

DEL NORTE LOCAL TRANSPORTATION COMMISSION
MEETING AGENDA: TUESDAY, MAY 2, 2023 AT 3 PM
DEL NORTE COUNTY BOARD OF SUPERVISORS CHAMBERS
FLYNN ADMINISTRATIVE CENTER, 981 H STREET, CRESCENT CITY, CA

This meeting is in person. If you cannot attend in person, there is online access:
<https://media.co.del-norte.ca.us/>

1. Call Meeting to Order

2. Pledge of Allegiance

3. Public comment period

Anyone wishing to make public comments regarding matters either on or off the agenda and within the Commission's jurisdiction may do so at this time; however, the Commission is not permitted to act on non-agenda items.

4. Adjourn to the Policy Advisory Committee

CONSENT AGENDA for POLICY and ADMINISTRATIVE

Items are considered routine in nature and voted on in one motion: Consider public comments or requests to pull matters from the consent agenda for separate action.

a) Minutes of March 7, 2023

Staff recommendation: By consensus, accept minutes of March 7, 2023.

b) 2023 Economic and Demographic Profile

Staff recommendation: By consensus, accept the 2023 Economic and Demographic Profile.

c) Low Carbon Transit Operations Program

Staff recommendation: By polled vote, adopt resolution 2023 6 authorizing the submittal of the Electric Bus Infrastructure Project Phase 4.

POLICY and ADMINISTRATIVE

d) Approve 2023-24 Overall Work Program

Staff and TAC recommendation: By polled vote, adopt resolution 2023 5 approving the 2023-24 Overall Work Program.

e) Discussion items

- South Beach Climate Change Adaptation Plan update
- US 199 at Elk Valley Crossroad and Safety Corridor update
- Rowdy Creek Safety Project

- Last Chance Grade
 - July meeting date (falls on July 4)
5. Policy Advisory Committee comments and reports
 6. Action on the recommendations of the Policy Advisory Committee
Adjourn as the Policy Advisory Committee, reconvene as the Del Norte Local Transportation Commission, and by polled vote, approve and adopt the actions taken by the Policy Advisory Committee in the items listed above.
 7. Adjourn until the regular meeting on Tuesday, July 4, 2023 at 3 p.m. (to be updated)

Anyone requiring a reasonable accommodation to participate in the meeting should contact the Executive Director Tamera Leighton, at (707) 465-3878, at least five (5) days prior to the meeting.

CONSENT AGENDA ITEM A-B

DATE: MAY 2, 2023
TO: DEL NORTE LOCAL TRANSPORTATION COMMISSION
FROM: TAMERA LEIGHTON, EXECUTIVE DIRECTOR
SUBJECT: CONSENT AGENDA ITEMS

- a) Minutes of March 7, 2023
Staff recommendation: By consensus, accept minutes of March 7, 2023.

- b) 2023 Economic and Demographic Profile
Staff recommendation: By consensus, accept the 2023 Economic and Demographic Profile.

Staff report: This document is produced annually, it is information only, and it is not controversial. It will be widely distributed as is usual and customary.

- c) Low Carbon Transit Operations Program
Staff recommendation: By polled vote, adopt resolution 2023 6 authorizing the submittal of the Electric Bus Infrastructure Project Phase 4.

Staff report: Redwood Coast Transit Authority is the only agency authorized to receive this funding and its board of directors is the governing body selecting the projects. Authorizing transit funding is usual and customary.

**DEL NORTE TRANSPORTATION COMMISSION
MEETING MINUTES: TUESDAY, MARCH 7, 2023 AT 3:10 PM**

Present: Commissioner Ray Altman, City
Commissioner Joey Borges, County, Vice-Chair
Commissioner Jason Greenough, City
Commissioner Chris Howard, County
Commissioner Blake Inscore, City, Chair
Commissioner Valerie Starkey, County
Tatiana Ahlstrand, Caltrans, Policy Advisory Member

Absent: None

Also Present: Susan Brown, Rural Approaches
Tamara Leighton, Local Transportation Commission

1. CALL MEETING TO ORDER

Chair Inscore called the meeting to order at 3:01 p.m.

2. PLEDGE OF ALLEGIANCE

Chair Inscore led the Pledge of Allegiance.

3. PUBLIC COMMENT PERIOD

Anyone wishing to make public comments regarding matters either on or off the agenda and within the Commission's jurisdiction may do so at this time; however, the Commission is not permitted to act on non-agenda items.

The following person(s) addressed the Commission: None.

4. CLOSED SESSION CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION

Pursuant to Government Code Section 54956.9(d)(1) Friends of Del Norte et al. v. California Dept. of Transportation et al. United States District Court Northern District of California Case No. 3:18-cv-00129

Chair Inscore adjourned to a closed session at 3:06 pm

Chair Inscore reconvened at 3:26 pm.

Chair Inscore stated there was nothing to report.

Public comment: None

5. ADJOURN TO THE POLICY ADVISORY COMMITTEE

CONSENT AGENDA for POLICY and ADMINISTRATIVE

Items are considered routine in nature and voted on in one motion: Consider public comments or requests to pull matters from the consent agenda for separate action.

a) Minutes of February 7, 2023 Staff recommendation: By consensus, accept the minutes of February 7, 2023

Public comment: None

On a motion by Commissioner Howard, seconded by Commissioner Borges, with Commissioner Starkey and Policy Advisory Member Tatiana Ahlstrand abstaining, and carried on a polled vote the Del Norte Local Transportation Commission approved item 5 a.

POLICY and ADMINISTRATIVE

b) County funding request for culvert under Washington Boulevard

TAC recommendation: By polled vote, allocate \$80,000 in Regional Surface Transportation Program (RSTP) funding to the County of Del Norte for Washington Boulevard Culvert emergency repairs and design for permanent solution by resolution.

Staff recommendation: By polled vote,

i. allocate \$60,000 in Regional Surface Transportation Program (RSTP) funding to the County of Del Norte for Washington Boulevard Culvert emergency repairs by resolution 2023 03, and

ii. allocate an additional \$20,000 for a total \$341,218 in Regional Surface Transportation Program (RSTP) funding to the County of Del Norte for design and permitting for permanent solution by resolution 2023 04.

Tamera Leighton explained the request came from Jon Olson, County Engineer, with the original request being \$100,000 which included staff and inspector reimbursement. This type of staff reimbursement is not something the Commission typically does. The TAC discussed the funding and all agreed on recommending funding of \$80,000 which excludes the staff time from the original request. Tamara went on to explain why there are two resolutions for this funding. The cleaner way to present the funding is to allocate the funds to the two separate projects involved; an emergency solution, and a long-term project. These are two distinctly different parts of the same project.

Public comment: None

On a motion by Commissioner Starkey, seconded by Commissioner Greenough, and unanimously carried on a polled vote the Del Norte Local Transportation Commission approved item 5 b.

c) Discussion items

- Dr. Fine Bridge update by Project Manager (<https://dot.ca.gov/caltrans-near-me/district-1/d1-projects/d1-dr-fine-bridge-replacement>) Tamera Leighton stated this is the link for information on the Dr. Fine Bridge. Tamera introduced David Melendrez, Caltrans Project Engineer, who will give a presentation on the Dr. Fine Bridge project. David began with an overview of his background and the history of the bridge. Several agency reviews have been completed. Construction began in January and talked about how the project would be constructed. The time frame for

completion is 3-4 years. This project is using triple friction pendulum bearings; the piers will be able to move with a seismic event. This is the first bridge in California to use these bearings. Commissioner Starkey asked about traffic delays. David responded the delays should not be significant. Total project costs will be \$126 million. After the bridge is completed a revegetation project will start.

- US 199 at Elk Valley Crossroad – Tamera Leighton reported the Safety Audit Project Initiation Document is completed and moving into programming, which is the funding phase.

- Last Chance Grade – Nothing new to report.

- Climate Change Adaptation Planning Grant application progress report – Tamera Leighton reported the grant was submitted on March 6th.

6. POLICY ADVISORY COMMITTEE COMMENTS AND REPORTS

Tasha Ahlstrand shared updates on new staff.

7. ACTION ON THE RECOMMENDATIONS OF THE POLICY ADVISORY COMMITTEE

Adjourn as the Policy Advisory Committee, reconvene as the Del Norte Local Transportation Commission, and by polled vote, approve and adopt the actions taken by the Policy Advisory Committee in the items listed above.

Public Comment: None

On a motion by Commissioner Howard, seconded by Commissioner Greenough, and unanimously carried on a polled vote the Del Norte Local Transportation Commission approved item 5 a-b.

8. ADJOURN UNTIL THE REGULAR MEETING SCHEDULED ON TUESDAY, APRIL 4, 2023 AT 3:00 P.M.

With no further business before the Commission, Chair Inscore adjourned the regular meeting at 3:52 p.m., until the next regularly scheduled meeting on Tuesday, April 4, 2023, at 3:00 p.m.

Respectfully submitted

Tamera Leighton, Executive Director

2023

Del Norte
Local
Transportation  Commission



Del Norte County
Economic & Demographic Profile

Acknowledgments



Thank you to the Del Norte Local Transportation Commission for making this document available to the public.

Document Production

Hayley Stone, Project Manager
Luke T. Scholl, Production Coordinator
Kendra M. Cote, Research Assistant
Alden Ingelson Filpula, Research Assistant
Nhung Pham, Research Assistant
Jordan Martinez, Research Assistant
Remi Beck, Research Assistant
Mason Matthew Mcbride, Research Assistant

We would also like to thank the photo contributors. A full list of photo contributors can be found on page 80.



Center for Economic Development
California State University, Chico
(530) 898-5403
www.nspdc.csuchico.edu



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DEMOGRAPHIC INDICATORS

This section presents basic demographic characteristics such as population, age, and ethnicity, which provide a framework from which most other community indicators are based.

Del Norte County's non-incarcerated population experienced an overall decline between 2012 and 2019, but has since been increasing steadily through 2020 and, in 2022, was up to 25,474 residents from 24,950 in 2012. The largest share of in-migrants to Del Norte County between 2019 and 2020 were from Humboldt County (43), followed by Curry County (33), and Sacramento County (28). Curry County was the top destination for migrants moving away from the Del Norte County (50).

In 2021, the largest portion of the Del Norte County population by age were those who were between 25 and 39 years old (21.1 percent), followed by those aged 40 to 54 years old (18.1 percent) and those aged 5 to 17 years old (16.0 percent). The largest proportional increases in population between 2012 and 2021 were seen in those between 65 to 74 years old (29.6 percent increase), followed by those 75 to 84 years old (17.3 percent increase). In contrast, the largest proportional decreases in population during this same period were seen in those aged 18 to 24 years old (27.9 percent decrease) and those aged 40 to 54 years old (18.9 percent decrease).

The largest portion of the Del Norte County population by race and ethnicity in 2021 were those who identified as White alone (60.1 percent), followed by those who identified as Hispanic or Latino (20.5 percent) and those who identified as American Indian alone (6.1 percent). The greatest proportional increase in population between 2015 and 2021 was seen in those who identified as Asian alone (36.4 percent).

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Total Population

What is it?

Total population measures the number of people who consider the county to be their primary residence and does not include those who reside in the county as a result of incarceration or persons who reside in the county but do not consider it their primary residence. The data are estimated annually by the California Department of Finance and provide a point-in-time estimate for January 1 of each year.

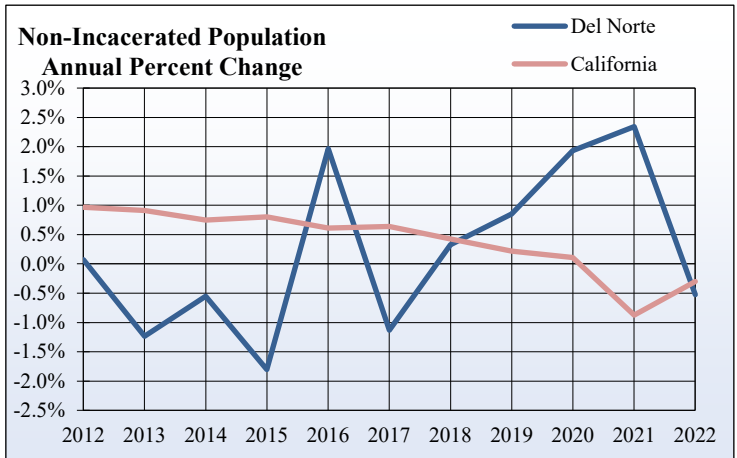
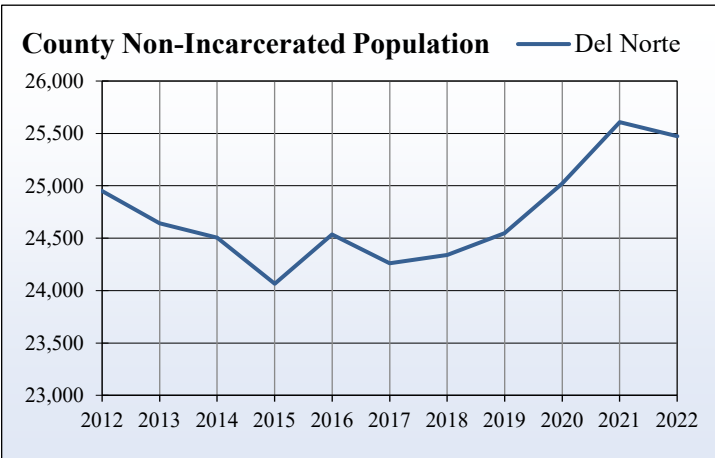
How is it used?

Population represents a cumulative measurement of the size of the county's consumer market, labor availability, and the potential impact of human habitation on the environment. Population data provide the basis for many of the other indicators in this report.

Non-Incarcerated Population, Del Norte County

Year	Del Norte County	1- Year Change	CA 1-Year Change
2012	24,950	0.07%	0.97%
2013	24,642	-1.23%	0.91%
2014	24,506	-0.55%	0.75%
2015	24,064	-1.80%	0.80%
2016	24,537	1.97%	0.61%
2017	24,260	-1.13%	0.64%
2018	24,340	0.33%	0.42%
2019	24,547	0.85%	0.22%
2020	25,022	1.94%	0.11%
2021	25,608	2.34%	-0.87%
2022	25,474	-0.52%	-0.30%

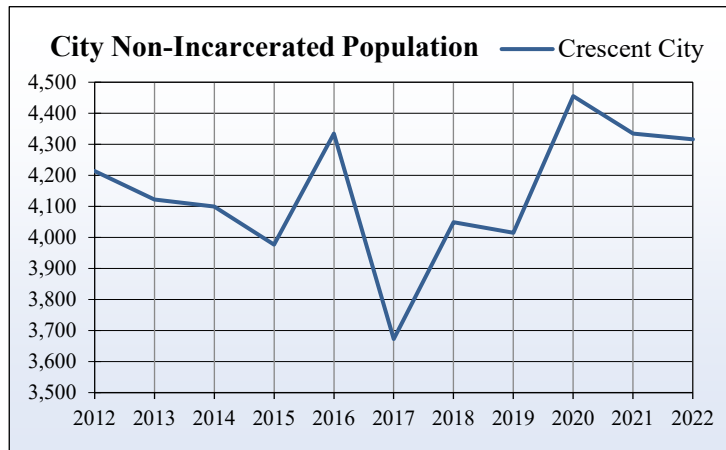
Source: California Department of Finance, Demographic Research Unit



City Non-Incarcerated Population

City	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Crescent City	4,214	4,123	4,100	3,977	4,335	3,673	4,049	4,015	4,456	4,335	4,316

Source: California Department of Finance, Demographic Research Unit



Components of Population Change

What is it?

Components of population change measure natural sources of population increase and decrease (i.e., births and deaths) as well as changes due to in-migration and out-migration. The California Department of Finance releases annual estimates on the number of births, deaths, and net migration both into and out of each county. The natural change in population is calculated by subtracting deaths from births. Any remaining change in population is due to net migration, which is calculated by subtracting the number of out-migrants from the number of in-migrants.

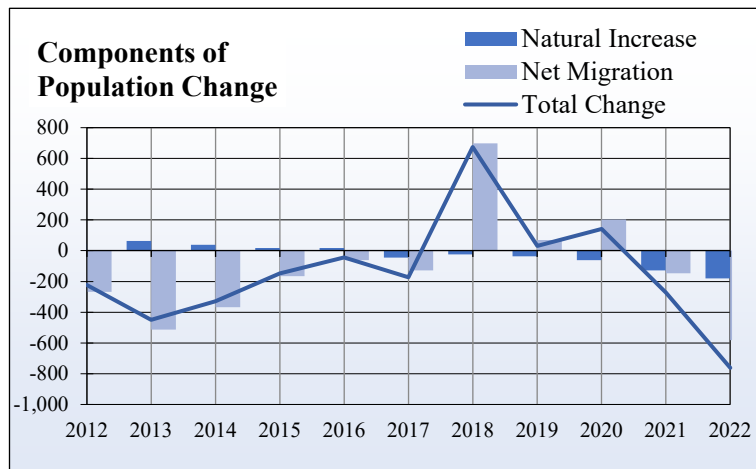
How is it used?

If population growth is primarily due to natural increase, then the county may be a place where many younger families are residing. If the natural rate of change is negative (more deaths than births), then the population's age composition may be older. There are many potential motivations for people to move into or out of a county, such as employment opportunities, housing prices, and general quality of life. It should be noted that the components of population change data represent annual totals, while the total population data are a point-in-time measurement of population taken on January 1st of each calendar year. Because of this difference, the data reported in this section are not directly comparable to the population data presented on page six.

Components of Population Change, Del Norte County

Year	Births	Deaths	Natural Increase	Net Migration	Total Change
2012	324	280	44	-267	-223
2013	333	270	63	-512	-449
2014	309	270	39	-368	-329
2015	301	283	18	-165	-147
2016	317	299	18	-61	-43
2017	276	321	-45	-127	-172
2018	282	306	-24	698	674
2019	272	309	-37	69	32
2020	281	342	-61	202	141
2021	260	387	-127	-146	-273
2022	247	427	-180	-581	-761

Source: California Department of Finance, Demographic Research Unit



Migration Patterns

What is it?

This indicator includes migration patterns between Del Norte County and the counties with the highest numbers of in- and out-migrants. Data are collected from the Internal Revenue Service (IRS) and are based on income tax records for all available households. Migrations to and from group living quarters, such as college dormitories, nursing homes, or correctional institutions are not included.

How is it used?

Migration can indicate positive or negative changes in the economic, political, and social structure of an area based on the characteristics of the area from which the migrants originate. For example, some migration from urban to rural areas may be based upon the lower cost of housing outside of major urban centers, while rural to urban migrants are often seeking better job opportunities. Neighboring counties, as well as those with higher population totals, generally show the largest amount of migration activity. Migration between non-neighboring counties, particularly those that are geographically distant and/or socioeconomically quite distinct, may be worthy of further investigation.

Top 4 In-Migration Counties 2019-20, Del Norte County

County	Number of In-Migrants
Humboldt County	43
Curry County	33
Sacramento County	28
Los Angeles County	27

Source: Internal Revenue Service

Top 4 Out-Migration Counties 2019-20, Del Norte County

County	Number of Out-Migrants
Curry County	50
Humboldt County	37
Josephine County	25
Jackson County	23

Source: Internal Revenue Service

Age Distribution

What is it?

Age distribution data provide the number of permanent residents who fall into a given age range and are measured on April 1 for each recorded year. Data are provided by American Community Survey five-year estimates.

How is it used?

Age distribution information is valuable to companies that target their marketing efforts on specific age groups. Age distribution data can be used to estimate school attendance, need for public services, and workforce projections. A growing young adult population, for instance, could indicate greater need for higher education and vocational training facilities, while a growing middle-aged population may signal the need for greater employment opportunities. An area with a significant proportion of the population that is past retirement age will typically have less employment concerns but a greater need for medical and social service provision. Age distribution data can also be used in conjunction with the components of population change in order to create projections of future population growth.

Population by Age, Del Norte County

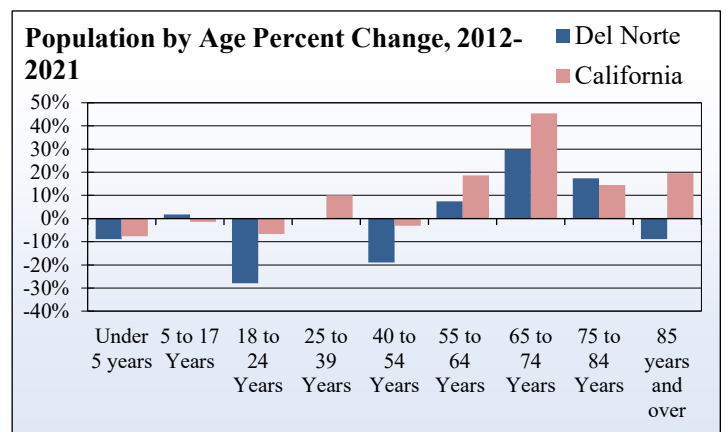
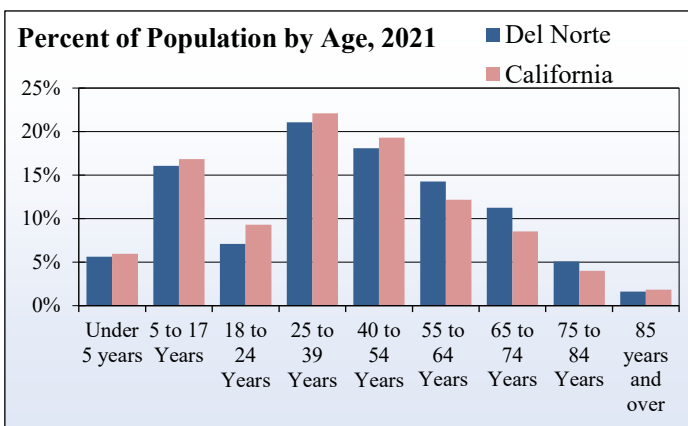
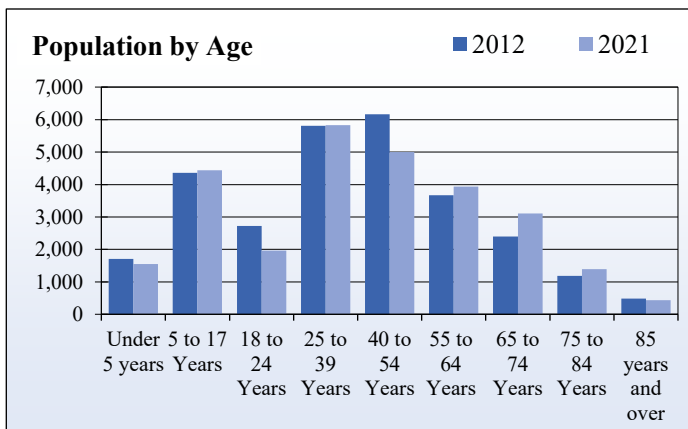
Age Range	2012	2021
Under 5 years	1,705	1,554
5 to 17 Years	4,356	4,436
18 to 24 Years	2,721	1,962
25 to 39 Years	5,814	5,824
40 to 54 Years	6,164	4,998
55 to 64 Years	3,668	3,940
65 to 74 Years	2,397	3,107
75 to 84 Years	1,188	1,394
85 years and over	483	440

Source: U.S. Census Bureau, 2020 American Community Survey, 5-year Estimates

Population by Age Compared to California

Age Range	Percent of Total 2021		2012 to 2021 10-year Change	
	County	California	County	California
<5 years	5.6%	6.0%	-8.9%	-7.6%
5-17 years	16.0%	16.8%	1.8%	-1.4%
18-24 years	7.1%	9.3%	-27.9%	-6.6%
25-39 years	21.1%	22.1%	0.2%	10.0%
40-54 years	18.1%	19.3%	-18.9%	-3.0%
55-64 years	14.2%	12.2%	7.4%	18.6%
65-74 years	11.2%	8.5%	29.6%	45.4%
75-84 years	5.0%	4.0%	17.3%	14.5%
85 years and over	1.6%	1.8%	-8.9%	19.6%

Source: U.S. Census Bureau, 2020 American Community Survey, 5-year Estimates



Population by Race and Ethnicity

What is it?

Racial and ethnic identification is frequently a product of both collective assignment by others and individual assertion of a felt or claimed identity. It is important to note that both the Census and the American Community Survey measure an individual's race and ethnicity through self-identification, rather than assignment by the interviewer. There are seven major racial/ethnic categories provided: American Indian, Asian, Black, Hispanic/Latino, Native Hawaiian/Pacific Islander, White, and Other/Multiracial. These data include incarcerated individuals in total population counts.

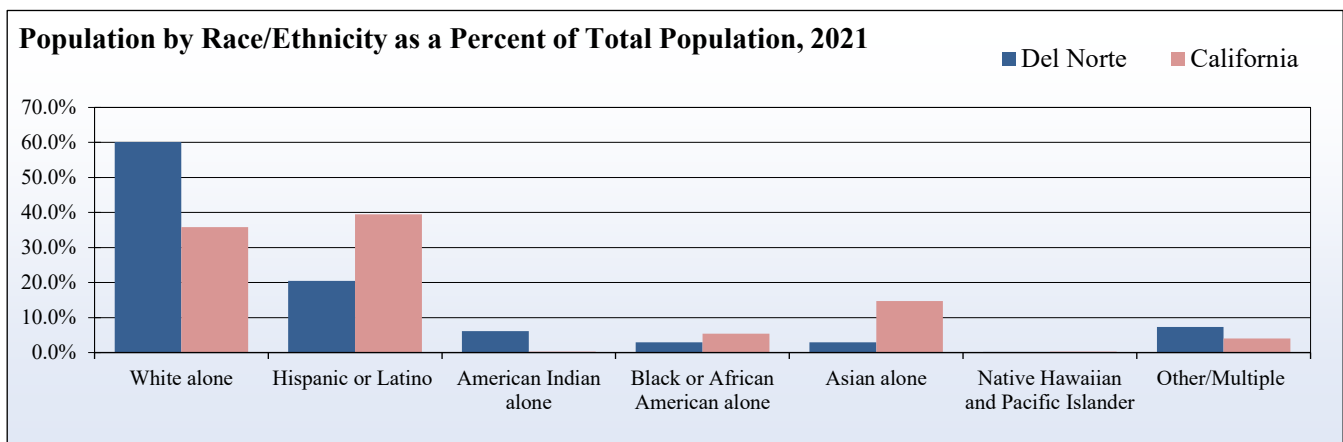
How is it used?

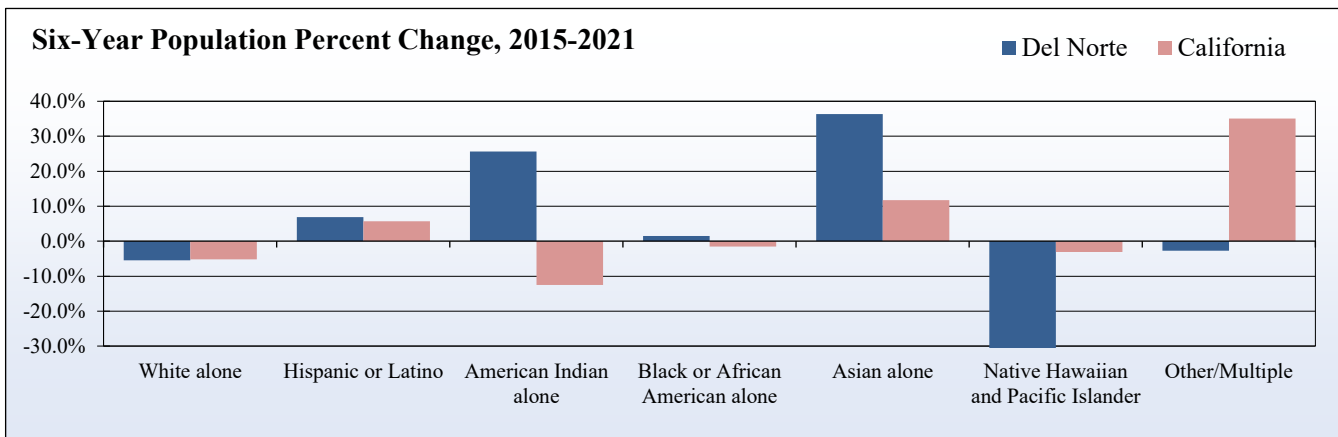
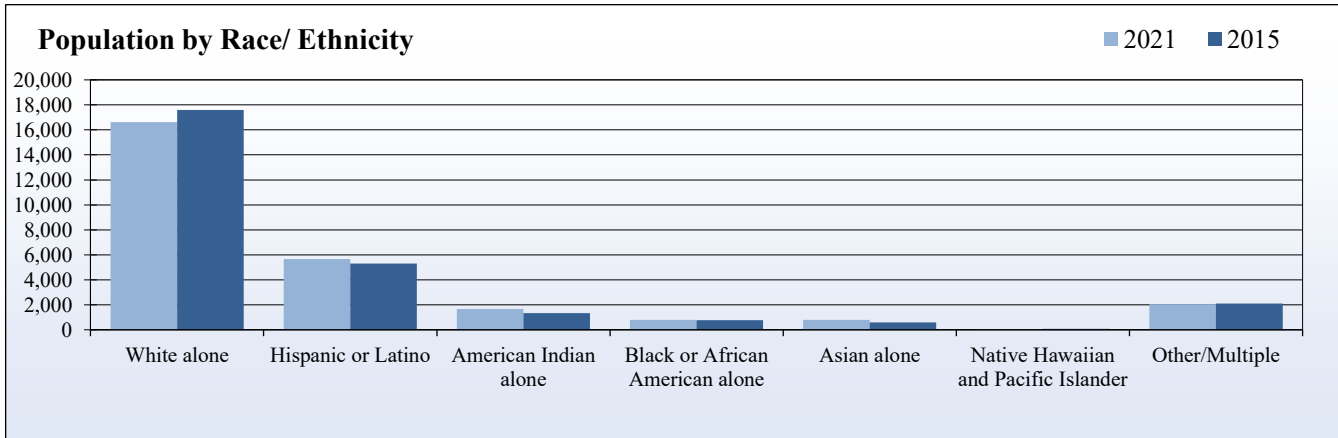
Data on population within racial and ethnic categories are often used by advertisers to target their marketing efforts towards particular groups and to estimate how profitable these efforts might be. Grant writers frequently use population data on racial and ethnic groups to secure funding for programs meant to address group-specific social conditions or inequalities. Government officials and political candidates also use population data on race and ethnicity in order to tailor their campaign messages to people who make claims to particular racial and ethnic identities.

Population by Race/Ethnicity, Del Norte County

Race/Ethnicity	2015	2021	Percent of Totals in 2021		2015 to 2021 6-year Change	
			County	California	County	California
White alone	17,582	16,617	60.1%	35.8%	-5.5%	-5.2%
Hispanic or Latino	5,300	5,663	20.5%	39.5%	6.8%	5.7%
American Indian alone	1,339	1,683	6.1%	0.3%	25.7%	-12.6%
Black or African American alone	787	799	2.9%	5.4%	1.5%	-1.5%
Asian alone	594	810	2.9%	14.7%	36.4%	11.7%
Native Hawaiian and Pacific Islander	79	43	0.2%	0.3%	-45.6%	-3.1%
Other/Multiple	2,107	2,050	7.3%	4.0%	-2.7%	35.1%

Source: U.S. Census Bureau, 2020 American Community Survey, 5-year Estimates







ENVIRONMENTAL INDICATORS

Environmental indicators describe the quality of the physical places with which humans interact, and focus in particular on land, air, and water resources. These indicators are useful in identifying the potential impacts that a regional population may be having on the natural environment around them.

Del Norte County's population density in 2022 included an average of 27.0 residents per square mile, which was significantly lower than the overall State average of 251.5 residents per square mile. Between 2011 and 2019, the total harvested acreage remained mostly static at 3.6 percent of total land area. Del Norte County's air quality remained quite good between 2012 and 2021. Annual temperatures appear to have remained relatively stable in Del Norte County since 1996, while annual precipitation levels have exhibited notable year-to-year fluctuations.

Between 2016 and 2021, the largest proportion of Del Norte County workers took between 5 and 14 minutes to commute to work (50.3 percent). The largest proportional decrease in commute times occurred among those requiring between 60 and 89 minutes (60.9 percent decrease), while the largest proportional increase was seen in those requiring 90 minutes or more (518.4 percent increase). The largest proportion of Del Norte County workers drove alone to work in 2021 (75.5 percent), followed by those who carpooled (13.6 percent). The largest traffic increases between 2017 and 2022 were seen at the U.S. 101 interchange with US 199 Northeast and the US 197 interchange with US 199, while the largest decrease was seen at the U.S. 101 and Klamath, Jct Rte. 169 Southeast intersection.

Between 2011 and 2021, non-residential electricity consumption has remained somewhat lower than the statewide average while residential electricity consumption has remained significantly higher than the statewide average. Because there are no natural gas lines in Del Norte County, electricity use is often the only viable means for heating and cooking.

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Land Area and Population Density

What is it?

Population density is determined by dividing a county's total non-incarcerated population by its land area in square miles. Population density data indicate how closely, or loosely county residents are grouped together, and are often functions of both total population and the characteristics of the built environment, such as the relative proportion of single- vs. multiple-family housing in a county.

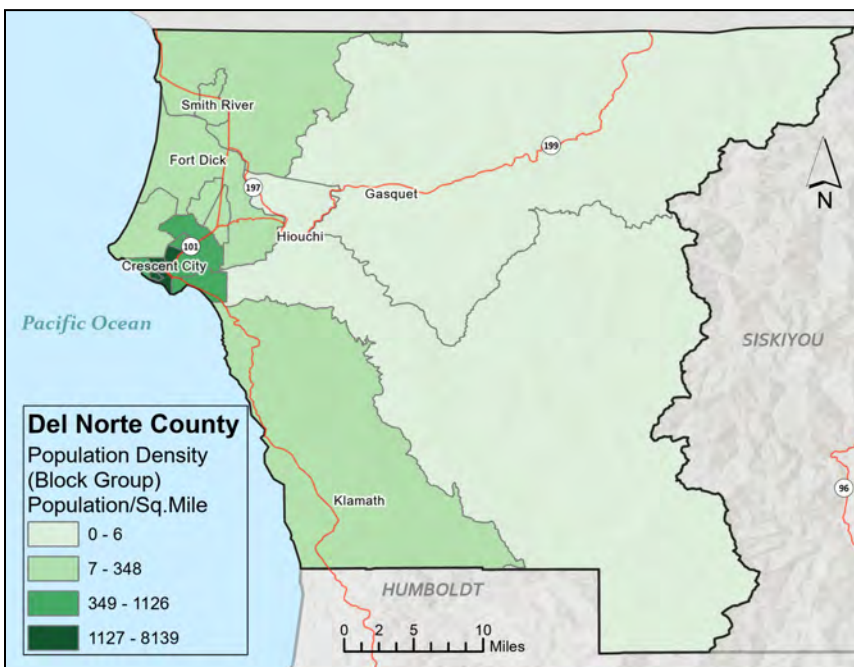
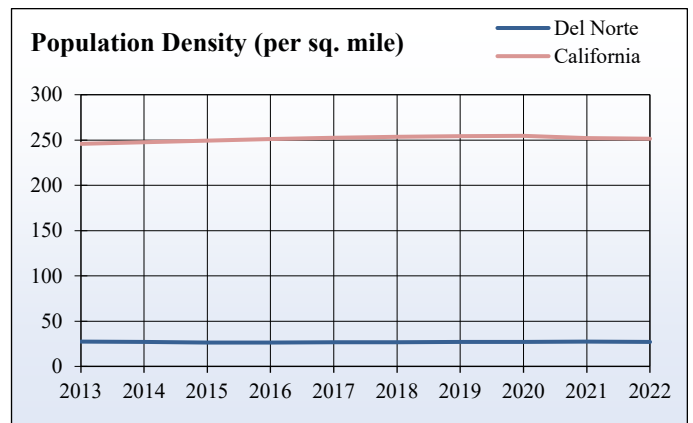
How is it used?

Population density data can be useful for municipal and regional planners who are developing infrastructural projects and wish to benefit from economies of scale. For example, areas with high population density would likely exhibit more frequent utilization of public transportation resources than areas with lower density and are also frequently more energy efficient. Population density data can be useful for businesses seeking to open a new location, as greater density generally implies greater demand for labor. Changes in population density can also help in the interpretation of migration patterns as people move into and out of particular cities and neighborhoods. As can be seen in the map below, the bulk of Del Norte County's population is clustered along the Highway 101 corridor between Crescent City and Smith River.

Land Area and Population Density

Year	Land Area (sq. mile)	Total Population	Population Density (per sq. mile)	
			County	State
2013	1,008	27,619	27.4	245.7
2014	1,008	27,160	26.9	247.5
2015	1,008	26,744	26.5	249.5
2016	1,008	26,682	26.5	251.0
2017	1,008	26,832	26.6	252.6
2018	1,008	26,895	26.7	253.7
2019	1,008	27,145	26.9	254.2
2020	1,008	27,231	27.0	254.5
2021	1,008	27,593	27.4	252.3
2022	1,008	27,218	27.0	251.5

Source: California Department of Finance



Land Ownership

What is it?

Land ownership represents the total square miles and percentage of land owned by the public and private sectors. Publicly owned lands are categorized by landowner; private lands are not categorized.

How is it used?

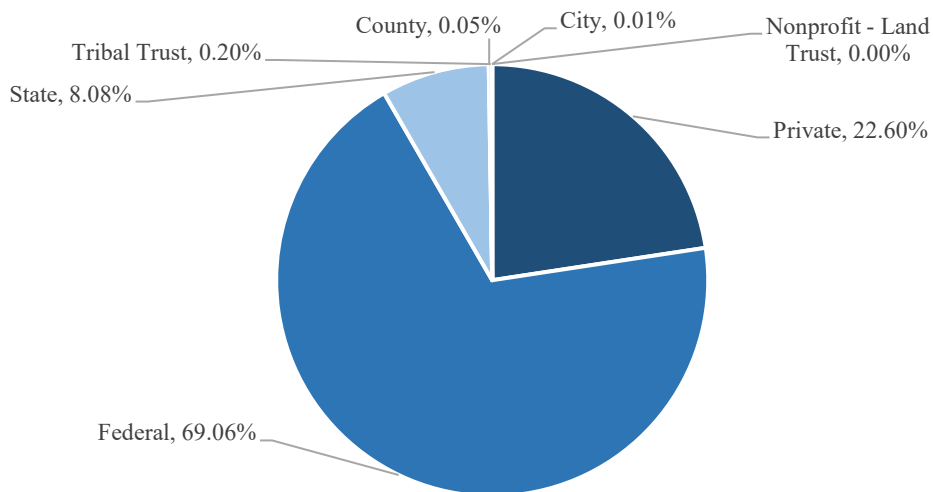
The data are used to show the extent to which nonlocal governmental organizations are in control of local land use. It also shows how much land area is not subject to property tax. This is important whenever state or federal governments threaten to eliminate or modify funding agreements that disburse payments to counties with large portions of government land in lieu of property tax collections.

Land Ownership, Del Norte County, 2022

Tax Status		Area (Sq. Miles)	Percent of Total Area
Non-Exempt	Private	229.52	22.60%
Exempt	Federal	701.30	69.06%
	State	82.09	8.08%
	County	0.50	0.05%
	Tribal Trust	2.01	0.20%
	City	0.07	0.01%
	Nonprofit - Land Trust	0.02	0.00%
	Total	1015.51	100.00%

Source: Bureau of Land Management, U.S. Forest Service, National Parks Service, U.S. Fish and Wildlife Service, and Bureau of Indian Affairs, 2021

Land Ownership, Del Norte County, 2022



Harvested Acreage

What is it?

Harvested acreage reports the total amount of land that is used in any aspect of agricultural production as a proportion of a county's total land area. Data on harvested acreage are reported annually by individual County Agricultural Commissioners to the U.S. Department of Agriculture. Unfortunately, there is no consistent method for estimating harvested acreage from county to county or from year to year. However, commissioners are required to base their estimate on a local survey that is statistically representative of all agricultural producers in an area.

How is it used?

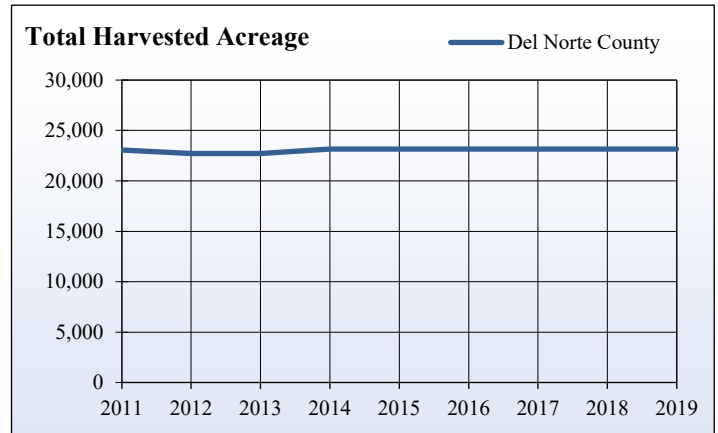
Agriculture is often a dominant land use in rural counties, and harvested acreage as a proportion of total land area can indicate the relative importance of agriculture to a local economy. In addition to being a major economic factor, agriculture can also form the basis for community and regional identity, as well as a factor when determining use policies for areas surrounding farmland.

No report was received by the California Agricultural Statistics Service from Del Norte County since 2019. For this reason, 2019 data are included in this report as it remains the most recent data available.

Total Harvested Acreage, Del Norte County

Year	Total Acres Harvested	Percent of Total Land Area
2011	23,062	3.6 %
2012	22,700	3.5 %
2013	22,700	3.5 %
2014	23,157	3.6 %
2015	23,157	3.6 %
2016	23,150	3.6 %
2017	23,150	3.6 %
2018	23,150	3.6 %
2019	23,150	3.6 %

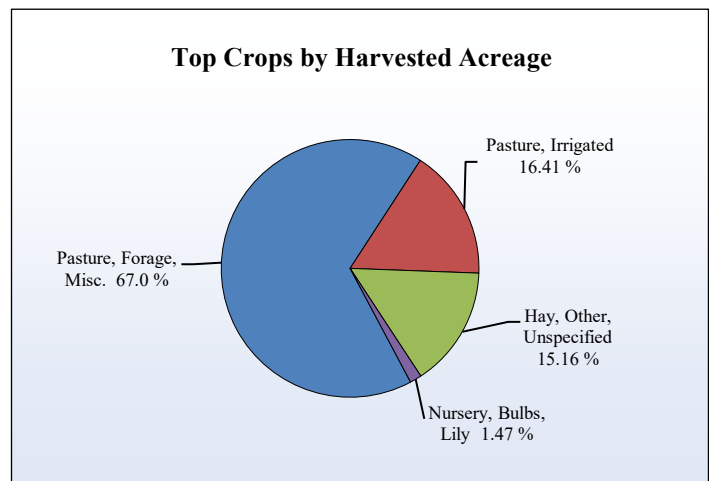
Source: California Agricultural Statistics Service, California Department of Finance



Top Crops Harvested Acreage, Del Norte County

Crop	2019	Percent of Total
Pasture, Forage, Misc.	15,500	67.0 %
Pasture, Irrigated	3,800	16.41 %
Hay, Other, Unspecified	3,510	15.16 %
Nursery, Bulbs, Lily	340	1.47 %

Source: California Agricultural Statistics Service, California Department of Finance



Air Quality

What is it?

Air quality is a general term used to describe several aspects of the air that people are exposed to in their daily lives. There are four main contaminants that affect air quality: particulates (PM 10 and PM 2.5), tropospheric ozone (O3), carbon monoxide (CO), and oxides of nitrogen (NOX). Air quality is reported by the California Air Resources Board. The data are reported by site and are gathered into counties and air basins. Air quality standards are set at both the state and federal levels. The tables and figures below show the number of days in which Del Norte County's air quality exceeded the California State standard for PM 10 pollutants (such as dust, smoke, and pollen) and the national average for PM 2.5 pollutants (primarily emissions from gasoline, oil, or diesel fuel combustion).

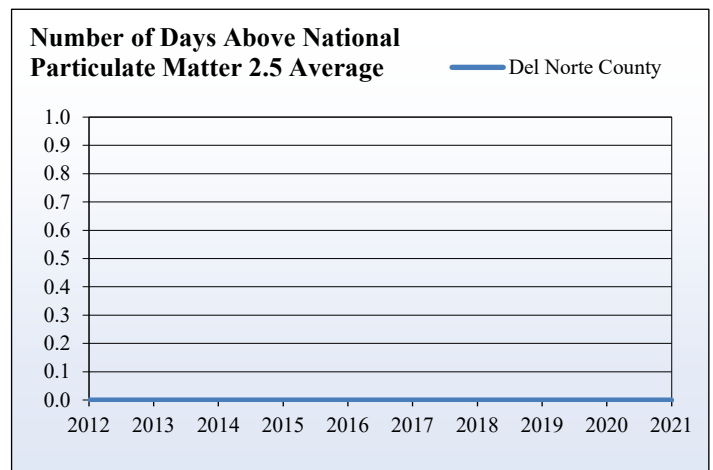
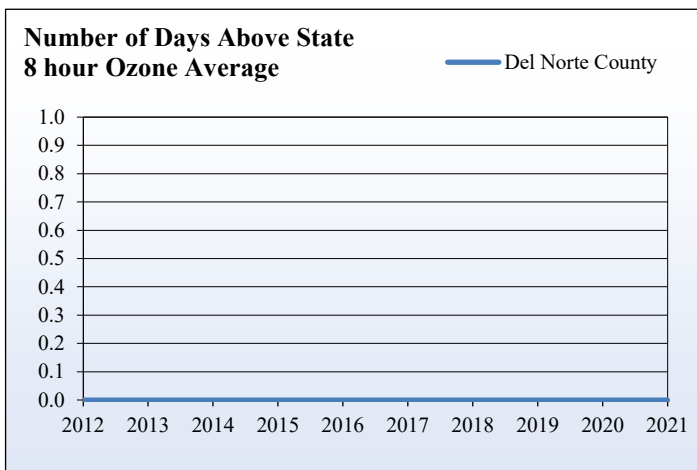
How is it used?

Standards for air pollutants are established to protect human health, avoid damage to sensitive vegetation, and preserve aesthetic values. If a region exceeds one or more standards of the four pollutants described previously, there may be a potential limit to the type of new industrial facilities that can be built in an area and/or restrictions on existing operations. As industry, agricultural production, and traffic increase, air quality may decrease if certain actions or policies are not in place. Air quality affects all populations, especially the young, the elderly, and those with heart or lung problems. Ultimately, a county with high levels of pollutants may also see an increased need for health services. Air quality is a quality-of-life issue and can be an important factor in determining where people are willing or able to live.

Air Quality, Del Norte County

Year	Days Above State 8-hour Ozone Average	Days Above National PM2.5 Average
2012	0	0
2013	0	0
2014	0	0
2015	0	0
2016	0	0
2017	0	0
2018	0	0
2019	0	0
2020	0	0
2021	0	0

Source: California Air Resource Board



Climate Data

What is it?

Temperatures and precipitation levels are recorded every two years in both January and July and are reported by the Western Regional Climate Center.

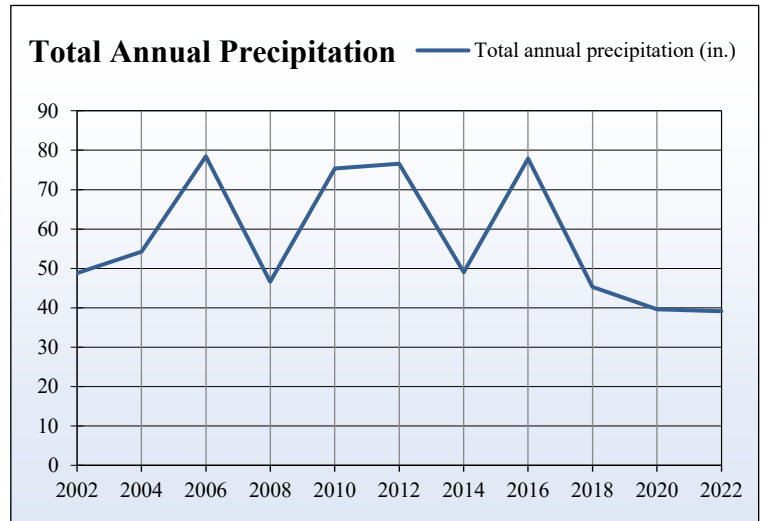
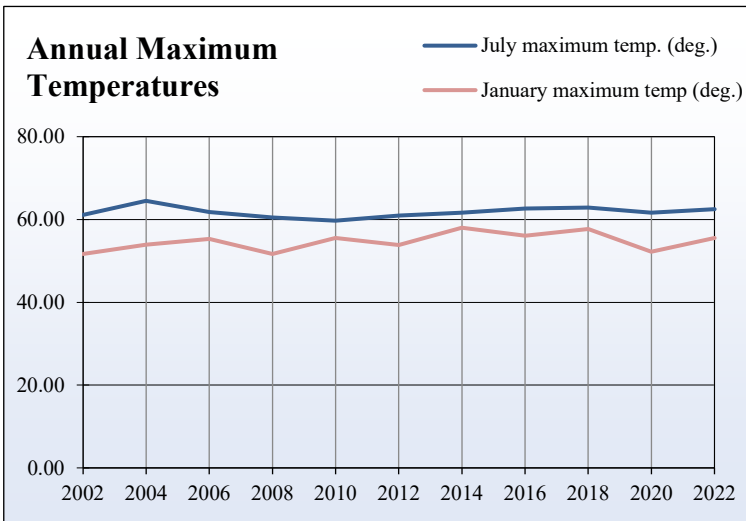
How is it used?

Historical climate data provide an accurate picture of a region's temperatures and precipitation during different seasonal periods of the year. Climate data can also give prospective residents and business owners a general idea of the weather patterns they can expect in a particular region throughout the year.

Climate Readings, Del Norte County

	1996	1998	2000	2002	2004	2006	2008	2010	2012	2014	2016	2018	2020	2022
July maximum temp. (deg.)	66	64.9	66.2	61.1	64.5	61.8	60.5	59.7	60.9	61.6	62.6	62.9	61.6	62.5
January maximum temp. (deg.)	55	55.6	53.3	51.7	53.9	55.3	51.7	55.5	53.8	58	56.1	57.7	52.2	55.5
July minimum temp. (deg.)	50	50.5	52.7	51	53.5	51	49.1	50.4	52.2	52.6	51.9	52.4	50.2	53.6
January minimum temp. (deg.)	44	45.9	39.8	40.3	43.5	43.5	40.5	45.9	40	40.2	45.5	46.6	43	40.9
July precipitation (in.)	0.3	0.1	0.3	0.1	0.1	0.0	0.1	0.0	0.3	0.2	1.0	0.0	0.0	0.5
January precipitation (in.)	12.9	22.3	17.3	10.0	8.7	17.0	9.6	10.4	12.2	2.2	14.4	10.6	13.3	2.9
Average monthly precipitation (in.)	0.3	0.3	0.2	0.1	0.2	0.2	0.1	0.2	0.2	0.1	0.2	0.1	0.1	0.1
Annual precipitation (in.)	94.6	102.5	2.5	48.8	54.2	78.4	46.6	75.4	76.6	49.0	77.9	45.3	39.6	39.1

Source: NOAA Online Weather Data



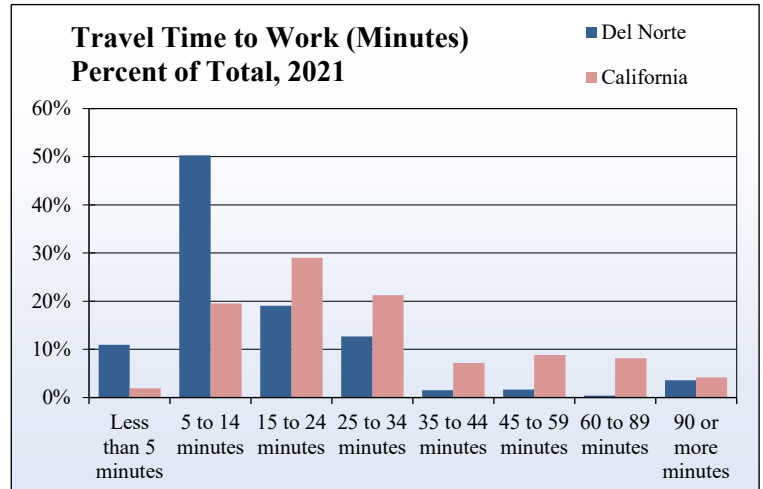
Travel Time To Work

What is it?

Travel time to work is the amount of time, in minutes, that a worker estimates it takes them to get to work on a normal workday. Travel time can be influenced by distance to work, traffic volume, and the means of transportation utilized (evaluated in the following indicator). Data are taken from the 2016-2021 American Community Survey and are reported as five-year estimates.

How is it used?

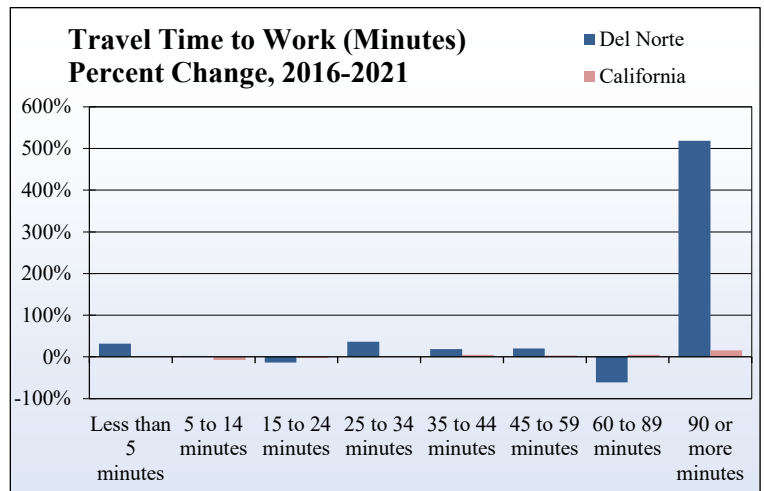
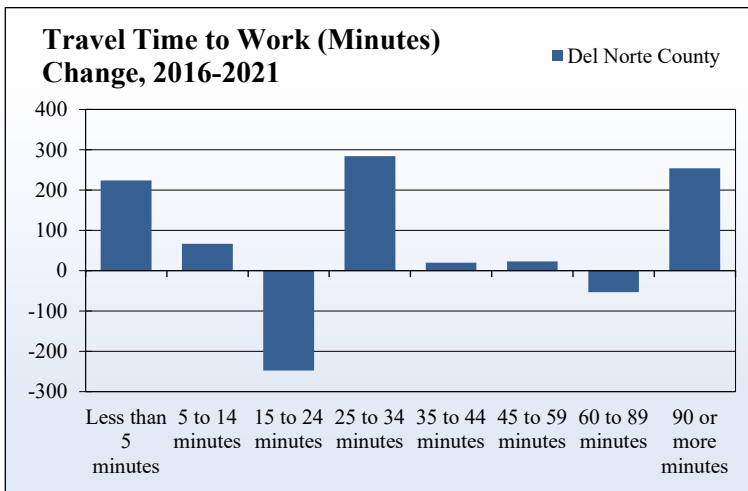
While increasing commute times often capture the push-pull dynamic between wages and housing costs, Del Norte County's location, population density, and high percentage of public land make it a special case. The reason for Del Norte County's shorter commute times is due to its isolated nature, which makes commuting to other communities unreasonable for many residents.



Travel Time to Work, Del Norte County

Travel Time to Work	2016	2021	Percent of Total in 2021		Percent Change from 2016 to 2021	
			County	California	County	California
Less than 5 minutes	702	926	11.0%	1.9%	31.9%	-0.4%
5 to 14 minutes	4,181	4,248	50.3%	19.5%	1.6%	-7.0%
15 to 24 minutes	1,855	1,607	19.0%	29.0%	-13.4%	-2.4%
25 to 34 minutes	785	1,069	12.6%	21.2%	36.2%	1.4%
35 to 44 minutes	108	128	1.5%	7.2%	18.5%	4.9%
45 to 59 minutes	114	137	1.6%	8.8%	20.2%	3.3%
60 to 89 minutes	87	34	0.4%	8.1%	-60.9%	4.9%
90 or more minutes	49	303	3.6%	4.2%	518.4%	15.8%
Total not working at home	7,881	8,452	100.0%	100.0%	7.2%	-0.3%

Source: U.S. Census Bureau, Census 2016 and 2021 American Community Survey, 5-year Estimates



Means of Transportation to Work

What is it?

Means of transportation to work is the type of vehicle or mode of transportation most frequently used to get from home to work on an average workday. As with travel time, this indicator is measured through individual self-reports in the American Community Survey, and workers are asked to report the mode of travel most frequently used in the previous week. The data reported here are five-year estimates.

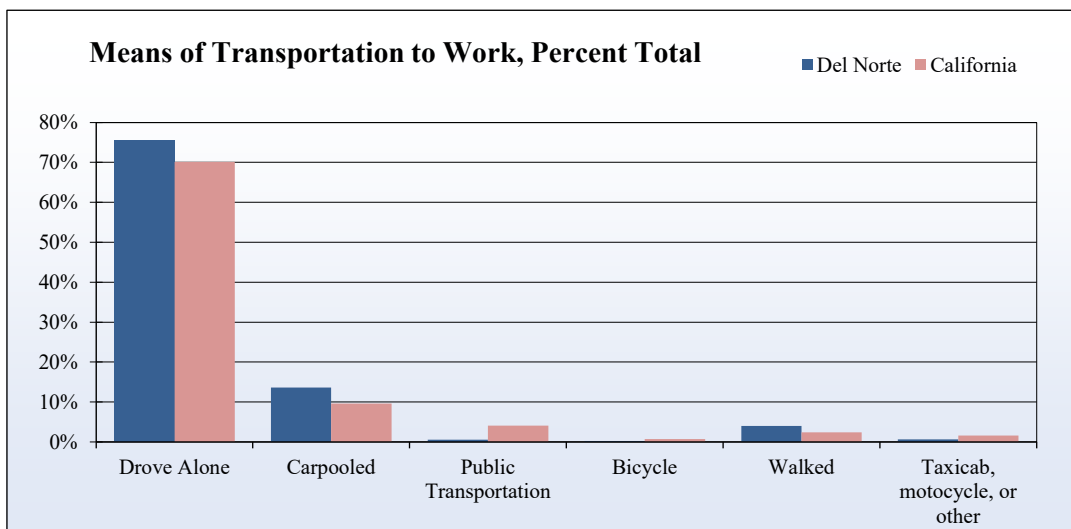
How is it used?

The most frequently utilized means of transportation to work may indicate how accessible or feasible certain modes of transportation are for a county's labor force. This indicator is especially useful when assessed alongside travel times to work and can be helpful for county and municipal planners in the development of public transportation resources, bike paths, and other transportation infrastructure. Between 2016 and 2021, the proportion of workers walking to work, driving alone, and carpooling increased substantially, while the proportion of workers bicycling, using public transportation, or other transportation methods decreased significantly.

Means of Transportation to Work, Del Norte County, 2021

Means of Transportation	Del Norte County		Percent of Total in 2021		Change from 2016 to 2021	
	2016	2021	County	California	County	California
Drove Alone	6,215	6,749	75.5%	70.1%	8.6%	1.5%
Carpooled	1,195	1,215	13.6%	9.6%	1.7%	-3.8%
Public Transportation	66	48	0.5%	4.1%	-27.3%	-16.9%
Bicycle	98	25	0.3%	0.8%	-74.5%	-26.4%
Walked	235	358	4.0%	2.4%	52.3%	-4.2%
Taxicab, motorcycle, or other	72	57	0.6%	1.6%	-20.8%	20.0%
Worked at Home	515	487	5.4%	11.4%	-5.4%	122.2%

Source: U.S. Census Bureau, Census 2016 and 2021 American Community Survey, 5-year Estimates



Traffic Volume

What is it?

Traffic volume data are provided to help county residents understand where traffic volumes are growing and for use in planning traffic improvements. The table figures include traffic counts going in both directions at the given intersection. Traffic volumes on California State Highways are estimated annually by the California Department of Transportation.

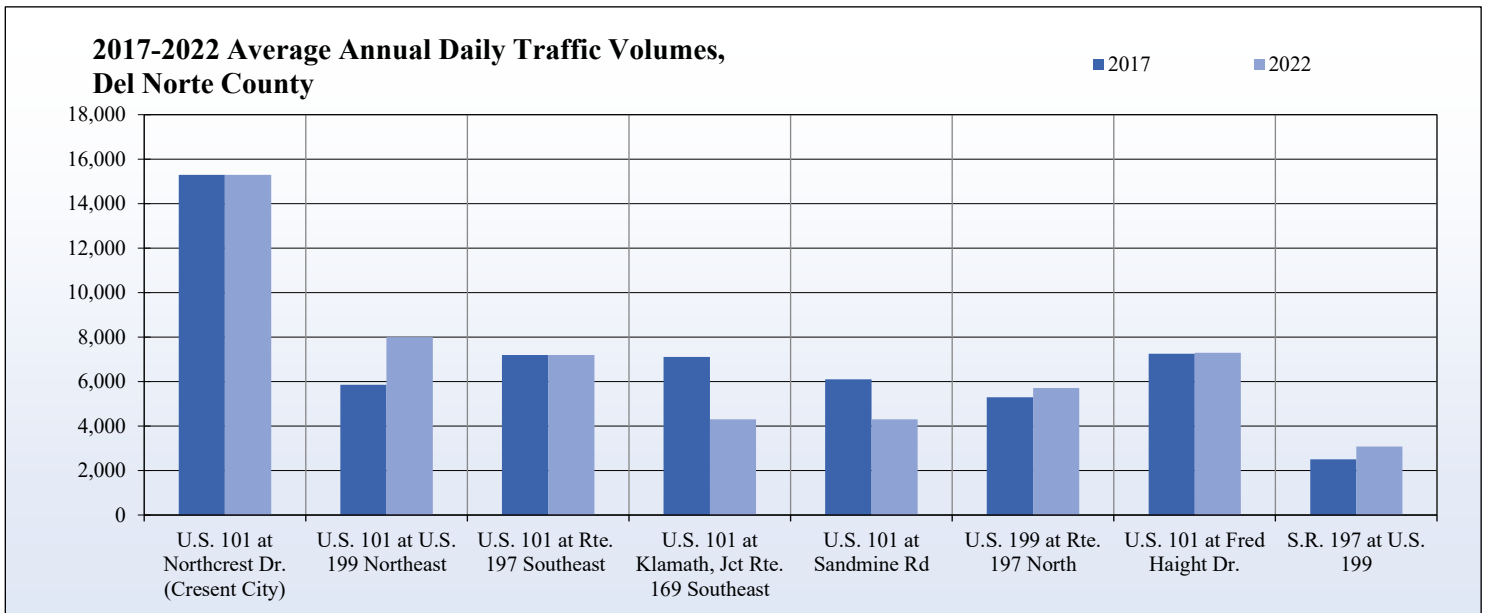
How is it used?

Most traffic growth over a ten-year period reflects changes in commute patterns, although other factors such as population change may also have an impact. If traffic volume grows at a faster pace than population growth, then growth in tourism is one likely cause for the increase in traffic.

Average Annual Daily Traffic Volumes, Del Norte County

Highway/ Interstate	Intersection	Average Annual Daily Traffic		2017-2022 Change	
		2017	2022	Change	Percent Change
U.S. 101	Northcrest Dr. (Crescent City)	15,300	15,300	0	0.0%
U.S. 101	U.S. 199 Northeast	5,850	8,000	2,150	36.8%
U.S. 101	Rte. 197 Southeast	7,200	7,200	0	0.0%
U.S. 101	Klamath, Jct Rte. 169 Southeast	7,100	4,300	-2,800	-39.4%
U.S. 101	Sandmine Rd	6,100	4,300	-1,800	-29.5%
U.S. 199	Rte. 197 North	5,300	5,710	410	7.7%
U.S. 101	Fred Haight Dr.	7,250	7,300	50	0.7%
U.S. 197	U.S. 199	2,500	3,070	570	22.8%

Source: California Department of Transportation



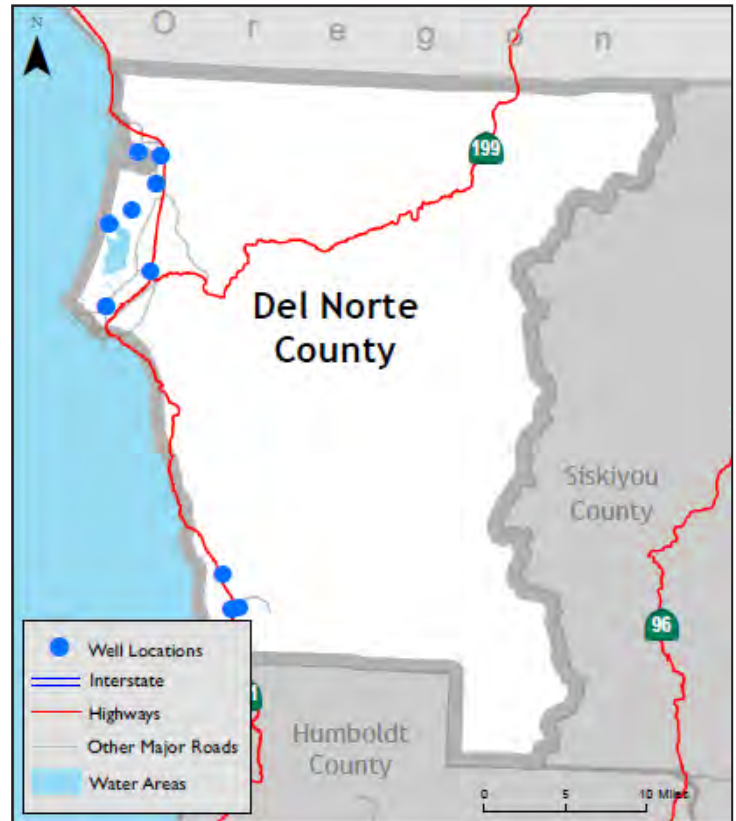
Water Table Depth

What is it?

Groundwater depth statistics are reported by the California Department of Water Resources and are based on tests of water depths at various well locations throughout the State. Only data from wells that provided consistent annual records for 2012–2022 were included. For this indicator, low depths to groundwater means there are higher levels of groundwater; therefore, lower numbers are preferred.

How is it used?

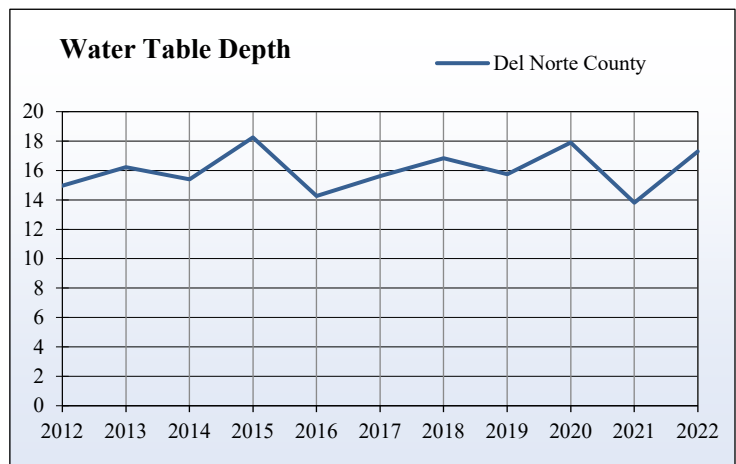
Water is scarce in many parts of California, and this scarcity creates tremendous pressure to both distribute the State's water resources equitably and to find methods for storing and delivering water efficiently. In many areas of the State, water is only plentiful during certain times of the year. Typically, whenever water shortages occur, groundwater is used to supplement surface water storage and delivery. Therefore, water table depth is a measure of sustainable use of water resources. Declining groundwater depth indicates unsustainable water use. With the exception of 2022 and 2015 when Del Norte County experienced significant increases in its water table depth, 25.2 and 18.6 percent respectively, depths have remained relatively shallow and stable over the last 10 years.



Average Depth to Groundwater

Del Norte County		
Year	Depth (ft.)	% Change
2012	14.97	-3.5%
2013	16.23	8.4%
2014	15.39	-5.2%
2015	18.25	18.6%
2016	14.26	-21.9%
2017	15.61	9.5%
2018	16.84	7.9%
2019	15.75	-6.5%
2020	17.91	13.7%
2021	13.81	-22.9%
2022	17.29	25.2%

Source: California Department of Water



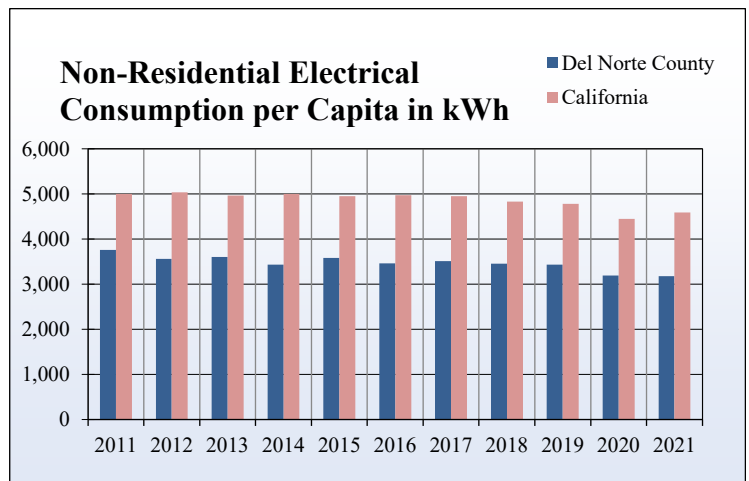
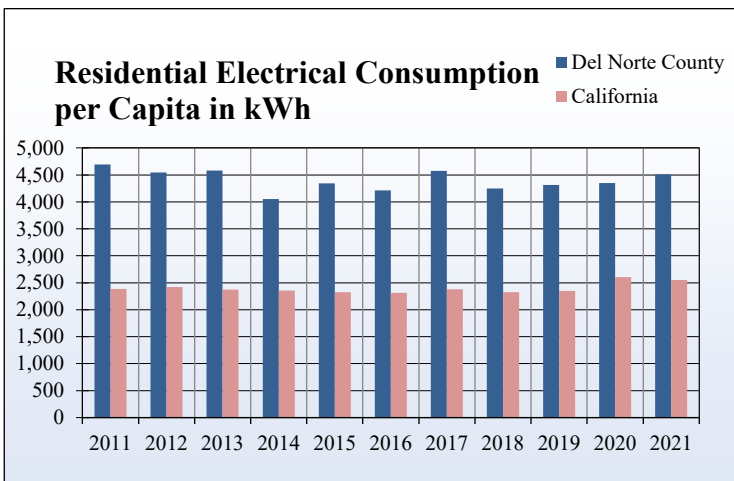
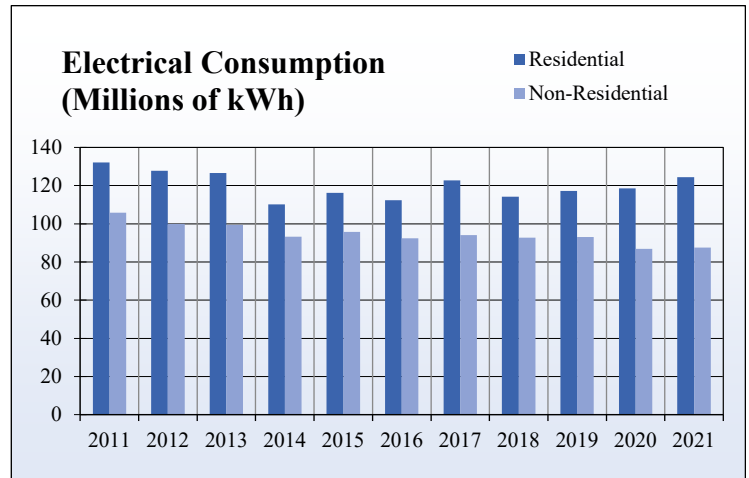
Electricity Use

What is it?

The California Energy Commission estimates annual electricity use based on the amount of electricity delivered to local providers and on data submitted by larger providers like PacifiCorp. Electricity consumption is calculated below on a per capita basis and includes both residential and commercial consumption.

How is it used?

Per capita energy consumption includes both residential and commercial consumption and can serve as a measure of industrial sustainability. Some regions may have a disproportionate share of industries with high electricity usage, which will affect this indicator. New industries can be built around more efficient uses of energy, and increased efficiency contributes to both short- and long-term economic health by reducing energy costs and creating jobs. Because there are no natural gas lines in Del Norte County, electricity use is often the only viable means for heating and cooking.



Electrical Consumption, Del Norte County

Year	Residential Sector		Non-Residential Sector		Both Sectors
	Consumption in Millions of kWh	Consumption per Capita in kWh	Consumption in Millions of kWh	Consumption per Capita in kWh	Total Consumption In Millions of kWh
2011	132.2	4,695.0	105.8	3,759.0	238.0
2012	127.8	4,545.1	100.0	3,557.9	227.8
2013	126.5	4,581.4	99.4	3,600.6	226.0
2014	110.1	4,054.2	93.3	3,435.5	203.4
2015	116.1	4,342.4	95.8	3,580.3	211.9
2016	112.3	4,210.5	92.4	3,461.6	204.7
2017	122.8	4,576.1	94.2	3,509.0	216.9
2018	114.2	4,247.4	92.8	3,450.7	207.0
2019	117.2	4,316.1	93.1	3,429.5	210.3
2020	118.5	4,352.0	86.9	3,190.3	205.4
2021	124.4	4,508.1	87.6	3,176.0	212.0

Source: California Energy Commission

ECONOMIC INDICATORS

Economic indicators can provide valuable insight into how a county's standard of living compares to State averages as well as whether or not the economy of a county is expanding or contracting.

Between 2012 and 2021, the labor force in Del Norte County has been gradually declining with the exception of a small increase in 2018. Del Norte County experienced both increases and declines to employment year to year between 2012 and 2021, with an aggregate decline in employment of 4.8%. This is primarily due to a decline of 570 in employment in 2020, which can be largely attributed to the COVID-19 pandemic. Del Norte County's unemployment rate followed the statewide trend closely: both the county and the State experienced high unemployment during the recession, but these rates declined significantly between 2012 and 2019 before increasing again in 2020 due to the pandemic, followed by significant recovery in 2021.

According to the available data, the industries that employed the largest proportion of Del Norte County residents in 2021 were government and government enterprises (33.4 percent), retail trade (11.6 percent), and accommodation and food services (7.6%). It is worth noting that data for 21.8% of the County's total jobs were withheld by the data source for privacy purposes, including employment within the health care and social assistance industry, which, in 2020, was reported as being responsible for 16.4 percent of total employment in the County. In 2021, tribal enterprises and businesses in Del Norte County contribute to the employment of roughly 552 workers (6.4 percent of total county employment), \$24.2 million in labor income, and \$66.9 million in economic output in tribal businesses and associated industries. The majority of businesses in Del Norte County (218) were small businesses with four or fewer employees, followed by businesses with five to nine employees (66).

In 2021, the three highest-paying industries (in terms of total earnings) were government and government enterprises, retail trade, and accommodation and food services. It is worth noting that, similarly to jobs by industry, a large portion (20.07%) of the County's earnings by industry were withheld by the data source for privacy reasons, and health care and social assistance was among the industries for which data were withheld. In 2020, health care and social assistance earnings accounted for 16.79% of the County's total earnings. Between 2012 and 2021, median household income in the county increased by approximately 29 percent in aggregate, but also remained significantly lower than statewide median income.

Between 2012 and 2021, the inflation-adjusted per capita income in Del Norte County increased by 52.9 percent, in aggregate. Between 2012 and 2017 the poverty rate in Del Norte County remained fairly consistent between 22 and 25 percent, followed by significant declines in 2018 and 2019 and increases in 2020 and 2021, likely due to the impacts of the COVID-19 pandemic.

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Fair market rent was much lower in Del Norte County between 2013 and 2023 than the California average. The fair market rent for a four-bedroom unit in 2023 is estimated to be \$1,766 per month in Del Norte County, while a two-bedroom unit is estimated to cost \$1,037 per month.

Labor Force

What is it?

The labor force is the number of people living in the county who are considered willing and able to work. This is operationally defined by the California Employment Development Department as all individuals over the age of 16 who are either currently working or currently receiving unemployment benefits (which requires one to be actively seeking work). Therefore, changes in both employment and unemployment levels affect labor force size. Individuals who are unemployed and are no longer actively seeking work are considered discouraged workers and are not included in labor force estimates. The data are provided as annual averages of monthly estimates from the California Employment Development Department.

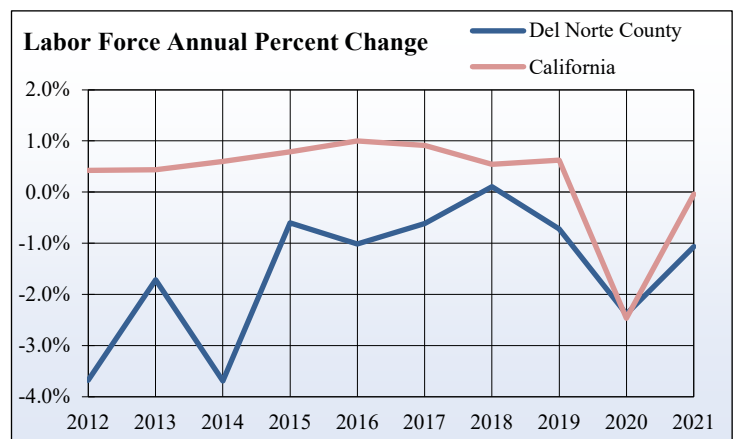
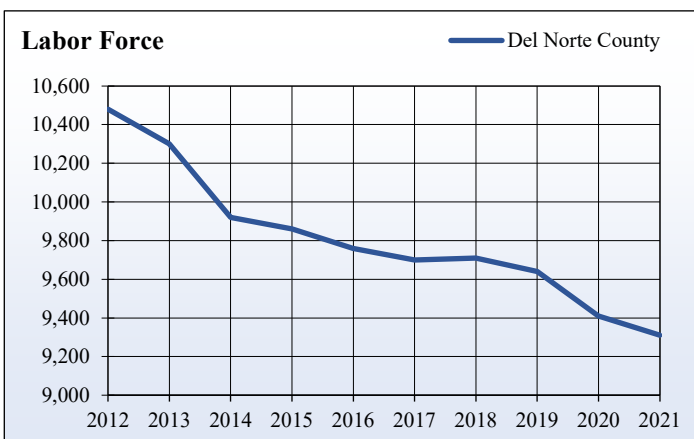
How is it used?

Labor force size is a useful indicator of the overall employment potential for a county. However, because labor force is an aggregate measure of both employment and unemployment, it is often necessary to interpret increases or declines in labor force size alongside these constitutive measures. Because discouraged workers are not included in labor force counts, these data can also be compared to the distribution of a county population by age in order to identify the number of people of working age (16-65) who are not in a county's workforce.

Total Labor Force, Del Norte County

Year	Labor Force		1-Year Change	
	County	State	County	State
2012	10,480	18,484,900	-3.7%	0.4%
2013	10,300	18,565,400	-1.7%	0.4%
2014	9,920	18,676,700	-3.7%	0.6%
2015	9,860	18,824,100	-0.6%	0.8%
2016	9,760	19,012,000	-1.0%	1.0%
2017	9,700	19,185,400	-0.6%	0.9%
2018	9,710	19,289,500	0.1%	0.5%
2019	9,640	19,409,400	-0.7%	0.6%
2020	9,410	18,931,100	-2.4%	-2.5%
2021	9,310	18,923,200	-1.1%	0.0%

Source: California Employment Development Department, Labor Market Information Division



Employment

What is it?

Employment data are reported by the California Employment Development Department and represent a count of all individuals who either worked at least one hour for a wage or salary, were self-employed, or worked at least 15 unpaid hours in a family business or on a family farm during the reference week of the previous month in the survey questionnaire. The reference week is usually the week containing the 12th day of the previous month. Annual employment data are the averages of these monthly survey totals. Individuals who were on vacation, on other kinds of leave, or involved in a labor dispute are also counted as employed.

How is it used?

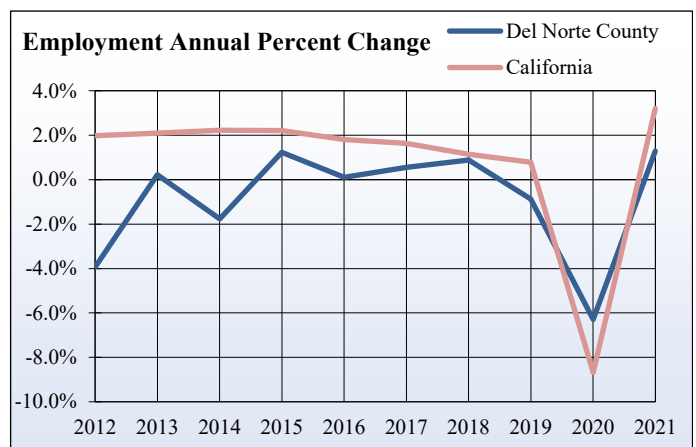
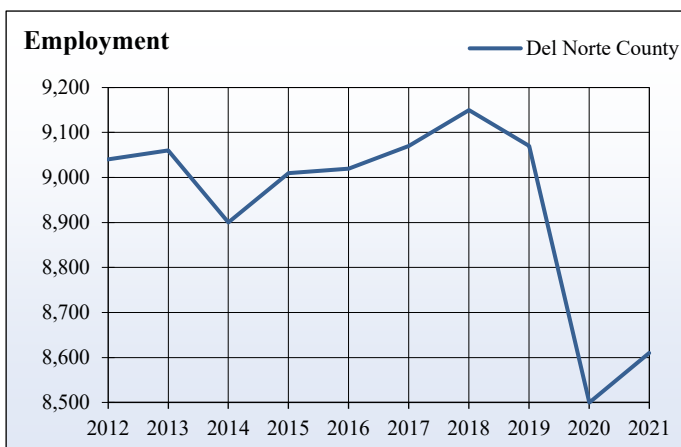
Employment is a primary indicator of the economic situation for workers in a county. Increasing employment means more potential jobs for workers and workers will generally have an easier time finding work in counties with higher employment totals. This is a primary indicator of the health of the economy as the unemployment rate is affected by labor force shifts.

Between 2012 and 2021, Del Norte County experienced a 4.8 percent aggregate decline in total employment; however, during this same period, the county's labor force also declined by 11.2 percent. It is therefore likely that the observed decrease in the labor force influenced overall employment levels. As the reader can see on page 27, the overall unemployment rate in the County has declined every year since 2012, with the exception of 2019 and 2020. It is possible that workers were exiting the county labor force to look for better employment opportunities elsewhere or, as the population ages, workers may be entering retirement.

Total Employment, Del Norte County

Year	Employment		1-Year Change	
	County	State	County	State
2012	9,040	16,541,000	-3.9%	2.0%
2013	9,060	16,887,900	0.2%	2.1%
2014	8,900	17,264,500	-1.8%	2.2%
2015	9,010	17,647,400	1.2%	2.2%
2016	9,020	17,965,400	0.1%	1.8%
2017	9,070	18,258,100	0.6%	1.6%
2018	9,150	18,468,100	0.9%	1.2%
2019	9,070	18,612,600	-0.9%	0.8%
2020	8,500	16,996,700	-6.3%	-8.7%
2021	8,610	17,541,900	1.3%	3.2%

Source: California Employment Development Department, Labor Market Information Division



Unemployment

What is it?

Unemployment data are counts of the estimated number of people who are actively seeking work, are not working at least one hour per week for pay, and who are not self-employed. The data are reported by the California Employment Development Department (EDD) from data collected by the U.S. Current Population Survey (CPS). It is important to note that unemployment data do not include individuals who are not actively seeking work and thus no longer qualify for unemployment benefits, and thus represent an inexact estimation of the total unemployed population.

How is it used?

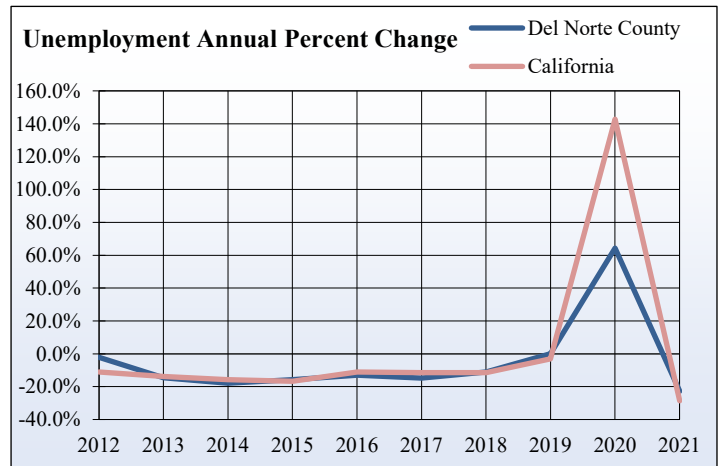
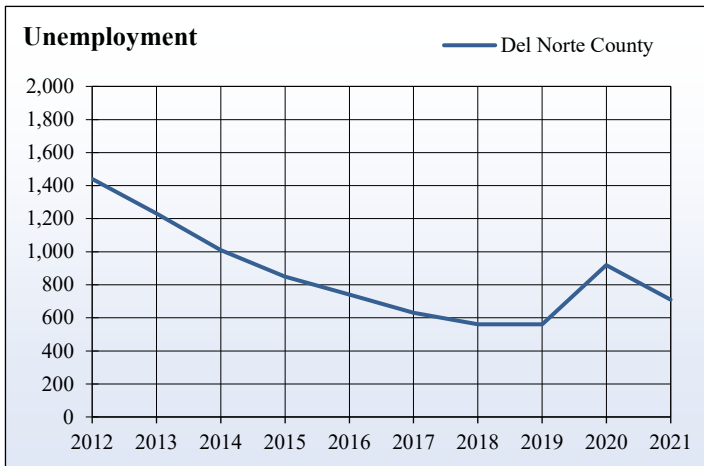
Although unemployment levels are often used as a primary measure of economic health, it is perhaps more accurate to view them as an indicator of recent economic disruptions than a holistic indicator of growth or decline, due to its direct connection to unemployment benefits provision. Sustained high unemployment rates typically indicate the presence of structural economic and/or social issues within the community, although what is considered “high” may vary from one community to the next.

Unemployment trends in Del Norte County have remained comparable to statewide trends, with the unemployment rates declining relatively steadily between 2012 and 2018, before increasing again in 2019 and 2020. It is important to note that Del Norte County also experienced a decline in its labor force and total employment levels between 2012 and 2021. These combined trends likely indicate that, as the population of the county became both smaller and older, and as workers either left the county or retired, the remaining workers in the county were more likely to find jobs.

Total Unemployment, Del Norte County

Year	County Unemployed	Unemployment Rate		1-year change	
		County	State	County	State
2012	1,440	13.7%	10.5%	-2.0%	-11.1%
2013	1,230	12.0%	9.0%	-14.6%	-13.7%
2014	1,010	10.2%	7.6%	-17.9%	-15.8%
2015	850	8.6%	6.3%	-15.8%	-16.7%
2016	740	7.5%	5.5%	-12.9%	-11.1%
2017	630	6.5%	4.8%	-14.9%	-11.4%
2018	560	5.8%	4.3%	-11.1%	-11.4%
2019	560	5.9%	4.1%	0.0%	-3.0%
2020	920	9.7%	10.2%	64.3%	142.8%
2021	710	7.6%	7.3%	-22.8%	-28.6%

Source: California Employment Development Department, Labor Market Information Division



Seasonal Employment

What is it?

The California Employment Development Department estimates labor market data (labor force, employment, unemployment, and the unemployment rate) for each month. The department uses the week including the twelfth of each month to calculate a person's employment status. Mid-month time periods are less sensitive to changes in the overall business climate and are more representative of average conditions. For specific definitions of each measure, please see the previous three indicators in this section.

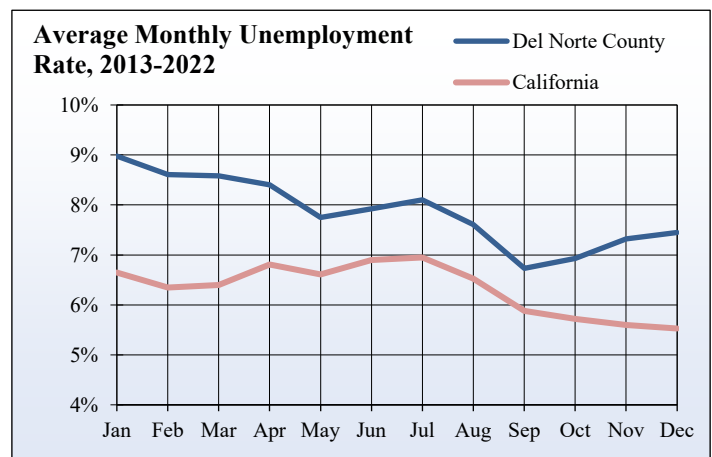
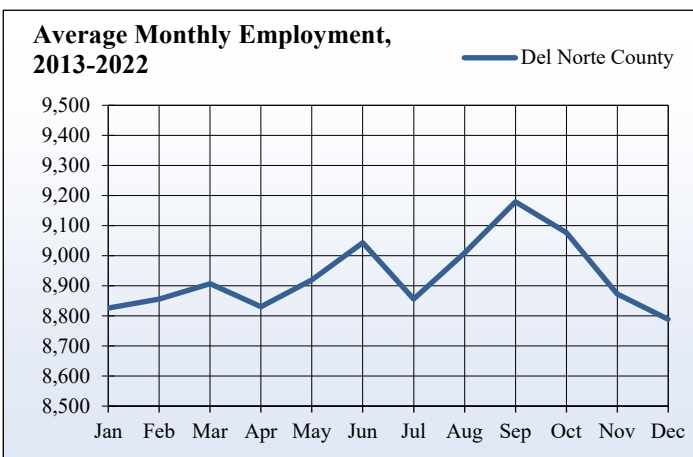
How is it used?

Average monthly labor statistics are used to evaluate seasonal trends in employment. Areas dependent on agriculture, forestry, or seasonal recreation tend to experience fluctuations in employment over the course of the year that cannot be observed in the annual average. The employment difference in the low and high months can be used to evaluate the degree to which an economy is dependent upon seasonal employment. Many seasonal employees locate temporarily and leave during the off-season, but some remain year-round and are unemployed during this period.

Average Monthly Labor Statistics, 2013-2022

Month	Labor Force	Employed	Unemployed	Unemp. Rate
Jan	9,705	8,826	881	8.98%
Feb	9,697	8,856	838	8.61%
Mar	9,746	8,907	841	8.58%
Apr	9,642	8,830	812	8.40%
May	9,672	8,920	753	7.75%
Jun	9,825	9,043	782	7.92%
Jul	9,643	8,856	785	8.10%
Aug	9,751	9,009	742	7.61%
Sep	9,842	9,179	667	6.73%
Oct	9,756	9,077	681	6.93%
Nov	9,577	8,873	704	7.32%
Dec	9,503	8,789	712	7.45%

Source: California Employment Development Department, Labor Market Information Division



Jobs by Industry

What is it?

Published by the U.S. Department of Commerce's Bureau of Economic Analysis (BEA), this indicator measures the number of jobs in a county within major industry sectors, regardless of whether or not the workers are themselves county residents. Because the BEA uses business tax returns to identify jobs within each industry, a worker who changed their workplace over the course of the year would be counted twice, once for each business's tax return. Self-employed proprietors and members of business partnerships are also included in jobs by industry data, meaning that someone who owns their own business but also works for another employer would also be counted twice. Unpaid family care workers and volunteers are not included. The symbol "(D)" is used for information withheld to avoid disclosing data for individual companies. Values for (D) are included in aggregate totals.

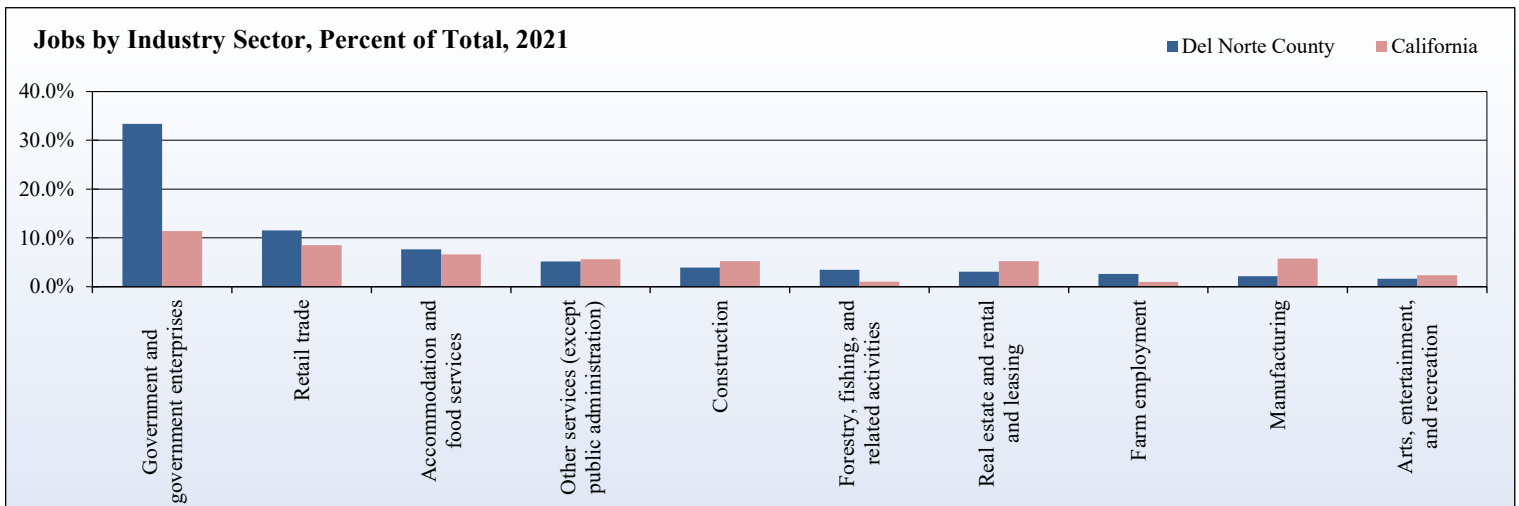
How is it used?

Jobs by industry is a useful measure of the economic diversity and potential resilience of the local economy and is thus of great utility to local chambers of commerce and economic development organizations. A county with a large proportion of its jobs concentrated in a few industry sectors may be more susceptible to a recession or economic downturn than one with a more diversified economy.

Jobs by Industry, Del Norte County, Sum of 2021

Industry	Del Norte County	County Percent of Total	California Percent of Total
Farm employment	275	2.6%	1.0%
Forestry, fishing, and related activities	372	3.5%	1.0%
Mining	31	0.3%	0.1%
Utilities	(D)	N/A	0.3%
Construction	421	3.9%	5.2%
Manufacturing	226	2.1%	5.8%
Wholesale trade	(D)	N/A	3.1%
Retail trade	1,233	11.6%	8.5%
Transportation and warehousing	155	1.5%	5.7%
Information	67	0.6%	2.7%
Finance and insurance	142	1.3%	5.0%
Real estate and rental and leasing	325	3.0%	5.2%
Professional, scientific, and technical services	(D)	N/A	8.8%
Management of companies and enterprises	(D)	N/A	1.2%
Administrative and waste services	(D)	N/A	6.4%
Educational services	(D)	N/A	2.3%
Health care and social assistance	(D)	N/A	11.8%
Arts, entertainment, and recreation	174	1.6%	2.4%
Accommodation and food services	815	7.6%	6.6%
Other services, except public administration	548	5.1%	5.6%
Government and government enterprises	3,565	33.4%	11.4%
Sum of withheld "(D)" values	2,326	21.8%	N/A
Total Jobs	10,675	100.0 %	100.0 %

Source: U.S. Department of Commerce, Bureau of Economic Analysis



Economic Contributions of Tribal Businesses

The Tolowa Dee-Ni' Nation, the Yurok Tribe, the Elk Valley Rancheria, and the Resighini Rancheria play an important role in the economy of Del Norte County. As important economic and political stakeholders, any review of the regional economy would be incomplete without estimating the contributions of these nations and the businesses they operate to this economy. Indigenous nations in Del Norte County not only operate important business enterprises such as medical centers, casinos, fish hatcheries, and hotels that bring economic benefit to the county, but also governance structures and civic programs that support the cultural and social goals of their communities.

Using data obtained from the D&B Hoover's database, CED estimates that as of April 2023, in aggregate, Del Norte County's tribal nations directly employ 442 people through their various enterprises. In addition to direct employment and spending, the economic impacts of tribal government and businesses include secondary spill-over impacts, such as industry purchases made in other sectors and employee spending at local retail and service establishments. In order to determine the total contribution of tribal businesses, current (as of April 2023) employment levels were entered into the appropriate industry sector for each tribal enterprise in the IMPLAN input-output model for Del Norte County. The model permits assessment of the economic contributions of individual firms by estimating their effects on employment and economic output within their own industry sector and related industry sectors. Indirect impacts are the result of purchases made by one industry within another. Induced effects are the result of employees spending income that is earned through the business activity generated by the direct impacts.

The IMPLAN model results below include estimated direct, indirect, and induced impacts on output, labor income, and employment. This analysis does not include any additional grant funding or other state or federal government transfer payments to tribal members that do not result directly in employment. As the tables below illustrate, tribal enterprises and businesses in Del Norte County contribute to the employment of roughly 552 workers (6.4 percent of total county employment), \$24.2 million in labor income, and \$66.9 million in economic output in tribal businesses and associated industries*. The industries that benefit most from these contributions (ranked by employment) fall under Hotels and Motels and Construction of New Single-family Residential Structures. Tribal businesses support 211 and 39 jobs in these industries and account for \$21.5 million and \$5 million in output, respectively.

Economic Contributions of Tribal Businesses

Impact Type	Employment	Labor Income	Output
Direct	442.00	\$19,177,472.73	\$49,548,320.73
Indirect	67.33	\$3,037,600.84	\$10,066,780.17
Induced	42.47	\$1,962,638.08	\$7,249,939.83
Total Effect	551.80	\$24,177,711.65	\$66,865,040.72

**Note: When running the I-O model, tribal businesses that fell into industries that were not recognized by IMPLAN for Del Norte County were categorized by staff into an appropriate sector.*

Top Ten Industry Contributions of Tribal Businesses by Employment

Sector	Employment	Labor Income	Output
Hotels and motels, including casino hotels	211	\$5,350,134	\$21,487,621
Construction of new single-family residential structures	39	\$2,304,622	\$5,006,426
Offices of physicians	29	\$2,160,895	\$3,509,624
Business support services	28	\$1,658,756	\$2,590,746
All other food and drinking places	24	\$1,653,153	\$3,047,412
Grantmaking, giving, and social advocacy organization	23	\$982,271	\$4,196,111
Child day care services	20	\$939,580	\$1,886,755
Bowling centers	15	\$366,614	\$1,137,665
Other accommodations	14	\$469,696	\$706,740
Animal production, except cattle and poultry and eggs	13	\$2,954,714	\$2,610,525

**Note: The Top Ten industries are ranked by total employment impacts.*

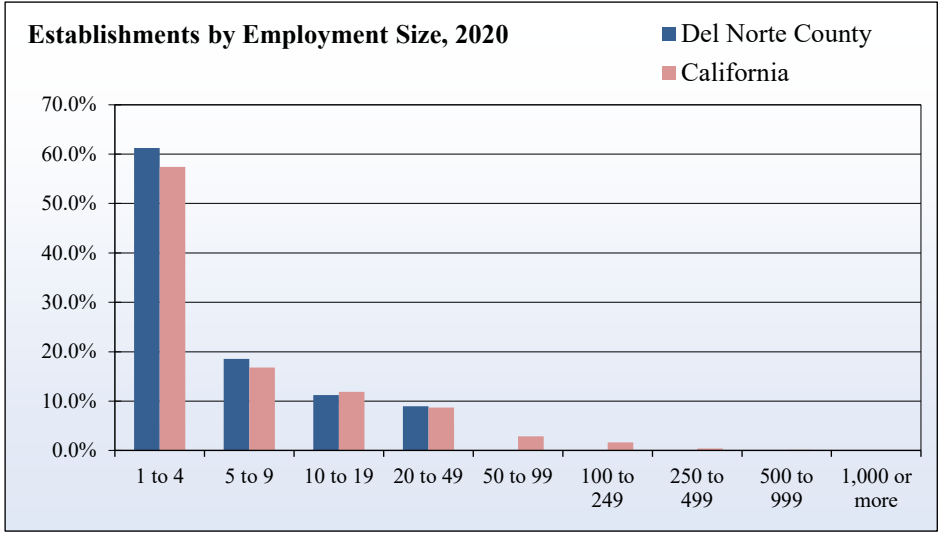
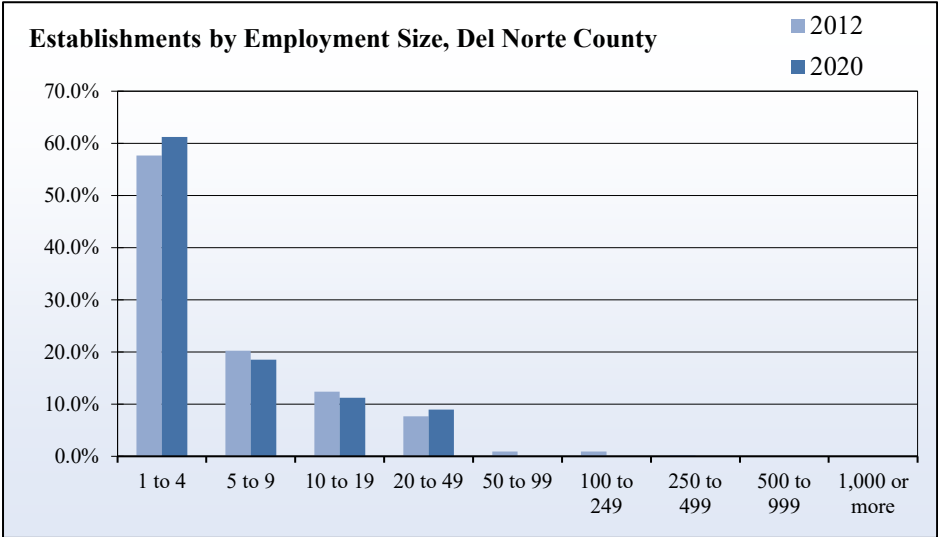
Employment by Employment Size and Industry

What is it?

Each year, the U.S. Department of Commerce’s Census Bureau tabulates the number of employers with employees that are covered by unemployment insurance. Establishments without payroll are not included. Most businesses are non-employers, although most jobs are employee positions. To comply with disclosure avoidance guidelines, data rows with fewer than three contributing establishments are not presented by the data source.

How is it used?

The stability of a local economy is dependent upon a diverse mix of businesses, both in terms of size and industry sector. A diverse employer mix allows an economy to weather economic downturns more easily than one that is dependent on a few types of businesses.



Number of Establishments by Employment Size and Industry, Del Norte County 2020

Industry	Number of Employees									
	1 to 4	5 to 9	10 to 19	20 to 49	50 to 99	100 to 249	250 to 499	500 to 999	1,000 or more	
Agriculture, forestry, fishing, and hunting	16	0	0	0	0	0	0	0	0	
Utilities	0	0	0	0	0	0	0	0	0	
Retail trade	22	16	12	6	0	0	0	0	0	
Construction	29	4	3	0	0	0	0	0	0	
Manufacturing	6	0	0	0	0	0	0	0	0	
Wholesale trade	4	0	0	0	0	0	0	0	0	
Transportation and warehousing	4	0	0	0	0	0	0	0	0	
Information	5	0	0	0	0	0	0	0	0	
Finance and insurance	13	5	0	0	0	0	0	0	0	
Real estate and rental and leasing	26	5	0	0	0	0	0	0	0	
Professional, scientific, and technical services	14	5	0	0	0	0	0	0	0	
Management of companies and enterprises	0	0	0	0	0	0	0	0	0	
Administrative and support and waste management and remediation services	9	0	0	0	0	0	0	0	0	
Educational services	3	0	0	0	0	0	0	0	0	
Health care and social assistance	25	16	9	13	0	0	0	0	0	
Arts, entertainment, and recreation	4	0	0	0	0	0	0	0	0	
Accommodation and food services	19	9	16	13	0	0	0	0	0	
Other services (except public administration)	19	6	0	0	0	0	0	0	0	
Total	218	66	40	32	0	0	0	0	0	

Source: U.S. Bureau of the Census, County Business Patterns, 2020

Number of Establishments by Employment Size and Industry, Del Norte County 2012

Industry	Number of Employees									
	1 to 4	5 to 9	10 to 19	20 to 49	50 to 99	100 to 249	250 to 499	500 to 999	1,000 or more	
Agriculture, forestry, fishing, and hunting	15	4	1	0	0	0	0	0	0	
Utilities	0	0	1	0	0	0	0	0	0	
Construction	43	3	0	0	0	0	0	0	0	
Manufacturing	5	2	0	2	0	0	0	0	0	
Wholesale trade	3	2	1	1	0	0	0	0	0	
Retail trade	22	12	16	6	1	2	0	0	0	
Transportation and warehousing	3	5	2	1	0	0	0	0	0	
Information	7	2	1	2	0	0	0	0	0	
Finance and insurance	15	7	3	0	0	0	0	0	0	
Real estate and rental and leasing	25	7	1	0	0	0	0	0	0	
Professional, scientific, and technical services	19	8	3	0	0	0	0	0	0	
Management of companies and enterprises	0	0	1	0	0	0	0	0	0	
Administrative and support and waste management and remediation services	10	1	2	0	0	0	0	0	0	
Educational services	2	1	1	0	0	0	0	0	0	
Health care and social assistance	28	17	9	11	3	0	1	0	0	
Arts, entertainment, and recreation	2	0	0	0	0	2	0	0	0	
Accommodation and food services	33	14	10	11	0	0	0	0	0	
Other services (except public administration)	24	5	3	0	0	0	0	0	0	
Total	256	90	55	34	4	4	1	0	0	

Source: U.S. Bureau of the Census, County Business Patterns, 2012

Total Personal Income

What is it?

Total personal income data are provided by the U.S. Department of Commerce's Bureau of Economic Analysis. The indicator represents the sum of all income collected by individuals over the course of each year, including but not limited to earned income, government payments, and returns on investment. The data do not include personal contributions for social insurance (such as payments to Social Security or Medicare). The indicator is tabulated using individual and corporate tax returns from the Internal Revenue Service.

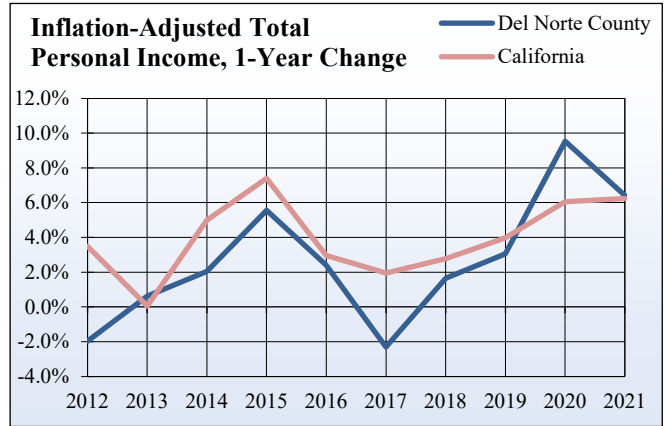
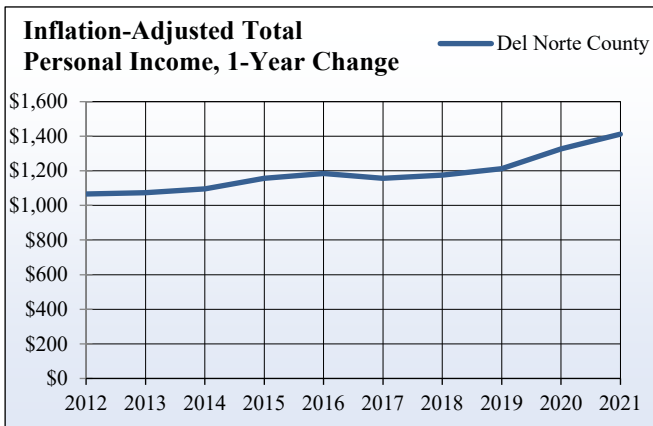
How is it used?

Total personal income is the basis for several other income indicators in this section. Growing personal income generally indicates a growing economy, as long as the growth is greater than the annual average inflation rate. Increases or decreases in total personal income are most frequently due to changes in worker's earnings, population changes, or both.

Total Personal Income, Inyo County

Year	Inyo County			California	
	Nominal Personal Income in Millions of Dollars	1-Year Change	Inflation Adjusted Personal Income in Millions of Dollars (2023)	1-Year Change	1-Year Change
2012	\$849	5.0%	\$1,121	2.0%	3.5%
2013	\$865	1.9%	\$1,124	0.3%	0.0%
2014	\$921	6.5%	\$1,178	4.8%	5.0%
2015	\$959	4.2%	\$1,228	4.3%	7.4%
2016	\$1,021	6.5%	\$1,290	5.0%	3.0%
2017	\$1,056	3.4%	\$1,301	0.9%	2.0%
2018	\$1,035	-1.9%	\$1,250	-3.9%	2.8%
2019	\$1,101	6.3%	\$1,308	4.7%	4.0%
2020	\$1,144	3.9%	\$1,326	1.4%	6.1%
2021	\$1,178	3.0%	\$1,347	1.6%	6.2%

Source: U.S. Department of Commerce, Bureau of Economic Analysis



Components of Personal Income

What is it?

This indicator disaggregates personal income totals by the sources of personal income, including work earnings, retirement or disability benefits, returns on investment, or transfer payments from sources such as supplemental social security, medical benefits, and unemployment insurance. The U.S. Department of Commerce's Bureau of Economic Analysis provides these county-level data.

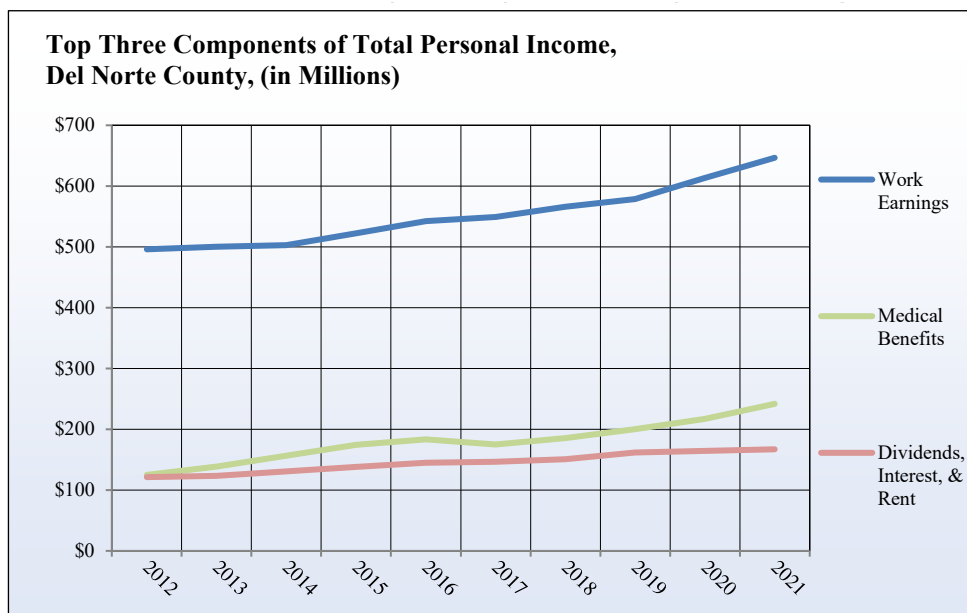
How is it used?

Understanding how income is earned in a county can provide important insights into the structure of a county's economy. If the largest proportion of income is from work earnings, then industry performance is likely to be driving economic growth. In contrast, if a high proportion of total personal income is derived from transfer payments through government benefit programs, this may indicate an elderly or infirm population. 2020 saw a very large increase in the amount of unemployment benefits for both Del Norte and California residents, due to the COVID-19 pandemic. This did begin to decline in 2021 but remained much higher when compared to years prior to the pandemic.

Components of Total Personal Income, Del Norte County 2021

Component	Percent of Total		Average 10-Year Change	
	County	California	County	California
Work Earnings	52.4%	69.9%	3.0%	5.3%
Less: Contributions to SSI, etc.	5.3%	7.0%	5.2%	6.7%
Plus: Commuter Income	-3.6%	-0.1%	1.7%	8.4%
Dividends, Interest, & Rent	13.5%	17.8%	3.7%	4.9%
Retirement/Disability	8.7%	3.9%	3.9%	4.4%
Medical Benefits	19.6%	7.3%	7.7%	7.1%
Income Maintenance	5.3%	2.1%	6.4%	7.7%
Unemployment Benefits	2.7%	2.3%	98.1%	216.7%
Veterans Benefits	1.5%	0.4%	5.4%	8.6%
Education and Training	0.4%	0.4%	6.4%	3.5%
Other Government	4.1%	2.5%	98.6%	94.0%
Nonprofit Institutions	0.5%	0.3%	13.6%	17.1%
Private Personal Injury	0.3%	0.2%	16.6%	16.8%
Total Personal Income	100.0%	100.0%	4.9%	5.7%

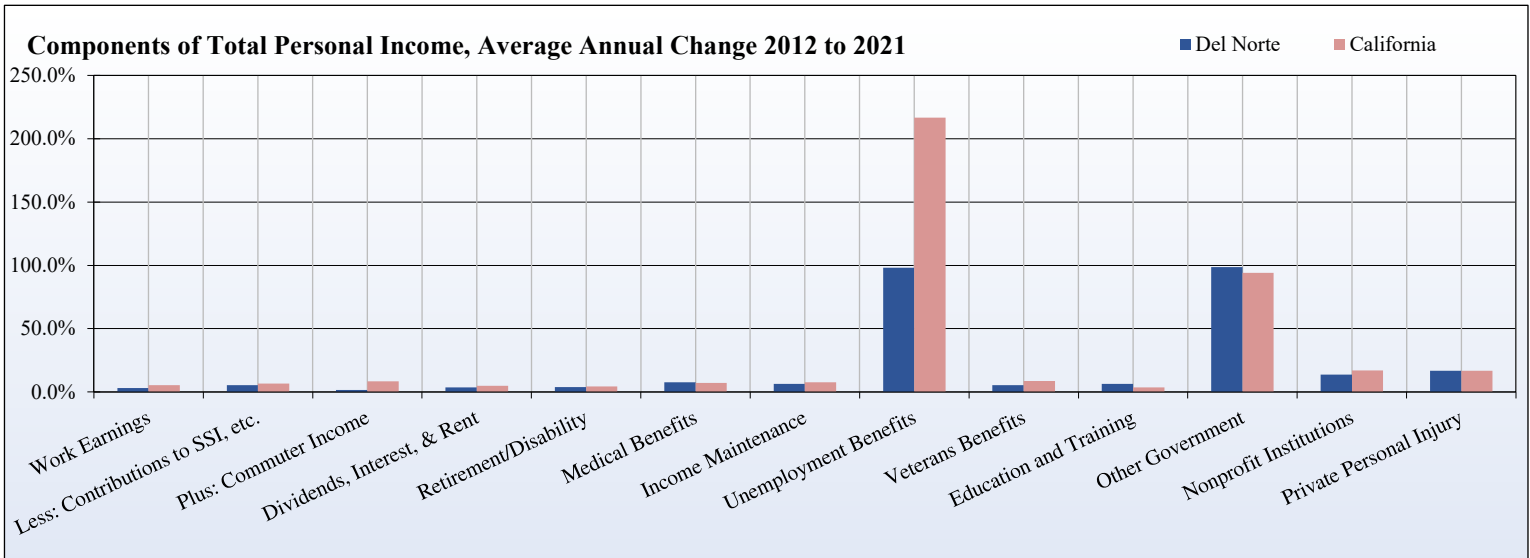
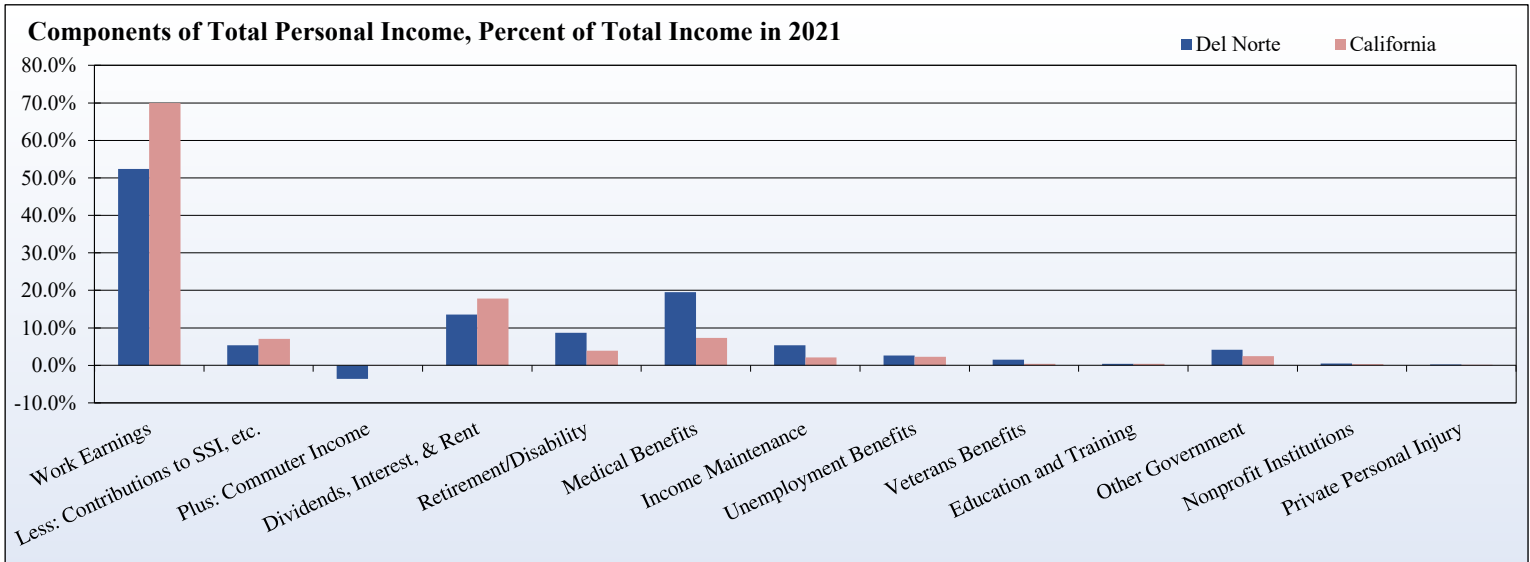
Source: U.S. Department of Commerce, Bureau of Economic Analysis



Components of Total Personal Income (in Millions), Del Norte County

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Work Earnings	\$495.8	\$500.2	\$503.1	\$522.5	\$542.6	\$549.2	\$566.0	\$578.5	\$613.4	\$646.7
Less: Contributions to SSI, etc.	\$41.6	\$46.2	\$45.9	\$47.5	\$50.6	\$52.8	\$55.8	\$58.4	\$62.5	\$65.7
Plus: Commuter Income	-\$38.7	-\$36.3	-\$36.5	-\$38.4	-\$39.6	-\$38.8	-\$39.1	-\$38.9	-\$43.6	-\$44.5
Dividends, Interest, & Rent	\$121.1	\$123.2	\$130.7	\$137.8	\$145.1	\$146.6	\$150.9	\$161.9	\$164.2	\$167.2
Retirement/Disability	\$76.0	\$77.5	\$81.0	\$85.2	\$88.0	\$89.3	\$94.6	\$100.4	\$103.5	\$106.8
Medical Benefits	\$124.8	\$138.6	\$156.5	\$174.4	\$183.1	\$175.1	\$185.2	\$200.1	\$217.0	\$241.6
Income Maintenance	\$40.6	\$40.2	\$40.5	\$40.0	\$39.1	\$39.0	\$38.3	\$39.2	\$46.4	\$66.1
Unemployment Benefits	\$10.1	\$8.0	\$4.5	\$4.1	\$3.4	\$3.7	\$3.7	\$4.1	\$44.0	\$32.8
Veterans benefits	\$11.9	\$13.0	\$12.3	\$13.2	\$13.1	\$14.5	\$15.6	\$16.9	\$19.0	\$18.7
Education and Training	\$2.8	\$2.9	\$3.0	\$3.1	\$3.3	\$3.4	\$3.6	\$4.0	\$4.4	\$4.9
Other Government	\$0.7	\$0.6	\$2.5	\$3.4	\$4.0	\$4.6	\$5.7	\$5.8	\$28.7	\$50.9
Nonprofit Institutions	\$3.1	\$3.1	\$3.2	\$3.2	\$3.2	\$3.2	\$4.0	\$3.8	\$8.6	\$6.2
Private Personal Injury	\$1.9	\$1.7	\$1.9	\$2.4	\$3.2	\$2.3	\$1.7	\$2.4	\$1.3	\$3.3
Total Personal Income	\$808.5	\$826.5	\$856.6	\$903.4	\$937.9	\$939.2	\$974.4	\$1,019.7	\$1,144.6	\$1,235.0

Source: U.S. Department of Commerce, Bureau of Economic Analysis



Per Capita Income

What is it?

Per capita income is calculated by the U.S. Department of Commerce's Bureau of Economic Analysis by dividing its estimate of total personal income by the U.S. Census Bureau's estimate of total population.

How is it used?

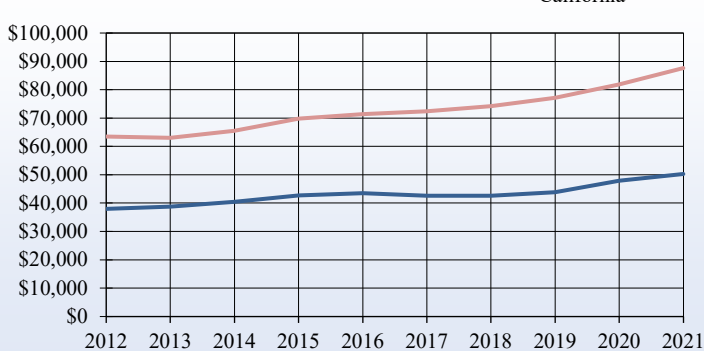
Per capita income is one of the most commonly used indicators of the general economic well-being of a county. Changes in this variable may indicate changes in a county's standard of living or the availability of resources to individuals and families. Per capita income also tends to follow long-term business cycles, rising during expansions and falling during recessions. Income influences individual buying power and therefore affects consumer choices and local retail sales. Between 2012 and 2021, Del Norte County had a lower per capita income than the rest of California (after adjusting for inflation).

Per Capita Income, Del Norte County, 2012 to 2021

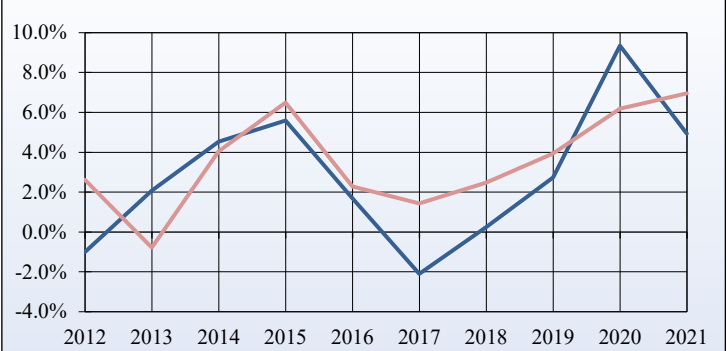
Year	County		Inflation-adjusted		Inflation-adjusted	
	Nominal	County	Income per Capita (2023 Dollars)		1-Year Change	
	Per Capita Income	1-Year Change	County	California	County	California
2012	\$ 28,736	1.9 %	\$37,928	\$63,514	- 1.0 %	2.6 %
2013	\$ 29,798	3.7%	\$38,712	\$63,012	2.1%	-0.8%
2014	\$ 31,640	6.2%	\$40,466	\$65,567	4.5%	4.1%
2015	\$ 33,379	5.5%	\$42,729	\$69,825	5.6%	6.5%
2016	\$ 34,410	3.1%	\$43,452	\$71,422	1.7%	2.3%
2017	\$ 34,531	0.4%	\$42,541	\$72,445	-2.1%	1.4%
2018	\$ 35,330	2.3%	\$42,643	\$74,239	0.2%	2.5%
2019	\$ 36,860	4.3%	\$43,810	\$77,159	2.7%	3.9%
2020	\$ 41,309	12.1%	\$47,906	\$81,930	9.3%	6.2%
2021	\$ 43,951	6.4%	\$50,267	\$87,623	4.9%	6.9%

Source: U.S. Department of Commerce, Bureau of Economic Analysis

Inflation-Adjusted Per Capita Income (in 2021 Dollars)



Annual Change in Inflation-Adjusted Per Capita Income



Earnings by Industry

What is it?

Earnings by industry data represent the total personal earnings for workers within individual industry sectors and should not be confused with total business revenues within industries. The total earnings of an industry are calculated by taking the sum of three components: wage and salary disbursements, supplements to wages and salaries, and proprietor's income. Earnings by industry are the components of earnings by place of work from the section on components of personal income. The symbol "(D)" is used for information withheld to avoid disclosing data for individual companies. Values for both (D) are included in aggregate totals.

How is it used?

Earning levels by industry are important indicators of the overall economic contributions of particular industries to a local economy. Similar to the previous Jobs by Industry indicator, these data can also provide important insights into the relative diversification of a county's economy, and thus how resilient an economy is to economic downturns or recessions.

Del Norte County Earnings by Industry, 2021 (In Millions)

Industry Sector	Del Norte County	Percent of Total	
		Del Norte	California
Farm earnings	\$15,272	2.36%	0.62%
Forestry, fishing, and related activities	\$20,901	3.23%	0.59%
Mining	\$190	0.03%	0.13%
Utilities	(D)	(D)	0.80%
Construction	\$24,938	3.86%	5.19%
Manufacturing	\$10,381	1.61%	8.90%
Wholesale trade	(D)	(D)	3.68%
Retail trade	\$53,292	8.24%	5.00%
Transportation and warehousing	\$5,287	0.82%	3.83%
Information	\$4,692	0.73%	8.09%
Finance and insurance	\$5,339	0.83%	6.16%
Real estate and rental and leasing	\$12,460	1.93%	3.75%
Professional, scientific, and technical services	(D)	(D)	13.24%
Management of companies and enterprises	(D)	(D)	2.21%
Administrative and support and waste management and remediation services	(D)	(D)	4.14%
Educational services	(D)	(D)	1.47%
Health care and social assistance	(D)	(D)	9.46%
Arts, entertainment, and recreation	\$5,763	0.89%	1.57%
Accommodation and food services	\$28,510	4.41%	3.30%
Other services (except public administration)	\$17,909	2.77%	2.82%
Government and government enterprises	\$312,001	48.24%	15.03%
Value of withheld (D)	\$129,790	20.07%	0.00%
Total earnings by place of work	\$646,725	100.00%	100.0%

Source: U.S. Department of Commerce, Bureau of Economic Analysis

Median Household Income

What is it?

Household income includes the incomes of the householder (i.e., renter or title holder) and all other people 15 years of age and older in the household, regardless of their relation to the householder. Once income totals for all households are gathered, the median value is the data point at which exactly one half of households have greater income, and one half of households have less income. The median value is based on the income distribution of all households, including those with no income.

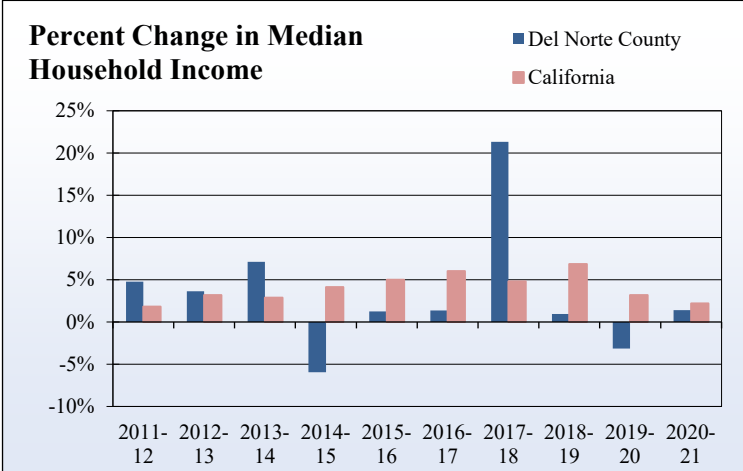
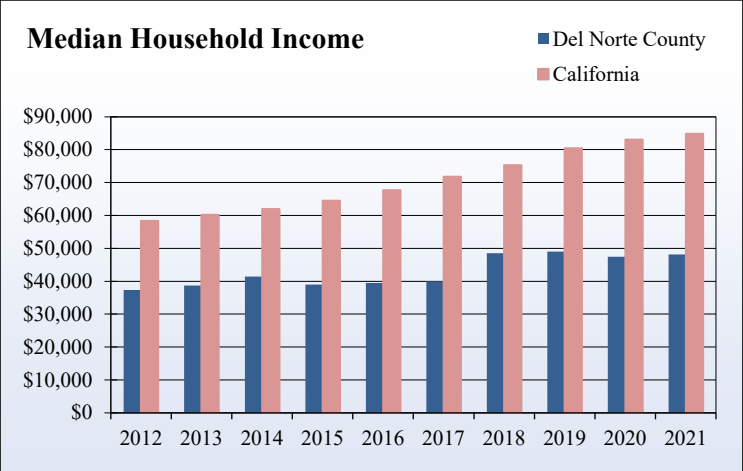
How is it used?

Median household income is a more useful measure of collective economic well-being than per capita income because it aggregates income levels within a basic unit of economic collaboration and decision making. Median income values are also less sensitive to fluctuations at the extreme high and low ends of a county’s earnings spectrum, and changes in median household income therefore signal changes within a wide range of earnings in a regional economy.

Median Household Income (Nominal), Del Norte

Year	County	California
2012	\$37,305	\$58,322
2013	\$38,663	\$60,185
2014	\$41,419	\$61,927
2015	\$38,963	\$64,483
2016	\$39,458	\$67,715
2017	\$39,996	\$71,785
2018	\$48,518	\$75,250
2019	\$48,979	\$80,423
2020	\$47,442	\$83,001
2021	\$48,108	\$84,831

Source: U.S. Department of Commerce, Bureau of the Census, Small Area Income and Poverty Estimates



Poverty Rates

What is it?

The Census Bureau determines whether or not a family is in poverty using a series of income thresholds that vary by family size and composition. If a family's total income is less than that family's poverty threshold, then every person in that household is considered to be in poverty. Official poverty thresholds do not vary geographically but are updated for inflation using the Consumer Price Index. Income thresholds are based on pre-tax earnings and do not include capital gains or noncash benefits such as Medicaid.

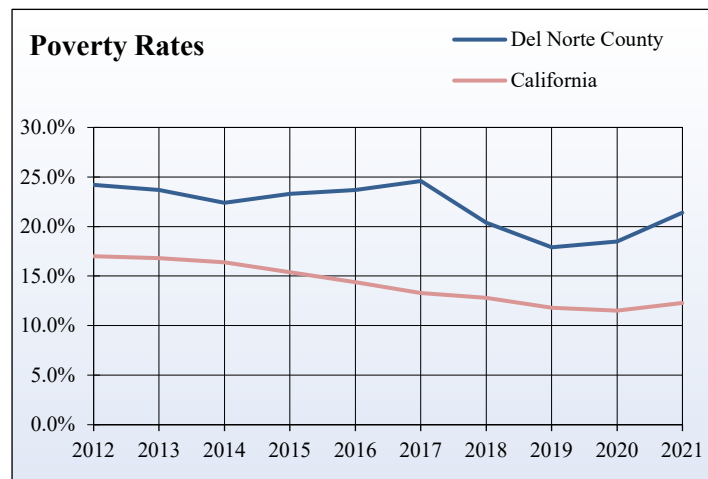
How is it used?

The poverty rate is a very commonly used indicator of the overall economic health and well-being of a region. Despite their wide use, official poverty rates have notable shortcomings. For instance, because the thresholds that define poverty status only vary by family size and composition, and not by the underlying cost of living in a particular neighborhood or community (e.g., housing and insurance costs), they tend to either over- or underestimate the real level of economic hardship in a region. Between 2012 and 2021, Del Norte County's poverty rate remained higher than the statewide poverty rate. Despite decreasing between 2012 and 2014, the county poverty rate began to slowly increase between 2015 and 2017, before decreasing significantly in 2018 and 2019.

Poverty Rates, Del Norte County

Year	County	California
2012	24.2%	17.0%
2013	23.7%	16.8%
2014	22.4%	16.4%
2015	23.3%	15.4%
2016	23.7%	14.4%
2017	24.6%	13.3%
2018	20.4%	12.8%
2019	17.9%	11.8%
2020	18.5%	11.5%
2021	21.4%	12.3%

Source: U.S. Census Bureau, Small Area Income and Poverty Estimates



Fair Market Rent

What is it?

Fair market rent is defined by the U.S. Department of Housing and Urban Development as the price point where 40 percent of gross rents for typical, non-substandard housing units are below it and 60 percent of gross rents are above it. Gross rent is the sum of the rent paid to a landlord plus any utility costs incurred by the tenant. Fair market rent calculations typically exclude rents paid for public housing units, rental units built in the last 2 years, rental units considered substandard in quality, seasonal rentals, and rental units on 10 or more acres of land. Fair market rent does not include public housing costs to avoid skewing the distribution of rents downward.

How is it used?

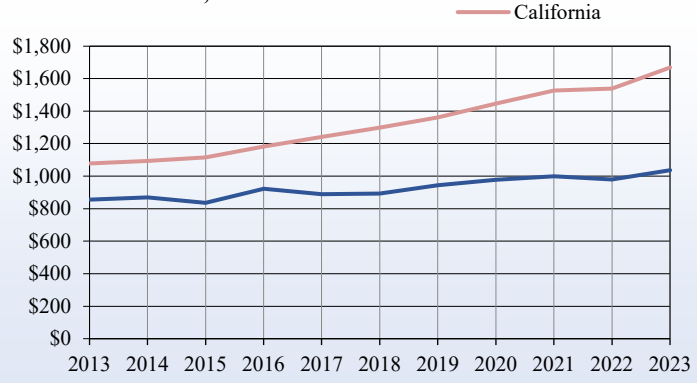
Fair market rent is an indicator of housing costs for poorer households in a county and is used to determine whether families or individuals qualify for federal housing certificate and voucher programs and the amount of compensation they would receive. Because calculation of fair market rents incorporates the total distribution of gross rents within a region, it can also be a helpful indicator of overall housing costs, and, by extension, the general cost of living for that region.

Fair Market Rent, Del Norte County

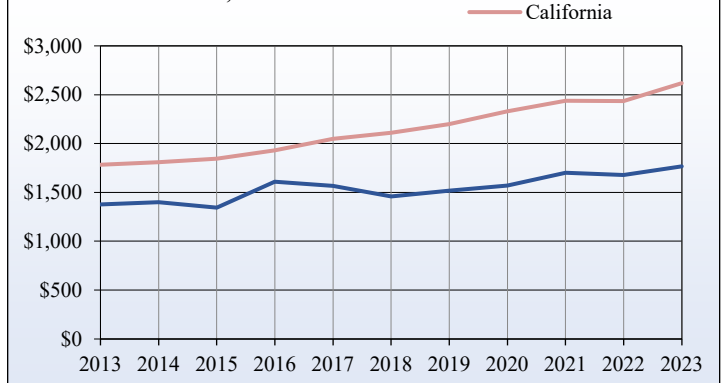
Year	0-Bedroom	1-Bedroom	2-Bedroom	3-Bedroom	4-Bedroom
2013	\$628	\$633	\$856	\$1,261	\$1,377
2014	\$639	\$643	\$870	\$1,282	\$1,399
2015	\$613	\$617	\$835	\$1,230	\$1,343
2016	\$726	\$731	\$922	\$1,344	\$1,610
2017	\$735	\$739	\$890	\$1,291	\$1,566
2018	\$662	\$724	\$893	\$1,266	\$1,460
2019	\$643	\$749	\$945	\$1,312	\$1,516
2020	\$661	\$775	\$978	\$1,369	\$1,571
2021	\$677	\$827	\$1,000	\$1,387	\$1,702
2022	\$651	\$831	\$980	\$1,355	\$1,677
2023	\$693	\$875	\$1,037	\$1,421	\$1,766

Source: U.S. Department of Housing and Urban Development

Fair Market Rent, 2-Bedroom Units



Fair Market Rent, 4-Bedroom Units



Median Home Price

What is it?

Median home prices are calculated by the California Association of Realtors using market data for the number of homes sold in a particular area and the prices associated with those sales. Unlike the average price of homes sold, which can be skewed by extremely high sales or very low sales, median home price indicates the price that separates the larger half of median home values from the lower half and is thus considered to be a more reliable indicator.

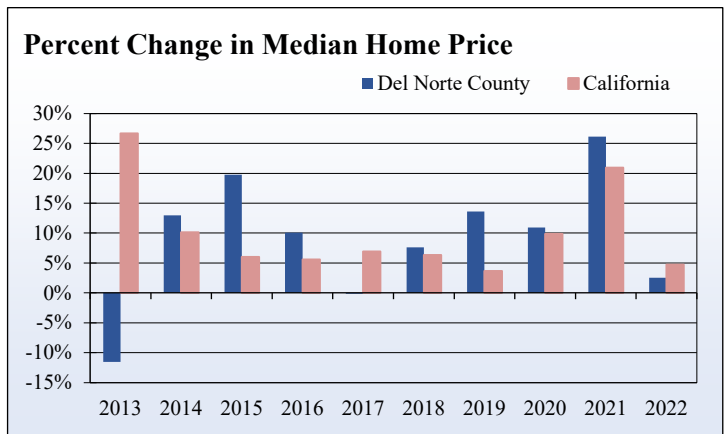
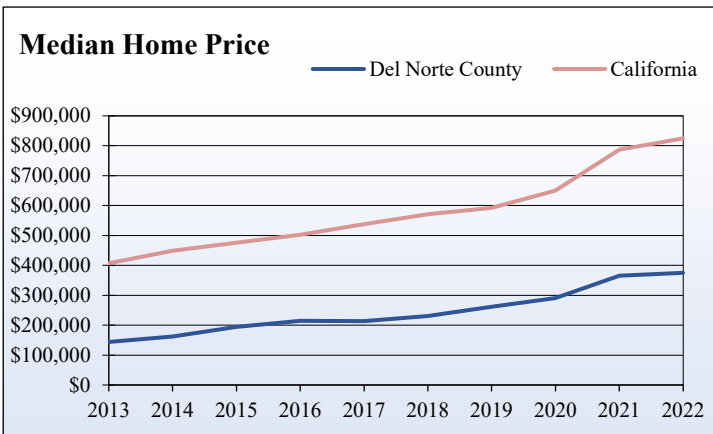
How is it used?

This indicator can be used to track the health of a region's real estate market as a whole. This information is important for home buyers as well as investors to make decisions on buying or selling of residential real estate.

Average Monthly Median Home Price, Del Norte County, 2013-2022

Year	Del Norte	1-Year Change	California	1-Year Change
2013	\$143,889	-11.6%	\$407,528	26.7%
2014	\$162,569	13.0%	\$448,751	10.1%
2015	\$194,685	19.8%	\$475,662	6.0%
2016	\$214,273	10.1%	\$502,178	5.6%
2017	\$213,929	-0.2%	\$537,026	6.9%
2018	\$230,192	7.6%	\$571,058	6.3%
2019	\$261,486	13.6%	\$591,866	3.6%
2020	\$290,100	10.9%	\$650,157	9.8%
2021	\$365,846	26.1%	\$786,275	20.9%
2022	\$375,088	2.5%	\$823,592	4.7%

Source: California Association of Realtors



SOCIAL INDICATORS

Social indicators explain the capacity of community institutions and organizations to provide for adequate human health, education, safety, and social participation. Effective social systems intensify human capacities for collective growth and improvement. Many of the included indicators are often referred to as “quality-of-life” measures because they include noneconomic attributes that reflect the general health and well-being of community members.

In 2021, 19.5 percent of Del Norte County deaths were from cancer and 12.6 percent of deaths were from heart disease. Del Norte County also experienced a significant increase in total deaths in 2021, increasing from 334 in 2020 to 379 in 2021. In 2021, the proportion of births to teen mothers in Del Norte County was much greater than the statewide proportion; however, they have also decreased significantly every year since 2019.

Utilization of the CalWORKs program in Del Norte County declined from 7.1 percent of residents in 2011 to 4.7 percent in 2021. In contrast, the proportion of county beneficiaries from Medi-Cal increased from 32.2 percent to 50.6 percent between 2013 and 2022, which was likely due to expansions in eligibility under the Affordable Care Act.

Between 2011 and 2021, the proportion of Del Norte County residents who possessed a graduate/professional degree increased by 13.2 percent, while the proportion of those holding a bachelor’s degree increased by 11.6 percent. In addition, between 2012 and 2022, the high school dropout rate decreased from 10.9 to 7 percent. During this same period, the proportion of high school graduates eligible for the UC and CSU systems declined from 15 to 14 percent.

Between 2011 and 2021, enrollment in English learning programs in Del Norte County remained well below the California State average. In the 2021-2022 school year, 17.7 percent of California students were enrolled in such programs, while only 9.2 percent of Del Norte County students were enrolled. Because Del Norte County is a northern and rural county, there are lower rates of immigration, and thus lower rates of participation in English learning programs.

From 2012 to 2021, Del Norte County experienced sporadic growth in its total crime rate with it reaching a peak of 34.3 in 2019. This spike in 2019 is entirely due to a significant rise in property crime that year. That same year, Del Norte County experienced a decline in violent crime as it dropped below the State average and to its lowest point, before increasing to its highest point of 8.3 in 2021.

Voter registration rates in Del Norte County were lower than statewide rates between 2006 and 2022, with exceptions in 2016 and 2018. Participation rates in elections in Del Norte County exceeded those of the State in 2006, 2010, 2014, and 2022, possibly suggesting that residents of Del Norte County have a higher-than-average participation rate in midterm elections.

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Leading Causes of Death

What is it?

This indicator lists the top-ten most frequent causes of death for all county residents in 2021 and is derived from vital records data provided by the California Department of Public Health.

How is it used?

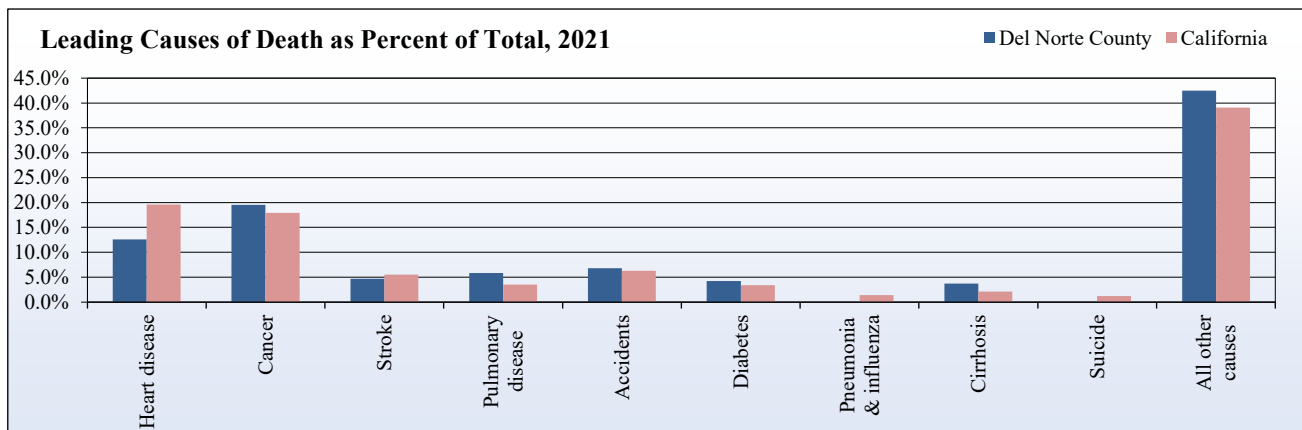
Cause of death statistics provide important insights into the overall health of a region and can be used by health care practitioners and social service providers to coordinate disease prevention and educational efforts. If death rates for preventable causes are greater than those for other counties in a region, this is indicative of a greater need for community health education. If death rates for environmentally influenced factors, such as cancer and influenza, are high, this may indicate the presence of systemic factors that need to be addressed.

Cause of Death as a Percentage of Total Deaths, 2021

Cause of Death	Del Norte	California
Heart disease	12.6%	19.6%
Cancer	19.5%	17.9%
Stroke	4.7%	5.5%
Pulmonary disease	5.8%	3.5%
Accidents	6.8%	6.3%
Diabetes	4.2%	3.4%
Pneumonia & influenza	*	1.4%
Cirrhosis	3.7%	2.1%
Suicide	*	1.2%
All other causes	42.5%	39.1%

Source: California Department of Public Health

* Data redacted if <10, all other causes may include the causes of death previously listed if the data is redacted

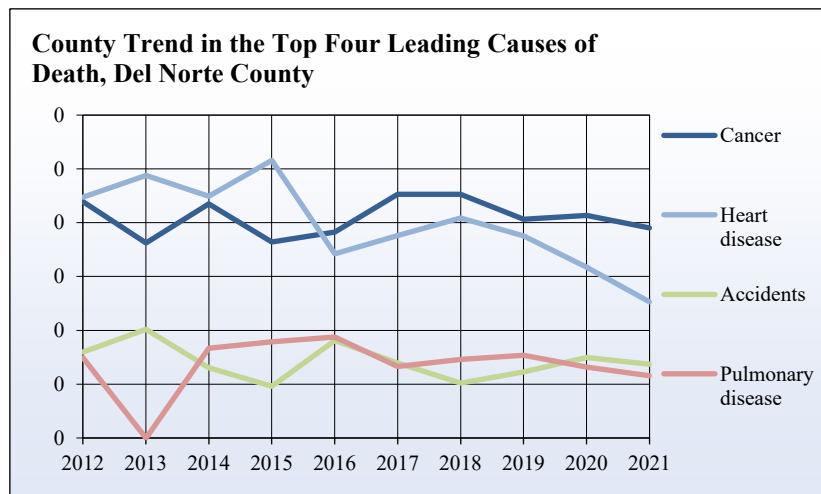


Leading Causes of Death, Del Norte County

Cause of Death	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
All Causes	255	287	276	291	298	330	274	325	334	379
Heart Disease	57	70	62	75	51	62	56	61	53	48
Cancer	56	52	60	53	57	63	62	66	69	74
Stroke	15	12	11	15	*	16	13	17	13	18
Pulmonary Disease	19	*	23	26	28	22	20	25	22	22
Accidents	18	29	18	14	27	23	14	20	25	26
Diabetes	*	*	*	*	12	*	*	16	16	16
Pneumonia & Influenza	*	13	*	*	*	*	*	11	*	*
Cirrhosis	*	*	*	*	*	15	*	*	11	14
Suicide	*	*	*	*	*	*	*	*	*	*
All other causes	90	111	102	108	123	129	109	109	125	161

Source: California Department of Public Health

* Data redacted if <10, all other causes may include the causes of death previously listed if the data is redacted



Teen Birth Rates

What is it?

This indicator represents a subset of the birth data published by the U.S. Census Bureau. The data represent the number of births to women aged between 15-19 years old.

How is it used?

Teen pregnancy is a major national and state concern because teen mothers and their babies face increased risks to their health and economic status. For example, according to the National Center for Health Statistics, teen mothers are more likely than mothers over age twenty to give birth prematurely (before thirty-seven completed weeks of pregnancy). Many factors contribute to the increased risk of health problems of babies born to teenage mothers. In 2019, the census changed Del Norte County's classification from a micropolitan statistical area to a metropolitan statistical area outside of a combined statistical area. This change may have influenced the drastic increase in teen birth rates displayed for 2019, 2020, and 2021.

Total Birth Rate per 1,000, California

Year	Total Population of Women 15-50	Total Birth Rate per 1000	Population of Women 15-19	Teen Birth Rate per 1000
2012	9,510,236	56	1,351,094	24
2013	9,530,502	54	1,333,269	21
2014	9,585,886	52	1,316,391	19
2015	9,616,133	52	1,298,392	17
2016	9,607,231	51	1,284,568	14
2017	9,642,845	50	1,274,747	13
2018	9,632,116	49	1,262,985	11
2019	9,621,148	49	1,255,373	10
2020	9,596,247	48	1,247,491	8
2021	9,576,857	48	1,266,042	8

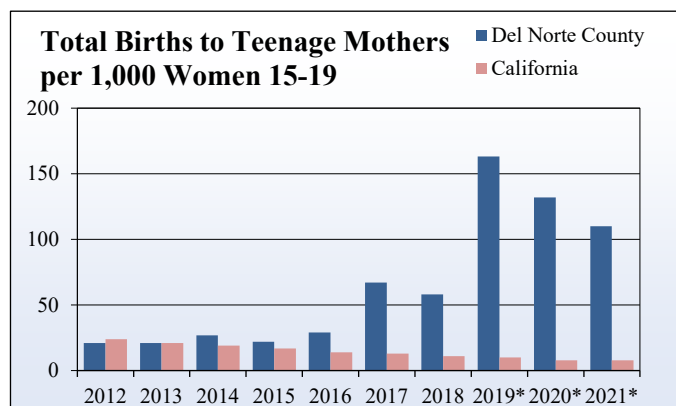
Source: U.S. Census Bureau, American Community Survey 5-Year Estimates

Birth Rates per 1,000, Del Norte County

Year	Total Population of Women 15-50	Total Birth Rate per 1000	Population of Women 15-19	Teen Birth Rate per 1000
2012	5,391	71	902	21
2013	5,251	67	894	21
2014	5,193	98	738	27
2015	5,087	93	691	22
2016	5,141	93	798	29
2017	5,072	91	819	67
2018	5,222	85	950	58
2019*	5,185	79	949	163
2020*	5,151	51	894	132
2021*	5,197	34	887	110

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates

*Del Norte County's census classification was changed in 2019, which is partially responsible for the inflated values seen in that year and subsequent years.



TANF/CalWORKs Caseload

What is it?

California Work Opportunity and Responsibility to Kids (CalWORKs) is the California Temporary Assistance for Needy Families (TANF) program, which gives cash aid and services to eligible needy California families. If a family has little or no cash and is in need of housing, food, utilities, clothing, or medical care, they may be eligible to receive immediate short-term help through CalWORKs. The program also provides access to education, employment, and workforce training programs to assist a family's move toward self-sufficiency. The CalWORKs program is administered by each county's welfare department.

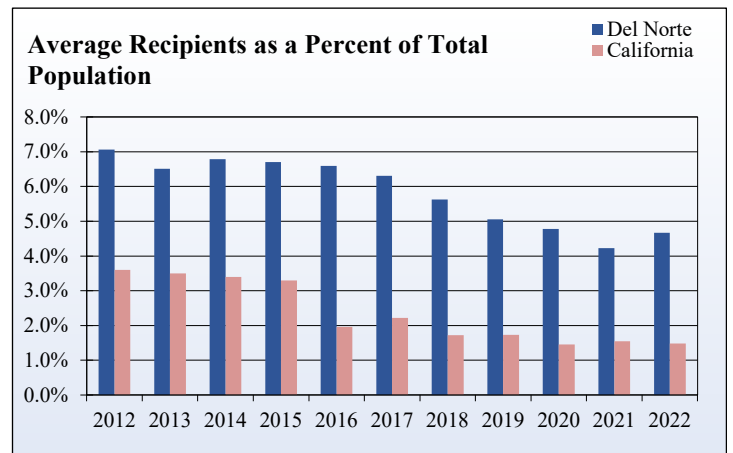
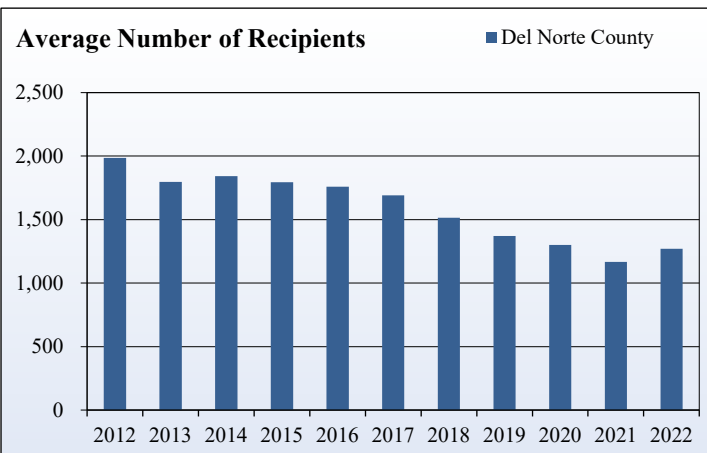
How is it used?

Data on the number of families that qualify for economic assistance through CalWORKs and similar programs can be important supplements to the official poverty rate as families experiencing sufficient economic hardship to qualify for CalWORKs may not necessarily also be below official poverty thresholds. Such data are therefore important for county and municipal planners and policymakers in understanding the overall level of economic hardship in a county or region.

TANF/CalWORKs Caseload, Del Norte County

Year	Average Number of Recipients	Recipients per Capita, County	Recipients per Capita, State
2012	1,986	7.1%	3.6%
2013	1,798	6.5%	3.5%
2014	1,843	6.8%	3.4%
2015	1,794	6.7%	3.3%
2016	1,760	6.6%	2.0%
2017	1,692	6.3%	2.2%
2018	1,514	5.6%	1.7%
2019	1,372	5.1%	1.7%
2020	1,302	4.8%	1.5%
2021	1,167	4.2%	1.6%
2022	1,270	4.7%	1.5%

Source: California Department of Social Services



Medi-Cal Caseload

What is it?

Medi-Cal is California's version for the federal Medicaid program and offers access free or low-cost health insurance for children and adults with limited resources or income. Common Medi-Cal recipients include low-income adults, families with children, seniors, persons with disabilities, pregnant women, children in foster care and former foster youth up to age 26.

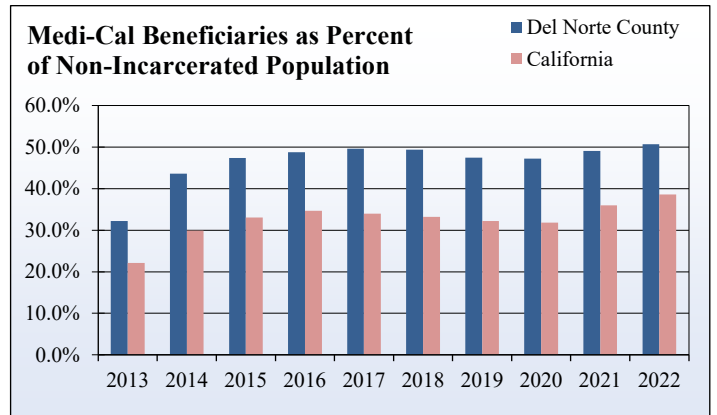
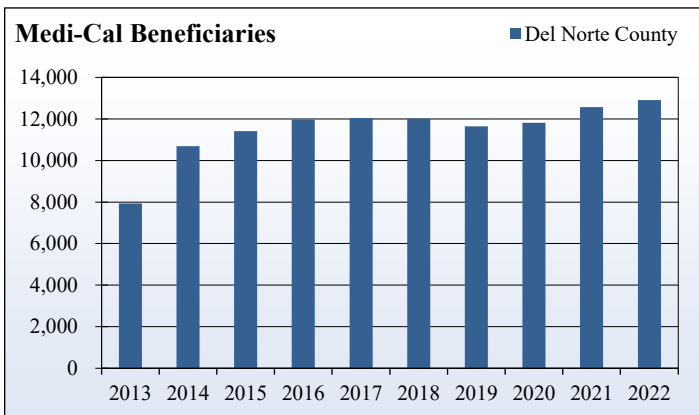
How is it used?

Data on Medi-Cal program recipients are helpful in determining the need for public medical assistance in a county. Similar to the CalWORKs caseload data, this indicator can also provide important insights into general economic hardship in a region by identifying needy individuals and families who may not be below official poverty thresholds.

Medi-Cal Users, Del Norte County

Year	County Beneficiaries	Percentage of County Non-Incarcerated Population	California Beneficiaries	Percentage of California Population
2013	7,935	32.2 %	8,469,015	22.1 %
2014	10,685	43.6 %	11,522,700	29.9 %
2015	11,407	47.4 %	12,834,234	33.0 %
2016	11,971	48.8 %	13,550,661	34.7 %
2017	12,039	49.6 %	13,353,981	33.9 %
2018	12,008	49.3 %	13,126,241	33.2 %
2019	11,639	47.4 %	12,766,254	32.2 %
2020	11,819	47.2 %	12,604,862	31.8 %
2021	12,564	49.1 %	14,135,008	36.0 %
2022	12,901	50.6 %	15,115,052	38.6 %

Source: California Department of Healthcare Services



School Free and Reduced Meal Program

What is it?

This indicator provides data on the number and proportion of K-12 students who are enrolled in a free or reduced-price school meal program. Families only have to claim a household income level that is below the given threshold to enroll their children in the program, and no evidence or auditing of family income is required. Thus, the indicator is an effective proxy for student poverty but does not necessarily reflect the true economic status of enrolled families. Students enrolled in this program are counted on Fall Census Day, which is the first Wednesday in October for each academic year.

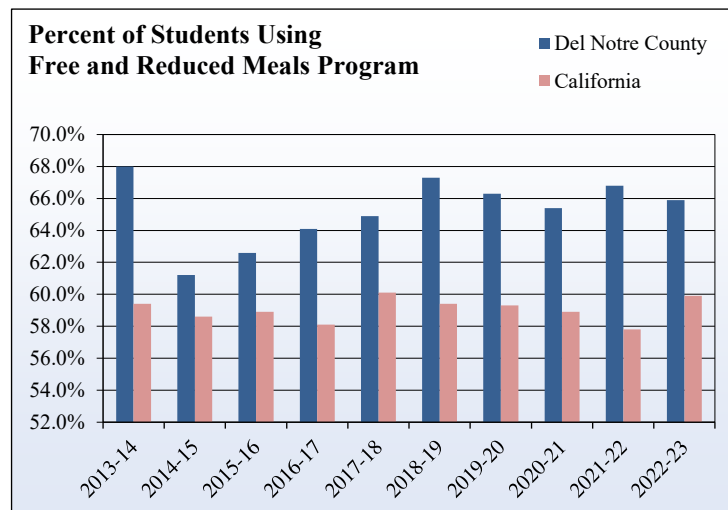
How is it used?

Enrollment data on free and reduced meal programs aid in the estimation of family economic assistance needs in a county. Enrollment totals and proportions can also be used to determine a school's eligibility for receiving funding from official programs and grants intended to alleviate student poverty.

School Free and Reduced Meals, Del Norte County

Year	Total Free and Reduced Meals	Total Enrollment	Percent of Students	
			County	California
2013-14	2,819	4,144	68.0%	59.4%
2014-15	2,524	4,121	61.2%	58.6%
2015-16	2,606	4,160	62.6%	58.9%
2016-17	2,729	4,258	64.1%	58.1%
2017-18	2,744	4,228	64.9%	60.1%
2018-19	2,871	4,266	67.3%	59.4%
2019-20	2,867	4,327	66.3%	59.3%
2020-21	2,779	4,247	65.4%	58.9%
2021-22	2,803	4,195	66.8%	57.8%
2022-23	2,738	4,157	65.9%	59.9%

Source: California Department of Education



Educational Attainment

What is it?

Educational attainment is the highest degree earned or amount of schooling completed for all county residents aged 18 and older. Schooling completed in foreign countries or ungraded school systems are reported as the equivalent level of schooling in the regular American educational system.

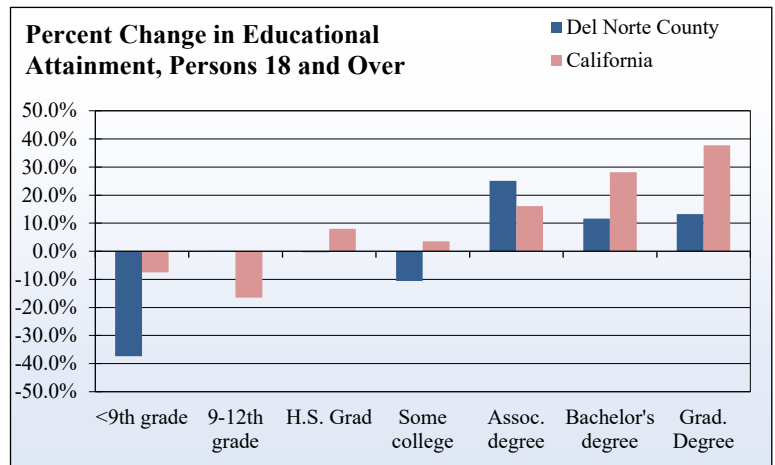
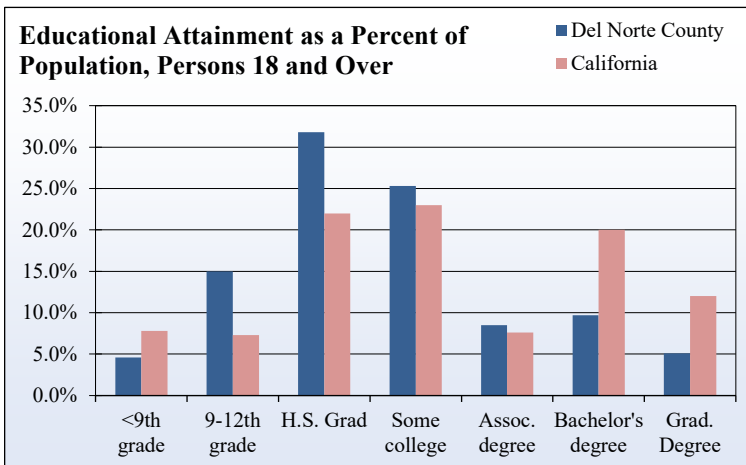
How is it used?

Educational attainment is a good general indicator of the skill level of a county's workforce. County populations that are more educated are generally more likely to be employed and stay out of poverty. In addition, educational attainment data can be useful for businesses that are considering opening a new location or relocating and want to identify areas with a sufficiently skilled and educated workforce.

Del Norte County Population by Educational Attainment, Population 18 and Over

Educational Attainment	2011	2021	Percent of total in 2021		Change from 2011 to 2021	
			County	California	County	California
Less than 9th grade	1,597	1,001	4.6%	7.8%	-37.3%	-7.5%
9th to 12th grade, no diploma	3,236	3,237	15.0%	7.3%	0.0%	-16.5%
High school graduate or equivalent	6,913	6,887	31.8%	22.0%	-0.4%	8.0%
Some college, no degree	6,142	5,494	25.3%	23.0%	-10.6%	3.5%
Associate degree	1,469	1,838	8.5%	7.6%	25.1%	16.1%
Bachelor's degree	1,884	2,102	9.7%	20.0%	11.6%	28.2%
Graduate or professional degree	977	1,106	5.1%	12.0%	13.2%	37.7%
Total Persons Age 18 and Over	22,218	21,665	100.0%	100.0%	-2.5%	10.1%

Source: U.S. Bureau of the Census, American Community Survey, 2011 & 2021 5-yr estimates



High School Dropout Rate

What is it?

The four-year cohort is based on the number of students who enter grade 9 for the first time adjusted by adding into the cohort any student who transfers in later during grade 9 or during the next three years and subtracting any student from the cohort who transfers out, emigrates to another country, transfers to a prison or juvenile facility, or dies during that same period. Those cohort students who do not graduate with a regular high school diploma, do not otherwise complete high school, or are not still enrolled as a "fifth year senior" are considered dropouts.

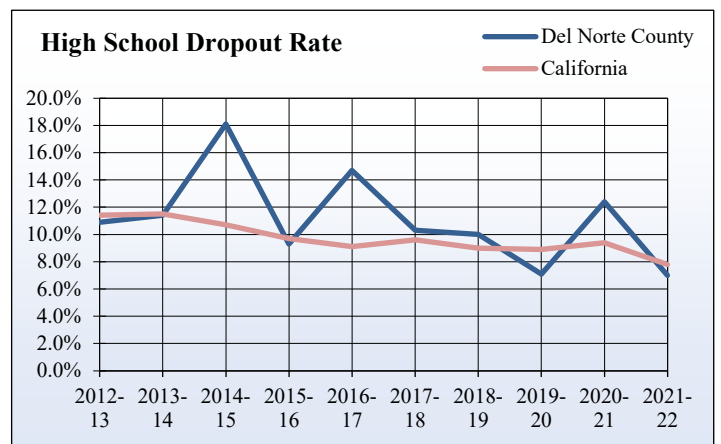
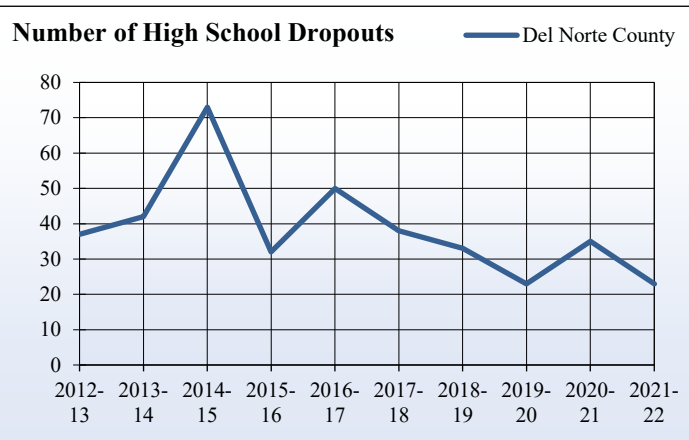
How is it used?

Data on high school dropouts indicate the capacity of county school systems to provide youth with a basic level of education and workforce training. Lower dropout rates are generally correlated with lower poverty rates and higher income levels, as employers frequently require a high school degree for most jobs.

High School Dropouts, Del Norte County

Year	Cohort dropouts	Cohort dropout rate	CA cohort dropout rate
2012-13	37	10.9 %	11.4 %
2013-14	42	11.4 %	11.5 %
2014-15	73	18.1 %	10.7 %
2015-16	32	9.3 %	9.7 %
2016-17	50	14.7 %	9.1 %
2017-18	38	10.3 %	9.6 %
2018-19	33	10.0 %	9.0 %
2019-20	23	7.1 %	8.9 %
2020-21	35	12.4 %	9.4 %
2021-22	23	7.0 %	7.8 %

Source: California Department of Education



Graduates Eligible for UC/CSU Systems

What is it?

This indicator provides data on the number of high school graduates who completed coursework that is required for admission by either the California State University or the University of California postsecondary education systems. These data were reported by individual public schools to the California Department of Education and do not include information on other common requirements for college admission such as standardized test scores.

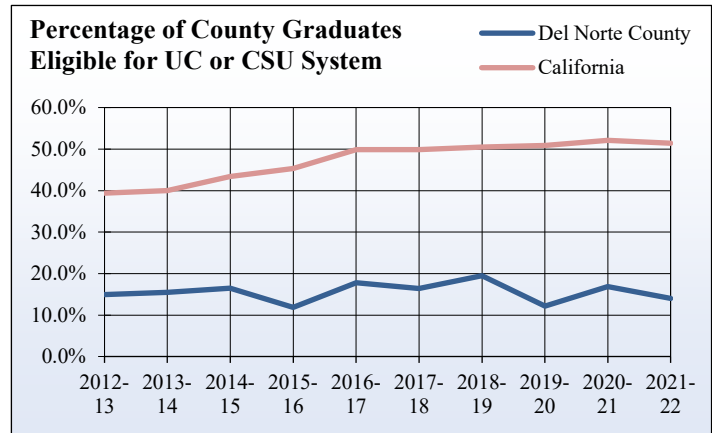
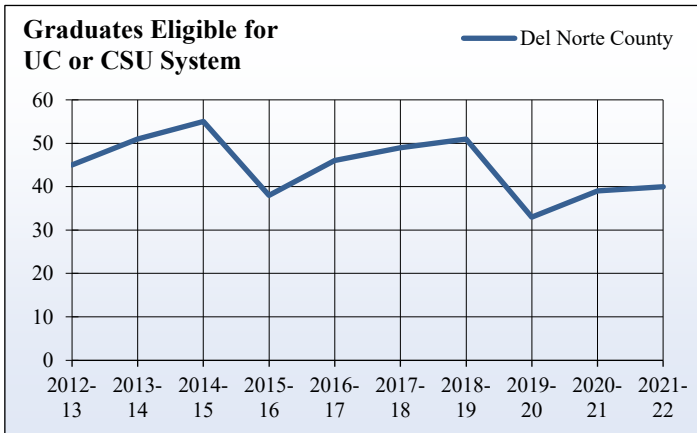
How is it used?

These data are an important indicator of how well a county school system prepares its students for higher-wage employment, as a college education is generally correlated with higher earnings from employment. Counties with a low proportion of eligible high school graduates may therefore exhibit greater competition for jobs in lower-wage sectors of the regional economy.

Graduates Eligible for UC or CSU System, Del Norte County

Year	County Graduates		CA Graduates
	Number	Percentage	Percentage
2012-13	45	15.0 %	39.4 %
2013-14	51	15.5 %	40.0 %
2014-15	55	16.5 %	43.4 %
2015-16	38	11.9 %	45.4 %
2016-17	46	17.8 %	49.9 %
2017-18	49	16.4 %	49.9 %
2018-19	51	19.5 %	50.5 %
2019-20	33	12.2 %	50.9 %
2020-21	39	16.9 %	52.1 %
2021-22	40	14.0 %	51.4 %

Source: California Department of Education



California Student Assessments

What is it?

The California Assessment of Student Performance and Progress (CASPP) system administers mandatory assessment tests to students in California. The Smarter Balanced Summative Assessments administered by CASPP for English Language Arts (ELA) and mathematics are computer adaptive assessments that were developed by the Smarter Balanced Assessment Consortium, a multistate, state-led consortium. These tests are aligned with the Common Core State Standards in ELA and mathematics that accurately measure student progress toward college- and career-readiness.

How is it used?

CASPP scores can be treated as an indicator of academic performance and college readiness for children in local schools.

CASPP English Language Arts Results

Year	County					California				
	Standard Not Met	Standard Nearly Met	Standard Met	Standard Exceeded	Met or Exceeded	Standard Not Met	Standard Nearly Met	Standard Met	Standard Exceeded	Met or Exceeded
2014-15	39.00%	28.00%	26.00%	7.00%	33.00%	31.00%	25.00%	28.00%	16.00%	44.00%
2015-16	39.00%	26.00%	25.00%	10.00%	35.00%	28.00%	24.00%	29.00%	20.00%	49.00%
2016-17	39.96%	26.45%	24.02%	9.57%	33.59%	28.35%	23.09%	28.44%	20.12%	48.56%
2017-18	38.69%	26.77%	24.18%	10.37%	34.55%	27.54%	22.58%	28.63%	21.25%	49.88%
2018-19	38.83%	24.85%	25.22%	11.10%	36.32%	26.63%	22.28%	28.62%	22.48%	51.10%
2019-20	*	*	*	*	*	*	*	*	*	*
2020-21	31.02%	24.09%	26.73%	18.15%	44.88%	28.30%	22.69%	27.59%	21.42%	49.01%
2021-22	45.63%	24.76%	20.44%	9.17%	29.61%	30.33%	22.62%	26.56%	20.50%	47.06%

Source: California Department of Education

CASPP Mathematics Results

Year	County					California				
	Standard Not Met	Standard Nearly Met	Standard Met	Standard Exceeded	Met or Exceeded	Standard Not Met	Standard Nearly Met	Standard Met	Standard Exceeded	Met or Exceeded
2014-15	48.00%	30.00%	17.00%	5.00%	22.00%	38.00%	29.00%	19.00%	14.00%	33.00%
2015-16	47.00%	30.00%	15.00%	7.00%	22.00%	35.00%	28.00%	20.00%	17.00%	37.00%
2016-17	48.43%	28.84%	15.97%	6.76%	22.73%	35.86%	26.59%	19.96%	17.60%	37.56%
2017-18	48.16%	28.36%	16.40%	7.09%	23.49%	35.45%	25.90%	20.01%	18.64%	38.65%
2018-19	48.74%	27.10%	16.60%	7.56%	24.16%	34.86%	25.41%	20.04%	19.69%	39.73%
2019-20	*	*	*	*	*	*	*	*	*	*
2020-21	50.52%	25.26%	15.92%	8.30%	24.22%	40.74%	25.50%	17.98%	15.78%	33.76%
2021-22	57.32%	25.93%	11.49%	5.26%	16.75%	41.96%	24.66%	17.32%	16.06%	33.38%

Source: California Department of Education

*To protect privacy, the Department of Education provides asterisks in place of test data when the number of test takers is less than 15 students

English Learners Enrollment

What is it?

Indicator provides data on the number of K-12 students enrolled in English language learning (ELL) programs, which were previously referred to as “English as a second language” (ESL) programs. The California Department of Education tabulates enrollment based on annual reports from individual school districts.

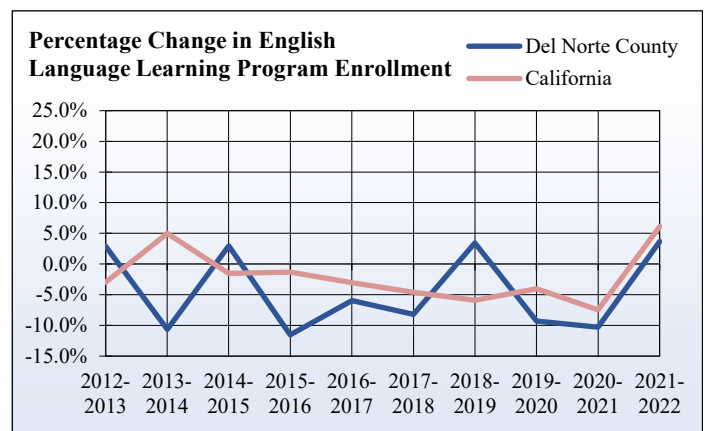
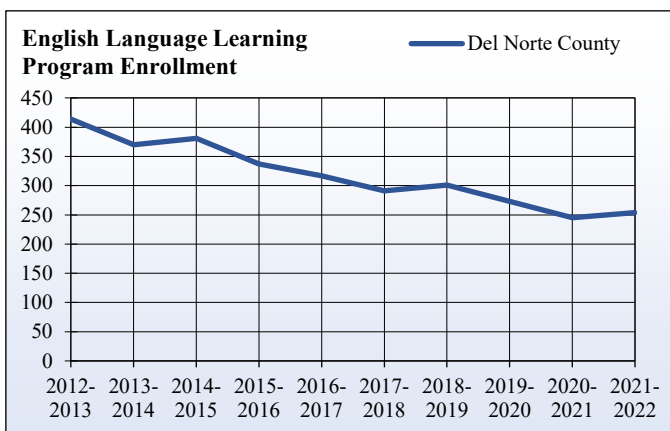
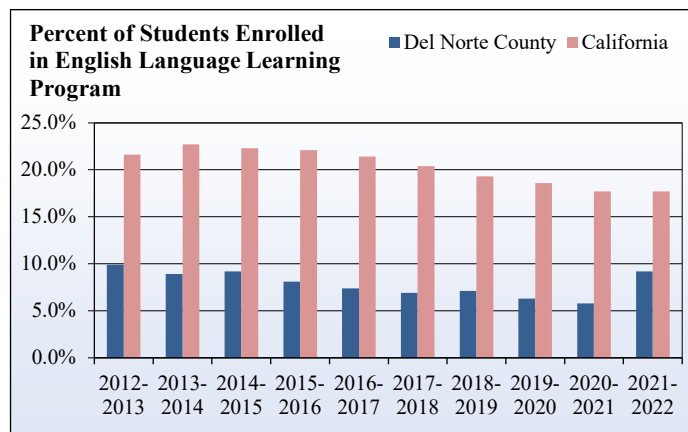
How is it used?

ELL enrollment data can be an important indicator of international migration or internal migration of non-English-speaking populations into an area. The ability and willingness of non-English-speakers to learn and use English is also commonly seen as indicative of their willingness to “assimilate” into the English-speaking community and can therefore influence their access to jobs and community resources.

English Language Learning Program Enrollment, Del Norte County

Year	Enrolled E.L.L. Students	Percentage Change in E.L.L. Enrollment	Total Enrolled Students K-12	Percent of Enrolled Students in E.L.L.	Percent of Enrolled E.L.L. Students in California
2012-2013	414	2.9%	4,197	9.9%	21.6%
2013-2014	370	-10.6%	4,144	8.9%	22.7%
2014-2015	381	3.0%	4,121	9.2%	22.3%
2015-2016	337	-11.5%	4,160	8.1%	22.1%
2016-2017	317	-5.9%	4,258	7.4%	21.4%
2017-2018	291	-8.2%	4,228	6.9%	20.4%
2018-2019	301	3.4%	4,266	7.1%	19.3%
2019-2020	273	-9.3%	4,327	6.3%	18.6%
2020-2021	245	-10.3%	4,247	5.8%	17.7%
2021-2022	254	3.7%	4,195	9.2%	17.7%

Source: California Department of Education



Crime Rates

What is it?

This indicator provides data on arson, property, violent, and total crime rates for Del Norte County. A county's crime rate is the number of reported crimes per 1,000 residents. These data are reported by the California Department of Justice and reflect all misdemeanor and felony reports, but do not include reports for minor violations and infractions.

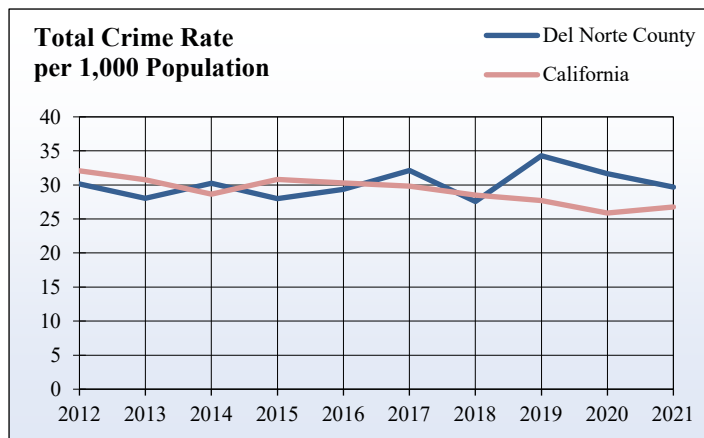
How is it used?

The relative level of criminal activity in a county is a major factor in how residents perceive their quality of life. An area with a high crime rate is often seen as a much less attractive place to live than one with a low rate. However, crime rates are also dependent on other factors besides the actual incidence of criminal activity, such as the willingness of residents to report crimes to police and overall population density. Crime rates are also generally correlated with the spatial concentration of disadvantages, such as poverty and unemployment.

Crime Rate per 1,000 Population, Del Norte County

Year	Property Crime Rate		Violent Crime Rate		Arson Rate		Total Crime Rate	
	County	California	County	California	County	California	County	California
2012	24.44	27.7	5.5	4.2	0.2	0.2	30.2	32.1
2013	21.33	26.6	6.3	4.0	0.4	0.2	28.1	30.8
2014	23.90	24.6	6.1	3.9	0.3	0.2	30.2	28.7
2015	22.14	26.3	5.3	4.3	0.5	0.2	28.0	30.8
2016	22.79	25.6	6.3	4.5	0.3	0.2	29.3	30.3
2017	25.79	25.1	5.6	4.5	0.7	0.2	32.1	29.8
2018	22.12	23.8	5.1	4.5	0.3	0.2	27.6	28.5
2019	29.62	23.1	4.0	4.4	0.7	0.2	34.3	27.7
2020	23.39	21.2	7.3	4.4	1.0	0.3	31.7	25.9
2021	20.66	21.8	8.3	4.7	0.7	0.3	29.7	26.8

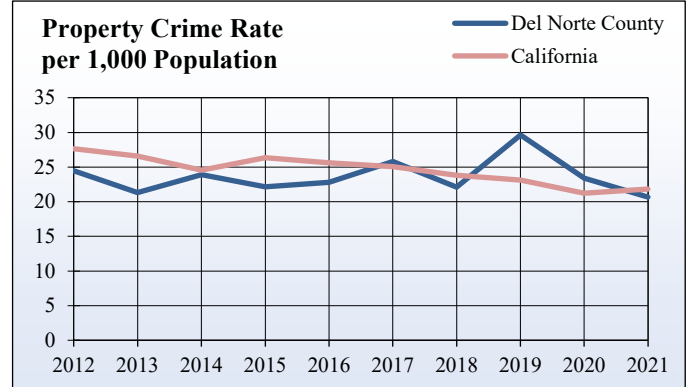
Source: California Department of Justice, Criminal Justice Statistics Center



Property Crimes, Del Norte County

Year	Motor Vehicle			Total
	Burglary	Theft	Larceny	
2012	288	116	283	687
2013	222	133	234	589
2014	275	121	253	649
2015	246	74	272	592
2016	290	130	188	608
2017	221	96	375	692
2018	148	46	401	595
2019	251	47	506	804
2020	175	42	420	637
2021	165	93	312	570

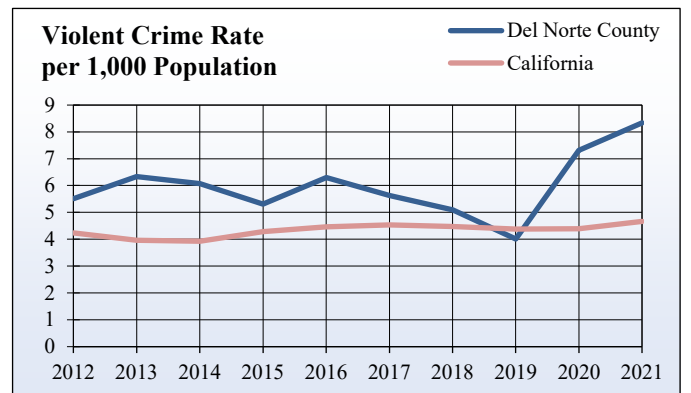
Source: California Department of Justice, Criminal Justice Statistics Center



Violent Crimes, Del Norte County

Year	Homicide	Rape	Robbery	Aggravated	Total
				Assault	
2012	1	22	24	108	155
2013	0	20	29	126	175
2014	1	28	21	115	165
2015	1	26	14	101	142
2016	0	32	17	119	168
2017	4	29	23	95	151
2018	1	22	20	94	137
2019	2	13	26	68	109
2020	2	54	36	107	199
2021	1	44	33	152	230

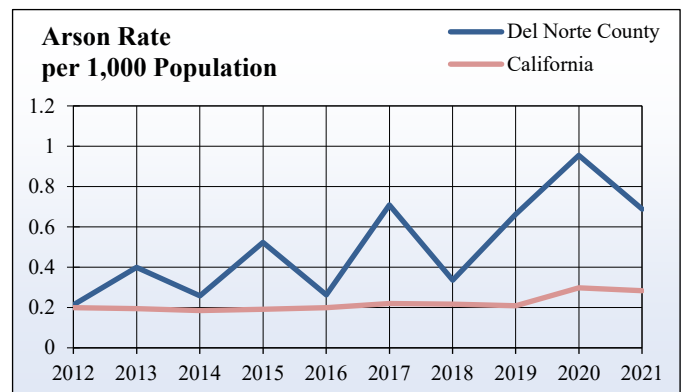
Source: California Department of Justice, Criminal Justice Statistics Center



Arson, Del Norte County

Year	Structural	Mobile	Other	Total
	Property	Property	Property	
2012	1	1	4	6
2013	7	3	1	11
2014	2	4	1	7
2015	5	4	5	14
2016	1	1	5	7
2017	5	8	6	19
2018	2	1	6	9
2019	3	0	15	18
2020	10	0	16	26
2021	5	0	14	19

Source: California Department of Justice, Criminal Justice Statistics Center



Voter Registration and Participation

What is it?

This indicator provides data on the number of individuals who registered to vote and who participated in state and federal elections during major election years. Data for the previous (even) election year are collected and reported by the California Secretary of State every two (odd) years on February 10th.

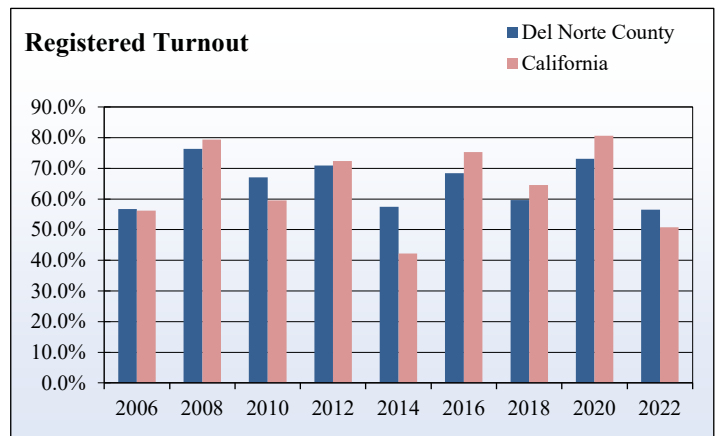
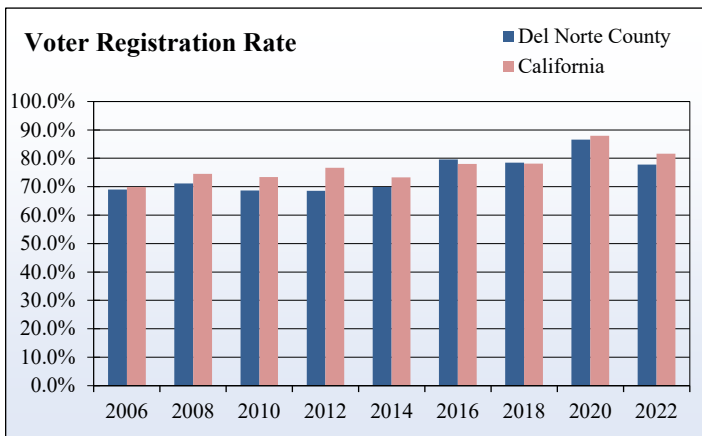
How is it used?

Voter registration in California is now built into many other social service processes, such as receiving a state driver's license or identification, in order to promote enfranchisement and electoral participation. The differential between voter registration and participation is therefore a good indicator of how engaged a county's population is with the overall electoral process. Large differences between the voting-age population and the number of registered/participating individuals may also indicate potential issues in accessing electoral resources and reaching local voting centers.

Voter Participation in General Elections, Del Norte County

Year	Eligible to Register	Registered Voters	Total Voters	Registration Rate	Registered Turnout
2006	17,459	12,040	6,828	69.0 %	56.7 %
2008	17,812	12,681	9,684	71.2 %	76.4 %
2010	18,124	12,441	8,344	68.6 %	67.1 %
2012	18,250	12,516	8,879	68.6 %	70.9 %
2014	18,253	12,750	7,332	69.9 %	57.5 %
2016	17,996	14,318	9,790	79.6 %	68.4 %
2018	18,039	14,150	8,439	78.4 %	59.6 %
2020	18,366	15,904	11,624	86.6 %	73.1 %
2022	19,219	14,943	8,450	77.8 %	56.5 %

Source: California Secretary of State, Elections Divisions





INDUSTRY INDICATORS

Industry indicators show the status and growth of key industries linked to economic growth. Most economic development efforts in rural California focus on some, if not all, of these industries. Their growth is linked with the environmental, economic, and social improvement of many rural California communities.

Agricultural employment in Del Norte County is proportionally small when compared to other sectors but is nonetheless significant when compared to the statewide average. Employment in the agricultural sector grew from 2012 to 2014 before stabilizing around 2.7 percent of the county total. Agricultural earnings have experienced peaks and valleys with the highest amount of earnings being attained in 2014, followed by 2012 and 2020. Commercial fishing remains a significant contributor to the regional economy, with over \$9.8 million in GRP produced in 2020.

Construction employment consistently accounted for between 3 and 4 percent of Del Norte County's total employment between 2012 and 2021, which was slightly lower than the statewide proportion. Construction earnings consistently accounted for between 3 and 4 percent of Del Norte County's total earnings between 2012 and 2021, which too was slightly lower than the statewide proportion.

Manufacturing employment in Del Norte County remained between 1 and 3 percent of total county employment while earnings remained between 1 and 2 percent of total county earnings between 2012 and 2021; however, manufacturing employment has been experiencing growth since 2015. When compared to statewide averages, manufacturing employment and earnings in Del Norte County comprised a much smaller proportion of total employment and earnings.

Travel and recreation employment data were not fully reported for Del Norte County between 2013 and 2016 due to disclosure issues. For years when data are available, travel and recreation employment and earnings have remained relatively comparable to the rest of the State in their proportion of total employment and earnings. In 2020, the travel and recreation industry in both Del Norte County and statewide were heavily impacted by the COVID-19 pandemic. Modest recovery from the impacts of the pandemic were experienced in 2021, with travel and recreation employment in Del Norte County increasing by 10.1 percent in 2021 when compared to the 9.0 percent growth experienced by the State as a whole.

Between 2012 and 2021, retail employment in Del Norte County remained an important sector of the local economy when compared to statewide averages, consistently representing between 10 and 12 percent of total employment. In 2021, jobs in retail amounted to 11.6 percent of the county's workforce, as opposed to 8.5 percent statewide. Retail earnings have also remained significant in their overall contribution to total earnings and increased steadily between 2014 and 2021.

Government employment and earnings in Del Norte County are very significant contributors to the local economy, consistently representing between 33 and 37 percent of total county employment and 47 to 52 percent of total earnings between 2012 and 2021. This importance is largely due to the presence of both large state prisons and the numerous state and national parks located in the county.

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Agriculture Jobs

What is it?

The agricultural sector of the economy has a vast effect on the economy of many rural areas. When there is a change in agricultural production in such areas, it can often lead to subsequent changes in overall jobs and income. Data on agricultural jobs and income are provided to show how county residents benefit from agriculture when compared to other industries.

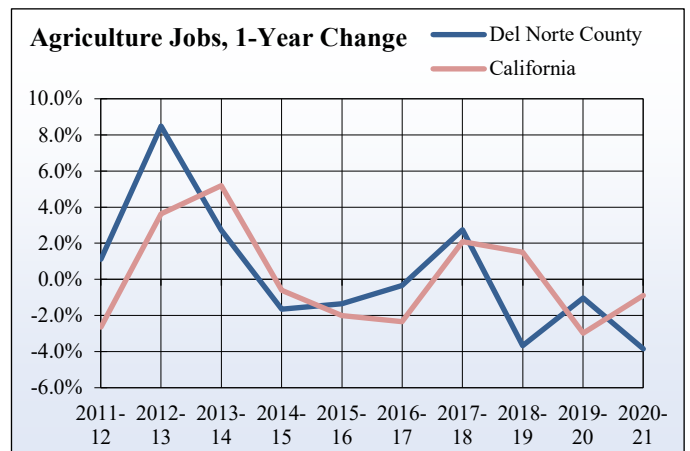
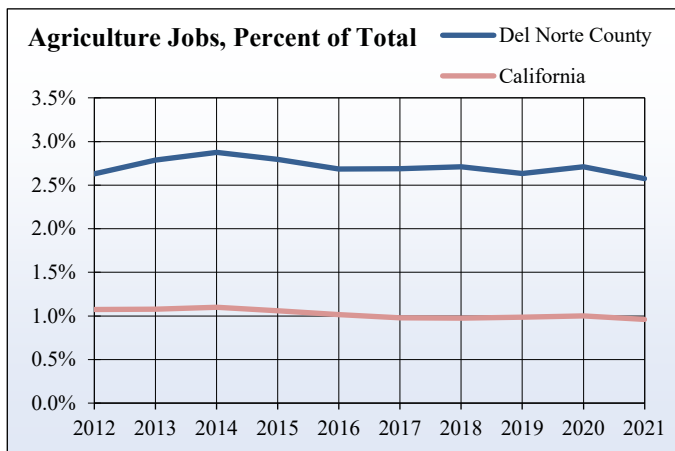
How is it used?

Agriculture is typically a base industry: one that is responsible for bringing in revenue from outside the county to support the local economy. Changes to agricultural employment and earnings can therefore indicate the potential for further changes in other industry sectors where agriculture comprises a major portion of the local economy.

Agriculture Jobs, Farm Employment, Del Norte County

Year	Jobs	Percent of Total		1-Year Change	
		County	California	County	California
2012	271	2.6 %	1.1 %	1.1 %	- 2.6 %
2013	294	2.8 %	1.1 %	8.5 %	3.6 %
2014	302	2.9 %	1.1 %	2.7 %	5.2 %
2015	297	2.8 %	1.1 %	- 1.7 %	- 0.6 %
2016	293	2.7 %	1.0 %	- 1.3 %	- 2.0 %
2017	292	2.7 %	1.0 %	- 0.3 %	- 2.3 %
2018	300	2.7 %	1.0 %	2.7 %	2.1 %
2019	289	2.6 %	1.0 %	- 3.7 %	1.5 %
2020	286	2.7 %	1.0 %	- 1.0 %	- 3.0 %
2021	275	2.6 %	1.0 %	- 3.8 %	- 0.9 %

Source: U.S. Department of Commerce, Bureau of Economic Analysis

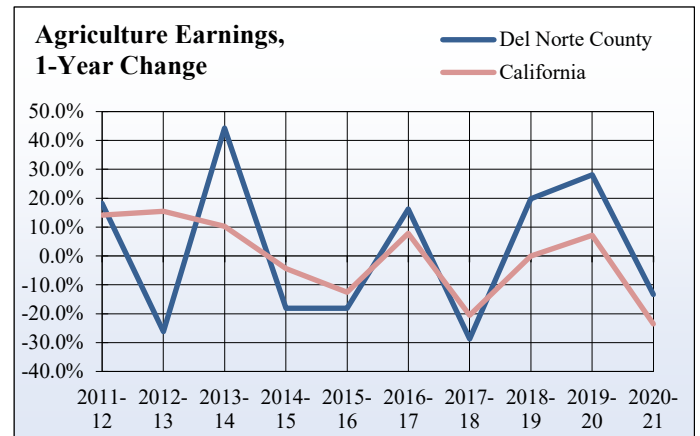
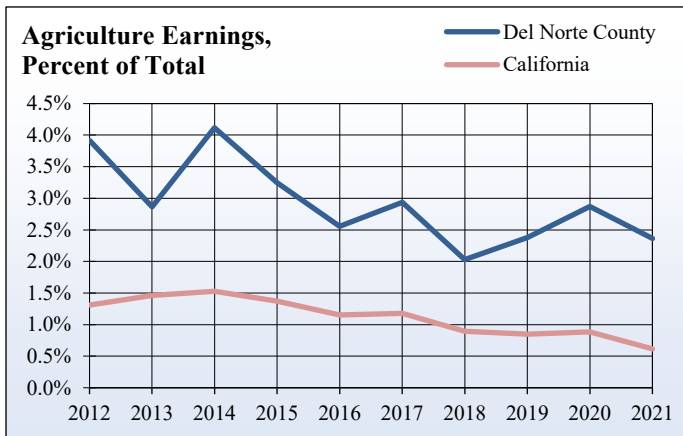


Agriculture Earnings & Value

Agriculture Earnings (in Thousands), Del Norte County

Year	County Earnings	Percent of Total		1-Year Change	
		County	California	County	California
2012	\$19,417	3.9%	1.3%	18.3%	14.1%
2013	\$14,344	2.9%	1.5%	-26.1%	15.5%
2014	\$20,696	4.1%	1.5%	44.3%	10.2%
2015	\$16,945	3.2%	1.4%	-18.1%	-4.3%
2016	\$13,872	2.6%	1.2%	-18.1%	-12.6%
2017	\$16,125	2.9%	1.2%	16.2%	7.8%
2018	\$11,485	2.0%	0.9%	-28.8%	-20.5%
2019	\$13,759	2.4%	0.8%	19.8%	-0.03%
2020	\$17,620	2.9%	0.9%	28.1%	7.2%
2021	\$15,272	2.4%	0.6%	-13.3%	-23.5%

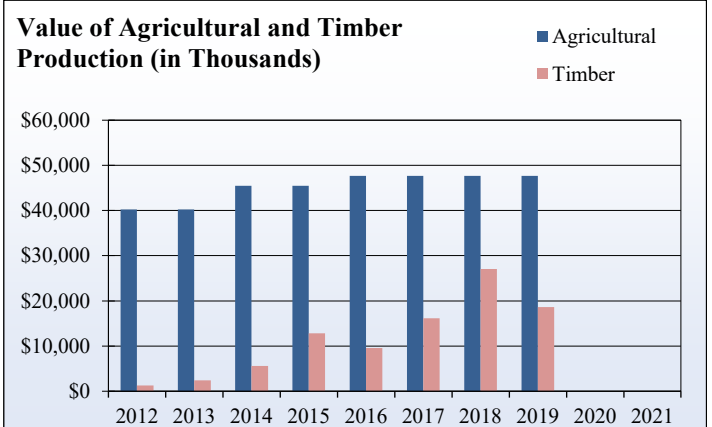
Source: U.S. Department of Commerce, Bureau of Economic Analysis



Value of Agricultural and Timber Production (in Thousands), Del Norte County

Year	Agricultural Value	Timber Value	Timber as a Percent of Total Value	Total Value
2012	\$ 40,209	\$ 1,291	3.11 %	\$ 41,500
2013	\$ 40,209	\$ 2,452	5.75 %	\$ 42,661
2014	\$ 45,496	\$ 5,621	11.00 %	\$ 51,117
2015	\$ 45,496	\$ 12,808	21.97 %	\$ 58,304
2016	\$ 47,644	\$ 9,599	16.77 %	\$ 57,243
2017	\$ 47,644	\$ 16,162	25.33 %	\$ 63,806
2018	\$ 47,644	\$ 27,062	36.22 %	\$ 74,706
2019	\$ 47,644	\$ 18,633	28.11 %	\$ 66,277
2020	NA	NA	NA	NA
2021	NA	NA	NA	NA

Source: USDA National Agricultural Statistics Service

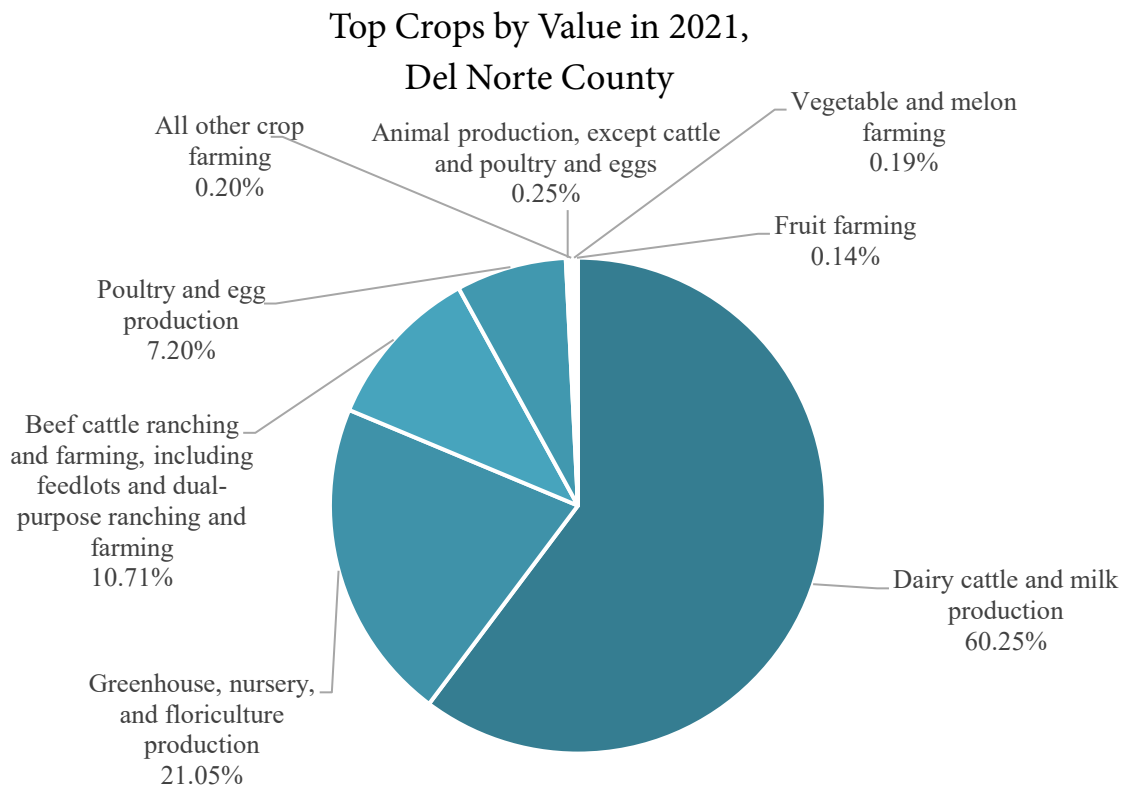


Top Crops by Value

Top Crops by Output in 2021, Del Norte County

Crop	Total Output
Dairy cattle and milk production	\$32,800,777
Greenhouse, nursery, and floriculture production	\$11,461,164
Beef cattle ranching and farming, including feedlots and dual-purpose ranching and farming	\$5,831,927
Poultry and egg production	\$3,919,498
Animal production, except cattle and poultry and eggs	\$138,099
All other crop farming	\$107,136
Vegetable and melon farming	\$105,831
Fruit farming	\$75,841
Tree nut farming	\$1,124
Grain farming	\$849
Total Value of Agriculture	\$54,442,247

Source: IMPLAN



Source & Distribution of Farm Income

What is it?

The agricultural sector is a small but very important component of Del Norte County's economy. The agricultural sector is broad and encompasses a wide variety of products and businesses. Because of the industry's breadth and government investment in the industry, the source and distribution of farm income is detailed below.

How is it used?

Farm income is often a major contributor to rural economies. Due to the large number of rural areas in Del Norte County, the agricultural sector is important to the County as a whole. Farm income can be a clear indicator of economic health in these rural regions.

Source of Farm Income (in Thousands), Del Norte County

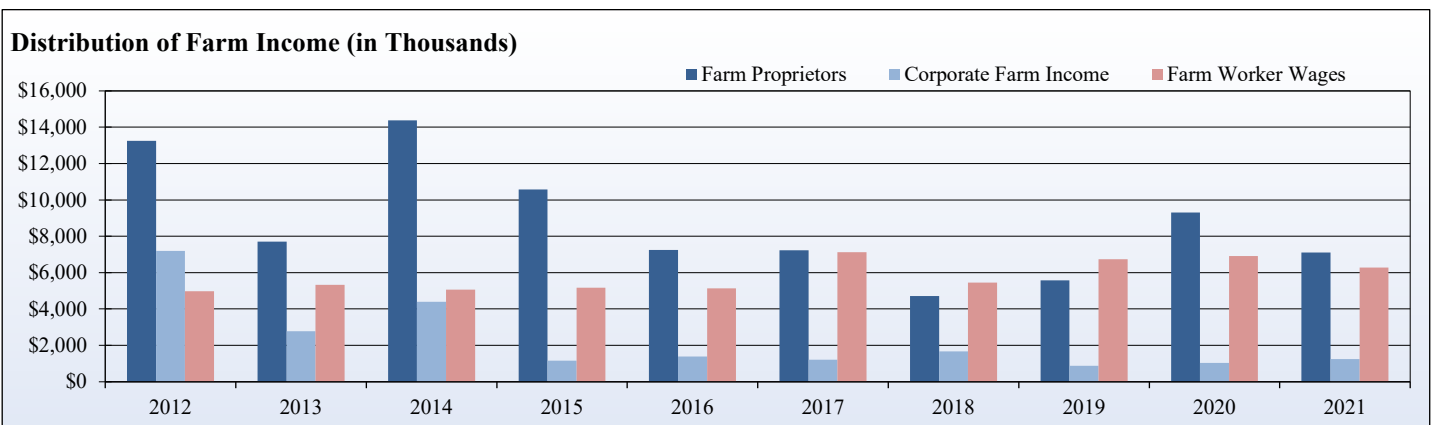
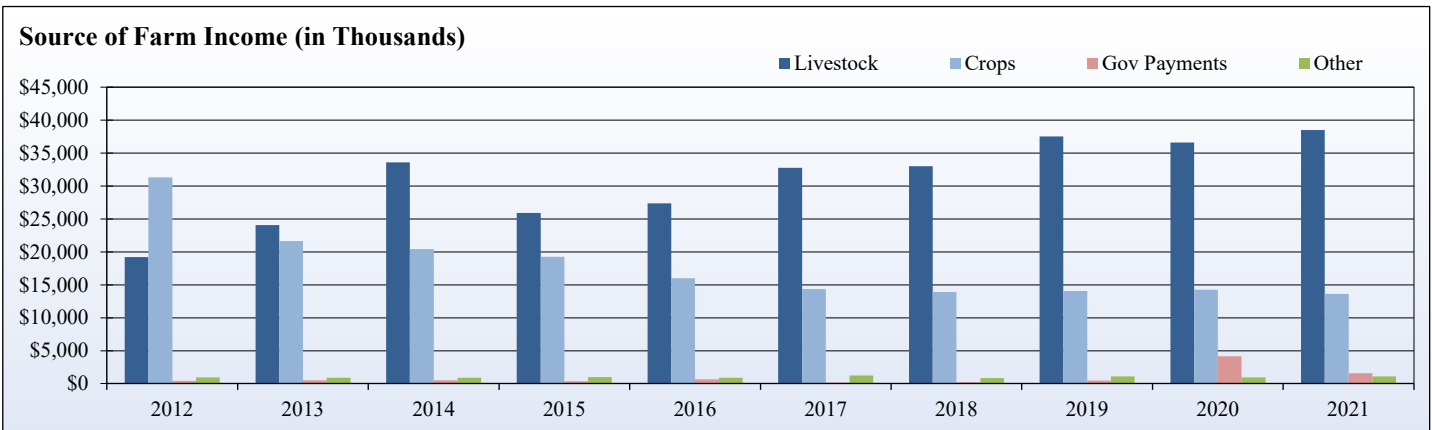
Year	Cash Receipts		Government Payments	Other Misc. Income
	Livestock	Crops		
2012	\$19,203	\$31,335	\$409	\$958
2013	\$24,083	\$21,630	\$530	\$898
2014	\$33,580	\$20,428	\$521	\$907
2015	\$25,909	\$19,243	\$382	\$993
2016	\$27,400	\$15,999	\$671	\$920
2017	\$32,779	\$14,368	\$161	\$1,253
2018	\$33,029	\$13,899	\$224	\$834
2019	\$37,526	\$14,049	\$438	\$1,091
2020	\$36,617	\$14,244	\$4,145	\$956
2021	\$38,501	\$13,629	\$1,597	\$1,097

Source: U.S. Department of Commerce, Bureau of Economic Analysis

Distribution of Farm Income (in Thousands), Del Norte County

Year	Farm Proprietors	Corporate Farm Income	Farmworker Wages
2013	\$7,698	\$2,780	\$5,328
2014	\$14,367	\$4,399	\$5,063
2015	\$10,579	\$1,154	\$5,162
2016	\$7,253	\$1,383	\$5,133
2017	\$7,226	\$1,209	\$7,122
2018	\$4,706	\$1,668	\$5,456
2019	\$5,567	\$867	\$6,740
2020	\$9,313	\$1,036	\$6,917
2021	\$7,108	\$1,234	\$6,272

Source: U.S. Department of Commerce, Bureau of Economic Analysis



Commercial Fishing

What is it?

Living resource industry gross regional product and other economic data are collected by the National Marine Fisheries Service's National Ocean Economics Program. The living resource sector includes all fish hatcheries, aquaculture, fishing, seafood markets, and seafood processing. The weight and value of commercial fishing yields are gathered by the National Marine Fisheries Service and are reported for the port of Crescent City.

How is it used?

Commercial fishing and other living resource industries are often a large contributor to the economic productivity of coastal regions. The productivity of this sector is often influenced by environmental factors such as maritime climate and individual species migratory patterns. Due to the lack of available updated data, this indicator uses data from the previous year.

Economic Value of Living Resources Industries, Del Norte County

Year	GRP	Establishments	Employment	Wages
2011	\$4,559,568	41	32	\$2,359,258
2012	D	D	D	D
2013	\$15,141,920	40	81	\$8,246,939
2014	\$6,151,740	43	51	\$3,323,577
2015	\$9,988,473	43	74	\$4,976,704
2016	\$11,926,298	46	75	\$6,928,074
2017	\$9,718,876	47	86	\$5,585,522
2018	\$12,671,261	49	95	\$7,346,880
2019	\$10,910,280	50	94	\$6,476,430
2020	\$9,895,133	50	95	\$5,893,116

Source: National Marine Fisheries Service, National Ocean Economics Program

Note: (D) Withheld disclosure of confidential business data

Weight and Value of Commercial Fishing, Crescent City

Year	Landing Weight (lbs.)	Landed Value
2009	16,000,000	\$17,600,000
2010	13,300,000	\$10,600,000
2011	7,500,000	\$8,500,000
2012	12,800,000	\$28,300,000
2013	18,200,000	\$34,400,000
2014	9,300,000	\$12,800,000
2015	7,000,000	\$6,500,000
2016	9,500,000	\$22,900,000
2017	5,100,000	\$7,400,000
2018	12,600,000	\$28,200,000

Source: National Marine Fisheries Service,

National Ocean Economics Program

Landed Value of Commercial Fishing, Crescent City



Landed Weight of Commercial Fishing (lbs.), Crescent City



Construction Jobs

What is it?

Construction jobs and earnings data are provided to demonstrate the degree to which county residents rely on and benefit from this industry.

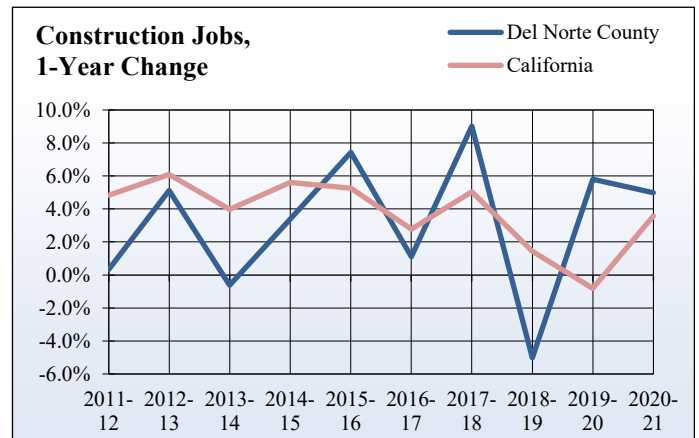
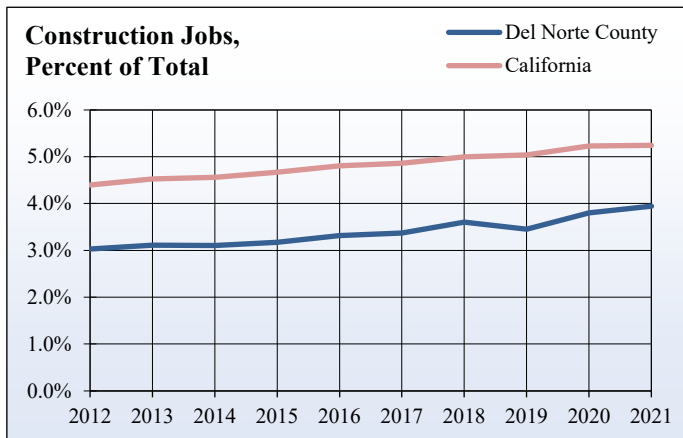
How is it used?

Construction is often a leading indicator of economic growth as the industry creates new and improved infrastructure for homes, businesses, and community and government institutions. Furthermore, the construction industry provides employment for a large number of blue-collar workers and generally does not require high educational attainment for entry-level employment.

Construction Jobs, Del Norte County

Year	County Jobs	Percent of Total		1-Year Change	
		County	California	County	California
2012	312	3.0 %	4.4 %	0.3 %	4.8 %
2013	328	3.1 %	4.5 %	5.1 %	6.1 %
2014	326	3.1 %	4.6 %	- 0.6 %	4.0 %
2015	337	3.2 %	4.7 %	3.4 %	5.6 %
2016	362	3.3 %	4.8 %	7.4 %	5.3 %
2017	366	3.4 %	4.9 %	1.1 %	2.8 %
2018	399	3.6 %	5.0 %	9.0 %	5.0 %
2019	379	3.5 %	5.0 %	- 5.0 %	1.4 %
2020	401	3.8 %	5.2 %	5.8 %	- 0.8 %
2021	421	3.9 %	5.2 %	5.0 %	3.6 %

Source: U.S. Department of Commerce, Bureau of Economic Analysis

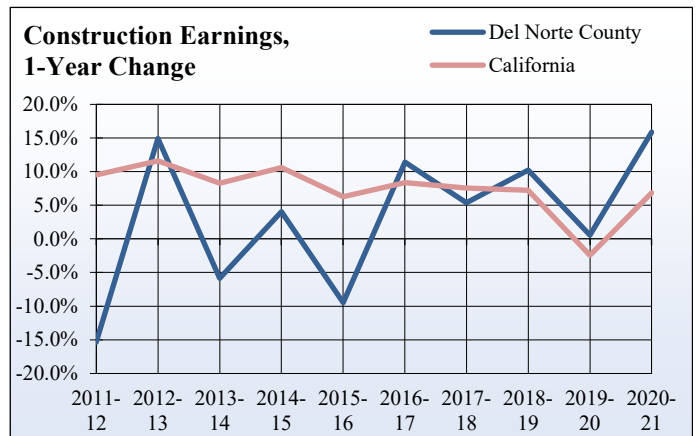
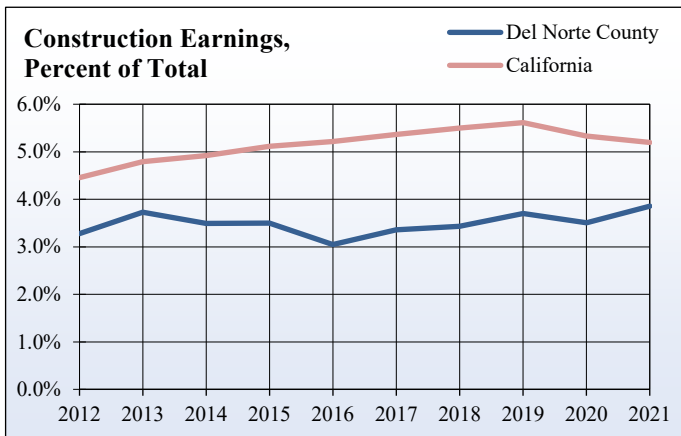


Construction Earnings

Construction Earnings (in Thousands), Del Norte County

Year	County Earnings	Percent of Total		1-Year Change	
		County	California	County	California
2012	\$16,230	3.3%	4.5%	-15.4%	9.5%
2013	\$18,656	3.7%	4.8%	14.9%	11.6%
2014	\$17,561	3.5%	4.9%	-5.9%	8.3%
2015	\$18,269	3.5%	5.1%	4.0%	10.6%
2016	\$16,538	3.0%	5.2%	-9.5%	6.3%
2017	\$18,425	3.4%	5.4%	11.4%	8.3%
2018	\$19,418	3.4%	5.5%	5.4%	7.6%
2019	\$21,405	3.7%	5.6%	10.2%	7.2%
2020	\$21,523	3.5%	5.3%	0.6%	-2.5%
2021	\$24,938	3.9%	5.2%	15.9%	6.8%

Source: U.S. Department of Commerce, Bureau of Economic Analysis



Permitted Value of New Construction

What is it?

This indicator shows the total permitted value of new construction in Del Norte County.

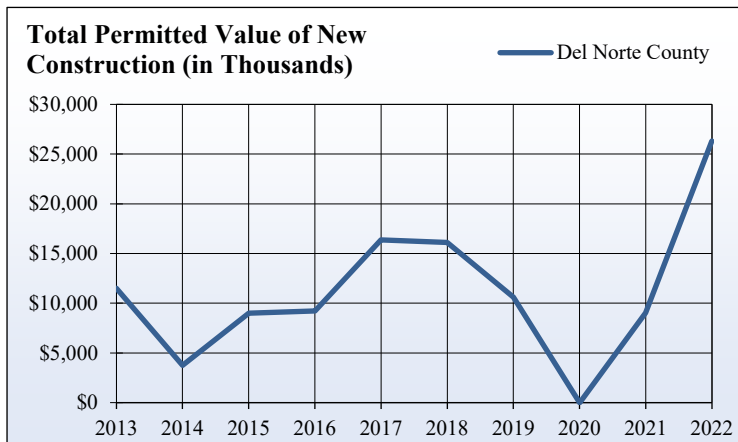
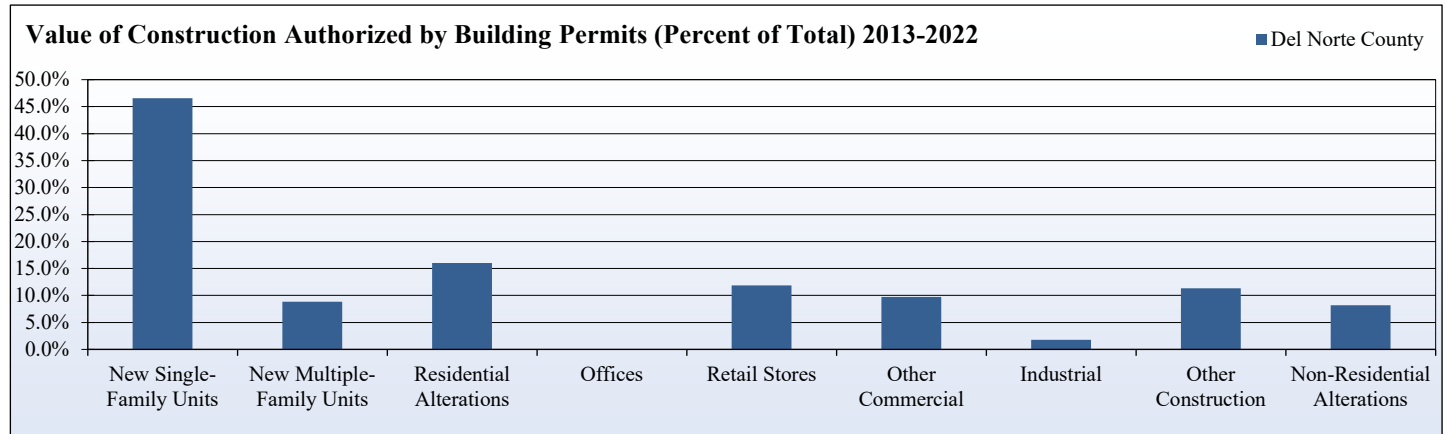
How is it used?

The permitted value of construction can be used as an indicator of the health and robustness of the construction sector in an area. Greater permitted values can be indicative of greater amounts of construction work in an area and/or greater value of the homes and other properties being constructed. *2020 data were unavailable.

Permitted Value of New Construction (in Thousands), Del Norte County

Year	New Single-Family Units	New Multiple-Family Units	Residential Alterations	Offices	Retail Stores	Other Commercial	Industrial Construction	Other Non-Residential Alterations	Total Value
2013	\$3,478	\$1,875	\$2,402	\$0	\$0	\$0	\$0	\$2,784	\$11,511
2014	\$1,613	\$318	\$1,269	\$0	\$879	\$0	\$0	\$460	\$3,762
2015	\$4,334	\$0	\$2,281	\$0	\$1,800	\$0	\$1,980	\$602	\$9,011
2016	\$5,071	\$0	\$2,051	\$0	\$1,068	\$1,112	\$0	\$364	\$9,224
2017	\$3,891	\$0	\$1,452	\$0	\$9,200	\$9,694	\$0	\$1,052	\$16,382
2018	\$8,058	\$390	\$2,436	\$0	\$0	\$70	\$0	\$3,667	\$16,103
2019	\$6,260	\$0	\$1,693	\$0	\$74	\$0	\$0	\$1,874	\$10,603
2020	*	*	*	*	*	*	*	*	*
2021	\$6,133	\$1,357	\$1,546	\$0	\$0	\$0	\$0	\$0	\$9,036
2022	\$13,277	\$5,936	\$2,787	\$0	\$273	\$0	\$0	\$1,873	\$26,294
Total	\$52,115	\$9,876	\$17,917	\$0	\$13,294	\$10,876	\$1,980	\$12,676	\$111,926

Source: CIRB and California Homebuilding Foundation (CHF)

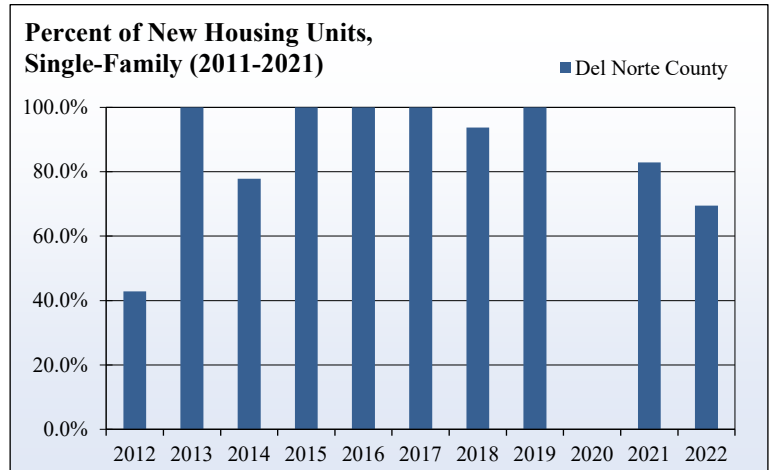
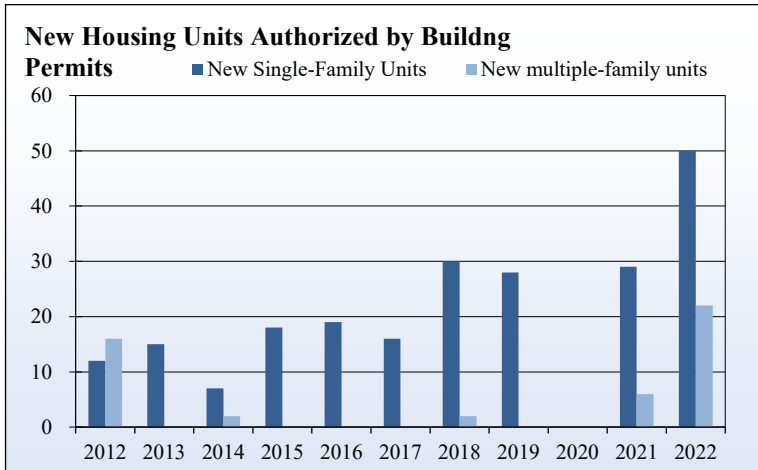


New Housing Units Authorized by Building Permits

New Housing Units Authorized by Building Permits, Del Norte County

Year	New Single-Family Units	New multiple-family units	Total new housing units	Percent of Units
				Single-Family Del Norte County
2012	12	16	28	42.9%
2013	15	0	15	100.0%
2014	7	2	9	77.8%
2015	18	0	18	100.0%
2016	19	0	19	100.0%
2017	16	0	16	100.0%
2018	30	2	32	93.8%
2019	28	0	28	100.0%
2020	*	*	*	*
2021	29	6	35	82.9%
2022	50	22	72	69.4%

Source: CIRB and California Homebuilding Foundation (CHF)



Permitted Value of New Housing Units

Permitted Value of New Construction (in Thousands), Del Norte County

Year	New Single-Family Units	New Multiple-Family Units	Residential Alterations
2012	\$2,595	\$2,800	\$992
2013	\$3,478	\$1,875	\$2,402
2014	\$1,613	\$318	\$1,269
2015	\$4,334	\$0	\$2,281
2016	\$5,071	\$0	\$2,051
2017	\$3,891	\$0	\$1,452
2018	\$8,058	\$390	\$2,436
2019	\$6,260	\$0	\$1,693
2020	*	*	*
2021	\$6,133	\$1,357	\$1,546
2022	\$13,277	\$5,936	\$2,787
Total	\$54,710	\$12,676	\$18,909

Source: CIRB and California Homebuilding Foundation (CHF)

City Permitted Value of New Construction (in Thousands), Crescent City

Year	Crescent City
2012	\$200
2013	\$1,875
2014	\$318
2015	\$0
2016	\$0
2017	\$0
2018	\$927
2019	\$150
2020	*
2021	\$7,490
2022	\$6,459

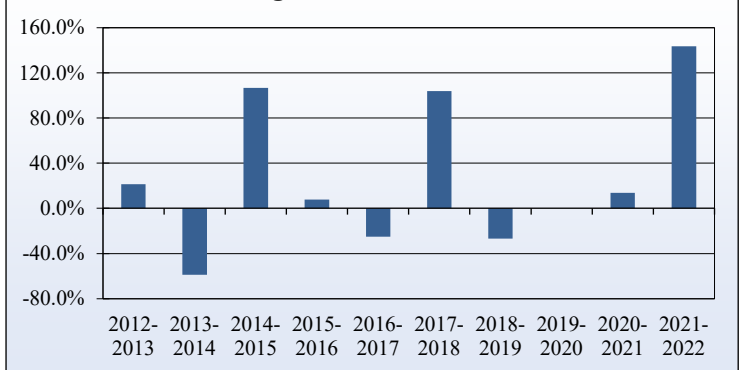
Source: CIRB and California Homebuilding Foundation (CHF)

Annual Percent Change in Permitted Value of New Housing Units, Del Norte County

Year	Change in Total Value of New Single and Multi-Family Units Del Norte County
2012-2013	21.4%
2013-2014	-58.7%
2014-2015	106.7%
2015-2016	7.7%
2016-2017	-25.0%
2017-2018	103.7%
2018-2019	-26.9%
2019-2020	*
2020-2021	13.6%
2021-2022	143.5%

Source: CIRB and California Homebuilding Foundation (CHF)

Annual Percent Change in Permitted Value of New Housing



Manufacturing Jobs

What is it?

Manufacturing is the mechanical, physical, or chemical transformation of materials, substances, or components into new products and encompasses a wide variety of specific processes and inputs. Manufacturing jobs and earnings data are provided to demonstrate the degree to which county residents rely on and benefit from this industry.

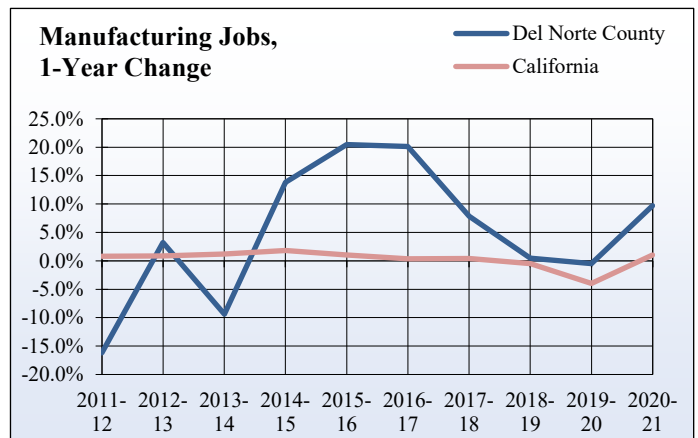
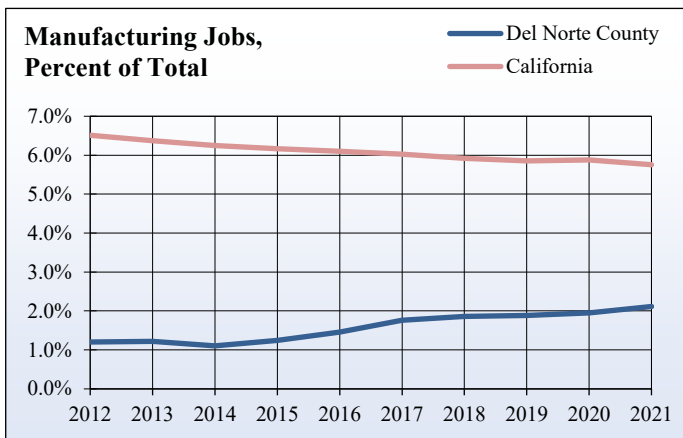
How is it used?

Manufacturing is usually an economic base industry, making it an important indicator of changes to a county's economy. Counties that have a solid manufacturing base of export goods benefit from the outside revenue that these businesses bring into the county.

Manufacturing Jobs, Del Norte County

Year	County Jobs	Percent of Total		1-Year Change	
		County	California	County	California
2012	124	1.2%	6.5%	-16.2%	0.8%
2013	128	1.2%	6.4%	3.2%	0.9%
2014	116	1.1%	6.2%	-9.4%	1.2%
2015	132	1.2%	6.2%	13.8%	1.8%
2016	159	1.5%	6.1%	20.5%	1.0%
2017	191	1.8%	6.0%	20.1%	0.4%
2018	206	1.9%	5.9%	7.9%	0.4%
2019	207	1.9%	5.9%	0.5%	-0.5%
2020	206	2.0%	5.9%	-0.5%	-4.0%
2021	226	2.1%	5.8%	9.7%	1.1%

Source: U.S. Department of Commerce, Bureau of Economic Analysis

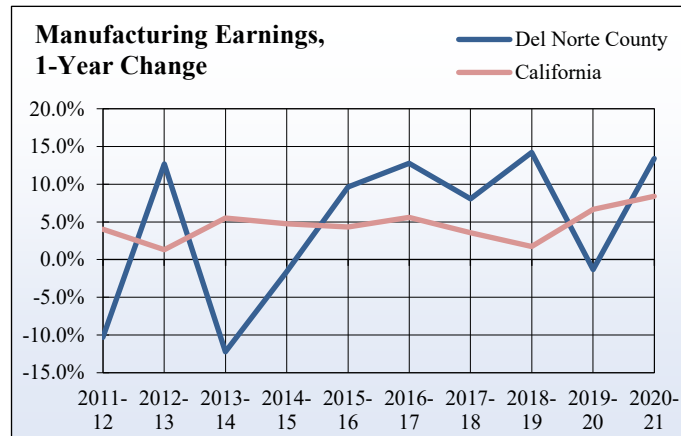
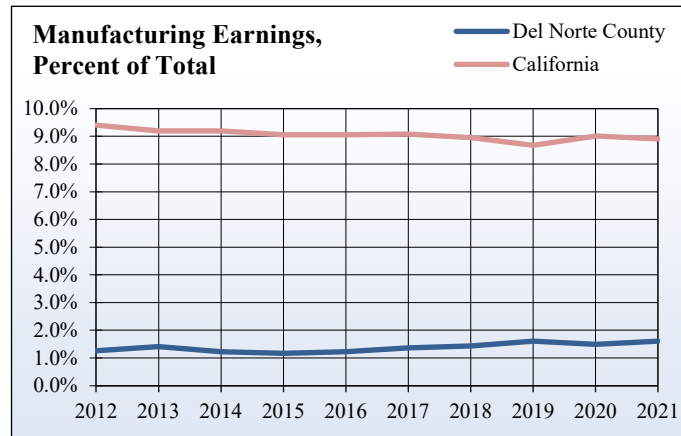


Manufacturing Earnings

Manufacturing Earnings (in Thousands), Del Norte County

Year	County Earnings	Percent of Total		1-Year Change	
		County	California	County	California
2012	\$6,250	1.3%	9.4%	-10.3%	4.0%
2013	\$7,042	1.4%	9.2%	12.7%	1.3%
2014	\$6,181	1.2%	9.2%	-12.2%	5.5%
2015	\$6,082	1.2%	9.1%	-1.6%	4.7%
2016	\$6,669	1.2%	9.1%	9.7%	4.3%
2017	\$7,520	1.4%	9.1%	12.8%	5.6%
2018	\$8,125	1.4%	9.0%	8.0%	3.5%
2019	\$9,280	1.6%	8.7%	14.2%	1.7%
2020	\$9,155	1.5%	9.0%	-1.3%	6.6%
2021	\$10,381	1.6%	8.9%	13.4%	8.4%

Source: U.S. Department of Commerce, Bureau of Economic Analysis



Travel and Recreation Jobs

What is it?

This indicator presents data on jobs and earnings within the travel and recreation industry provided by the U.S. Department of Commerce.

How is it used?

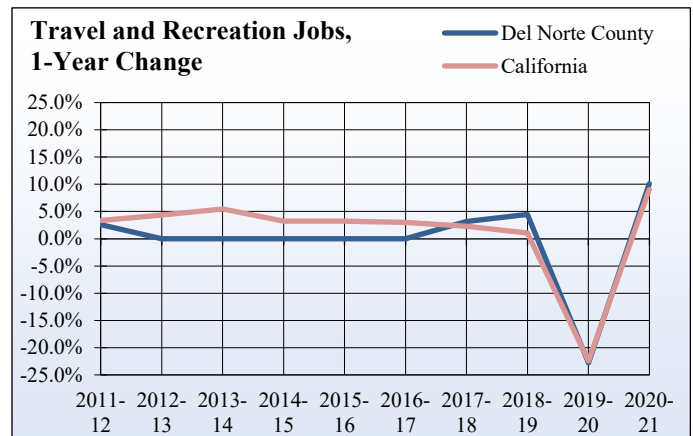
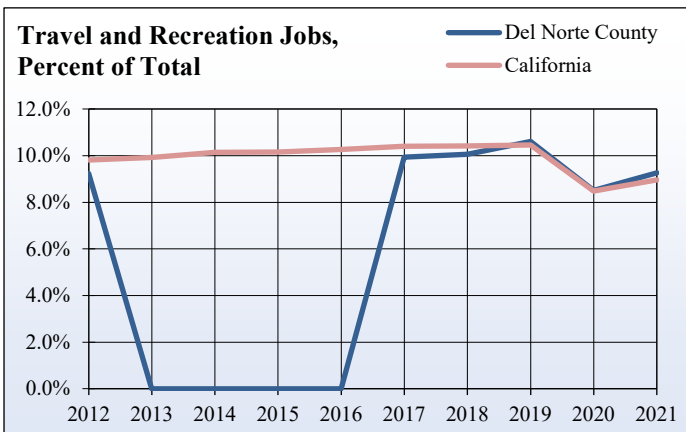
Visitor-serving industries are often an important economic base industry because they attract spending from outside of the area. This makes travel and recreation industry performance an important local economic indicator. Because the industry is generally dependent on others' discretionary income levels, travel and recreation jobs and earnings are often more sensitive to economic downturns or recessions than those in other base industries.

Travel and Recreation Jobs, Del Norte County

Year	County Jobs	Percent of Total		1-Year Change	
		County	California	County	California
2012	952	9.2%	9.8%	2.59%	3.4%
2013	(D)	N/A	9.9%	N/A	4.4%
2014	(D)	N/A	10.1%	N/A	5.5%
2015	(D)	N/A	10.2%	N/A	3.2%
2016	(D)	N/A	10.3%	N/A	3.2%
2017	1,079	9.9%	10.4%	N/A	3.0%
2018	1,113	10.1%	10.4%	3.2%	2.3%
2019	1,163	10.6%	10.5%	4.5%	1.1%
2020	898	8.5%	8.5%	-22.8%	-22.4%
2021	989	9.3%	9.0%	10.1%	9.0%

Source: U.S. Department of Commerce, Bureau of Economic Analysis

Note: (D) Withheld disclosure of confidential business data



Travel and Recreation Earnings & Expenditures

**Travel and Recreation Earnings (in Thousands),
Del Norte County**

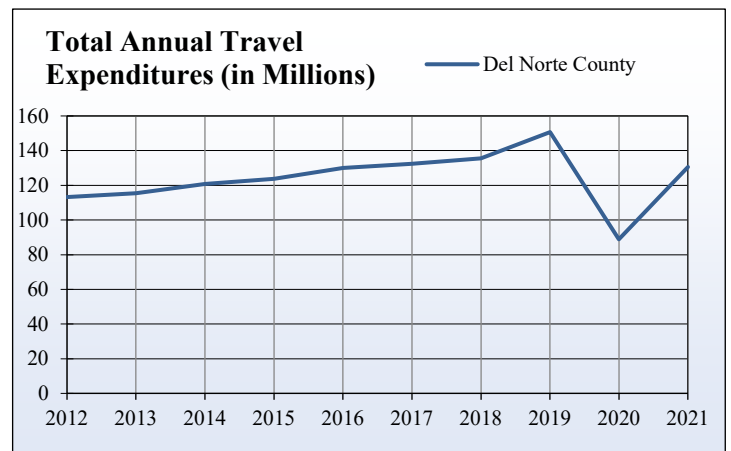
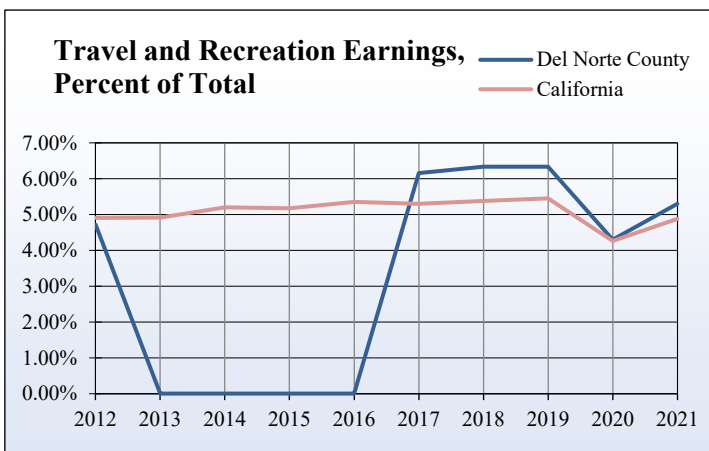
Year	County Earnings	Percent of Total		1-Year Change	
		County	California	County	California
2012	\$23,423	4.7%	4.9%	22.3%	9.0%
2013	(D)	N/A	4.9%	N/A	3.9%
2014	(D)	N/A	5.2%	N/A	11.5%
2015	(D)	N/A	5.2%	N/A	5.9%
2016	(D)	N/A	5.4%	N/A	7.9%
2017	\$33,813	6.2%	5.3%	N/A	4.3%
2018	\$35,895	6.3%	5.4%	6.2%	6.5%
2019	\$36,690	6.3%	5.5%	2.2%	6.4%
2020	\$26,382	4.3%	4.3%	-28.1%	-19.6%
2021	\$34,273	5.3%	4.9%	29.9%	25.5%

Source: U.S. Department of Commerce, Bureau of Economic Analysis

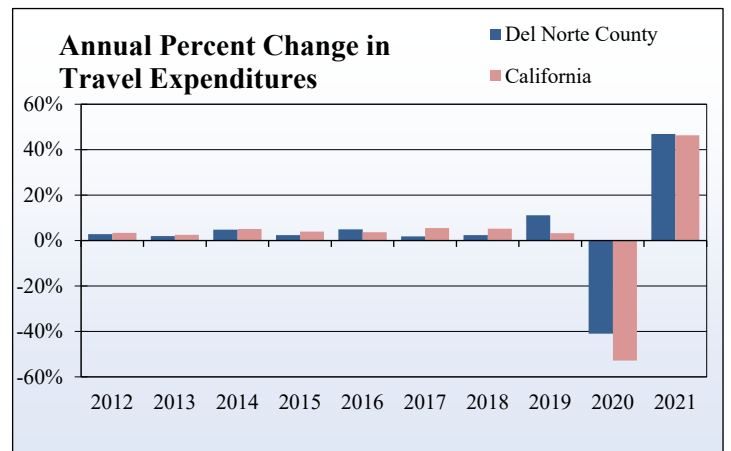
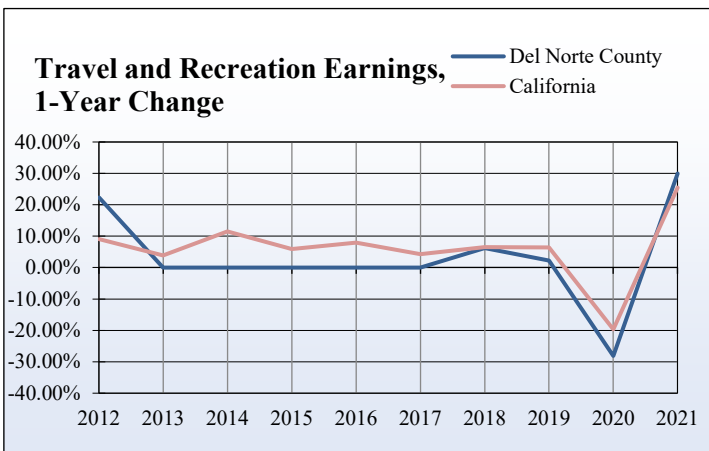
**Total Annual Travel Expenditures (in Millions),
Del Norte County**

Year	Expenditures in County	Annual Percent Change	Expenditures in California	Annual Percent Change
2012	\$113	2.8%	\$108,916	3.4%
2013	\$115	1.9%	\$111,692	2.5%
2014	\$121	4.8%	\$117,385	5.1%
2015	\$124	2.4%	\$121,938	3.9%
2016	\$130	4.9%	\$126,402	3.7%
2017	\$132	1.8%	\$133,321	5.5%
2018	\$136	2.5%	\$140,350	5.3%
2019	\$151	11.1%	\$144,851	3.2%
2020	\$89	-41.0%	\$68,467	-52.7%
2021	\$130	46.9%	\$100,150	46.3%

Source: California Travel and Tourism Commission, Dean Runyan Assoc.



Years with anomalous or missing data excluded



Years with anomalous or missing data excluded

Retail Jobs

What is it?

Retail jobs and earnings data are provided to demonstrate the degree to which county residents rely on and benefit from this industry.

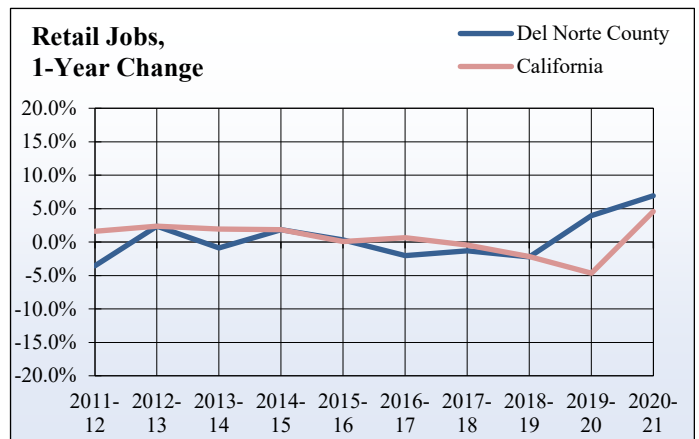
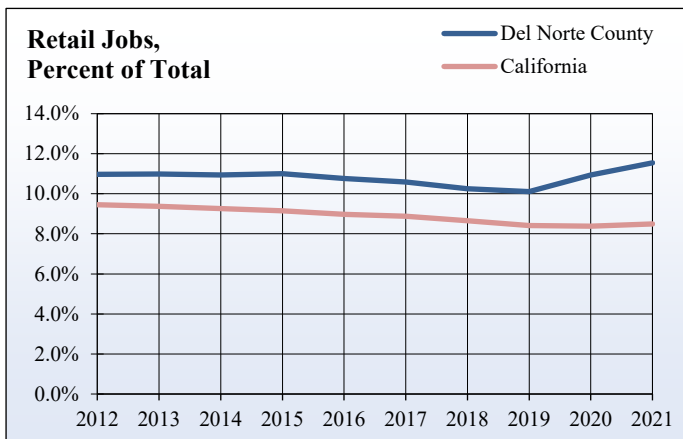
How is it used?

The bulk of most retail sales are made to individuals who are living within the local area as opposed to those visiting from outside the area. Retail activity is traditionally most impacted by changes in base industries like agriculture and manufacturing and can thus serve as an indicator of change in these sectors. Retail is also one of the largest industry sectors in many local economies.

Retail Jobs, Del Norte County

Year	County Jobs	Percent of Total		1-Year Change	
		County	California	County	California
2012	1,131	11.0 %	9.4 %	- 3.6 %	1.6 %
2013	1,158	11.0 %	9.4 %	2.4 %	2.4 %
2014	1,148	10.9 %	9.3 %	- 0.9 %	2.0 %
2015	1,169	11.0 %	9.2 %	1.8 %	1.8 %
2016	1,173	10.8 %	9.0 %	0.3 %	0.1 %
2017	1,149	10.6 %	8.9 %	- 2.0 %	0.7 %
2018	1,134	10.2 %	8.6 %	- 1.3 %	- 0.5 %
2019	1,109	10.1 %	8.4 %	- 2.2 %	- 2.2 %
2020	1,153	10.9 %	8.4 %	4.0 %	- 4.6 %
2021	1,233	11.6 %	8.5 %	6.9 %	4.6 %

Source: U.S. Department of Commerce, Bureau of Economic Analysis

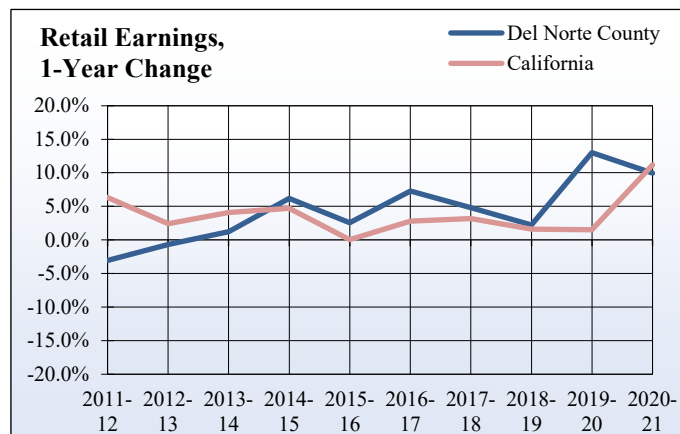
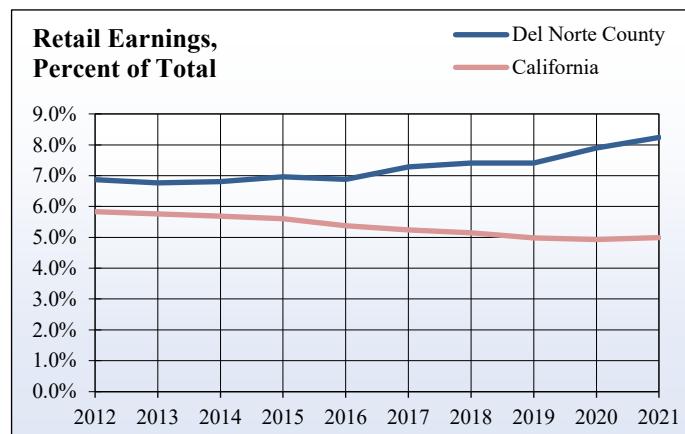


Retail Earnings

Retail Earnings (in Thousands), Del Norte County

Year	Earnings	Percent of Total		1-Year Change	
		County	California	County	California
2012	\$34,082	6.9%	5.8%	-3.1%	6.3%
2013	\$33,846	6.8%	5.8%	-0.7%	2.4%
2014	\$34,262	6.8%	5.7%	1.2%	4.1%
2015	\$36,385	7.0%	5.6%	6.2%	4.7%
2016	\$37,311	6.9%	5.4%	2.5%	0.04%
2017	\$40,036	7.3%	5.2%	7.3%	2.8%
2018	\$41,953	7.4%	5.2%	4.8%	3.2%
2019	\$42,883	7.4%	5.0%	2.2%	1.6%
2020	\$48,461	7.9%	4.9%	13.0%	1.5%
2021	\$53,292	8.2%	5.0%	10.0%	11.2%

Source: U.S. Department of Commerce, Bureau of Economic Analysis



Taxable Sales

**Total Taxable Sales, Retail and Non-Retail (in thousands),
Del Norte County**

Year	Retail Stores	Non-retail	Total
2012	\$155,894	\$70,595	\$226,489
2013	\$165,518	\$69,192	\$234,710
2014	\$168,720	\$71,815	\$240,535
2015	\$176,025	\$64,296	\$240,321
2016	\$177,695	\$68,720	\$246,415
2017	\$179,818	\$67,543	\$247,361
2018	\$188,392	\$52,702	\$241,094
2019	\$194,503	\$56,745	\$251,247
2020	\$224,132	\$76,113	\$300,245
2021	\$260,588	\$94,604	\$355,192

Source: California Board of Equalization

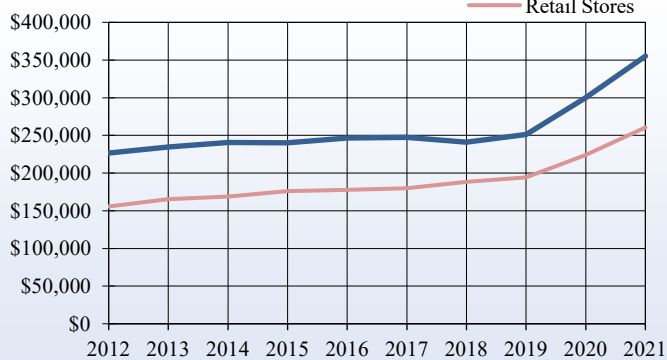
Taxable Sales Annual Change, Del Norte County

Year	Taxable Retail Sales		Total Taxable Sales	
	County	California	County	California
2012	3.7%	7.3%	7.0%	7.3%
2013	6.2%	5.5%	3.6%	5.1%
2014	1.9%	4.3%	2.5%	4.9%
2015	4.3%	3.9%	-0.1%	3.7%
2016	0.9%	2.6%	2.5%	2.4%
2017	1.2%	4.2%	0.4%	3.7%
2018	4.8%	5.0%	-2.5%	4.3%
2019	3.2%	2.4%	4.2%	3.7%
2020	15.2%	-2.6%	19.5%	-3.5%
2021	16.3%	22.7%	18.3%	22.1%

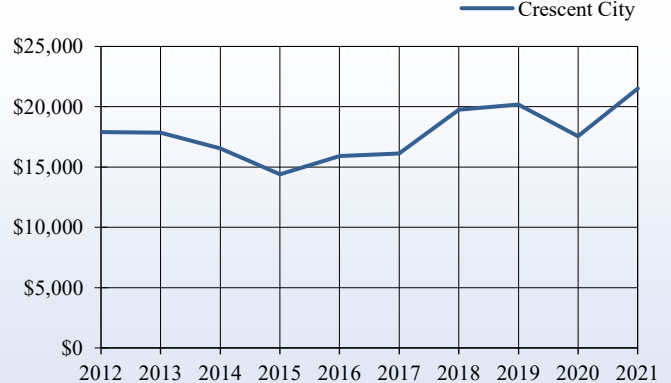
Source: California Board of Equalization

***Note:** Starting in 2015, the California State Board of Equalization began including data from retailers that operate part-time. Data from 2015 are therefore not directly comparable to the data of previous years.

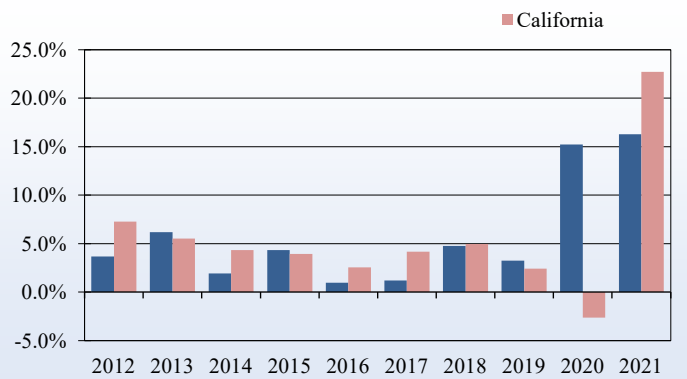
**Total Taxable Sales (in Thousands)
Del Norte County**



Taxable Non-Retail Sales (in Thousands)



Taxable Retail Sales, 1-Year Change



Taxable Retail Sales (in Thousands)



Government

What is it?

Government jobs and income are provided to demonstrate the degree to which county residents rely on and benefit from this industry.

How is it used?

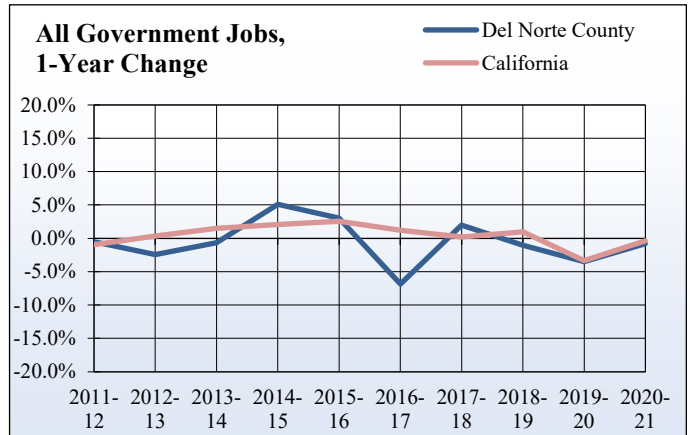
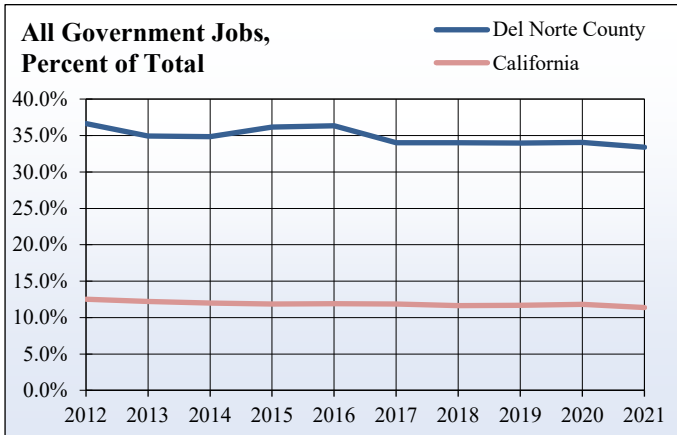
Because government institutions often comprise a large portion of the local economy, especially in rural counties, increases or decreases in government spending can have a direct impact on the county economy.

**Note: Government makes up a relatively large part of Del Norte County's economy because of the presence of Pelican Bay State Prison and the many state and national Parks found in the county.*

All Government Worker Jobs, Del Norte County

Year	Jobs	Percent of Total		1-Year Change	
		County	California	County	California
2012	3,776	36.6 %	12.5 %	- 0.5 %	- 1.0 %
2013	3,684	34.9 %	12.2 %	- 2.4 %	0.4 %
2014	3,660	34.9 %	12.0 %	- 0.7 %	1.5 %
2015	3,846	36.2 %	11.9 %	5.1 %	2.1 %
2016	3,963	36.3 %	11.9 %	3.0 %	2.6 %
2017	3,691	34.0 %	11.9 %	- 6.9 %	1.2 %
2018	3,764	34.0 %	11.6 %	2.0 %	0.2 %
2019	3,725	34.0 %	11.7 %	- 1.0 %	1.0 %
2020	3,594	34.1 %	11.8 %	- 3.5 %	- 3.3 %
2021	3,565	33.4 %	11.4 %	- 0.8 %	- 0.4 %

Source: U.S. Department of Commerce, Bureau of Economic Analysis

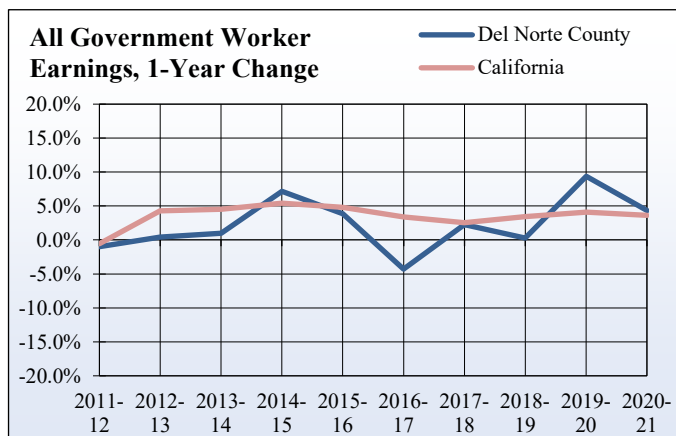
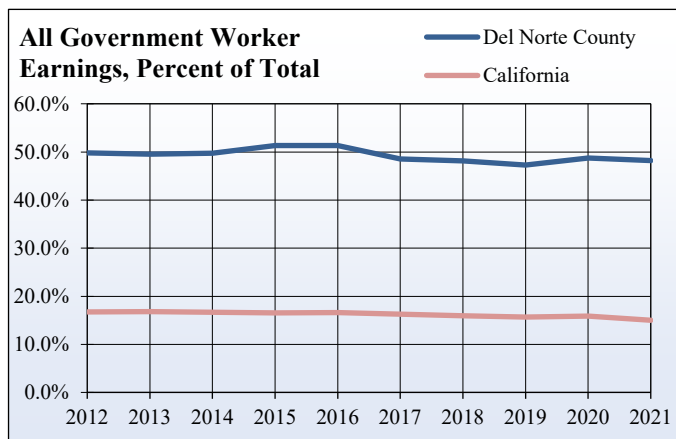


Government Earnings

Government Worker Earnings (in Thousands), Del Norte County

Year	Earnings	Percent of Total		1-Year Change	
		County	California	County	California
2012	\$246,895	49.8%	16.7%	-1.0%	-0.6%
2013	\$247,898	49.6%	16.8%	0.4%	4.3%
2014	\$250,325	49.8%	16.7%	1.0%	4.5%
2015	\$268,255	51.3%	16.5%	7.2%	5.4%
2016	\$278,569	51.3%	16.6%	3.8%	4.8%
2017	\$266,553	48.5%	16.3%	-4.3%	3.4%
2018	\$272,591	48.2%	15.9%	2.3%	2.5%
2019	\$273,364	47.3%	15.7%	0.3%	3.4%
2020	\$299,001	48.7%	15.9%	9.4%	4.1%
2021	\$312,001	48.2%	15.0%	4.3%	3.6%

Source: U.S. Department of Commerce, Bureau of Economic Analysis



Government Revenue

Government Revenue, Del Norte County, 2020-21 Fiscal Year, (in thousands)

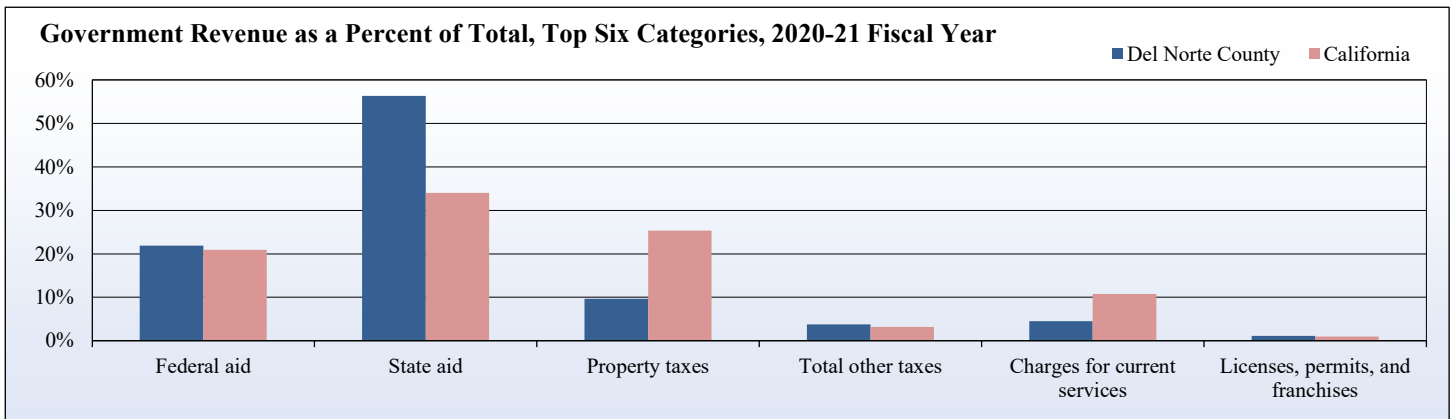
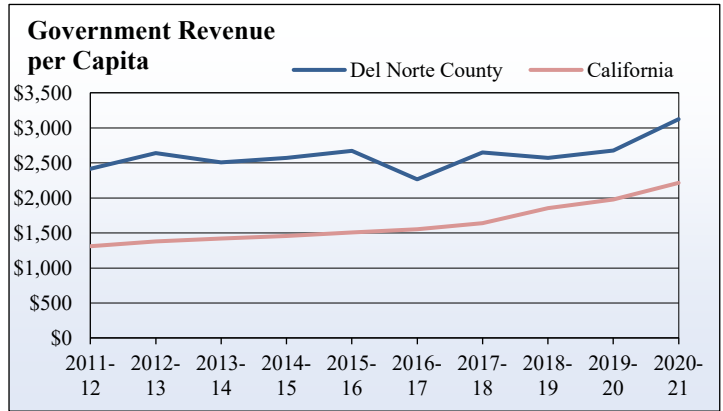
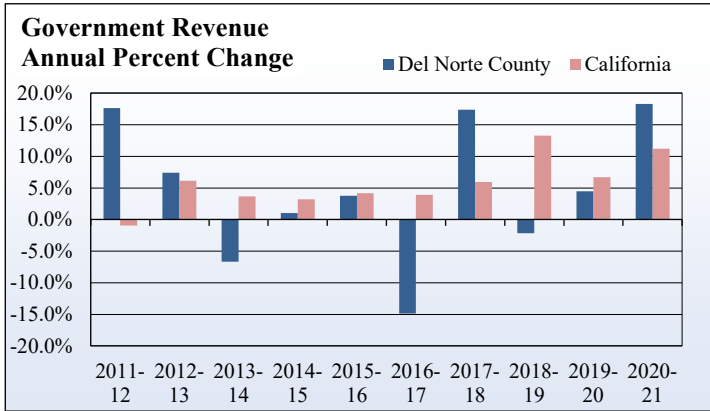
Revenue Source	Del Norte County		California
	Revenue	Percent of Total	Percent of Total
Federal aid	\$18,882	21.9%	20.9%
State aid	\$48,574	56.3%	34.0%
Property taxes	\$8,323	9.7%	25.4%
Total other taxes	\$3,215	3.7%	3.2%
Fines, forfeitures, and penalties	\$925	1.1%	0.9%
Charges for current services	\$3,906	4.5%	10.8%
Other governmental agencies	\$426	0.5%	0.4%
Licenses, permits, and franchises	\$950	1.1%	1.0%
Revenue from the use of money and property	\$439	0.5%	0.5%
Special benefit assessments	-	-	0.6%
Other in-lieu taxes	\$20	0.0%	12.7%
Total miscellaneous revenue	\$580	0.7%	2.0%
Total funding	\$86,241	100.0%	100.0%

Source: California State Controllers Office, County Annual Reports

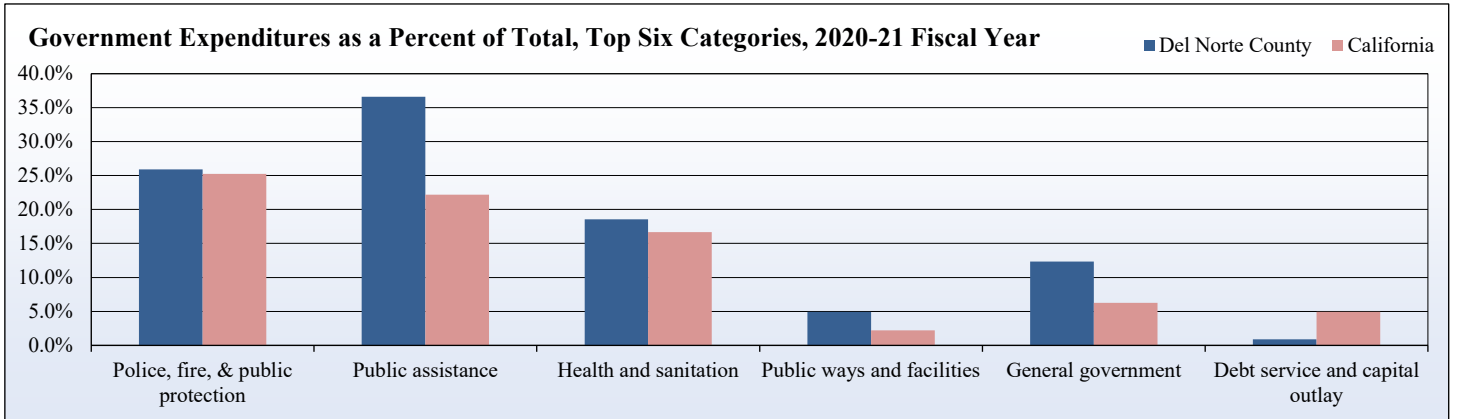
Government Revenue, Annual Percent Change, Del Norte County

Fiscal Year	Del Norte County		California
	Total	Percent Change	Percent Change
2011-12	\$67,882,872	17.6%	-1.0%
2012-13	\$72,916,047	7.4%	6.2%
2013-14	\$68,059,207	-6.7%	3.7%
2014-15	\$68,763,940	1.0%	3.2%
2015-16	\$71,365,774	3.8%	4.1%
2016-17	\$60,739,983	-14.9%	3.9%
2017-18	\$71,299,268	17.4%	5.9%
2018-19	\$69,775,254	-2.1%	13.3%
2019-20	\$72,897,333	4.5%	6.7%
2020-21	\$86,240,534	18.3%	11.2%

Source: California State Controllers Office, County Annual Reports



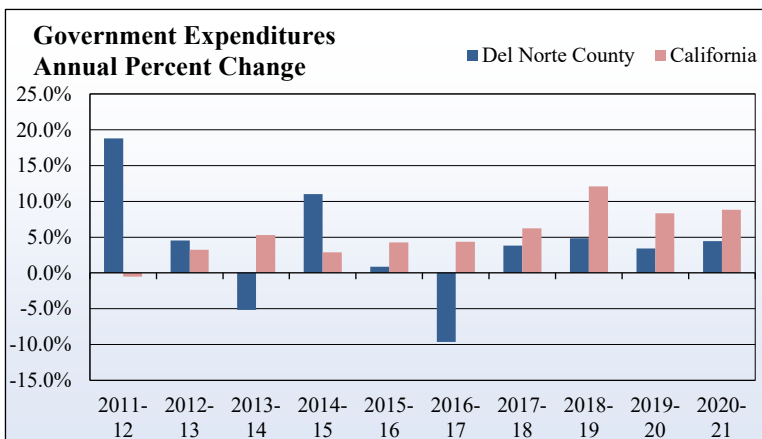
Government Expenditures



Government Expenditure, Del Norte County, 2020-21 Fiscal Year

Expenditure Function	Del Norte County	Percent of Total Expenditures	California Average Percent of Total Expenditures
Police, fire, & public protection	\$19,390,914	25.9%	25.3%
Public assistance	\$27,401,260	36.6%	22.2%
Health and sanitation	\$13,892,390	18.6%	16.7%
Public ways and facilities	\$3,697,962	4.9%	2.2%
General government	\$9,230,223	12.3%	6.2%
Debt service and capital outlay	\$671,520	0.9%	4.9%
Recreation and cultural services	\$538,193	0.7%	0.9%
Education	\$16,015	0.02%	0.6%
Total of expenditures	\$74,838,477	100.0%	100.0%

Source: California State Controllers Office, County Annual Reports



Del Norte Government Expenditures, Annual Percent Change

Fiscal Year	Del Norte County		California
	Total	Percent Change	Percent Change
2011-12	\$63,415,707	18.8%	-0.5%
2012-13	\$66,297,090	4.5%	3.2%
2013-14	\$62,880,908	-5.2%	5.3%
2014-15	\$69,817,195	11.0%	2.9%
2015-16	\$70,434,915	0.9%	4.3%
2016-17	\$63,647,543	-9.6%	4.4%
2017-18	\$66,074,031	3.8%	6.2%
2018-19	\$69,277,367	4.8%	12.1%
2019-20	\$71,655,572	3.4%	8.3%
2020-21	\$74,838,477	4.4%	8.8%

Source: California State Controllers Office, County Annual Reports

Photo Credits

The Center for Economic Development would like to thank Tamara Leighton of the Del Norte County Transportation Commission for providing all the photos used in the making of this booklet. Provided photos were cropped from their original format to fit this booklet.





RESOLUTION 2023 6

DEL NORTE LOCAL TRANSPORTATION COMMISSION RESOLUTION
AUTHORIZATING THE LOW CARBON TRANSIT OPERATIONS PROGRAM PROJECT:
ELECTRIC BUS INFRASTRUCTURE PROGRAM PHASE 4 – \$70,264.

WHEREAS, the Del Norte Local Transportation Commission, is the Regional Transportation Planning Agency for the Del Norte region and holds the responsibility to authorize the programming of Low Carbon Transit Operations Program (LCTOP) funding; and

WHEREAS, the Del Norte Local Transportation Commission, through its planning process including its regional transportation plan, has identified the region's significant transportation needs; and

WHEREAS, the Redwood Coast Transit Authority (RCTA) is an eligible project sponsor and may receive state funding from the LCTOP for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP and the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors; and

WHEREAS, DNLTC wishes for RCTA to implement the LCTOP project above and delegate authorization to execute these documents and any amendments thereto to Joseph Rye, General Manager, and

NOW, THEREFORE, BE IT RESOLVED that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances and the Authorized Agent documents and applicable statutes, regulations and guidelines for all LCTOP funded transit projects.

NOW THEREFORE, BE IT FURTHER RESOLVED that Joseph Rye be authorized to execute all required documents of the LCTOP program and any Amendments thereto with the California Department of Transportation.

NOW THEREFORE, BE IT FURTHER RESOLVED that DNLTC hereby authorizes the submittal of the following project nomination and allocation request to the Department in FY 2022-2023 LCTOP funds:

ITEM D

DATE: MAY 2, 2023
TO: DEL NORTE LOCAL TRANSPORTATION COMMISSION
FROM: TAMERA LEIGHTON, EXECUTIVE DIRECTOR
SUBJECT: ADOPT RESOLUTION APPROVING 2023-24 OVERALL WORK PROGRAM

REQUESTED ACTION and TAC RECOMMENDATION: By polled vote, adopt Resolution 2023 5 approving 2023-24 Overall Work Program.

BACKGROUND: In the February meeting, the draft Overall Work Program was agreed upon by DNLTC and staff was directed to finalize the document. The full document is enclosed. It represents the recommendations of the Technical Advisory Committee, the decisions and priorities of the Commission, and considers the comment letter presented by the California Department of Transportation.

The Overall Work Program (OWP) is the primary management tool for the Del Norte Local Transportation Commission, identifying the activities and a schedule of work for regional transportation planning in the Del Norte region. A new OWP is prepared for each fiscal year. In general, the Overall Work Program consists of three types of activities:

- State-mandated regional transportation planning programs undertaken concurrently throughout the State by the designated Regional Transportation Planning Agencies
- Discretionary transportation planning programs that are specific to the Del Norte County region and are oriented to solving problems unique to this planning region
- Administration to support mandated and discretionary planning programs

The specific projects and activities included in the Overall Work Program are consistent with the policies in the Del Norte Regional Transportation Plan and the priorities for each funding source. As a regular component of the approval process, Caltrans reviews the Overall Work Program. As necessary and appropriate, the comments by Caltrans (attached) are considered and integrated into the planning document when necessary and appropriate.

RESOLUTION 2023 5

DEL NORTE LOCAL TRANSPORTATION COMMISSION
RESOLUTION ADOPTING THE 2023-24 OVERALL WORK PROGRAM

WHEREAS, the Del Norte Local Transportation Commission, as the Del Norte Regional Transportation Planning Agency, has the responsibility of developing, approving and managing an Overall Work Program annually; and

WHEREAS, the Del Norte Local Transportation Commission, through its planning process including its regional transportation plan, has identified the region's significant transportation needs; and

WHEREAS, as part of the management of its annual Overall Work Program the Del Norte Local Transportation Commission has identified projects for the 2023-24 year.

NOW, THEREFORE, BE IT RESOLVED that the Del Norte Local Transportation Commission does hereby adopt its 2023-24 Overall Work Program according to the attached summary and funding charts.

PASSED AND ADOPTED by the Del Norte Local Transportation Commission of Del Norte County, State of California on the 2nd day of May 2023 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Blake Inscore, Chair
Del Norte Local Transportation Commission

ATTEST:

Tamera Leighton, Executive Director
Del Norte Local Transportation Commission

April 17, 2023

California Department of Transportation
Suresh Ratnam, Transportation Planner
PO Box 3700
Eureka, CA 95501-3700

Subject: Response to Overall Work Program comments

Dear Mr. Ratnam,

Please consider this letter a response to the Caltrans Comments letter dated April 7, 2023, for the areas where changes were suggested.

Response to the General Comments:

- Regarding early consultation, you're welcome.
- The Table of Contents, including page numbers, is updated.
- I look forward to receiving the new Regional Planning Handbook.
- I will include the updated Information Element that you provided with your comments.

Work Element Specific Comments

Comment 1: The Previous Work, Tasks and Products sections for the WEs listed below appear to include the same information as what was included in the Final FY 2022-23 OWP.

WE A - Long Range Planning Coordination

WE B - Overall Work Program Development

WE C - Public Participation and Information Dissemination

- The previous Work section must be updated to include a listing of any work products that were completed during FY 2022-23.
- The Tasks section should be updated as appropriate to reflect the task work taking place in support of the final work products anticipated to be delivered in FY 2023-24.
- The Products section must be revised to include final work products that are anticipated to be completed in FY 2023-24.

Response to Comment 1: Work Elements A, B, and C represent the regular work of the Commission. Work Element A – Long Range Planning Coordination, includes both the regular and irregular work needed to stay up to date on funding opportunities and to move the projects and goals in the Regional Transportation Plan forward. I don't generally know what the work products will be in a year until they are happening. Work Element B – Overall Work Program Development doesn't change on an annual basis. The process is established by

Caltrans and the products are consistent over time. Like Work Elements A and B, Work Element C – public participation and information dissemination represents the regular daily, monthly, and annually work of the commission. In addition to the updates noted, I've removed some of the past activities that are no longer relevant. For example, I was the State rural representation for the California Active Transportation Plan in 2016 and 2017. While relevant at the time, six years later the work is important in general, but my participation is no longer relevant to the current Overall Work Program.

Comment 2: OWP Budget Revenue Summary

- DNLTC was allocated \$230,000 but the Budget Revenue Summary (BRS) only shows \$228,000. Please confirm amount.
- Ensure that WE titles are consistent between the individual WEs and the BRS.

Response to Comment 2: The budget is updated and the Work Element titles are consistent.

Comment 3: Work Element G Climate Change Adaptation Planning

We recommend revising the Objective to be more descriptive in terms of climate change, as in, "studying the climate stressors of sea level rise and storm surge which has led to flooding and overtopping on US 101 at South Beach and Anchor Way".

Response to comment 3: The proposed description is included, though it's important to note that if funded, this Work Element will be revised to match the final scope of work. I anticipate the revisions will be significant.

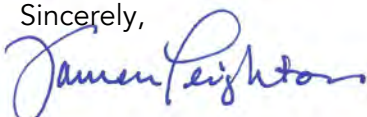
Comment 4: Work Element A Product 9 Regional Mapping

In addition to shapefiles, the consultant should also deliver field data, data dictionaries, map packages and any analysis layers for future use.

Response to Comment 4: Product 4 (not 9) has been updated to include the recommended language.

Thank you for your review of the Overall Work Program. I have used the Caltrans comment letter and have incorporated the feedback into the Final Overall Work Program.

Sincerely,



Tamera Leighton, Executive Director
Del Norte Local Transportation Commission

California Department of Transportation

DISTRICT 1
P.O. BOX 3700 | EUREKA, CA 95502-3700
(707) 445-6600 | FAX (707) 441-6314 TTY 711
www.dot.ca.gov/dist1



April 7, 2023

Ms. Tamera Leighton
Executive Director
Del Norte Local Transportation Commission
900 Northcrest Drive, PMB 16
Crescent City, CA 95531

Dear Ms. Leighton:

Thank you for the opportunity to review the Del Norte Local Transportation Commission (DNLTC) Draft Overall Work Program (OWP) for Fiscal Year (FY) 2023-24. The California Department of Transportation (Caltrans) has the following comments:

General Comments

- We thank DNLTC for consulting with Caltrans District 1 early in the process of developing the OWP.
- Please correct the Table of Contents for Work Element G to correctly read Climate Change Adaptation Planning rather than Safety & Security Planning and update the product. Correct the page numbers in the Table of Contents for WE-Z, Caltrans Information Element, the Budget Revenue Summary and Appendix.
- HQ is in the process of updating the Regional Planning Handbook which will contain new requirements for the FY 2024-25 OWPs, including updated guidance on format and content.
- Attached to this comment letter please find the Information Element for Del Norte County. This is a list of regional transportation planning work that is not directly captured in the Overall Work Program. Caltrans would like to continue providing the Technical Advisory Committee with a mid-year review on the Caltrans funded activities contained in the Information Element. We hope to work with Del Norte Local Transportation Commission for time on an agenda to provide these updates.

Work Element Specific Comments

- The Previous Work, Tasks and Products sections for the WEs listed below appear to include the same information as what was included in the Final FY 2022-23 OWP.

WE A-Long Range Planning Coordination

WE B-Overall Work Program Development

WE C-Public Participation and Information Dissemination

- The previous Work section must be updated to include a listing of any work products that were completed during FY 2022-23.
 - The Tasks section should be updated as appropriate to reflect the task work taking place in support of the final work products anticipated to be delivered in FY 2023-24.
 - The Products section must be revised to include final work products that are anticipated to be completed in FY 2023-24.
- **OWP Budget Revenue Summary**
 - DNLTC was allocated \$230,000 but the Budget Revenue Summary (BRS) only shows \$228,000. Please confirm amount.
 - Ensure that WE titles are consistent between the individual WEs and the BRS.

Work Element G Climate Change Adaptation Planning

- We recommend revising the Objective to be more descriptive in terms of climate change, as in, "studying the climate stressors of sea level rise and storm surge which has led to flooding and overtopping on US 101 at South Beach and Anchor Way".

Work Element A Product 9 Regional Mapping

- In addition to shapefiles, the consultant should also deliver field data, data dictionaries, map packages and any analysis layers for future use.

Reminders

Final OWP package is due to Caltrans by May 30th, 2023. The following items must be included in the final OWP package:

- Response letter acknowledging Caltrans comments on the draft OWP. The response needs to demonstrate where Caltrans comments were addressed within the Final OWP

Ms. Tamera Leighton

April 7, 2023

Page 3

- Electronically signed Overall Work Program Agreement (OWPA)
- Budget Revenue Summary (BRS)
- Board Resolution approving the OWP
- Electronically signed Certifications and Assurances
- Final OWP and Appendices

If you have any questions, please contact Suresh Ratnam at (707) 684-6880 or via email at suresh.ratnam@dot.ca.gov

Sincerely,

Brandon Larson

Brandon Larson
Deputy District Director, Planning
Caltrans District 1

CC: Tamera Leighton, Executive Director, DNLTC
Tatiana Ahlstrand, Senior Transportation Planner, Caltrans District 1
Suresh Ratnam, Associate Transportation Planner, Caltrans District 1
Jennifer Duran, Senior Transportation Planner, Caltrans Headquarters
Lupita Mendoza, Associate Transportation Planner, Caltrans Headquarters









FY23-24 Del Norte OWP

Final Audit Report

2023-04-07

Created:	2023-04-06
By:	Suresh Ratnam (s145826@dot.ca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAAwih2y97B9CNYoZ5n7sv2mH9IQX0W147

"FY23-24 Del Norte OWP" History

-  Document created by Suresh Ratnam (s145826@dot.ca.gov)
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-  Document approved by Tatiana Ahlstrand (tatiana.ahlstrand@dot.ca.gov)
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2023/2024 OVERALL WORK PROGRAM
DEL NORTE LOCAL TRANSPORTATION COMMISSION

Adopted by Resolution on April 2, 2023

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<i>Products:</i>	1. <i>Regional Transportation Plan Development</i>	
	2. <i>Last Chance Grade Executive Summary</i>	
	3. <i>2024 Economic and Demographic Profile</i>	
	4. <i>Regional Shapefile Mapping</i>	
Work Element B	Overall Work Program	10
Work Element C	Information Dissemination	11
<i>Products:</i>	1. <i>Informed Local Transportation Commission</i>	
	2. <i>Partnerships and Planning Agreements</i>	
	3. <i>Website and Crowdsourc Information</i>	
Work Element D	Transportation Improvement Program Development	14
<i>Products:</i>	1. <i>Develop and Maintain Transportation Improvement Program</i>	
	2. <i>Project Representation</i>	
Work Element E	Transportation Development Act Admin & Fiscal Management.	16
<i>Products:</i>	1. <i>Office Operations</i>	
	2. <i>Fiscal Management</i>	
	3. <i>Social Services Transportation Advisory Council Support</i>	
Work Element F	Service Authority for Freeway Emergencies (SAFE)	18
<i>Products:</i>	1. <i>Call Box System Maintenance and Reporting</i>	
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A. OVERALL WORK PROGRAM FUNDING

The OWP identifies all the transportation planning work efforts, funding sources and the work schedule of the activities to be accomplished during the fiscal year. The Del Norte Local Transportation Commission (Commission) has funded the Del Norte County Regional Transportation Planning Agency Fiscal Year 2023-24 Overall Work Program with funds and services from a variety of sources including: 1) Rural Planning Assistance; 2) Transportation Development Act; 3) State Transportation Improvement Program; 4) Service Authority for Freeway Emergencies; and, Climate Change Adaptation Planning Grant funds. Funding charts in this document's appendices detail the sources and amounts of expected revenue and proposed expenditures.

B. ORGANIZATION AND MANAGEMENT

The Commission is composed of six members as follows: three members appointed by the Crescent City Council and three members appointed by the Del Norte County Board of Supervisors. When joined by the Caltrans Deputy District Director for Planning, the Commission becomes the Policy Advisory Committee.

The Technical Advisory Committee (TAC) membership consists of one member from the California Department of Transportation, one member from the California Highway Patrol, two members from the City of Crescent City, one member from the Crescent City Harbor District, two members from the County of Del Norte, one member from the Redwood Coast Transit Authority, and one member from the Yurok Tribe.

The Commission has established a Social Service Transportation Advisory Council for Del Norte County, in compliance with SB 498. The Council solicits the input of transit-dependent and transportation-disadvantaged people, including people who are seniors, disabled, or have limited means. The Council also has the responsibility to advise the Regional Transportation Planning Agency (RTPA) on any other major transit issues. The Social Services Transportation Advisory Council is comprised of nine members appointed in conformance with Transportation Development Act Statute 99238.

Staff for the Commission expedites and facilitates the operations of the organization, especially regional transportation planning efforts, the administration of Transportation Development Act funds, and the administration of the Service Authority for Freeway Emergencies (SAFE). Staff is responsible for coordinating the development and execution of the Overall Work Program.

Consultation with Native American Tribes and Rancherias

The Commission maintains working relationships with Elk Valley Rancheria, Resighini Rancheria, Tolowa Dee-ni' Nation, and the Yurok Tribe by proactively consulting with Tribal leaders on issues of importance, and by providing formal opportunities for input regarding transportation planning activities and projects. The Elk Valley Rancheria, Tolowa Dee-ni' Nation, and Yurok Tribe are active participants with the TAC. The Yurok Tribe has a designated voting member on the TAC. Elk Valley Rancheria is a sub applicant for the Climate Change Adaptation Planning Grant funds.

Successful coordination between the local Tribes, Rancherias, and Redwood Coast Transit Authority regarding transit service to the Smith River and Klamath areas has led to stable services into these regions.

C. AREA PROFILE

Del Norte County is California's northern-most county on the Pacific coast. The County hosts the Redwood State and National Parks, Wild and Scenic Rivers, and has some of the highest indicators of poverty, low literacy and poor health. With nearly 80% of its land area under public ownership, local residents recognize Del Norte County as the Nature Park for the State of California where approximately 100 Threatened and Endangered Species and 1,000 State Species of Special Concern live in sensitive habitat. The 1,000 square mile county is bordered by Oregon to the north, Siskiyou County to the east, Humboldt County to the south, and the Pacific Ocean to the west. Crescent City, the county seat, lies 370 miles north of San Francisco and 330 miles south of Portland, Oregon.

Land ownership is an important consideration to the area profile, describing the percentage of land owned by the public and private sectors. Total land area is calculated by a summation of county parcels. Only 22.6 percent of parcel land in Del Norte County is privately held and subject to property tax, leaving nearly 78 percent of the county in public ownership. A vast majority of this land (69 percent) is federal, including lands in Six Rivers National Forest.

The climate of Del Norte County resembles a temperate rainforest, with mild temperatures along the coast. The average annual rainfall is 75 inches; nearly double the rainfall of Portland, Oregon (37.5 inches) and more than triple the annual rainfall of San Francisco (22.8 inches). Precipitation varies significantly from year to year. During the 2020-21 rain year and statewide drought, Crescent City still received 56 inches of rainfall. During the 2012 rain year, Crescent City received 103 inches, which was not even close to the wettest in the last 20 years (120 inches in 1996). In Crescent City, temperatures range from 40-55 degrees in January and from 53-66 degrees in July.

The major transportation facilities in the region are Jack McNamara Field Airport in Crescent City, U.S. Highways 101 and 199, State Routes 197 and 169, and the Crescent City Harbor. Contour Airlines provides daily commuter air service from Jack McNamara Field Airport to Oakland and the Border Coast Regional Airport Authority completed the new airport terminal in 2019.

While for many Californians commuting to work has become a way of life, Del Norte County has experienced opposite trends. In Del Norte, 65.1% commute for 14 minutes or less compared to 21.3% in California in 2020. These differences in commute times demonstrate a significant lifestyle difference between rural and urban areas.

The most frequently utilized means of transportation to work may indicate how accessible or feasible certain modes of transportation are for a region's labor force. This indicator is especially useful when assessed alongside travel times to work and can be helpful for planners in the development of public transportation resources, bike paths, and other transportation infrastructure. Between 2015 and 2020, the proportion of workers carpooling increased to 14.2%, which is a 20% increase. The COVID pandemic will likely change this trend, and the Economic and Demographic Profile provided by the DNLTC is an essential resource for tracking these trends.

Utilization of public transportation decreased between 2015 and 2020 balancing out prior year increases, and those who worked at home increased to 6.2% (a 14% increase), but both remain low in absolute numbers. The largest increase in active transportation is in the number of people who walked to work at 4.3%.

The largest traffic volume increases between 2015 and 2020 were seen on US 199 Northeast at the US 101 interchange and at SR 197, while the largest decrease was seen at the U.S. 101 at Sandmine Road.

Del Norte County's population density in 2021 had an average of 26.7 residents per square mile, which was significantly lower than the overall state average of 253.4 residents per square mile. Del Norte County's air quality remained quite good between 2011 and 2020, with no days above the PM 2.5 national average or above the California PM 10 standard. Annual temperatures appear to have remained relatively stable in Del Norte County since 1990, while annual precipitation levels have exhibited notable year-to-year fluctuations.

The beauty of the land and the abundant wildlife provide the basis for a strong tourism sector of the local economy. Hunting, fishing, hiking, kayaking, biking, surfing and swimming are important recreational activities along the rugged coastline, within the redwood forests and along the Smith and Klamath Rivers of Del Norte County.

Del Norte is an emergency-prone county. We have tsunamis, earthquakes, floods, landslides, wildfires, and in the past ten years, we've had all of these events. We are separated from our neighboring California counties by geography. We cannot drive to Siskiyou County to the east without traveling through Josephine County, Oregon and vast forestlands separate us from Humboldt County to the south. However, we have much in common with our northern neighbor, Curry County, Oregon, just 15 miles up US Highway 101. We share forests and forest fires, fault lines and earthquakes, and coastlines and tsunamis, and storms and storm damage. We share a single north-south route, U.S. Highway 101, and a single eastern route, U.S. Highway 199. In addition to McNamara Field, Ward Field and Andy McBeth Airport cater to general aviation and are potential facilities for service as emergency staging areas.

Del Norte Regional Transportation Planning Agency's Overall Work Program is prepared annually to identify and guide transportation planning tasks. These tasks are to be fulfilled in accordance with the policies and goals of the 2020 Del Norte Regional Transportation Plan. The primary goal of the OWP is to promote a coordinated and balanced regional transportation system considering all modes of transportation and sources of funding.

Significant Transportation Issues

Among the significant regional transportation issues in Del Norte County are the following:

- Operational and safety improvements to the region's U.S. and State highway systems 199 and 197. Of particular concern is the need to bring Highways 197 and 199 into current design compliance.

- Reliability issues on US Highway 101, with a focus on Last Chance Grade, which has a long history of lane failure due to common heavy rainfall, landslide activity, and beach erosion from the Pacific Ocean. Caltrans District 1 has completed Project Study Report, Engineered Feasibility Study, and an Economic Analysis of a full closure at the urging of the DNLTC and many businesses, agencies and citizens. The environmental phase for a project that may reroute Last Chance Grade is funded and underway.
- Addressing the impacts of climate change on transportation infrastructure with a focus along the Del Norte coastline and along the Smith and Klamath Rivers.
- The passage of SB 1 alleviated some of the revenue challenges for ongoing local streets and roads maintenance, though over a decade of severe underfunding has left a significant backlog of needed work. DNLTC is committed to proactively addressing the rehabilitation and development of local streets and roads system with partner agencies.
- Health and safety of school children in school zones.
- Development on Tribal lands and encouragement for active Tribal participation in the transportation planning process.
- Continued operation of cost-effective public transportation systems.
- Continued efforts to develop alternative transportation modes to facilitate decreases in vehicle trips and vehicle miles traveled.
- Proactive transportation planning across modes, including measuring system performance to support the FAST Act requirements.
- Zero Emission Vehicle Infrastructure planning has become a pressing need, given Governor Newsom's mandates established in 2020.

These significant issues are addressed in Del Norte Local Transportation Commission's 2023/2024 OWP by placing emphasis on specific work elements including:

- Enhancing a crowdsourcing platform that integrates collision information with community input.
- Coordination and consultation with Native American Tribes and Rancherias.
- Coordinating with Caltrans regarding State Highway planning and programming, including Last Chance Grade and the Gateway areas on US Highway 101.
- Monitoring projects on the State highway system that are funded through the State Transportation Improvement Program and High Priority Program with a focus on the Highway 197/199 corridor.
- Planning and programming for the local streets and roads system with a focus on establishing a GIS data system for partner agencies to meet the needs of mandatory reporting.
- Monitoring the current work program and preparing the 2023/2024 Overall Work Program.
- Administering the legal requirements of the Transportation Development Act.
- Administering the Service Authority for Freeway Emergencies System (SAFE);
- Addressing the Safety and Security planning needs for the region in partnership with the Office of Emergency Services.
- Initiating the South Beach Climate Resilience Plan

FEDERAL PLANNING FACTORS

The federal planning factors in the FAST Act should also be incorporated in the MPOs/RTPAs Overall Work Program. Federal Planning Factors are issued by Congress and emphasize planning factors from a national perspective. The planning factors are included in the chart below.

Federal Planning Factors	Work Elements						
	A	B	C	D	E	F	G
1. Support the economic vitality of the nonmetropolitan area, especially by enabling global competitiveness, productivity, and efficiency.	X	X	X	X	X		X
2. Increase the safety of the transportation system for motorized and non-motorized users.	X	X	X	X	X	X	X
3. Increase the security of the transportation system for motorized and non-motorized users.	X	X	X		X	X	
4. Increase the accessibility and mobility of people and for freight.	X	X	X	X	X		X
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between regional transportation improvements and State and local planned growth and economic development patterns.	X	X	X	X	X		X
6. Enhance the integration and connectivity of the transportation system, across and between modes, people and freight.	X	X	X	X	X		X
7. Promote efficient system management and operation.	X	X	X	X	X	X	X
8. Emphasize the preservation of the existing transportation system.	X	X	X	X	X	X	X
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.	X	X	X	X	X		X
10. Enhance travel and tourism.	X	X	X	X	X	X	X

PUBLIC PARTICIPATION, OUTREACH & INTERAGENCY COORDINATION

A Memorandum of Understanding formalizes the cooperative arrangement between the State of California and Del Norte Local Transportation Commission (DNLTC). (Appendix B). In order to assure citizen participation in the planning and decision making process and specifically to encourage participation by minority, low-income and community based groups, Del Norte Local Transportation Commission makes efforts to ensure widespread public noticing of its activities. It holds noticed public hearings whenever significant decisions are considered. It encourages the regional newspaper and the local radio stations to monitor Del Norte Local Transportation Commission meetings on a continuous basis, it maintains a website (www.dnltc.org) and provides crowdsourcing opportunities on the website. DNLTC partners with other local agencies and community based organizations whenever possible, and people and organizations known to be interested in specific issues are informed of meetings dealing with those issues.

The development of the OWP begins in the public Technical Advisory Committee meetings. All partner agencies have an opportunity to put forward planning projects for the TAC's consideration and prioritization. The DNLTC executive director drafts a budget for the TAC and DNLTC approval, and then completes the draft Overall Work Program based on the approved projects selected. All discussions are in open, public meetings. The products of the Overall Work Program information the Regional Transportation Plan which was adopted in April 2022. The Regional Transportation Improvement Program is the document that programs the State Transportation Improvement Program funding. This document was submitted on December 7, 2021.

TITLE VI OF THE CIVIL RIGHTS ACT OF 1964

The Del Norte Local Transportation Commission (DNLTC) fully complies with Title VI of the Civil Rights Act of 1964. DNLTC's website, www.DNLTC.org, may be translated into multiple languages. Publications and other public documents may be made available in alternative languages and formats, if requested. DNLTC public meetings are always held in ADA-accessible facilities and in transit accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. Requests made within seven days will be accommodated to the greatest extent possible. Any person who believes they have been aggrieved by an unlawful discriminatory practice by DNLTC under Title VI has a right to file a formal complaint. Any such complaint may be in writing and filed with DNLTC's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on DNLTC's Title VI program, or to obtain a Title VI Complaint Form, please call (707) 465-3878 or email tameraleighton@DNLTC.org.

WORK ELEMENT A Long Range Planning Coordination

2023-24 Overall Work Program

Expenditures		Revenue by Fund Source			
Staff Allocations and Funding Requirements					
DNLTC	Amount	RPA	STIP/PPM	RSTP	Other
DNLTC Staff Services	\$ 43,000.00	43,000.00		\$ -	\$ -
Consultant	\$ 101,476.00	\$ 101,476.00	\$ -	\$ -	\$ -
TOTAL	\$ 144,476.00	\$ 144,476.00	\$ -	\$ -	\$ -

Note: All accounting and reporting is at the product level and all consultant costs are limited by contract.

Objective

To collaborate with various agencies such as local, regional, state agencies and Tribal governments to discuss and coordinate issues related to transportation planning. Carry forward the DNLTC regional planning process that is cooperative, comprehensive, and promotes a shared regional vision. Provide information to the region to help inform decision-making that impacts transportation-

Discussion

This work element provides the resources for staff and Commission members to participate in the efforts and activities to develop plans and programs that represent the transportation needs of the region as established in the 2020 Regional Transportation Plan. This work represents ongoing efforts for Del Norte's representation and participation in developing planning documents that impact the region. Responsible party: DNLTC staff services.

Previous Accomplishments

- Regular Participation in the US Highway 197/199 Project Delivery Team
- Commented on STIP and SHOPP projects for Caltrans and California Transportation Commission
- Participated in Last Chance Grade planning, programming and monitoring
- Support the Demographic and Economic Profile for Del Norte County
- 2020 Regional Transportation Plan and Environmental Documents
- Advocated for the US Highway 101 urban area pedestrian improvement projects
- Partnering with Elk Valley Rancheria to fund the Humboldt Road/Sandmine Roundabout
- Participating in Dr. Fine Bridge replacement project delivery team meetings
- Participating in Regional Transportation Planning Agency meetings that establish programs impacting the Del Norte region.
- Develop shapefiles for GIS database regional mapping
- Participating in the US 199 Safety Audit
- Participating in the Tolowa Dee-ni' Nation Connected Communities Plan
- Develop and submit Climate Change Adaptation Planning Grant application

Product 1: Regional Transportation Plan Development

Task/Activity	Product	Schedule
1 Assess regional priorities and participate in the system planning process on an ongoing basis as initiated by Caltrans. Comment on Caltrans policies, procedures and mandates under development.	Meeting notes, agendas, reports, comment letters	As needed
2 Prepare for and attend Regional Transportation Planning Agency executive director meetings as requested by Caltrans District 1 to comment on issues of significance to and coordinate with colleagues in District 1.	Meeting notes, agendas, and comment letters	Quarterly or as scheduled by Caltrans D1
3 Participate in implementing federal legislation and funding that supports rural transportation and meets the needs of the DNLTC 2020 Regional Transportation Plan by whatever method of participation becomes available such as state meetings, webinars and conference calls.	Meeting notes, agendas, and comment letters	As needed and relevant to the Del Norte region
4 Coordinate and consult with Tribal governments as requested, including but not limited to Tribal long range planning. This work supports common goals including the Smith River Rancheria for the US Highway 101 corridor, the Elk Valley Rancheria on US Highway 101 trail crossing, and Yurok Tribe projects.	Meeting notes, agendas, comment letters	As needed, approximately six times per year.

5	Engage and coordinate the goods movement industry in regional transportation planning. Track efforts to improve goods movement on the interregional US Highway 101 and 199 corridors. Support policies, programs and actions that provide goods movement throughout the Northcoast region.	Meeting notes, agendas, and comment letters	As needed, approximately quarterly.
6	Participate in transportation safety and security planning activities to support the RTP, including attending local and regional meetings as requested by the Del Norte Office of Emergency Services.	Meeting notes	As needed
7	Participate in studies supporting solutions to the impacts of climate change, including attending local, regional, and state meetings.	Meeting agendas, notes, and comment letters	As needed and relevant to the Del Norte region
8	Participate in working group activities, review State policies, and review the work to date in the State to assess the need for Zero Emissions Vehicle readiness planning.	Meeting notes, agendas, and work scoping.	Monthly or as needed
9	Support Border Coast Regional Airport Authority activities that increase transportation options with a focus on access to the airport including multi-modal access.	Meeting notes and comment letters	As needed
10	Post transportation articles and documents to the website that inform the public regarding planning activities that support the Regional Transportation Plan.	Up-to-date website	Monthly or as needed

Product 1 Estimate	Amount	RPA	STIP/PPM	RSTP
DNLTC Staff Services	\$ 34,000	\$ 34,000	\$ -	\$ -
Consultant	\$ -	\$ -	\$ -	\$ -
Total	\$ 34,000	\$ 34,000	\$ -	\$ -

Product 2: Last Chance Grade Update

Advocate for long term solutions to the instability of Last Chance Grade on US Highway 101, including reviewing and commenting on Caltrans documents and disseminating community information. Participate in the Efficient Environmental Review Process workgroup.

Task/Activity	Products	Schedule
1 Public information available on website.	Updated website	July - June
2 Advocate for long term solutions to the instability of Last Chance Grade on US Highway 101 by participating in regional and State meetings to support the project. This work supports Caltrans' efforts and informs the Regional Transportation Plan.	Meeting comments as appropriate.	July - June

Product 2 Estimate	Amount	RPA	STIP/PPM	RSTP
DNLTC Staff Services	\$ 2,000	\$ 2,000	\$-	\$ -
Consultant and Printing	\$ -	\$ -		\$ -
Total	\$ 2,000	\$ 2,000	\$ -	\$ -

Product 3: 2024 Economic and Demographic Profile

With the assistance of the Center of Economic Development, CSU Chico, provide the 2024 Economic and Demographic Profile to inform the Regional Transportation Plan and other planning documents.

Task/Activity	Products	Schedule
1 Contract management for 2024 Economic and Demographic Profile. Responsible party: DNLTC.	Executed contract	July - November
2 Develop the 2024 Databook, including chapter development, document review, final approval and post to website. Responsible party: Consultant.	2024 Databook	February - May

Product 3 Estimate	Amount	RPA	STIP/PPM	RSTP
DNLTC Staff Services	\$ 3,000	\$ 3,000	\$ -	\$ -
Consultant	\$ 5,900	\$ 5,900	\$ -	\$ -
Total	\$ 8,900	\$ 8,900	\$ -	\$ -

Product 4 Regional Mapping

The scope of work began with County and City maintained mileage mapping, which is a requirement, and it was then expanded into many areas to more accurately and efficiently inform planning processes. The shapefile mapping informs regional planning documents, including the Regional Transportation Plan. This work builds on the prior two-years work for as-needed GIS data mapping

Task/Activity	Products	Schedule
1 Contract management, accounting, and invoice processing. Responsible party: DNLTC.	Processed invoices and quarterly reports.	July - June
2 In partnership with local agencies, consultant will deliver shapefiles for Americans With Disabilities Act (ADA), Stormwater Drainage, and mapping needed by regional partners, and maintain past regional mapping work. Responsible party: Consultant.	Shapefiles, field data, data dictionaries, map packages and all analysis layers for future	July - June

Product 1 Estimate	Amount	RPA	STIP/PPM	RSTP
Staff	\$ 4,000	\$ 4,000	\$ -	
Consultant	\$ 95,576	\$ 95,576	\$ -	\$ -
Total	\$ 99,576	\$ 99,576	\$ -	\$ -

WORK ELEMENT B Overall Work Program Development

2023-24 Overall Work Program

Expenditures		Revenue by Fund Source			
Staff Allocations and Funding Requirements					
DNLTC	Amount	RPA	STIP/PPM	TDA	
DNLTC Staff Services	\$ 23,000.00	\$ 23,000.00	-		
Consultant	\$ 20,000.00	\$ -	\$ -	\$ 20,000.00	
TOTAL	\$ 43,000.00	\$ 23,000.00	\$ -	\$ 20,000.00	

Note: All accounting and reporting is at the product level and all consultant costs are limited by contract.

Objective

To provide administration of the Overall Work Program, to conduct day-to-day operations of DNLTC, provide support to the Commission and its committees, develop and adopt a budget, goals, policies and objectives for the regional transportation planning process.

Discussion

The Overall Work Program describes proposed transportation planning activities for a fiscal year and is a contracting mechanism. The OWP is a public document that identifies the DNLTC's planning activities and products, who is performing the work, when the activity and products will be completed, and the funding source for the work.

Previous Accomplishments

- Develop an Overall Work Program and budget on an annual basis
- Prepare and submit required reports, including summaries of work performed and corresponding budget expenditures on a monthly, quarterly or annual basis as required
- Consult and coordinate with state partners and regional agencies regarding the content of the Overall Work Program
- Develop and maintain a cost accounting system for fiscal management.

Product 1: Overall Work Program

Task/Activity	Products	Schedule
1 Compile daily and monthly reports as necessary to provide quarterly progress reports and year-end packages for the current year Overall Work Program. Responsible party: DNLTC.	Quarterly reports, year-end packages, requests for reimbursement, correspondence and documentation.	Daily
2 Maintain an accounting system that directly reflects all consultant services in a timely manner and meets reporting requirements, including time tracking systems, invoice processing, and contract oversight. Responsible party: Accounting Firm.	Monthly checks, quarterly financial reports and other financial reports as needed.	Monthly
3 Amend current year Overall Work Program as necessary. Responsible party: DNLTC.	Overall Work Program amendments.	As needed
4 Develop and submit draft Overall Work Program for 2024-25 and present to DNLTC for adoption prior to June 30, 2024. Responsible party: DNLTC.	2024-25 Overall Work Program development and adoption.	Annually

Product B1 Estimate	Amount	RPA	STIP/PPM	TDA
DNLTC Staff Services	\$ 23,000	\$ 23,000	\$ -	\$ -
Consultant	\$ 20,000	\$ -	\$ -	\$ 20,000
Total	\$ 43,000	\$ 23,000	\$ -	\$ 20,000

Note: All accounting and reporting is at the product level and all consultant costs are limited by contract.

WORK ELEMENT C Public Participation and Information Dissemination

2023-24 Overall Work Program

Expenditures		Revenue by Fund Source			
Allocations and Funding Requirements					
	Amount	RPA	STIP/PPM	TDA	RSTP
DNLTC Staff Services	\$ 34,750.00	\$ 34,750.00	-	\$ -	\$ -
Consultant	\$ 16,000.00	\$ 16,000.00	\$ -	\$ -	\$ -
Dues			\$ 2,500.00		
Travel Reimbursement (staff/commission)	\$ 10,000.00	\$ -	\$ -	\$ 10,000.00	\$ -
TOTAL	63,250.00	\$ 50,750.00	2,500.00	\$ 10,000.00	\$ -

Note: All accounting and reporting is at the product level and all consultant costs are limited by contract. Note: DNLTC does not fund any lobbying activities.

Objective

To create and strengthen partnerships to facilitate and conduct regional planning activities, and to provide information to partner agencies and the general public on transportation issues and planning activities within the Del Norte region.

Discussion

Del Norte Local Transportation Commission provides an overall coordination role in planning and programming funds for transportation projects and operations. As the regional transportation planning agency (RTPA), it is responsible for actively seeking participation of all relevant agencies and stakeholders in the planning process. This element coordinates regional priorities among diverse stakeholders. Public participation and public meetings are mandatory work for all regional transportation planning agencies in California. DNLTC has initiated and maintained its own web-based feedback and data collection platform for comprehensive community feedback on regional planning efforts.

Previous Accomplishments

- Participated in statewide and regional meetings including Rural Counties Task Force, North State Super Region, California Regional Transportation Planning Agency and California Transportation Commission
- Participated in the Elk Valley Rancheria, Resighini Rancheria, Tolowa Dee-ni Nation and the Yurok Tribe transportation planning partnerships to advance joint regional priorities.
- Provided agendas and minutes to DNLTC and its Technical Advisory Committee monthly or as needed and posted the public meeting agendas.
- Developed and maintained DNLTC’s website as a tool for providing access to transportation planning documents and information.
- Development of a web-based feedback and data collection platform using Commonplace, and then updated to use a site-based data platform with a strategy to improve the public reporting formatting.

Product 1: Informed Local Transportation Commission

Task/Activity	Products	Schedule
1 Sponsor or attend various meetings to advance agency policies and programs such as Caltrans District 1 meetings, California Transportation Commission meetings (as necessary) and Redwood Coast Transit Authority (as necessary). Responsible party: DNLTC.	Agendas, minutes, notes	As needed
2 Monitor and respond to key state and federal legislative and policy changes. Prepare informational updates and action items for presentation to the public and Del Norte Local Transportation Commission and its committees. Note: DNLTC does not fund any lobbying activities. Responsible party: DNLTC.	Agendas, minutes, notes	Monthly or as needed

3	Hold Technical Advisory Committee and Del Norte Local Transportation Commission meetings for decision making, priority setting and sharing and receiving public information. Responsible party: DNLTC.	Agendas, minutes, notes	Monthly or as needed
3	Facilitate public meetings and prepare draft minutes and notes. Responsible party: Consultant.	Minutes, notes	Monthly or as needed
4	Receive board direction on transportation policies, strategies, programs and actions to enhance the regional transportation planning process. Responsible party: DNLTC.	Minutes	Monthly or as needed
5	Post transportation articles and documents to the website that inform the public regarding regional planning meetings and activities. Responsible party: DNLTC.	Up-to-date website	As needed

Product C1 Estimate	Amount	RPA	STIP/PPM	TDA	RSTP
DNLTC Staff Services	\$ 22,000	\$ 22,000	\$ -	\$ -	\$ -
Consultant	\$ 6,000	\$ 6,000	\$ -	\$ -	\$ -
Total	\$ 28,000	\$ 28,000	\$ -	\$ -	\$ -

Product 2: Partnerships and Planning Agreements

Task/Activity	Products	Schedule
1 The North State Super Region, an alliance of 16 RTPAs, supports and promotes transportation policies and programs in north state counties. DNLTC contributes information and participates in the evaluation of state and federal policies that impact the NSSR area, such as the implementation of FAST Act and interregional transportation projects that impact the NSSR economy. Responsible party: DNLTC.	Agendas, minutes, notes and letters	Fall and Spring, and as needed
2 In order to provide a direct opportunity for the small counties to remain informed, have a voice, and become involved with changing statewide transportation policies and programs, a task force was formed in 1988 as a joint effort between the California Transportation Commission (CTC) and the rural counties. DNLTC is one of 26 rural county Local Transportation Commissions represented on the Rural Counties Task Force (RCTF). DNLTC representative attends these meetings to discuss and influence changing statewide transportation issues of concern to the rural counties and comments on RCTF projects. Responsible party: DNLTC.	Agendas, minutes, notes and letters	January, March, May, July, September, November
3 Participate in the development of transportation programming guidelines, including STIP, ATP, Regional Transportation Plan, LCTOP, PTMISEA, CalOES, Cap and Trade Programs, etc. Responsible party: DNLTC.	Record of meetings.	As needed
4 Attend California Regional Transportation Planning Agency (RTPA), California Transportation Commission meetings and workshops. Responsible party: DNLTC.	Record of meetings.	As needed
5 Provide travel reimbursement to meetings and necessary software to hold and access meetings. Responsible party: DNLTC.	Record of meetings.	As needed

Product C2 Estimate	Amount	RPA	STIP/PPM	TDA	RSTP
DNLTC Staff Services	\$ 7,750	\$ 7,750	\$ -	\$ -	\$ -
Dues	\$ 2,500		\$ 2,500	\$ -	\$ -
Meeting Access & Travel	\$ 10,000	\$ -	\$ -	\$ 10,000	\$ -

Total \$ 20,250 \$ 7,750 \$ 2,500 \$ 10,000 \$ -

Product 3: Website & Crowdsource Information

Task/Activity	Products	Schedule
1 With Consultant assistance, review website and update throughout the year to provide public information about the progress toward meeting the goals of the 2020 Regional Transportation Plan. Responsible party: DNLTC.	Website that is current and relevant	July - June
2 Post transportation articles and documents to the website that inform the public regarding regional planning meetings and activities. Responsible party: Consultant.	Up-to-date website	As needed
3 Maintain a web based feedback and data collection platform to enable public input by computer or smart phone. Responsible party: Consultant.	Data collection tool and year-end data	July - June

Product 3 Estimate	Amount	RPA	STIP/PPM	TDA	RSTP
DNLTC Staff Services	\$ 5,000	\$ 5,000	\$ -	\$-	\$-
Consultant	\$ 10,000	\$ 10,000	\$ -	\$-	\$-
Total	\$ 15,000	\$ 15,000	\$ -	\$ -	\$-

WORK ELEMENT D Regional Transportation Improvement Program (RTIP) Development

2023-24 Overall Work Program

Expenditures		Revenue by Fund Source			
	Amount	RPA	STIP/PPM	TDA	
DNLTC Staff Services	\$ 8,000.00	\$ -	8,000.00	\$ -	
Consultant	\$ 55,000.00	\$ -	\$ 55,000.00	\$ -	
TOTAL	\$ 63,000.00	\$ -	\$ 63,000.00	\$ -	

Note: All accounting and reporting is at the product level and all consultant costs are limited by contract.

Objective

To identify and develop candidate projects for the region's transportation programming needs for federal, state and local transportation improvement programs consistent with the 2020 Regional Transportation Plan for future allocations and future capacity made available with the help of Senate Bill 1. To support the construction of the 197/199 corridor STIP funded projects in a manner that explains to the community what is happening to the bridge replacement and curve realignment of a bridge built in 1926, and to protect the investment of regional dollars.

Discussion

Financial planning and programming state highway and local projects is a complex process involving multiple inter-related federal, state, regional, and local agencies as well as innumerable documents and funding programs. The process is further complicated by the necessity to maintain priorities while reporting requirements shift. Without a map and a strategy for developing fundable projects, regions risk missing funding opportunities. The current focus for STIP monitoring is on encouraging the delivery of the US Highway 197/199 corridor STIP funded projects. Del Norte Local Transportation Commission is committed to the delivery of the bridge replacement and curve realignment that has a regional funding investment of \$19.4 million. Developing and maintaining the Regional Transportation Improvement Program is mandatory work for all regional transportation planning agencies in California.

Previous Accomplishments

- Coordinate with TAC and prepare Regional Transportation Improvement Program (RTIP) every odd numbered year.
- Monitor the Regional Transportation Improvement Program (RTIP).
- Develop and provide public information to local, regional, state and federal stakeholders for existing projects in the STIP, including Middle Fork Smith River Bridge replacement and curve realignment on US Highway 199.
- Establish a legal counsel contract and general work scope and goals.

Product 1: Develop and Maintain TIP

The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the Transportation Investment Fund and other funding sources. STIP and Interregional Transportation Improvement Program (ITIP is established by Caltrans) programming generally occurs every two years and is controlled by a complex set of guidelines and requirements. This work is necessary for programming new and maintaining existing STIP funding. Products include reports to DNLTC that track progress on projects funded in the STIP.

Task/Activity	Product	Schedule
1 Monitor the Project Charter with Caltrans District 1 for the Middle Fork Smith River Bridge replacement and curve realignment.	Up-to-date project information	Quarterly and as needed.
2 Schedule and hold meeting to resolve litigation topics of concern.	Agendas, notes	July - June

3 Monitor project compliance with laws and regulations Agendas, July - June notes

Product D1 Estimate	Amount	RPA	STIP/PPM	TDA
DNLTC Staff Services	\$ 8,000	\$ -	\$ 8,000	\$ -
Consultant	\$ -	\$ -	\$ -	\$ -
Total	\$ 8,000	\$ -	\$ 8,000	\$ -

Product 2: Project Representation

Products include: Documents drafted and delivered to federal court in partnership with regional stakeholders. This project was initiated in June 2014. DNLTC was awarded intervenor status by the Court in 2020. The case is ongoing.

Task/Activity	Schedule
1 Complete research and develop strategy for DNLTC to have adequate representation for its Safe STAA project: Bridge replacement and curve realignment on US Highway	July-June
2 Draft and finalize documents that represent the interest of DNLTC and its stakeholder partners for US Highway 199/197 projects.	July-June
3 Represent DNLTC and stakeholder partners in federal court.	July-June
4 Post articles and documents to the website that inform the public regarding the process and activities as appropriate.	July-June

Product D2 Estimate	Amount	RPA	STIP/PPM	TDA
DNLTC Staff Services	\$ -	\$ -	\$ -	\$ -
Consultant	\$ 55,000		\$ 55,000	\$ -
Total	\$ 55,000	\$ -	\$ 55,000	\$ -

WORK ELEMENT E Transportation Development Act Administration and Fiscal Management

2023-24 Overall Work Program

Expenditures		Revenue by Fund Source			
Staff Allocations and Funding Requirements					
	Amount	RPA	STIP/PPM	TDA	
DNLTC Staff Services	\$ 30,500.00	\$ -	-	\$ 30,500.00	
Consultant/Auditor	\$ 53,100.00	\$ -	\$ -	\$ 53,100.00	
TOTAL	\$ 83,600.00	-	-	83,600.00	

Note: All accounting and reporting is at the product level and all consultant costs are limited by contract.

Previous Accomplishments:

State Controller Report, TDA annual fiscal audits and triennial performance audits, Unmet needs process, Social Service Transportation Advisory Counsel support, Transit grant review and support, 2020 Coordinated Transportation Plan.

Discussion

Public participation is a key component of the TDA. Public meetings are held to discuss transportation needs and hear concerns. DNLTC is required to establish a Social Service Transportation Advisory Council (SSTAC), comprised of people who are transit-dependent. SSTAC members work with local agencies in developing transit unmet needs criteria, which are used in making project approval decisions. To ensure program compliance, fiscal and performance audits are conducted. Fiscal audits are conducted annually, and include transit operator's expense-to-revenue ratio, known as farebox recovery. Performance audits are conducted every three years and include performance measures that verify the efficiency and effectiveness of planning agencies and transit operators. Fiscal and performance audits are mandatory work for all regional transportation planning agencies in California.

Product 1: Office Operations

Recurring office activities such as maintenance of records, data transcription and legal counsel. Provide staff support in compliance with Transportation Development Act (TDA) statutes and regulations, most often on a daily basis. Office operations are necessary to meet the requirements of the TDA. Products include a well-maintained filing system and contracts reviewed and signed by counsel. Contracting expenses include costs associated with legal notices and mandatory media postings.

Task/Activity	Products	Schedule
1 Prepare state and federal documents as required by the Transportation Development Act. This activity is on-going throughout the fiscal year.	Document production and submission	As needed
2 Maintain records and archival of correspondence and documents as required by the Del Norte Local Transportation Commission document retention policy.	Document retention and filing system	Daily
3 Professional services contracts for attorney services, to advise and assist DNLTC as necessary and for contract review.	Approved contracts	As needed

E1 Estimate	Amount	RPA	STIP/PPM	TDA
DNLTC Staff Services	\$ 12,000	\$ -	\$ -	\$ 12,000
Contracting Expense	\$ 500	\$ -	\$ -	\$ 500
Consultant	\$ 12,000	\$ -	\$ -	\$ 12,000
Total	\$ 24,500	\$ -	\$ -	\$ 24,500

Product 2: Fiscal Management

Transportation Development Act (TDA) annual fiscal and triennial performance audits and annual state controller report, TDA findings and allocations. This work is mandatory per the Transportation Development Act. Products include State Controllers Report and audited financial statements for DNLTC.

Task/Activity	Products	Schedule
1 Apportion TDA funds, approve claims, allocate funds, prepare and submit State Controllers Report, including services of the Auditors Office.	TDA resolutions; State Controllers	July-June
2 Conduct TDA fiscal audits, including services of independent auditor, and certified public accountant.	Fiscal Audit	August-December

E2 Estimate	Amount	RPA	STIP/PPM	TDA
DNLTC Staff Services	\$ 16,000	\$ -	\$ -	\$ 16,000
Auditors Office	\$ 4,600		\$ -	\$ 4,600
Consultant	\$ 36,000	\$ -	\$ -	\$ 36,000
Total	\$ 56,600	\$ -	\$ -	\$ 56,600

Product 3: Social Services Transportation Advisory Council support

Coordinate the annual unmet transit needs process by providing staff support to the Social Services Transportation Advisory Council (SSTAC). DNLTC is responsible for administering the annual unmet transit needs process concurrent with transit planning activities. This task is accomplished with the assistance of the SSTAC and is a mandatory activity per the Transportation Development Act. Products include Unmet Needs report and certification, agendas, minutes, and website postings.

Task/Activity	Products	Schedule
1 Prepare SSTAC meeting agendas, public notices, attend meetings, prepare meeting notes, post information to website.	Agendas, notices minutes, notes, website	As needed
2 Administrative tasks necessary to accomplish the Unmet Needs Process.	Unmet needs certification to State	Annually

E3 Estimate	Amount	RPA	STIP/PPM	TDA
DNLTC Staff Service	\$ 2,500	\$ -	\$ -	\$ 2,500
Consultant	\$ -	\$ -	\$ -	
Total	\$ 2,500	\$ -	\$ -	\$ 2,500

WORK ELEMENT F SAFE: Service Authority for Freeway Emergencies

2023-24 Overall Work Program

Expenditures		Revenue by Fund Source			
Staff Allocations and Funding Requirements					
	Amount	RPA	STIP/PPM	TDA	SAFE
DNLTC Staff Services	\$ 7,000.00	\$ -	-	\$ -	\$ 7,000.00
Consultant	\$ 57,500.00	\$ -	\$ -	\$ -	\$ 57,500.00
TOTAL	\$ 64,500.00	\$ -	\$ -	\$ -	\$ 64,500.00

Note: All accounting and reporting is at the product level and all consultant costs are limited by contract.

Previous Accomplishments

The City of Crescent City and County of Del Norte adopted resolutions establishing a Service Authority for Freeway Emergencies (SAFE) and designating Del Norte Local Transportation Commission as the SAFE in Del Norte County, California. The SAFE has established and maintained a system of 26 Call Boxes, provided accessibility upgrades to the system, converted files to electronic records, and implemented a records retention policy.

Objective

To operate and maintain a motorist aid call box system as a safety enhancement for the traveling public and to enable the Del Norte region to generate revenue for the purpose of purchasing, installing, operating and maintaining its emergency motorist aid call box system.

Discussion

In the rural and remote region of Del Norte County cellular and electrical services are inconsistent. Utilizing special towers and solar technology, the call box system provides a safety net for the traveling public. Per capita, the system has among the highest rate of use and is sustained with SAFE funding.

Product 1: Call Box System Maintenance and Reporting

Provide an operational and efficient Call Box System by analyzing current conditions, reporting on necessary improvements and developing a plan for future maintenance and system improvements. Update SAFE system information at www.DNLTC.org. Upgrade all boxes to a 4G network. This work is necessary for the basic functioning of the regional call box system. Products include a functional call box system and system annual report.

Task/Activity	Products	Schedule
1 System Operation: Contract with California Highway Patrol for call center services and cellular phone company for call line service.	Contract	As needed
2 System Administration: Maintain records and archival of correspondence and documents monthly. Provide a system wide annual report.	Annual report	Annually
3 System Maintenance: Contract with call box supplier and repair company providing systems in California to ensure system is monitored and maintained. Perform site inspections as needed throughout the system to ensure compliance with laws.	Contract; operating call boxes	As needed

F1 Estimate	Amount	RPA	STIP/PPM	TDA	SAFE
DNLTC Staff Services	\$ 7,000	\$ -	\$ -	\$ -	\$ 7,000
Operation & Maintenance	\$ 57,500	\$ -	\$ -	\$ -	\$ 57,500
Total	\$ 64,500				

WORK ELEMENT G Climate Change Adaptation Planning

2023-24 Overall Work Program

Expenditures		Revenue by Fund Source			
Staff Allocations and Funding Requirements					
	Amount	RPA	Harbor	TDA	CAP Grant
DNLTC Staff Services	\$ 11,774.00	\$ 11,774.00		\$ -	
Consultant	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL	\$ 11,774.00	\$ 11,774.00	\$ -	\$ -	\$ -

Note: All accounting and reporting is at the product level and all consultant costs are limited by contract.

Objective

To study the climate stressors of sea level rise and storm surch which has led to flooding and overtopping on US 101 at South Beach and Anchor Way.

Discussion

This work element is in anticipation of receiving a Climate Adaptation Planning Grant. If awarded, the work element will be updated to include the full work of the South Beach Climate Resilience Plan. If the grant is not awarded, the Overall Work Program will be amended to reallocate the RPA funding.

In partnership with the Elk Valley Rancheria and the Crescent City Harbor District and with Climate Adaptation Planning grant funding (CAP Grant), hire a consultant to prepare a South Beach Climate Resilience Plan.

The winter storm on January 5 resulted in a closure of US 101 at South Beach in the greater Crescent City area in Del Norte County. The tide was only 7.5 according to NOAA. There will be 53 days in 2023 with higher tides than this, and 24 of these days are over 8 feet, with 2 days of 8.7 feet. The stronger, more intense storms resulting from climate change are increasing the threat to US 101, our lifeline highway, and our only north/south route through the County.

The risks to US 101 in the South Beach area from more intense storms and sea level rise pose a significant risk to the safety and commerce in the Del Norte region. When US 101 is closed, all the traffic is diverted to local roads, primarily Elk Valley Road, which already has significant safety concerns with local traffic. For anyone traveling north or east of Crescent City, Google Maps and similar wayfinding software direct traffic to Elk Valley Road, which is narrow and hilly, with blind curves. The South Beach Climate Resilience Plan is critical to both the local and traveling public. It's our only north/south route and our lifeline highway.

Previous Accomplishments

1998 South Beach Multiuse Trail Feasibility Study, 2010 US 101 Traffic Calming and Gateway Study, 2011 Pedestrian Evacuation Time Analysis, 2011 Gateway Traffic Calming Project, 2011 South Beach Trails Connector Project, 2012 US 101 Crescent City Gateway Traffic Calming Project/Project Study Report, 2015 Climate Change and Stormwater Management Plan.

Product 1: South Beach Climate Resilience Plan

The South Beach Plan will address the flooding and closure of US Highway 101 at South Beach and Anchor Way. A consultant team will provide the majority of the work and prepare the draft and final documents. DNLTC, the Harbor, and Elk Valley Rancheria will primarily assist with public engagement and document review.

Task/Activity	Product	Schedule
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1	Grant agreement processing with Caltrans, and establish accounting and reporting systems. Responsible party: DNLTC.	Final agreements.	October - November
2	Develop a Request for Proposals in partnership with the Crescent City Harbor District and the Elk Valley Rancheria, and administer a consultant selection process. Responsible party: DNLTC.	Consultant selection process.	November - February
3	Draft and final contracting with consultant. Responsible party: DNLTC.	Contract	February
4	Execute final sub applicant agreements. Responsible party: DNLTC.	Agreements	February
5	Overall grant administration, including quarterly reporting. Responsible party: DNLTC.	Reports	June

G1 Estimate	Amount	RPA	Harbor	CAP Grant
Staff	\$ 11,774	\$ 11,774		\$ -
Consultant	\$ -	\$ -	\$ -	\$ -
Total	\$ 11,774	\$ 11,774	\$ -	\$ -

WORK ELEMENT Z: Caltrans Information Element**2023-24 Overall Work Program**

The purpose of the Information Element is to list transportation planning activities that are being done by other agencies in the region.

<u>Title/Product(s)</u>	<u>Activity Description</u>	<u>Lead Agency</u>	<u>Due Date</u>
RTPA Outreach and Coordination	Ongoing and consistent project-related communication with RTPAs and local stakeholders	District 1	Ongoing
RTPA Regional Transportation Plan Guidelines update	Update of the Regional Transportation Plan (RTP) Guidelines for RTPAs	Caltrans HQ	12/23/23
Regional Planning Handbook update	Update of the Regional Planning Handbook	Caltrans HQ	12/23/23
California Transportation Plan Guidelines update	Update of the California Transportation Plan (CTP) Guidelines	Caltrans HQ	12/23/23
Non-motorized Data Collection	Regular count schedule in D-1 to collect non-motorized data on a rotating three-year basis	District 1	Ongoing
Active Transportation Enumeration for Non-Motorized Count Stations	A plan establishing guidelines, policies, and procedures for implementation of permanent non-motorized count stations for the district	District 1	6/23/23
Growth Factor Updates	Reexamine factors that affect traffic projections for District 1. Develop methodology and proof of concept	District 1	12/23/23
District System Management Plan (DSMP) update	Strategic and policy planning document describing the district's vision for the state highway system, including development, maintenance, and management for a 20-year horizon	District 1	12/24/23
DSMP Guidelines	Update of the District System Management Plan Guidelines	Caltrans HQ	Spring 2024
Strategic Investment Planning	Partnering with RTPAs and local agencies on grant application development	District 1	Ongoing
D-1 Pedestrian and Bicycle Advisory Committee	A districtwide committee to discuss pedestrian and bicycle activities and needs on the state highway system	District 1	Ongoing
Climate Change Vulnerability Assessments	Update the District 1 Climate Change Vulnerability Assessments	Caltrans HQ	Spring 2024

Yurok Tribe Bridge to Health	FY 2019-20 Sustainable Transportation Planning Grant to address the barrier of US 101 through the community of Klamath and revive ecotourism, cultural resources and recreation in the area	Yurok Tribe	2/26/23
Tolowa Dee-ni' Nation Connected Communities Plan	FY 2021-22 Sustainable Transportation Planning grant for a Connected Communities Plan (CCP) with multi-modal transportation elements for US 101 through Smith River	Tolowa Dee-ni' Nation	2/1/24

Del Norte Local Transportation Commission

Overall Work Program Revenue Summary

2023-24 Overall Work Program

Work Element	Description	RPA	TDA	STIP PPM	SAFE/Special	Work Element Total
A	Long Range Planning Coordination					
Product 1	Regional Transportation Plan Development	\$ 34,000.00	\$ -	\$ -	\$ -	
Product 2	Last Chance Grade Update	\$ 2,000.00		\$ -	\$ -	
Product 3	2024 Economic and Demographic Profile	\$ 8,900.00	\$ -			
Product 4	Regional Mapping	\$ 99,576.00				
	Total Work Element A	\$ 144,476.00	\$ -	\$ -	\$ -	\$ 144,476.00
B	Overall Work Program Development					
Product 1	Overall Work Program	\$ 23,000.00	\$ 20,000.00	\$ -	\$ -	
	Total Work Element B	\$ 23,000.00	\$ 20,000.00	\$ -	\$ -	\$ 43,000.00
C	Information Dissemination					
Product 1	Commission	\$ 28,000.00	\$ -	\$ -	\$ -	
Product 2	Partnerships and Planning Agreements	\$ 7,750.00	\$ 10,000.00	\$ 2,500.00	\$ -	
Product 3	Website & Crowdsourcing Information	\$ 15,000.00		\$ -		
	Total Work Element C	\$ 50,750.00	\$ 10,000.00	\$ 2,500.00	\$ -	\$ 63,250.00
D	Regional Transportation Improvement Program (RTIP) Development					
Product 1	Develop and Maintain TIP	\$ -	\$ -	\$ 8,000.00	\$ -	
Product 2	Project Representation	\$ -	\$ -	\$ 55,000.00	\$ -	
	Total Work Element D	\$ -	\$ -	\$ 63,000.00	\$ -	\$ 63,000.00
		0	0			
E	Transportation Development Act Administration and Fiscal Management					
Product 1	Office Operations	\$ -	\$ 24,500.00	\$ -	\$ -	
Product 2	Fiscal Management	\$ -	\$ 56,600.00	\$ -	\$ -	
Product 3	SSTAC Support	\$ -	\$ 2,500.00	\$ -	\$ -	
	Total Work Element E	\$ -	\$ 83,600.00	\$ -	\$ -	\$ 83,600.00
F	SAFE: Service Authority for Freeway Emergencies					
Product 1	Call Box System Maintenance & Reporting	\$ -	\$ -	\$ -	\$ 64,500.00	
	Total Work Element F	\$ -	\$ -	\$ -	\$ 64,500.00	\$ 64,500.00

G	Climate Change Adaptation Planning					
Product 1	South Beach Climate Resilience Plan	\$ 11,774.00	\$ -	\$ -	\$ -	
	Total Work Element G	\$ 11,774.00	\$ -	\$ -	\$ -	\$ 11,774.00
TOTAL LABOR AND EXPENSES		\$ 230,000.00	\$ 113,600.00	\$ 65,500.00	\$ 64,500.00	\$ 473,600.00

Del Norte Local Transportation Commission
Overall Work Program Expenditure Detail
 2023-24 Overall Work Program

Work Element	Description	Funding Sources	DNLTC	Consultant/ Other
A	Long Range Planning Coordination	RPA	\$ 43,000	\$ 101,476
		PPM	\$ -	\$ -
		TDA	\$ -	\$ -
		Other/RSTP	\$ -	\$ -
Total A	\$144,476		\$43,000	\$101,476
B	Overall Work Program Development	RPA	\$ 23,000	\$ -
		PPM	\$ -	\$ -
		TDA	\$ -	\$ 20,000
		Other	\$ -	\$ -
Total B	\$43,000		\$ 23,000	\$ 20,000
C	Public Participation and Information Dissemination	RPA	\$ 34,750	\$ 16,000
		PPM	\$ 2,500	\$ -
		TDA	\$ -	\$ 10,000
		Other:	\$ -	\$ -
Total C	\$63,250		\$ 37,250	\$ 26,000
D	Regional Transportation Improvement Program (RTIP) Development	RPA	\$ -	\$ -
		PPM	\$ 8,000	\$ 55,000
		TDA	\$ -	\$ -
		Other	\$ -	\$ -
Total D	\$63,000		\$ 8,000	\$ 55,000
E	Transportation Development Act Administration and Fiscal Management	RPA	\$ -	\$ -
		PPM	\$ -	\$ -
		TDA	\$ 30,500	\$ 53,100
		Other	\$ -	\$ -
Total E	\$83,600		\$ 30,500	\$ 53,100
F	SAFE: Service Authority for Freeway Emergencies	RPA	\$ -	\$ -
		PPM	\$ -	\$ -
		TDA	\$ -	\$ -
		SAFE	\$ 7,000	\$ 57,500
Total F	\$64,500		\$ 7,000	\$ 57,500
G	Climate Change Adaptation Planning	RPA	\$ 11,774	\$ -
		PPM	\$ -	\$ -
		TDA	\$ -	\$ -
		Other:	\$ -	\$ -
Total G	\$11,774		\$ 11,774	\$ -

Appendix A Work Schedule

2023-24 Overall Work Program

Work Element

		J	A	S	O	N	D	J	F	M	A	M	J
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A Long Range Planning Coordination

Product 1													
Product 2													
Product 3													
Product 4													

B Overall Work Program Development

Product 1													
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C Public Participation and Information Dissemination

Product 1													
Product 2													
Product 3													

D Regional Transportation Improvement Program (RTIP) Development

Product 1													
Product 2													

E Transportation Development Act Administration and Fiscal Management

Product 1													
Product 2													
Product 3													

F SAFE: Service Authority for Freeway Emergencies

Product 1													
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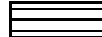
G Climate Change Adaptation Planning

Product 1													
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KEY



Anticipated major milestones.



Anticipated project maintenance work.

Memorandum of Understanding

Comprehensive Transportation Planning for RTPAs that receive Rural Planning Assistance Funding

This Memorandum of Understanding (MOU), effective May 30, 2012, is entered into by the State of California acting through its Department of Transportation, herein referred to as Caltrans, and **Del Norte Local Transportation Commission**, herein referred to as DNLTC, established as the Regional Transportation Planning Agency (RTPA) for Del Norte County, pursuant to Section 29532 of the California Government Code, and establishes a general transportation planning and programming process codifying the responsibilities of DNLTC and Caltrans.

Chapter 1: Recitals

1.1 Basis for Organization

DNLTC is a local transportation commission created pursuant to Title 3, Division 3, Chapter 2 of the State of California Government Code, Section 29535.

1.2 Ability to Contract and Receive Grants

DNLTC is empowered to make and enter into contracts in its own name and to accept grants, gifts, donations, and other monies to carry out its statutory purposes and functions.

1.3 Planning Area Boundaries

For purposes of meeting the requirements of Government Code 65080 et seq., the boundaries of the RTPA include the county of Del Norte.

Chapter 2: Planning

2.1 Provision for the Planning and Programming Process

DNLTC is recognized as the agency responsible for comprehensive regional transportation planning, pursuant to State law, for the county and incorporated cities included in the RTPA planning area. This responsibility includes, on a regional basis: providing a forum for regional transportation issues, developing and adopting goals and objectives, performing intermodal corridor and sub-area studies, providing policy guidance, allocating State and Federal transportation funds in accordance with applicable regulations and laws, assuring prioritization of proposed transportation improvements to be funded with State and Federal funds as required by applicable regulations, complying with the California Environmental Quality Act (CEQA), and coordinating the Regional Transportation Plan (RTP) with other plans and programs as appropriate. The parties above hereby express their joint intent to mutually carry out the above described transportation planning process for this RTPA planning area in a manner which will assure full compliance with the laws referenced in this MOU, the RTP Guidelines, the Caltrans Regional Planning Handbook, and the planning constraints of the United States Department of Transportation, where applicable.

2.2 State Requirement for a Transportation Plan

In accordance with the schedule and rules specified in California Government Code Sections 65080 et seq. and the California Transportation Commission (CTC) Regional Transportation Plan (RTP) Guidelines, DNLTC shall prepare, adopt, and submit a RTP.

2.3 Overall Work Program

DNLTC will prepare, adopt, and submit to Caltrans an annual Overall Work Program (OWP) in accordance with the Caltrans Regional Planning Handbook. The purpose of the OWP is to serve as a work plan to guide and manage the work of DNLTC, identify transportation planning activities and products occurring in the region and to act as the basis for the DNLTC budget for Rural Planning Assistance and, if applicable, other State and Federal planning funds. The Overall Work Program Agreement (OWPA) will serve as the general agreement by which State and Federal planning funds will be transferred to DNLTC. The draft OWP and any amendments thereto will be subject to review and approval by the funding agencies. The OWP will also include all regional transportation planning and research activities conducted in the region, regardless of funding source.

2.4 Statewide Transportation Planning

In accordance with CA Government Code 65070 et al and 23 Code of Federal Regulations 450 Subpart B, Caltrans is responsible for the development of the multi-modal California Transportation Plan (CTP), which must explain how Caltrans plans to address statewide mobility needs over at least a twenty year period. Caltrans will provide for a coordinated process to prepare the CTP that includes the mutual sharing of plans, data, and data analysis tools and results. DNLTC will engage in CTP development to help guide the direction of the State's long-range transportation planning process and help identify the best use of funds intended for interregional travel needs.

Chapter 3: Programming

3.1 Regional Transportation Improvement Plan (RTIP)

DNLTC shall prepare, adopt and submit a five-year Regional Transportation Improvement Program to the CTC on or before December 15 of each odd-numbered year, updated every two years, pursuant to Sections 65080 and 65080.5 of the California Government Code and in accordance with the State Transportation Improvement Program (STIP) guidelines prepared by the CTC.

3.2 Federal Statewide Transportation Improvement Program (FSTIP) Development

Caltrans shall develop the FSTIP in accordance with the requirements of 23 CFR 450.200 et al for all areas of the State. The FSTIP shall cover a period of no less than four years and be updated at least every four years, or more frequently if Caltrans elects a more frequent update cycle.

3.3 Caltrans Role in Providing a Five-Year Funding Estimate

In compliance with CA Government Code Section 14524, Caltrans will, by July 15 of odd-numbered years, submit an estimate of all federal and state funds reasonably expected to be available during the following five fiscal years. The estimate shall specify the amount that may be programmed in each county for regional improvement programs and shall identify any statutory restriction on the use of particular funds.

3.4 Review of State Highway Operations and Protection Program (SHOPP)

Under California Government Code 14526.5, Caltrans is required to prepare a SHOPP, for the expenditure of transportation funds for major capitol improvements relative to maintenance, safety, and rehabilitation of state highways and bridges that do not add a new traffic lane to the system. The program covers a four-year horizon, starting with projects beginning July 1 of the year following the year in which the SHOPP is submitted. The SHOPP must be submitted to the CTC no later than January 31 of even numbered years, and is adopted separately from the State Transportation Improvement Program (STIP). Prior to submitting the program, Caltrans shall make a draft of its proposed SHOPP available to DNLTC for review and comment and shall include the comments in its submittal to the commission.

Chapter 4: Partnership/Coordination

4.1 State Role and Responsibilities

Caltrans has a continuing duty of planning transportation systems of statewide significance, identifying potential transportation issues and concerns of overriding State interest, and recognizing conflicts in regional transportation improvement programs. In carrying out its duties, Caltrans will work in partnership with DNLTC relative to activities within its transportation planning area and include DNLTC in its dealings with cities, counties, public transit operators, rail operators, and airports. DNLTC and Caltrans will mutually carry out the transportation planning process for this transportation planning area in a manner that will assure full compliance with the laws referenced herein and assure cooperation between all participants.

4.2 Public Participation

The RTPA planning process will be conducted in an open manner so members of the public, civic groups, interest groups, non-federally recognized Native American tribes, businesses and industries, and other agencies can fully participate. Public participation procedures shall be documented, periodically revised, and their effectiveness regularly evaluated. DNLTC should take appropriate actions to ensure public participation through such formal means as:

(a) Posting of public hearing agendas, (b) appointment of eligible citizen members, where appropriate and allowed, to serve as committee members, (c) innovative outreach efforts targeting particularly the traditionally underserved public (i.e. minorities, senior citizens, and low income citizens), and (d) creation of standing advisory committees. Those committees not composed entirely of citizen members shall post public hearing agendas

in accordance with the Brown Act (California Government Code section 54950), when applicable, and all committees shall operate according to their adopted bylaws.

4.3 Cooperation and Coordination

As necessary, the planning process employed by DNLTC will provide for the cooperation of, and coordination with county and city government, public transit and paratransit operators, public airport operators, local public works and planning departments, air pollution control district, passenger and freight rail operators, seaports, neighboring RTPAs, State and Federal agencies, as appropriate, and Caltrans. DNLTC will coordinate with Caltrans' District, DNLTC's Air Pollution Control District, and other affected agencies within the same air basin to develop consistency in travel demand modeling, transportation air emission modeling, and other interregional issues related to the development of plans. DNLTC will provide for this coordination and cooperation by maintaining Policy and Technical Advisory Committees.

The Del Norte Local Transportation Commission is composed of six members, three appointed by the Del Norte County Board of Supervisors and three appointed by the City Council of Crescent City. With the addition of the Caltrans District Director (or his/her alternate), the Del Norte Local Transportation Commission becomes the Policy Advisory Committee. The Policy Advisory Committee advises the Del Norte Local Transportation Commission on all policy matters related to regional transportation planning.

The Del Norte Technical Advisory Committee is governed by Technical Advisory Committee Bylaws, which are approved by the Del Norte Local Transportation Commission. The Technical Advisory Committee advises the Del Norte Local Transportation Commission (and the Policy Advisory Committee) on all technical aspects of regional transportation planning.

The Social Services Transportation Advisory Council is an advisory body to the Del Norte Local Transportation Commission. The Social Services Transportation Advisory Council was established in 1988 pursuant to Senate Bill 498 and Transportation Development Act requirements. Membership is appointed by the Del Norte Local Transportation Commission to represent the elderly, the handicapped and persons of limited means as detailed in Public Utilities Code Sections 99238 and 99238.5. Responsibilities of the Social Services Transportation Advisory Council are to identify transportation needs, recommend action by the Del Norte Local Transportation Commission, and advise the Del Norte Local Transportation Commission on other major transit issues.

4.4 Consultation with Native American Tribal Governments

In accordance with State and Federal policies, DNLTC will consult with all federally recognized Native American tribal governments within or contiguous to DNLTC boundaries in the development of State and Federal transportation plans, programs, and projects, and related studies and environmental assessments.

4.5 Air Quality

DNLTC will participate in interagency consultation under the Federal Clean Air Act (42 USC 7506(c)) and U.S. EPA's Transportation Conformity regulations (40 CFR 93) when required by the Caltrans' District for consideration of a regionally significant project in an isolated rural nonattainment or maintenance area (40 CFR 93.109(n)).

4.6 Caltrans and RTPA roles in Coordination of System Planning

Caltrans utilizes Transportation System and Freight Planning documents as a source for nominating capital and operational projects for inclusion and funding in the RTPA produced RTP and RTIP. In conducting its Transportation System and Freight Planning Program, Caltrans will coordinate its studies with those being conducted by DNLTC, and in the development and priority of System and Freight Planning products, DNLTC will provide substantive response and input, where appropriate.

4.7 Public Transportation Provider's Role in OWP

DNLTC will provide publicly owned transportation service providers with timely notice of plans, programs and studies and the full opportunity to participate in and comment on OWP development and implementation.

4.8 Public Transportation Provider's Role in RTP and TIP

DNLTC will give public transportation service providers the opportunity to propose priority order for projects to be listed in a fiscally constrained TIP and to actively participate in the development of the RTP.

Chapter 5: Environmental Protection and Streamlining Coordination

5.1 Environmental Protection and Streamlining

DNLTC will be an equal partner with Caltrans to promote environmental stewardship in planning and programming projects for California's transportation systems. DNLTC and Caltrans will work to streamline the environmental review process to expedite the development of transportation projects. DNLTC and Caltrans agree to comply with all applicable environmental laws, regulations, and policies and cooperatively address any informational needs associated with such statutes. DNLTC will consult with Federal and State resource agencies to seek their input, coordinate environmental protection issues with its constituents and any other entities for which it has assumed planning and programming responsibilities, and resolve any disputes using the processes defined in the most current federal regulations. Caltrans will assist DNLTC in developing its plans and programs by making available existing resources to DNLTC, participating in appropriate planning activities and, wherever possible, improving the available environmental data.

Chapter 6: Certification Process

6.1 Certification Process

For purposes of certification, DNLTC will establish a process that includes the following:

- (a) Fully executed copies of the State Transportation Planning Process Certification and, if receiving federal planning funding, FHWA and FTA Certifications and Assurances and debarment and suspension as part of the final adopted and approved OWP.
- (b) DNLTC will provide Caltrans with documentation (e.g. quarterly reports, public notices, finished work element products, etc.) to support DNLTCs planning process.

Chapter 7: General Provisions

7.1 Review

This MOU has been reviewed and endorsed by both parties to assure its continued effectiveness. Any proposed amendments shall be submitted in writing for the consideration of both parties.

7.2 Amendment

This MOU constitutes an expression of desire and means of accomplishing the general requirements for a comprehensive transportation planning process for DNLTC. It may be modified, altered, revised, or expanded as deemed appropriate to that end by written agreement of both parties.

7.3 Rescission of Prior Agreements

This MOU supersedes any existing MOU designed to serve as a statement of the transportation planning relationship between Caltrans and DNLTC.

7.4 Monitoring

DNLTC and Caltrans jointly agree to meet periodically to address and review issues of consistency with this MOU. Meetings will be held as often as is agreed. Other issues and activities of mutual interest or concern may also be addressed. During the term of this MOU, DNLTC and Caltrans agree to notify the other of events that have a significant impact upon the MOU.

7.5 Termination

Either party may terminate this understanding upon written notice provided at least ninety days prior to the effective date of termination and specifying that effective date.

IN WITNESS WHEREOF the parties hereto have caused this Memorandum of Understanding to be executed by their respective officers duly authorized.

Danvers Lighton 4.12.2012
Executive Director, DNLTTC DATE

[Signature] 5/30/12
Chief, Caltrans DATE
Division of Transportation Planning

Appendix C

COMMON ACRONYMS

ATP – Active Transportation Program	PUC – Public Utilities Commission / Public Utilities Code
BTA – Bicycle Transportation Account	RCT – Redwood Coast Transit
CalACT – California Association for Coordinated Transportation	RCTA – Redwood Coast Transit Authority
CALCOG – California Association of Councils of Governments	RCTF – Rural Counties Task Force
Caltrans – California Department of Transportation	PSR – Project Study Report
CSAC – California State Association of Counties	RIP – Regional Improvement Program
CTC – California Transportation Commission	RPA – Rural Planning Assistance
CTSA – Consolidated Transportation Service Agency	RSTP – Regional Surface Transportation Program
DNLTC – Del Norte Local Transportation Commission	RTIP – Regional Transportation Improvement Program
DOT – California Department of Transportation, a.k.a. Caltrans	RTP – Regional Transportation Plan
DTR – District Transit Representatives	RTPA – Regional Transportation Planning Agency
FAA – Federal Aviation Administration	SB – Senate Bill
FAS – Federal Aid System	SHA – State Highway Account
FAST Act: Fixing America's Surface Transportation Act	SHS – State Highway System
FHWA – Federal Highway Administration	SHOPP – State Highway Operation and Protection Program
FTA – Federal Transit Administration	SR – State Route
FTIP – Federal Transportation Improvement Program	SSTAC – Social Services Transportation Advisory Council
FY – Fiscal Year	STA – State Transit Assistance
IIP – Interregional Improvement Program	STIP – State Transportation Improvement Program
IRP – Inter-Regional Partnership	STP – Surface Transportation Program
IRRS – Inter-Regional Roadway System	TAC – Technical Advisory Committee
ITIP – Interregional Transportation Improvement Program	TDA – Transportation Development Act of 1971
JPA – Joint Powers Agreement	TDP – Transit Development Plan
LTF – Local Transportation Fund	TE – Transportation Enhancement Program (formerly TEA)
MAP-21 -- Moving Ahead for Progress in the 21st Century	TSM – Transportation System Management
MOU – Memorandum of Understanding	USDOT – United States Department of Transportation
MPO – Metropolitan Planning Organization	VMT – Vehicle Miles Traveled
MTC – Metropolitan Transportation Commission	WE – Work Element
NEPA – National Environmental Policy Act	YTD – Year to Date
OWP – Overall Work Program	
PPM – Planning, Programming & Monitoring Program	
PTA – Public Transportation Account	