

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.	<p>Presentation (30 min)</p> <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.	<p>Mobility Happy Hour (55 min)</p> <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 DirectorVision Zero and road safety – Mason Rewerts, RCAA PlannerPublic transit – Stevie Luther, HCAOG Associate PlannerLand use – Caitlin Castellano and Henry Baker, City of EurekaCommunity 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

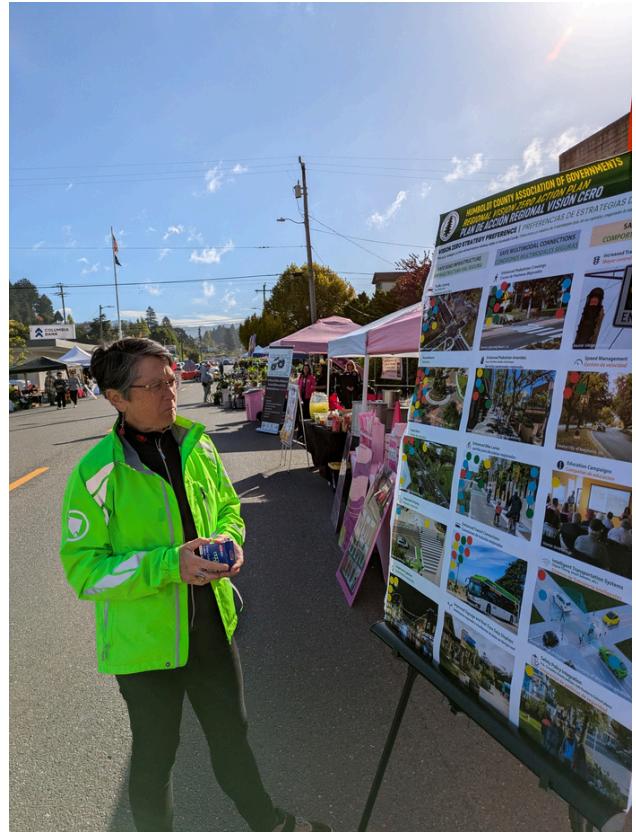
About HCAOG

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



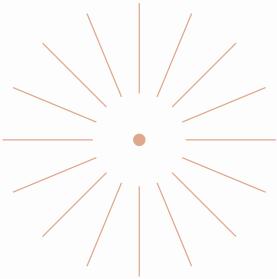
Community Workshop

Regional Transportation Plan Update 2026

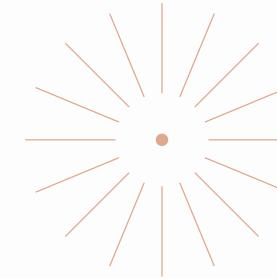
Monday October 20, 2025
Azalea Hall, McKinleyville



Agenda



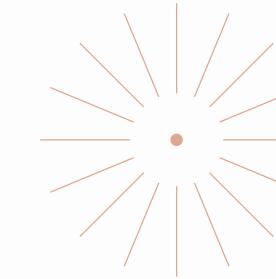
Overview of HCAOG / RTP



Highlight issue areas

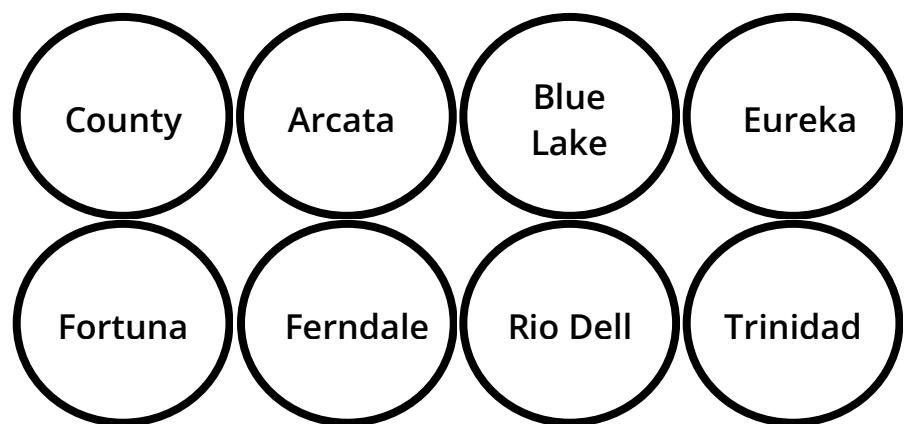
- Financing and infrastructure investment
- Vision Zero and street safety
- Transit and zero-emission transition
- Land use and housing development
- Community engagement

Group discussions

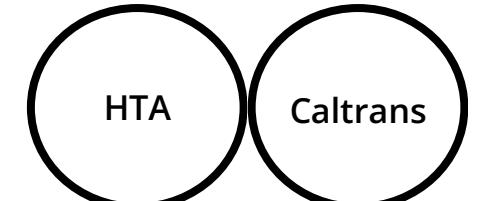


HCAOG is the **Regional Transportation Planning Agency**. As a Joint Powers Authority, the agency serves as a forum for local governments to prepare regional plans, deal with regional issues, set regional policy, and strengthen the effectiveness of local government.

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*

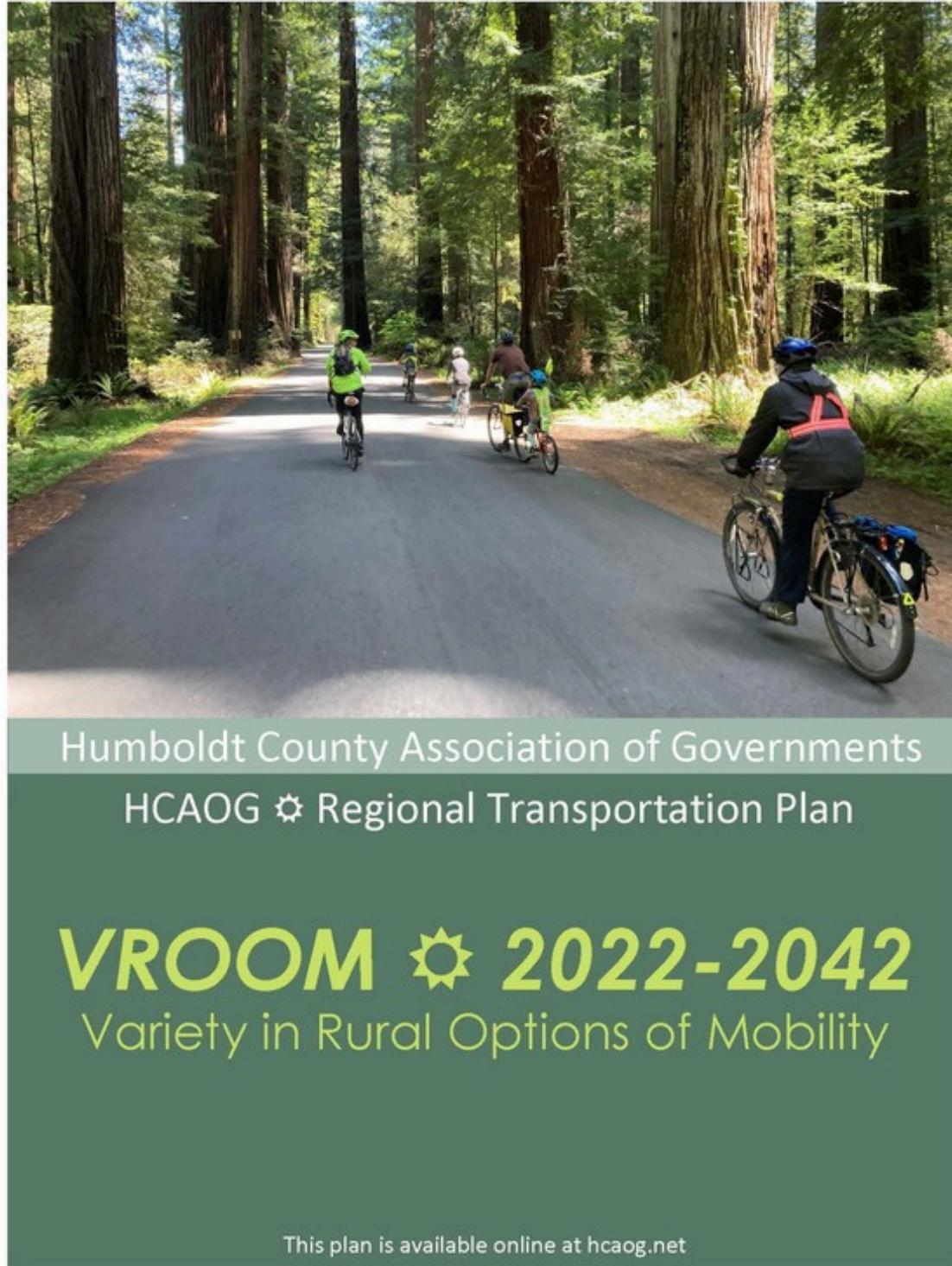
Amy Eberwein, *Administrative Services Officer*

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

Regional and Local Funding Opportunities

IN 2024 HCAOG ALLOCATED **\$17.1M**

RSTP REGIONAL SURFACE TRANSPORTATION PROGRAM

\$1.6M

Funds primarily used to augment city, county, and tribal road budgets. Regionally distributed based on an HCAOG adopted formula.

LTF LOCAL TRANSPORTATION FUND

\$5.1M

Funds transit operations. In jurisdictions with no unmet transit needs their portion can go to local streets and roads. Also funds a portion of HCAOG's operating budget.

SOR STATE OF GOOD REPAIR

\$240K

Humboldt Transit Authority and Arcata & Mad River Transit received these funds to keep fleets and bus stop shelters in good repair.

STA STATE TRANSIT ASSISTANCE

\$1.8M

Humboldt Transit Authority and Arcata & Mad River Transit received these funds for operating, Dial a Ride, fuel & maintenance, and route planning.

SB 125 FORMULA-BASED TIRCP/ZETCP

\$7.1M

Regional allocation of Transit and Intercity Rail Capital Program & Zero Emission Transit Capital program to maintain existing service and operations of transit services

5311 FEDERAL TRANSIT AUTHORITY GRANT PROGRAM

\$1.0M

Regional apportionment through a Federal Transit Administration Grant program. These funds provided operating assistance to Humboldt Transit Authority.

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

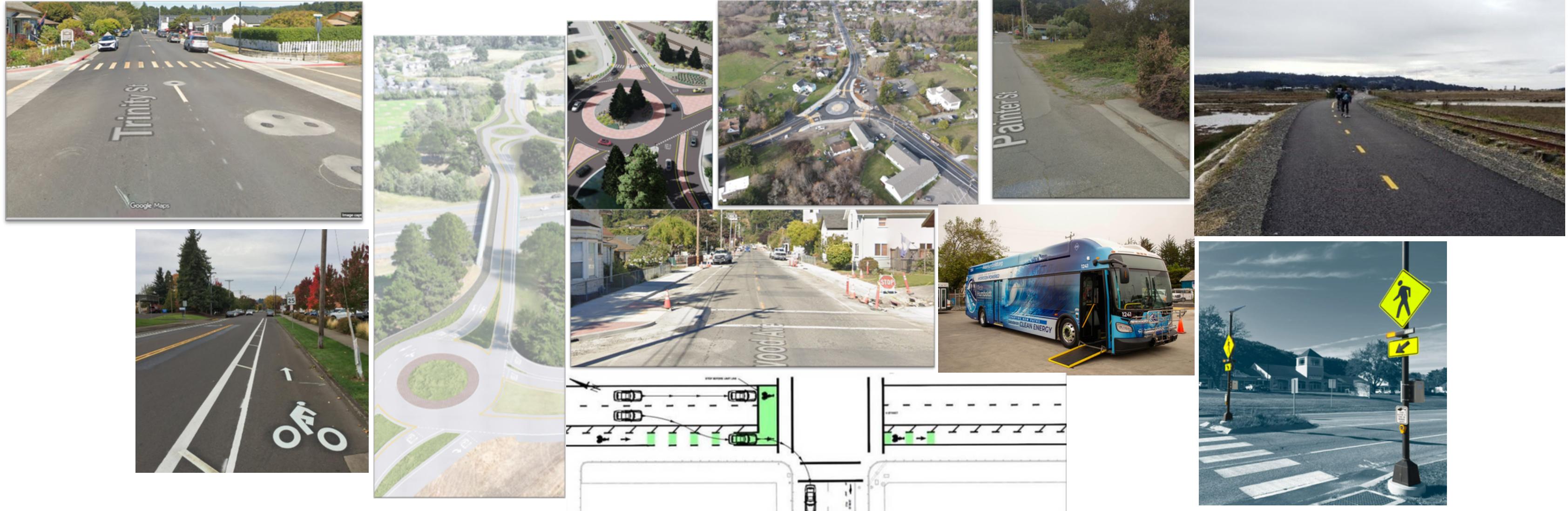
Total local annual road, trail and sidewalk funding - \$33M

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?

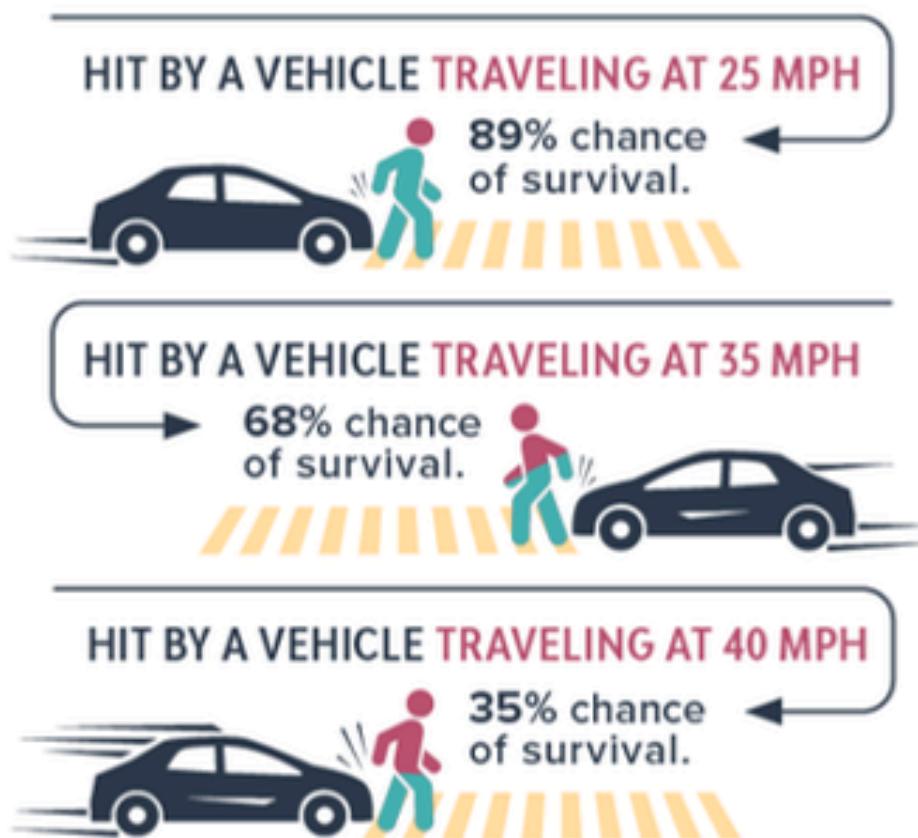
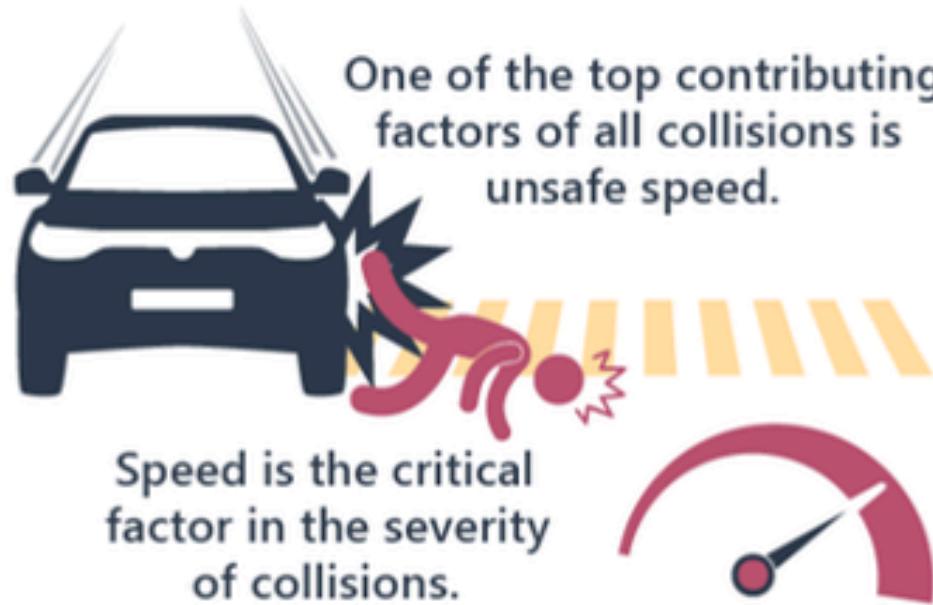
2

Vision Zero and road safety

Community walk audit along Central Avenue



City of Blue Lake pop-up mini roundabout



Source: Southern California Association of Governments

Vision Zero Action Plan

— Humboldt County —



3 Public transit

Ridership - more frequent in highly populated areas

Coverage - microtransit, rural communities

Zero emission - hydrogen fuel cell buses



3

Public transit

widely-used cleaner on-time plentiful effective available cooperative
affordable friendly runs together
 dependable inclusive south full cheap often **clean** frequently
 humboldt extensive expansive accessible cheap free buses public door-to
 disability essential user areas times **fast** timely easy robust
 practical areas times **reliable** service use expanded consistent services
 ferndale comfortable **safe** service abundant later busses outreaching
 holidays sundays connected **convenient** expanded consistent rides
 ubiquitous door diverse green simple modern electric rail constant
 door routes county prompt options light
 functional

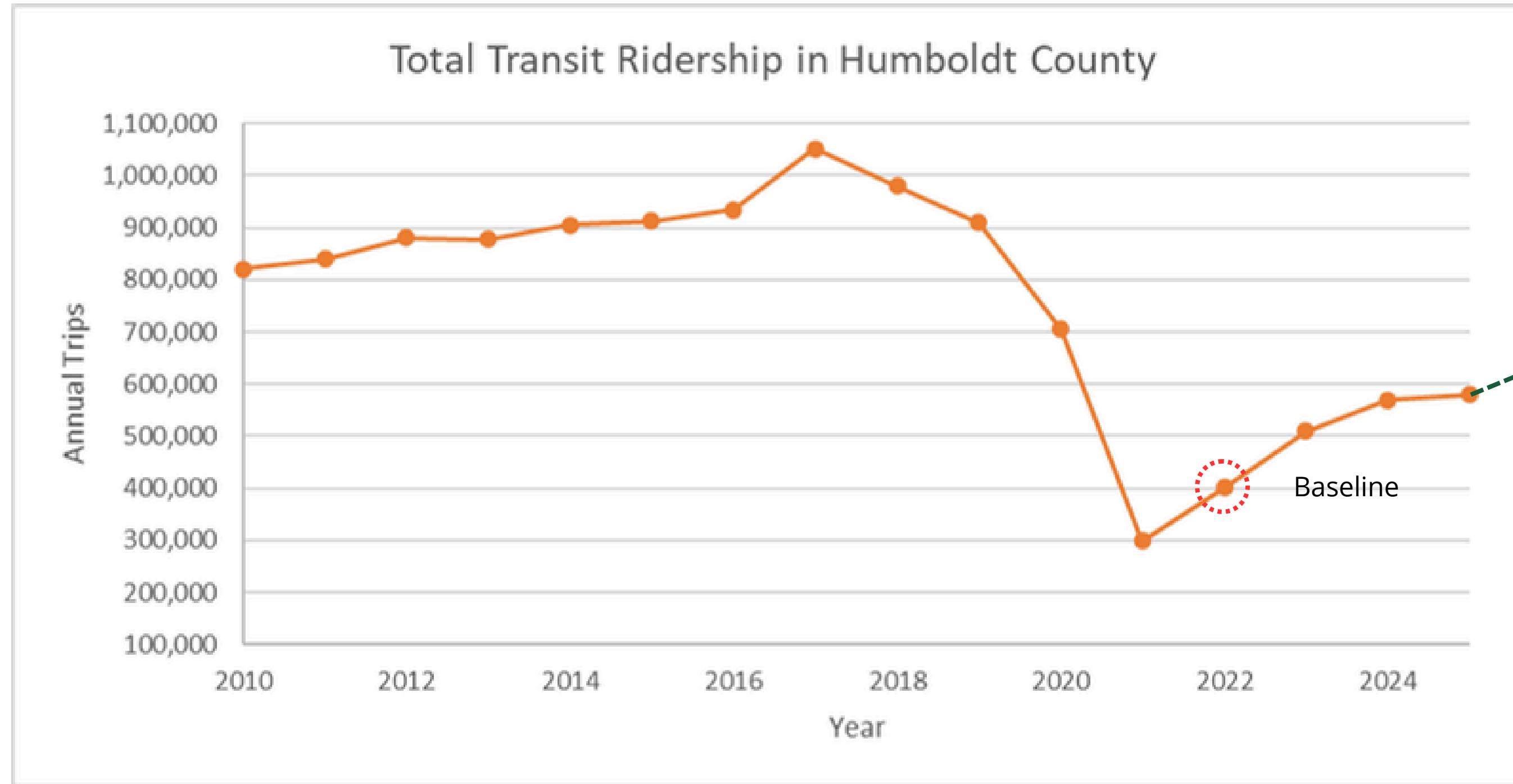


The transit system people want

Transit Development Plan 2023

The transit system we have

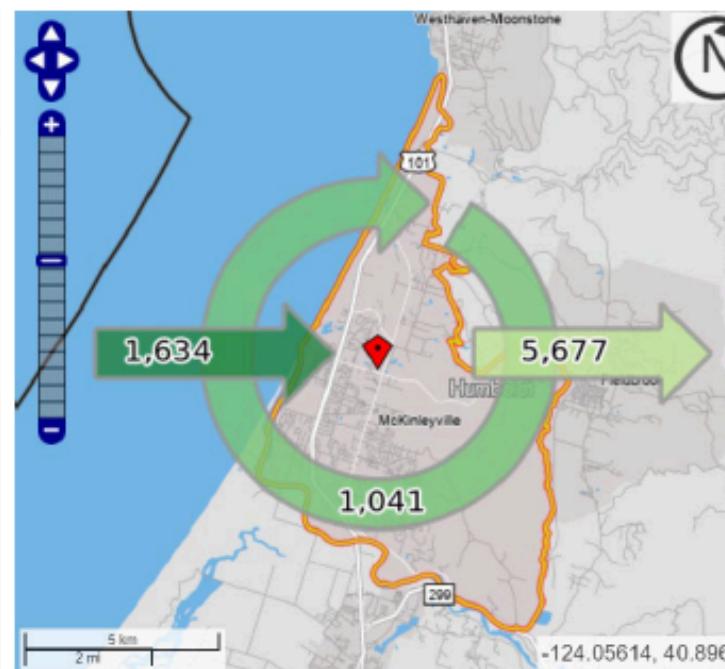
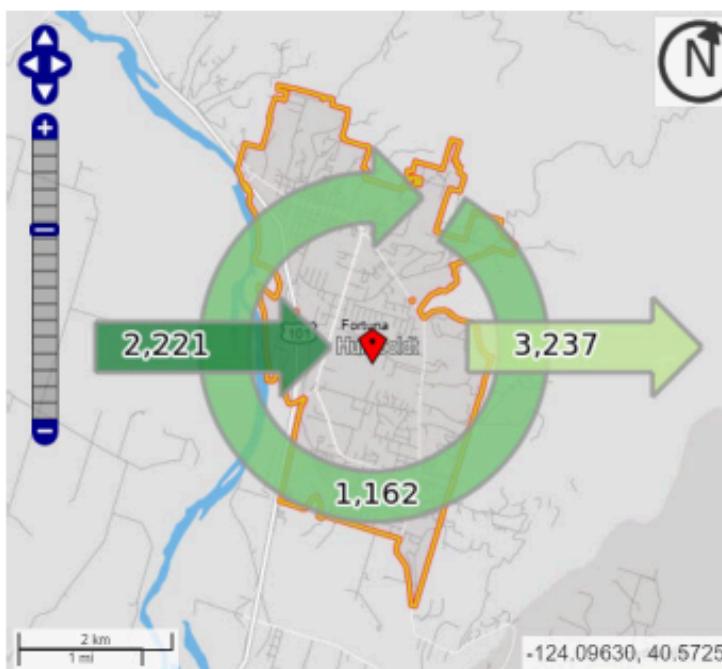
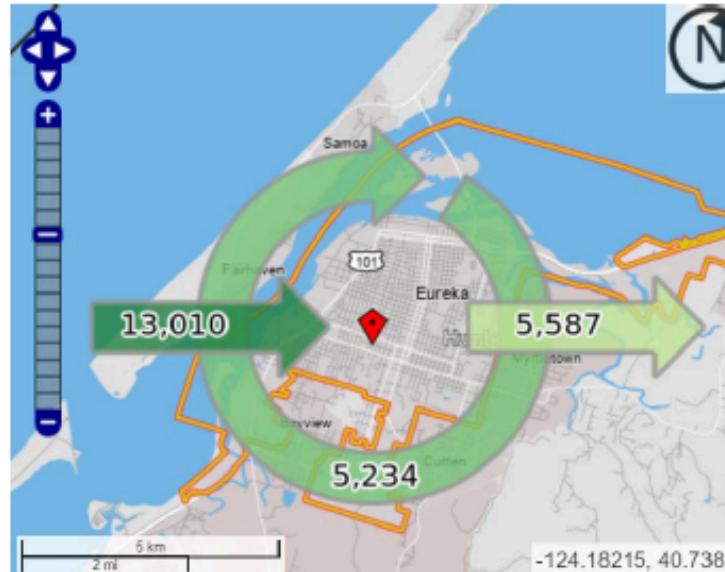
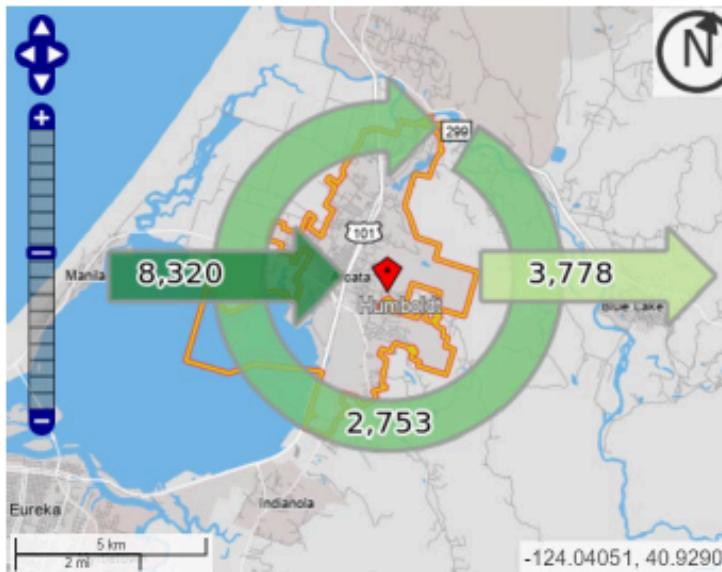
hta.org



Goal to double transit ridership by 2030 and again by 2040

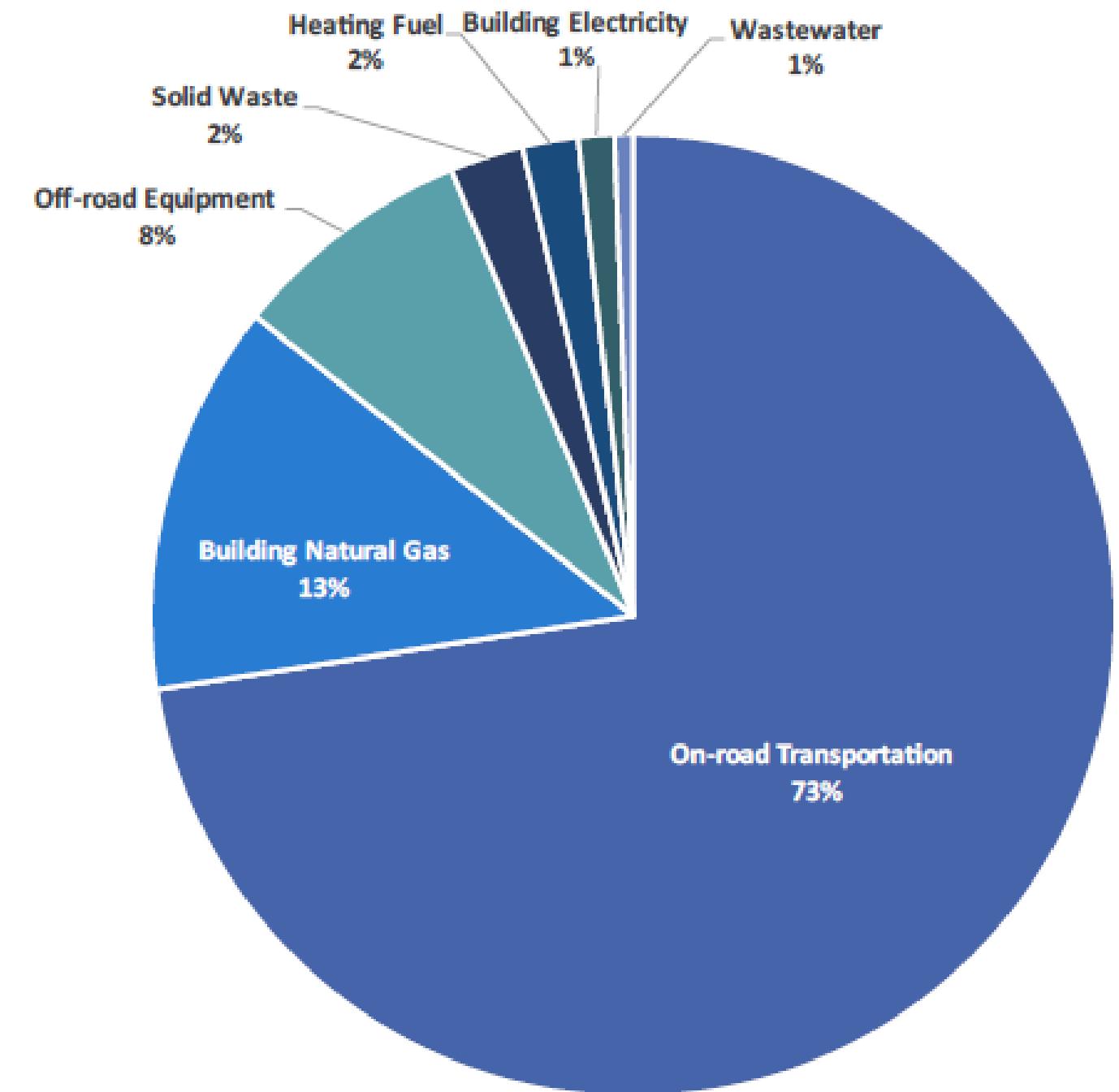
4

Land use and community development



Source: McKinleyville Transit Study

Humboldt GHG Emissions 2022 Inventory



Source: Humboldt County Climate Action Plan Draft

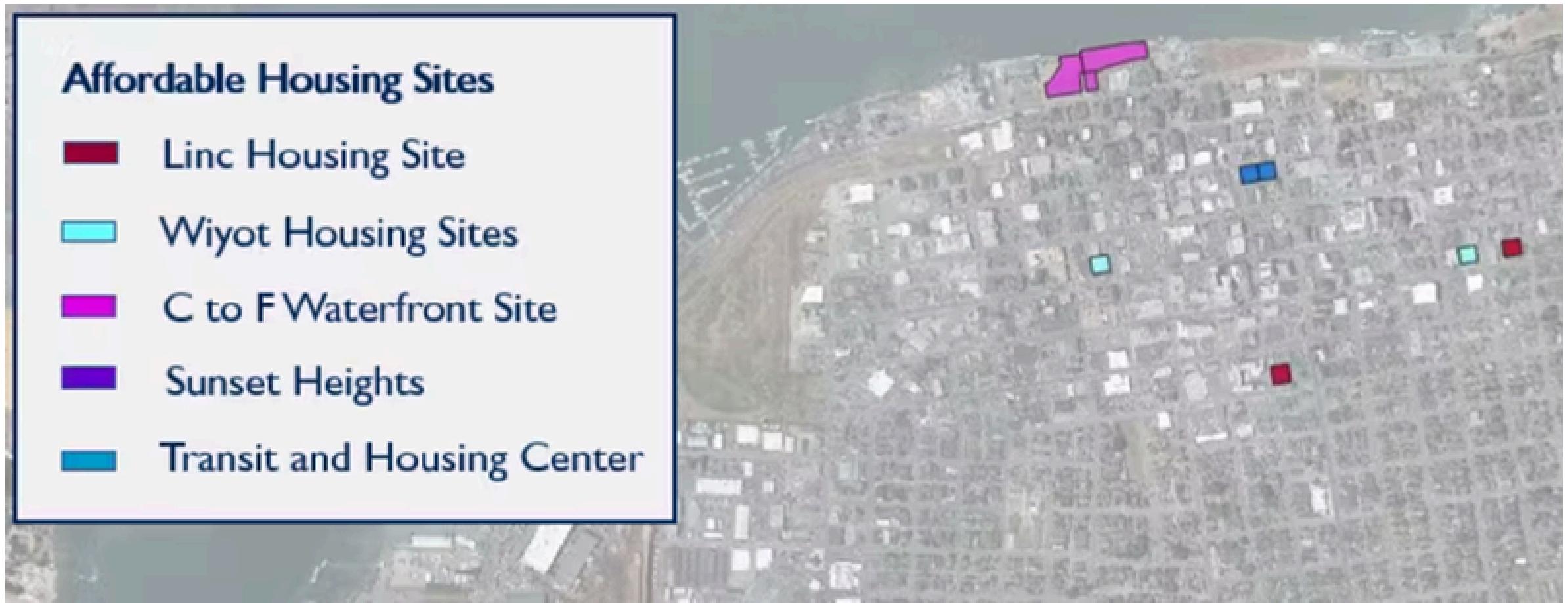
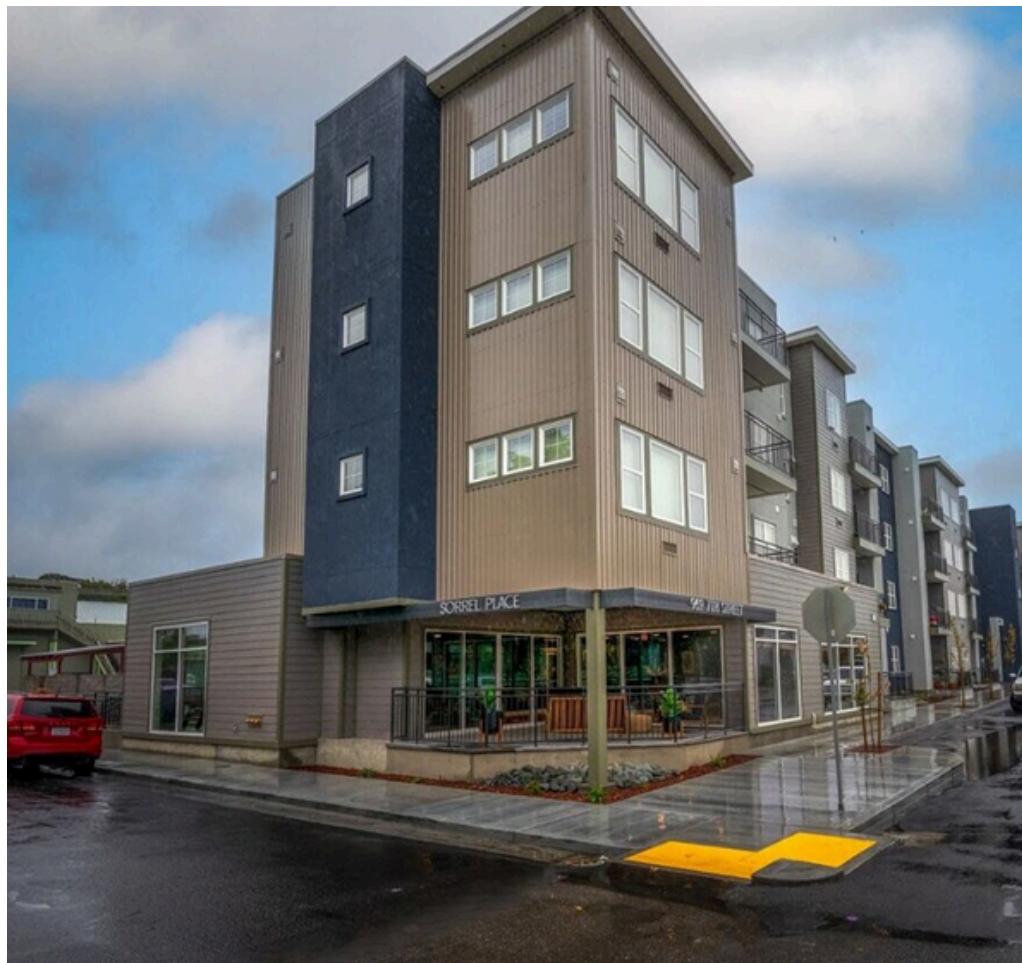
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Land use and community development

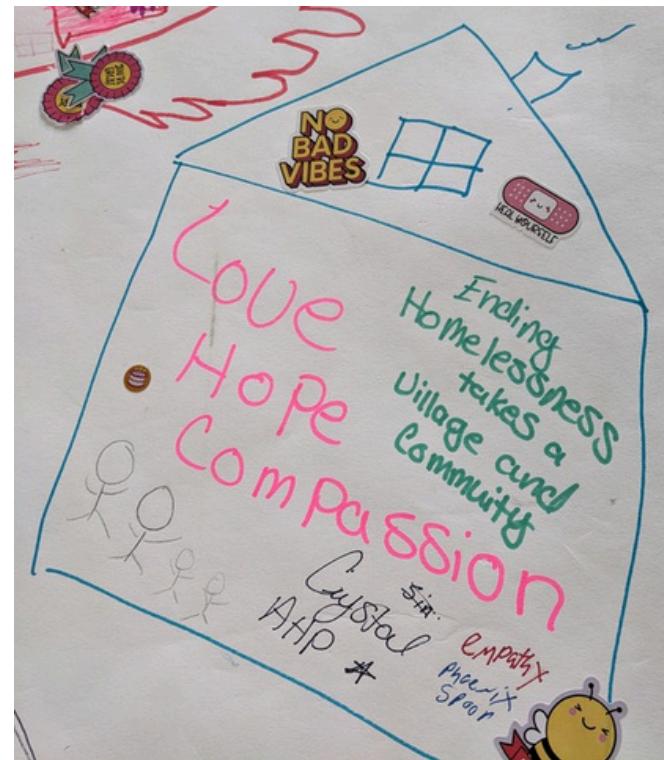
Cycle 7 RHND



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



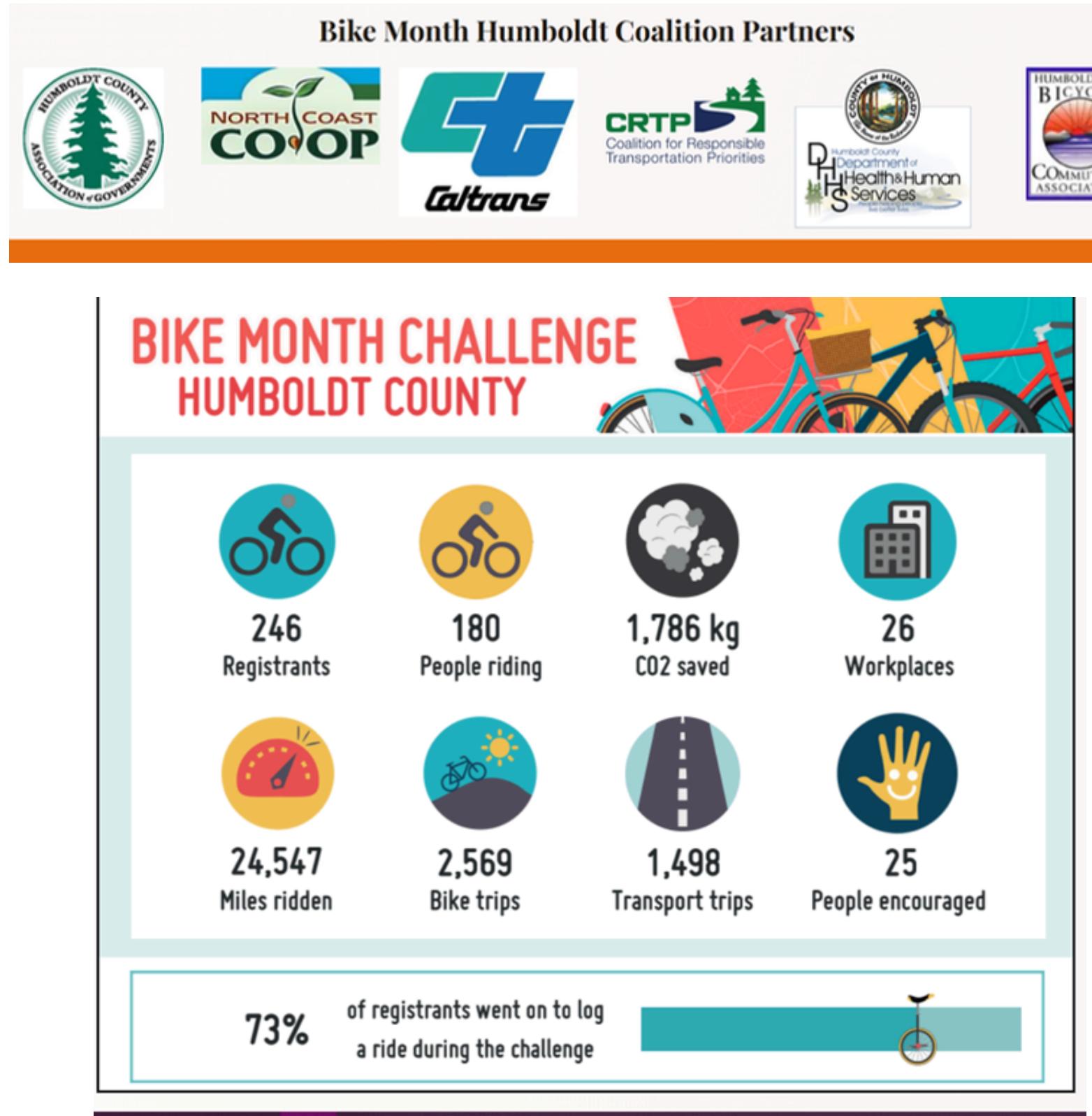
5

Community engagement

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

Engagement
Education
Encouragement
Equity
Engineering
Evaluation

5 Community engagement



Walk audits, community workshops, interactions



Parents, children and adults discussed challenges and

5

Community engagement

EDUCATE, ENCOURAGE, ENGAGE



5 Community engagement

CELEBRATE ACCOMPLISHMENTS



Grand Opening Celebration

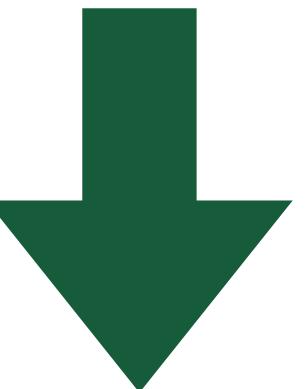


Celebrate the opening of the Arcata to Eureka segment
of the Humboldt Bay Trail



**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?

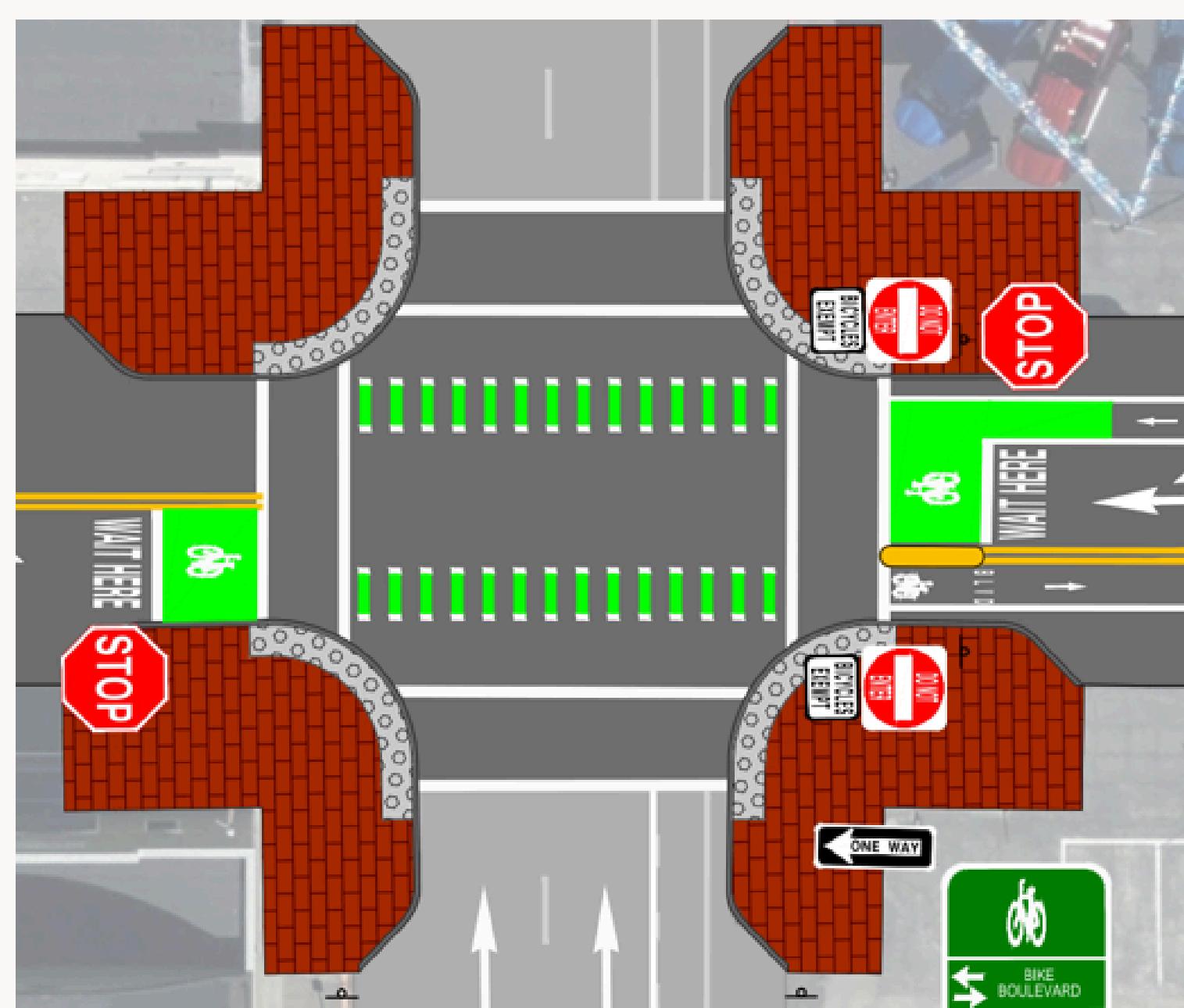
One mile of new class I trail on an existing railroad right of way



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

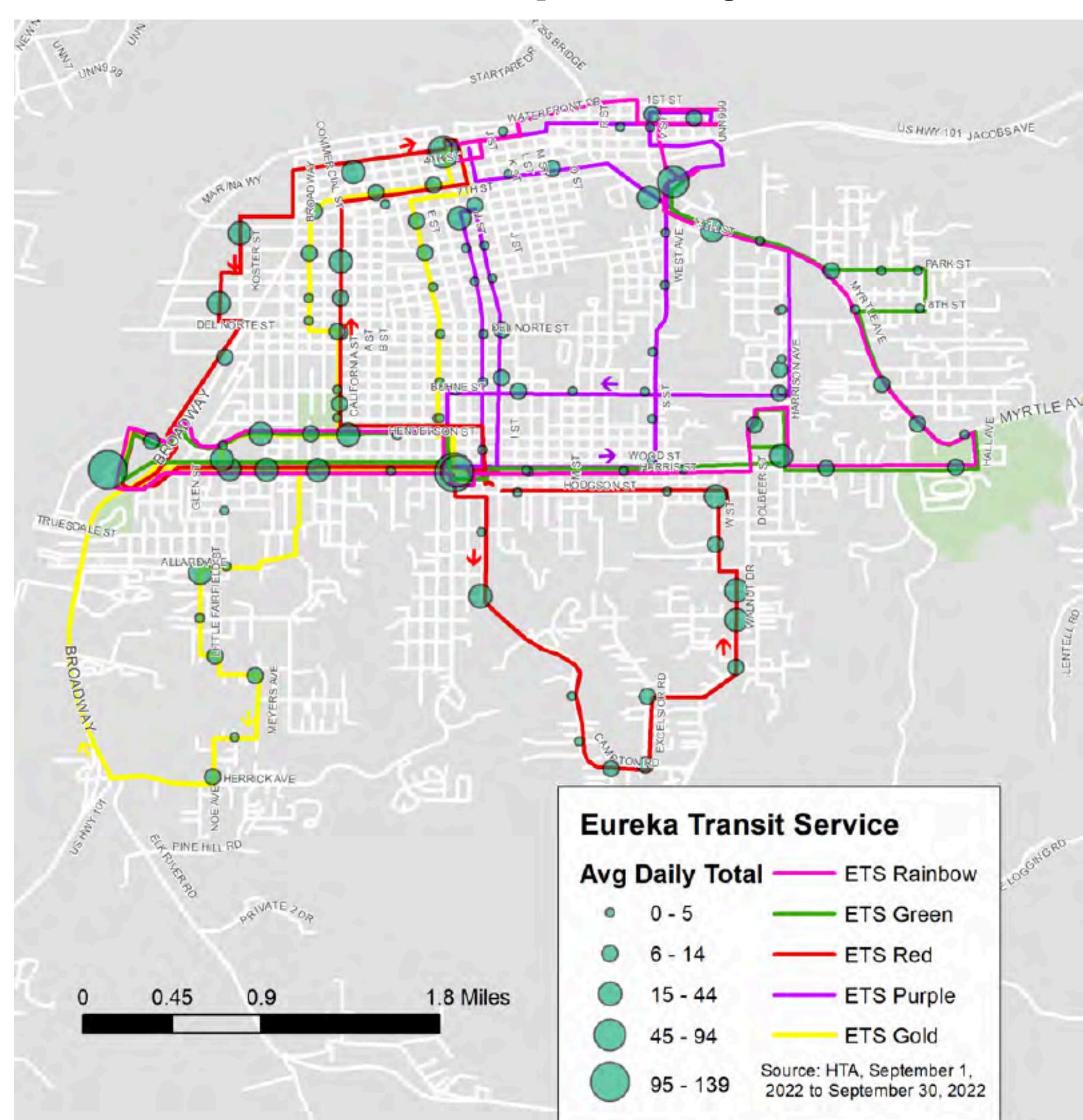


One additional bus on Redwood Transit System full time, five days a week for one year



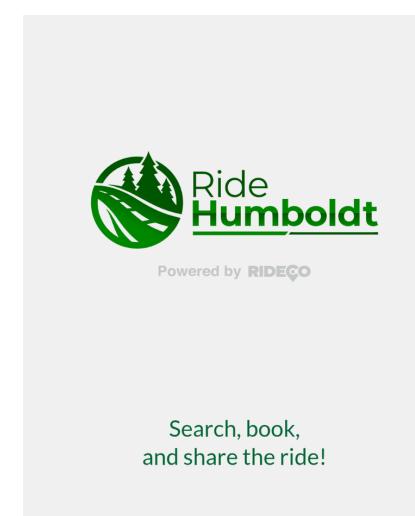
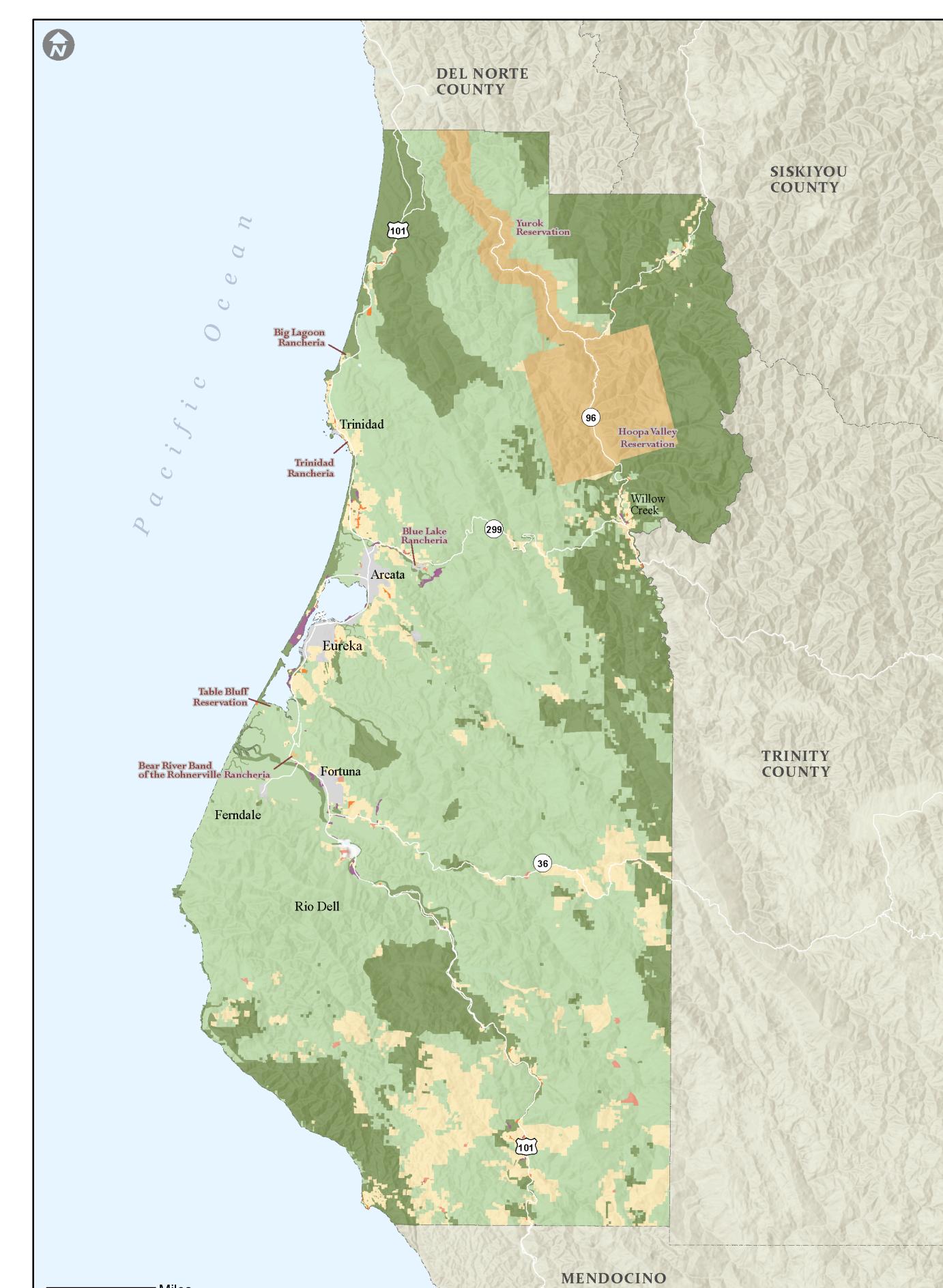
What public transit projects do you want?

Frequency



vs.

Coverage



Zero emission transit



Transit centers and stop upgrades



Microtransit



Operational Needs

Later

Earlier

More Frequent

Sunday

Express

More Stops

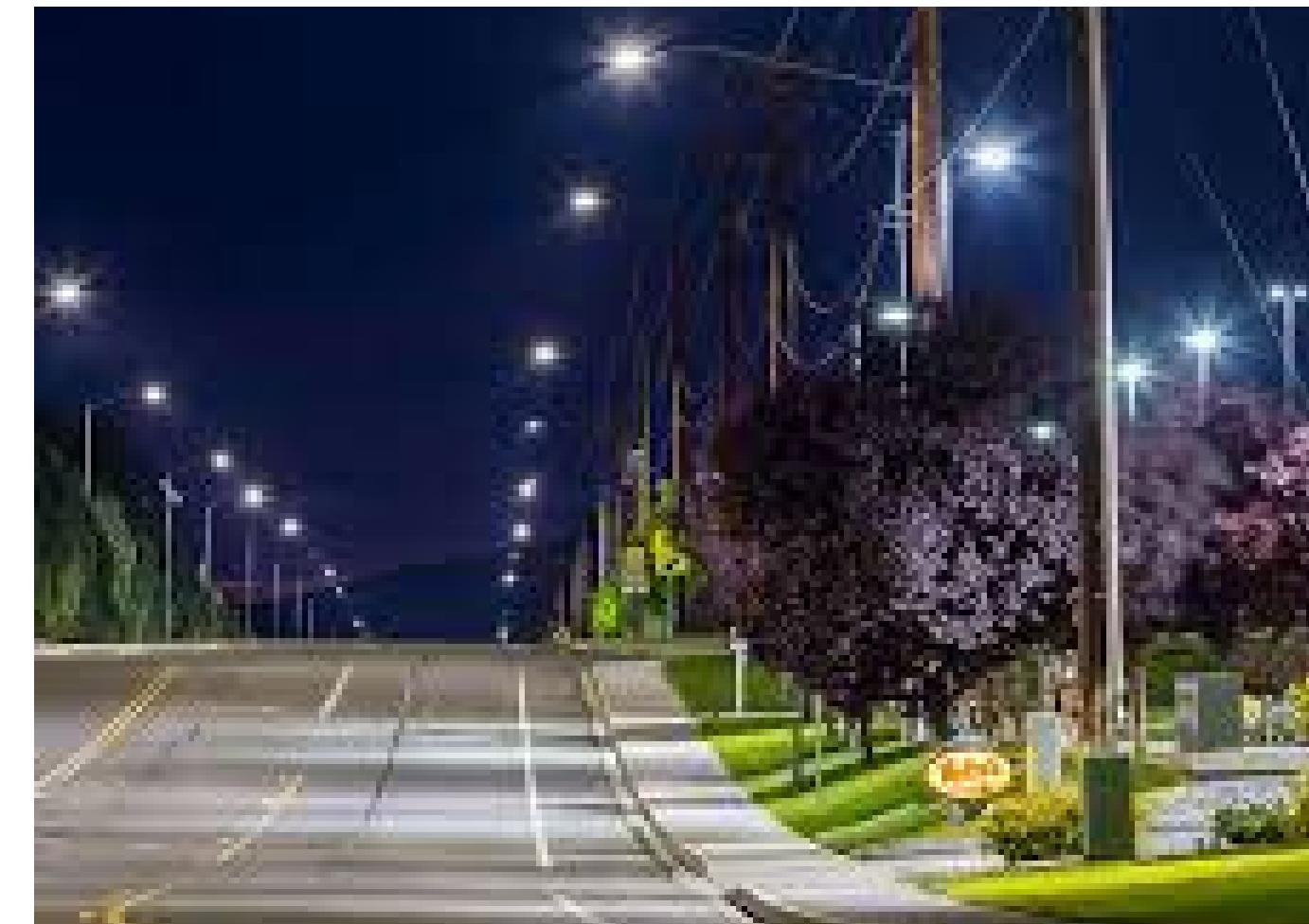
Cheaper

What are the biggest transportation challenges in your community?

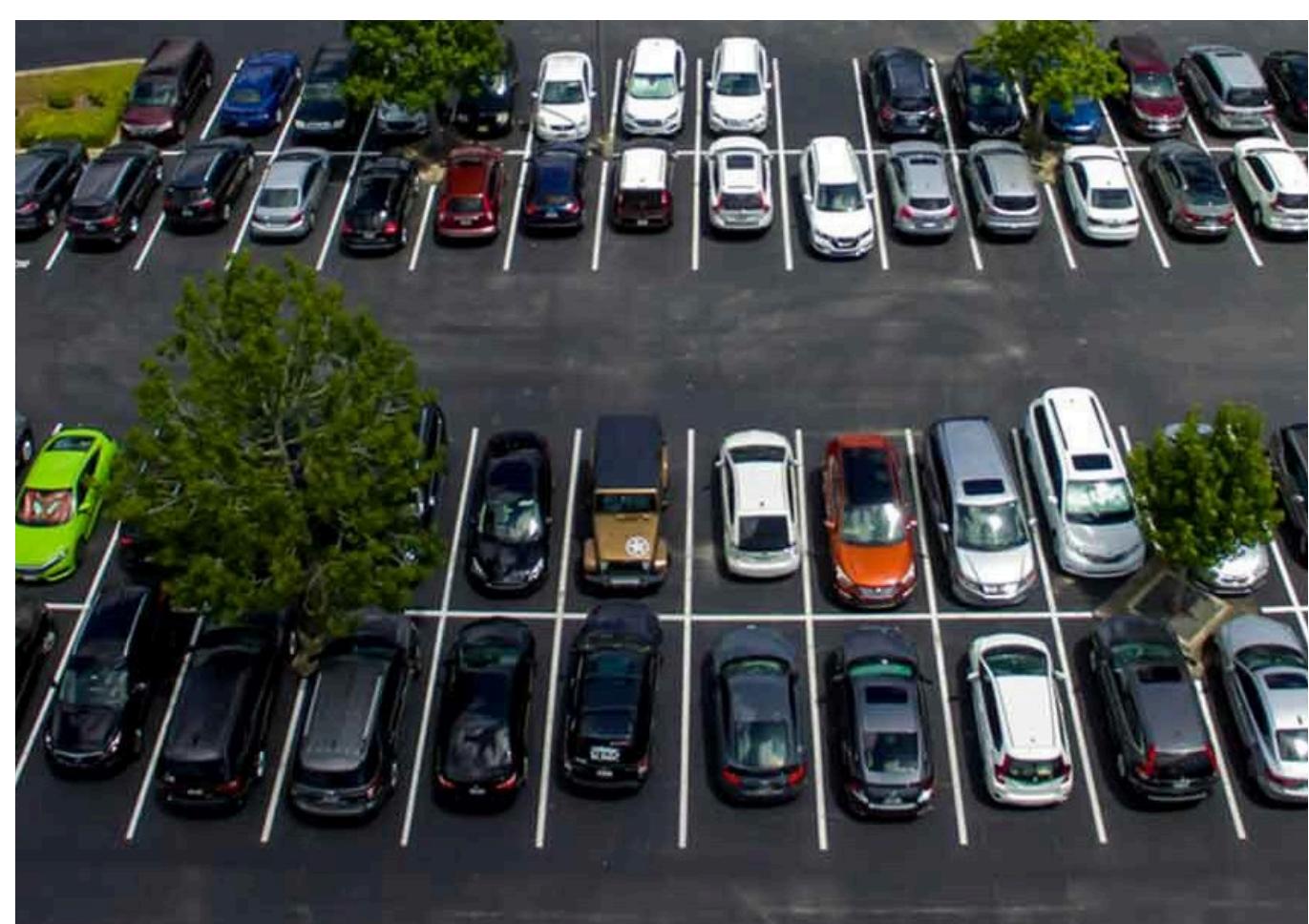
Lack of bicycle and/or pedestrian facilities



Poor roadway striping or lighting



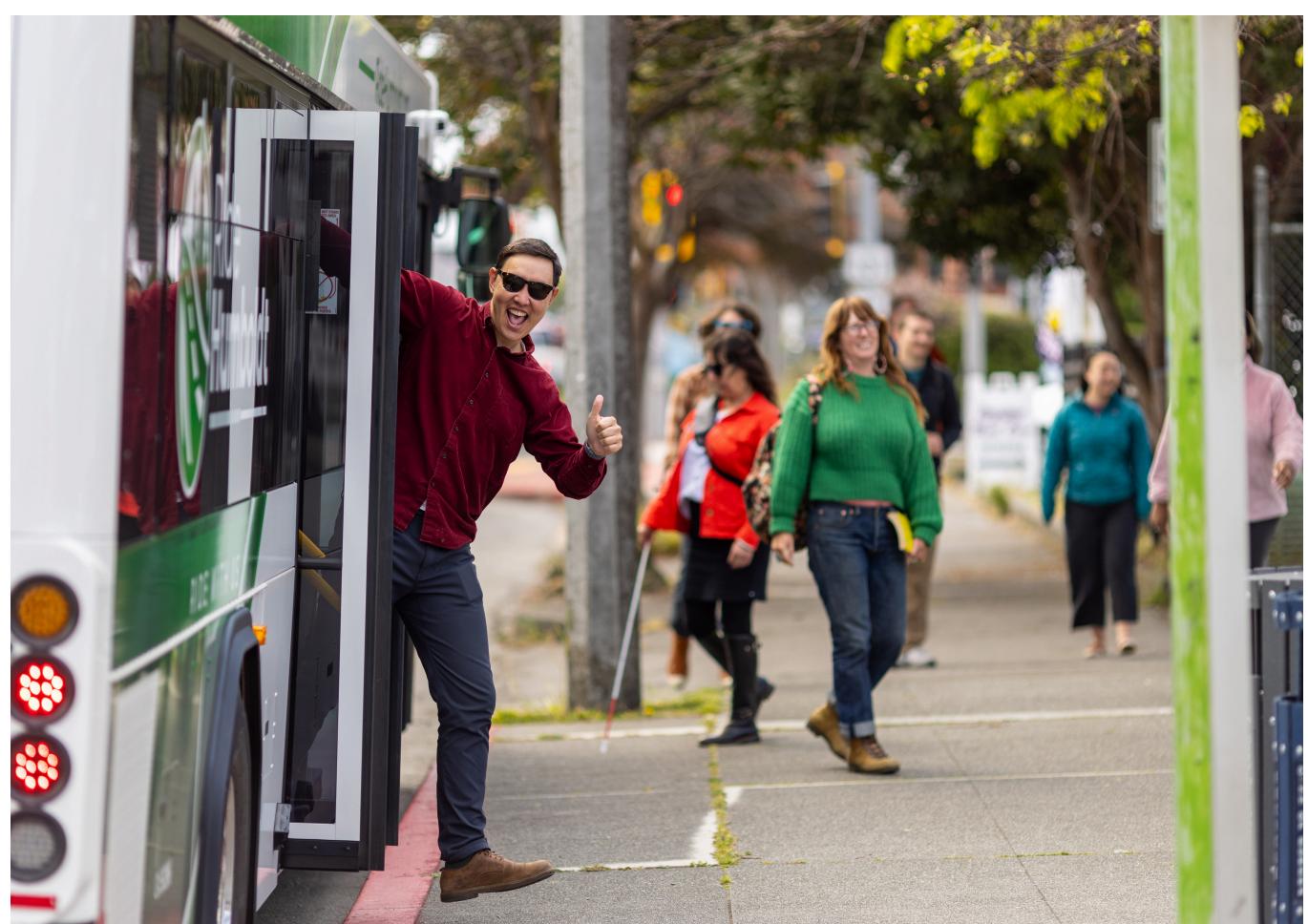
Parking Availability



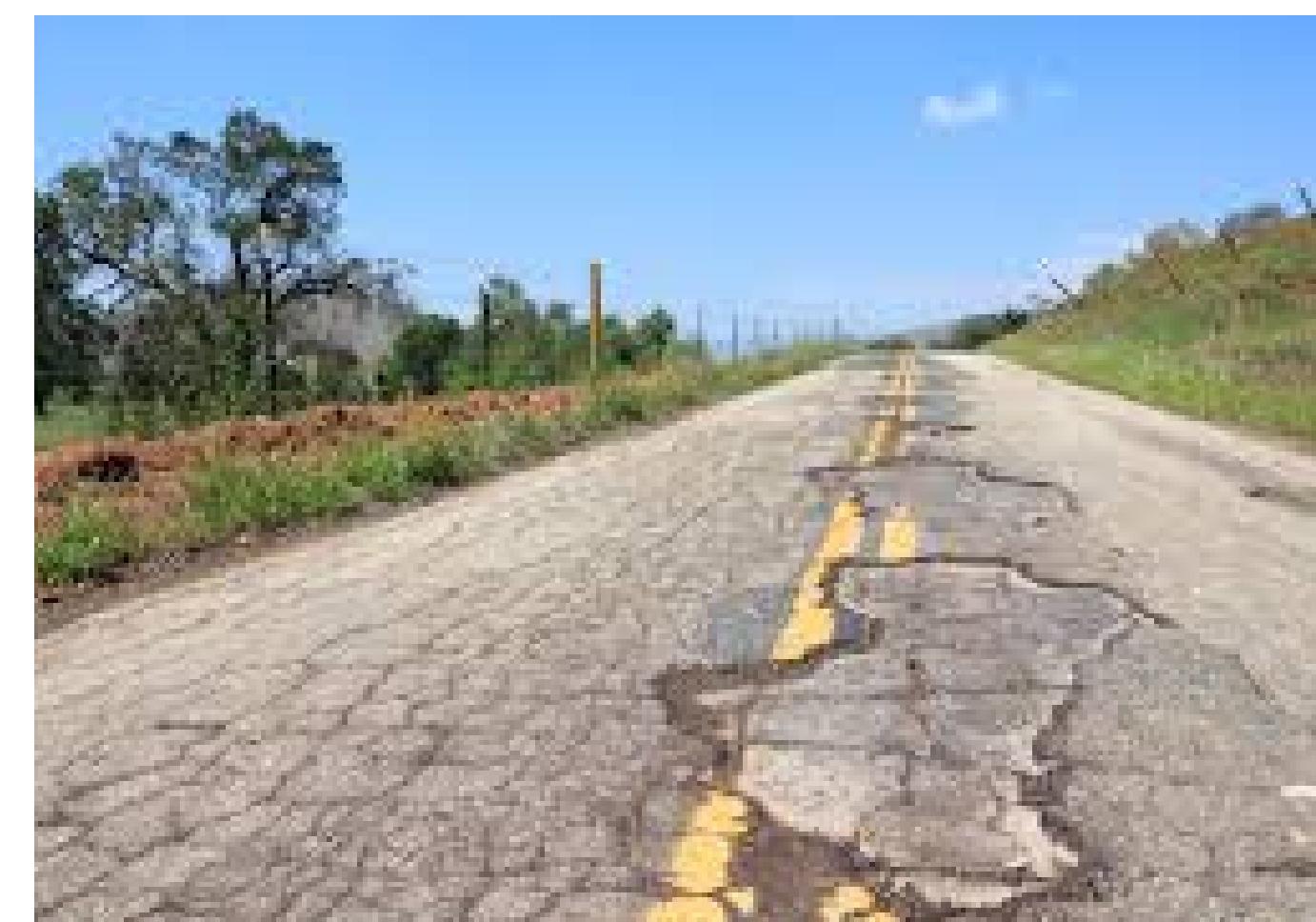
Vehicle speeding



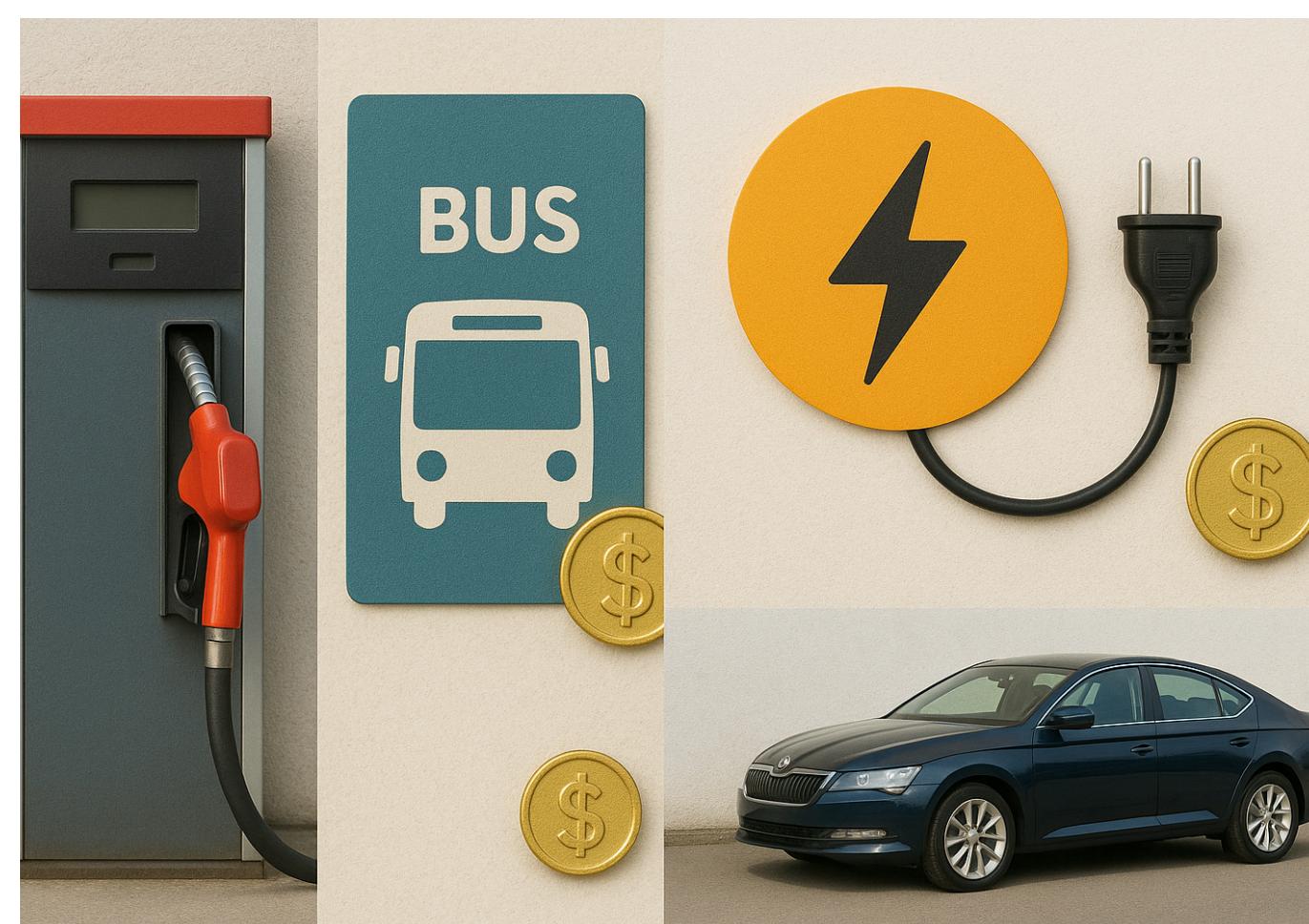
Access to public transit



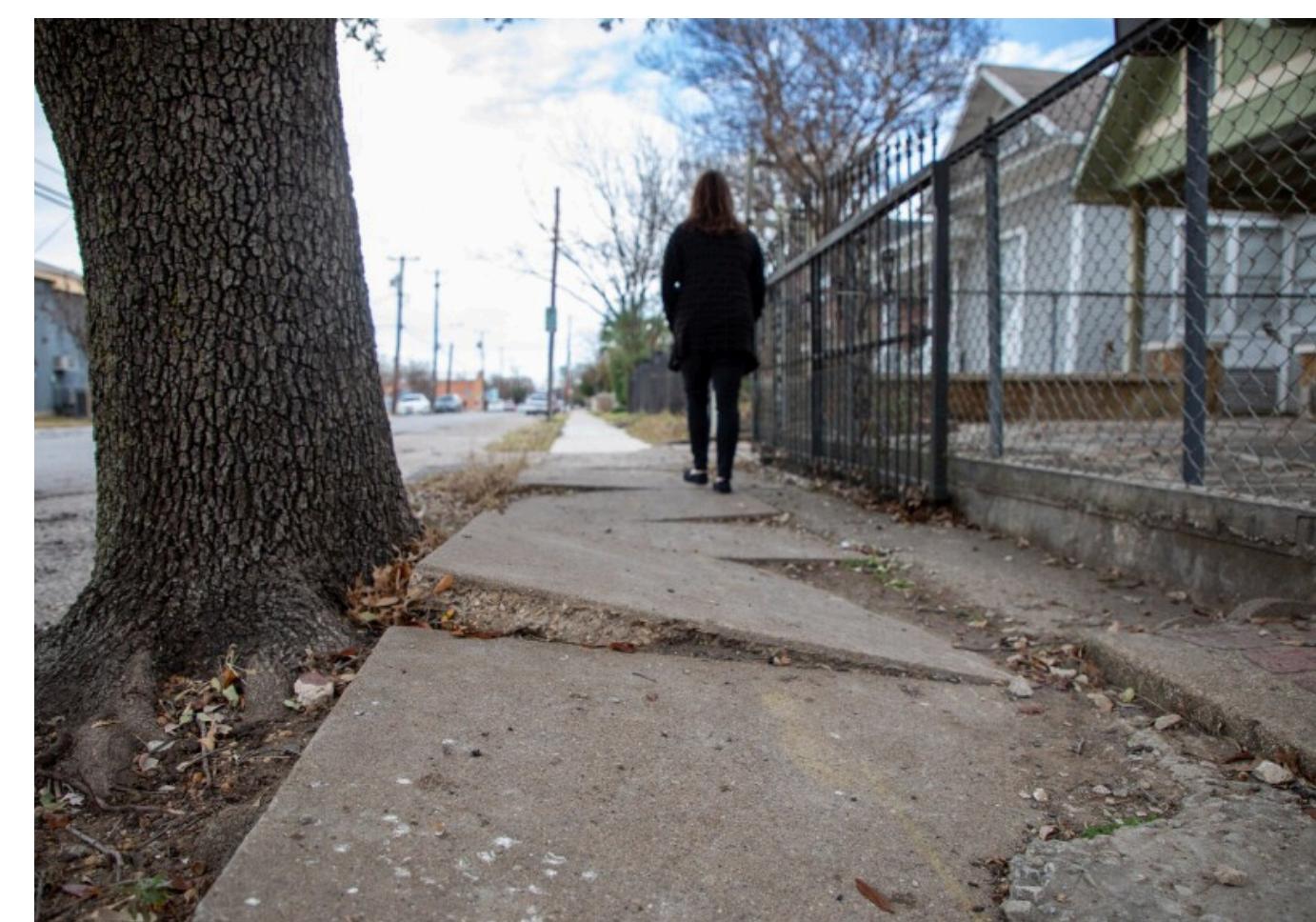
Poor road condition



Transportation cost



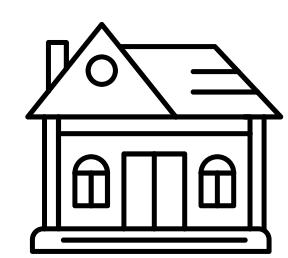
Poor sidewalk condition



Other

Write your thoughts below

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



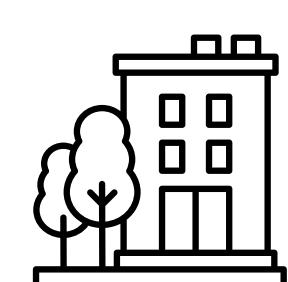
Single family detached



Accessory dwelling units on existing developed lots



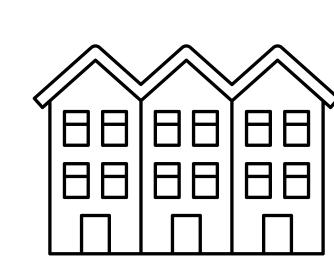
Deed-restricted affordable housing



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 blue 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; 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

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 Myrtletown

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 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@cityoffriodell.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 <dwchndl@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.

dwchndl@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 dependance.
- 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.bryd@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.bryd@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.bryd@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.bryd@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>, orrr@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>

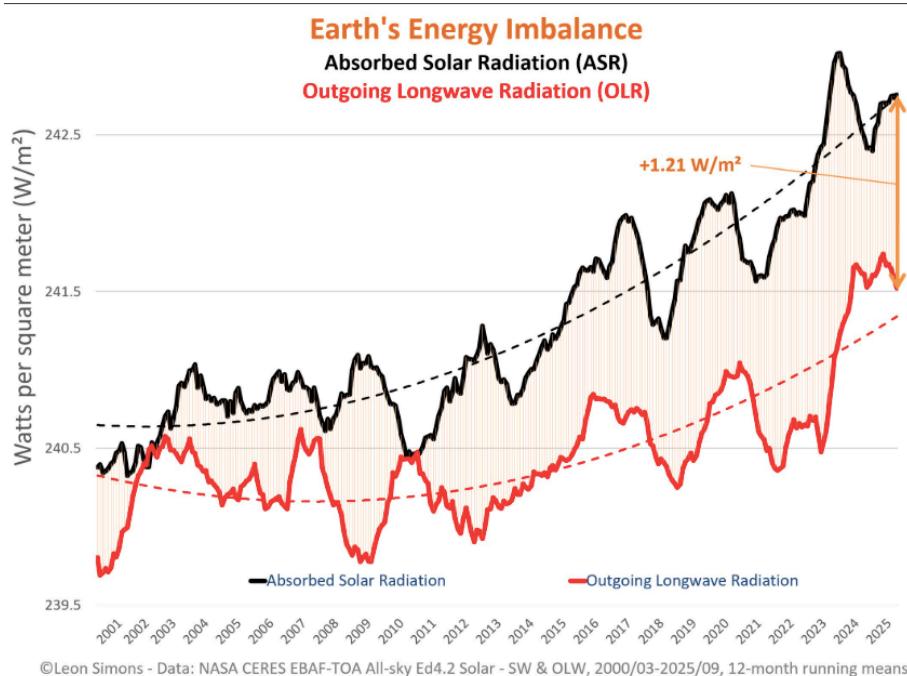
Comment on HCAG Transportation Plan

2 messages

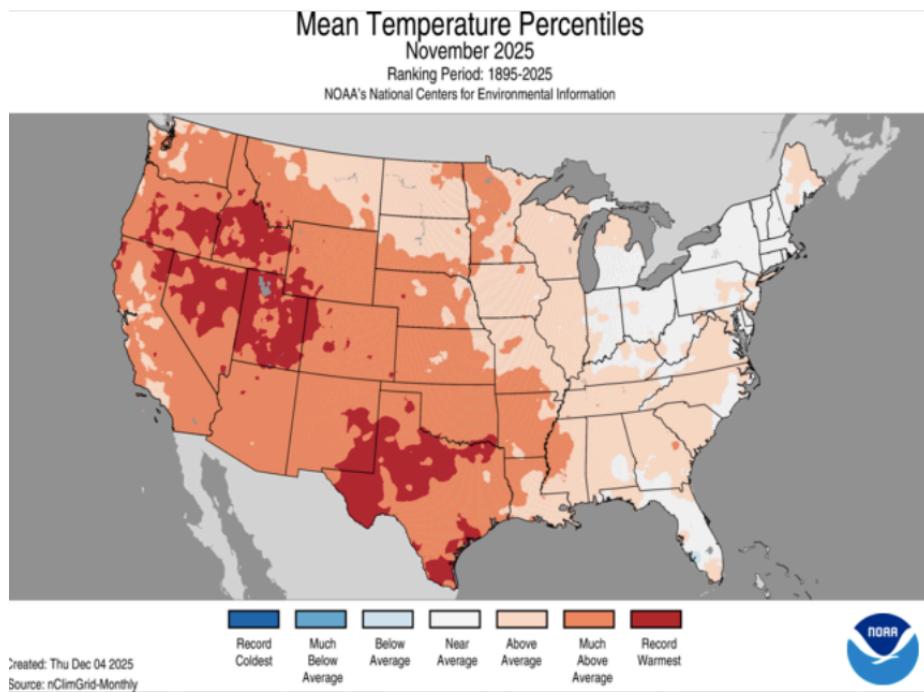
Jesse Noell <noelljesse@gmail.com>
To: info@hcaog.net, epic@wildcalifornia.org

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 <lynnjijo@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 <miraqbarr@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@cityoffriodell.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 <rebecca.jeanemigh@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@cityoffriodell.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@cityoffriodell.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

S



HCAOG Information <info@hcaog.net>

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, Luffenholz 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.bryd@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 rift 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 Kostrzewska, 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

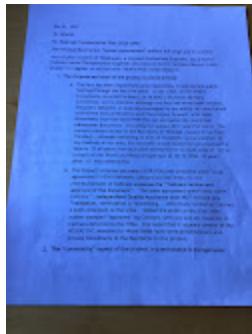


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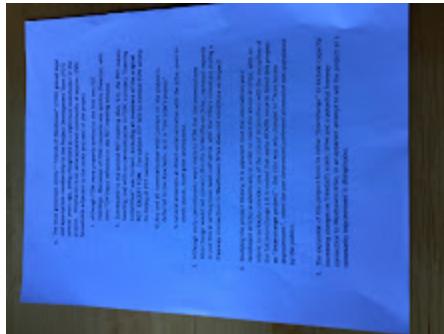


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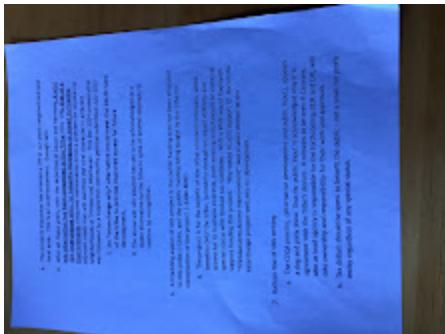


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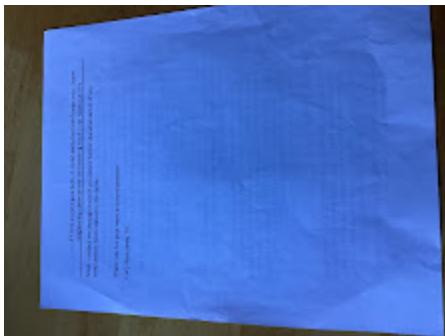


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Brendan Byrd <brendan.byrd@hcaog.net>

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.

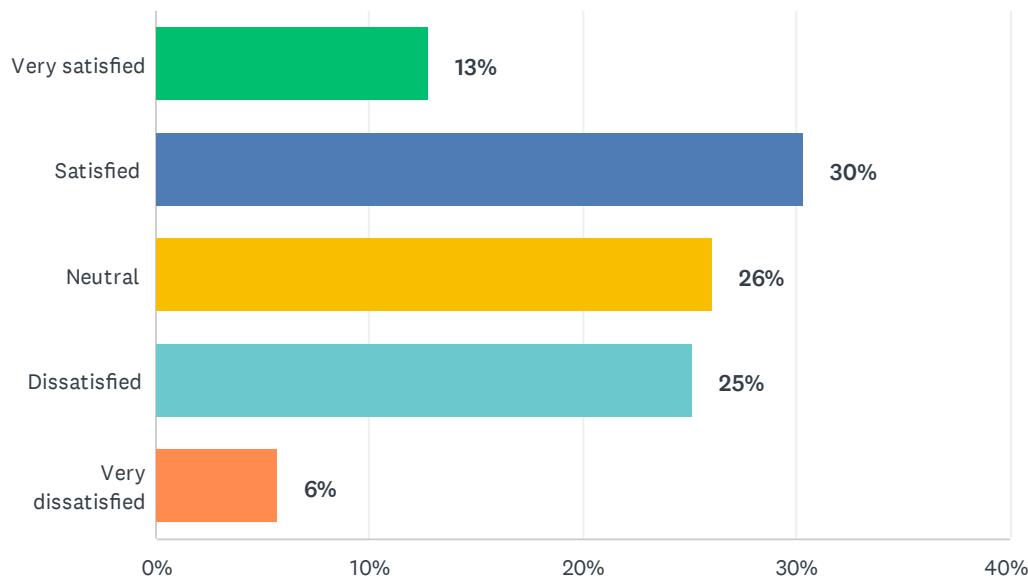
Amy

[Quoted text hidden]

Community Survey Results

Q1 How satisfied are you with your transportation choices?

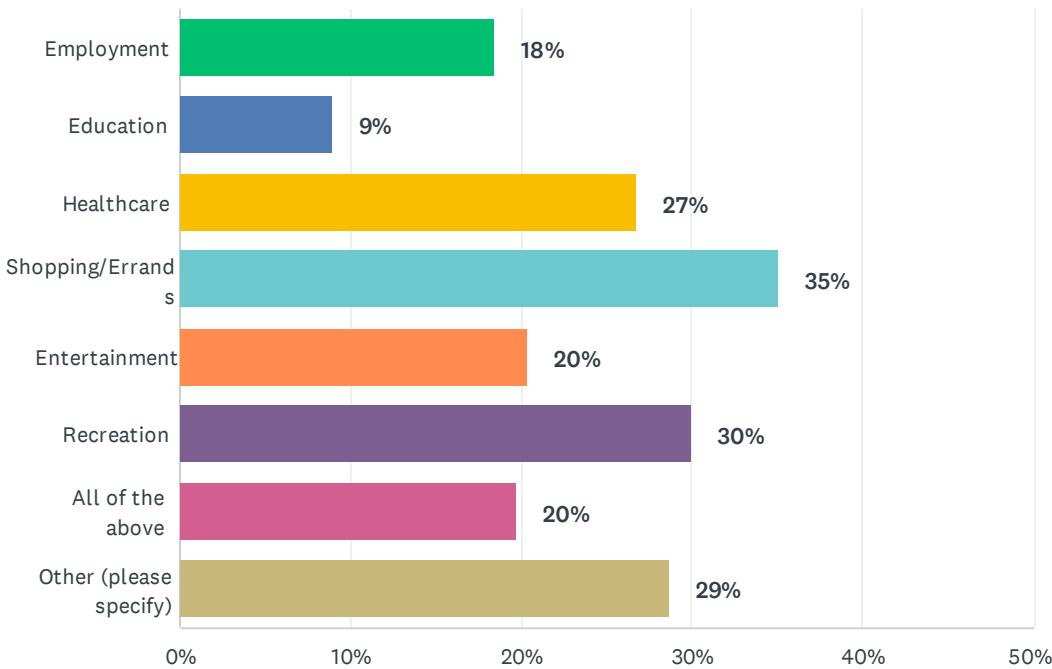
Answered: 211 Skipped: 5



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%
Education	9%
Healthcare	27%
Shopping/Errands	35%
Entertainment	20%
Recreation	30%
All of the above	20%
Other (please specify)	29%
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

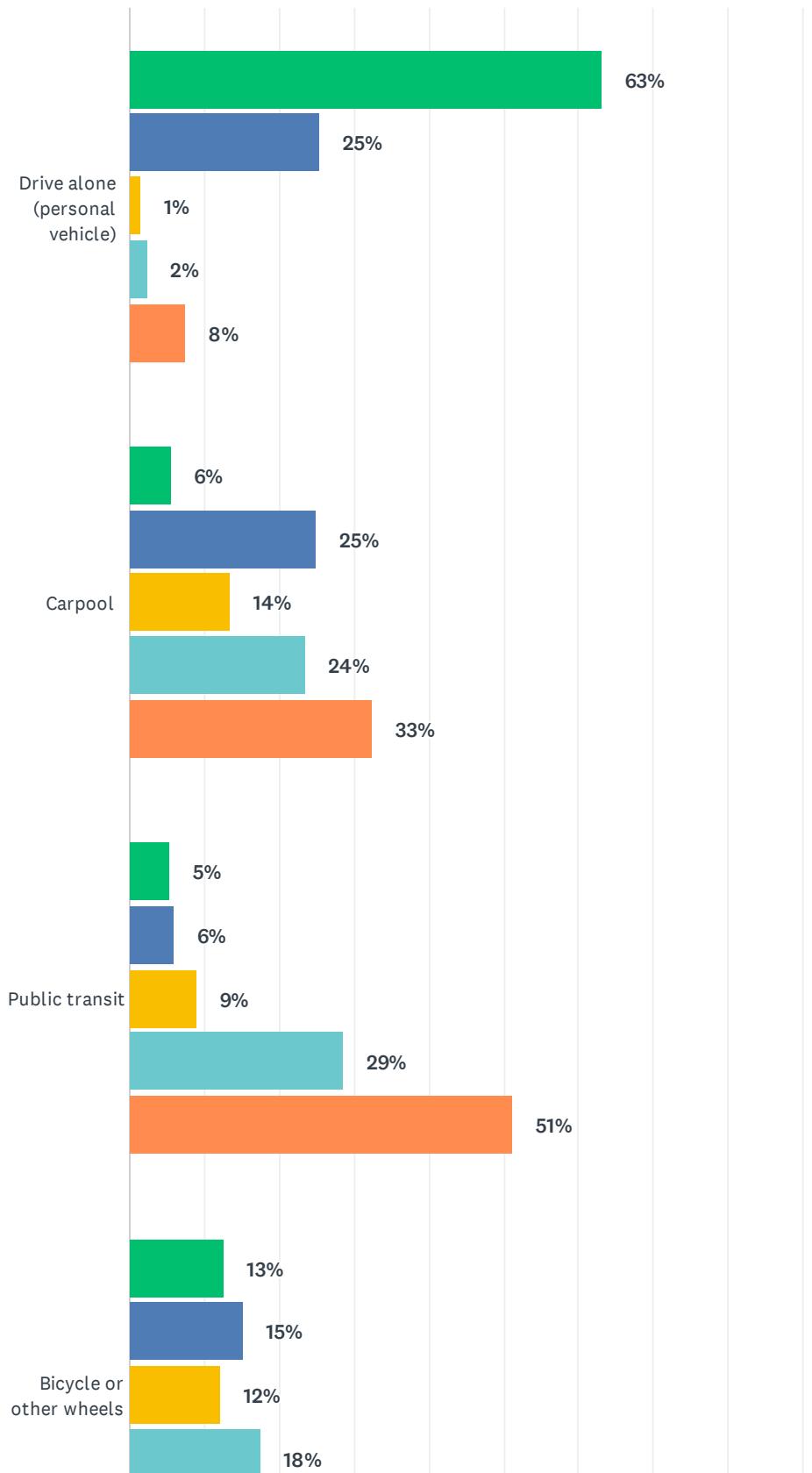
Getting places at night

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

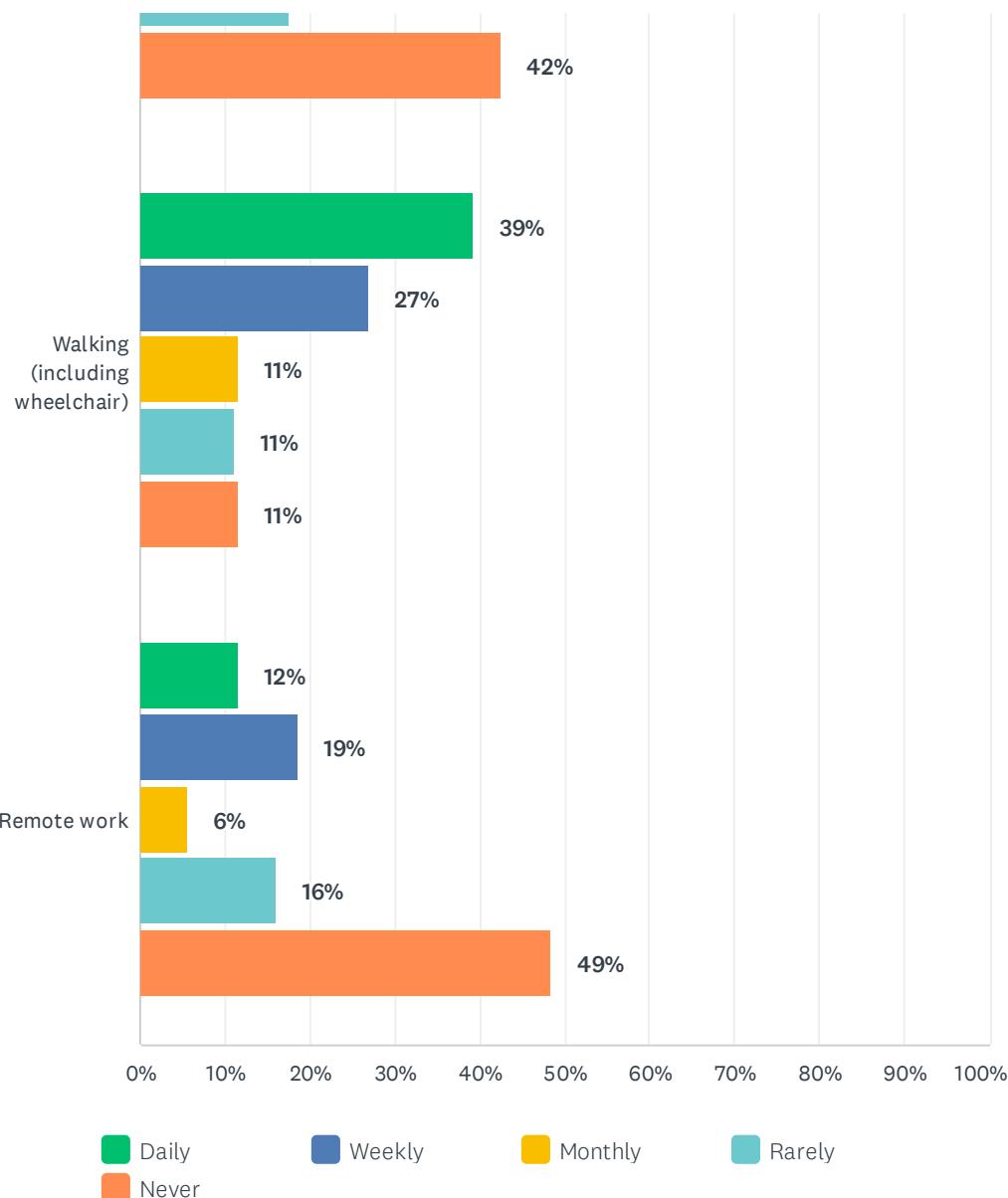
lack of parking in Old Town Eureka

Q3 How often do you use the following modes of transportation

Answered: 214 Skipped: 2



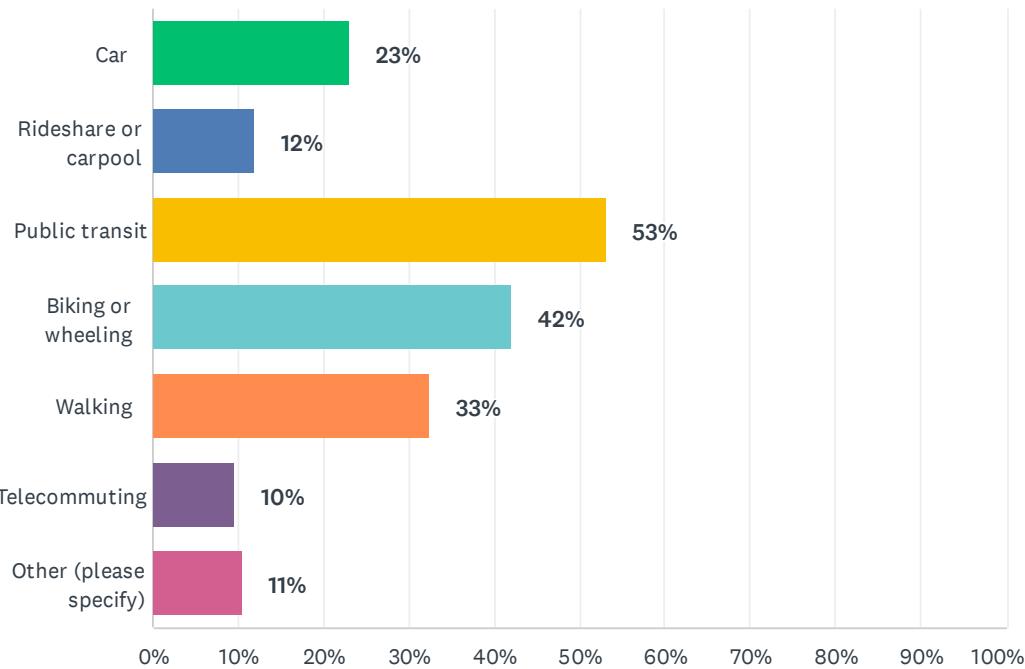
HCAOG Regional Transportation Plan Update 2026



	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

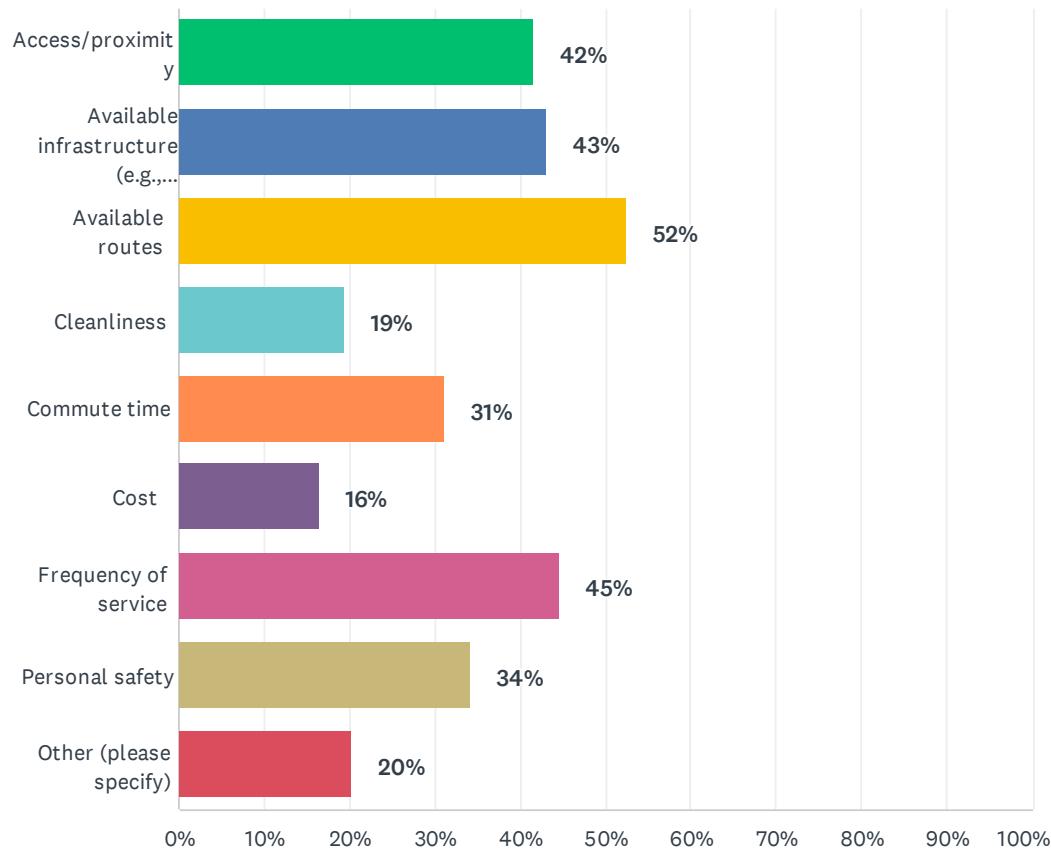


ANSWER CHOICES	RESPONSES	
Car	23%	46
Rideshare or carpool	12%	24
Public transit	53%	106
Biking or wheeling	42%	84
Walking	33%	65
Telecommuting	10%	19
Other (please specify)	11%	21
Total Respondents: 200		

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 amzing 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

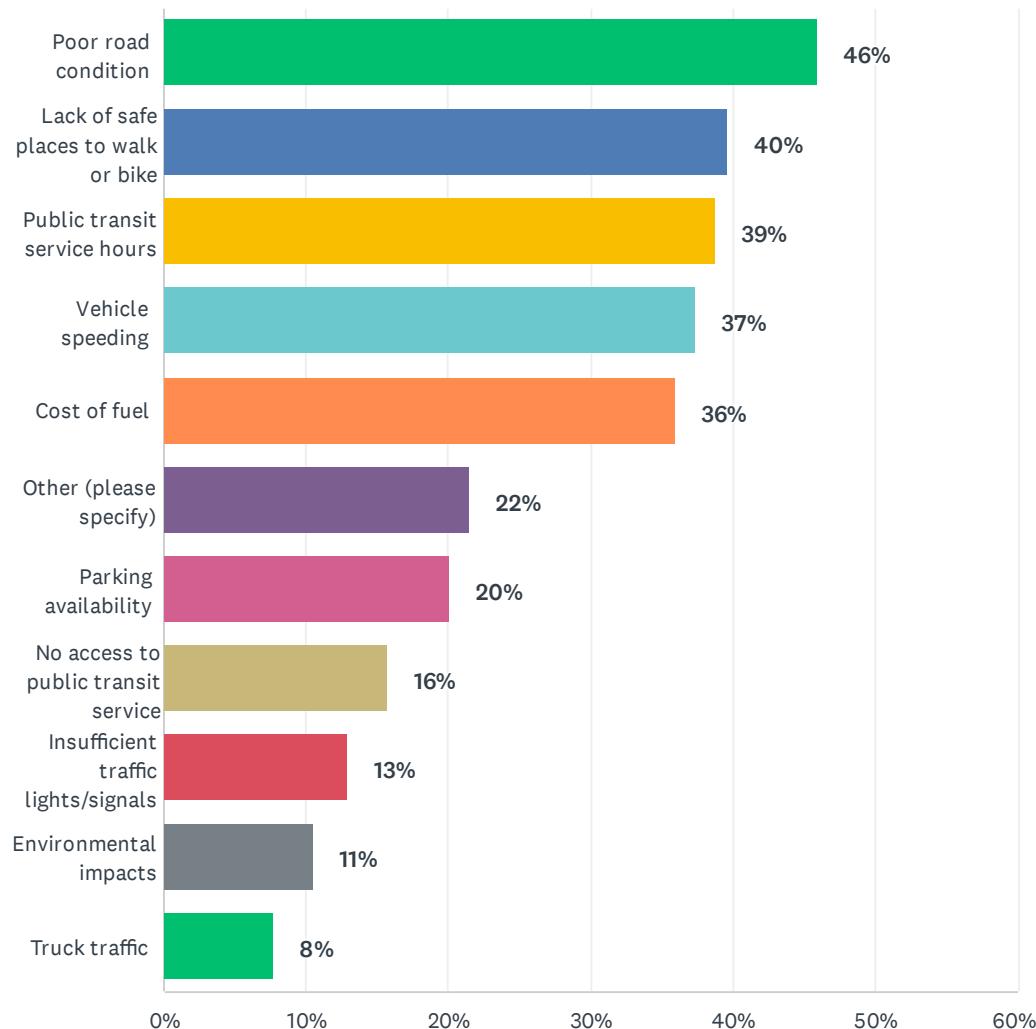


ANSWER CHOICES	RESPONSES
Access/proximity	42% 84
Available infrastructure (e.g., stations, bike lanes, sidewalks, etc.)	43% 87
Available routes	52% 106
Cleanliness	19% 39
Commute time	31% 63
Cost	16% 33
Frequency of service	45% 90
Personal safety	34% 69
Other (please specify)	20% 41
Total Respondents: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

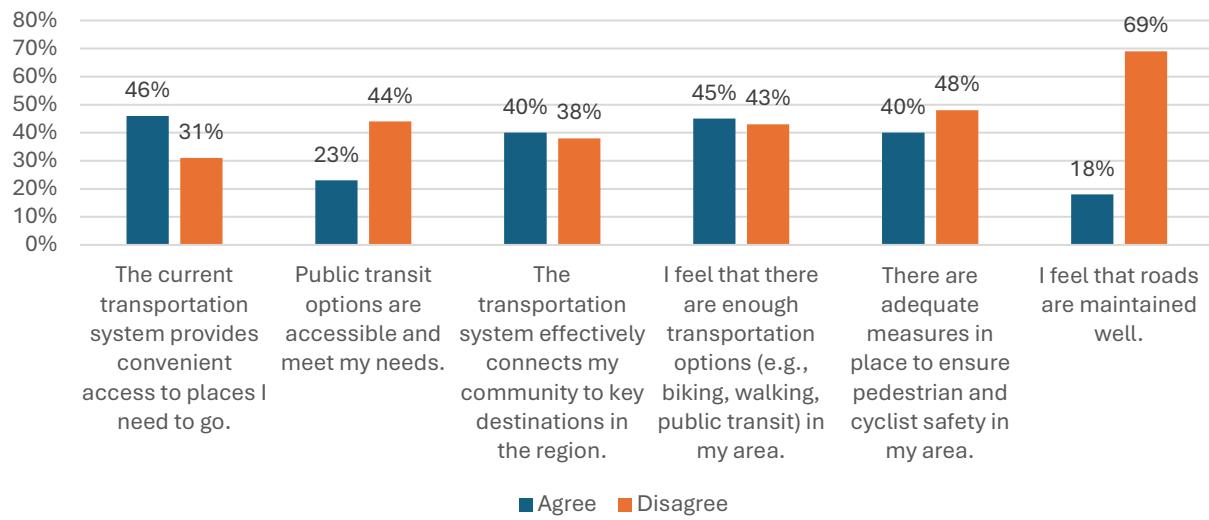
Answered: 209 Skipped: 7



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 to cars and less to bicyclist	
Need a car for WORK! But the city constan makes it harder and more dangerous to DRIVe	
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	

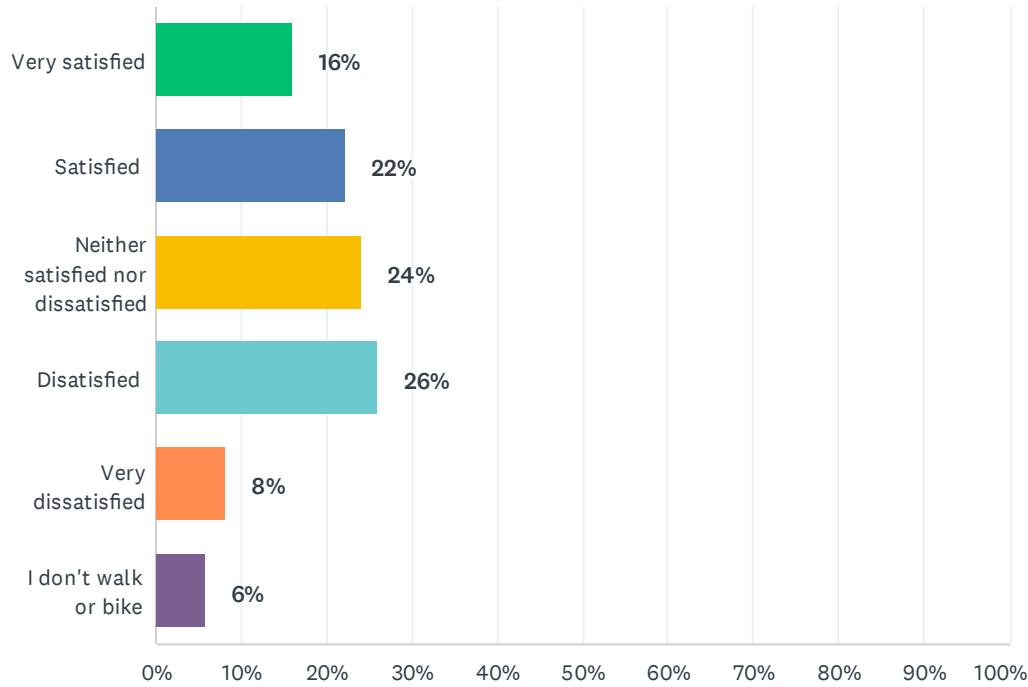
Question 7 Please rate your travel experience based on the following statements



	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?

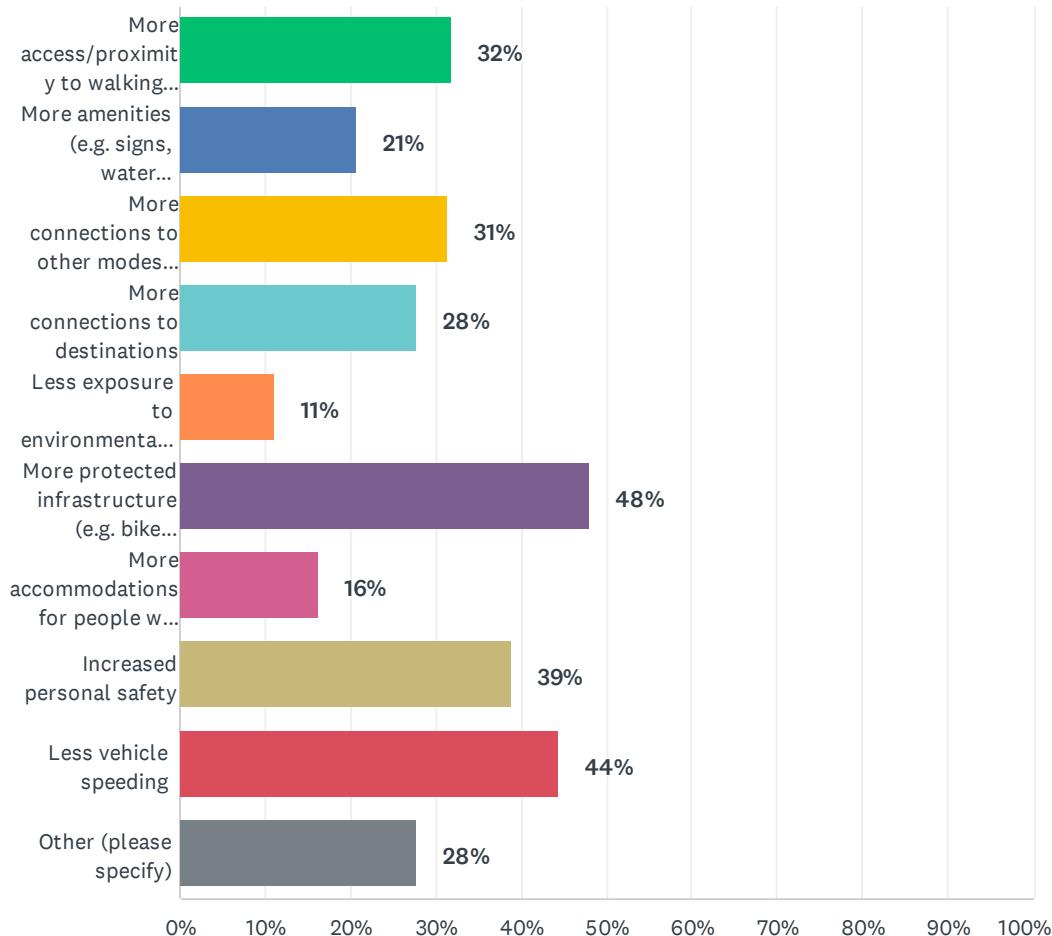
Answered: 212 Skipped: 4



ANSWER CHOICES	RESPONSES
Very satisfied	16%
Satisfied	22%
Neither satisfied nor dissatisfied	24%
Disatisfied	26%
Very dissatisfied	8%
I don't walk or bike	6%
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



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 properly 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 impedance. 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 don't 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	I ideally 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 than 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 running 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 having 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

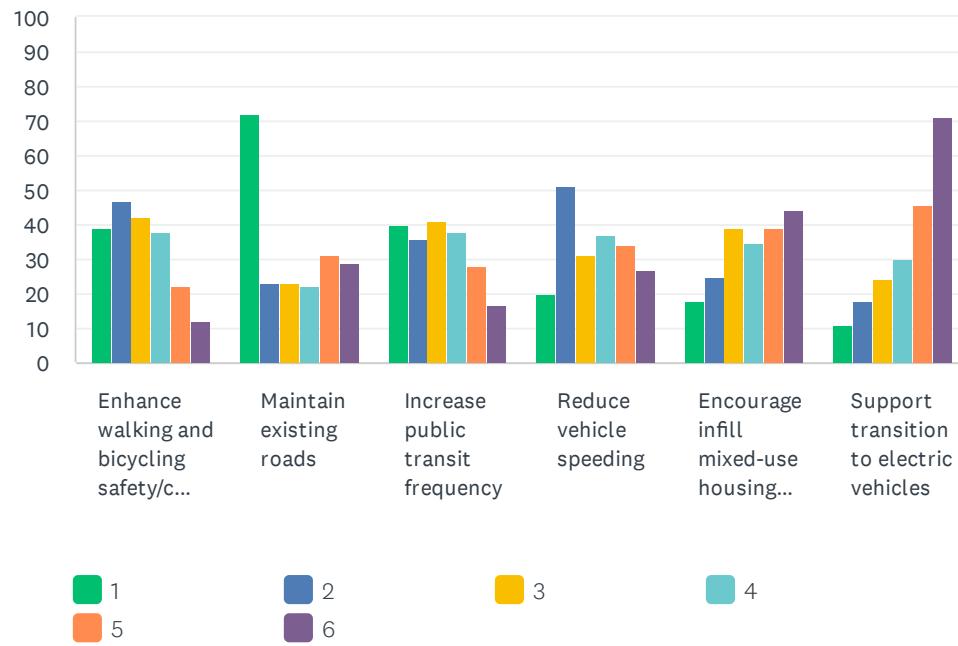
164	Clean, easy, accessible	9/26/2025 5:17 PM
165	I like riding a scooter and want a Cargo e-bike. That would be so great to shop with that.	9/26/2025 2:35 PM
166	Practical, reasonable, functional	9/26/2025 12:27 PM
167	Using my vehicle and having sufficient parking available.	9/26/2025 12:20 PM
168	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

Better options
 frequent clean drive
 town roads
 transit walking
 vehicle accessible less go
 connect convenient

bike lanes
 safe stops
 Eureka
 car bus
 parking

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

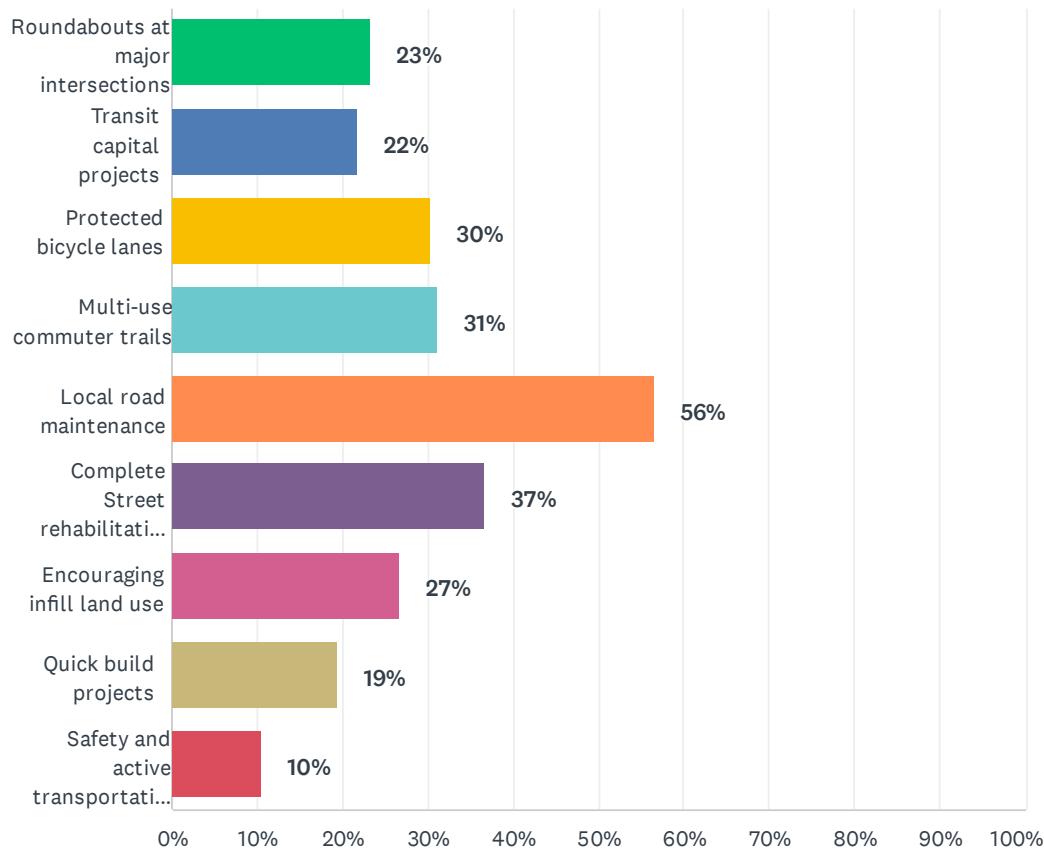
Answered: 200 Skipped: 16



	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%
Transit capital projects	22%
Protected bicycle lanes	30%
Multi-use commuter trails	31%
Local road maintenance	56%
Complete Street rehabilitation projects	37%
Encouraging infill land use	27%
Quick build projects	19%
Safety and active transportation behavior	10%
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 Fernbridge 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 of grandure..... 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 Blvd's 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 bike 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 Myrtletoen. 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

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 hygienic 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 hillier 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

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 than capital projects!	9/23/2025 4:11 PM

California Department of Transportation

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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 Joaquin" (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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Catharine Crayne, Regional Transportation Planner, Caltrans District 1
Morgan Cunneen-Franco, Regional Planning Liaison/Fund Specialist, HQ Office Regional and Community Planning
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HCAOG VROOM 2026 RTP District 1 Comment Letter - Final

Final Audit Report

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