



**HUMBOLDT COUNTY ASSOCIATION OF GOVERNMENTS**  
**Regional Transportation Planning Agency**  
**Humboldt County Local Transportation Authority**  
**Service Authority for Freeway Emergencies**  
611 I Street, Suite B  
Eureka, CA 95501  
(707) 444-8208  
www.hcaog.net

**AGENDA ITEM 7d**  
**HCAOG Board Meeting**  
**November 16, 2017**

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**DATE:** November 6, 2017  
**TO:** HCAOG Policy Advisory Committee (PAC)  
**FROM:** Oona Smith, Senior Planner  
**SUBJECT:** **Regional Transportation Plan 2017 Update–Draft Addendum to the Environmental Impact Report (EIR)**

### **STAFF REPORT**

#### **Contents:**

- Staff's Recommended Action
- Staff Summary
- Draft Addendum to the EIR (encl)
- *Humboldt Regional Transportation Plan 2013/14 Update: Final Environmental Impact Report, SCH# 2013102063 (August 2014) \**
- RTP 2017 Update–Semi-final Draft (Nov. 2017) \*
- Resolution 17-17

\* available online at <http://www.hcaog.net/calendar/date/hcaog-board-meeting-62>

#### **Staff's Recommended Action:**

1. Introduce the item as an action item;
2. Allow staff to present the item;
3. Receive public comment;
4. Discuss item and consider making the motion:  
"I move that the PAC recommend that the HCAOG Board adopt Resolution 17-17 certifying the Addendum to the Environmental Impact Report for the Humboldt Regional Transportation Plan 2017 Update"

#### **Staff Summary:**

The CEQA Guidelines offer several options for environmental documentation once an EIR has been prepared for project (including plans) or program. Where only minor changes occur to the project (or program), an agency may prepare an addendum to a previously certified EIR. The

RTP 2017 update represents only minor changes and additions from the 2014 RTP and therefore meets the guidelines for preparing an addendum instead of a subsequent or supplemental EIR.

I have prepared the Addendum based on the following:

Because the minor changes in the proposed RTP 2017 update:

- 1) have not changed the nature or scale of the Regional Transportation Plan; and
- 2) are not proposed under environmental conditions or circumstances substantially changed from those analyzed and addressed in the FEIR,

no additional analysis or discussion is required for the following environmental topics (listed with their respective CEQA (Appendix G) Checklist numerals):

- |                                       |                                     |
|---------------------------------------|-------------------------------------|
| I. Aesthetics                         | XI. Mineral Resources               |
| II. Agricultural Resources            | XII. Noise                          |
| V. Cultural Resources                 | XIII. Population and Housing        |
| VI. Geology and Soils                 | XIV. Public Services                |
| VIII. Hazards and Hazardous Materials | XV. Recreation                      |
| IX. Hydrology and Water Quality       | XVII. Utilities and Service Systems |
| X. Land Use and Planning              |                                     |

Likewise, there is no substantial evidence of substantial changes to (III) air quality, (IV) biological resources, (VII) greenhouse gas emission and climate change, or (XVI) transportation and circulation. Nonetheless, in order to reflect current developments, the Addendum does discuss pertinent updates that have occurred in these topics in the past four years.

The Addendum confirms that no impacts beyond those already analyzed and disclosed in the EIR will result from the adoption of implementation of the RTP 2017 update. The Addendum and EIR analyze the plan as proposed; therefore, the revisions to the RTP 2017 update—from the Public Draft version to the semi-final version—are summarized below (following page).

An addendum to a certified EIR is not required to be circulated for public review but rather can be included in or attached to the Final EIR (CEQA Section 15164(c)). HCAOG staff members have, however, circulated the draft Addendum to agencies, and have made it available for the public review and comment period which ends November 27, 2017. HCAOG received comments from the local office of California Fish and Wildlife; staff incorporated their corrections into the Addendum.

The Technical Advisory Committee (TAC) has reviewed the Addendum and recommended forwarding it to the Board.

In compliance with CEQA, the HCAOG Board (and Policy Advisory Committee) shall consider the Addendum with the Final EIR prior to making a decision on approving the RTP 2017 update. The HCAOG Board will consider approving and adopting the RTP 2017 Update: *VROOM* at the regularly-scheduled meeting to be held on December 21, 2017.

**Changes from the Public Draft version to the Semi-draft version of the RTP 2017 update:**

(1) The new draft includes the updated figures (attached and/or accessible via weblink ). The figures are listed below, with notes as to what we have revised.

<b>Figure</b>	<b>Title</b>	<b>Notes on revisions</b>
<i>Chapter 1. Introduction:</i>		
1.1	Vicinity	added SR 36
1.2	General Land Use	updated as applicable
<i>Figure Set: Population Centers and Major Destinations</i>		
1.3a	Pop Centers and Major Ds: Countywide	
1.3b	Pop Centers and Major Ds: Humboldt Bay	
1.3c	Pop Centers and Major Ds: Southern Humboldt	
1.3d	Pop Centers and Major Ds: Northern Humboldt	
<i>Chapter 2. Complete Streets Element</i>		
2.1	Proposed Regional Class III Bicycle Facilities (11x17)	revised per updated projects table
<i>Chapter 3. Commuter Trails Element</i>		
3.1	Proposed & Existing Class I Regional Commuter Multi-use Trails (11x17)	revised per updated projects table
<i>Chapter 5. Public Transportation Element</i>		
<i>Figure Set: Transit Routes</i>		
5.1a	Transit Routes: Countywide (11x17)	new Tish Non-Village service
5.1b	Transit Routes: Arcata	<del>Redwood Transit System (Extension) Willow Creek Intercity Transit</del>
5.1c	Transit Routes: Eureka	SoHum Intercity – darker line
5.1d	Transit Routes: Fortuna	new name: Fortuna Transit
<i>Chapter 7. Goods Movement Element</i>		
7.1	Goods Movement (Countywide) (11x17)	
7.2a	Harbor/Marine Facilities–Overview	revised some dock/terminal names
7.2b	Harbor/Marine Facilities–Detail	revised names; added titles to Woodley Island Marina, Eureka Public Marina, and Redwood Marine Terminal-Berth 2

(2) Changes made in specific chapters/elements are as follows:

**1. Introduction**

- *In response to public comment:* Updated assumption, Travel Mode – The private automobile will remain the primary mode of transportation for the majority of ~~residents and visitors~~ trips over three miles.
- Draft language was added describing public and agency participation and comments.

## 2. Complete Streets Element

- Added draft objectives to support updated objectives in the *California Transportation Plan 2040*:
  - ◆ Support and implement projects and policies that increase biking and walking, especially for short trips, first/last mile transit trips, and school trips. {California Transportation Plan 2040}
  - ◆ Create safe and effective walking and bicycling facilities that create neighborhood connectivity and continuity. {California Transportation Plan 2040}
- *In response to public comment*: Added reference to Senate Bill 32 (2016) in Policy CS-11.
- Added draft **Policy CS-16** HCAOG shall assist regional and local efforts to expand the means to collect relevant and meaningful data on traffic statistics, including use by mode and rates of traffic-related accidents, injuries, and fatalities.
- Revised Table *Streets-4* Complete Streets Projects, as follows:
  - Revised to update project costs, as provided by TAC members, and to reflect Active Transportation Program (Cycle 3) augmentation funds that were awarded in October, 2017.
  - Added Trinidad project (Edwards Street – retaining wall)
  - Added County of Humboldt project (Airport Road – install sidewalk), consistent with update to the *Airport Ground Access Improvement Program for California Redwood Coast-Humboldt County Airport (ACV)*.
  - *In response to public comment*: Omitted Caltrans projects that do not include complete-streets design components (such as rehabilitating culverts or seismic retrofits). Omitted Richardson Grove STAA Operational Improvement Project (moved to Goods Movement Element).

## 4. Tribal Transportation Element

- Added information about state-level (CalSTA, Caltrans) policies for consultation with Native American tribal governments (4-2).
- Orleans Community Safety Corridor Project – Added sentence describing the Panamnik: Orleans Community Center Connectivity Project (4-7).

## 5. Public Transportation Element

- Summarized findings from Unmeet Transit Needs processes the last three years (5-75).
- Summarized service alternatives analyzed for/recommended in the updated *Humboldt County Transit Development Plan FY 2017-18 to 2012-22* (5-78).
- Revised some recommended performance standards based on updated *Humboldt County Transit Development Plan FY 2017-18 to 2012-22 (VROOM Table Transit-5)*.
- *In response to public comment*: Drafted revised policy,

**Policy PT-12** Support the transitioning transit fleets to alternative fuels for transit fleet that will help decarbonize California’s transportation system and reduce greenhouse gas emissions.

## 6. Aviation Element

- *In response to public comment:* Revised Table Aviation-7. Performance Measures for the Regional Aviation System :

GOAL	FACTORS	INDICATORS	PERFORMANCE MEASURE
<b>Environmental Stewardship &amp; Climate Protection (CO<sub>2</sub> reduction)</b>	<i>Fuel and energy use</i>	Has fuel consumption decreased?	<ul style="list-style-type: none"> <li>• Fuel consumption gallons per capita, <u>countywide or regionwide.</u></li> <li>• Fossil fuel use ratio of passenger miles traveled (per modes).</li> <li>• Ratio of fossil fuel use to freight miles traveled.</li> </ul>
	<i>Air quality</i>	Have air pollutant emissions decreased from general aviation sources?	<ul style="list-style-type: none"> <li>• PM<sub>2.5</sub>, PM<sub>10</sub> emissions.</li> <li>• Air quality levels, <u>including greenhouse gas emissions.</u></li> <li>• Diesel exhaust emissions.</li> </ul>
	<i>Adaptability and resilience to climate change impacts</i>	Have transportation CO <sub>2</sub> emissions decreased per capita?	<ul style="list-style-type: none"> <li>• Total transportation CO<sub>2</sub> per capita, <u>countywide, and/or air-basin-wide.</u></li> <li>• Passenger transportation CO<sub>2</sub> per capita, <u>countywide, and/or air-basin-wide.</u></li> </ul>

## 7. Goods Movement Element

- *In response to public comment:* Under “Major Truck Routes,” updated information regarding SR 299 and STAA truck access.
- Policies GM-11, 12, and 14).
- Drafted revised policies and objectives to support the State’s updated *California Transportation Plan 2040, California Sustainable Freight Action Plan, and the Governor’s Executive Order B-12-35:*

**Policy GM-13~~12~~12 (Goods Movement)** ~~HCAOG shall work to identify environmental, community, and land use impacts of goods movement activities early in the planning and project development process and shall have projects include resources to help mitigate these impacts. {California Transportation Plan 2025 Strategy}~~ HCAOG shall promote applying innovative and green technology, along with accompanying infrastructure and applicable practices, to optimize the efficiency of the freight transportation system. *{California Sustainable Freight Action Plan 2016}*

**Policy GM-15~~14~~14 (Goods Movement)** ~~HCAOG shall support implementing cost-effective technologies and operational strategies (including Intelligent Transportation Systems (ITS) to improve safety, expedite goods movement, and minimize emissions and congestion related to goods movement transportation. {California Transportation~~

~~Plan 2025 Strategy~~ HCAOG shall collaborate with State, local, and Tribal agencies to help reduce and eliminate health, safety, and quality-of-life impacts on communities that are disproportionately affected by operations at major freight corridors and facilities. This includes reducing toxic hot spots from freight sources and facilities, and ensuring continued net reductions in regional freight pollution. {*California Sustainable Freight Action Plan*}

- Deleted outdated policy:

~~**Policy GM-5 (Rail)** HCAOG supports NCRA efforts to include their Humboldt County lines in the California State Rail Plan in order to be eligible for federal rehabilitation and new facility construction funds.~~

- Revised text under to update costs under “Trucking Industry Cost-Share”:

For example, the estimated cost to maintain and repair the roads used during a sustained logging operation ~~is~~ was calculated at \$9,000 per mile annually in 2002 (Humboldt County 2002); with inflation, that cost would be approximately \$12,500 per mile today. ~~The County receives approximately \$2,850 per road mile from annual State gas tax funds to maintain the county road system.~~

- In response to public comment:* Added summary describing the Marine Highway Program and short-sea shipping; added language to policy:

**Policy GM-10 (Goods Movement)** HCAOG shall support projects that improve intermodal freight access and reduce congestion, especially along freight corridors, including designated marine highways. {*California Transportation Plan 2040*}

- In response to public comment:* Drafted revised policy:

**Policy GM-10 (Goods Movement)** HCAOG shall promote projects and programs that increase energy efficiency, conserve energy, and use alternative (“clean”) energy sources to transition to a carbon-neutral transportation system and reduce the direct and indirect costs of freight and passenger transportation.

- Moved Caltrans-District 1’s Richardson Grove Operational Improvement Project (from Complete Streets Element) to Table *Goods-3* Regional Goods Movement Projects.

**Note:** Public comment asks the Board to consider entirely omitting this project from the RTP. The TAC recommends keeping it listed in the Goods Movement Element. In HCAOG’s previous RTPs, Caltrans projects have not been listed.

- In response to public comment:* Revised Table *Goods-4*. Performance Measures for Regional Goods Movement System:

GOAL	FACTORS	INDICATORS	PERFORMANCE MEASURE
<b>Balanced Mode Shares (Complete Streets)</b>	<i>Mobility</i>	Have transportation projects increased multi-modal options in the region?	• Travel mode split (shares) for freight transport.
	<i>Reliability</i>	Has road congestion decreased? Has travel time decreased for passengers, freight/goods trips?	• Annual average delay per mile of roadway segment (per passenger, automobile, freight truck trips). • Peak hour congestion

<b>Environmental Stewardship &amp; Climate Protection (CO<sub>2</sub> reduction)</b>	<i>Adaptability and resilience to climate change impacts</i>	Have freight-transportation-related CO <sub>2</sub> emissions decreased <del>per capita?</del>	• Total freight-related transportation CO <sub>2</sub> per capita <u>and overall (countywide)</u> .
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## 9. Financial Element

- Updated estimated costs/revenues to reflect current funding outlook (e.g. newly awarded ATP Cycle 3 Augmentation funding and other funding available from passage of Senate Bill 1).

## Appendices

Three appendices are included:

- Appendix A. Update of the *Airport Ground Access Improvement Program for California Redwood Coast—Humboldt County Airport (ACV)* (originally adopted with *VROOM...* in 2014). The substantive updates are that the Humboldt County Aviation Advisory Committee prioritized projects that were already listed. The Committee also recommended, with County staff concurrence, adding a proposed project (to install sidewalk on Airport Road) into the projects table in the Complete Streets Element.
- Appendix B. Public comments
- Appendix C. Addendum to the EIR