



# Sustainable Transportation Planning Grant Program

## GRANT APPLICATION COVER SHEET

### PART A. APPLICATION INFORMATION

FY 2024-25

**Grant Category** (select only one)

**Climate Adaptation** (MPOs, RTPAs, Transit Agencies, Cities, Counties, Tribes, other Public Transportation Planning Entities)

11.47% Local Match requirement (Not Applicable to Native American Tribal Governments)

**Sustainable Communities** (MPOs with sub-applicant, RTPAs, Transit Agencies, Cities, Counties, Tribes, other Public Transportation Planning Entities)

**Strategic Partnerships** (MPOs and RTPAs only)

Sustainable Communities Competitive  
(11.47% Local Match requirement)

Strategic Partnerships (FHWA SPR Part I)  
(20% Local Match requirement)

Sustainable Communities Competitive Technical  
(11.47% Local Match requirement)

X

Strategic Partnerships Transit (FTA 5304)  
(11.47% Local Match requirement)

**Application Submittal Type** (more than one may be selected)

**New**

**Prior Phases**

**Re-Submittal**

X

New  
Application

Continuation of a prior project.  
If so, list the Grant FY and project  
title below.

Re-submittal from a prior grant cycle.

How many times has an application been  
submitted for this project, including this one?

### PART B. PROJECT INFORMATION

**Project Title and Location**

Project Title

**Humboldt Partnering Assets & Authorities for Comprehensive Transit (PAACT)**

Project Location  
(City)

Humboldt region

Project Location  
(County)

Humboldt

**Funding Information**

1. Is the applicant proposing to meet the minimum local match requirement or an over-match? Use the Match Calculator to determine the appropriate match. [Match Calculator](#)

☒ Minimum Local Match ☐ Over-Match

2. What is the source of Local Match funds being used?

(MPOs – Federal Toll Credits, PL, and FTA 5303 cannot be used to match Sustainable Communities Competitive or Adaptation Planning grants)

☒ Local Transportation Funds ☐ Local Sales Tax ☐ Special Bond Measures

☒ Other, specify: Third-party cash

**Grant Funds  
Requested**

**Local Match  
(Cash)**

**Local Match  
(In-Kind)**

**Total  
Local Match**

**%  
Local Match**

**Total  
Project Cost**

**\$479,500**

**\$62,150**

**\$62,150**

**11.47**

**\$541,650**



# Sustainable Transportation Planning Grant Program

## GRANT APPLICATION COVER SHEET

### PART B. PROJECT INFORMATION (CONTINUED)

#### Project Description (3-5 Sentences Max.)

Insert Application Narrative:

##### 1. Project Description

Humboldt's transit service is impressive for such a rural, remote, low-density region, but there are persistent unmet needs for more span and frequency which cannot be met without more housing and mixed uses developed in in-fill areas. The project will build strong government-to-government partnerships, harnessing interagency leadership to reshape the region's transit system into a more connected, efficient, and more user-focused multi-modal network that attracts significantly more users in upcoming years. A transit network analysis will complement the short-term Transit Development Plan (Dec. 2023) by identifying long-term opportunities to coordinate or consolidate routes, services, and/or governance, and leverage additional funding sources to expand transit service and multimodal options.

The project will focus on building strong working relationships among HCAOG, Humboldt Transit Authority (HTA), other transit and mobility-service providers, Caltrans, local tribes, cities, and county agencies in order to plan transportation and land use together, taking into account socio-economic and equity factors and funding mechanisms. The efforts from this study will serve as a guide for agencies with land-use authority to increase consideration, and coordination, of multi-modal access in land use goals, policy, codes, and discretionary permitting.

#### Project Type

Choose the Project Type that best represents the focus of the proposed project. See Grant Application Guide for examples. Two max. may be selected.

- ☐ Active Transportation (Bicycle and Pedestrian)
- ☐ Climate Change (Infrastructure Adaptation, Vulnerability and Resiliency)
- ☐ Complete Streets (Multimodal specific type)
- ☐ Corridor (Local Streets or Highways)
- ☐ Freight/Goods Movement
- ☐ General Plan (Circulation Element, Land Use Element, Specific Plan)
- ☒ Multimodal (Motorized and Active Transportation)
- ☐ Safety (Vision Zero, Safe Routes to Schools)
- ☐ Technical (Modeling, VMT Mitigation, ZEV Infrastructure, ZEB Transition, etc.)
- ☒ Transit (Bus, Light Rail, and Commuter Rail Service)
- ☐ Other, specify:

#### Underserved Community Definitions



## Sustainable Transportation Planning Grant Program

### GRANT APPLICATION COVER SHEET

If applicable to the project, what tools were used to identify the underserved communities in the project area? Choose all that apply.

- ☒ Rural Communities of 50,000 or less and outside of urbanized areas
- ☒ Native American Tribal Governments
- ☒ Regionally/Locally Defined Underserved Communities
- ☒ At/Below 80% Assembly Bill 1550 (Gomez, Statutes of 2016)
- ☐ At/Above 75% California Department of Education, Free or Reduced Priced Meals Data
- ☐ At/Above 75% CalEnviroScreen Version 4.0
- ☐ At/Below 25% California Healthy Places Index



# Sustainable Transportation Planning Grant Program

## GRANT APPLICATION COVER SHEET

### PART C. CONTACT INFORMATION\*

	Primary Applicant	Sub-Applicant	Sub-Applicant
Organization (Legal name)	Humboldt County Association of Governments	Humboldt Transit Authority	County of Humboldt
Dept./Division	(n/a)	(n/a)	Planning & Building Dept.
Street Address	611 I Street	133 V Street	3015 H Street
City	Eureka	Eureka	Eureka
Zip Code	95501	95501	95501
Phone Number	707-444-8208	707-443-0826 x101	707-445-7541
Executive Director Name	Beth Burks	Greg Pratt	John H. Ford
Title	Executive Director	General Manager	Director
Executive Director E-mail	Beth.burks@hcaog.net	greg@hta.org	jford@co.humboldt.ca.us
Financial Manager Name	Amy Eberwein	Katie Collender	Karen Meynell
Title	Administrative Services Officer	Finance Manager	Program Manager
Financial Manager E-mail	Amy.eberwein@hcaog.net	katie@hta.org	kmeynell@co.humboldt.ca.us
Contact Person Name	Oona Smith	Jerome Qirazi	Elizabeth Schatz
Title	Senior Regional Planner	Transit Planner	Planning Manager
Contact Phone Number	707-444-8208	707-443-0826 x112	707-268-3759
Contact E-mail	Oona.smith@hcaog.net	jerome@hta.org	Eschatz1@co.humboldt.ca.us

\*Use additional pages if necessary.





# Sustainable Transportation Planning Grant Program

## GRANT APPLICATION COVER SHEET

	Sub-applicant	Sub-Applicant	Sub-Applicant
Organization (Legal name)	City of Trinidad	City of Arcata	City of Blue Lake
Dept./Division	Administration	Arcata & Mad River Transit System (A&MRTS)	(n/a)
Street Address	P.O. Box 390, 409 Trinity St.	925 E street	111 Greenwood Ave
City	Trinidad	Arcata	Blue Lake
Zip Code	95570	95521	95525
Phone Number	(707) 677-3876	(707) 825 2041	707-668-5655
Executive Director Name	Eli Naffah	Karen Diemer	Amanda Mager
Title	City Manager	City Manager	City Manager
Executive Director E-mail	citymanager@trinidad.ca.gov	kdiemer@cityofarcata.org	citymanager@bluelake.ca.gov
Financial Manager Name	Eli Naffah	Tabatha Miller	Vicki Hutton
Title	City Manager	Finance Director	Finance Manager
Financial Manager E-mail	citymanager@trinidad.ca.gov	tmiller@cityofarcata.org	vhutton@bluelake.ca.gov
Contact Person Name	Gabriel Adams	Netra Khatri	Amanda Mager
Title	City Clerk	City Engineer	City Manager
Contact Phone Number	(707) 677-0223	(707) 8252173	707-668-5655
Contact E-mail	cityclerk@trinidad.ca.gov	nkhatr@cityofarcata.org	citymanager@bluelake.ca.gov

\*Use additional pages if necessary.



# Sustainable Transportation Planning Grant Program

## GRANT APPLICATION COVER SHEET

	Sub-applicant	Sub-Applicant	Sub-Applicant
Organization (Legal name)	Cher-Ae Heights Indian Community of the Trinidad Rancheria		Yurok Tribe
Dept./Division	Transportation and Land Use		Transportation
Street Address	1 Cherae Lane		190 Klamath Blvd
City	Trinidad		Klamath
Zip Code	95570		95548
Phone Number	707-601-5754		707-482-1350
Executive Director Name	Jacque Hostler-Carmesin		Don Barnes
Title	Chief Executive Officer		Executive Director
Executive Director E-mail	jhostler@trinidadrancheria.com		dbarnes@yuroktribe.nsn.us
Financial Manager Name	Angela Higley		Michael Maranger
Title	Chief Financial Officer		Chief Financial Officer
Financial Manager E-mail	ahigley@trinidadrancheria.com		mmaranger@yuroktribe.nsn.us
Contact Person Name	Leslie Sanders		Brandi Natt
Title	Transportation and Land Use, Manager		Transportation Director
Contact Phone Number	707-601-5754		707-428-1350 Ext 1355
Contact E-mail	lsanders@trinidadrancheria.com		bnatt@yuroktribe.nsn.us

\*Use additional pages if necessary.



# Sustainable Transportation Planning Grant Program

## GRANT APPLICATION COVER SHEET

### PART E. OTHER FUNDING PROGRAMS

Applicants may leverage other program funds for this planning grant, as long as the activities are eligible.

	Yes	No	N/A
<p>Is the applicant applying for the Governor's Office of Planning and Research (OPR) Climate Adaptation Planning Grant Program? Applicants should not submit the same project application to both funding programs. However, applicants may propose to leverage funds from one funding program to another. For instance, an applicant with a large project may propose to fund one component with Caltrans funds, and another with OPR funds. Applicants may also propose two entirely different projects to each funding program.</p> <p>If yes, identify the differences between each proposal, and briefly summarize the leverage opportunity if awarded both Caltrans and OPR funding:</p>		X	
<p>Is the applicant applying for any other funding programs to complete this project? If yes, list them here:</p>		X	



# Sustainable Transportation Planning Grant Program

## GRANT APPLICATION COVER SHEET

### PART F. LEGISLATIVE INFORMATION

Use the following link to determine the appropriate legislative members in the Project area.

Search by address: <http://findyourrep.legislature.ca.gov/>

State Senator(s)		Assembly Member(s)	
District	Name	District	Name
2	Senator Mike McGuire	2	Assemblymember Jim Wood

### PART G. LETTERS OF SUPPORT

List all letters of support received for the proposed project. Letters should be addressed to the applicant.

Name/Agency	Name/Agency
County of Humboldt, Planning & Building Dept.	North Coast Tribal Transportation Commission
Humboldt Transit Authority	
Redwood Coast Energy Authority	
Cher-Ae Heights Indian Community of the Trinidad Rancheria	
City of Arcata	
City of Blue Lake	
City of Eureka	
City of Trinidad	






## Sustainable Transportation Planning Grant Program

### GRANT APPLICATION SIGNATURE PAGE

If selected for funding, the information contained in this application will become the foundation of the contract with Caltrans.

To the best of my knowledge, all information contained in this application is true and correct. If awarded a grant with Caltrans, I agree that I will adhere to the program guidelines.

Applicant			
Authorized Official (Applicant)			
Print Full Name	Beth Burks		
Title	Executive Director		
Signature		Date	1/18/24
Sub-Applicant(s)*			
Authorized Official (Sub-Applicant)			
Print Full Name	Joseph L. James		
Title	Chairman		
Signature		Date	1/16/24
Authorized Official (Sub-Applicant)			
Print Full Name	Greg Pratt		
Title	General Manager		
Signature	<small>DocuSigned by:</small>  <small>8D374D1333A74C5</small>	Date	1/16/24
Authorized Official (Sub-Applicant)			
Print Full Name			
Title			
Signature		Date	

\*Use additional pages if necessary.



## Sustainable Transportation Planning Grant Program

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Applicant			
Authorized Official (Applicant)			
Print Full Name			
Title			
Signature		Date	
Sub-Applicant(s)*			
Authorized Official (Sub-Applicant)			
Print Full Name	Jacque Hostler-Carmesin		
Title	CEO, Cher-Ae Heights Indian Community of the Trinidad Rancheria		
Signature	Jacque Hoster Carmesin	Digitally signed by Jacque Hoster Carmesin Date: 2024.01.16 10:47:02 -08'00'	Date 1/16/24
Authorized Official (Sub-Applicant)			
Print Full Name			
Title			
Signature		Date	
Authorized Official (Sub-Applicant)			
Print Full Name			
Title			
Signature		Date	

\*Use additional pages if necessary.





## Sustainable Transportation Planning Grant Program

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<b>Applicant</b>			
Authorized Official (Applicant)			
Print Full Name			
Title			
Signature		Date	
<b>Sub-Applicant(s)*</b>			
Authorized Official (Sub-Applicant)			
Print Full Name	Karen Diemer		
Title	City Manager		
Signature	Karen Diemer <small>Digitally signed by Karen Diemer Date: 2024.01.16 15:10:01 +08'00'</small>	Date	1/17/24
Authorized Official (Sub-Applicant)			
Print Full Name			
Title			
Signature		Date	
Authorized Official (Sub-Applicant)			
Print Full Name			
Title			
Signature		Date	

\*Use additional pages if necessary.




## Sustainable Transportation Planning Grant Program

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If selected for funding, the information contained in this application will become the foundation of the contract with Caltrans.

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Applicant			
Authorized Official (Applicant)			
Print Full Name			
Title			
Signature		Date	
Sub-Applicant(s)*			
Authorized Official (Sub-Applicant)			
Print Full Name	Amanda Mager		
Title	City Manager, City of Blue Lake		
Signature		Date	1/16/24
Authorized Official (Sub-Applicant)			
Print Full Name			
Title			
Signature		Date	
Authorized Official (Sub-Applicant)			
Print Full Name			
Title			
Signature		Date	

\*Use additional pages if necessary.



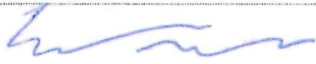


## Sustainable Transportation Planning Grant Program

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To the best of my knowledge, all information contained in this application is true and correct. If awarded a grant with Caltrans, I agree that I will adhere to the program guidelines.

Applicant			
Authorized Official (Applicant)			
Print Full Name			
Title			
Signature		Date	
Sub-Applicant(s)*			
Authorized Official (Sub-Applicant)			
Print Full Name	Eli Naffah		
Title	Trinidad City Manager		
Signature		Date	1/18/24
Authorized Official (Sub-Applicant)			
Print Full Name			
Title			
Signature		Date	
Authorized Official (Sub-Applicant)			
Print Full Name			
Title			
Signature		Date	

\*Use additional pages if necessary.

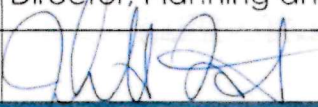


## Sustainable Transportation Planning Grant Program

### GRANT APPLICATION SIGNATURE PAGE

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To the best of my knowledge, all information contained in this application is true and correct. If awarded a grant with Caltrans, I agree that I will adhere to the program guidelines.

Applicant			
Authorized Official (Applicant)			
Print Full Name			
Title			
Signature		Date	
Sub-Applicant(s)*			
Authorized Official (Sub-Applicant)			
Print Full Name	John H. Ford		
Title	Director, Planning and Building, County of Humboldt		
Signature		Date	1/16/2024
Authorized Official (Sub-Applicant)			
Print Full Name			
Title			
Signature		Date	
Authorized Official (Sub-Applicant)			
Print Full Name			
Title			
Signature		Date	

\*Use additional pages if necessary.



## Cher-Ae Heights Indian Community of the Trinidad Rancheria



January 16, 2024

Beth Burks, Executive Director  
HCAOG  
611 "I" Street, Suite B  
Eureka, CA 95501  
Email: beth.burks@hcaog.net

Re: Support for Humboldt County Association of Governments (HCAOG) Caltrans Strategic Partnerships Transit Program Application, Partnering Assets and Authorities for Comprehensive Transit (PAACT) Project

Dear Beth,

Cher-Ae Heights Indian Community of the Trinidad Rancheria (Trinidad Rancheria) is pleased to support and partner with the Humboldt County Association of Governments (HCAOG) application for the Caltrans Strategic Partnerships Transit program for the Partnering Assets and Authorities for Comprehensive Transit (PAACT) project. A transit network analysis is essential to meeting the mobility needs of Humboldt County residents, and there is a need to plan transportation and land use together.

Humboldt's transit service is impressive for such a rural, remote, low-density region, but there are persistent unmet needs for more span and frequency which cannot be met if housing and other developments continue to sprawl away from core centers. The project will build strong government-to-government partnerships, harnessing interagency leadership to reshape the region's transit system into a more connected, efficient, and more user-focused mobility network that attracts significantly more users in upcoming years.

As an agency with land-use authority, Trinidad Rancheria fully supports the project goal to increase consideration, and coordination, of transit access in land use goals, policy, codes, and discretionary permitting. The project will focus on building strong working relationships among HCAOG, Humboldt Transit Authority (HTA), Caltrans, local tribes, cities, and county agencies in order to plan transportation and land use together, taking into account socio-economic and equity factors and funding mechanisms.

Trinidad Rancheria is excited to participate in this project to help identify the long-term opportunities to coordinate or consolidate routes, services, and/or governance, and leverage additional funding sources to expand transit service. It is critical to establish robust and effective coordination with HTA during planning or reviewing key developments that impact or request transit service.

The Trinidad Rancheria is currently engaged in two planning efforts:

- 1) Update our Long-Range Transportation Plan (LRTP) which will define a multimodal transportation vision over the next 20 years.
- 2) Prepare a Comprehensive Safety Action Plan (CSAP), a data-driven strategy to improve transportation safety for all users.

Both planning efforts will include incorporating transit service into out multi-jurisdictional transportation system.

While our agency recognizes the needs and benefits of greater coordination, we are under-resourced and lack staff capacity to engage. If awarded, the project will directly support our staff time to participate in advisory working groups and dedicate resources to special studies for transit operations and needs in our jurisdiction. Trinidad Rancheria makes a commitment to be an active partner in this project, and pledges to contribute \$1,147 for the funding match, in cash and/or in-kind contributions.

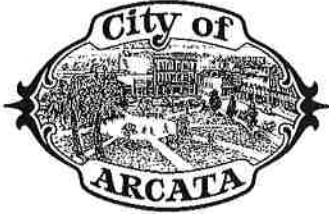
Trinidad Rancheria enthusiastically supports HCAOG's proposed project for the Caltrans Sustainable Transportation Planning Grant: Strategic Partnerships -Transit program. We look forward to being an active participant in coordinated multi-agency planning to achieve transit-supportive land use policy and directives.

Sincerely,



Jacquie Hostler-Carmesin  
Chief Executive Officer  
Trinidad Rancheria





736 F Street  
Arcata CA 95521

*City Manager*  
707-822-5953

*Environmental Services*  
707-822-8184

*Police*  
707-822-2428

*Recreation*  
707-822-7091

*Community Development*  
707-822-5955

*Finance*  
707-822-5951

*Engineering*  
707-825-2128

*Transportation*  
707-822-3775

January 12, 2024

Beth Burks, Executive Director  
HCAOG  
611 "I" Street, Suite B  
Eureka, CA 95521  
Email: beth.burks@hcaog.net

Dear Beth,

City of Arcata is pleased to **support and partner with** the Humboldt County Association of Governments application for the Caltrans Strategic Partnerships Transit program for the Partnering Assets and Authorities for Comprehensive Transit (PAACT) project. A transit network analysis is essential to meeting the mobility needs of Humboldt County residents, and there is a need to plan transportation and land use together.

Humboldt's transit service is impressive for such a rural, remote, low-density region, but there are persistent unmet needs for more span and frequency which cannot be met if housing and other developments continue to sprawl away from core centers. The project will build strong government-to-government partnerships, harnessing interagency leadership to reshape the region's transit system into a more connected, efficient, and more user-focused mobility network that attracts significantly more users in upcoming years.

As an agency with land-use authority, City of Arcata fully supports the project goal to increase consideration, and coordination, of transit access in land use goals, policy, codes, and discretionary permitting. The project will focus on building strong working relationships among HCAOG, HTA, Caltrans, local tribes, cities, and county agencies in order to plan transportation and land use together, taking into account socio-economic and equity factors and funding mechanisms.

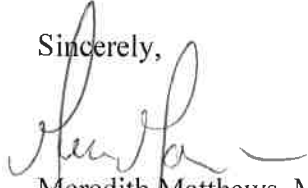
City of Arcata is excited to participate in this project to help identify the long-term opportunities to coordinate or consolidate routes, services, and/or governance, and leverage additional funding sources to expand transit service. It is critical to establish robust and effective coordination with HTA during planning or reviewing key developments that impact or request transit service. The City of Arcata is updating Arcata's General Plan that encourages transit-oriented developments in the city. In addition, this is a great opportunity to implement some of the planning efforts recommended in the regional Transit Development Plan (TDP).

While our agency recognizes the needs and benefits of greater coordination, we are under-resourced and lack staff capacity to engage. If awarded, the project will directly support our staff time to participate in advisory working groups and dedicate resources to special studies for transit operations and needs in our jurisdiction. The City of Arcata makes a commitment to be an active partner in this project, and pledges to contribute \$1,000 for the in-kind contributions.

The City of Arcata enthusiastically supports HCAOG's proposed project for the Caltrans Sustainable Transportation Planning Grant: Strategic Partnerships -Transit program. We look forward to being an

active participant in coordinated multi-agency planning to achieve transit-supportive land use policy and directives.

Sincerely,

A handwritten signature in black ink, appearing to read 'Meredith Matthews', followed by a horizontal flourish line.

Meredith Matthews, Mayor





# CITY OF BLUE LAKE

Post Office Box 458,  
Phone 707.668.5655

111 Greenwood Road,

Blue Lake, CA 95525  
Fax 707.668.5916

January 16, 2024

Beth Burks , Executive Director  
HCAOG  
611 "I" Street, Suite B  
Eureka, CA 95521  
Email: beth.burks@hcaog.net

Dear Beth,

The City of Blue Lake is pleased to support the Humboldt County Association of Governments' application for the Caltrans Strategic Partnerships Transit program for the Partnering Assets and Authorities for Comprehensive Transit (PAACT) project. A transit network analysis is essential to meeting the mobility needs of Humboldt County residents, and there is a need to plan transportation and land use together.

Humboldt's transit service is impressive for such a rural, remote, low-density region, but there are persistent unmet needs for more span and frequency which cannot be met if housing and other developments continue to sprawl away from core centers. The project will build strong government-to-government partnerships, harnessing interagency leadership to reshape the region's transit system into a more connected, efficient, and more user-focused mobility network that attracts significantly more users in upcoming years.

As an agency with land-use authority, the City of Blue Lake fully supports the project goal to increase consideration, and coordination, of transit access in land use goals, policy, codes, and discretionary permitting. The project will focus on building strong working relationships among HCAOG, HTA, Caltrans, local tribes, cities, and county agencies in order to plan transportation and land use together, taking into account socio-economic and equity factors and funding mechanisms.

The City of Blue Lake is excited to participate in this project to help identify the long-term opportunities to coordinate or consolidate routes, services, and/or governance, and leverage additional funding sources to expand transit service. It is critical to establish robust and effective coordination with HTA during planning or reviewing key developments that impact or request transit service.

The City of Blue Lake is actively planning for mixed-use development in our Powers Creek District; utilizing an Opportunity Zone designation, the City is focused on creating higher density development that allows for more effective and efficient modes of transportation. Creating opportunities for micro transit, and/or more effective transit options, will increase the viability and success of our community initiatives.

While our agency recognizes the needs and benefits of greater coordination, we are under-

resourced and lack staff capacity to engage. If awarded, the project will directly support our staff time to participate in advisory working groups and dedicate resources to special studies for transit operations and needs in our jurisdiction. The City of Blue Lake is committed to being an active and engaged partner and looks forward to participating in the project.

The City of Blue Lake enthusiastically supports HCAOG's proposed project for the Caltrans Sustainable Transportation Planning Grant: Strategic Partnerships Transit program. We look forward to being an active participant in coordinated multi-agency planning to achieve transit-supportive land use policy and directives.

Sincerely,



Amanda Mager,  
City Manager



January 10, 2024

Beth Burks, Executive Director  
HCAOG  
611 "I" Street, Suite B  
Eureka, CA 95521  
Email: [beth.burks@hcaog.net](mailto:beth.burks@hcaog.net)

Dear Beth,

The City of Eureka is pleased to support the Humboldt County Association of Governments application for the Caltrans Strategic Partnerships Transit program for the Partnering Assets and Authorities for Comprehensive Transit (PAACT) project. A transit network analysis is essential to meeting the mobility needs of Humboldt County residents, and there is a need to plan transportation and land use together. The City of Eureka makes a commitment to actively supporting this project, including contributing Development Services and Public Works staff hours and participating on the steering committee.

Humboldt's transit service is impressive for such a rural, remote, low-density region, but there are persistent unmet needs for more span and frequency which cannot be met if housing and other developments continue to sprawl away from core centers. The project will build strong government-to-government partnerships, harnessing interagency leadership to reshape the region's transit system into a more connected, efficient, and more user-focused mobility network that attracts significantly more users in upcoming years.

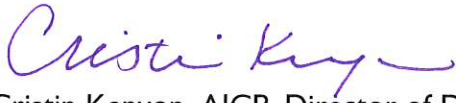
As an agency with land-use authority, the City of Eureka fully supports the project goal to increase consideration and coordination of transit access in land use goals, policy, codes, and discretionary permitting. The project will focus on building strong working relationships among HCAOG, HTA, Caltrans, local tribes, cities, and county agencies in order to plan transportation and land use together, taking into account socio-economic and equity factors and funding mechanisms.

The City of Eureka is excited to participate in this project to help identify the long-term opportunities to coordinate or consolidate routes, services, and/or governance, and leverage additional funding sources to expand transit service. It is critical to establish robust and effective coordination with HTA during planning or reviewing key developments that impact or request transit service. The City is currently engaged in a number of efforts to support transit-oriented development, including a Local Coastal Program update and Waterfront Specific Plan which both work to promote compact, mixed-use infill development that is pedestrian-, bike-, and transit-friendly.

The City of Eureka enthusiastically supports HCAOG's proposed project for the Caltrans Sustainable Transportation Planning Grant: Strategic Partnerships -Transit program. We look

forward to being an active participant in coordinated multi-agency planning to achieve transit-supportive land use policy and directives.

Sincerely,

A handwritten signature in purple ink, reading "Cristin Kenyon". The signature is fluid and cursive, with a long horizontal flourish extending to the right.

Cristin Kenyon, AICP, Director of Development Services  
City of Eureka



January 18, 2024

Beth Burks, Executive Director  
HCAOG  
611 "I" Street, Suite B  
Eureka, CA 95521  
Email: [beth.burks@hcaog.net](mailto:beth.burks@hcaog.net)

Dear Beth,

The City of Trinidad is pleased to partner with the Humboldt County Association of Governments application for the Caltrans Strategic Partnerships Transit program for the Partnering Assets and Authorities for Comprehensive Transit (PAACT) project. A transit network analysis is essential to meeting the mobility needs of Humboldt County residents, and there is a need to plan transportation and land use together.

Humboldt's transit service is impressive for such a rural, remote, low-density region, but there are persistent unmet needs for more span and frequency which cannot be met if housing and other developments continue to sprawl away from core centers. The project will build strong government-to-government partnerships, harnessing interagency leadership to reshape the region's transit system into a more connected, efficient, and more user-focused mobility network that attracts significantly more users in upcoming years.

As an agency with land-use authority, the City of Trinidad fully supports the project goal to increase consideration, and coordination, of transit access in land use goals, policy, codes, and discretionary permitting. The project will focus on building strong working relationships among HCAOG, HTA, Caltrans, local tribes, cities, and county agencies in order to plan transportation and land use together, taking into account socio-economic and equity factors and funding mechanisms.

The City of Trinidad is excited to participate in this project to help identify the long-term opportunities to coordinate or consolidate routes, services, and/or governance, and leverage additional funding sources to expand transit service. It is critical to establish robust and effective coordination with HTA during planning or reviewing key developments that impact or request transit service.

While our agency recognizes the needs and benefits of greater coordination, we are under-resourced and lack staff capacity to engage. If awarded, the project will directly support our staff time to participate in advisory working groups and dedicate resources to special studies for transit



operations and needs in our jurisdiction. The City of Trinidad makes a commitment to be an active partner in this project, and pledges to contribute \$2,000 for the funding match in-kind contributions.

The City of Trinidad enthusiastically supports HCAOG's proposed project for the Caltrans Sustainable Transportation Planning Grant: Strategic Partnerships -Transit program. We look forward to being an active participant in coordinated multi-agency planning to achieve transit-supportive land use policy and directives.

Sincerely,



Eli Naffah  
City Manager  
City of Trinidad

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# North Coast Tribal Transportation Commission

Bear River Band of Rohnerville Rancheria, Big Lagoon Rancheria, Blue Lake Rancheria, Elk Valley Rancheria, Hoopa Valley Tribe,  
Karuk Tribe, Resighini Rancheria, Tolowa Dee-ni' Nation, Trinidad Rancheria, Wiyot Tribe, Yurok Tribe

Tribe



January 16, 2024

Beth Burks, Executive Director  
HCAOG  
611 "I" Street, Suite B  
Eureka, CA 95521  
Email: [beth.burks@hcaog.net](mailto:beth.burks@hcaog.net)

RE: Support for Humboldt County Association of Governments (HCAOG) Caltrans Strategic Partnerships Transit Program Application, Partnering Assets and Authorities for Comprehensive Transit (PAACT) Project

Dear Beth,

The Board of Directors of the North Coast Tribal Transportation Commission (NCTTC) is pleased to support the Humboldt County Association of Governments (HCAOG) application for the Caltrans Strategic Partnerships Transit program for the Partnering Assets and Authorities for Comprehensive Transit (PAACT) project. A transit network analysis is essential to meeting the mobility needs of Humboldt County residents, and there is a need to plan transportation and land use together.

As a committee representing 8 tribes in Humboldt County and 3 tribes in Del Norte County, NCTTC works closely with many private and public partners to coordinate transportation modes within our respective tribal lands to develop short- and long-range strategies for an integrated and balanced multimodal goods-movement system. Humboldt's transit service is impressive for such a rural, remote, low-density region, but there are persistent unmet needs for more span and frequency which cannot be met if housing and other developments continue to sprawl away from core centers.

The project will build strong government-to-government partnerships, harnessing interagency leadership to reshape the region's transit system into a more connected, efficient, and more user-focused mobility network that attracts significantly more users in upcoming years taking into account socio-economic and equity factors and funding mechanisms.

NCTTC enthusiastically supports HCAOG's proposed project for the Caltrans Sustainable Transportation Planning Grant: Strategic Partnerships -Transit program. We look forward to being an active supporter to HCAOG for the PAACT project coordinated multi-agency planning to achieve transit-supportive land use policy and directives.

Sincerely,

A handwritten signature in blue ink that reads "Jacque Hostler-Carmesin". The signature is fluid and cursive.

Jacque Hostler-Carmesin, Chairperson  
North Coast Tribal Transportation Commission



**COUNTY OF HUMBOLDT**  
**PLANNING AND BUILDING DEPARTMENT**  
**CURRENT PLANNING DIVISION**

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3015 H Street Eureka CA 95501  
Phone: (707)445-7541 Fax: (707) 268-3792

## **Letter of Support**

January 10, 2024

Beth Burks , Executive Director  
HCAOG  
611 "I" Street, Suite B  
Eureka, CA 95501  
Email: beth.burks@hcaog.net

Dear Beth,

Humboldt County Planning and Building Department is pleased to **support and partner with** the Humboldt County Association of Governments application for the Caltrans Strategic Partnerships Transit program for the Partnering Assets and Authorities for Comprehensive Transit (PAACT) project. A transit network analysis is essential to meeting the mobility needs of Humboldt County residents, and there is a need to plan transportation and land use together.

Humboldt's transit service is impressive for such a rural, remote, low-density region, but there are persistent unmet needs for more span and frequency which cannot be met if housing and other developments continue to sprawl away from core centers. The project will build strong government-to-government partnerships, harnessing interagency leadership to reshape the region's transit system into a more connected, efficient, and more user-focused mobility network that attracts significantly more users in upcoming years.

As an agency with land-use authority, the Planning and Building fully supports the project goal to increase consideration, and coordination, of transit access in land use goals, policy, codes, and discretionary permitting. The project will focus on building strong working relationships among HCAOG, HTA, Caltrans, local tribes, cities, and county agencies in order to plan transportation and land use together, taking into account socio-economic and equity factors and funding mechanisms.

Planning and Building is excited to participate in this project to help identify the long-term opportunities to coordinate or consolidate routes, services, and/or governance, and leverage additional funding sources to expand transit service. It is critical to establish robust and effective coordination with HTA during planning or reviewing key developments that impact or request transit service.

While our agency recognizes the needs and benefits of greater coordination, we are under-resourced and lack staff capacity to engage. If awarded, the project will directly support our staff time to participate in advisory working groups and dedicate resources to special studies for transit

operations and needs in our jurisdiction. Humboldt County Planning and Building makes a commitment to be an active partner in this project, and pledges to contribute \$1,500.00 for the funding match, in staff time contribution.

The County of Humboldt enthusiastically supports HCAOG's proposed project for the Caltrans Sustainable Transportation Planning Grant: Strategic Partnerships -Transit program. We look forward to being an active participant in coordinated multi-agency planning to achieve transit-supportive land use policy and directives.

Sincerely,

A handwritten signature in blue ink, appearing to read "John H. Ford". The signature is stylized with a large initial "J" and a long horizontal stroke at the end.

John H. Ford  
Director of Planning and Building

Attn: Elizabeth Schatz, Planning Manager  
Humboldt County Planning and Building Department  
(707) 268-3759  
[eschatz1@co.humboldt.ca.us](mailto:eschatz1@co.humboldt.ca.us)



# REDWOOD COAST Energy Authority

## Board Of Directors

Jason Ramos  
BLUE LAKE RANCHERIA

Frankie Myers  
YUROK TRIBE

Sarah Schaefer  
CITY of ARCATA

Elise Scafani  
CITY of BLUE LAKE

Scott Bauer  
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Skip Jorgensen  
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Kris Mobley  
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Sheri Woo  
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MUNICIPAL WATER  
DISTRICT

Natalie Arroyo  
COUNTY of HUMBOLDT

Frank Wilson  
CITY of RIO DELL

Jack Tuttle  
CITY of TRINIDAD

## Community Advisory Committee

Norman Bell

Elizabeth Burks

Colin Fiske

Larry Goldberg

Christopher Honar

Richard Johnson

Luna Latimer

Ethan Lawton

Dennis Leonardi

Kit Mann

Emily Morris

Jerome Qirazi

Jeff Trirogoff

January 17, 2024

Beth Burks, Executive Director

HCAOG

611 "I" Street, Suite B

Eureka, CA 95521

Email: beth.burks@hcaog.net

RE: Support for HCAOG's Caltrans Strategic Partnerships – Transportation Grant

Dear Beth,

The Redwood Coast Energy Authority (RCEA) enthusiastically supports HCAOG's application for the Caltrans Strategic Partnerships Transit program for the Partnering Assets and Authorities for Comprehensive Transit (PAACT) project. A transit network analysis is essential to achieve the mobility needs of Humboldt County residents.

Strong government-to-government partnerships that focus on transportation land-use planning helps to promote RCEA low-carbon transportation goals. HCAOG's project will build strong government-to-government partnerships and harness interagency leadership to reshape the region's transit system into a more connected, efficient, user-focused mobility network that attracts significantly more users.

RCEA fully supports the project goal to increase consideration and coordination of transit access in land use goals, policy, codes, and discretionary permitting. The project will focus on building strong working relationships among HCAOG, HTA, Caltrans, local tribes, cities, and county agencies to plan transportation and land use together, taking into account socio-economic and equity factors and funding mechanisms.

The HCAOG application aligns with RCEA's vision where "people depend more on transit, bikes, walking, and shared-use automobiles than they depend on private automobiles", supports RCEA's *Comprehensive Action Plan for Energy*<sup>1</sup> goals for low-carbon transportation, and creates a key opportunity to "Work with other local public entities to reduce vehicle miles traveled in Humboldt County by at least 25% by 2030". (RePower Humboldt, 2019 Update). Specifically, the HCAOG project aligns with these RCEA policies:

<sup>1</sup> "RePower Humboldt: The Redwood Coast Energy Authority's Comprehensive Action Plan for Energy"; <https://redwoodenergy.org/wp-content/uploads/2020/06/RePower-2019-Update-FINAL-.pdf>

633 3<sup>rd</sup> Street  
Eureka, CA 95501  
(707) 269-1700

[info@redwoodenergy.org](mailto:info@redwoodenergy.org)

[www.RedwoodEnergy.org](http://www.RedwoodEnergy.org)



- 3.1.2 Encourage Transportation-efficient Land Use Planning: Encourage infill, transit-oriented development, and walkable and bikeable communities through thoughtful zoning and land-use planning processes.
- 3.1.3 Facilitate Multi-modal Transportation Infrastructure: Support improving multi-modal transportation options through regional trail networks, transit infrastructure, and complete streets infrastructure strategies that support walking, biking, carsharing, ridesharing, and the use of public transportation.

RCEA enthusiastically supports HCAOG's proposed project for the Caltrans Sustainable Transportation Planning Grant: Strategic Partnerships -Transit program. We look forward to being an active participant in coordinated multi-agency planning to achieve transit-supportive land use policy and directives.

Sincerely,



Eileen Verbeck  
Acting Executive Director



Sustainable Transportation Planning Grant Program  
STRATEGIC PARTNERSHIPS - GRANT APPLICATION NARRATIVE

PART H. APPLICATION NARRATIVE

FY 2024-25

Project Information

Organization (Legal name)	
Project Title	
Project Area Boundaries	
Project Timeframe (Start and End Dates)	

Do not alter application format and font size 10

Application Narrative

**1. Project Description (10 points) - 3-5 sentences maximum; Do not exceed the space provided.**  
Briefly summarize the project in a clear and concise manner, including why the project is necessary, major deliverables, parties involved, and any connections to relevant local, regional, and/or State planning efforts.



## **Sustainable Transportation Planning Grant Program**

### **STRATEGIC PARTNERSHIPS - GRANT APPLICATION NARRATIVE**

#### **2. Project Justification (30 points) - Do not exceed the space provided**

- Describe the problems or deficiencies the project is attempting to address, as well as how the project will address the identified problems or deficiencies
- Describe the ramifications and impact of not funding this project
- Clearly define the existing issues surrounding the project (e.g., transportation issues, in-adequate transit services, impacts of heavy trucking on local streets, air pollution, etc.)
- Competitive applications support the need for the project with empirical data
- Describe how this project addresses issues raised



**Sustainable Transportation Planning Grant Program**  
STRATEGIC PARTNERSHIPS - GRANT APPLICATION NARRATIVE

**2. Project Justification (continued)**



## Sustainable Transportation Planning Grant Program

### STRATEGIC PARTNERSHIPS - GRANT APPLICATION NARRATIVE

#### **3. Grant Specific Objectives (Total 20 points)**

Integrate the following Grant Program Considerations (Grant Application Guide, Chapter 1.2) in the responses for 3A-3D below, as applicable:

- Caltrans Strategic Plan
- California Transportation Plan (CTP) 2050
- Modal Plans that Support the CTP 2050
- Title VI and Environmental Justice
- Climate Action Plan for Transportation Infrastructure
- California Adaptation Strategy
- Master Plan for Aging

#### **3A. Grant Specific Objectives (5 points) - Do not exceed the space provided**

- List and explain how the proposal would accomplish the Federal Planning Factors (Grant Application Guide, Chapter 5.2), achieve the Caltrans Mission and the Grant Program Objectives (Grant Application Guide, Chapter 1.2.)



## **Sustainable Transportation Planning Grant Program**

### **STRATEGIC PARTNERSHIPS - GRANT APPLICATION NARRATIVE**

#### **3B. Grant Specific Objectives (5 points) - Do not exceed the space provided**

- Explain how the proposal partners with Caltrans to identify and address statewide, interregional, or regional transportation deficiencies in the State Highway System (or multimodal transportation system for transit-focused projects)
- Clearly define how Caltrans will be a partner in the proposed project, as appropriate for the project

#### **3C. Grant Specific Objectives (5 points) - Do not exceed the space provided**

- Explain how the proposal strengthens government-to-government relationships
- Outline the entities involved with the proposed project and how partnerships will be strengthened as a result



## Sustainable Transportation Planning Grant Program

### STRATEGIC PARTNERSHIPS - GRANT APPLICATION NARRATIVE

#### **3D. Grant Specific Objectives (5 points) - Do not exceed the space provided**

- Explain how the proposal results in programmed system improvements
- Discuss next steps for project implementation, including timing for programming improvements that would result from the planning effort

#### **4. Project Management (Total 40 points)**

See Scope of Work and Cost and Schedule samples and checklists for requirements (Grant Application Guide, Appendix B), also available on the Caltrans grants website, <https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/regional-and-community-planning/sustainable-transportation-planning-grants>

#### **4A. Scope of Work (20 points)**

#### **4B. Cost and Schedule (20 points)**

# SCOPE OF WORK

Project Information	
<b>Grant Category</b>	Strategic Partnerships-Transit
<b>Grant Fiscal Year</b>	2024-25
<b>Project Title</b>	Humboldt Partnering Assets & Authorities For Comprehensive Transit (PAACT)
<b>Organization</b> (Legal name)	Humboldt County Association of Governments (HCAOG)

## Disclaimer

Agency commits to the Scope of Work below. Any changes will need to be approved by Caltrans prior to initiating any Scope of Work change or amendment.

## Introduction

The project will focus on building strong working relationships among HCAOG, Humboldt Transit Authority (HTA), other transit and mobility-service providers, Caltrans, local tribes, cities, and county agencies in order to plan transportation and land use together, taking into account socio-economic and equity factors and funding mechanisms. Project partners are committing staff time and other support to actively participate in this planning effort, foremost as members of the Project Steering Working Group. Project-partner governments include the range of regional needs, from the coastal County seat (39' elevation) and biggest city, City of Eureka (Jaroujiji' in the Wiyot language), to the small governmental staff of the Karuk Tribe in Panamnik (Orleans), located along State Route 96, 85 miles northeast of Eureka, at 404' elevation. The project area covers the Humboldt region, emphasizing areas with, along, and near both existing and historical major travel and transit routes. [See appendix for map of area and transit routes.]

Project partners will collaborate to find consensus on regional multimodal goals and priorities for planning, prioritizing, and funding transit and other active mobility investments. The consensus will help direct and respond to a comprehensive assessment of the transit network, including multimodal connections. Consultant experts will develop a transit network analysis, which will complement and expand on HCAOG's short-term Transit Development Plan (Dec. 2023). The assessment will also build upon recent feasibility studies on micro-transit, mobility-on-demand, and transit marketing and branding. In addition, this project will benefit from HCAOG's recently-awarded 2023-24 STPG-Sustainable Communities project, which will study level-of-traffic-stress connectivity data with vacant parcel data, providing insights for jurisdictions to consider appropriate multimodal and infill development incentives.

The efforts from the comprehensive study will serve as a guide for agencies with land-use authority to increase consideration, and coordination, of multi-modal access in land use goals, policy, codes, and discretionary permitting. The project team and partners will also endeavor to reach consensus on adopting policy directives that will help the region meet goals and targets for reducing VMT, increasing multimodal access, and improving jobs-to-housing balances.



The following demographics are from the “Humboldt County Economic Forecast” prepared by Caltrans (2022 County-Level Economic Forecast). They demonstrate some of the aspects that contribute to transit dependency and the demand for active mobility options.

#### Population Growth/Contraction:

- Humboldt County’s population was 136,310 in 2021 (US Census Bureau).
- Humboldt has experienced diminishing population as a result of significant net out-migration over the last three years, reduced enrollments at the CSU and Community Colleges during the same time, and declining enrollments of K-12 students for many years now.
- Net migration is expected to be positive, with more residents moving into the county than moving out, but because the county has a large number of residents over the age of 75, deaths have begun to outnumber births, causing the overall population to shrink.

#### Unemployment Rates:

- The unemployment rate averaged 6.3 percent in 2021. An unemployment rate below 5.0 percent signifies a fully employed workforce in Humboldt County.
- Employment has rebounded impressively from the pandemic recession but is generally not forecast to add meaningfully to the workforce over time, principally because of diminishing population.

#### New Housing Production:

- From 2016 to 2021, an average of 240 new homes were started per year in Humboldt County. Approximately 60 percent were single-family homes and the rest were multifamily units.
- Housing production is expected to average 350 to 400 units per year from 2022 to 2027, consisting primarily of single-family homes.

<b>Socioeconomic Indicators 2022</b> (Sources: Caltrans, *US Census Bureau)	<b>Humboldt County</b>	<b>Northern California</b>	<b>California</b>
Students proficient in English language arts/literacy, grades 3-8 & 11	42%	42%	49%
Poverty rate (percent of households)	11.8%	11.4%	8.9%
Median household income	\$58,200	\$60,700	\$89,000
Median home selling price in 2021	\$372,500	\$290,500	\$785,000
Percent of population age 25+ with at least a 4-year college degree	30.9%	23.3%	34.5%
Average travel time to work (minutes each way)	21	23	33
*Low-income households	17%	--	11%
*People with disabilities	17%	--	11%

## Project Stakeholders

The governmental/agency partners will be the most active stakeholders through their commitment to work on the ad-hoc Project Steering Working Group. Stakeholders also include local advocate organizations, social service agencies involved with transportation, current and latent transit users, transit operations staff and boards, and land use authority staff and boards, e.g. planning commissioners. Consultants will be contracted to perform the comprehensive transit analysis. Contract services will include ample interactions with the Project Steering Working Group, including facilitating discussions, facilitating site visits to transit and

multimodal facilities, and one-on-one or roundtable interviews with transit operators and other mobility-service providers. Consultants will add to the project team’s resources on transit-supportive land-use policies and implementation actions.

## Overall Project Objectives

This proposal depends on the potential of strong strategic partnerships to foster trust, make progress, and build capacity. The overall objective is to build understanding, trust, and momentum with participants and stakeholders, which will support/enhance/renew a spirit of inter-agency collaboration to advance further initiatives. The project objectives include:

- Building a guided, active, working partnership forum to develop coordinated and structured decision-making on defined actions to improve the regional multimodal services network. The project will add capacity to agencies to go beyond status quo “collaboration” to formalize directives on regional transit coordination.
- Building technical capacity and inter-agency consultation processes for regional transit planning and delivery.
- Finding creative ways to resource (people, funds) meaningful projects through existing shared resources.
- Building regional decision processes that reflect organizations’ functional and geographic mandates and an appropriate balance of regional and local interests.

Strategic partnership assumptions and objectives:

- Successful regional multimodal networks require a high degree of active collaboration with the local transit agencies, local and tribal governments, and agencies with land-use authority.
- In a cooperative staff environment with a history of mutual respect across agencies, issues of regional significance can be addressed.
- Partnerships built on trust and experience can build consensus for a mandate for policy, service, and infrastructure harmonization.
- Strong policy linkages are important for integrating regional planning and land use.
- Regional, local, and operator buy-in is needed to ensure a balance of user, operations, and constituency needs.

## Summary of Project Tasks

### Task 01: Project Administration

HCAOG will manage and administer the grant project according to the Grant Application Guidelines, Regional Planning Handbook, and per the executed grant contract with Caltrans. This task includes preparing for and attending the kick-off meeting with Caltrans, and preparing meeting notes. It includes staff time to prepare and submit to Caltrans quarterly invoices, progress reports, and the closing report.

Task Deliverables
<ul style="list-style-type: none"><li>• Kick-off meeting with Caltrans.</li><li>• Meeting notes, quarterly invoices and progress reports, DBE reporting (federal grants only).</li></ul>

## Task 02: Consultant Procurement

The grantee, HCAOG, and sub-applicants as applicable, will procure a consultant consistent with state and federal requirements, Local Assistance Procedures Manual for procuring non-Architectural and Engineering consultants, the Grant Application Guide, Regional Planning Handbook, and the executed grant contract between Caltrans and the grantee.

- Develop RFP or RFQ for contract/consultant services.
- Publish call for proposals.
- Score responsive proposals and award contract.
- Execute signed contracts.

Task Deliverables
<ul style="list-style-type: none"><li>• Copy of the Request for Proposal/Qualifications, distribution lists.</li><li>• Copy of contract between consultant and grantee, copies of all amendments to the consultant contract.</li><li>• Meeting notes from project kick-off with consultant.</li></ul>



## Task 1: Lay Foundation for Consensus-Building : Establish Advisory Groups

The project includes establishing one or more limited-term advisory groups; appointed participants will include, at minimum, people who are government staff and/or elected officials, transit managers and operators, regular transit riders, appointed residents and members of the general public. For all advisory groups, as well as for all outreach and engagement activities of this project, the intended relational outcomes are to foster trust, support good governance, build capacity, and facilitate decision-making.

A government-based project steering group will build upon, and serve to strengthen, government-to-government relationships. The distinct purposes of the steering group are to: work directly with the project team and consultants to complete the comprehensive transit network analysis; tackle more difficult or costly network management decisions; recommend/promote transit-supportive land use policy directives; and achieve consensus on regional policy directives to effectively apply regional decisions.

The project may additionally establish a policy advisory group (or integrate with other advisory groups), that will directly advise on related topics, including regional planning, housing, land use, greenhouse gas reduction, public transit improvements, and new revenues for transportation in the region.

Task Deliverables
<ul style="list-style-type: none"><li>• Announcement/invitation for advisory group members.</li><li>• Project Steering Working Group contacts list.</li><li>• Kickoff meeting agenda, staff report, attendee list and minutes.</li><li>• Schedule of meetings and agenda topics; purpose statement.</li></ul>

## **Task 2: Comprehensive Plan for Regional Transit & Multimodal Networks & Networking**

The project team will contract a consultant(s) for technical, facilitation, and outreach work under this task.

### **• Understanding the Community's Transit & Mobility Values and Priorities**

Led primarily by direction from the Project Steering Working Group, project partners will work to find consensus on a defined problem/purpose/vision statement for regional transit service and active mobility. This process will be facilitated by a consultant.

The work will involve engaging and surveying diverse stakeholders to identify the broad community's key choices for deciding how to redesign, enhance, or expand the regional transit network. Key choices (priority values) will be discussed for transit planning choices that compete with each other, such as: ridership vs. coverage, local vs. regional service, equality vs. equity. Discussions may also seek consensus-direction on what are priority aims for correlated values, e.g. customer experience, equity, economic drivers, financial capacity, staff capacity, independent authority, local control, strategies to lower VMT, and affordable housing.

### **• Existing Conditions Report on Community & Regional Characteristics**

Existing conditions are the basis of evaluating needs and assessing demand for transit and multimodal connections in general. This report will analyze and summarize demographics, equity factors, governance, funding and other existing conditions. Demographic and environmental data are used to highlight where transit service is most needed and where it will be most effective. Findings will help transit/multimodal stakeholders better understand patterns that affect active-transportation demand and equitable access for area residents. Stakeholders will use this information as a basis for exchanging ideas, informing priorities, and informing policy direction and potential strategies to deliver high-quality multimodal access for communities.

Population characteristics to gather and analyze can include, but are not limited to:

- Population density, activity density, and employment density (i.e., proximity of jobs, housing, destinations/major points of interest)
- Service Equity & Justice<sup>40</sup> factors that contribute to transportation burdens, e.g., zero-vehicle households; low-income households; race and ethnicity; age; limited English proficiency; low-wage jobs; job types; off-peak hour commutes; and mobility disabilities.
- Populations/areas overburdened by pollution.
- Disadvantages Communities in Humboldt as defined in the RTP, *VROOM 2022-2042*.
- Dimensions designating communities as burdened by underinvestment in transportation, per USDOT: Transportation Insecurity, Climate and Disaster Risk Burden, Environmental Burden, Health Vulnerability, and Social Vulnerability.
- Other applicable factors identified as contributing to marginalizing communities.

### **• Transit Market Analysis & Regional Operations Assessment**

Consultants will analyze the existing transit network (including reviewing current transit planning documents) and develop scenarios for improving, expanding, and enhancing multimodal access, mobility, and funding stability.

The transit market analysis will be informed by findings in the Existing Conditions Report. Other assessment factors will include, but not be limited to:

- Transit service ridership and operations statistics
- Transit-dependency
- Local and regional travel patterns
- Jobs density
- Residential/housing density
- Commuting trends (peak and off-peak), transit ridership trends
- Multimodal connections and first-mile/last-mile connectivity
- Land use patterns, uses, zoning
- Safety outcomes

The regional operations assessment will identify, based on mobility trends and local market insights, strategic service scenarios to support more mobility choices and more equitable access in the regional transit network.

In addition to data from other tasks, the market analysis will be informed by public input on local transit service needs. Source documents will include, but not be limited to: “Humboldt Transit Development Plan” (2023) Unmet Transit Needs-Report of Findings, Performance Audits, Regional Transit Plan “VROOM 2022-2042” (2022); “McKinleyville Transit Study” (2021); “Mobility-on-Demand Strategic Plan” (2020); “Blue Lake Rancheria Transit Study” (2019) and Caltrans Intercity Transit Plan and District 1 Complete Streets Plan (2022). The proposed transit assessment will be scheduled to capitalize on any overlapping, related transit planning efforts, such as HCAOG’s annual UTN process and the upcoming Level-of-Traffic-Stress study. The project team will synchronize outreach, stakeholder engagement, and needs assessments to be as efficient and effective as possible.

The project steering committee will work directly with consultants. Other stakeholders and stakeholder groups will also participate in developing and reviewing the assessments.

Project management will include managing consultants; administering contracts, invoices, and reporting with selected consultant; coordinating and convening project meetings.

Task Deliverables
<ul style="list-style-type: none"><li>• A purpose statement or vision statement for Humboldt regional transit service or for regional active mobility.</li><li>• Draft plan/technical memos and mapping (administrative draft, public review draft, and final drafts).</li><li>• Meetings, agendas, staff reports, meeting notes, record of stakeholder comments, meeting announcements, sign-in sheets, presentation slides, receipts for light snacks (Caltrans approval required prior to purchase. No full meals).. (Estimated minimum 2-3 meetings each with 10 stakeholder groups.)</li></ul>

### Task 3: Land Use-Transportation Policy Connections

Because land uses and population densities are fundamental in determining viable transit operations and multimodal choices, this project includes specific work to engage ongoing dialogue and collaboration among transit operators and planners and land use authorities. This task includes work to explicitly discuss, study, and dialogue on what strategies would best govern the vision of regional transit service and multimodal networks. Task work will include researching relevant land use policies and identifying applicable best practices that promote transit and active transportation, and sharing this with local jurisdictions. The project team and partners will explore opportunities for incorporating more of these policies into local and tribal jurisdictions' applicable planning documents and processes (e.g. General Plans, Tribal Plans, Specific Plans, Transit Development Plans, etc.). Partners will collaborate on building consensus for regionally-focused policy as well as local policy that effects the regional multimodal network.

Task work will convene project partners to explore ways that land-use authority agencies can improve processes for integrating land use & transit/active mobility in their standard procedures. Specifically, work will seek to identify and implement procedures for improving regular agency consultation with Humboldt Transit Authority.

Project management will include managing consultant; administering contract, invoices, and reporting with selected consultant; coordinating and convening project meetings.

Task Deliverables
<ul style="list-style-type: none"><li>• Technical memo of literature review/best practices of pro-transit policies</li><li>• Staff reports to advisory group(s), meeting agenda/announcements, meeting sign-in sheets, meeting notes and/or minutes, record of comments.</li><li>• Write-up of procedures for government-to-government consultations and/or new pro-transit land use policies or implementation measures (as applicable).</li></ul>

### Task 4: Stakeholder Outreach, Engagement, & Input

HCAOG and the whole project team will carry out/carry on community engagement throughout the project timeline. We will use “Caltrans Reconnecting Communities Handbook” (in draft as of March 2023) as a resource for improving public engagement and public participation efforts. The project team will schedule public engagement meetings at the start, middle, and end of the project timeline to provide sufficient opportunity for public input at each stage. As outlined below, public engagement meetings can include, but are not limited to, attending agencies' and CBOs' meetings, hosting meetings and workshops, and tabling at community events. The project team and partners will utilize the following strategies to inform and engage stakeholders in all other tasks.

#### Encourage stakeholder collaboration:

- Government to government collaboration includes stakeholder/transportation communication and partner engagement with local city, county, and tribal agencies.
- Inform stakeholders and invite collaboration through HCAOG standing committees (Social Services Technical Advisory Commission (SSTAC), Technical Advisory

Committee, Policy Advisory Committee and Board) and seek engagement from committee members' agencies/organizations and their constituents.

- Project team members will attend other partner agencies' meetings and other stakeholders' own regularly-scheduled public meetings, such as local Transportation Safety Committee/Commissions, Planning Commissions, Municipal Advisory Committees, Community Service Districts, North Coast Tribal Transportation Commission, Humboldt Bay Bicycle Commuters' Association, and the Countywide Safe Routes to School Task Force.

#### **Involve active public engagement:**

- Tabling at public events for gathering feedback on multimodal transportation conditions and choices, disseminating information (take-away materials and QR codes usually work best), gathering contact lists of people interested in being informed or participating in project progress.
- Small community or neighborhood meetings, and "interest group" events put on by other service organizations and business organizations (e.g., Bike To Work Day Rally, Chamber of Commerce Mixers, APA/AEP Brown Bag Lunch Talks).
- Survey, polls, or other interactive components on project website.

#### **Outreach to engage disadvantaged/underserved populations**

HCAOG wants to take concerted actions to hear from interested stakeholders among people who are more likely to be transit dependent, pedestrians, bicyclists, or negatively impacted by transportation cost burdens. HCAOG will collaborate with organizations such as Humboldt County Department of Health and Human Services (DHHS), SSTAC members, other service providers, and community groups to get guidance and contacts and introductions for getting out announcements, information, and invitations to diverse populations. Examples include but are not limited to: Area 1 on Aging, Tri-County Independent Living, Humboldt Senior Resource Center, Promotores, LatinoNet, Centro del Pueblo, True North Organizing Network, Cooperation Humboldt, Black Humboldt, Eureka NAACP, Humboldt Asian Pacific Islanders in Solidarity (HAPI), Veterans for Peace, Arcata House Partnership, Humboldt Tenant Landlord Collaboration, and other community groups.

A few examples of media outlets to coordinate with/send press releases to for disseminating information and making initial contacts to interested parties: Cal Poly University–Humboldt student-run newspapers El Leñador, The Lumberjack, The L-Word; Radio Bilingüe (Spanish radio); newspapers/newsletters with primary readership made up of older adults, such as "Sr. Resource News" (published by Humboldt Senior Resource Center) and "The Village Voice" (published by Redwood Coast Village); social media.

#### **Sharing project content/meeting content**

- A project website will be a single repository for public to find and review materials.
- Information will be made available as requested: electronically, video or audio, on paper, translated (Spanish), and ADA accessible.
- Virtual meetings can be recorded and linked online for people to watch later.
- Social media



Task Deliverables
<ul style="list-style-type: none"> <li>• Stakeholder input and community outreach meetings.</li> <li>• Meeting announcements, PSA/press releases, flyers, and advertisements.</li> <li>• Meeting agendas, minutes or summaries, public comments, sign-in sheets.</li> <li>• Stakeholder contact sheets.</li> <li>• Slidedeck presentations, virtual workshop recording (if applicable), bilingual services, community surveys, receipts for light snacks (with Caltrans pre-approval).</li> </ul>

## Task 5: Draft and Final Product

All written reports (Tasks 4, 5, and 6) will be compiled for a final product. This will include another opportunity for the public to provide feedback on these reports; the final product will include a record of public comments from this task and previous tasks.

Task Deliverables
<ul style="list-style-type: none"> <li>• Draft compilation report for public review and comment.</li> <li>• Final compilation report that includes a summary of next steps towards implementation, credits FHWA, FTA, and/or Caltrans on the cover or title page, submitted to Caltrans in an ADA accessible electronic copy.</li> <li>• Presentations (of draft and final versions) at meetings.</li> <li>• Record of meeting agendas, minutes or summaries, public comments.</li> </ul>

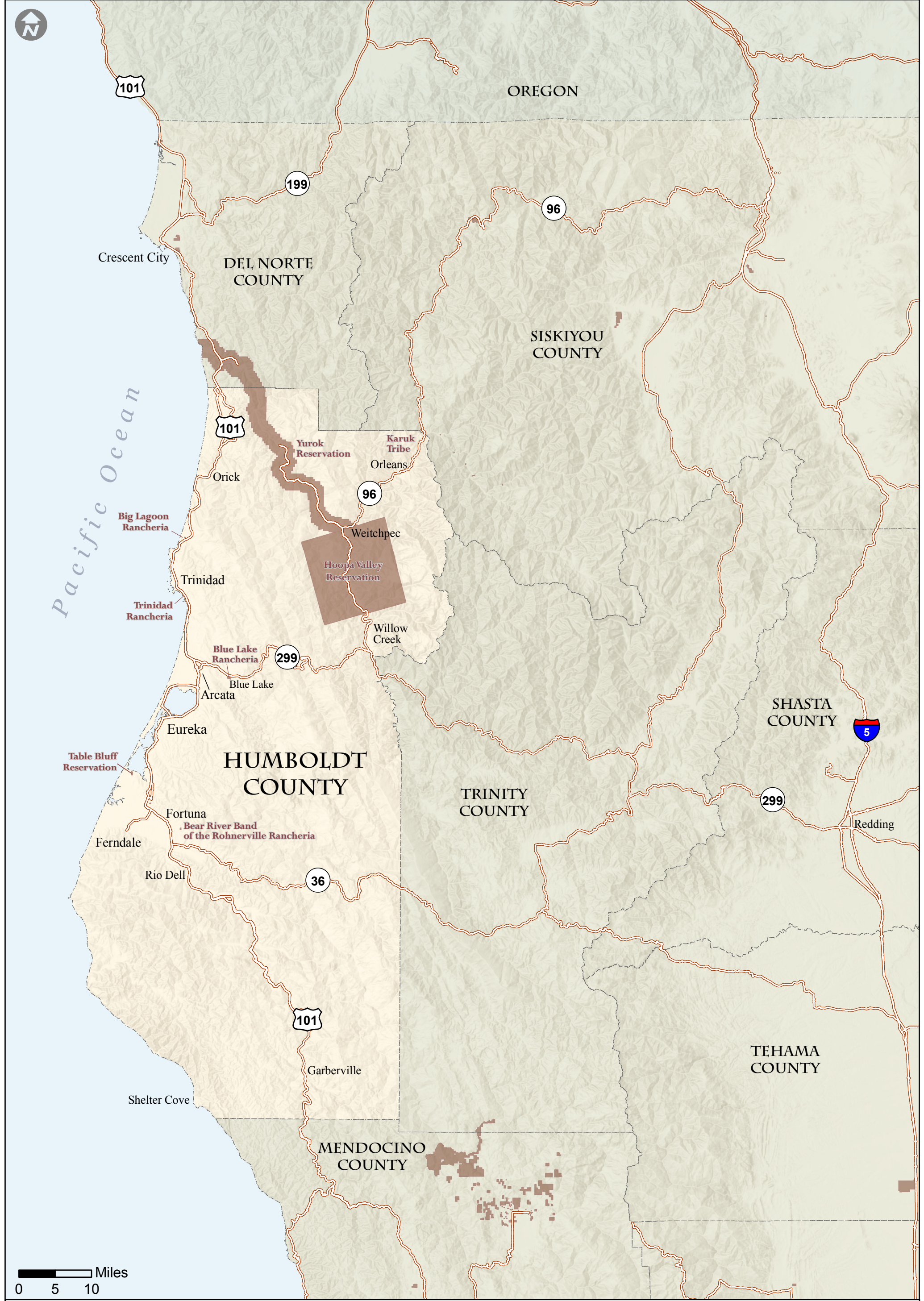
## Summary of next steps

HCAOG and HTA will use the final products to prioritize new identified initiatives, then plan funding accordingly. HCAOG and HTA will seek local and grant funding for priority projects that are suitable for pilot projects and for longer-term transitions. HCAOG will seek another cycle of Sustainable Transportation Planning Grant funds if local jurisdictions are ready and on board to proceed a process to disseminate and adopt the recommended regional planning policies for improved land use-transportation policies that enhance multimodal transportation options.

California Department of Transportation  
Sustainable Transportation Planning Grant Program  
**COST AND SCHEDULE**

Grant Category	Strategic Partnerships-Transit																																					
Grant Fiscal Year	FY 2024-25																																					
Project Title	Humboldt Partnering Assets & Authorities For Comprehensive Transit (PAACT)																																					
Organization (Legal name)	Humboldt County Association of Governments (HCAOG)																																					
Disclaimers	Agency commits to the Cost and Schedule below. Any changes will need to be approved by Caltrans prior to initiating any Cost and Schedule change or amendment. Use only whole dollars in the financial information fields. No rounding up or down and no cents. Use the Local Match Calculator to ensure that grant and local match amounts are correct: <a href="#">Local Match Calculator</a> (posted on-line)																																					
Reimbursements/ Invoicing	Does your agency plan to request reimbursement for indirect costs? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No      If yes, what is the estimated indirect cost rate? _____ Does your agency plan to use the Tapered Match approach for invoicing purposes? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No																																					
Task #	Task Title	Grant Amount*	Estimated Local Cash Match*	Estimated Local In-Kind Match*	Estimated Total Project Cost*	FY 2024/25										FY 2025/26										FY 2026/27												
						J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M
01	Project Administration (no more than 5% of total grant funds)	\$7,500	\$3,000	\$0	\$10,500																																	
02	Consultant Procurement	\$5,000	\$2,000	\$0	\$7,000																																	
1	Lay Foundation for Consensus-Building : Establish Advisory Groups	\$10,000	\$1,000	\$0	\$11,000																																	
2	Comprehensive Plan for Regional Transit & Multimodal Networks & Networking	\$410,000	\$47,700	\$0	\$457,700																																	
3	Land Use-Transportation Policy Connections	\$22,000	\$6,000	\$0	\$28,000																																	
4	Stakeholder Outreach, Engagement, & Input	\$15,000	\$1,750	\$0	\$16,750																																	
5	Draft and Final Plan	\$10,000	\$700	\$0	\$10,700																																	
Totals		\$479,500	\$62,150	\$0	\$541,650																																	





**Figure 2.1**  
**Humboldt County Vicinity**

This map is intended for planning purposes only, it is not a transportation route guide.  
Sources: Esri, HCAOG, Planwest Partners, Humboldt County GIS.  
Map Date: 12/16/2021



- Major Roads
- Counties
- Tribal Areas



**PLANWEST**  
PARTNERS, INC.







**Figure 2.2**  
**Humboldt County**  
**General Land Use**

This map is intended for planning purposes only, it is not a transportation route guide.  
Sources: Esri, HCAOG, Planwest Partners, Humboldt County GIS.  
Map Date: 12/16/2021



- |                         |                         |              |
|-------------------------|-------------------------|--------------|
| Counties                | Open Space/Public Lands | Mixed Use    |
| <b>Land Use</b>         | Commercial              | Residential  |
| City/Urban              | Industrial              | Tribal Lands |
| Agricultural/Timberland |                         |              |









### Figure 9.1a Transit Routes: Countywide

This map is intended for planning purposes only, it is not a transportation route guide.  
Sources: Esri, HCAOG, Planwest Partners, Humboldt County GIS.  
Map Date: 12/16/2021

	Transit Center		Samoa Transit System
	Arcata-Mad River Transit		Southern Humboldt Intercity
	Blue Lake Rancheria Transit		Willow Creek Intercity
	Eureka Transit Service		Counties
	Redwood Coast Transit (Rte. 20)		
	Redwood Transit System		