

# I. INTRODUCTION

The presence of complete transportation networks is fundamental to achieving HCAOG's mission and the goals of the Regional Transportation Plan (RTP). Creating complete networks means operating and maintaining a comprehensive transportation system that upholds safety, activity, equity, sustainability and resiliency. HCAOG's aim is to facilitate and further convenient transportation options, including connectivity to complete streets, trails, transit and transit-oriented development, bicycling, walking and on-demand services such as ride and bike sharing, as well as freight facilities, emergency transportation. By implementing the RTP, HCAOG intends to support the California State Transportation Agency's highest priorities to "creating a sustainable multimodal transportation system that reduces individual vehicle trips and total miles traveled."



President Obama, on December 4, 2015, signed into law the Fixing America's Surface Transportation Act of 2015, or FAST Act (P.L. 114-94). It is the first long-term surface transportation authorization enacted in a decade. The FAST Act affects transportation funding, investment, planning, and programming in all levels of government. The scope for statewide, metropolitan, and nonmetropolitan transportation planning, under the FAST Act, shall address the following factors:

- (1) Support the economic vitality of the United States, the States, metropolitan areas, and nonmetropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;
- (2) Increase the safety of the transportation system for motorized and non-motorized users;
- (3) Increase the security of the transportation system for motorized and non-motorized users;
- (4) Increase accessibility and mobility of people and freight;
- (5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- (6) Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight;
- (7) Promote efficient system management and operation;
- (8) Emphasize the preservation of the existing transportation system;
- (9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- (10) Enhance travel and tourism.

(Federal Final Rule: Subpart B—Statewide and Nonmetropolitan Transportation § 450.200, May 27, 2016.)

## COUNTY ~~DEMOGRAPHICS~~ PROFILE

Humboldt County is a geographically diverse region located in northwestern California. The County encompasses 3,500 square miles of forested mountains, river valleys, coastal terraces, agricultural lands and coastline. The Pacific Ocean forms the western border of Humboldt County and Del Norte County borders the north. The eastern border meets mountainous Trinity and Siskiyou Counties, and Mendocino County’s coastal mountains and valleys border the south. (See Figure 1.1 for a map of the vicinity.)

Humboldt County's regional transportation system serves a population of 135,000 residents dispersed over 3,573 square miles.

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

In addition to several unincorporated communities, Humboldt County is home to seven incorporated cities: Eureka, Arcata, Fortuna, Blue Lake, Rio Dell, Ferndale, and Trinidad. Their populations range in size from Trinidad’s 400 residents to Eureka’s 26,000 residents. No community within the County has a population large enough to meet the urbanized metropolitan criteria as defined by the U.S. Census Bureau. The nearest designated metropolitan area is located more than 150 miles away.

Humboldt County’s total population (134,317) is 0.35% of the statewide population (37,325,068). The following population characteristics give snapshots of other aspects of Humboldt County’s rural makeup.

**Table Intro-1. Population by Age in Humboldt County**

Location	Total Population	Persons 18 yrs. and over	Persons under 18 yrs.	Persons 65 yrs. and older
Humboldt County (All)	<del>134,317</del> <u>134,876</u>	<del>107,423</del> <u>108,352</u>	<del>26,894</del> <u>25,784</u>	<del>17,870</del> <u>19,076</u>
<b>Incorporated Areas</b>				
City of Arcata	<del>20,108</del> <u>17,679</u>	<del>17,068</del> <u>15,284</u>	<del>3,040</del> <u>2,288</u>	<del>1,654</del> <u>1,502</u>
City of Blue Lake	<del>1,768</del> <u>1,258</u>	<del>1,377</del> <u>1,022</u>	<del>391</del> <u>205</u>	<del>188</del> <u>176</u>
City of Eureka (95501)	<del>23,800</del> <u>23,769</u>	<del>19,312</del> <u>19,619</u>	<del>4,488</del> <u>tbd</u>	<del>3,098</del> <u>3,218</u>
City of Eureka (95503)	<del>24,717</del> <u>24,900</u>	<del>19,635</del> <u>19,904</u>	<del>5,082</del> <u>tbd</u>	<del>3,908</del> <u>4,248</u>

*Table continues on next page.*

Location	Total Population	Persons 18 yrs. and over	Persons under 18 yrs.	Persons 65 yrs. and older
City of Ferndale	<del>3,065</del> <u>1,456</u>	<del>2,434</del> <u>1,245</u>	<del>634</del> <u>207</u>	<del>574</del> <u>378</u>
City of Fortuna	<del>13,159</del> <u>11,863</u>	<del>10,049</del> <u>8,688</u>	<del>3,110</del> <u>3,036</u>	<del>2,428</del> <u>1,956</u>
City of Rio Dell	<del>3,388</del> <u>3,378</u>	<del>2,676</del> <u>2,724</u>	<del>712</del> <u>647</u>	<del>370</del> <u>542</u>
City of Trinidad	<del>2,103</del> <u>236</u>	<del>1,794</del> <u>226</u>	<del>309</del> <u>10</u>	<del>468</del> <u>81</u>

Source: US Census Bureau, ~~2008-2012~~ 2010-2014 American Community Survey 5-Year Estimates

In 2010, 15% of Humboldt County’s population was 65 years or older. Between 2010 and 2030, that number is projected to double; by 2040, it is estimated that approximately 32% of the county will be senior citizens. (California Dept. of Finance, July 2007).

**Table Intro-2. Race and Ethnicity in Humboldt County**

Location	Hispanic %	White %	Black %	American Indian %	Asian %	Pacific Islander %	Other %	Two or more %
Humboldt County (All)	<del>9.8</del> <u>10.3</u>	<del>77.3</del> <u>82.0</u>	<del>1.2</del> <u>1.3</u>	<del>5.5</del> <u>5.6</u>	<del>2.5</del> <u>2.3</u>	<del>0.3</del> <u>0.6</u>	<del>0.1</del> <u>3.1</u>	<del>3.3</del> <u>5.4</u>
<b>Incorporated Areas</b>								
City of Arcata	<del>13.0</del> <u>14.0</u>	<del>75.6</del> <u>83.3</u>	<del>1.9</del> <u>2.4</u>	<del>4.2</del> <u>3.8</u>	<del>2.3</del> <u>1.8</u>	0.0	<del>0.2</del> <u>3.4</u>	<del>2.8</del> <u>5.3</u>
City of Blue Lake	<del>5.3</del> <u>6.5</u>	<del>80.0</del> <u>87.3</u>	<del>2.8</del> <u>0.4</u>	<del>7.3</del> <u>4.4</u>	<del>1.7</del> <u>1.0</u>	0.3	<del>0.0</del> <u>1.9</u>	<del>2.5</del> <u>4.6</u>
City of Eureka	<del>9.7</del> <u>11.6</u>	<del>75.5</del> <u>79.3</u>	<del>2.1</del> <u>1.9</u>	<del>3.3</del> <u>3.7</u>	<del>4.9</del> <u>4.2</u>	0.7	0.1	3.7
City of Ferndale	<del>3.7</del> <u>5.6</u>	<del>89.9</del> <u>93.4</u>	<del>0.0</del> <u>0.1</u>	2.0	<del>0.2</del> <u>1.5</u>	<del>0.0</del> <u>0.1</u>	<del>0.0</del> <u>1.2</u>	<del>4.2</del> <u>2.0</u>
City of Fortuna	<del>12.6</del> <u>17.0</u>	<del>77.6</del> <u>81.2</u>	0.6	<del>1.3</del> <u>3.7</u>	<del>3.9</del> <u>0.9</u>	<del>0.5</del> <u>0.1</u>	<del>0.0</del> <u>8.9</u>	<del>3.4</del> <u>4.6</u>
City of Rio Dell	<del>13.8</del> <u>11.4</u>	<del>73.8</del> <u>85.9</u>	<del>1.5</del> <u>0.4</u>	<del>4.7</del> <u>3.7</u>	<del>1.6</del> <u>0.7</u>	0.1	<del>0.3</del> <u>4.2</u>	<del>4.1</del> <u>5.0</u>
City of Trinidad	<del>2.5</del> <u>3.0</u>	<del>93.6</del> <u>90.2</u>	<del>0.0</del> <u>0.5</u>	<del>1.1</del> <u>4.1</u>	<del>0.4</del> <u>0.5</u>	<del>0.0</del> <u>0.3</u>	<del>0.0</del> <u>0.5</u>	<del>2.5</del> <u>4.1</u>

Source: US Census ~~2008-2012~~ 2010-2014 American Community Survey

**Table Intro-3. Factors that Affect Mobility, Humboldt County**

Location	% Age 65 and Over	% No Vehicle	% Persons with Disability	% Poverty Rate	% Unemployment	Median Income
Humboldt County (All)	<del>13.3</del> 14.1	7.0	15.5	19.7	6.2	<del>\$40,830</del> 42,153
<b>Incorporated Areas</b>						
City of Arcata	<del>8.2</del> 8.5	11.3	11.3	33.7	7.8	<del>\$32,097</del> 30,244
City of Blue Lake	<del>8.0</del> 5.4	1.9	16.9	13.8	3.8	<del>\$50,329</del> 45,750
City of Eureka	12.9	10.2	17.0	22.1	5.1	<del>\$36,525</del> 38,007
City of Ferndale	<del>23.0</del> 9.3	6.1	18.4	7.3	6.1	<del>\$51,620</del> 45,948
City of Fortuna	<del>18.8</del> 10.3	8.3	18.6	20.2	4.6	<del>\$38,780</del> 42,450
City of Rio Dell	<del>10.1</del> 7.0	7.9	21.0	15.3	7.6	<del>\$42,443</del> 39,692
City of Trinidad	<del>23.8</del> 19.3	0.0	22.4	9.6	4.9	<del>\$50,625</del> 42,917

Source: US Census Bureau, ~~2008-2012~~2010-2014 American Community Survey

{Update Figure 1.1 to be inserted}

## REGIONAL TRANSPORTATION PLANNING AGENCY

HCAOG is a joint powers authority (JPA) comprising the County of Humboldt and the seven incorporated cities, each with a seat on the HCAOG Board of Directors. HCAOG also benefits from guidance and input from four standing committees: the Policy Advisory Committee (PAC), Service Coordination Committee (SCC), Social Services Transportation Advisory Council (SSTAC), and Technical Advisory Committee (TAC).

HCAOG’s mission statement is:

To develop, operate, and maintain a well-coordinated, balanced, countywide multimodal transportation system that is safe, efficient, and provides good access to all cities, communities and recreational facilities, and into adjoining regions. A balanced multimodal transportation system includes, but is not limited to, a highway, public transit, aviation, marine, railroads, recreation, bicycle, pedestrian, and utility systems.

HCAOG updates the RTP in coordination with the California Department of Transportation (Caltrans) District 1, HCAOG committees, and many other stakeholders, including but not limited to, Native American tribes, local transit authorities, local social service providers, residents, business interests and other stakeholders.

## PLAN PURPOSE

Under its authority as the Regional Transportation Planning Agency (RTPA) for Humboldt County, HCAOG is required to adopt and submit an updated Regional Transportation Plan (RTP) to the California Transportation Commission (CTC), and Caltrans, every ~~five~~-four years. HCAOG has developed the RTP Update in conformance with the CTC's adopted RTP Guidelines, and pursuant to state legislation (Government Code §65080 et seq.) , and federal legislation (U.S. Code, Title 23, §134 and §135 et seq.).~~For the 2014 update of the Regional Transportation Plan (RTP), HCAOG is explicitly stating that t\_~~ Per the RTP Guidelines, VROOM covers: roadway, pedestrian, and bicycle systems (in the Complete Streets Element), and Public Transportation, Aviation, Goods Movement, and Finance Elements. Plus, VROOM covers three additional (not required) elements: Trails, Tribal Transportation, and Emergency Transportation. A chapter on public participation/community input will be written after the public review period, and will be added to the final draft.

The mission of ~~the plan~~ [HCAOG's Humboldt Regional Transportation Plan Update 2017](#) is to chart the course to provide *Variety in Rural Options of Mobility*; thus, the short name ~~(for HCAOG's Humboldt Regional Transportation Plan Update 2014)~~ is "VROOM..."\_VROOM is a long-range planning document. It provides a course for future transportation investment in the region, with the goal of building and maintaining a multi-modal, safe and efficient, balanced transportation system. ~~HCAOG has developed the RTP 2014 Update, VROOM, in conformance with the CTC's adopted RTP Guidelines, and pursuant to state legislation (Government Code §65080 et seq.), and federal legislation (U.S. Code, Title 23, §134 and §135 et seq.)-~~

VROOM is intended to fulfill the following purposes:

- Adopt RTP policies that will guide the development of an efficient, coordinated, balanced regional transportation system, and to improve the mobility of Humboldt County residents, visitors, and goods.
- Assess the current modes of transportation and the potential of new travel and goods movement options within the region;
- Identify and document specific actions necessary to address the region's needs for mobility, accessibility, and goods movement for the next 20 years.
- Identify objective criteria for measuring the performance of the transportation system;
- Identify and document public policy decisions by local, regional, state and federal officials regarding transportation expenditures and financing;
- Identify needed transportation improvements in sufficient detail to serve as a foundation for:
  - Developing the Federal Transportation Improvement Program (FTIP), the Regional Transportation Improvement Program (RTIP) and the Interregional Transportation Improvement Program (ITIP);
  - Facilitating National Environmental Protection Act (NEPA)/404 integration process decisions; and
  - Identifying project purpose and needs.
  - Developing an estimate of emissions impacts for demonstrating conformity with the air quality standards identified in the State Implementation Plan (SIP).

- Promote consistency between the California Transportation Plan, the regional transportation plan and other transportation plans developed by cities, counties, districts, private organizations, tribal governments, and state and federal agencies;
- Provide a forum for: (1) participation and cooperation, and, (2) facilitating partnerships that reconcile transportation issues which transcend regional boundaries and;
- Involve the public, federal, State and local agencies, and local elected officials early in the transportation planning process by including them in dialogue and decisions on the social, economic, air quality and environmental issues related to transportation.

To qualify for funding in the State Transportation Improvement Program (STIP), projects included in an RTIP or the ITIP must be consistent with adopted RTPs. Given the requirements of *Government Code § 65080(c)*, the CTC will only consider STIP funding for projects consistent with an RTP adopted within five years (in non-urban regions) of a STIP application. Federal Transportation Conformity rules require a new conformity determination at not more than three-year intervals.

Each fiscal year, HCAOG approves the Overall Work Program (OWP). The OWP document outlines the transportation planning work to be accomplished, responsible agencies, and funding. One significant purpose of an OWP is to serve as the tool for implementing the projects and programs, and ultimately the goal and objectives, identified in the RTP and its processes. An OWP must be approved by Caltrans before State and Regional Planning Assistance Funds can be used for transportation planning studies or administration.

A **goal** is a vision to try to attain.  
 An **objective** is a more clearly defined target, or direction, to achieve a goal.  
**Policies** define an organization's approved course of action to achieve specific objectives.

## PLAN GOAL & OBJECTIVES

**Overall Goal:** HCAOG's goal is for Humboldt County to have a comprehensive, coordinated, [sustainable](#), and balanced multi-modal transportation system, so that people in the region can travel and move goods safely and efficiently by the modes that best suit the individual or business/industry, and society at large.

**Overall Objective:** Program all transportation funds based on multi-modal transportation goals and objectives, and needs and priorities as established in the Regional Transportation Plan. HCAOG will ~~work towards this goal by pursuing~~ [pursue](#) six main objectives/planning priorities. The objectives support one another and will apply to each transportation mode, framing each mode's policies. In alphabetical order, the objectives are:

- ❖ Balanced Mode Share/Complete Streets – Increase multi-modal mobility, balanced mode shares, and/or access. Mobility means having travel choices (for people and goods) with predictable trip times. A balanced mode share means all transportation modes are available

in proportion to their efficiency and short-term and long-term costs and benefits. Increased access means more options for people to reach the goods, services, and activities they need.

- ❖ Economic Vitality – Support the local or regional economy by improving goods movement and transportation access, efficiency, and cost-effectiveness; by enhancing economic attractors (e.g. via walkable streets, multiuse trails, transit service, STAA compliance); and by indirectly cutting health care costs due to more active transportation or less transportation-related pollution, and by reducing consumption of foreign oil
- ❖ Efficient & Viable Transportation System – Make the transportation system operate more efficiently, such as by reducing traffic congestion and using Intelligent Transportation System (ITS) management (e.g. Greater Eureka Area Travel Demand Model, Street Saver, GPS tracking on transit buses, other management programs). Make the system more financially and operationally viable such as by prioritizing cost-effective investments, pursuing stable funding, and preserving transportation assets to maximize resources and future use.
- ❖ Environmental Stewardship – Enhance the performance of the transportation system while protecting and enhancing the natural environment. Strive to achieve goals of California Global Warming Solutions Act of 2006 (AB 32) and Sustainable Communities and Climate Protection Act of 2008 (SB 375), protect and improve air, water, and land quality, help reduce transportation-related fuel and energy use, help reduce single-occupancy-vehicle (SOV) trips and motorized vehicle miles traveled (VMT), etc.
- ❖ Equitable & Sustainable Use of Resources – Advocate for costs and benefits (financial, environmental, health, and social) to be shared fairly. Prioritize projects based on cost effectiveness as well as need and equity for underserved populations. Coordinate transportation systems with land use for efficient, sustainable use of resources and minimize the consumption and use of finite resources such as fossil fuels.
- ❖ Safety – Increase safety for users (one or more modes). Reduce transportation-related fatalities and serious injuries.

## PLANNING ASSUMPTIONS

This is an updated list of assumptions used in developing VROOM:

- Population – Population growth in Humboldt County will continue at less than 1% rate of growth. The median age of the population will continue to increase slowly; however, K-12 school enrollment will have a net increase through the 2021 term.<sup>1</sup>

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<sup>1</sup> “Prosperity! 2012: Comprehensive Economic Development Strategy, Humboldt County” Public Review Draft, 2012.

- Travel Mode – The private automobile will remain the primary mode of transportation for the majority of residents and visitors. Public transportation will remain a significant service for many, and a vital service for the elderly, youth, and for people with mobility or income limitations. Bicycle and pedestrian travel will increase modestly and steadily, for both recreational and utility purposes.
- VMT – Increasing and improving multimodal opportunities is a way to lessen or minimize the increase in motor vehicle miles traveled (VMT) within the region.
- Goods Movement – Trucking will remain the primary mode of shipping goods in and out of Humboldt County. The Humboldt Bay port will concentrate on bulk and break bulk products. Rail service is not planned (north/south or east/west) within the RTP’s 20-year timeframe.
- Environmental Conditions – No change is assumed in attainment status for air or water quality affecting transportation projects. The region will experience more extreme weather conditions and sea level rise in the RTP’s 20-year timeframe.
- Planning Requirements – New state and federal requirements with respect to global climate change and greenhouse gas (GHG) emissions will continue to shape the planning process in the future. This RTP is a dynamic document which will be updated as requirements change.

## LAND USE AND TRANSPORTATION

Land use decisions affect transportation decisions and vice-versa. Clearly, where cities and counties put houses, businesses, parks, industry, shopping, and other uses will affect how people travel from one to the other. And, how and what transportation infrastructure is built will dictate the travel choices people have. Future travel pattern needs should be linked with land use zoning to promote a balanced multi-modal transportation system.

HCAOG promotes proactive planning policies and actions that mutually consider transportation and land use, such as those presented in Caltrans’ “Smart Mobility 2010” (Caltrans, 2010). Smart Mobility, Caltrans explains,

“emphasizes the application of land use strategies and the use of transit, carpool, walk, and bike travel to satisfy travel needs through a shift away from higher-polluting modes. For maximum effectiveness, transportation and land use strategies need to be complemented by travel demand management initiatives including innovative approaches to parking and to transportation pricing. The benefits don’t just affect the physical environment—they affect public health as well, because reduced auto use is associated with more physically active travel that contributes to better health, lower household transportation cost, and greater reliability (Caltrans, 2010).

HCAOG supports applying Smart Mobility Framework concepts and activities to guide planning, investment, design, and management for transportation and land use. The Smart Mobility Framework promotes creating meaningful travel choices by:

- A transportation system with facilities and services that offer highly-connected multi-modal networks with complete streets.
- Development and urban design characteristics that create communities where walking, biking, and transit use are common choices—including density levels that contribute to shortening many trips and supporting productive transit use.

- A supply of housing that allows people of all incomes and abilities to live within reasonable distance of jobs, school, and other important destinations, so travel doesn't take too big a bite out of household time and budgets.
- Facilities for all modes that are designed and operated to enhance their surroundings, and that support economic development by creating favorable settings for investing in development and revitalization.

Additional strategies for promoting good connections and functionality between transportation and land uses include efforts to:

- Integrate land use and transportation planning to maximize limited natural and financial resources, to minimize impacts on environment, and to support community values and quality of life.
- Support regional multi-modal travel on major routes that connect main population centers and major destinations. A seamless network of pedestrian and bicycle routes should be the goal in more densely populated areas.
- Support policies that reinforce providing schools in locations that balance walkability and diversity. Promote land use policies for locating and designing school sites to safely accommodate students arriving and departing by all modes of transportation; prioritize safe access for children who are bicycling or walking.
- Promote citizen involvement at all levels of planning so that local communities and neighborhoods help determine their particular transportation needs.
- Design, promote, or require traffic calming features through land use planning in order to maximize safety and encourage walking and bicycling. Traffic calming helps minimize noise, speeding, and discourages drivers from using residential neighborhoods as thoroughfares.

Figure 1.2 (see Maps Tab) , shows general land uses in the county. The set of figures below (1.3a through 1.3d), show population centers and major destinations in the region.

*{Updated Figures 1.3b, c, and d to be inserted}*

## **GREENHOUSE GASES AND CLIMATE CHANGE**

~~The most common human-produced GHG is CO<sub>2</sub>, which constitutes approximately 84% of all GHG emissions in California (California Energy Commission, 2006). California ranks as one of the world's largest emitters of CO<sub>2</sub> (the most prevalent GHG) and is responsible for approximately 2% of the world's CO<sub>2</sub> emissions (California Energy Commission, 2006). The increasing emissions of these GHGs—primarily associated with the burning of fossil fuels and deforestation, as well as agricultural activity and the decomposition of solid waste, have led to a trend of human-induced warming of the Earth's average temperature, which is causing changes in the Earth's climate. This increasing temperature phenomenon is known as “global warming”, and the climatic effect is known as “climate change” or “global climate change.”~~

~~The California legislature adopted the public policy position that “Global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California.” Further, the state legislature has determined that~~

~~The potential adverse impacts of global warming include the exacerbation of air quality problems, a reduction in the quality and supply of water to the state from the Sierra snowpack, a rise in sea levels~~

~~resulting in the displacement of thousands of coastal businesses and residences, damage to marine ecosystems and the natural environment, and an increase in the incidences of infectious disease, asthma, and other human health related problems...Global warming will have detrimental effects on some of California's largest industries, including agriculture, wine, tourism, skiing, recreational and commercial fishing, and forestry (and)...will also increase the strain on electricity supplies necessary to meet the demand for summer air conditioning in the hottest parts of the state.” (Health and Safety Code §38501)~~

~~One of the most important legislative actions to address GHG is Assembly Bill 32 (Nunez, 2005), the California Global Warming Solutions Act of 2006. AB 32 requires the California Air Resources Board (CARB) to set statewide GHG emission reduction targets. California aims to reduce GHG emissions to 1990 levels by 2020—a reduction of approximately 30%, and by 2050 reduce emissions 80% below 1990 levels. Senate Bill 375 (Steinberg, 2007), Sustainable Communities and Climate Protection Act of 2008, provides key support in achieving AB 32 goals. Senate Bill 375 directs CARB to set regional emissions reduction targets from passenger vehicles, which are the single largest source of greenhouse gas emissions statewide, accounting for 30% of total emissions.~~

~~RTPA's have a role in meeting these goals by conducting proactive, collaborative, and “adaptive” transportation planning that always considers the real threats of global climate change, and the large role fossil fuel-based transportation plays in it. This RTP promotes integrating transportation and land use to reduce CO<sub>2</sub> emissions from the regional transportation system. The RTP's goal and objectives, specifically the Environmental Stewardship objective, complement AB 32 and SB 375 goals.~~

~~HCAOG is presently participating in projects that address global climate change at the region level. For example, HCAOG has partnered with Caltrans District 1 on the project to study “Climate Change Adaption for Critically Vulnerable Assets in Northwest California.” This project will deliver a pilot methodology to help local agencies and residents weigh our options for “adapting” to climate change. In this case, that means options to make the region's transportation facilities more resilient to severe weather events (e.g. heatwaves, flooding, wildfires) and other climate change impacts.~~

~~HCAOG also participates in the Humboldt Bay Initiative (HBI), a multidisciplinary, multi-interest team working to apply ecosystem based approaches to managing coastal resources and adapting to sea level rise (i.e., implementing the Humboldt Bay Ecosystem-Based Management Program). The HBI has formed a non-profit entity, the Coastal Ecosystems Institute of Northern California, which will seek grants, receive funding, and administer projects.~~

~~HCAOG staff attends, via call-in, meetings of the MPO/State Agency SB 375 Implementation Working Group.<sup>2</sup> The group convenes transportation planning agencies to discuss experiences, policy, resources, and other information for developing and implementing a Sustainable Communities Strategy (SCS). Although HCAOG is not required to develop an SCS, HCAOG staff participate to keep informed about what regions statewide are trying in order to achieve GHG emissions targets.~~

## RELATED PLANS

HCAOG shall develop and implement the RTP to be consistent with these plans.



### California Transportation Plan

The goals, objectives and proposed actions in the HCAOG RTP correlate with the California Transportation Plan 2040 (CTP 2040). The CTP 2040 provides a statewide, long-range policy framework to meet our future mobility needs and reduce greenhouse gas emissions. The CTP 2040 envisions a safe, sustainable, and globally competitive transportation system, providing reliable and efficient mobility and accessibility for people, goods, and services while meeting greenhouse gas emission reduction goals and preserving community character. “This integrated, connected and resilient multimodal system supports a prosperous economy, human and environmental health, and social equity” (CTP 2040).

### California State Wildlife Action Plan (2005)

Each State Wildlife Action Plan (SWAP), mandated by Congress, must examine the health of wildlife and prescribes actions to conserve wildlife and vital habitat before they become more rare and more costly to protect. The plans identify “species of greatest conservation need” and actions to protect them. California’s SWAP (2005) identifies two such species in the North Coast area: marbled murrelet (*Brachyramphus marmoratus*) and coho salmon (*Oncorhynchus kisutch*). The RTP’s “Environmental Stewardship” objective is consistent with this plan, and potential impacts to these species and their habitat is assessed in environmental documents prepared for the RTP Update 20114 (Program EIR) and subsequently for proposed transportation projects.

The California Department of Fish and Wildlife is developing a 2015 Update ([www.dfg.ca.gov/swap](http://www.dfg.ca.gov/swap), accessed June 2014).

### Caltrans’ Smart Mobility 2010: A Call to Action for the New Decade (2010)

*Smart Mobility 2010* articulates the state’s expanded focus on sustainability for transportation planning and investment; “It is about changing the way the transportation system performs so that negative environmental and social impacts are reduced, and options for people and businesses are increased.” The Smart Mobility transportation strategy focuses on moving people and freight while enhancing California’s economic, environmental, and human resources. The means to do this is to emphasize convenient and safe multimodal travel, speed suitability, accessibility, management of the circulation network, and efficient use of land. The Smart Mobility Framework identified best practices and a replicable process that Caltrans and partner agencies can use to incorporate smart mobility into their work. Lessons learned and conclusions are presented in the final report, *Smart Mobility Framework Implementation Pilot Study* (March 2015). The Smart Mobility Framework is, the final report says, “sufficiently flexible and resilient to fit the needs of different situations, and that it does not require an all- or- nothing approach.”



### **Blueprint Planning**

HCAOG was selected to participate in the State of California's Regional Blueprint Planning program. Through this program, transportation planning agencies statewide have developed preferred growth scenarios (or "blueprints") for long-term planning horizons. HCAOG calls its own Blueprint Planning Program "**imagine humboldt!**" to emphasize its goal to serve as a regional conceptual visioning process. It addresses growth and development from a broad perspective, beyond jurisdictional boundaries. **imagine humboldt!** looks out to 2050, well beyond the traditional 20 year planning horizon.

### **Humboldt County Transportation-Disadvantaged Populations Report**

The *Humboldt County Transportation-Disadvantaged Populations Report* was developed by the Eureka-based Redwood Community Action Agency's (RCAA's) Planning for Active Transportation and Health (PATH) program. The report provides tools for decision makers to plan for more functional and equitable access to goods, services and employment, particularly for the approximately 30 percent of non-drivers.

### **Rural California/Oregon Advanced Transportation Systems (COATS)**

The Rural COATS identified a plan and program for using Intelligent Transportation Systems (i.e., transportation technology applications such as traffic signal control systems, speed cameras, etc.) in rural portions of Northern California and Southern Oregon (Caltrans and Oregon Department of Transportation, 1998-1999). Applying ITS effectively serves to enhance safety and emergency response, improve the movement of people, good, services and travel information, reduce congestion, improve commercial vehicle operations, and increase economic activity.

## **ACCOMPLISHMENTS SINCE THE ~~2008~~2014 RTP**

Table *Intro-1*, on the following pages, lists the transportation projects that HCAOG member jurisdictions and Caltrans have completed since 2008, when HCAOG last adopted the RTP (Regional Transportation Plan). The completed projects are from the ~~2008~~2014 RTP's Action Plans for each mode, unless otherwise noted.

**Table *Intro-4*. Regional Transportation Plan Projects Completed Since ~~2008~~2014**  
(TO BE UPDATED by TAC after summer/fall construction season)