestrial, freshwater, coastal, and marine ecosystems, including species range shifts, mass mortality events, glacier retreat, and permafrost thaw (high to very high confidence).
- Global mean sea level rose by approximately 0.20 meters between 1901 and 2018, with the rate of rise accelerating in recent decades, primarily driven by human-induced climate change (high confidence).
- The frequency and intensity of hot extremes have increased across most land regions since the 1950s, while cold extremes have become less frequent and less severe, with human influence identified as the primary driver (high confidence).
- Climate change is already contributing to adverse impacts on human health, food security, water availability, infrastructure, and livelihoods, with disproportionate effects on vulnerable populations and communities that have contributed the least to global emissions (high confidence).
- Without deep, rapid, and sustained greenhouse gas emissions reductions this decade, global warming is projected to exceed 1.5°C during the 21st century, increasing the likelihood of severe, widespread, and irreversible impacts (high confidence).

The 2014 FEIR, 2017 Addendum, and 2022 Addendum summarize regional planning efforts related to climate change. Other recent local planning include, but are not limited to:

- The Humboldt Regional Climate Action Plan (RCAP) was adopted in December 2025. This countywide climate framework that sets 2030 and 2045 emissions reduction goals aligned with California law, defines 29–30 detailed measures across key sectors to reduce emissions, establishes a collaborative regional implementation structure, and includes adopted CEQA GHG emissions thresholds for evaluating future projects.
- In April 2022 the California Natural Resources Agency released the Natural and Working Lands Climate Smart Strategy which includes a North Coast regional profile covering Humboldt County. This strategy identified region-specific climate risks, including rising temperatures, increased

precipitation variability, declining snowpack, accelerated sea-level rise due to land subsidence in Humboldt Bay, increased wildfire risk, and shifting habitats.

- Since CAPTI’s adoption in 2021 their annual implementation reports indicate that all 34 original CAPTI actions were fully implemented as of July 2024. In February 2025, CalSTA released CAPTI 2.0, an updated plan that builds on the original framework by adding four new strategies and 14 new actions. These are intended to accelerate and deepen the state’s alignment of transportation investment with climate, equity, mode shift, and vehicle miles traveled (VMT) reduction goals.

The FEIR discusses that the 2014 RTP would reduce per capita GHG emissions from 2013 by 14 percent, and that the full set of projects and policies are designed to align transportation planning to reduce VMT and transportation-related GHG emissions. The 2017 Update included a new element titled “Global Climate Crisis” which had separate goals and policies related to reducing transportation related climate impacts. In this 2026 Update, the terminology was changed to “Global Climate Change” to use more conventional language.

As touched on in the Energy section of this addendum, the 2026 Update refined the SST Targets to improve measurability, reflect completed actions, and align regional goals with current implementation realities and state policy. Updates include the addition of recommended metrics to better quantify mode shift outcomes, and the removal of targets that have already been achieved, including selected zero-emission vehicle (ZEV) infrastructure and residential energy efficiency targets. Several target timelines were extended, including those related to ZEV charging infrastructure, housing access, and general plan zoning, to acknowledge implementation challenges and align expectations with current progress. Additional refinements were made to better reflect agency operations and state requirements.

As noted above, some changes with respect to circumstances have occurred since the FEIR including County adoption of the Regional Climate Action Plan that includes detailed measures to reduce emissions, establishes a collaborative regional implementation structure, and includes adopted CEQA GHG emissions thresholds for evaluating future projects. The 2026 RTP Update also proposes minor updates to target timelines. However, these changes in circumstances would be expected to fall within the range, severity, magnitude, duration, geographic scope, and programmatic nature of regional impacts on greenhouse gas emissions and analysis of GHG emissions as previously identified in the FEIR. Furthermore, the 2026 RTP update would result in the same GHG reduction trajectory as the prior updates and would not conflict with the region’s or state’s long term GHG emission reduction goals.

The changes in the proposed RTP 2026 Update:

- 1) have not changed the nature or scale of the Regional Transportation Plan;
- 2) will not result in new or substantially more severe significant environmental effects; and
- 3) are not proposed under environmental conditions or circumstances substantially changed from those analyzed and addressed in the FEIR;

therefore, no additional analysis or discussion of these topics is required. **The determinations for GHG emissions/climate change environmental factors are the same as stated in the FEIR.**

TRANSPORTATION & CIRCULATION

The proposed 2026 RTP updates are not expected to result in any new or a substantial increase in the severity of significant impacts to transportation and circulation beyond those already identified in the previously certified FEIR. As noted in the 2017 and 2022 Addendums, the criteria for analyzing

transportation impacts, as it relates to complying with CEQA, has gone through major shifts on account of the passage, in September 2013, of Senate Bill 743 (Steinberg). This legislation mandates that a proposed project's impact on auto delay, level of service (LOS), or similar measures of vehicular capacity or traffic congestion, cannot be a basis for determining a significant adverse impact (nor can parking capacity be a basis for adverse impacts within infill areas where frequent transit service is provided nearby). As such, CEQA analysis can no longer be based on LOS but instead must consider vehicle miles traveled (VMT).

In anticipation of updated legislation regarding transportation impacts, in the 2014 FEIR, HCAOG veered away from LOS and used VMT, per capita VMT, and vehicle hours travelled (VHT) as the performance indicators to determine potential impacts to the overall regional transportation system. This was consistent with the performance indicators established by the RTP 2013/14 Update, which have remained the same in the RTP 2026 Update. Additionally, the FEIR used the criteria for determining transportation and circulation impacts based in part on the CEQA Guidelines environmental checklist. It also used performance measures established by HCAOG.

The RTP 2026 Update includes new proposed projects, as well as removes some projects because they have been completed. The 2026 Update also revises the Regional Emergency Transportation proposed project to be more actionable with regard to planning output. The concept is to partner with emergency planners to lead emergency evacuation planning for access and functional need population, primarily through the SSTAC. Transportation impacts from the new proposed projects would be expected to fall within the range, severity, magnitude, duration, geographic scope, and programmatic nature of regional impacts on transportation and analysis on transportation previously identified in the FEIR. Thus, incorporation of the proposed changes would not result in any new significant transportation impacts or substantially increase the severity of transportation impacts beyond those programmatically addressed in the FEIR.

The changes in the proposed RTP 2026 update:

- 1) have not changed the nature or scale of the Regional Transportation Plan;
- 2) will not result in new or substantially more severe significant environmental effects; and
- 3) are not proposed under environmental conditions or circumstances substantially changed from those analyzed and addressed in the FEIR;

therefore, no additional analysis or discussion of these topics is required. **The determinations for environmental factors for transportation and circulation are the same as stated in the FEIR.**

TRIBAL CULTURAL RESOURCES

The proposed RTP 2026 update is not expected to result in any new or substantial increases in the severity of impacts to tribal resources beyond those already identified FEIR and Addendums. The 2013/14 FEIR assessed cultural resources as part of the Initial Study conducted for the project. It was determined that since RTP policies encourage the rehabilitation of existing infrastructure over construction of new infrastructure, and as the majority of proposed projects would take place in already disturbed areas, that impacts to cultural resources would be less than significant with mitigation incorporated and no further analysis was warranted. Tribal cultural resources (as defined above) are differentiated from other cultural resources in that they are typically unknown unless tribes are consulted on a site by site basis. This consultation would take place during project level CEQA analysis, not at the programmatic level.

Though not a required element under RTP guidelines, HCAOG has included a Tribal Transportation chapter in the RTP since 2008. In the 2021 Update, a new tribal transportation goal and three related policies were introduced. One of those policies is Policy Tribal-2 which is as follows:

POLICY TRIBAL-2 Support removing sovereign waiver: 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.

Subsequent to adoption of this policy, Assembly Bill (AB) 1284 (Ramos) was enacted on September 27, 2024, adding Section 11019.82 to the Government Code to establish what is now known as the Tribal Cogovernance and Comanagement of Ancestral Lands and Waters Act. This statute encourages state agencies, including the Natural Resources Agency and its departments, to enter into cogovernance and comanagement agreements with federally recognized tribes for shared decision-making and resource management on ancestral lands and waters that are owned or controlled by the state. The law formalizes a government-to-government framework for shared decision-making and stewardship of ancestral lands and waters that are owned or controlled by the state. With enactment of AB 1284, the objectives of Policy Tribal-2 were codified in state law, making the policy redundant. As a result, this 2026 Update removes the policy to reflect the current statutory framework governing tribal engagement, consultation, and shared stewardship. This change aligns the 2026 RTP with existing state law and does not alter CEQA impact analysis or conclusions, as tribal coordination requirements are now implemented through statewide statutory authority rather than a separate regional policy.

The policies and projects included as part of the RTP 2026 Update are consistent with those originally proposed and analyzed as part of the 2013/14 FEIR and further strengthen and acknowledge Tribal partnerships. As such, it is not anticipated that plan updates will result in new or substantially more severe significant environmental effects to tribal cultural resources than what was analyzed in the FEIR.

The changes in the proposed RTP 2026 update:

- 1) have not changed the nature or scale of the Regional Transportation Plan;
- 2) will not result in new or substantially more severe significant environmental effects; and
- 3) are not proposed under environmental conditions or circumstances substantially changed from those analyzed and addressed in the FEIR;

therefore, no additional analysis or discussion of these topics is required. **The determinations for environmental factors for tribal cultural resources are the same as stated in the FEIR under cultural resources.**

WILDFIRE

The RTP 2026 Update does not introduce new policies or capital projects specifically focused on wildfire risk. However, wildfire-related considerations are indirectly addressed through updated climate change impact discussions, incorporation of statewide climate adaptation guidance, and expanded emergency transportation and evacuation planning provisions. Notably, the Update includes a new, more actionable project focused on regional emergency evacuation planning. This effort emphasizes coordinated planning for access and functional needs populations, integration of transit and paratransit services into evacuation operations, consideration of trail-based evacuation routes, and coordination with Humboldt County OES, HTA, Caltrans, and local/tribal partners.

Under this project, HCAOG would assume a lead coordinating role to develop and adopt a regional evacuation coordination framework that is consistent with existing local, regional, and state emergency operations plans and practices. The framework would clarify agency roles and formalize agreements among transit and paratransit providers, emergency management agencies, and human services organizations. It would also establish standard operating procedures for information sharing between emergency operations centers and transit dispatch centers, set policies for meeting evacuation transportation needs for access and functional needs populations, and include training and exercise components. The framework is intended to be adopted as an Access and Functional Needs (AFN) Annex to the County Emergency Operations Plan. By clarifying agency roles, formalizing interagency agreements, and establishing standard operating procedures for information sharing between emergency operations centers and transit dispatch centers, the framework enhances evacuation readiness and operational coordination during wildfire events.

Incorporation of the proposed changes would not result in new or substantially more severe significant environmental effects to wildfire than what was analyzed in the FEIR and Addendums. Based on the above analysis the changes in the proposed RTP 2026 update:

- 1) have not changed the nature or scale of the Regional Transportation Plan;
- 2) will not result in new or substantially more severe significant environmental effects; and
- 3) are not proposed under environmental conditions or circumstances substantially changed from those analyzed and addressed in the FEIR;

therefore, no additional analysis or discussion of these topics is required. **Impacts related to wildfire hazards will not require any additional mitigation and will be less than significant.**

LONG-TERM EFFECTS

An EIR must address a proposed project/plan's potential irreversible effects and growth-inducing impacts. Irreversible effects (*CEQA Guidelines* Section 15126(e)) mean irreversible environmental changes such as consuming expend or demolishing significant resources, particularly nonrenewable natural resources and irreplaceable cultural or historical resources. Significantly altering a natural resource through development, urbanization, and the like is also considered an irreversible impact under CEQA. Growth-inducing impacts (*CEQA Guidelines* Section 15126(g)) mean a proposed project's potential to foster economic or population growth, including by removing an existing obstacle(s) to growth.

The RTP 2026 Update proposes the same type of transportation projects that were proposed previously. To implement projects, jurisdictions/agencies would draw upon the same type of environmental and economic resources for construction, operations, and transportation services. The projects would be implemented within the same geographic areas, and in the same and similar settings within the built environment (e.g., developed areas, existing transportation corridors, and existing service areas). The RTP 2026 Update would not result in new significant environmental impacts not previously evaluated in the FEIR.

The changes in the proposed RTP 2026 update:

- 1) have not changed the nature or scale of the Regional Transportation Plan;
- 2) will not result in new or substantially more severe significant environmental effects; and
- 3) are not proposed under environmental conditions or circumstances substantially changed from those analyzed and addressed in the FEIR;

therefore, no additional analysis or discussion of these topics is required. **The determinations for potential irreversible effects and growth-inducing impacts are the same as stated in the FEIR.**

CONCLUSION

After completing a programmatic environmental assessment, the data updates and revisions to policies and programs in the 2026 RTP Update do not impose any new significant environmental effects or increase the severity of identified effects. If anything, they reduce potential impacts by supporting zero emissions fuels and promoting multi-modal connectivity to reduce greenhouse gas emissions. In addition, individual projects identified within the RTP will be covered by a project-level CEQA document at the time of project funding or implementation. Therefore, no new impacts will result from the changes listed above in the RTP that were not already analyzed in the Final EIR.

Changes and additions identified in the 2026 RTP Update would not result in new or substantially increased impacts and fall within the range, severity, magnitude, duration, geographic scope, and programmatic nature of impacts already identified in the previously certified FEIR. No substantial physical impacts to the environment beyond those already anticipated and documented in the FEIR are anticipated to result from the changes and additions identified the 2026 Update. Therefore, no new or more effective mitigation measures or alternatives are necessary or proposed beyond those already identified in the FEIR. Furthermore, each project identified in the RTP Update will be assessed at the project-level by the implementing agency in accordance with CEQA, National Environmental Policy Act, and all applicable regulations.

Based on the above, no new significant adverse environmental impact nor a substantial increase in previously identified significant impacts would occur as a result of the proposed 2026 RTP Update. Therefore, a subsequent or supplemental EIR is not required, and this Addendum to the previously certified FEIR fulfills the requirements of CEQA.

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2025

Safe and Sustainable Transportation Targets Report



Safe and Sustainable Transportation Targets
Report

Prepared by Noah SaryHCAOG/Civicspark

9/5/2025

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Appendix A Maps

Appendix B SSTT Data Source and Supporting Tables

Introduction

The Safe and Sustainable Transportation Targets were formed through an ad-hoc committee as part of the 2022 RTP update. The purpose of the targets is to develop policy goals aimed at diminishing transportation-related greenhouse gas emissions in Humboldt County. These targets include ten different performance measure categories each containing a number of regional targets, the metrics for those targets, and the available data resources to track those targets. These targets encompass a broad range of categories such as Vision Zero, Efficiency and Practicality in Locating New Housing, and Mode Shift.

This past year (2024-2025) Noah Sary, the CivicSpark Fellow serving with HCAOG, has been collecting and creating baseline data for the Safe and Sustainable Transportation Targets (SSTT). Through this process, he successfully collected data for these targets as well as suggested ways to revise metrics to aid staff in replicating data collection/analysis overtime for the successful tracking of these targets.

The Safe and Sustainable Transportation Targets Report further contextualizes the data collection process to aid staff in understanding nuances behind suggested metric revisions and potential barriers in acquiring specific data sources.

I. Reduce GHG Emissions in Air District (NCUAQMD)

Target: Reduce on-road fossil fuel consumption in Humboldt County by monitoring and decreasing gasoline and diesel sales over time. This goal aims to support regional greenhouse gas reduction targets using sales data reported through the California Energy Commission (CEC-A15). The metric is gallons of fuel sold, with data reviewed every 4 years.

Data Source(s):

1. [2010-2023 CEC-A15 Results and Analysis ADA](#)

There are two data sets from the CA Energy Commission including (Millions of Gallons) of gasoline sales, with the other data set being (Millions of Gallons) diesel sales. Both data sets include the Estimated Totals, as well as the Survey Response Totals.

The California Energy Commission’s “Annual Retail Fuel Outlet Report Results” found that the 2022 estimated totals (millions of gallons) of gasoline for Humboldt County is 45 million, and the survey response totals is 41.¹ The estimated totals (millions of gallons) of diesel for Humboldt County is 11, while the survey response totals is 9.² Figure 2 illustrates the change in gasoline sales over time in Arcata, Fortuna, and Eureka, as well as the county gas and diesel averages.

¹ <https://www.energy.ca.gov/media/3874>

² <https://www.energy.ca.gov/media/3874>

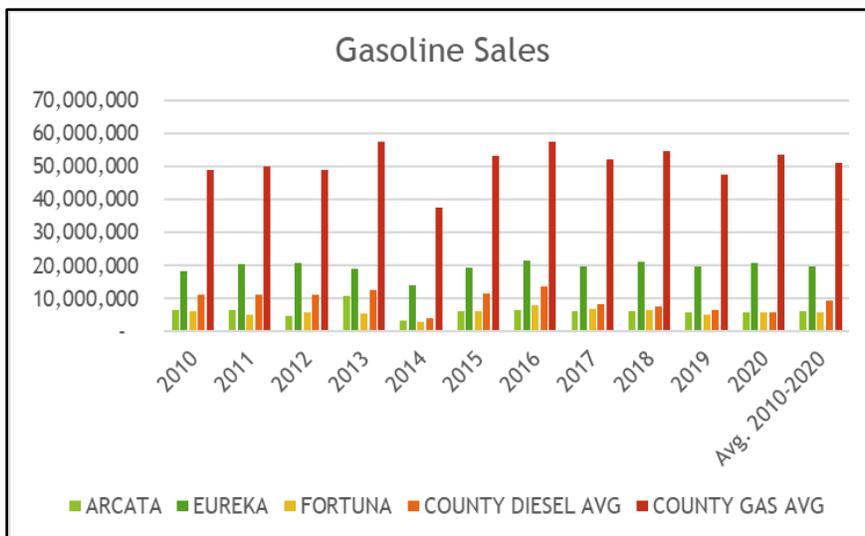


Figure 1. Gasoline Sales in Humboldt County (millions of gallons)

This data does not take fuel efficiency upgrades into account when measuring changes in gasoline sales over time. Therefore, it is not a complete metric to completely track on-road transportation fossil fuel consumption. However, it is the closest metric of data available to track the variation over time in fossil fuel consumption in Humboldt County.

If fuel efficiency upgrades are occurring (more hybrid/electric vehicles or efficiency improvements in internal combustion engines), this needs to be factored into the analysis. Improved fuel efficiency means fewer gallons of fuel are consumed per mile traveled, even if VMT remains constant.

Tracking current and future gasoline/diesel consumption in Humboldt County will allow HCAOG to coordinate with North Coast Unified Air Quality Management District (NCUAQMD) regarding data sharing on these performance measures. It can help NCUAQMD illustrate the relationship between falling gasoline/diesel consumption (fossil fuels) and improvements in overall ambient air quality in the region.

II. Percent Mode Shift

Target: Increase the share of trips made by sustainable modes (walking, biking, transit, micro-mobility, and shared rides) to at least **30% by 2030** and **40% by 2050**. Additionally, double the number of **transit trips** (including on-demand trips) by **2025**, and again by **2030**, and again by **2040**. Complete a **Low-Traffic-Stress (LTS) and connectivity analysis** for the **Greater Humboldt Bay Area by FY 2023/24**, and for the **entire county by 2026**, to identify and address barriers to safe, low-stress travel.

Data Source(s):

1. Humboldt Transit Authority Data
2. AMRTS Data

To meet the Regional Targets of VROOM and percent mode shift, understanding the current transportation infrastructure gaps and areas for opportunities in Humboldt County is necessary. The Level of Traffic Stress and Connectivity Analysis will give us the tools to understand where the gaps and improvement areas are for active transportation and connectivity in the region. This will allow jurisdictions to have the tools to understand where high stress streets are in their jurisdiction, and the appropriate infrastructure improvements to lessen the stress for pedestrians and cyclists overall. This visual analysis of stressful roads will also allow jurisdictions to understand the opportunities for connecting low stress streets into a fabric of networks for active transportation. To see behavior change, building the right infrastructure in strategic points to improve connectivity is essential.

The Level of Traffic Stress Study is projected to be completed by the end of 2025.



Figure 2. Level of Traffic Stress Screen Capture of the Humboldt Bay/Wigi Area

Transit Ridership

An increase in public transportation ridership is a key target of the region in reducing overall fossil fuel consumption from single-occupancy vehicles and improving ambient air quality in the Air District (NCAQMD).

The baseline ridership for 2022 is **471,019** transit boardings (not including Yurok Tribe Transit Service). The transit ridership goals outlined in the Safe and Sustainable Transportation Targets include doubling the number of transit boardings by 2025, and again by both 2030 and 2040.

III. Reduce Vehicle Miles Travelled by Car

Target:

Reduce per capita VMT (including zero-emission vehicle trips) in Humboldt County by **25% by 2030** and **40% by 2050**, compared to current levels. This reduction targets a broad shift away from car dependency and supports climate goals even as clean vehicles are adopted.

Data Source(s):

Caltrans Highway Performance Monitoring System (2023) (VMT data)

US Census, Data USA (2023) (Population and household demographics)

Daily VMT of Travel Per Capita Per Jurisdiction

Jurisdiction	Daily VMT (in 1,000s)	Population	Miles Per Person
Arcata	108.10	19,012	5.68
Blue Lake	8.17	1,172	6.97
Eureka	230.28	26,129	8.82
Ferndale	6.25	1,389	4.34
Fortuna	92.07	12,285	7.49
Rio Dell	9.64	3,308	2.74
Trinidad	3.36	325	9.34
Humboldt County Total	3,661.75	133,985	27.35

Figure 3. Daily VMT of Travel Per Capita Per Jurisdiction – Caltrans Highway Performance Monitoring System (2023), US Census, Data USA

Daily VMT Per Household

Jurisdiction	Daily VMT (in 1,000s)	Households	Miles Per Household
Arcata	108.10	7,760	13.93
Blue Lake	8.17	449	18.19
Eureka	230.28	10,735	21.45

Jurisdiction	Daily VMT (in 1,000s)	Households	Miles Per Household
Ferndale	6.25	680	8.9
Fortuna	92.07	4,854	18.9
Rio Dell	9.64	1,371	6.6
Trinidad	3.36	207	14.7
Humboldt County Total	3,661.75	54,995	66.6

Figure 4. Daily VMT Per Household – Caltrans Highway Performance Monitoring System (2023), US Census, Data USA

Ratio between the number of light vehicles registered to residents of Humboldt County vs. the number of households or licensed drivers is 1.26.

IV. Zero Emission Vehicle Infrastructure

Target:

By **2025**, complete a comprehensive regional evaluation plan to prioritize feasible and equitable public charging station locations across Humboldt County. The plan will guide infrastructure rollout, especially in underserved and high-density areas.

80% of jurisdictions adopt electric vehicle charging station (EVCS)–friendly building codes and upgrade policies by **2022** and reach **100% adoption by 2025**. These policies must require EV-ready wiring in new developments, panel upgrades during remodels, and support for equity-focused EVCS implementation.

Data Source(s):

Alternative Fueling Station Locator

Plugshare.com app

Juridictions Municipal Code

2022 California Electrical Code

The Zero Emission Vehicle Infrastructure Performance Measure seeks to understand the outlook of current zero emission vehicle charging stations, Humboldt County jurisdictions’ policies on ZEV infrastructure, building codes that are in line with what is needed for “EV-ready” electrical wiring, and the amount of funding dispensed to subsidize and incentivize EVCS.

Jurisdiction	EVCS Permit Streamline Ordinance	EVCS Permit Checklist	Code for EV New Building?
Arcata	Ord. 1567	Yes	Yes
Blue Lake	No	No	Yes
Eureka	Ord. 905-C. S	Yes	Yes
Ferndale	No	No	Yes
Fortuna	Ord. 2024-767 § 3 (Exh. A))	Yes	Yes
Rio Dell	Ord. 360 § 1, 2017	No	Yes
Trinidad	No	No	Yes
County	Ord. 2579, § 1, 9/19/2017	Yes	Yes

Figure 5. Jurisdiction’s EV Policy

2022 California Electrical Code (CEC):

200 Amps utility panel ratings are required by the 2022 California Electrical Code depending on the forecasted energy usage requirements for the building/unit, and therefore, all jurisdictions are required to adopt this code, and they have.

Mandatory Electric Vehicle (EV) Charger Building Standards were amended September 16, 2022, to include requirements for EV charger pre-wiring installation requirements for parking spaces.³

Each jurisdiction is required to adopt California’s Building Code Requirement through their ordinances. Chapter 4: Residential Mandatory Measures include required measures that will allow EV chargers to be included in new developments.

EV-Ready Electrical Wiring:

- 8/8 Jurisdictions = 100%

200 Amps Utility Panel Ratings:

- 7/7 Jurisdictions = 100%

Amount of funding dispensed to subsidize and incentivize EVCS.

³ <https://afdc.energy.gov/laws/11068>

Jurisdiction Budget	Project	Funding Allocated (\$)
Arcata Annual Budget (2022-2023)	N/A	0
Blue Lake Annual Budget (2022-2023)	N/A	0
Eureka Annual Budget (2022-2023)	- Eureka Capital Projects - General:- (2022-2023) EV Charging Stations	\$95,000
Ferndale Annual Budget (2022-2023)	N/A	0
Fortuna Annual Budget (2022-2023)	N/A	0
Rio Dell Annual Budget (2022-2023)	N/A	0
Trinidad Annual Budget (2022-2023)	N/A	0

Figure 6. Funding Dispensed to Subsidize and Incentivize EVCS

ZEV Fueling Infrastructure

Data Source(s):

- **Alternative Fueling Station Locator**
- **Plugshare.com app**

Excel Sheet: [Number of AC/DC Chargers at the Census Block Group Level](#)

V. Public and School Fleet Electrification

Target:

Deploy **1,394 public EV charging stations**, including **42 DC Fast Chargers (DCFC)**, by **2025**; increase to **3,560 EVCS total**, including **127 DCFC**, by **2030**. By **2035**, ensure **100% of households without off-street parking** have access to a public fast charger within **¼ mile**. Ensure equitable access in multifamily housing and lower-income areas, and equip **25% of employee and MF residential parking spaces with EVCS by 2025, 35% by 2035, and 50% by 2050**.

Make hydrogen fuel available to the public by **2024** and build sufficient hydrogen fueling infrastructure in Humboldt County by **2030** to enable inter-county travel by medium- and heavy-duty fuel cell electric vehicles.

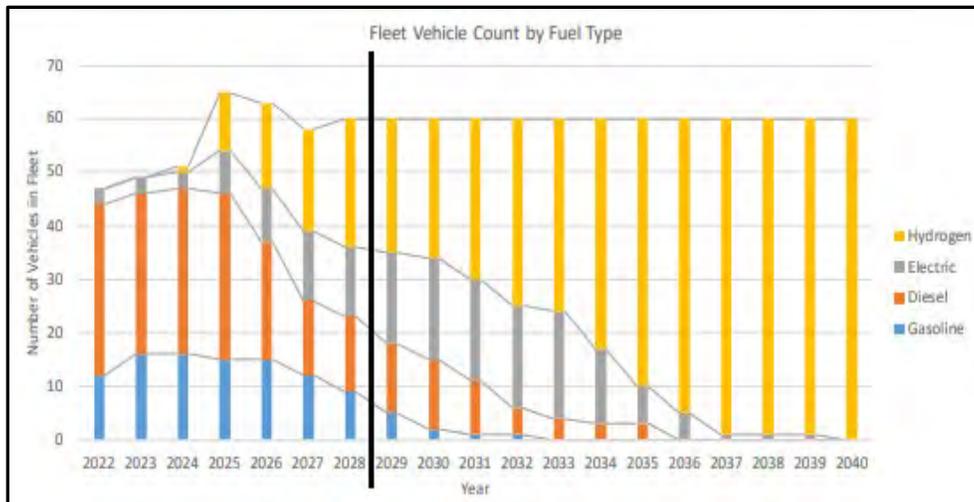


Figure 7. Fleet Vehicle Count by Fuel Type (in [HTA-Zero-Emission-Bus-Rollout-Plan-V1.0](#))

Data Source(s):

Humboldt County Transit Development Plan (HCAOG Report)

Zero Emission Bus Rollout Plan Humboldt Transit Authority (HTA)

CEC Medium and Heavy Duty Zero Emission Vehicles in California

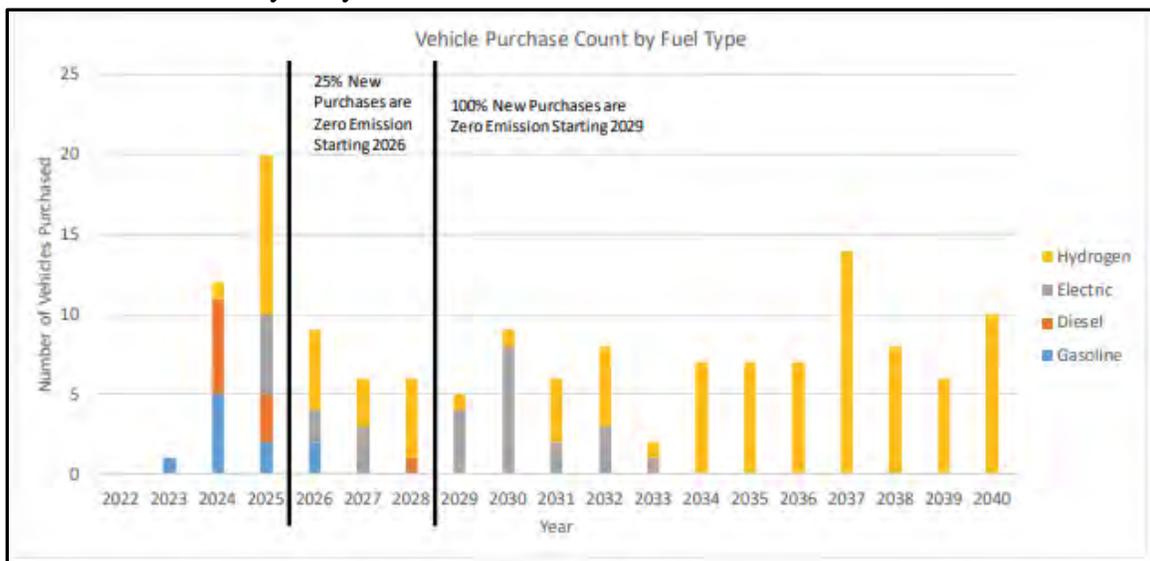


Figure 8. Vehicle Purchase Count by Fuel Type (in [HTA-Zero-Emission-Bus-Rollout-Plan-V1.0](#))

Alignment with HCAOG’s Regional Transportation Plan (VROOM 2022-2042)

To be in alignment with the State’s Advanced Clean Fleet Rule, HCAOG has set the goal for each governmental agency to start the process of converting their fleet vehicles to zero emission by 2022, with interim targets to meet the State’s year 2035 goals (State’s Advanced Clean Fleet Rule).

To be aligned with HCAOG’s Regional Transportation Plan (VROOM 2022-2042), HTA must reach 100% zero emission buses by 2030. They are currently not in line with this target as seen in

Figure 6. when looking at the year 2030, where approximately fifteen of their projected fleet vehicle inventory will be diesel. However, HTA is aware of this, and has elected to shift the transition to a completely zero emission vehicle fleet to 2040, outlined in [HTA-Zero-Emission-Bus-Rollout-Plan-V1.0](#) and seen in the figure below.

HTA is in line to meet HCAOG's proposed targets of having 25% new purchases be Zero Emission starting in 2026 (Figure 7.), while also having 100% of new purchases be Zero Emission starting 2029 (Figure 7.)

According to the CEC, there are currently 8 ZEV school buses in Humboldt County. This is only concrete data source that had information on this portion of the metric through research. There should be a confirmation of this number by contacting CEC to understand the details regarding those vehicles and if there are plans to acquire more.

Agency Fleet Vehicle Inventory

Regarding each jurisdiction's current fleet vehicle inventory and their plans for transitioning their fleet to zero-emission vehicles, it differed among each jurisdiction. The city of Rio Dell, Hoopa Tribe, and Blue Lake Rancheria do not have any ZEV in their fleet or any plans to transition their fleet.

The City of Fortuna does not have any ZEV in their fleet; however, they plan to procure electric vehicles to replace qualifying vehicles according to Mat Nyberg, Deputy City Engineer of Fortuna.

VI. Efficiency and Practicality in Locating New Housing

Target:

Ensure new housing contributes to climate goals and accessibility by focusing growth in well-connected, low-VMT areas. Targets include:

- Begin identifying top locations for housing accessibility studies by **2021/22**.
- Establish baseline connectivity scores for at least **40% of buildable parcels** by **2023**.
- Starting in **2022**, ensure **80% of new housing units** are in areas with safe, convenient walking/biking/transit access to jobs, shopping, and recreation.
- All new housing must support a **reduction in per capita VMT**.
- By **2023/24**, ensure **all jurisdictions have adopted General Plan/zoning incentives** that promote climate-friendly, highly connected housing development.

A key goal for the RTP, *VROOM 2022-2042*, is for Humboldt to have more housing in locations with access to public transportation, and with good walkability and bikeability.

Supporting jurisdictions by providing them with this crucial data will give them the option to prioritize optimal locations for housing that support HCAOG's goals of housing units that are in places with safe, comfortable, and convenient access to employment, shopping, and recreation by walking, biking, rolling, or transit. This performance measure also supports the Percent Mode Shift performance measure as optimal housing locations provide the opportunity for other modes of transportation rather than relying on a single-occupancy vehicle.

Access to Essential Destinations

HCAOG has started to identify top locations to survey/track for their access to essential destinations using trip-origin destination studies. HCAOG has done this using Longitudinal – Household Dynamics (LEHD) data for Humboldt County through On the Map as seen on Figure 8 which shows an inflow/outflow analysis of workers in Eureka. Understanding where Humboldt County residents travel from work, how far they travel, and how many of them travel outside of their city to inform transportation decisions and understand where VMT is highest and how to reduce it. This was paired with an equity view of where the Census Tracts include the most people without access to a personal vehicle.

2022 Inflow/Outflow Analysis on the City of Eureka	
-	48.2% of Eureka residents work in Eureka
-	The majority of those jobs are located South and Southeast of Eureka
-	82.5% of all jobs for Eureka residents are 1-24 miles away
-	61.9% of all jobs for Eureka residents are less than 10 miles away

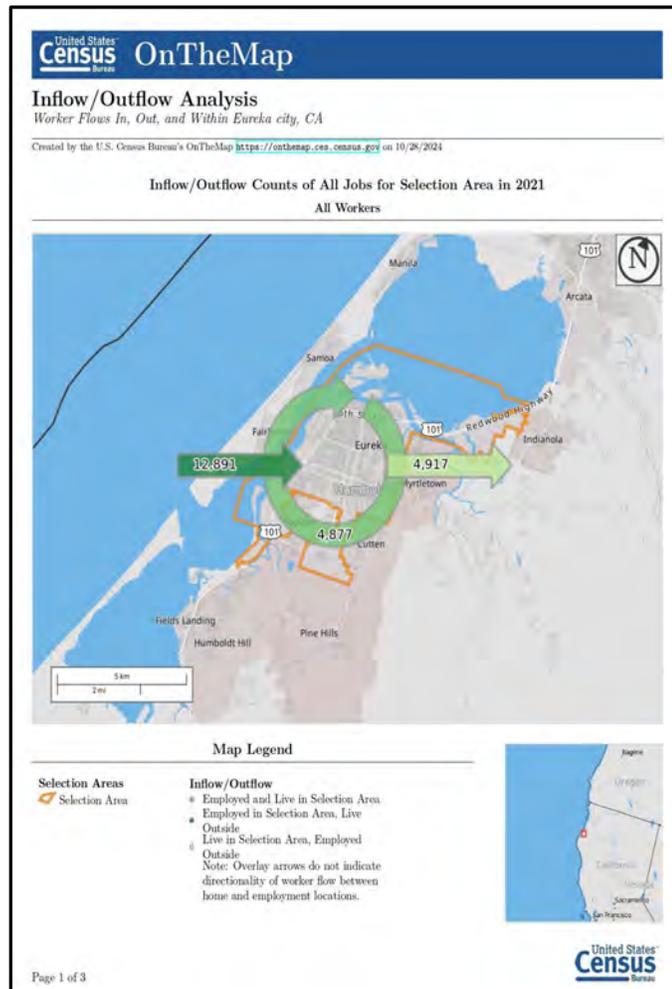


Figure 9. 2022 Inflow/Outflow Analysis on the City of Eureka

Baseline Connectivity Scores for Humboldt County

Creating baseline “Connectivity Scores” give jurisdictions in Humboldt County information regarding the walkability, bike-ability, proximity to transit, and proximity to central commercial districts for potential buildable parcels. Connectivity scores were calculated for 89% of the vacant parcels in Humboldt County.

Buildable parcels are defined in this context as vacant parcels in the city limits identified by the city (Note: A different method was applied to the County. See below.) These vacant parcels are in the housing element of each jurisdiction or in the appendix of the housing element. Specifically for the City Blue Lake and the City of Trinidad, SHNs, a consulting firm, created Vacant Sites Inventory maps that identify vacant parcels that are ‘Likely Developable, Questionably Developable, and Likely Not Developable’ as seen on Figure 12. The connectivity scores were primarily prioritized in the locations of ‘Likely Developable’ Vacant Parcels.

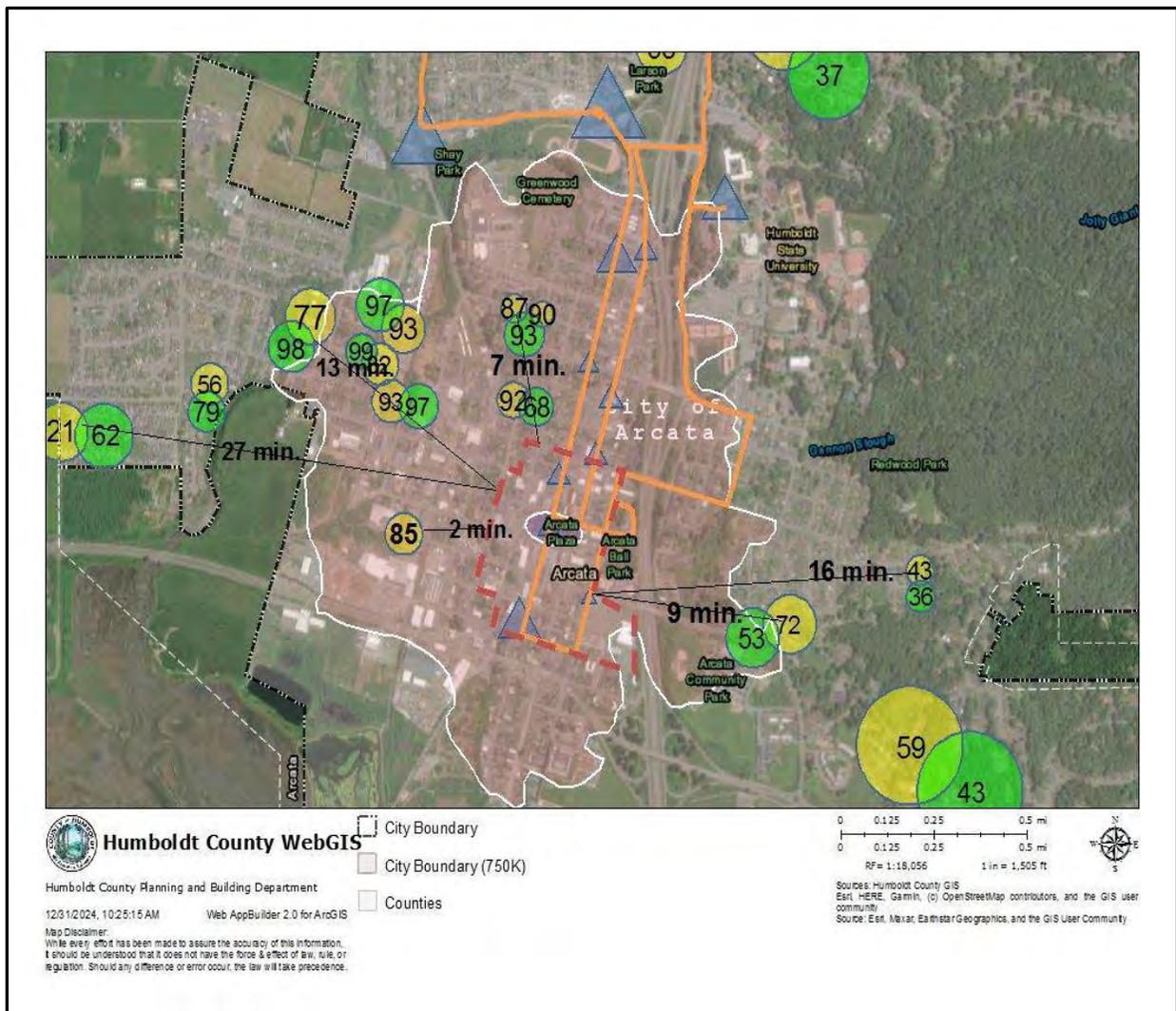


Figure 10. Arcata Connectivity Analysis Process

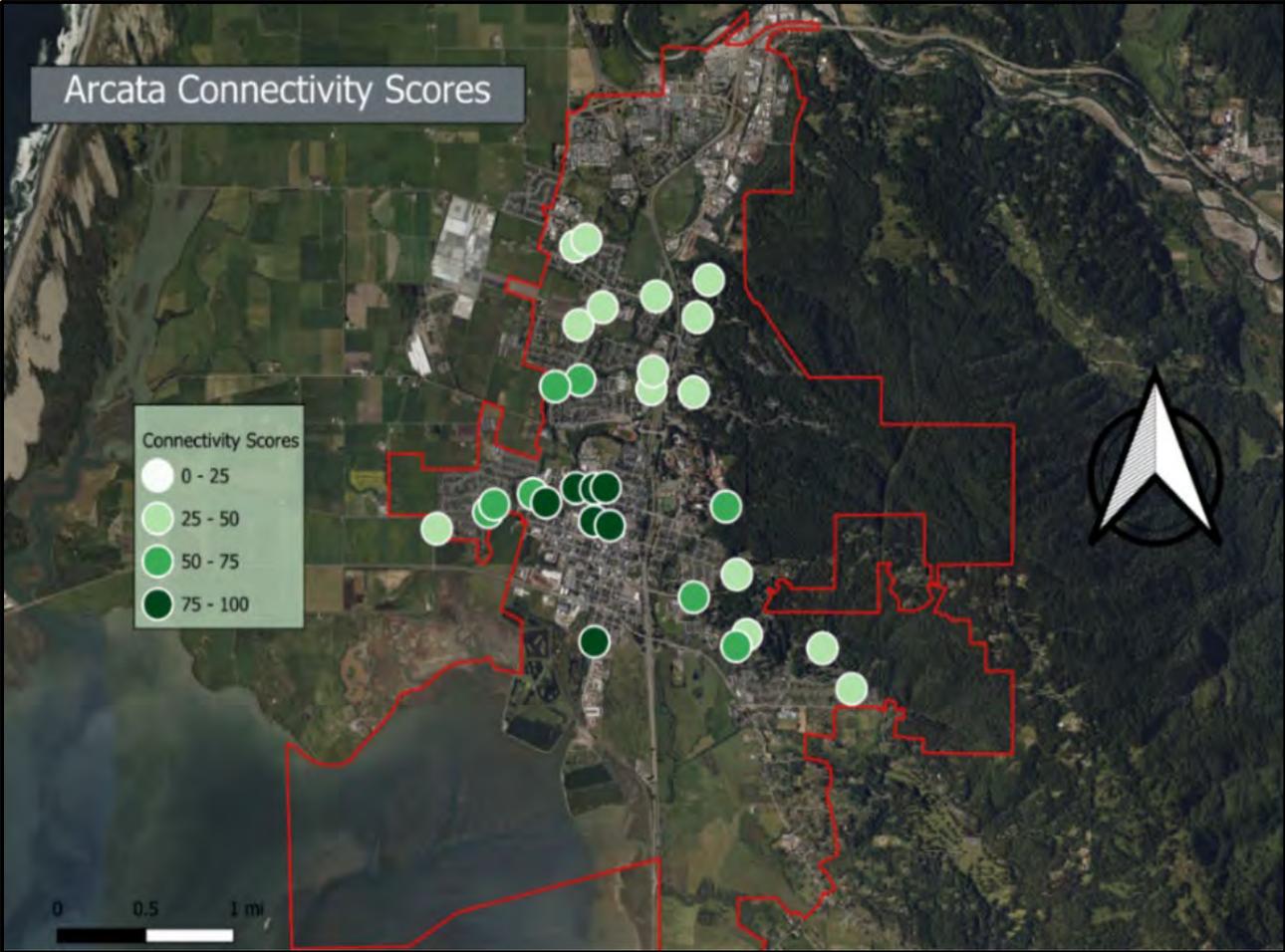


Figure 11. Arcata Connectivity Scores

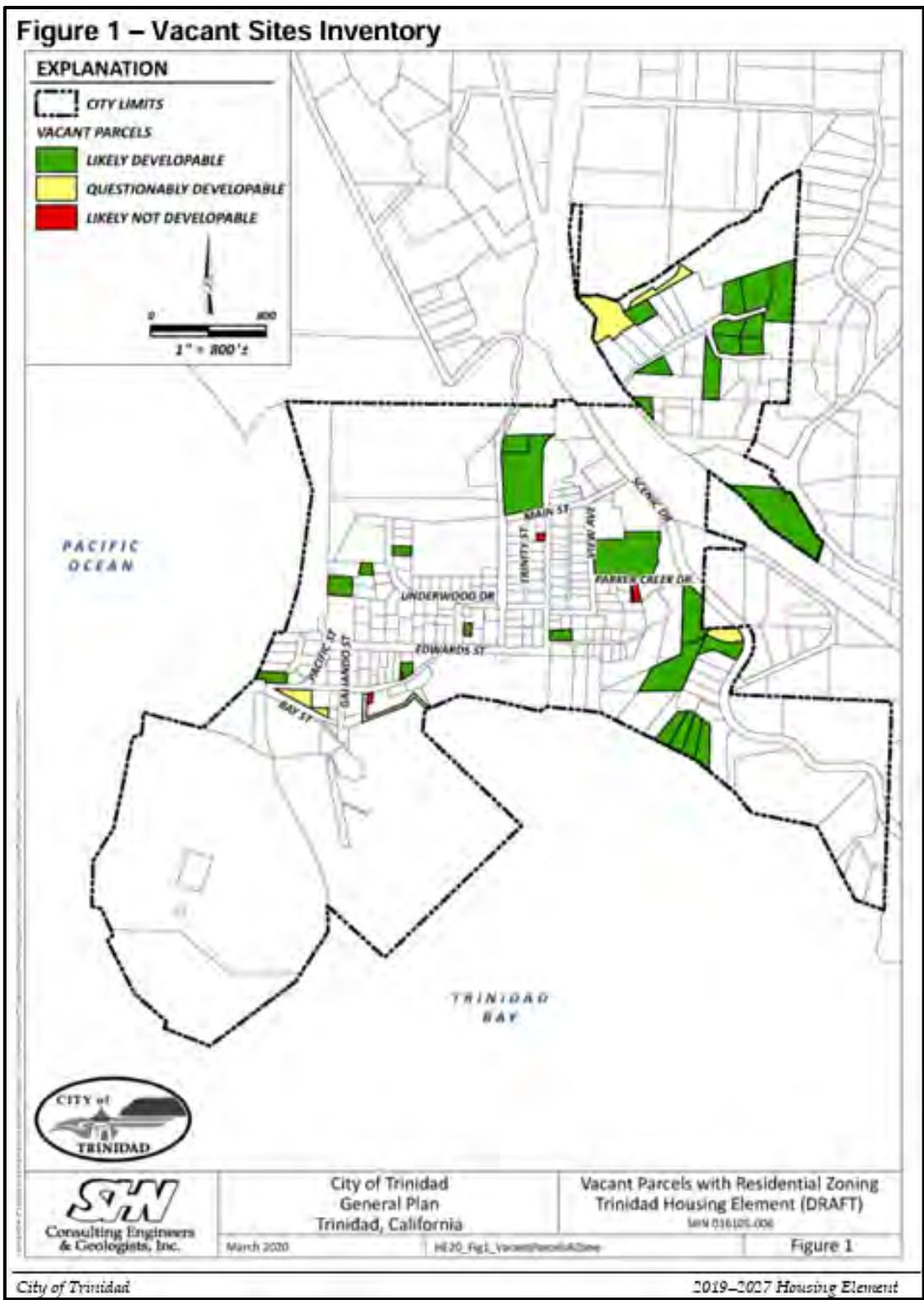


Figure 12. City of Trinidad Vacant Sites Inventory

Step 1: Defining Each Metric for Connectivity

1. Walk Score: Measures the walkability of a location based on its proximity to amenities such as grocery stores, schools, parks, etc.
 - o Score Range: 0-100 (higher is better)
2. Walk Score Legend:

90-100 = walker's paradise
70-89 = very walkable
50-69 = somewhat walkable
25-49 = car dependent
0-24 = car dependent

3. Bike Score: Measures the bike-friendliness of an area based on bike infrastructure, hilliness, and bike lanes.
 - o Score Range: 0-100 (higher is better)
4. Time to Walk to Downtown: Measures the walking time to the central commercial district as outlined in the jurisdictions' zoning map. A shorter time is more connected.
 - o Time Range: Measured in minutes. Lower times are better.
5. Time to Walk to Nearest Transit Stop: Measures how long it takes to walk to the nearest transit stop (not including Amtrak stops)
 - o Time Range: Measured in minutes.

Step 2: Normalize the Metrics

For the time-based metrics (Time to Downtown and Time to Nearest Transit), they are normalized on a 0-100 scale:

- Time to Downtown:
 - o 0-5 minutes: Score = 100
 - o 6-10 minutes: Score = 75
 - o 11-15 minutes: Score = 50
 - o 16+ minutes: Score = 25
- Time to Nearest Transit Stop:
 - o 0-5 minutes: Score = 100
 - o 6-10 minutes: Score = 75
 - o 11-15 minutes: Score = 50
 - o 16+ minutes: Score = 25

Step 3: Assigning Weights to Each Metric

- Walk Score: 30%
- Bike Score: 25%
- Time to Downtown: 20%

- Time to Nearest Transit Stop: 25%

Step 4: Calculating the Score

Final Connectivity Score = (Walk Score×0.30) + (Bike Score×0.25) + (Time to Downtown (Normalized)×0.20) + (Time to Transit (Normalized)×0.25) = {Final Connectivity Score}

Step 5: Interpreting the Score

- A score of 0-25: Very Low Connectivity
- A score of 25-50: Limited connectivity
- A score of 50-75: Moderate connectivity
- A score of 75-100 High connectivity

Step 6: Visualizing the Score

- Using QGIS, the scores for each parcel were visualized using a gradient color scheme that indicates the areas with high and areas with lower connectivity such as Figure 10

Baseline connectivity scores were calculated for all seven jurisdictions using the available tools and software. Scores are visualized using QGIS to help these jurisdictions understand where to prioritize housing locations in accordance with these scores. Alternatively, jurisdictions can use this connectivity score methodology as a blueprint to develop their own customized formulas and adjust the weighted categories to align with their general plan policies and goals.

Figure 10 illustrates the final connectivity scores for the City of Arcata, derived from vacant parcels identified in the city’s Housing Element. Parcels scoring in the dark green range (75–100) reflect areas of high connectivity, characterized by strong walkability, bike-ability, access to transit, and proximity to the city’s commercial core. These locations are considered especially suitable for new housing development. As seen in Figure 10, the green vacant parcels are located nearer to the downtown Arcata area which has close access to bus stops, grocery stores, and other services and amenities in a short walking or biking distance.

Comparable connectivity maps were developed for each jurisdiction including the unincorporated county and are included in the appendix of this report.

The county’s connectivity score was done using a different strategy than the Connectivity Score Metric Formula. During the creation of the connectivity analysis for the Unincorporated Humboldt County, the Walk score data had a steep price to purchase this data, which was a roadblock to completing the analysis. However, the analysis was pivoted by developing a custom Walk Score–like metric using OpenStreetMap data to assess walkable access to key amenities. This approach proved effective for evaluating connectivity, as the data is open-source, easily accessible, and can be replicated over time to track progress. This approach also accounts for the fact that Walk Score data is often missing, incomplete, or unreliable for many unincorporated areas which tend to have extremely low Walk Scores.

As transit infrastructure and access to amenities improve over time, these scores will rise, identifying more optimal locations for future housing development. There is also a need to understand the areas that currently do not have great access to transit, grocery stores, and other amenities in Humboldt County, and these connectivity scores and adjacent metrics help staff understand this better.

In Eureka, where many vacant parcels are in close proximity, the connectivity analysis was adapted by consolidating parcel scores to a central representative point. This approach streamlined the process and ensured consistency in the calculation of connectivity scores across all Humboldt County jurisdictions. This point is an address in the middle of these vacant parcels and is recorded in the excel spreadsheet for this target.

Infill development near services in areas that are walkable and bikeable and allow people to use active or alternative modes of transportation is essential for meeting the goals outlined in *VROOM*, the Regional Transportation Plan for Humboldt County. This will also lead to less housing development in forested areas, preserving the beautiful forests to the east of Arcata.

These connectivity scores should be reviewed during the new housing element cycle process as city planners and community development leaders from each jurisdiction in Humboldt assess their current housing stock and seek out new parcels for development consideration.

In a jurisdictions housing element, vacant parcels include a comment section next to each parcel that includes information such as whether the parcel is in a flood zone (FEMA) or if the slope grade is greater than 30. This comment section does not include a comprehensive understanding of the connectivity of the parcel to different land uses with different services and amenities. These scores will aid jurisdictions in prioritizing the most optimal housing to meet both their land use goals and fulfill the goals of the RTP which looks to increase housing stock in highly connected areas.

As planners, it is presumed that they are already aware of the benefits of infill development and building houses in highly connected areas, however, this acts as a more concrete understanding of the potential benefits of choosing to develop one parcel over another, that may have not been understood entirely before this analysis.

Furthermore, once the Level of Traffic Stress Study and connectivity analysis is complete, factoring in these scores into the analysis of optimal locations for development will be important to get a more comprehensive understanding of the most optimal housing parcels/locations.

Permitted Housing Units (2021) and Livability

The Safe and Sustainable Transportation Targets also include tracking whether permitted housing units for 2021 are located in places with “Safe, comfortable, and convenient access to employment, shopping, and recreation by walking, biking, rolling, or transit.”

To find a baseline data point for this metric, utilizing Walk score and Bike Score was the most effective tool to measure this efficiently and is easily presentable and digestible for any audience.

The Walk Score Methodology measures the walkability of specific addresses and their distance from different amenities in each category (<https://www.walkscore.com/methodology.shtml>).

The process for collecting this information was obtaining the permitted housing units for 2021 from each jurisdiction with their specific addresses and plugging them into the Walk score application to get both the walk score and bike score. The Walk Score Legend was used to understand the % walkability and the % bike ability for the permitted housing units for 2021.

Walk Score Legend

90-100 = walkers paradise
70-89 = very walkable
50-69 = somewhat walkable
25-49 = car dependent
0-24 = car dependent

2021 Permitted Housing Units			
Jurisdiction	Total Units	Walkable (60-100)	% walkable
Arcata	38	22	58%
Eureka	31	23	74%
Ferndale	6	1	16%
Fortuna	45	9	20%
County	90	2	2%
			34% walkable

Figure 11. Walkability Table

Housing units classified as “walkable” had Walk Scores of sixty or higher. A threshold of sixty was selected because it represents the midpoint of the “Somewhat Walkable” category according to the Walk Score rating scale.

Figures 11 and 12 illustrate the total number of permitted housing units for 2021 and their respective walkability percentages for each jurisdiction and the county. These figures are far from the goal of having 80% of all permitted housing in “Safe, comfortable, and convenient access to employment, shopping, and recreation by walking, biking, rolling, or transit.”

The parcels identified in this report under the *Baseline Connectivity Scores* section are ideal locations for future development to meet the requirements of the current housing element for all jurisdictions. Maps for each jurisdiction including the unincorporated county are included in the appendix.

Focusing on infill development in well-connected areas is critical for advancing multiple objectives of the Safe and Sustainable Transportation Targets, particularly mode shift, and reductions in VMT and GHG emissions.

Jurisdiction	Total Units	Bikeable (60-100)	% bikeable
Arcata	38	29	76%
Blue Lake	0	n/a	n/a
Eureka	31	24	77%
Ferndale	6	0	0%
Fortuna	45	6	13%
Rio Dell	0	n/a	n/a
Trinidad	0	n/a	n/a
County	90	6	7%
			43% bikeable

Figure 12. Bikeability Table

Estimated VMT per Capita from New Housing

Understanding if new permitted housing units are being built in areas that will result in higher VMT is important to track to understand if we are building housing in areas that incentivize more travel using a personal vehicle in comparison to other modes of transportation.

According to Caitlin Castellano at City of Eureka–Development Services, most housing projects in Eureka are exempted under the Class 32 In-Fill Development Projects categorical exemption in Section 15332 of the CEQA Guidelines, so they generally won’t have a VMT analysis.

Utilizing Fehr and Peers' *VMTIndex tool*, we can estimate the VMT from future housing developments in Humboldt County. The *VMTIndex tool* is a mapping tool on ArcGIS Online and unfortunately there is no download function to acquire the data to overlay with newly permitted housing units. This tool could be used as an estimate for VMT per block group to track new housing units and their estimated VMT, however, the data has not been reviewed, there is no warranty regarding the data's accuracy, quality, or appropriate use, and the tool should be supplemented by other VMT data, according to Fehr and Peers's website on their VMT tool.

Below is an example of how to use the VMT Tool to understand where newly permitted housing is regarding the block groups' VMT.

Linc Housing Sites VMT Analysis (Fehr and Peers VMT Tool)

Site 1: 550 M Street, Eureka

Block Group VMT: 14.3

City VMT: 13.7

Site 2: 611 8th Street, Eureka

Block Group VMT: 9.7

City VMT: 13.7

Site 3: 1310 Myrtle Avenue, Eureka

Block Group VMT: 12

City VMT: 13.7

VII. Convenient Access to Destinations

Target:

By **2035**, ensure **60% of the county's population** lives in housing with safe, comfortable access to everyday destinations (e.g., work, school, shopping) by walking, biking, or transit rising to **80% by 2050**.

Goals for non-car travel times:

- Travel to work: **≤ 20 minutes in urban areas, ≤ 35 minutes in rural areas.**
- Travel to essential non-work destinations: **≤ 15 minutes in urban areas, ≤ 30 minutes in rural areas**
Tracking will emphasize equitable distribution of access, especially for underserved communities.

Utilizing the connectivity maps and open street map data on QGIS, a visual representation of access to essential destinations such as grocery stores, healthcare, parks, schools, corner stores, etc., was created to present a visual representation of the first metric for this regional target.

This map will serve as a guiding document for jurisdictions to be more aware of the specific locations where they can seek to build that provides convenient travel by walking, biking, rolling, or transit.

However, for this metric, it is difficult to quantify whether 60% of the county's population can be equitably distributed across the region in locations that provide convenient access to key destinations. This type of analysis has previously been conducted for the County Connectivity Score based on the number of parcels rather than population and was so data-intensive that it caused the system to crash multiple times. Therefore, the metric itself is not difficult to complete, but quantifying it for 60% of the county's population is.

The metric regarding availability of transit trips within 150% of driving time is currently pending due to the size and complexity of this analysis. This analysis is being conducted with the help of HTA and will utilize QGIS and TravelTime API. The barrier to completing this analysis is due to the extremely large size of this analysis, and the free plug-in for TravelTime API is insufficient to process the data. An upgrade request was sent to TravelTime API, and we are awaiting their response. The data containing origin-destination pairs for all centroids in the Transportation Analysis Zone (TAZ) were analyzed and collected by the fellow, which includes all of the travel times. The final piece of data needed with the upgraded TravelTime API is the paralleled times of transit between these TAZ's.

VIII. Vision Zero

Target:

Achieve zero traffic fatalities in Humboldt County by reducing deaths and injuries through annual incremental reductions. Specifically:

- **Reduce total traffic fatalities by 50% each year** until reaching zero.
- **Reduce bicyclist fatalities by 50% each year** until reaching zero.
- **Reduce serious injuries from traffic collisions by 25% each year** across all road users. Track progress annually using state and local traffic safety data, with a focus on protecting vulnerable users and underserved communities.

Data Source(s):

- **California Statewide Integrated Traffic Records System (SWITRS)**
- **Street Story SafeTREC Reports**

Vision Zero was originally adopted in Sweden in 1997 by the Swedish Parliament as a policy with the goal of reaching zero traffic fatalities. Countries around the world have started to understand the importance of using a safe systems approach to mitigating traffic fatalities.

HCAOG adopted the Vision Zero Initiative with the goal of eliminating roadway fatalities and has included the regional target of maintaining zero traffic fatalities per year or decreasing the number of traffic fatalities in the cities and unincorporated county by 50% each year until achieved.

Traffic-related fatalities and injuries across all modes of transportation in Humboldt County can be analyzed using data from the California Statewide Integrated Traffic Records System (SWITRS) and the Transportation Injury Mapping System (TIMS). Doing so allows HCAOG to track these data points over time and implement safety/traffic calming measures to mitigate this harm, with the overall goal of maintaining zero traffic and bicyclist fatalities per year outlined in the SSTT in VROOM.

Data Schedule:

The Vision Zero Performance Measure should be tracked annually to get an overall picture of traffic fatalities and serious injuries each year. Furthermore, every 5 years, this measure should be tracked to construct a trendline of traffic fatalities and serious injuries in the county. After traffic calming measures and other street redesign treatments are put in place, tracking the traffic fatalities and severe injuries every 5 years will allow the county to understand the success of these treatments aimed at reducing deaths and serious injuries in key areas. Specifically, areas deemed as hazardous road conditions with a large number of crashes/near misses should be reassessed specifically, especially if traffic calming measures and treatments are put in place in those areas.

2023-2024 data is provisional and therefore subject to change; therefore, the baseline year 2022 is used, as it is the next most recent SWITRS year.

In 2023 the number of traffic-related fatalities (“Fatalities” on SWITRS) was **27**. The number of people walking who were killed in 2023 was **8**, and the number of people walking who were seriously injured was **13**. The number of people biking who were killed in collisions in 2023 was **1**. The total number of people seriously injured in traffic collisions in 2023 was **98**.

Between 2020 and 2024, traffic-related fatalities have fluctuated up and down, with 21 recorded in 2020, a low of 15 in 2021, followed by increases to 25 in 2022 and 26 in 2024.

Humboldt County 2022 Traffic Collision Data (SWITRS)

- **Total Traffic-Related Fatalities: 25**
- **Pedestrian Fatalities: 8**
- **Pedestrians Who Sustained Serious Injuries: 18**
- **Bicyclist Fatalities: 3**
- **Bicyclists Who Sustained Serious Injuries: 9**
- **Total Serious Injuries: 123**

(Note: Because no data set separates fatalities and serious injuries, the total serious injuries were calculated by subtracting fatalities from the combined total of serious injury collisions and deaths.)

Additionally, hotspots and safe reports were documented using Street Story SafeTREC Reports which showed clusters of crashes, near misses, and hazardous intersections/roads that will inform safer road design utilizing the Vision Zero Safe Systems Approach.

Figure 13 shows Street Story reports of near misses and crashes over time on 11th Street (between O and Q Streets) in Arcata. A separate excel document highlighting key hot spots has been included in the appendix to support ongoing monitoring and to help evaluate the effectiveness of street design interventions aimed at reducing vehicle speeds, improving visibility, and enhancing overall safety. The red dots are reported crashes, and the yellow dots and line are hazardous areas where there have been reports of unsafe speeds or near misses.

Additionally, to provide a more complete data set, two maps were made in QGIS which mapped the hotspots of crashes in Humboldt County from 2013-2022 and are attached in the appendix. One map provides a more general understanding of where crashes occur in the county, and the other map provides a more detailed view of the actual number of crashes labeled on the map. These maps were created to visualize the crash hotspots in Humboldt County and to give planners a tool to monitor and compare crash trends over time to understand where to prioritize street safety design. Furthermore, maps were created that highlight crashes based on the number of injuries and number of deaths using the heatmap feature in QGIS from 2013-2022.

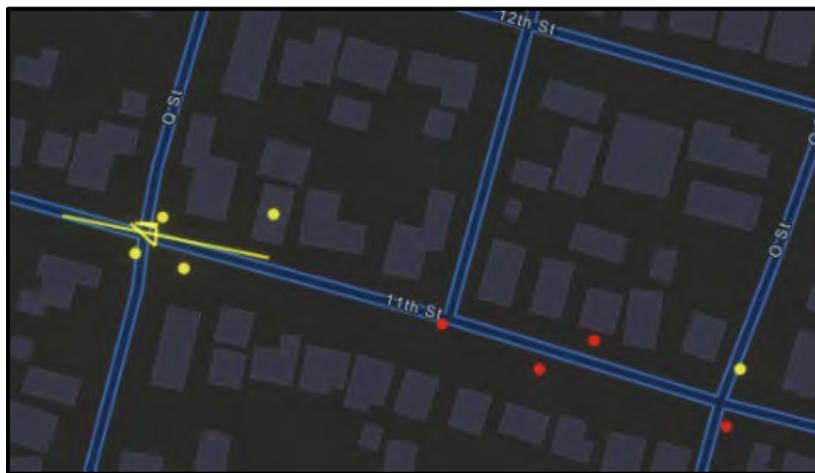


Figure 13. Crash and Near Miss Reports (Red = crash) (Yellow = near miss)

IX. Active Transportation Education

Target:

Expand education and outreach programs that promote walking, biking, and multi-modal travel.

- By **2023**, provide multimodal safety education to **5% more school classrooms**; increase to **10% more by 2025**.
- Increase the number of employer and agency-based multimodal travel incentive programs annually, targeting employers with **20+ employees**.
- Expand public marketing/education campaigns and **reach at least two new communities every two years**, with a focus on equity.

Active transportation plays a vital role in shaping a community’s understanding of local transportation challenges and opportunities. Enhancing public awareness of key metrics and goals such as increasing transit ridership and reducing vehicle miles traveled (VMT) is essential for building broad-based support. By engaging new audiences and educating the public, these targets become more accessible, better understood, and more likely to be achieved efficiently and effectively.

School Classrooms Receiving Multi-Modal Education

The Regional Target aimed at “Five percent more of school classrooms get multi-modal education by 2023, and 10% more by 2025” is not a suitable target as it is not easily trackable over time. Surveying each school in the county each year would require extensive outreach to each school with the assumption that each school would respond to the survey.

To improve the feasibility and accuracy of this metric, the target should be revised to focus on a smaller, more manageable set of data sources. Specifically, it is recommended that the metric be aligned with the efforts of known organizations actively engaged in multimodal education outreach in Humboldt County.

Two such groups in Humboldt County are the Redwood Community Action Agency (RCAA) and Humboldt County Public Health specifically the Physical Activity and Nutrition Program. These organizations deliver multimodal transportation education and could serve as reliable sources for tracking progress over time.

In the process of drafting this report, with the passage of H.R. 1 the federal government has cut funding to Humboldt County DHHS. Specifically, the department’s CalFresh Healthy Living Funding is sunseting effective October 1, 2025. This decreases or potentially ends the active transportation education programs that DHHS was planning to continue.

Date range	Description	# Presentations
2023: 10/17 and 11/07	Morris Elementary Bike Education:	2 presentations
FFY2023: 10 hours of bike club	Zane Middle School Bike Club:	10 presentations
2022- 8/14	OE trip	1 presentation
2022- 8/17	OE trip	1 presentation
2023- 3/20, 5/6, 10/9, 4/10, 7/7, 7/14, 7/21, 7/28, 8/4	OE trips Eureka City Schools	9 presentations
2024- 2/20, 2/22, 2/23	OE spring break trips	3 presentations
2024- 7/8, 7/12, 7/18, 7/19, 7/22, 7/24, 7/26, 7/30, 7/31, 8/1, 8/2	OE summer trips	11 presentations
TOTAL 2022-2024		27 presentations

Figure 14. DHHS Active Transportation Presentations

2022: 3 Presentations focused on bike safety at Redwood Coast Montessori
2023: Six presentations at Morris Elementary in McKinleyville.
2024: 0 Presentations
2025: 0 presentations, though we hope to do at least 2 with the South Arcata Multi-modal Safety Improvement Project with the City of Arcata

Figure 15. RCAA Active Transportation Presentations

Programs Promoting and Incentivizing Multi-modal Travel

Increasing the number of programs that actively promote and incentivize multi-modal travel is an important part of mode-shift and reducing VMT in a personal vehicle. Many do not have the time or energy to seek out programs outside of their work that incentivize multi-modal travel or are not aware of other modes of transport available to them, therefore having these programs imbedded into a large part of people’s lives through their employment is a direct way to reach these metrics.

Research was conducted to find the employers in Humboldt that provide these programs; however, it was not a feasible effort to continue conducting this search as the resources for the information on these programs were not easily findable.

Programs that Incentivize Multi-Modal Travel

There are 7 current programs that incentivize multi-modal travel through extensive research by the fellow. However, due to the complexity of locating specific programs, there is an understanding that there may be additional programs that are not known at this time.

The programs that were easily findable are well known amongst local government such as the Employee Bus Pass Benefit Program for the County of Humboldt employees. This was passed in November of 2022 by the Humboldt County Board of Supervisors after testing a pilot program through the Humboldt Transit Authority to gauge employee interest in utilizing the transit system for commuting to and from work.

To increase the number of programs that promote or incentivize multi-modal travel, several outreach efforts are needed to increase the use of these programs. Some of these efforts include ensuring that employees are made aware of emergency rides that are available when needed by the employee.

A solution to this is having the employer guarantee a ride in the case of an emergency either through ride-share or allowing an employee to drive them during work hours. These approaches can increase employee confidence in choosing transit, ultimately helping to boost participation in sustainable commuting programs.

HCAOG should engage businesses located near transit stops to maximize the effectiveness and success of these programs and then expand to other businesses that would be interested.

Active Transportation Marketing Campaigns

Increasing active transportation marketing and education campaigns is essential to reaching new audiences and connecting more people to active transportation infrastructure and resources in their communities. Two recent examples of this for the 2025 calendar year is Bike Month and the Humboldt Bay Trail Extension Opening Celebration.

Bike Month reached new audiences as it attracted new riders, new businesses, and led to a successful campaign. It did so through extensive promotion from the Bike Month Humboldt Coalition and outreach to many different local newspapers, with an airing of the Bike Celebration Fair on local tv at the end of Bike Month.

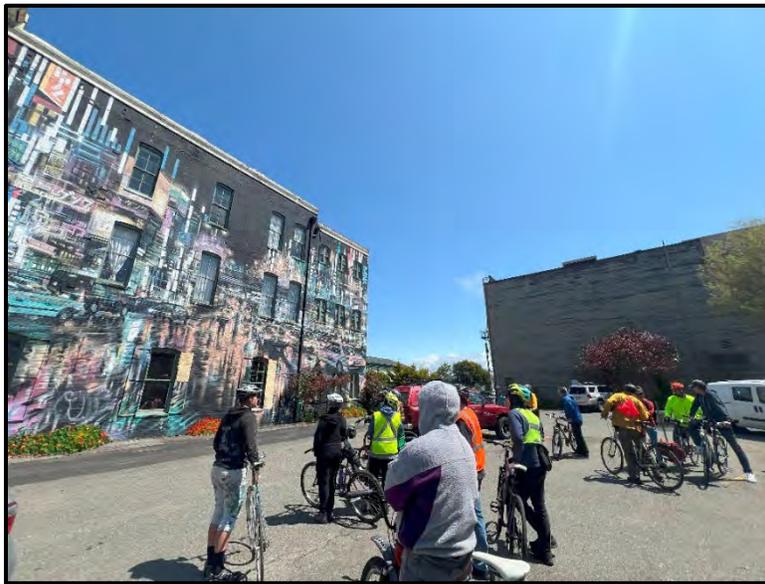


Figure 17. 2025 Bike Month Eureka Mural Ride

The Humboldt Bay Trail Opening Celebration had widespread marketing reach with coverage in many local newspapers and airings. This led to a successful turnout and increased excitement for the opening of the trail extension connecting Arcata and Eureka.

While these efforts were not strictly education campaigns, Bike Month did include several educational components. Throughout the month, the Bike Month Coalition responded to community questions about local bike infrastructure, education on proper helmet fitting and road etiquette, and other cycling-related topics. The Humboldt Bike Challenge, which was organized in partnership with Love to Ride, an organization that promotes active travel behavior change, also provided valuable educational tools. Their platform includes tips, exercises, and resources designed to help riders build confidence and improve their cycling skills. Many participants in Humboldt County accessed these materials before, during, and after the challenge.

The Bike-Friendly Business Program, a key component of Bike Month, also functioned as an active transportation campaign. It encouraged both regular cyclists and those new to biking, to ride to participating local businesses in Eureka and Arcata, where they could receive discounts and special offers. By partnering with these businesses, the program helped raise awareness of Bike

Month and promoted active transportation to a broader audience. The businesses themselves helped amplify this outreach by advertising the program and associated Bike Month events to their customers, extending the campaign’s reach into various community circles.

With the businesses themselves promoting these deals, there was an increased number of customers who were aware of these deals in partnership with Bike Month and visited the businesses through anecdotal evidence from the employers. These campaigns for 2025 increased active transportation in Humboldt County and were evident with the amount of people who participated in these events throughout these campaigns.

X. Invest in Complete Streets

Target:

Prioritize funding for infrastructure that supports walking, biking, and transit.

- Increase regional discretionary funding allocated to active transportation infrastructure by **10% by 2023**, and by **25% by 2028**.
- Secure new funding sources at the city, county, or regional level (e.g., grants, bonds, user fees) to sustain investments in active transportation and transit access, with a focus on serving underserved populations.

As part of HCAOG’s goals outlined in VROOM, complete streets and active transportation are necessary for ensuring safe and comfortable streets for all modes of transportation. HCAOG’s STIP, RTIP, and PPM outline the funding allocations to different transportation related projects that are in line with VROOM’s goals outlined in the Safe and Sustainable Transportation Targets. Specifically, the SSTT will monitor the goal of investing in complete streets/active transportation, with an increase of 10% by 2023 and by 25% by 2029, regional discretionary funding set aside for active transportation projects.

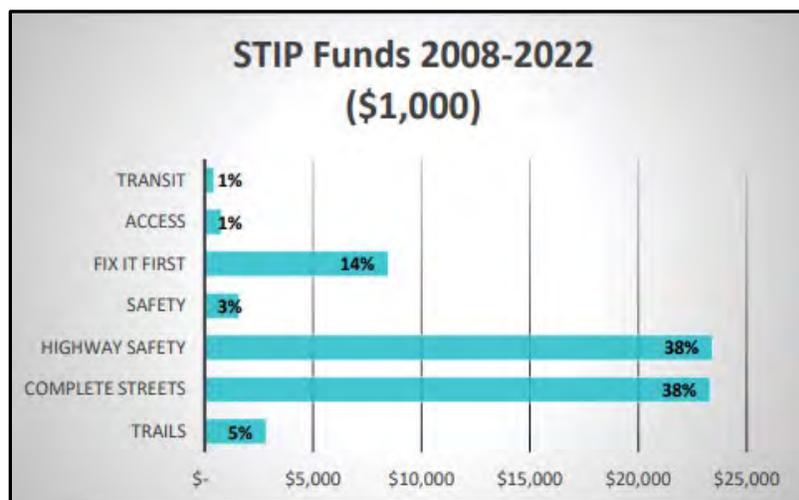


Figure 17. STIP Funds 2008-2022

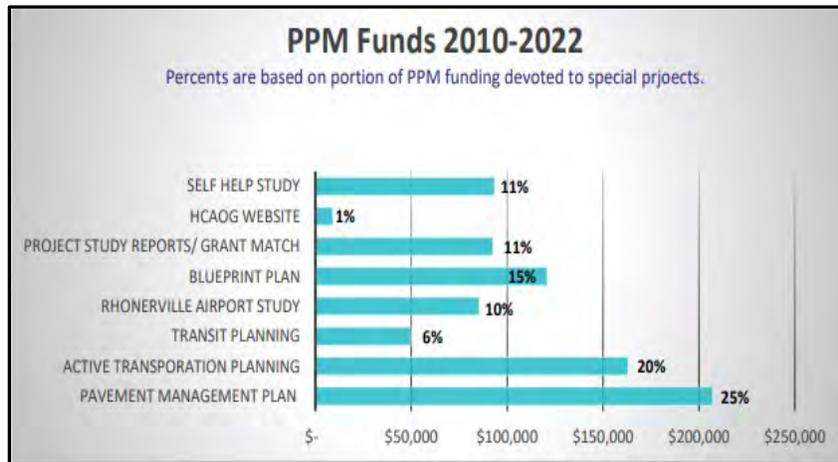


Figure 18. PPM Funds 2010-2022

Funding Consistency Analysis

According to the Funding Consistency Analysis completed by HCAOG staff September of 2023, “From 2008-2022, HCAOG has programmed \$60,851,000 through the RTIP. Complete streets projects and trails, which have been implemented by a number of agencies, make up 43% of the projects that have been programmed in the STIP funds. These projects promote active transportation and meet HCAOG priorities for mode shift and lowering vehicle miles traveled.”

This specific metric is not feasible as regional discretionary funding fluctuates each year depending on a number of factors according to staff at HCAOG. Therefore, this metric should be revised to be more easily trackable.

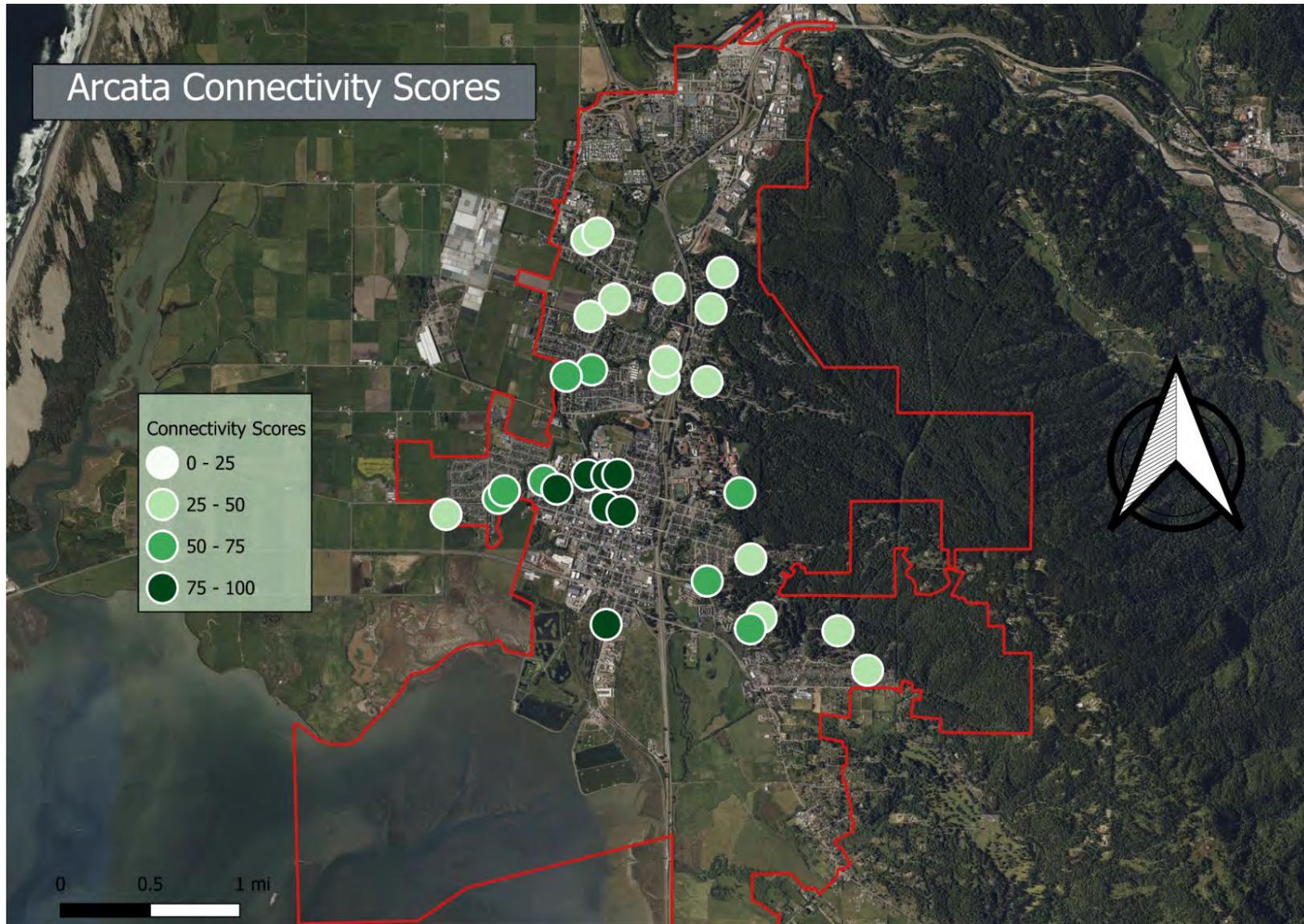
Securing New Funding Sources to Benefit Active Transportation and Transit

Tracking new funding sources that go towards active transportation and transit is crucial to understand what types of projects are being prioritized and given funding. Active transportation and transit projects are incredibly important for reaching the goals of the Safe and Sustainable Transportation Projects.

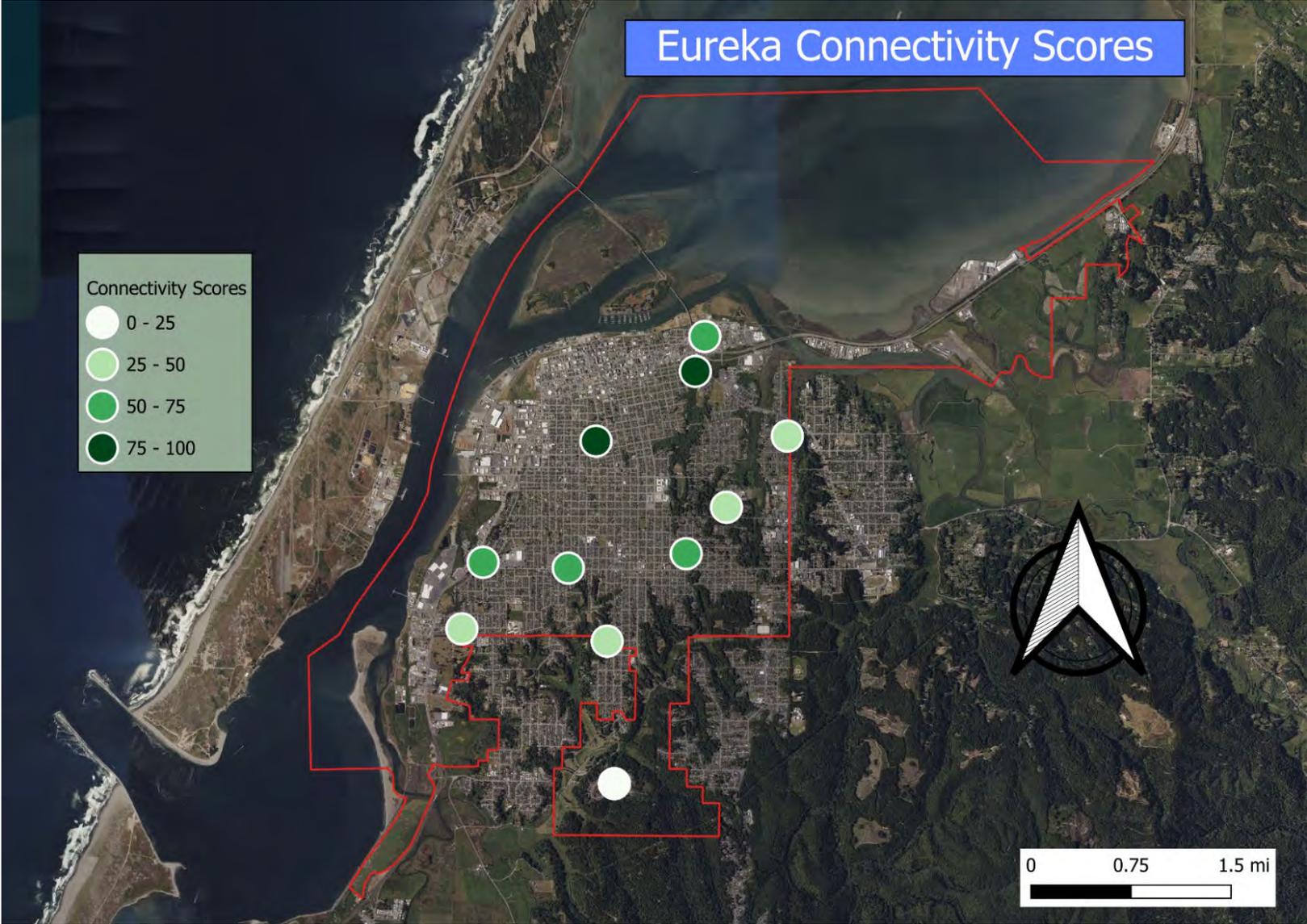
Data inquiries were sent to each jurisdiction to understand their grant awards obtained that benefit active transportation or potentially supporting transit. Attached in the appendix is an excel sheet with the grant awards that benefit active transportation and transit acquired by the jurisdictions in Humboldt County.

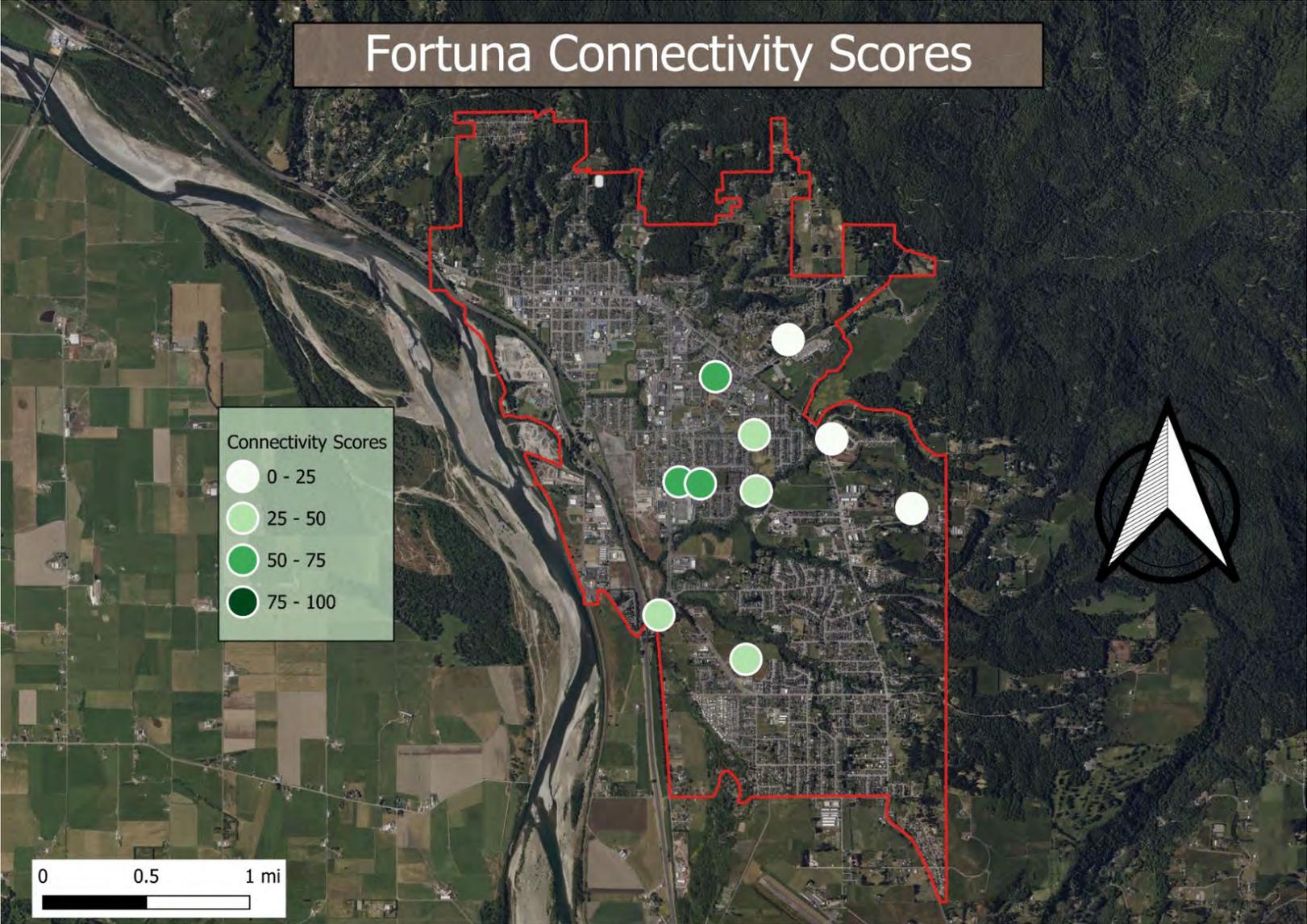
This metric only specifies the “presence” of new grant awards or funding mechanisms, however, tracking this over time to see the amount acquired every year for active transportation and transit could prove to be an important metric.

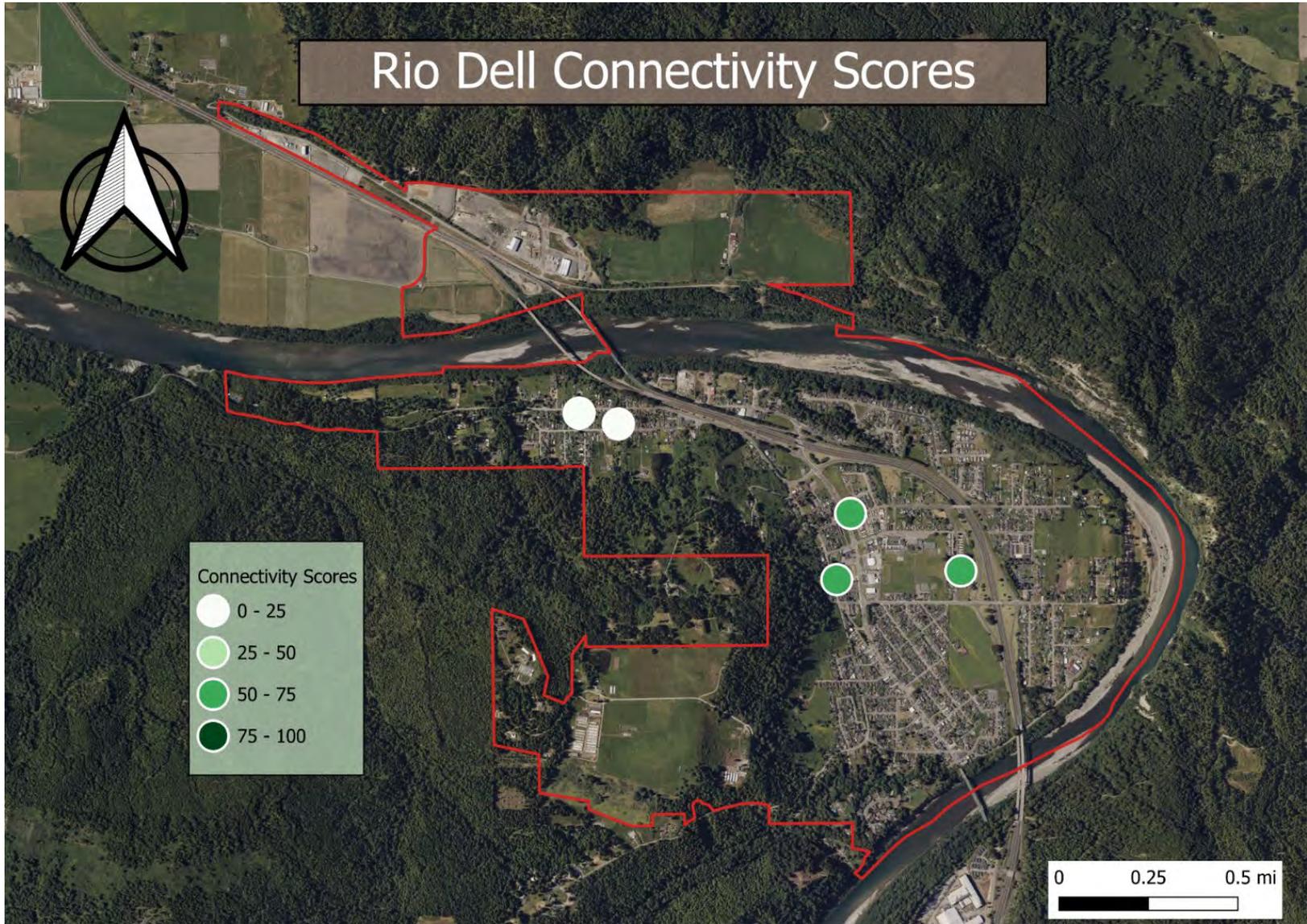
Appendix A (Maps)



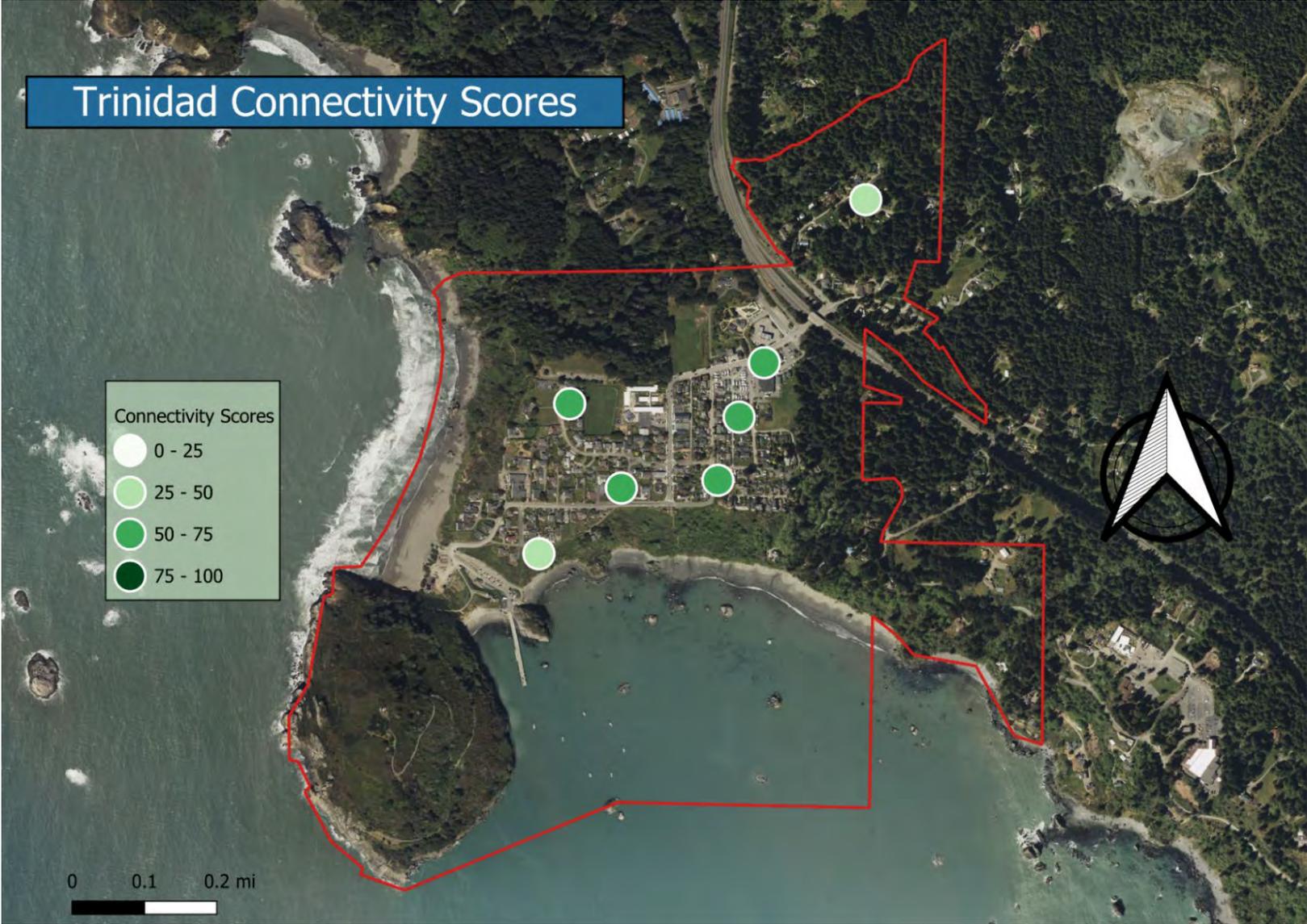
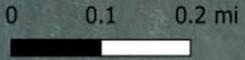
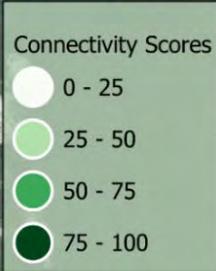


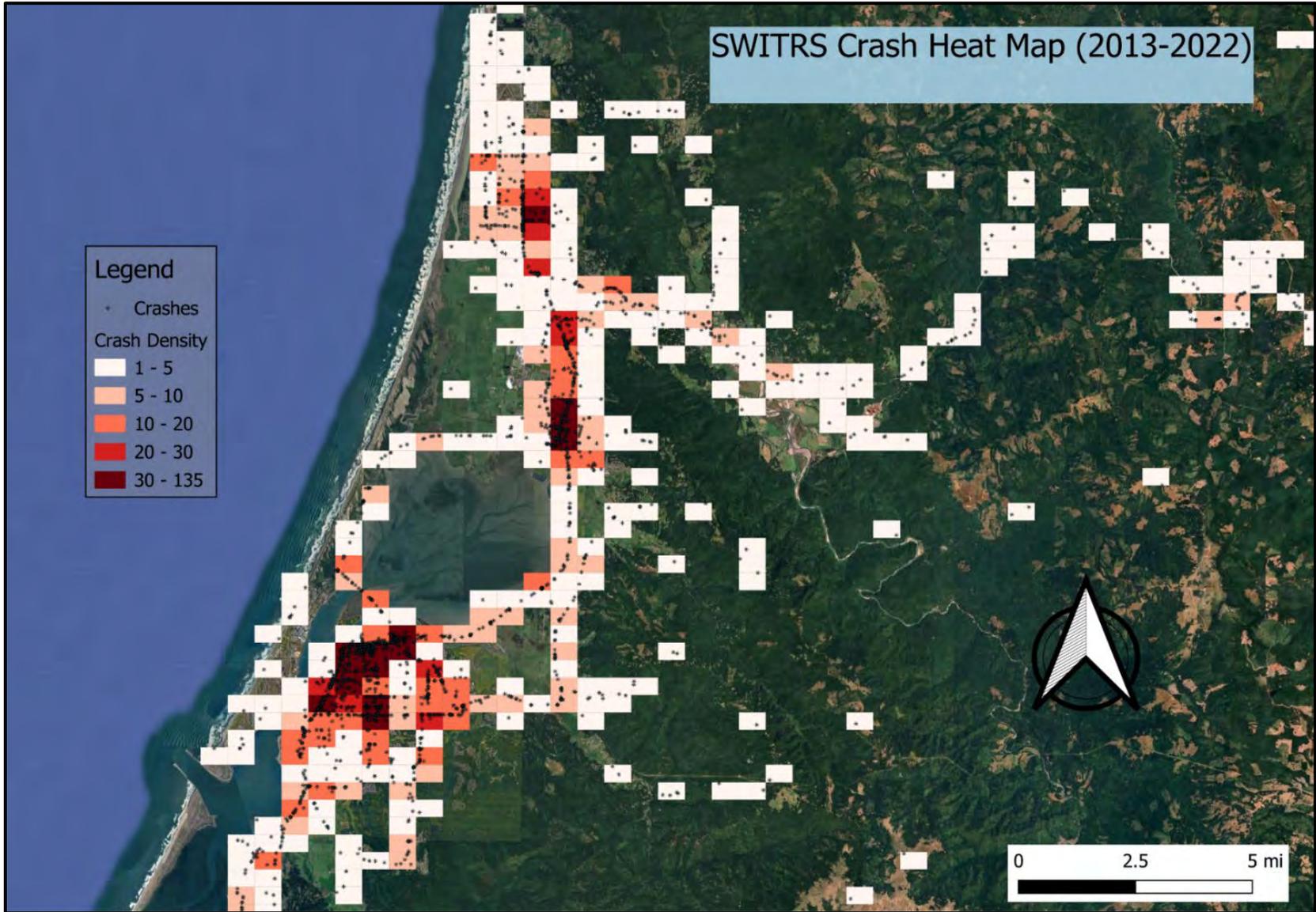


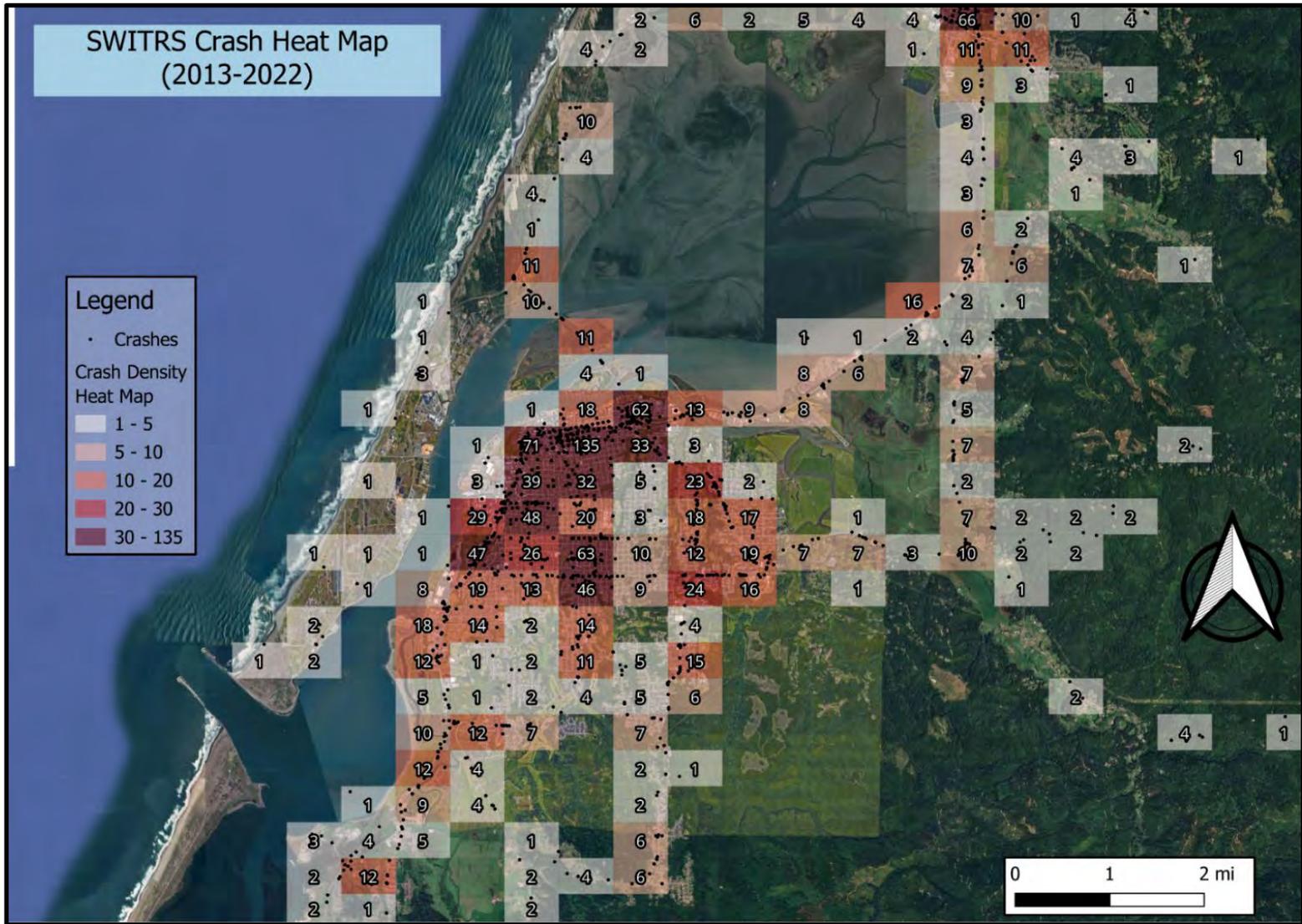




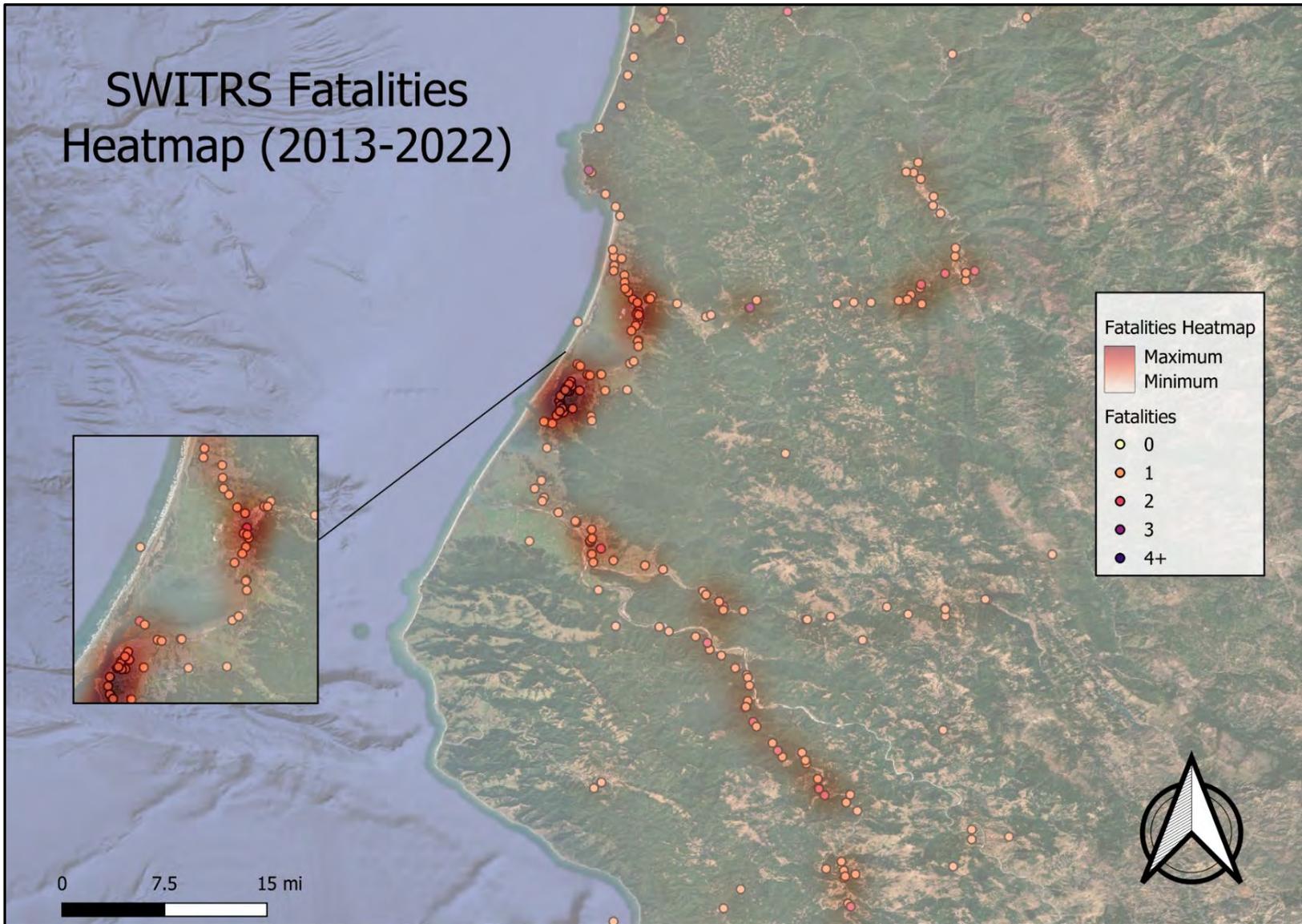
Trinidad Connectivity Scores



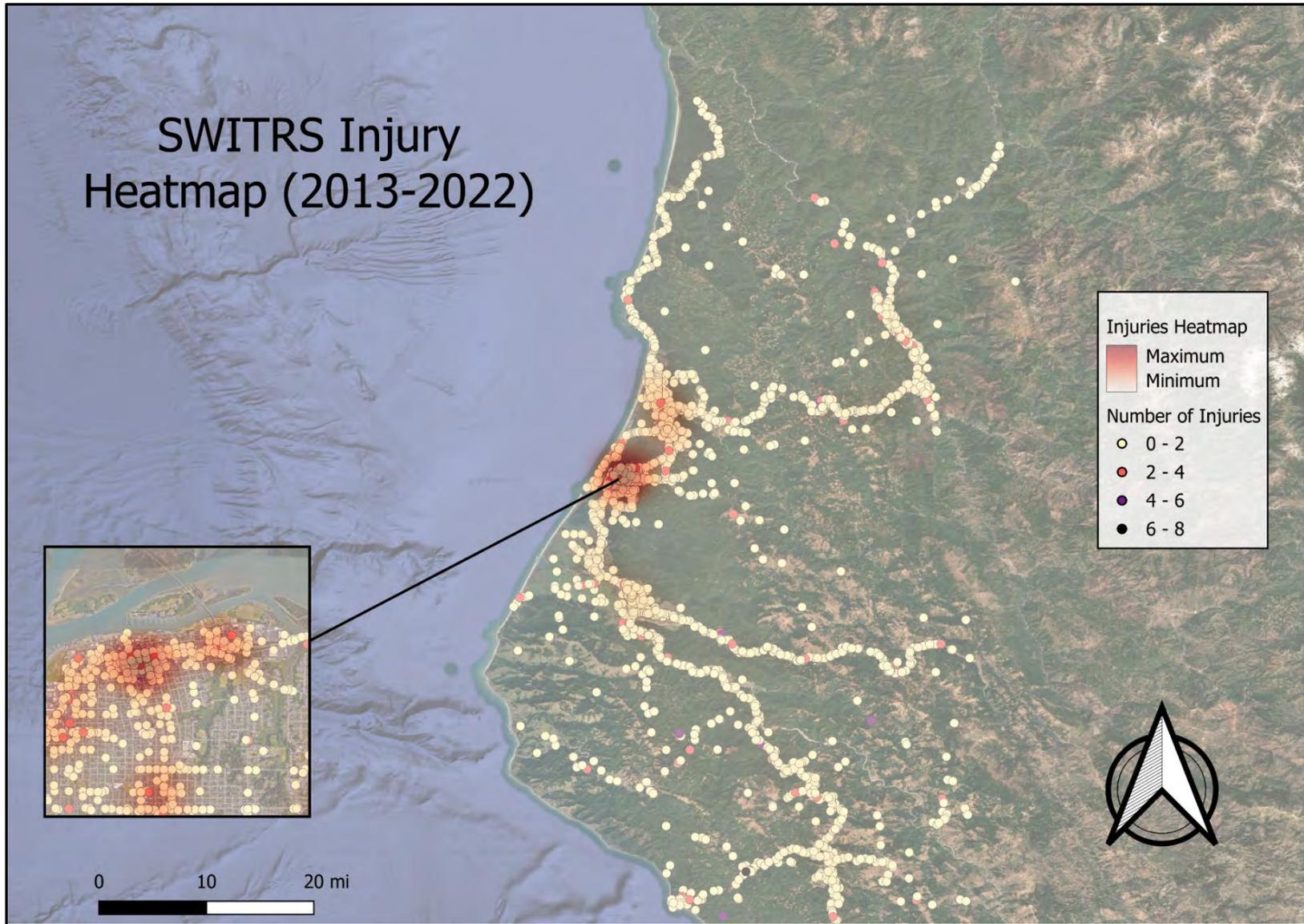




SWITRS Fatalities Heatmap (2013-2022)



SWITRS Injury Heatmap (2013-2022)



Humboldt County Parcels Connectivity Analysis

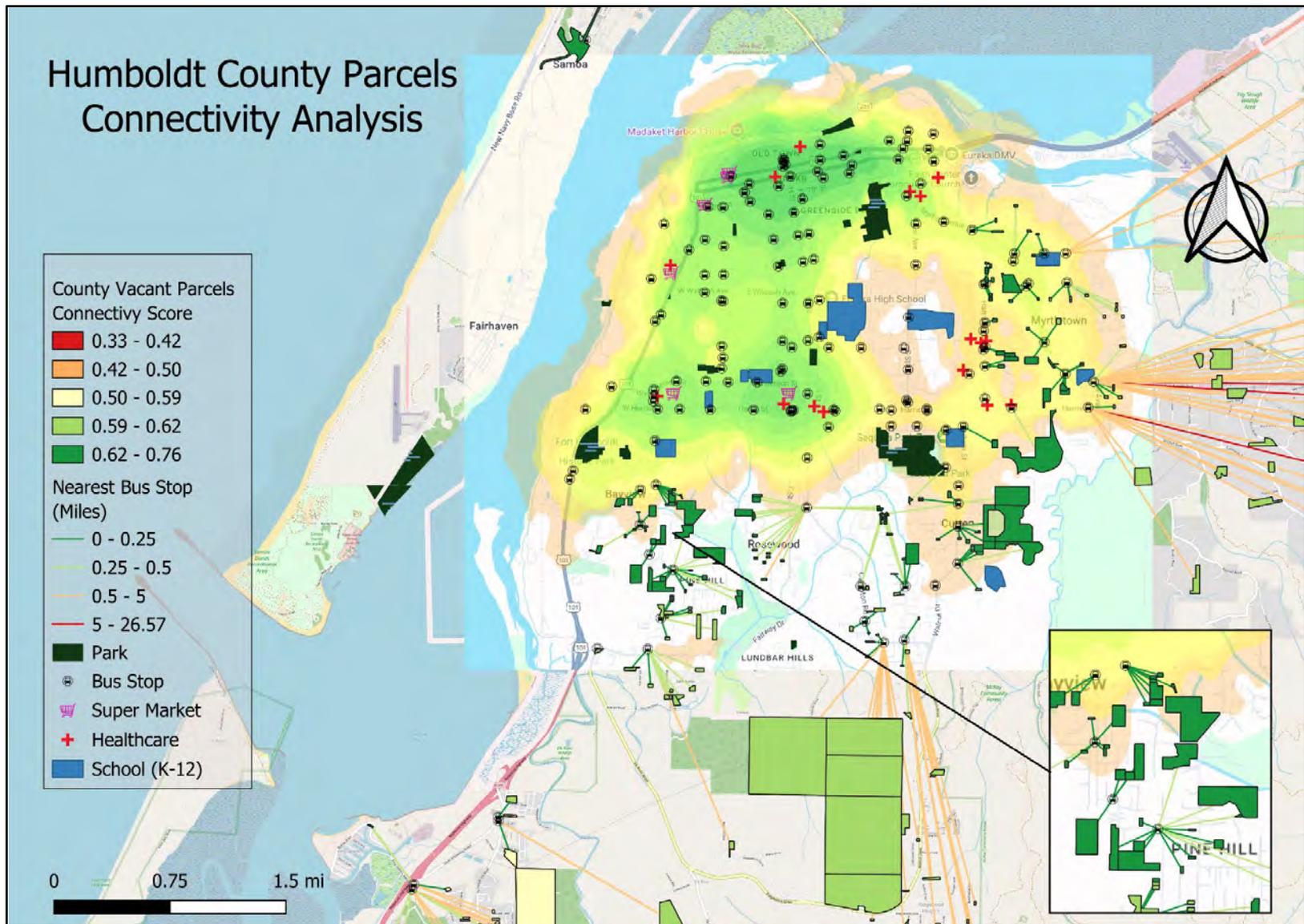
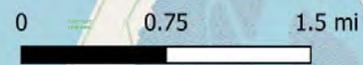
County Vacant Parcels
Connectivity Score

- 0.33 - 0.42
- 0.42 - 0.50
- 0.50 - 0.59
- 0.59 - 0.62
- 0.62 - 0.76

Nearest Bus Stop
(Miles)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 5
- 5 - 26.57

- Park
- Bus Stop
- Super Market
- Healthcare
- School (K-12)



Caltrans Highway Performance Monitoring System, Humboldt County (2023)

Table 6

**2023 Maintained Miles & Daily Vehicle Miles of Travel
Estimates by Jurisdiction**

COUNTY JURISDICTION	MAINTAINED MILES			DAILY VEHICLE MILES OF TRAVEL (DVMT) [1,000]			
	RURAL	URBANIZED	TOTAL	RURAL	URBANIZED	TOTAL	
HUMBOLDT							
Cities:	ARCATA	1.06	63.64	64.70	0.91	107.18	108.10
	BLUE LAKE	7.22		7.22	8.17		8.17
	EUREKA		121.41	121.41		230.28	230.28
	FERNDALE	9.25		9.25	6.25		6.25
	FORTUNA	0.04	51.98	52.01	0.05	92.02	92.07
	RIO DELL	18.96		18.96	9.64		9.64
	TRINIDAD	3.46		3.46	3.36		3.36
Others:	BUREAU OF INDIAN AFFAIRS	16.11	0.75	16.86	1.83	0.31	2.14
	HUMBOLDT COUNTY	1,048.10	200.61	1,248.71	585.76	261.07	846.83
	NATIONAL PARK SERVICE	21.39		21.39	2.87		2.87
	STATE HIGHWAYS	286.89	48.41	335.30	1,220.59	940.02	2,160.61
	STATE PARK SERVICE	25.50	1.14	26.64	3.19	2.58	5.76
	U.S. BUREAU OF LAND MANAGEMENT	87.93	0.09	88.02	26.56	0.04	26.59
	U.S. FISH AND WILDLIFE	3.14	0.06	3.20	1.04	0.03	1.07
	U.S. FOREST SERVICE	332.90	0.30	333.19	157.85	0.15	158.00
HUMBOLDT TOTAL		1,861.95	488.39	2,350.34	2,028.08	1,633.67	3,661.75

Appendix B – SSTT Data Sources and Supporting Tables

Reduce GHG Emissions in Air District

Data Source(s):

- [2010-2023 CEC-A15 Results and Analysis ADA](#)
-

i. Estimated Totals of Gasoline for Humboldt County

2022 Estimated Totals (Millions of Gallons) of gasoline for Humboldt County is **45 million**, and the survey response totals is 41. The Estimated Totals (Millions of Gallons) of diesel for Humboldt County is 11, while the survey response totals is 9.

Percent Mode Shift

Data Sources

- Transit operators' ridership data (Humboldt Transit Authority) (AM&RTS)
 - **Note:** Data may be skewed due to the impacts of the COVID-19 pandemic.
-

Ridership Goal

- Objective: **Double transit trips by 2025**
- Baseline Data year: 2022
- 2022 Total Transit Boardings: 471,019



Percent Mode
Shift-HTA Fleet Inver

Reduce Vehicle Miles Travelled (VMT) by Car

Data Sources:

- **Caltrans Highway Performance Monitoring System (2023)** (VMT data)
 - **US Census, Data USA** (Population and household demographics)
-

Daily VMT of Travel Per Capita Per Jurisdiction

Jurisdiction	Daily VMT (1,000s)	Population	Miles Per Person
Arcata	108.10	19,012	5.68
Blue Lake	8.17	1,172	6.97
Eureka	230.28	26,129	8.82
Ferndale	6.25	1,389	4.34
Fortuna	92.07	12,285	7.49
Rio Dell	9.64	3,308	2.74
Trinidad	3.36	325	9.34
Humboldt County Total	3,661.75	133,985	27.3

Figure 3. Daily VMT of Travel Per Capita Per Jurisdiction – Source: Caltrans Highway Performance Monitoring System (2023), US Census, Data USA

Daily VMT Per Household

Jurisdiction	Daily VMT (1,000s)	Households	Miles Per Household
Arcata	108.10	7,760	13.93
Blue Lake	8.17	449	18.19
Eureka	230.28	10,735	21.45
Ferndale	6.25	680	8.9
Fortuna	92.07	4,854	18.9
Rio Dell	9.64	1,371	6.6
Trinidad	3.36	207	14.7
Humboldt County Total	3,661.75	54,995	65.2

Figure 4. Daily VMT Per Household Source: Caltrans Highway Performance Monitoring System (2023), US Census, Data USA

Ratio between the number of light vehicles registered to residents of Humboldt County vs. the number of households or licensed drivers.

- **Baseline Data Year 2020: 1.26**

Zero Emission Vehicle Infrastructure

Data Source(s):

- **Alternative Fueling Station Locator**
- **Plugshare.com app**
- **Jurisdictions Municipal Code**
- **2022 California Electrical Code**

i. Completion of charging sites evaluation plan

- [North Coast Plug-In Electric Vehicle Readiness Project](#)

ii. Jurisdictions with building codes that require installing “EV-ready” electrical wiring or EVCS

Jurisdiction	EVCS Permit Streamline Ordinance	EVCS Permit Checklist	Code for EV New Building?
Arcata	Ord. 1567	Yes	Yes
Blue Lake	No	No	Yes
Eureka	Ord. 905-C.S	Yes	Yes
Ferndale	No	No	Yes
Fortuna	Ord. 2024-767 § 3 (Exh. A)	Yes	Yes
Rio Dell	Ord. 360 § 1, 2017	No	Yes
Trinidad	No	No	No
County	Ord. 2579, § 1, 9/19/2017	Yes	Yes

EV-Ready Electrical Wiring:

- 7/7 Jurisdictions = 100%

200 Amps Utility Panel Ratings:

- 7/7 Jurisdictions = 100%

Amount of funding dispensed to subsidize and incentivize EVCS:

Jurisdiction Budget	Project	Funding Allocated (\$)
Arcata Annual Budget (2022-2023)	N/A	0
Blue Lake Annual Budget (2022-2023)	N/A	0
Eureka Annual Budget (2022-2023)	- EurekaCapital Projects - General:- (2022-2023) EV Charging Stations	\$95,000
Ferndale Annual Budget (2022-2023)	N/A	0
Fortuna Annual Budget (2022-2023)	N/A	
Rio Dell Annual Budget (2022-2023)	N/A	0
Trinidad Annual Budget (2022-2023)	N/A	0

ZEV Fueling Infrastructure:

Data Source(s):

- **Alternative Fueling Station Locator**
- **Plugshare.com app**

Excel Sheet: [Number of AC/DC Chargers at the Census Block Group Level](#)

Zero Emission School Buses and Public Fleet Vehicles

Data Source(s):

- [Humboldt County Transit Development Plan 2023-2028](#)

HTA Fleet Inventory

- [Fleet Inventory/Passenger Boarding SSTT Tracking](#)

Humboldt County Fleet Inventory



Percent Mode
Shift-HTA Fleet Inver

Efficiency and Practicality in Locating New Housing

Data Source(s):

- **Jurisdictions Vacant Parcels Maps (Housing Element/Appendices)**
 - **Jurisdictions Zoning Maps**
 - **Walk Score**
 - **Google Maps**
 - **OpenStreetMap Data**
 - **County GIS (RHNA Vacant County Parcels)**
-

Excel Sheet:



Buildable Parcels
Connectivity Scores

(Contains both jurisdictions and county parcels connectivity scores)

GP Zoning Incentives for Building in Highly Connective Areas:

3/8 jurisdictions (Arcata, Blue Lake, Eureka)

CONTINUE

Vision Zero SSTT Tracking

Data Source(s):

- **California Statewide Integrated Traffic Records System (SWITRS)**
- **Street Story SafeTREC Reports**



Vision Zero SSTT
Tracking(Sheet1).csv

Humboldt County 2022 Traffic Collision Data (SWITRS)

- **Total Traffic-Related Fatalities: 25**
- **Pedestrian Fatalities: 8**
- **Pedestrians Who Sustained Serious Injuries: 18**
- **Bicyclist Fatalities: 3**
- **Bicyclists Who Sustained Serious Injuries: 9**
- **Total Serious Injuries: 123**
 - *(Note: Because no data set separates fatalities and serious injuries, the total serious injuries were calculated by subtracting fatalities from the combined total of serious injury collisions and deaths.)*

Crash Hot Spot Maps are in Appendix A

Death and injury Hot Spot Maps are in Appendix A

Active Transportation Education

Data Source(s):

- **Surveys to community partners**
- **Company reports/websites**

Excel Sheet :



Active Transportation Educ

Date range	Description	# Presentations
2023: 10/17and 11/07	Morris Elementary Bike Education:	2 presentations
FFY2023: 10 hours of bike club	Zane Middle School Bike Club:	10 presentations
2022- 8/14	OE trip	1 presentation
2022- 8/17	OE trip	1 presentation
2023- 3/20, 5/6, 10/9, 4/10, 7/7, 7/14, 7/21, 7/28, 8/4	OE trips Eureka City Schools	9 presentations
2024- 2/20, 2/22, 2/23	OE spring break trips	3 presentations
2024- 7/8, 7/12, 7/18, 7/19, 7/22, 7/24, 7/26, 7/30, 7/31, 8/1, 8/2	OE summer trips	11 presentations
TOTAL 2022-2024		27 presentations

Figure 14. DHHS Active Transportation Presentations

2022: 3 Presentations focused on bike safety at Redwood Coast Montessori
2023: Six presentations at Morris Elementary in McKinleyville.
2024: 0 Presentations
2025: 0 presentations, though we hope to do at least 2 with the South Arcata Multi-modal Safety Improvement Project with the City of Arcata

Figure 15. RCAA Active Transportation Presentations

Invest in Complete Streets

Data Source(s):

- **Jurisdictions Annual Reports**
- **Data Inquiries to Jurisdictions**

Excel Sheet:



Invest In Complete Streets SSTT Tracking

APPENDIX E. CALTRANS–DISTRICT 1 PROJECTS

Caltrans District 1: State Transportation Improvement Program (STIP) Projects List for Humboldt County (Nov. 2025)

EA	Route	Begin Postmile	End Postmile	Project Description	Improvement	Project Type and Funding	Cost*	Construction Program Year
36600	101	80.00	84.00	Eureka-Arcata US 101 Corridor	Upgrade 4-lane facility - Near Eureka Slough Bridge to Bayside Cutoff	STIP RIP	\$579,239	2021
36601	255	6.00	12.80	Humboldt Bay Area Mitigation	Eureka-Arcata Corridor HUM-255 Mitigation - Near Arcata from Pacheco Lane to V St.	STIP	\$692	2020
3660U	255	7.00	7.60	Eureka-Arcata US 101 Corridor Combined Mitigation	Combined Environmental Mitigation - Near Arcata from Pacheco Lane to V Street	STIP	\$1,807,360	2021
48040*	101	98.40	100.70	Trinidad Rancheria Access Project	Local Project- In and near Trinidad from Sixth St. overcrossing #4-57 to Trinidad Road undercrossing #4-58	STIP	\$0	TBD
48030**	96	12.00	7.60	Downtown Hoopa Traffic Enhancement	Traffic-calming improvements in Hoopa from Trinity River Bridge to Hostler Housing	STIP RIP	\$410,767	2014
29030**	101	57.00	59.10	Alton Interchange	Construct Interchange - Near Alton on US 101 and SR 36	STIP RIP	\$25,231,161	2008

¹Costs include construction, capital, and right-of-way capital.
 *This project has not been through construction yet, so no charges.
 **Construction activities complete, project closeout in progress.

APPENDIX E. CALTRANS–DISTRICT 1 PROJECTS

Caltrans District 1: Project Initiation Documents (PID) Projects List for Humboldt County (Nov. 2025)

EA	Route	Begin Postmile	Postmile End	Activity	Project Status	Nickname	Cost (\$K)
0M811	36	25.5	30.5	Major Damage-Permanent Restoration	Planning	McClellan Mountain Slipouts	\$12,484K
0P190	101	73.7	73.7	Reactive Safety	Planning	Humboldt Hill Safety Improvements	TBD

APPENDIX E. CALTRANS–DISTRICT 1 PROJECTS

State Highway Operation and Protection Program (SHOPP)

SHOPP Major Projects List for Humboldt County (Nov. 2025)

EA	Route	Begin Postmile	End Postmile	Activity	Project Status	Nickname	Cost (\$K)
'OL310	101	T0.0	R10.269	Pavement	Post-Planning	Benbow CAPM	\$26,748K
'OL290	036	0	45.5	Drainage	Post-Planning	HUM-36 Drainage	\$41,047K
'OL280	211	R77.0	78.7	Bridge	Post-Planning	Garcia Bridge Scour	\$13,307K
'OJ910	101	125.7	R131.77	Pavement	Post-Planning	HUM to DN-101 CAPM	\$49,312K
'OL770	096	R38.9	R38.9	Facilities	Post-Planning	Orleans MS and Buckhorn CVEF	\$22,927K
'OL790	299	R29.2	43.035	Pavement	Post-Planning	HUM-299 East CAPM	\$44,898K
OJ411*	299	30.7	33.4	Reactive Safety	Post-Planning	HUM-299 Curve Improve Mitigation	\$557K
OF621*	299	R1.9	37.8	Drainage	Post-Planning	Culvert Revegetation Child	\$535K
OC501*	036	11.3	34.6	Proactive Safety	Post-Planning	3 Bridges Mitigation HUM-36	\$959K
'OM760	101	79.5R	80.2	Bridge	Post-Planning	Eureka Slough Bridges Replacement	\$171,440K
'OH641	101	0.9	0.9	Drainage	Post-Planning	Hartsook Creek Fish Passage	\$11,211K
OJ891*	036	3.9	6.0	Reactive Safety	Post-Planning	Carlotta Shoulder Widen Mitigation	\$811K
OH642*	101	2.4	M53.9	Drainage	Post-Planning	HUM-101 Drainage South Mitigation	\$534K
OH243*	254	0.8	21.0	Drainage	Post-Planning	HUM-254 Culverts Revegetation	\$491K
'OH245	254	15.04	15.04	Sustainability/Climate Change	Post-Planning	Chadd and Mowry Creeks Fish Passage	\$14,729K
'OH246	254	0.0	43.0	Drainage	Post-Planning	Rehabilitate Culverts	\$18,753K
OA112*	101	R53.7	M54.2	Bridge	Post-Planning	Eel River Bridge Seismic Mitigation	\$671K
OH651*	101	55.9	R136.4	Drainage	Post-Planning	HUM-101 Drainage North - LTM Child	\$790K

APPENDIX E. CALTRANS–DISTRICT 1 PROJECTS

EA	Route	Begin Postmile	End Postmile	Activity	Project Status	Nickname	Cost (\$K)
0J802*	299	R8.0	R9.2	Major Damage - Permanent Restoration	Post-Planning	LTM Blue Lake Realignment & SPGA Wall	\$1,068K
0K151*	101	125.2	R126.09	Reactive Safety	Post-Planning	Prairie Creek Curve Improvement LTM	\$255K
46481*	101	1.1	2.5	Mobility - Operational Improvements	Post-Planning	Realign Roadway (LTM)	\$674K
0N330	211	R77.0	78.8	Major Damage - Permanent Restoration	Post-Planning	Ferndale Access	\$236,785K
0P370	096	0	R44.979	Protective Betterments	Post-Planning	North Coast Tribal Wildfire & Evacuation Route Preparedness	\$6,056K