

**TECHNICAL ADVISORY COMMITTEE
REGULAR MEETING AT 2:00 P.M. TUESDAY, FEBRUARY 23, 2021**

REGISTER IN ADVANCE FOR THIS WEBINAR:

[HTTPS://US02WEB.ZOOM.US/WEBINAR/REGISTER/WN_JNHUYCIIRIOGZOXHLX1AAG](https://us02web.zoom.us/webinar/register/wn_jnhuyciirioqzoxhlx1aag)

Registering in advance is a new requirement of Zoom

- 1. Call Meeting to Order**
- 2. Public comment period**

Public comments are welcome and encouraged; however, no proposed action can be taken on any item not appearing on the agenda.
- 3. Select chair and vice chair for the 2021 calendar year.**

Proposed action: By consensus, select chair and vice chair.
- 4. Minutes of January 12, 2021**

Proposed action: By consensus, approve minutes.
- 5. Approving the Mitigated Negative Declaration for the 2020 Regional Transportation Plan**

Proposed action: Recommend DNLTC adopts resolution 2021 1 approving the Mitigated Negative Declaration for the 2020 Regional Transportation Plan.
- 6. Adopt the 2020 Regional Transportation Plan**

Proposed action: Recommend DNLTC adopts resolution 2021 2 adopting the 2020 Regional Transportation Plan.
- 7. Allocate PPM funding for Work Element G1: Regional Transportation Plan update.**

Proposed action: Recommend DNLTC adopt resolution 2021 3 allocating \$23,500 in Planning, Programming and Monitoring funding for the Regional Transportation Plan update.
- 8. Discussion items**
 - 2021-22 Overall Work Program
 - HR 133 transportation funding (attachment)
 - 2021 Economic and Demographic Profile
 - Sunset Circle progress update
 - Information sharing by TAC members, including project updates:
 - Yurok Tribe, Transit, City, County, Caltrans, Harbor, DNLTC
- 9. Adjourn to the regularly scheduled meeting on March 30, 2021 at 2 p.m. by Zoom Webinar unless restrictions related to COVID19 are lifted.**

Anyone requiring reasonable accommodation to participate in the meeting should contact the Executive Director Tamera Leighton: Phone (707) 465-3878; email Tamera@dnltc.org.

MINUTES
TECHNICAL ADVISORY COMMITTEE
SPECIAL MEETING AT 2:00 P.M. ON JANUARY 12, 2021

Present: Rosanna Bower, County
Dan Herron, RCTA
Joe Rye, RCTA
Heidi Kunstal, County, Vice-Chair
Jon Olson, City
Tim Petrick, Harbor
Suresh Ratnam, Caltrans, Chair
Nacole Sutterfield, City

Absent: John Couch, California Highway Patrol
Charlie Helms, Harbor
Brandi Natt, Yurok Tribe

Also Present: Susan Brown, Rural Approaches
Tamera Leighton, DNLTC
Janet Gilbert, public

1. CALL MEETING TO ORDER

Chair Ratnam called the meeting to order at 2:00 p.m.

2. PUBLIC COMMENT PERIOD

Public comments are welcome and encouraged; however, no proposed action can be taken on any item not appearing on the agenda. Public Comments are limited to three minutes.

The following person(s) addressed the Committee: None

3. MINUTES OF NOVEMBER 24, 2020

Proposed action: By consensus, approve minutes.

Public Comment: None

Jon Olson moved to approve the minutes of November 24, 2020, seconded by Heidi Kunstal, and unanimously carried; the Technical Advisory Committee approved the minutes of November 24, 2020.

4. ADOPT COORDINATED PUBLIC TRANSPORTATION PLAN

SSTAC and staff recommendation: Recommend DNLTC adopts the 2021 Coordinated Public Transportation Plan.

Tamera Leighton reminded the TAC members the Coordinated Public Transportation Plan was approved by the TAC in November with any changes or edits that were needed. There were several changes, so the Plan was reposted for public review. Tamera is asking the TAC to recommend the Commission adopt the Coordinated Public Transportation Plan with the changes.

Heidi Kunstal moved to recommend DNLTC adopt the 2020 Coordinated Public Transportation Plan as presented, seconded by Suresh Ratnam, and unanimously carried; the Technical Advisory Committee recommend DNLTC adopt the 2020 Coordinated Public Transportation Plan as presented.

5. AWARD CONTRACT FOR REGIONAL MAPPING SERVICES.

Review committee recommendation: Recommend DNLTC authorize the director to execute the contract with the GHD, highest-scoring proposal from the review team for Regional Mapping Services.

Tamera Leighton explained this contract and work is a product of the Overall Work Plan (OWP). Proposals were reviewed by a member from each of the city, county, and the Transportation Commission's Executive Director. The review committee recommends the contract be awarded to GDH. This is a good project and will be beneficial to our area and partners.

Suresh Ratnam moved to recommend DNLTC authorize the director to execute the contract with the GHD, highest-scoring proposal from the review team for Regional Mapping Services, seconded by Nacole Sutterfield, and unanimously carried; the Technical Advisory Committee recommends DNLTC authorize the director to execute the contract with the GHD, highest-scoring proposal from the review team for Regional Mapping Services.

6. DISCUSSION

- 2020 Regional Transportation Plan update – Tamera Leighton reported the Commission will receive a presentation at its meeting later today. It is anticipated the plan will be adopted at the March Commission meeting.
- 2021-22 Overall Work Program development – Tamera Leighton reported the Overall Work Plan (OWP) is coming together nicely. Elements include standard work, and additional elements are the second year of the Regional Mapping Project, Safety and Security Planning, and the Transit Hub Location planning. The draft OWP should be ready for review at the next TAC meeting.
- 2021 Economic and Demographic Profile – Tamera Leighton discussed the difficulties she is having with reaching anyone at Chico State to get updates or info. They have not returned any emails or calls, which is very concerning. For the past several years they have been great to work with and very responsive. Tamera is not sure if the lack of communication is due to the COVID shutdown or something else. If the Demographic Profile is not completed this year, efforts will be made to combine 2021 and 2022 into the next profile.
- Sunset Circle progress update – Nacole Sutterfield reported that a good portion of the project is completed. The project is also on budget. Nacole also reported that the Front Street storm drain project is within time and budget as well.
- Richardson Grove update – Tamera Leighton relayed that the project is moving forward and that an updated fact sheet will be sent out.

- Information sharing by TAC members, including project updates: Yurok Tribe, Transit, City, County, Caltrans, Harbor, DNLTC – Suresh Ratnam reminded TAC members that it is application season for Caltrans Programs.

7. ADJOURN TO THE NEXT REGULARLY SCHEDULED MEETING ON FEBRUARY 23, 2021 AT 2:00 PM BY ZOOM WEBINAR UNLESS RESTRICTIONS RELATED TO COVID-19 ARE LIFTED.

With no further business to come before the TAC, the Chair adjourned the meeting at 2:26 p.m., to the next regularly scheduled meeting on February 23, 2021, at 2:00 p.m.

Respectfully submitted,

Tamera Leighton, Executive Director
Del Norte Local Transportation Commission

Item 5: Staff Report

DATE: FEBRUARY 23, 2021
TO: TECHNICAL ADVISORY COMMITTEE
FROM: TAMERA LEIGHTON, EXECUTIVE DIRECTOR
SUBJECT: APPROVE 2020 REGIONAL TRANSPORTATION PLAN MITIGATED NEGATIVE
DECLARATION

PROPOSED ACTION: Recommend DNLTC adopts resolution 2021 1 approving the Mitigated Negative Declaration for the 2020 Regional Transportation Plan.

BACKGROUND: The Del Norte Local Transportation Commission (DNLTC) has prepared the 2020 Regional Transportation Plan (RTP). The California Environmental Quality Act (CEQA) requires any plan that may affect the environment to have environmental review. The 2020 RTP does not propose any capacity increasing of the transportation system or additional travel lanes, however some projects may have an effect on the environment, therefore a Mitigated Negative Declaration was determined to be the appropriate environmental document. The Mitigated Negative Declaration was circulated through the State Clearinghouse for review.

DISCUSSION: The RTP presents a series of goals focusing on mobility, safety, quality of life, environmental impacts, and financial effectiveness. In the document, the maintenance of existing facilities and services is recommended. Of importance to this environmental document, the RTP does not call for any projects that would significantly increase capacity of the transportation network within Del Norte County.

Additionally, the RTP includes goals and objectives specific to improving and maintaining the environment and outlines strategies to reduce greenhouse gas emissions.

RESOLUTION NO. 2021 1

DEL NORTE LOCAL TRANSPORTATION COMMISSION RESOLUTION
APPROVING THE MITIGATED NEGATIVE DECLARATION
FOR THE 2020 REGIONAL TRANSPORTATION PLAN

WHEREAS, pursuant to the California Environmental Quality Act (CEQA), an initial study and proposed Mitigated Negative Declaration (IS/MND) for the Del Norte 2020 Regional Transportation Plan has been prepared, submitted to the State Clearinghouse and made available for public review; and,

WHEREAS, as of February 8, 2021, all received written comments on the IS/MND have been addressed and incorporated into the Final IS/MND; and,

WHEREAS, the Local Transportation Commission finds that although the project does not propose the construction of new roads or lanes, a mitigated negative declaration has been prepared to propose mitigation measures for potential environmental effects.

NOW, THEREFORE, BE IT RESOLVED, that the Del Norte Local Transportation Commission approves the Initial Study and Mitigated Negative Declaration for the Del Norte 2020 Regional Transportation Plan.

PASSED AND ADOPTED by the Del Norte Local Transportation Commission on the 2nd day of March 2021, by the following polled vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

, Chair
Del Norte Local Transportation Commission

ATTEST:

Tamera Leighton, Executive Director
Del Norte Local Transportation Commission



FINAL MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY

FOR THE

2020 DEL NORTE REGIONAL TRANSPORTATION PLAN

FEBRUARY 18, 2021

Prepared for:

Del Norte Local Transportation Commission
900 Northcrest Drive, PMD 16
Crescent City, CA 95531

Prepared by:

De Novo Planning Group
1020 Suncastr Lane, Suite 106
El Dorado Hills, CA 95762
(916) 580-9818

D e N o v o P l a n n i n g G r o u p

A Land Use Planning, Design, and Environmental Firm



FINAL MITIGATED NEGATIVE DECLARATION
AND INITIAL STUDY

FOR THE

2020 DEL NORTE
REGIONAL TRANSPORTATION PLAN

FEBRUARY 18, 2021

Prepared for:

Del Norte Local Transportation Commission
900 Northcrest Drive, PMD 16
Crescent City, CA 95531

Prepared by:

De Novo Planning Group
1020 Suncoast Lane, Suite 106
El Dorado Hills, CA 95762
(916) 580-9818

Proposed Mitigated Negative Declaration for the 2020 Del Norte Regional Transportation Plan

Lead Agency: Del Norte Local Transportation Commission
900 Northcrest Drive, PMB 16
Crescent City, CA 95531

Project Title: 2020 Del Norte Regional Transportation Plan

Project Location: Del Norte County is in the northwestern corner of California, approximately 374 miles northwest of Sacramento and 330 miles southwest of Portland, Oregon. Del Norte County is bound by Siskiyou County in the east, Curry and Josephine Counties (Oregon) to the north, Humboldt County to the south, and the Pacific Ocean to the west.

Del Norte County is comprised of approximately 1,006 square miles, making it one of the smaller counties in California. Del Norte County is characterized by varied elevations that range between sea level to over 6,400 feet in the Klamath Mountain range and a varied geography that consists of extensive coastline to the west and mountainous terrain with dense redwood forests to the east. Del Norte County is known for its vast old-growth redwood forests, which attract visitors from all over the world.

Two major rivers occupy Del Norte County: the Smith River, which extends from the Six Rivers National Forest to the Pacific Ocean at the northwestern corner of the county, and the Klamath River, which extends from Klamath Lake in Oregon through the Six Rivers National Forest and to the Pacific Ocean at the southwestern corner of the county.

The county contains one incorporated city (Crescent City), six unincorporated communities (Smith River, Gasquet, Klamath, Fort Dick, Bertsch-Oceanview, and Hiouchi), and four federally recognized Tribal entities (Yurok Tribe, Resighini Rancheria, Tolowa Dee-ni' Nation and Elk Valley Rancheria). Del Norte County is susceptible to severe weather and natural disasters, including wildfire, tsunamis and flooding.

Project Description: The proposed project is the adoption and implementation of the 2020 Del Norte Regional Transportation Plan (RTP). The Del Norte Local Transportation Commission (DNLTC), as the designated Regional Transportation Planning Agency (RTPA), is required by State law to prepare the RTP and transmit it to the California Department of Transportation (Caltrans) every four years. The RTP is required to be developed as per State legislation, Government Code §65080 et seq. of Chapter 2.5.

The purpose of the Regional Transportation Plan (RTP) is to provide a vision for the region, supported by transportation goals, for ten-year (2030) and twenty-year (2040) planning horizons. The RTP documents the policy direction, actions, and funding strategies designed to maintain and improve the regional transportation system using the following methods:

- Assessing the current modes of transportation and the potential of new travel options within the region.
- Identifying projected growth corridors and predicting the future improvements and needs for travel and goods movement.
- Identifying and documenting specific actions necessary to address the region's mobility and accessibility needs, and establishing short and long-term goals to facilitate these actions.
- Identifying and integrating public policy decisions made by local, regional, State, and Federal officials regarding transportation expenditures and financing.

RTPs must include the following three elements:

- The Policy Element (Chapter 3) describes the transportation issues in the region, identifies and quantifies regional needs expressed within both a short- and long-range planning horizon, and maintains internal consistency with the financial element fund estimates. Related goals, objectives, and policies are provided along with performance indicators and measures.
- The Action Element (Chapter 4) identifies projects that address the needs and issues for each transportation mode in accordance with the policy element.
- The Financial Element (Chapter 5) summarizes the costs to operate and maintain the current transportation system, estimates the costs and revenues to implement the projects identified in the Action Plan, and outlines inventories of existing and potential transportation funding sources. Candidate projects are listed if funding becomes available and potential funding shortfalls are laid out. Lastly, alternative policy directions that affect the funding of projects are identified.

Findings:

In accordance with the California Environmental Quality Act, Del Norte Local Transportation Commission has prepared an Initial Study to determine whether the 2020 Del Norte Regional Transportation Plan (RTP) may have a significant adverse effect on the environment. The Initial Study and Proposed Mitigated Negative Declaration reflect the independent judgment of Del Norte Local Transportation Commission staff. On the basis of the Initial Study, Del Norte Local Transportation Commission hereby finds:

Although the proposed project could have a significant adverse effect on the environment, there will not be a significant adverse effect in this case because the project has incorporated specific provisions to reduce impacts to a less than significant level and/or the mitigation measures described herein have been added to the project. A Mitigated Negative Declaration has thus been prepared. Additionally, every specific project identified in the RTP will be evaluated through the environmental process on a project level basis in accordance with the California Environmental Quality Act and the National Environmental Policy Act (when appropriate).

The Initial Study, which provides the basis and reasons for this determination, is attached and/or referenced herein and is hereby made a part of this document. The goal of the RTP is to provide safe and efficient mobility to the citizens and visitors to Del Norte County with a multi-modal transportation network. The funding shortfall and availability of resources for transportation improvements within Del Norte County is considered the major constraint to implementing all the projects identified in the 2020 Del Norte Regional Transportation Plan. The RTP projects that are included, and that meet the “financial constraint” criteria, are considered priorities for the region to meeting RTP goals and policies established for the 2020 Del Norte RTP.

Date

Proposed Mitigation Measures:

The following Mitigation Measures are extracted from the Initial Study. These measures are designed to avoid or minimize potentially significant impacts, and thereby reduce them to an insignificant level. A Mitigation Monitoring and Reporting Program (MMRP) is an integral part of RTP project implementation to ensure that program level mitigation is properly implemented by the Del Norte Local Transportation Commission and the implementing agencies. The MMRP will describe actions required to implement the appropriate mitigation for each CEQA category including identifying the responsible agency, program timing, and program monitoring requirements. The applicability of each mitigation measure presented in the MMRP will be determined by the implementing agency at the time that an individual project is implemented. In some instances, a mitigation measure may not be applicable or relevant to a project. For instance, maintenance projects such as repaving, striping, signage, etc., are anticipated to be within the existing right-of-way and not cause a potentially significant impact that warrants mitigation. For individual projects that do not warrant these mitigation measures, the implementing agency will simply note in the project file that the mitigation measure is not applicable given its nature, and move forward with project implementation. On the other hand, some projects will encroach into areas that were not previously disturbed (i.e. road widening projects). It is anticipated that those projects have a greater potential for impact and will warrant compliance with these mitigation measures to ensure that impacts are reduced to an insignificant level, and in some cases, it may be determined that the individual projects cannot be designed such that there is an insignificant impact so either additional mitigation measures may be created to ensure an insignificant impact, or an EIR may be necessary for that project. The discretion on each project will be with the implementing agency based on the individual project circumstances. Based on this programmatic-level of analysis, and the conclusions provided in the Initial Study, the impacts from RTP implementation would be mitigated to less-than-significant levels with the implementation of the mitigation measures presented below, although it is anticipated that some larger projects (i.e. Caltrans 197/199 STAA, Last Chance Grade, etc.) would require a project specific level of analysis and will have project specific mitigation measures to ensure that impacts are avoided, minimized, and/or mitigated.

Biological Resources

Mitigation Measure 1: Prior to final design approval of RTP projects, take steps to identify and protect any biological resources associated with the project. The implementing agency should retain a qualified biologist to conduct a field reconnaissance of the limits of the project area to identify special status plants, animals, and their habitats, as well as protected natural communities including wetland and terrestrial communities. If the biologist identifies protected biological resources within the limits of the project area, consider alternative designs that seek to avoid and/or minimize impacts to the biological resources. If the project cannot be designed to completely avoid, coordinate with the appropriate regulatory agency (i.e. USFWS, NMFS, CDFW, ACOE) to obtain regulatory permits and implement project-specific mitigation prior to any construction activities.

Mitigation Measure 2: Prior to design approval of individual projects, the implementing agency will incorporate economically viable design measures, as applicable and necessary, to allow wildlife (terrestrial and/or aquatic) to move through the transportation corridor, both during construction activities and post construction. Potential measures should include appropriately spaced breaks in a center barrier, and other measures that are designed to allow wildlife to move through the transportation corridor.

Cultural Resources

Mitigation Measure 3: During environmental review of individual projects, and prior to construction, if architectural resources are deemed as potentially eligible for the California Register of Historic Resources or the National Register of Historic Places as determined by a qualified architectural historian, the implementing agency should consider avoidance through project redesign as feasible. If avoidance is not feasible, the historic resource

should be formally documented through the use of large-format photography, measured drawings, written architectural descriptions, and historical narratives. The documentation should be entered into the Library of Congress, and archived in the California Historical Resources Information System. In the event of building relocation, ensure that any alterations to significant buildings or structures conform to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings.

Mitigation Measure 4: If cultural resources (i.e., prehistoric sites, historic sites, and isolated artifacts and features) are discovered work shall be halted immediately within 50 meters (165 feet) of the discovery, the implementing agency shall be notified, and a qualified archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology shall be retained to determine the significance of the discovery.

The implementing agency shall consider mitigation recommendations presented by the professional archaeologist for any unanticipated discoveries and shall carry out the measures deemed feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures.

Hydrology and Water Quality

Mitigation Measure 5: Comply with NPDES General Construction Permit requirements. To reduce or eliminate construction-related water quality effects, the implementing agency will ensure that transportation improvement projects comply with the requirements of the NPDES General Construction Permit. Project implementation agencies are required to obtain coverage under the General Construction Permit before the onset of any construction activities, where the disturbed area is 1 acre or greater in size.

A SWPPP will be developed by a qualified engineer or erosion control specialist in accordance with the NPDES General Construction Permit requirements. The SWPPP will be implemented prior to the issuance of any grading permit before construction. The SWPPP will be kept on site during construction activity and will be made available upon request to representatives of the RWQCB.

Compliance and coverage under the NPDES General Construction Permit will require controls of pollutant discharges that utilize BMPs and technology to reduce erosion and sediments to meet water quality standards. BMPs may consist of a wide variety of measures taken to reduce pollutants in stormwater runoff from the construction site. Temporary erosion control measures such as silt fences, staked straw bales/wattles, silt/sediment basins and traps, check dams, geofabric, sandbag dikes, and temporary revegetation or other ground cover. will be employed to control erosion from disturbed areas.

Final selection of BMPs will be subject to approval by the implementing agency. The implementing agency will verify that an NOI has been filed with the SWRCB, and a SWPPP has been developed before allowing construction to begin.

Mitigation Measure 6: Implement a Spill Prevention and Control Program. As part of requiring compliance with the NPDES General Construction Permit, the implementing agency and its agents will develop and implement a spill prevention and control program to minimize the potential for, and effects from, spills of hazardous, toxic, or petroleum substances during all construction activities. The program will be completed before any construction activities begin.

Mitigation Measure 7: Implement measures to maintain water quality after construction. The project implementing agencies will implement source and treatment control measures according to the County Stormwater Quality Program. General site design control measures are required to minimize the volume and rate

of stormwater runoff discharge from the project site. General site design control measures incorporated into the project design can include:

- conserving natural areas;
- protecting slopes and channels;
- minimizing impervious areas;
- storm drain identification, and appropriate messaging and signing; and
- minimizing effective imperviousness through the use of turf buffers and/or grass-lined channels, if feasible.

In addition, projects must include treatment control measures, if possible and when feasible, to remove pollutants from stormwater runoff prior to discharge to the storm drain system or receiving water. Treatment control measures may include, but not be limited to, the following:

- Vegetated buffer strip
- Vegetated swale
- Extended detention basin
- Wet pond
- Constructed wetland
- Detention basin/sand filter
- Porous pavement detention
- Porous landscape detention
- Infiltration basin
- Infiltration trench
- Media filter
- Retention/irrigation
- Proprietary control device

Selection and implementation of these measures would be based on a project-by-project basis depending on project size and stormwater treatment needs.

Mitigation Measure 8: Comply with provisions for dewatering. Before discharging any dewatered effluent to surface water, the project implementation agency will obtain an NPDES permit and Waste Discharge Requirement from the RWQCB and/or the North Coast RWQCB, as appropriate. Depending on the volume and characteristics of the discharge, coverage under the NPDES General Construction Permit may be permissible. If coverage under the General Construction Permit is not allowed, the project will conform to requirements of the General Dewatering Permit, issued by the RWQCB and/or other applicable agencies. The project implementation agencies will design and implement measures as necessary so that the discharge limits identified in the relevant permit are met.

Mitigation Measure 9: Conduct project-level drainage studies. As part of the infrastructure plan, the project implementation agencies and/or their contractors will conduct a drainage study. This study will address the following topics:

- A calculation of pre-development runoff conditions and post-development runoff scenarios using appropriate engineering methods. This analysis will evaluate potential changes to runoff through specific design criteria, and account for increased surface runoff.
- An assessment of existing drainage facilities within the project area, and an inventory of necessary upgrades, replacements, redesigns, and/or rehabilitation, including the sizing of on-site stormwater detention features and pump stations.
- A description of the proposed maintenance program for the onsite drainage system.
- Standards for drainage systems to be installed on a project/parcel-specific basis.
- Proposed design measures to ensure structures are not located within 100-year floodplain areas.

Drainage systems will be designed in accordance with the county's, Flood Control Agency's, and other applicable flood control design criteria. As a performance standard, measures to be implemented from those studies will provide for no net increase in peak stormwater discharge relative to current conditions, ensure that 100-year flooding and its potential impacts are maintained at or below current levels, and that people and structures are not exposed to additional flood risk.

Mitigation Measure 10: *Avoid restriction of flood flows. Proposed projects requiring federal approval or funding will comply with Executive Order 11988 for floodplain management. Projects will avoid incompatible floodplain development designs, they will restore and preserve the natural and beneficial floodplain values, and they will maintain consistency with the standards and criteria of the National Flood Insurance Program. In addition, a Letter of Map Revision (LOMR) will be prepared and submitted to FEMA where unavoidable construction would occur within 100-year floodplains. The LOMR will include revised local base flood elevations for projects constructed within flood prone areas. Potential impacts due to flooding as a result of RTP projects are assumed to be alleviated through the FEMA LOMR approval process.*

Mitigation Measure 11: *Avoid project dewatering. Project designs that require continual de-watering activities for the life of the projects will be avoided if possible. Due to the potential for flooding and destabilizing conditions, project implementation agencies will choose project designs that do not require continual dewatering, if suitable project alternatives exist. Project alternatives may include construction of overpasses, as opposed to below-grade underpasses, which would avoid interception with groundwater.*

Mitigation Measure 12: *Design projects to ensure that no tsunami evacuation routes are obstructed, including during any construction process. An obstruction would occur if foot and/or vehicle traffic were impeded from traveling to a refuge site.*

Noise

Mitigation Measure 13: *Prior to approval of new construction projects adjacent to noise-sensitive uses, the implementing agency shall perform a project-level noise evaluation. The implementing agencies shall consider the following measures:*

- *Construct vegetative earth berms with mature trees and landscaping to attenuate roadway noise on adjacent residences or other sensitive use, and /or sound walls or other similar sound-attenuating buffers, as appropriate.*
- *Design projects to maximize the distance between noise-sensitive land uses and new roadway lanes, roadways, transit centers, park-and-ride lots, and other new noise generating facilities.*
- *Establish speed limits ~~and limits on hours of operation~~ of transit systems.*

Mitigation Measure 14: *Subsequent projects under the RTP shall be designed and implemented to reduce adverse construction noise and vibration impacts to sensitive receptors, as feasible. Measures to reduce noise and vibration effects may include, but are not limited to:*

- *Limit noise-generating construction activities, excluding those that would result in a safety concern to workers or the public, to the least noise-sensitive daytime hours, which is generally 6am to 9pm.*
- *Construction of temporary sound barriers to shield noise-sensitive land uses.*
- *Location of noise-generating stationary equipment (e.g., power generators, compressors, etc.) at the furthest practical distance from nearby noise-sensitive land uses.*

- *Phase demolition, earth-moving and ground-impacting operations so as not to occur in the same time period.*
- *Use of equipment noise-reduction devices (e.g., mufflers, intake silencers, and engine shrouds) in accordance with manufacturers' recommendations.*
- *Substituting noise/vibration-generating equipment with equipment or procedures that would generate lower levels of noise/vibration. For instance, in comparison to impact piles, drilled piles or the use of a sonic or vibratory pile driver are preferred alternatives where geological conditions would permit their use.*
- *Other specific measures as they are deemed appropriate by the implementing agency to maintain consistency with adopted policies and regulations regarding noise.*
- *Comply with all local noise control and noise rules, regulations, and ordinances.*

TABLE OF CONTENTS

Initial Study Checklist	1
Project Title.....	1
Lead Agency Name and Address	1
Contact Person and Phone Number	1
Project Sponsor’s Name and Address.....	1
Del Norte Local Transportation Commission	1
Project Location and Setting	1
Project Description	2
General Plan and Zoning.....	5
New Planning Requirements	5
RTP Planning Process	6
Project List.....	9
Other Public Agencies Whose Approval is Required (e.g., permits, etc.).....	17
Environmental Factors Potentially Affected	21
Determination.....	21
Evaluation Instructions	22
Evaluation of Environmental Impacts	23
Environmental Checklist.....	24
<i>I. AESTHETICS</i>	24
<i>II. AGRICULTURE AND FORESTRY RESOURCES</i>	26
<i>III. AIR QUALITY</i>	28
<i>IV. BIOLOGICAL RESOURCES</i>	3130
<i>V. CULTURAL RESOURCES</i>	3635
<i>VI. ENERGY</i>	3837
<i>VII. GEOLOGY AND SOILS</i>	4038
<i>VIII. GREENHOUSE GAS EMISSIONS</i>	4341
<i>IX. HAZARDS AND HAZARDOUS MATERIALS</i>	4644
<i>X. HYDROLOGY AND WATER QUALITY</i>	5048
<i>XI. LAND USE AND PLANNING</i>	5654
<i>XII. MINERAL RESOURCES</i>	5957
<i>XIII. NOISE</i>	6058
<i>XIV. POPULATION AND HOUSING</i>	6462

<i>XV. PUBLIC SERVICES</i>	6664
<i>XVI. RECREATION</i>	6765
<i>XVII. TRANSPORTATION</i>	6866
<i>XVIII. TRIBAL CULTURAL RESOURCES</i>	7673
<i>XIX. UTILITIES AND SERVICE SYSTEMS</i>	7875
<i>XX. WILDFIRE</i>	8077
<i>Responses to Checklist Questions</i>	8077
<i>XXI. MANDATORY FINDINGS OF SIGNIFICANCE</i>	8178
References	8279

INITIAL STUDY CHECKLIST

PROJECT TITLE

2020 Del Norte Regional Transportation Plan

LEAD AGENCY NAME AND ADDRESS

Del Norte Local Transportation Commission
900 Northcrest Drive, PMB 16
Crescent City, CA 95531

CONTACT PERSON AND PHONE NUMBER

Tamera Leighton, Executive Director
Del Norte Local Transportation Commission
900 Northcrest Drive, PMB 16
Crescent City, California 95531
tamera@dnltc.org
Desk: 707 465 3878

PROJECT SPONSOR'S NAME AND ADDRESS

Del Norte Local Transportation Commission
900 Northcrest Drive, PMB 16
Crescent City, CA 95531

DEL NORTE LOCAL TRANSPORTATION COMMISSION

The Del Norte Local Transportation Commission (DNLTC) is the designated Regional Transportation Planning Agency (RTPA) for Del Norte County. The DNLTC is comprised of six commissioners, three each appointed by the Crescent City Council and the Del Norte County Board of Supervisors. Del Norte County is located within the jurisdictional boundaries of Caltrans District 1, located in Eureka. The DNLTC, along with Caltrans District 1, fulfills the transportation planning responsibilities for Del Norte County. One of the main responsibilities of the DNLTC is the preparation and approval of the Regional Transportation Plan.

PROJECT LOCATION AND SETTING

Del Norte County is in the northwestern corner of California, approximately 374 miles northwest of Sacramento and 330 miles southwest of Portland, Oregon (Figure 1). Del Norte County is bound by Siskiyou County in the east, Curry and Josephine Counties (Oregon) to the north, Humboldt County to the south, and the Pacific Ocean to the west.

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Two major rivers occupy Del Norte County: the Smith River, which extends from the Six Rivers National Forest to the Pacific Ocean at the northwestern corner of the County, and the Klamath

River, which extends from Klamath Lake in Oregon through the Six Rivers National Forest and to the Pacific Ocean at the southwestern corner of the county.

The county contains one incorporated city (Crescent City), six unincorporated communities (Smith River, Gasquet, Klamath, Fort Dick, Bertsch-Oceanview, and Hiouchi), and four federally recognized Tribal entities (Yurok Tribe, Resighini Rancheria, Tolowa Dee-ni' Nation and Elk Valley Rancheria). Del Norte County is susceptible to severe weather and natural disasters, including wildfire, tsunamis and flooding.

Population: Del Norte County's population was 25,885 in 2015 and increased to 25,967 by 2019 at a minor increase of 0.32% in recent years. Unincorporated Del Norte County experienced a minor decrease in population, dropping from 21,870 to 21,737 from 2015 to 2019, and Crescent City experienced a small increase in population from 4,015 in 2015 to 4,230 in 2019.

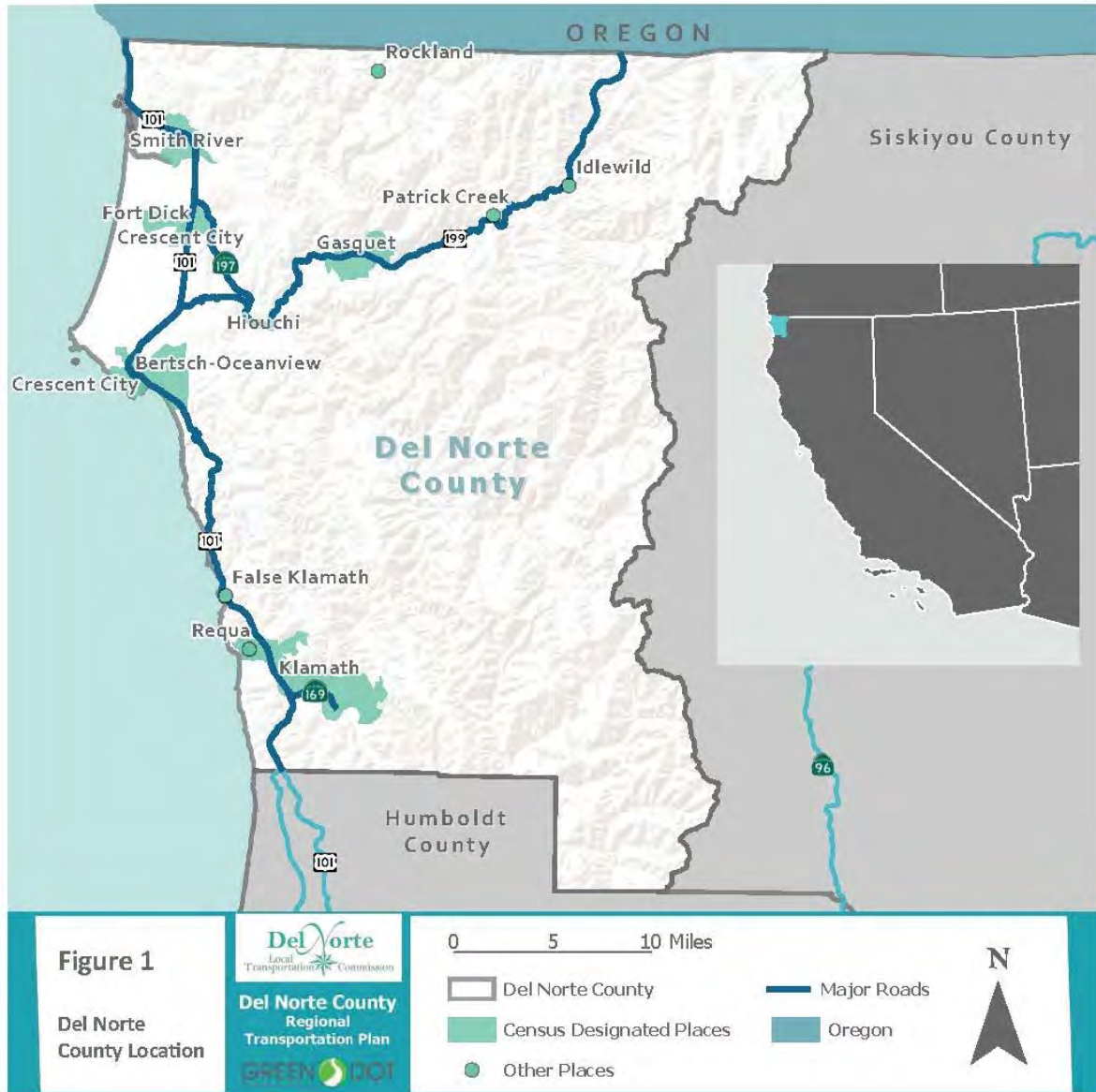
The population of Del Norte County is projected to decrease by 4.0% between 2020 and 2040, which translates to an average annual decrease of 0.2%. Over the 20-year lifetime of the Regional Transportation Plan, the population of 24,528 is expected to decrease to 23,542 by 2040.

PROJECT DESCRIPTION

The proposed project is the adoption and implementation of the 2020 Del Norte County Regional Transportation Plan (RTP). The Del Norte Local Transportation Commission (DNLTC), as the designated Regional Transportation Planning Agency (RTPA), is required by State law to prepare the RTP and transmit it to the California Department of Transportation (Caltrans) every four years. The RTP is required to be developed as per State legislation, Government Code §65080 et seq. of Chapter 2.5.

The 2020 Regional Transportation Plan is considered a "project" under CEQA, and although this Initial Study provides baseline mitigation measures for certain elements of the RTP, this Initial Study is largely focused on the RTP as a long-term planning document (20 years). Projects identified within the RTP will be individually evaluated under CEQA at the project level when the project is being delivered, and therefore will include more detailed mitigation measures at that time. The purpose of the Regional Transportation Plan (RTP) is to provide a vision for the region, supported by transportation goals, for ten-year (2030) and twenty-year (2040) planning horizons. The RTP documents the policy direction, actions, and funding strategies designed to maintain and improve the regional transportation system using the following methods:

- Assessing the current modes of transportation and the potential of new travel options within the region.
- Identifying projected growth corridors and predicting the future improvements and needs for travel and goods movement.
- Identifying and documenting specific actions necessary to address the region's mobility and accessibility needs, and establishing short and long-term goals to facilitate these actions.
- Identifying and integrating public policy decisions made by local, regional, State, and Federal officials regarding transportation expenditures and financing.



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RTPs must include the following three elements:

- The Policy Element (Chapter 3) describes the transportation issues in the region, identifies and quantifies regional needs expressed within both a short- and long-range planning horizon, and maintains internal consistency with the financial element fund estimates. Related goals, objectives, and policies are provided along with performance indicators and measures.
- The Action Element (Chapter 4) identifies projects that address the needs and issues for each transportation mode in accordance with the policy element.
- The Financial Element (Chapter 5) summarizes the costs to operate and maintain the current transportation system, estimates the costs and revenues to implement the projects identified in the Action Plan, and outlines inventories of existing and potential transportation funding sources. Candidate projects are listed if funding becomes available and potential funding shortfalls are laid out. Lastly, alternative policy directions that affect the funding of projects are identified.

GENERAL PLAN AND ZONING

The RTP goals objectives, and policies were developed to be consistent with the General Plans for Del Norte County and the City of Crescent City. The RTP is not a land use planning document, and does not establish, or cause changes to land uses or zoning within these jurisdictions. All land use and zoning decisions within the RTP's planning area fall under the jurisdiction of Del Norte County or the City of Crescent City. The RTP is designed as a system of transportation improvements that support circulation and land use policy decisions that have been made by these jurisdictions, and which are reflected in their respective General Plans and Zoning ordinances.

NEW PLANNING REQUIREMENTS

Since the adoption of the most recent Del Norte County RTP in 2016, there has been an update to the RTP Guidelines. The 2017 RTP Guidelines, adopted January 18, 2017, incorporated several key changes to the RTP process to address changes in the planning process resulting from MAP-21/FAST Act, Moving Ahead for Progress in the 21st Century, Senate Bill 32 (SB 32), Assembly Bill 1482 (AB 1482), Senate Bill 246 (SB 246), Senate Bill 350 (SB 350), and Executive Orders B-16-12 and B-32-15.

SB 32, signed into law on September 8, 2016, extends Assembly Bill 32's (AB 32) required reductions of GHG emissions by requiring a GHG reduction of at least 40 percent of 1990 levels no later than December 31, 2030. Furthermore, SB 32 authorizes the California Air and Resources Board (ARB) to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions.

AB 1482 and SB 246 implement new climate change adaptation methods such as increasing the availability of affordable housing and improving infrastructure to be climate resilient while encouraging local and regional coordination in such efforts. SB 350 outlines strategies for MPOs and RTPAs to implement widespread transportation electrification to meet climate goals and federal air quality standards. Executive Orders B-16-12 and B-32-15 set additional GHG reduction targets and methods of implementation.

RTP PLANNING PROCESS

Inter-Agency Coordination: The DNLTC is served by the Technical Advisory Committee (TAC) which provides technical advice to the Del Norte Local Transportation Commission. The eight members of the TAC are appointed by the DNLTC and include representatives from the following entities:

- Two from the City of Crescent City
- Two from the County of Del Norte
- California Highway Patrol
- Caltrans
- Redwood Coast Transit Authority
- Yurok Tribe

Additionally, the DNLTC is served by the Social Services Transportation Advisory Council (SSTAC) whose members are appointed by the DNLTC and represent seniors, people with disabilities, and people of limited means regarding transit matters.

Participation and Coordination: The DNLTC coordinated with many other groups during the RTP development process. The DNLTC plans for the regional transportation system in coordination with regional stakeholders. During the development of the RTP the following entities were contacted for information and solicited for input:

- Area One Agency on Aging
- County and District School Superintendent
- Crescent City Harbor
- Crescent City/Del Norte County Chamber of Commerce
- Del Norte Healthcare District
- Del Norte Solid Waste Management Authority
- Redwood Coast Transit
- Sutter Coast Hospital
- Adjacent county RTPAs (Curry, Jackson, Siskiyou, Humboldt)
- Tribal Entities (Yurok Tribe, Resighini Rancheria, Elk Valley Rancheria, Tolowa Dee-ni' Nation)
- California Highway Patrol
- Caltrans District 1
- Border Coast Regional Airport Authority
- Redwood State and Federal Parks

For a comprehensive list of stakeholders contacted, see Attachment A of the RTP.

Public Participation: Although the Del Norte region was impacted by both the global COVID pandemic and seasonal wildfires during the development of the 2020 RTP update, a creative and inclusive public participation campaign was executed to inform the public about the RTP and include the public in the planning process. The community was notified about the RTP and invited to community workshops through a project website, a social media campaign including Facebook and Twitter, and newspaper ads. To accommodate social distancing recommendations, community meetings were held on the digital platform Zoom. In addition, community members were notified of the option to provide feedback online through various channels, including the project website, the DNLTC website, via a questionnaire promoted through various social media channels, and directly to the project team via email or phone.

The introductory workshop, held on October 20th, 2020, introduced the Regional Transportation Plan and presented draft elements including the policies, action, and financial elements for feedback and review. Community members who attended were given the opportunity to provide input on prioritized projects, recommend new transportation projects, identify transportation issues, and voice their concerns. The meeting included a presentation on the benefits of regional transportation planning, existing conditions and barriers to mobility, and solutions for improving transportation throughout the county. After the presentation, the project team was available to interact with community members and provide more in depth discussion on transportation issues in the region. The questionnaire as promoted during meetings.

For a full list of outreach methods and materials, see Attachment B of the RTP.

Coordination with Other Plans and Studies: During development of the 2020 RTP update, existing plans, policy documents and studies addressing transportation in Del Norte County were reviewed. These documents are listed below:

Del Norte Regional Transportation Plan 2020

- Del Norte General Plan Circulation Element (2003)
- Crescent City General Plan (2001)
- Del Norte County Short-Range Transit Plan (2014)
- Redwood Coast Transit Authority Short Range Transit Plan (2019)
- Coordinated Public Transit – Human Service Transportation Plan (2015)
- Final Public Participation Plan (2013)
- Wild Rivers Regional Blueprint Plan (2009)
- Annual Unmet Transit Needs
- Active Transportation Plan (2017)
- Ten-Year State Highway Operation and Protection Plan (2008/09 through 2017/18)
- STIP Fund Estimate, Caltrans (2020)
- California Transportation Plan 2040
- California Strategic Highway Safety Plan (SHSP) (2020)
- Climate Adaptation and Stormwater Management Plan (2015)
- Transportation Emergency Preparedness Initiative (2013)
- Del Norte Region SB 743 Implementation Plan (2020)

Transportation/Land Use Integration: This RTP is consistent with the county’s General Plan Circulation Element, which supports the development and maintenance of an efficient, safe, and effective road system. The Circulation Element also supports an integrated multi-modal system consistent with demand and available resources, as well as the study of orderly growth of both the Del Norte County Airport and the Crescent City Harbor. The goals of the General Plan circulation element are consistent with the goals outlined in the Policy Element.

This RTP recognizes the importance of integrating land use planning and transportation planning to create a more efficient system. Future development should occur in areas which will be the easiest to develop without high public service costs, have the least negative environmental impact, and which will not displace or endanger the region’s critical natural resources. This approach will result in lower cost for improvements and increased operational efficiency of the existing transportation system because it will be sized to reflect more compact growth near existing or planned services. Compact growth leads to healthier lifestyles, as access

to bicycle and pedestrian facilities grow congruently. Additionally, aligning bicycle and pedestrian facilities with growth can help implement complete streets which increase livability and reduce traffic demand within the region by encouraging alternative modes. The complete street concept is supported and encouraged in this RTP and the California Transportation Plan 2040.

Coordination with the California State Wildlife Action Plan: Projects identified in the 2020 Regional Transportation Plan are evaluated at the project level through the CEQA and NEPA (if applicable) process. However, the long-term goals identified in the Policy Element of this plan consider many of the stressors defined in the State Wildlife Action Plan.

Del Norte County straddles two separate conservation management ecoregions within the North Coast and Klamath Province, as identified by the California State Wildlife Action Plan (SWAP): “Northern Coastal and Montane Riparian Forests and Woodlands” and “Pacific Northwest Conifer Forests”. The SWAP identifies sensitive species, habitat stressors and suggested conservation goals and actions for each of the ecoregions within the Provinces. According to the SWAP, the major stressors within Del Norte County conservation units are as follows:

- Agricultural and Forestry Effluents
- Annual and Perennial Non-timber Crops
- Climate Change
- Fire and Fire Suppression
- Household Sewage/ Urban Wastewater
- Introduced Genetic Material
- Parasites/Pathogens/Diseases
- Roads and Railroads
- Wood and Pulp Plantations
- Logging and Wood Harvesting
- Livestock, Farming and Ranching
- Invasive Plants/Species

For a complete list of species of special concern, key stressors and actions suggested for wildlife management in the North Coast and Klamath region, see Attachment C of the RTP.

Coordination with Native American Tribal Governments: There are four federally recognized Tribal entities in Del Norte County. Cooperative planning between Tribes, regional and local agencies and Caltrans varies from Tribe to Tribe. Some of the region’s Tribes are regular participants in regional planning efforts, including the Yurok Tribe who has a regular position on the Technical Advisory Committee. All Tribal entities were contacted to discuss transportation deficiencies, system improvements ideas, and Tribal project lists for inclusion. Table 1.1 lists the contact information for the Tribes. For a full record of Native American Tribal coordination and consultation efforts, see Attachment D of the RTP.

Table PD-1: Native American Tribal Contacts

TRIBAL ENTITY	CONTACT	ADDRESS
Yurok Tribe	Joseph James, Chairman jjames@yuroktribe.nsn.us	190 Klamath Blvd. Klamath, CA 95548
Elk Valley Rancheria	Dale Miller, Chairman dmiller@elk-valley.com	2332 Howland Hill Rd. Crescent City, CA 95531
Tolowa Dee-ni' Nation	Denise Richards-Padgette, Chairperson	140 Rowdy Creek Rd.

	dpadgette@towola.com	Smith River, CA 95567
Resighini Rancheria	Fawn Murphy, Chairperson resighini@gmail.com	158 East Klamath Bech Rd. Klamath, CA 95548

SOURCES: DEL NORTE LOCAL TRANSPORTATION COMMISSION (2020)

PROJECT LIST

As a method of developing responses to the transportation needs and issues discussed in the RTP document, the RTP includes a list of transportation system improvements for each mode of transportation applicable to Del Norte County. Projects for each type of transportation facility are divided into financially constrained (short range) and financially unconstrained (long range) improvements. The project lists are provided below.

Table PD-2 Roadway Projects

PROJECT SOURCE	FUNDING SOURCE	ROAD	DESCRIPTION	COST	YEAR
Short Range Projects					
Del Norte County					
2016 RTP	FLAP, TC	Klamath Beach Road	Klamath Beach Road Improvement Project (Highway 101 to Coastal Drive) - culvert replacement	\$ 4,776,000	2025
2020 RTP	HIP, RSTP	Washington Boulevard	Washington Boulevard Culvert Replacement Project (East of Harrold Street) - culvert replacement	\$ 500,000	2023
2020 RTP	ER, RSTP	Pebble Beach Drive	Pebble Beach Drive Storm Damage Project (Hemlock Avenue to City Limits) - bluff stabilization	\$ 10,019,430	2022
Del Norte County Total				\$ 15,295,430	
Crescent City					
2020 RTP	FHWA ER/RSTP	Pebble Beach Dr.	Storm Drain Damage Project-Bank Stabilization Project	\$ 5,000,000	2030
Crescent City Total				\$ 5,000,000	
Short Range Total				\$ 20,295,430	
Long Range Projects					
Del Norte County					
2016 RTP	TBD	Requa Road	(Highway 101 to P. J. Murphy Memorial Drive) - overlay with drainage improvements	\$ 648,000	TBD
2016 RTP	TBD	P. J. Murphy Memorial Drive	(Requa Road to End) - overlay with drainage improvements	\$ 1,194,000	TBD
2020 RTP	TBD	Pebble Beach Drive	(Hemlock Avenue to Washington Boulevard) - overlay	\$ 825,000	TBD
2020 RTP	TBD	Fred Haight Drive	(at Morrison Creek) - culvert replacement	\$ 475,000	TBD
2016 RTP	RMRA	NA	(Area 1 - Klamath) - chip seal and overlay	\$ 280,000	TBD
2016 RTP	RMRA	NA	(Area 2 - Bertsch Tract) - chip seal and overlay	\$ 189,750	TBD
2016 RTP	RMRA	NA	(Area 3 - Elk Valley and Parkway) - chip seal and overlay	\$ 375,000	TBD
2016 RTP	RMRA	NA	(Area 4 - Filkins Tract) - chip seal and overlay	\$ 360,000	TBD
2016 RTP	RMRA	NA	(Area 5 - West of Northcrest) - chip seal and overlay	\$ 140,000	TBD
2016 RTP	RMRA	NA	(Area 6 - East of Northcrest) - chip seal and overlay	\$ 80,000	TBD
2016 RTP	RMRA	NA	(Area 7 - Mid Lake Earl & Kings Valley) - chip seal and overlay	\$ 160,000	TBD
2016 RTP	RMRA	NA	(Area 8 - Fort Dick) - chip seal and overlay	\$ 465,000	TBD
2016 RTP	RMRA	NA	(Area 9 - Smith River) - chip seal and overlay	\$ 315,000	TBD
2016 RTP	RMRA	NA	(Area 10 - Hiouchi and Gasquet) - chip seal and overlay	\$ 630,000	TBD
2016 RTP	CDBG	NA	(Roosevelt Tract) - complete streets (with regional drainage improvements)	\$ 10,585,000	TBD
2017 ATP	ATP	Elk Valley	(Sunset High School) - turn pockets	\$ 87,000	TBD

		Cross Road			
2019 Regional SSAR	TBD	TBD	pavement delineation and guardrail installation	\$ 8,725,000	TBD
2019 Regional SSAR	TBD	TBD	signal hardware upgrade and installation of pedestrian countdown signal heads	\$ 270,000	TBD
2019 Regional SSAR	HSIP	Parkway Drive and Washington Boulevard	roundabout	\$ -	TBD
2019 Regional SSAR	HSIP	Washington Boulevard and Northcrest Drive	Improve signal hardware: lenses, back-plates, mounting, size, and number, Improve signal timing (coordination, phases, red, yellow, or operation), Provide Advanced Dilemma Zone Detection for high speed approaches, Convert signal to mast arm (from pedestal-mounted), Install raised pavement markers and striping (Through Intersection), Install flashing beacons as advance warning (S.I.), Improve pavement friction (High Friction Surface Treatments)	\$ -	TBD
Del Norte County Total				\$ 25,803,750	
Crescent City					
2016 RTP	TBD	A Street	7th St, Pacific Ave Reconstruction	\$ 2,000,000	TBD
2016 RTP	TBD	Front Street	A St. to L St., Revitalization (including subcomponents)	\$ 6,900,000	TBD
2016 RTP	TBD	Front Street	a. Water Infrastructure Improvements G Street to L Street	\$ 200,000	TBD
2016 RTP	TBD	Front Street	B. Storm Drain Improvements G Street to L Street	\$ 900,000	TBD
2016 RTP	TBD	Front Street	c. Pedestrian Improvements D Street to G Street (South Side) & G Street to L Street	\$ 2,000,000	TBD
2016 RTP	TBD	Front Street	d. Transit Improvements (5310)	\$ 600,000	TBD
2016 RTP	TBD	Front Street	e. B Street Roundabout Improvements	\$ 2,000,000	TBD
2016 RTP	TBD	Front Street	f. Roadway Reconstruction D Street to G Street Parking & G Street to L Street	\$ 1,200,000	TBD
2016 RTP	SB1/TBD	K Street	Front St. to 3rd St. Reconstruction	\$ 600,000	TBD
2016 RTP	TBD	NA	Various Roadway Microsurfacing	\$ 1,000,000	TBD
2016 RTP	TBD	Sunset Circle	101 to Elk Valley, Reconstruction	\$ 1,250,000	TBD
2020 RTP	TBD	3rd Street	Pebble Beach to L St. Resurfacing	\$ 2,800,000	TBD
2020 RTP	TBD	5th Street	Pebble Beach to L St. Resurfacing	\$ 2,800,000	TBD
2016 RTP	TBD	7th Street	Pebble Beach to L St. Reconstruction	\$ 5,000,000	TBD
2016 RTP	TBD	8th Street	Pebble Beach to L St. Reconstruction	\$ 5,000,000	TBD
2016 RTP	TBD	Howe Drive	Stamps Way to B St., Rehabilitation & Parking Area	\$ 1,000,000	TBD
2016 RTP	TBD	Wendell Street	4th St. to 9th St., Rehabilitation	\$ 1,000,000	TBD
2016 RTP	TBD	C Street	5th St. to 9th St., Rehabilitation	\$ 800,000	TBD
2016 RTP	TBD	D Street	2nd St. to 9th St., Rehabilitation	\$ 1,400,000	TBD
2020 RTP	TBD	Taylor	Between 6th and 7th Resurfacing	\$ 200,000	TBD
2020 RTP	TBD	Harding	Hwy 101 to Truman ct., Rehabilitation	\$ 600,000	TBD
2020 RTP	TBD	Northcrest Drive	Rehabilitation	\$ 550,000	TBD
2020 RTP	TBD	Pebble Beach Dr.	5th to City/County Limits Rehabilitation	\$ 1,400,000	TBD
2016 RTP	TBD	NA	Roosevelt Tract Annexation Area- Reconstruct existing streets (14 Blocks)	\$ 5,000,000	TBD
2016 RTP	TBD	NA	Other Annexation Areas- To be programmed	\$ -	TBD
2019 Regional SSAR	TBD	TBD	Sign and Pavement Delineation Upgrade	\$ 680,000	TBD
2019 Regional SSAR	TBD	TBD	Signal Hardware Upgrade and Installation of Pedestrian Countdown Signal Heads	\$ 234,000	TBD
2019 Regional SSAR	HSIP	Northcrest Dr and Harding Ave	Improve signal timing (coordination, phases, red, yellow, or operation), Install raised pavement markers and striping (Through Intersection), Improve pavement friction (High Friction Surface Treatments), Convert intersection to roundabout (from signal)	\$ -	TBD

Crescent City Total				\$ 47,114,000	
Long Range Total				\$ 72,917,750	
Caltrans					
2016 RTP	SHOPP	US 199	.4 mi. N of South Fork Road to .56 mi. S of Idlewild Maint. Station Rd.-High friction surface treatment	\$ 2,130	TBD
Caltrans 0115000099	SHOPP	US 101	Last Chance Grade - repair slides, construct bypass from Wilson Creek Bridge to 3.8 miles North of Wilson Creek Bridge	\$ 339,233	2039
Caltrans 0116000137	SHOPP	US 101	Near Crescent City, at 0.2 mile north of Cushing Creek Viaduct. Restore roadway to pre-slide condition.	\$ 9,985,000	2024
Caltrans 0119000028	SHOPP	SR 199	Culvert rehabilitation and fish passage near Crescent City, at various locations from 0.3 miles north of Elk Valley Cross Road to 0.2 miles south of Walker Road.	\$ 3,574,000	2022
Caltrans, 0116000005	SHOPP	US 199	Near the Oregon State line, from 0.1 mile to 0.5 mile north of Collier Safety Roadside Rest Area (SRRA). Upgrade lighting and power control system at the Randolph Collier Tunnel.	\$ 4,880,000	2023
Caltrans 0115000094	SHOPP	US 101	In Klamath, from 0.2 mile south to 0.2 mile north of Ehlers Way. Extend the left-turn pocket at the intersection of Ehlers Way and Route 101.	\$ 1,585,000	2022
Caltrans 0116000060	SHOPP	US 199	Near Gasquet, at the Idlewild Maintenance Station. Construct new office space building and rehabilitate water and septic system.	\$ 5,511,000	2023
Caltrans 0112000287	SHOPP	SR 199	Collier Rest Area Rehab near Idlewild from Collier Rest Area entrance to north end of Collier Tunnel	\$ 2,721,000	2020
Caltrans 0120000070	SHOPP	US 101	Construct ADA Path in Crescent City from 0.4 miles south of Washington Street Bridge to 0.2 mile West.	\$ 1,250,000	2024
Caltrans 0120000101	Maintenance	US 101	Micro-surfacing near Smith River from 0.2 mile North of Rowdy Creek Bridge to Oregon State line.	\$ 606,000	2021
Caltrans 0119000047	Maintenance	SR 199	Middle Fork Smith River Overlay near Patrick Creek from Patrick Creek Bridge to Oregon State Line	\$ 3,800,000	2021
Caltrans 0117000070	Maintenance	DN-Various	Replace Pavement Markers in Del Norte County at various locations	\$ 200,000	2022
Caltrans 0118000190	SHOPP	US 101	CAPM Pavement Rehabilitation in and near Klamath River	\$ 30,864,000	2026
Caltrans 0113000023	SHOPP	US 101	In and near Crescent City, from 0.3 mile south of Elk Valley Road to 0.2 mile north of Wilson Ave/Burtschell Street. Upgrade Americans with Disabilities Act (ADA) facilities and construct traffic calming measures to improve operations and safety for non-motorized users.	\$ 8,017,000	2022
Caltrans 0119000016	SHOPP	SR 199	In Del Norte County, at various locations from 0.6 mile north of Hiouchi Drive to 0.1 mile south of the Oregon State line. Culvert rehabilitation and fish passage	\$ 1,590,000	2022
Caltrans 0116000128	SHOPP	SR 199	Near Gasquet, from 0.8 to 0.3 mile south of Hardscrabble Creek Bridge. Install High Friction Surface Treatment (HFST), signs, guardrail and centerline rumble strip.	\$ 1,502,000	2021
Caltrans 0116000005	SHOPP	SR 199	Near the Oregon State line , from 0.1 mile to 0.5 mile north of Collier Safety Roadside Rest Area (SRRA). Upgrade lighting and power control system at the Randolph Collier Tunnel No. 01-0049	\$ 4,880,000	2023
Caltrans 0120000033	SHOPP	US 101	Wilson Creek Restoration & SPGA Wall near Klamath from Wilson Creek Bridge to 0.5 miles north	\$ 18,339,000	2028
Caltrans Total				\$ 99,645,363	

Table PD-3 Bridge Replacement or Rehabilitation Projects

PROJECT SOURCE	FUNDING SOURCE	ROAD	DESCRIPTION	COST	YEAR
Short Range Projects					
<i>Del Norte County</i>					
2020 RTP	HBP, TC	Requa Road	Requa Road at Hunter Creek Bridge Replacement Project	\$ 12,120,000	2023
Del Norte County Total				\$ 12,120,000	
<i>Caltrans</i>					
Caltrans 0100020444	SHOPP	US 101	Near Klamath, at Panther Creek Bridge No. 01-0025 and Hunter Creek Bridge No. 01-0020 - Replace Bridges	\$ 23,397,000	2023
2020 SHOPP 0120000028	SHOPP	US 101	Near Klamath, at Panther Creek Bridge No. 01-0025 and at Hunter Creek Bridge No. 01-0003. Environmental mitigation monitoring for project EA 0B090.	\$ 438,000	2021-22
2020 SHOPP 0100000193	SHOPP	US 101	Near Crescent City from 0.3 mile south to 0.4 mile north of Smith River (Dr. Ernest M Fine Memorial) Bridge No. 01-0020. Replace bridge	\$ 79,035,000	2025
Caltrans 0115000108	SHOPP	US 101	Fish passage mitigation near Smith River at Dominie Creek	\$ 5,293,000	2023
Caltrans 0118000186	SB1 RMRA	Various	Bridge repair at various locations in Del Norte County	\$ 1,022,000	2021
Caltrans 0100020444	SHOPP	US 101	Near Klamath, bridge replacement at Panther Creek and Hunter Creek	\$ 23,397,000	2023
Caltrans 0119000116	Maintenance	DN-Various	Rehab Bridge Decks at various locations in Del Norte County	\$ 1,500,000	2023
Caltrans Total				\$134,082,000	
Short Range Total				\$146,202,000	

Table PD-4 Bicycle and Pedestrian Projects

PROJECT SOURCE	ROAD	DESCRIPTION	COST	YEAR
<i>Del Norte County</i>				
2016 RTP	Glenn Street	(Small Avenue to Hamilton Avenue) - complete street (add sidewalk)	\$ 936,000	TBD
2016 RTP	Harrold Street	(Washington Boulevard to Wilson Avenue) - complete street (add sidewalk)	\$ 2,106,000	TBD
2016 RTP	Third Street	(Fred Haight Drive to Beckstead Road) - complete street (add sidewalk)	\$ 1,092,000	TBD
2016 RTP	Sarina Road	(Highway 101 to First Street) - Class II bikeway	\$ 850,000	TBD
2016 RTP	Fred Haight Drive	(Highway 101 on south end to First Street) - Class II bikeway	\$ 5,380,000	TBD
2016 RTP	Morehead Road	(Lake Earl Drive to Lower Lake Road) - Class II bikeway	\$ 3,052,000	TBD
2017 ATP	Elk Valley Road	(Howland Hill to Parkway Drive) - Class II bikeway	\$ 5,694,000	TBD
2016 RTP	Elk Valley Cross Road	(Wonder Stump Road to Parkway Drive) - Class II bikeway	\$ 2,014,000	TBD
2016 RTP	Blackwell Lane	(Lake Earl Drive to Railroad Avenue) - Class II bikeway	\$ 1,070,000	TBD
2016 RTP	Ocean View Drive	(Highway 101 on north end to Indian Road) - Class II bikeway	\$ 4,373,000	TBD
2016 RTP	Ocean View Drive	(Highway 101 on south end to Indian Road) - Class II bikeway	\$ 4,908,000	TBD
2016 RTP	Alder Road	(Blackwell Lane to Lake Earl Drive) - Class II bikeway	\$ 1,007,000	TBD
2016 RTP	Kings Valley Road	(Wonder Stump Road Extension to Rellim Road) - Class II bikeway	\$ 1,856,000	TBD
2016 RTP	Old Mill Road	(Northcrest Drive to Dillman Road) - Class II bikeway	\$ 1,101,000	TBD
2016 RTP	Endert's Beach Road	(Highway 101 to End (National Park Service, 0.8 miles)) - Class II bikeway	\$ 1,353,000	TBD
2016 RTP	South Fork Road	(Highway 199 to Big Flat Road) - Class III bikeway	\$ 45,000	TBD
2017 ATP	Lower Lake Road	(Lake Earl Drive to Pala Road) - Class III bikeway	\$ 17,000	TBD
2016 RTP	Kellogg Road	(Lower Lake Road to End (Kellogg Beach)) - Class III bikeway	\$ 5,000	TBD
2016 RTP	Old Mill Road	(Dillman Road to Lake Earl Wildlife Area) - Class II bikeway	\$ 1,479,000	TBD
2017 ATP	Northcrest Drive	(east side from Washington Boulevard to Harding Avenue) - complete	\$ 1,560,000	TBD

		street (add sidewalk)		
2017 ATP	NA	(Clifford Kamph Memorial Park in Smith River) - Maintain and improve beach access, trail system, and support facilities, including parking and restrooms, for active transportation users.	\$ -	TBD
2017 ATP	NA	(Florence Keller County Park in Crescent City) - Maintain and improve trail system and support facilities, including parking and restrooms, for active transportation users.	\$ -	TBD
2017 ATP	Pebble Beach Drive	(Bluffs, North and South Stairs in Crescent City from Point Saint George to City Limits) - Maintain and improve beach access, trail system (formal and informal), and support facilities, including parking and restrooms, for active transportation users.	\$ -	TBD
2017 ATP	NA	(Point Saint George in Crescent City) - Develop trail system and support facilities, including parking, restrooms, and visitors center, for active transportation users.	\$ -	TBD
2017 ATP	NA	(Ruby Van Deventer County Park in Hiouchi) - Maintain and improve trail system and support facilities, including parking and restrooms, for active transportation users.	\$ -	TBD
	NA	(CA DFW Saxton Boat Launch in Smith River) - Maintain and improve support facilities, including parking and restrooms, for active transportation users.	\$ -	TBD
2017 ATP	Wavecrest Drive	(Wavecrest Drive and North Pebble Beach Drive Coastal Access Plan Project) - Maintain and improve beach access and support facilities, including parking, for active transportation users. [FUNDING FOR ENVIRONMENTAL, PERMITTING, AND 30% PLANS ARE CONSTRAINED WITH \$51,750 ALLOCATED.]	\$ 500,000	TBD
2017 ATP	Pebble Beach Dr	(Wavecrest Drive and North Pebble Beach Drive Coastal Access Plan Project) - Maintain and improve beach access and support facilities, including parking, for active transportation users. [FUNDING FOR ENVIRONMENTAL, PERMITTING, AND 30% PLANS ARE CONSTRAINED WITH \$51,750 ALLOCATED.]	\$ 500,000	TBD
2017 ATP	Arlington Drive	(Adams Avenue to Washington Boulevard) - complete street (add sidewalk)	\$ 507,000	TBD
2017 ATP	First Street	(Sarina Road to Fred Haight Drive) - Class II bikeway	\$ 1,668,000	TBD
	Northcrest Drive	(east side from West Madison Avenue to Pine Grove Road) - complete street (add sidewalk)	\$ 1,170,000	TBD
2020 RTP	Pacific Avenue	(north side from Del Norte Street to Calaveras Street) - complete street (add sidewalk)	\$ 98,000	TBD
2020 RTP	Pacific Avenue	(south side from Pebble Beach Drive to Del Monte Street) - complete street (add sidewalk)	\$ 702,000	TBD
2020 RTP	Washington Blvd	(south side from Jordan Street to Leif Circle) - complete street (add sidewalk)	\$ 507,000	TBD
2020 RTP	Washington Blvd	(south side from Summer Lane to Washington Boulevard overpass) - complete street (add sidewalk)	\$ 390,000	TBD
2019 SSAR	Summer Lane	(Washington Boulevard to Scenic Creek Drive) - Class II bikeway	\$ 8,000	TBD
Del Norte County Total			\$ 45,948,000	
Crescent City				
2019 SSAR	Northcrest Drive and Harding Avenue	Install pedestrian countdown signal heads, Install pedestrian crossing (S.I.), Install advance stop bar before crosswalk (Bicycle Box)	\$ -	TBD
2016 RTP	Pebble Beach Dr.	6th St. to 9th St. Pedestrian Improvements	\$ 1,000,000	TBD
2016 RTP	NA	Bicycle Racks- 8 locations	\$ 8,000	TBD
2016 RTP	8th Street / K St.	Class 2 Bike Lane	\$ 100,000	TBD
2016 RTP	NA	City Wide Priority Pedestrian Improvements	\$ 1,500,000	TBD
2017 ATP	Hobbs Wall Trail	M St to DFG	\$ 2,000,000	TBD
2017 ATP	Highway 101	Traffic calming - Highway 101 on North and South entrances to Crescent City	\$ 1,200,000	TBD
2017 ATP	Front Street	A Street to B Street, G Street to N Street	\$ 2,000,000	TBD
2017 ATP	Highway 101	Non motorized improvements between the Gateway Projects	\$ -	TBD
2017 ATP	10th and E Streets	Install curb ramps	\$ -	TBD
2017 ATP	C & D Street between 2nd to 4th Uncharted Shores Academy	Install curb ramps at crosswalks adjacent to school grounds	\$ -	TBD

2017 ATP	9th, Front, K, 2nd St	City Streets	\$ 100,000	TBD
2020 RTP	Howe Drive	Coastal Trail Resurfacing	\$ -	TBD
Crescent City Total			\$ 7,908,000	
Bicycle and Pedestrian Project Total			\$53,856,000	

Table PD-5 Transit Projects

PROJECT SOURCE	FUNDING SOURCE	DESCRIPTION	COST	YEAR
Short Range Projects				
2019 RCTA SRTP	FTA, PTMISEA, LTF	Vehicle Replacements/Rehabilitations (6)	\$ 991,722	2021/22 - 2023/24
	LCTOP, LTF, TBD	Electric Bus Charging Infrastructure (4)	\$ 308,173	2022/23 - 2023-24
	FTA, SGR, LTF	Vehicle Replacements/Rehabilitations (2)(3)	\$ 8,595,014	2024/25 - 2040/41
2019 RCTA SRTP	STA-SGR	Bus Stop Improvements/Amenities	\$ 122,439	2021/22 - 2023/24
Short Range Total			\$10,017,348	
Long Range Projects				
2019 RCTA SRTP	PTMISEA, LTF	Facility Improvements (1)	\$ 163,079	TBD
	TBD	RCTA Operations & Maintenance Facility Refurbishment/Renovation (5)	\$ 1,000,000	TBD
Long Range Total			\$1,163,079	

- (1) current amount of remnant PTMISEA programmed to Facility Projects, accrues interest, last of PTMISEA funds
- (2) RCTA must replace 2 buses per year to maintain fleet size/condition, assumes 1 larger diesel and 1 smaller electric bus per year (450,000/yr)
- (3) PTMISEA was one-time funding that will be fully spent by 2024, LTF and SGR will replace PTMISEA for local match thereafter
- (4) RCTA is mandated to introduce zero-emission buses by CARB regulation - project in planning phase now, costs ballpark
- (5) RCTA Operations & Maintenance Facility will need a major renovation late in the planning horizon - ground lease expires 2044
- (6) FTA for capital at RCTA includes 5339, as no 5311(f) is available for capital statewide (effective 2017) and all 5311 goes to operating

Table PD-6 Aviation Projects

PROJECT SOURCE	DESCRIPTION	COST	YEAR
Short Range Projects			
Ward Airport			
2016 RTP	Perimeter Fencing	\$ 250,000	2021
2016 RTP	Obstruction Clearance	\$ 175,000	2016-2030
2016 RTP	Slurry Seal Runway & Apron	\$ 175,000	2022
2017 ALUCP	Add perimeter fencing	\$ -	2021
2017 ALUCP	Clear obstructions	\$ -	2016-2030
	Annual Maintenance (Short Term)	\$ 100,000	2020-2030
Ward Airport Total		\$ 700,000	
McBeth Airport			
2016 RTP	Obstruction Clearance	\$ 75,000	2016-2030
	Annual Maintenance (Short Term)	\$ 100,000	2020-2030
McBeth Airport Total		\$ 175,000	
McNamara Airport			
2016 RTP	Extension of Rwy 11/29	\$ 15,000,000	2022
2016 RTP	Acquire new larger Airport Rescue Fire Fighting (ARFF) vehicle (to meet requirements for larger aircraft)	\$ 750,000	2022
	Annual Maintenance (Short Term)	\$ 100,000	2020-2030
McNamara Airport Total		\$ 15,850,000	
Short Range Total		\$ 16,725,000	
Long Range Projects			
Ward Airport			
	Annual Maintenance (Long Term)	\$ 100,000	2030-2040
Ward Airport Total		\$ 100,000	
McBeth Airport			

	Annual Maintenance (Long Term)	\$ 100,000	2030-2040
McBeth Airport Total		\$ 100,000	
McNamara Airport			
2016 RTP	Construct Terminal Parking Lot	\$ 6,069,000	TBD
2016 RTP	Complete Final Design of Terminal Replacement	\$ 1,900,000	TBD
2016 RTP	Reimbursable Agreements	\$ 1,000,000	TBD
2016 RTP	Construct New Terminal Apron	\$ 2,673,000	TBD
2016 RTP	Construct New Terminal Building (17,867 sq. ft.)	\$ 16,391,000	TBD
2016 RTP	Design Runway Overlay Project	\$ 250,000	TBD
2016 RTP	Overlay Runways 1237 & 1836	\$ 8,822,000	TBD
2016 RTP	Acquire Property for Extension of Rwy 11/29	\$ 1,400,000	TBD
2016 RTP	Design of Extension of Rwy 11/29 & Road Realignments	\$ 600,000	TBD
2016 RTP	Realignment of Washington Blvd and Riverside Street	\$ 1,000,000	TBD
	Annual Maintenance (Long Term)	\$ 100,000	2030-2040
McNamara Airport Total		\$ 40,205,000	
Ground Access Projects			
2016 RTP	Design and construct RSA grading and filling projects	\$ 1,305,000	TBD
Ground Access Total		\$ 1,305,000	
Long Range Total		\$ 41,710,000	

Table PD-7 Tribal Projects

PROJECT SOURCE	ROAD/LOCATION	PROJECT NAME/LOCATION	COST	YEAR
Elk Valley Rancheria				
2016 RTP	Martin Ranch Road	Construct Elk Ranch Road on the Martin Ranch	-	TBD
2016 RTP	Dale Rupert Road	Construction - Improvements to Dale Rupert Road	-	TBD
2016 RTP	US 101	At Sandmine Road - Construction - Improve left turn channelization for Southbound traffic on US 101	-	TBD
2016 RTP	US 101	At Humboldt Road - Construction - Add declaration lane to US 101 for Northbound traffic turning right onto Humboldt Road	-	TBD
2016 RTP	US 101	At Humboldt Road and Sandmine Road - construction - Add southbound acceleration lane from Humboldt and Sandmine Roads onto US 101	-	TBD
2016 RTP	Matthews Street, Norris Avenue and Howland Hill Rd	Facilities - Curbs, gutters, sidewalks and lights	-	TBD
2016 RTP	US 199	Construction - Construct alternate route to Last Chance Grade	-	TBD
Tolowa Dee-ni' Nation (Smith River Rancheria)				
2016 RTP	Lucky 7 Casino Access Road	Relocate Lucky 7 Casino Access Road - Roadway Realignment	-	TBD
2016 RTP	North Indian Road	Construct Sidewalks	-	TBD
2016 RTP	Oceanview Drive	Roadway Rehabilitation- overlay	-	TBD
2016 RTP	Oceanview Drive	Widen shoulder or construct separate pedestrian path along downhill side of road	-	TBD
2016 RTP	South Indian Road	Planting strip and unpaved pedestrian path along west side of road	-	TBD
2016 RTP	1st Street	Construct sidewalks from North Beckstead to Sarina Rd	-	TBD
2016 RTP	US 101	North Indian Road to Mouth of Smith River Rd and US 101 South Gateway - South of Westbrook Lane to South of Rowdy Creek - Various gateway treatment and traffic calming measures	\$2,750,000	TBD
2016 RTP	US 101	Lake Earl Drive to Oregon Border - Various traffic calming improvements- turn pockets, raised delineators, warning signs, wrap fog lines around curb returns, skip lines	\$2,750,000	TBD
2016 RTP	North and South Indian Rd	N/S Indian Road & Mouth of Smith River Road	-	TBD
Yurok Tribe				
Roadways and Bridges				
2016 LRTP	SR 169	Reconstruction of 20.1 miles of State Route 169 from Wautec to Weitchpec with design speeds as specified by Caltrans.	-	TBD
2016 LRTP	SR 169	Implementation of safety improvements along 20.1 miles of State Route 169 from Wautec to Weitchpec as specified by Caltrans.	-	TBD

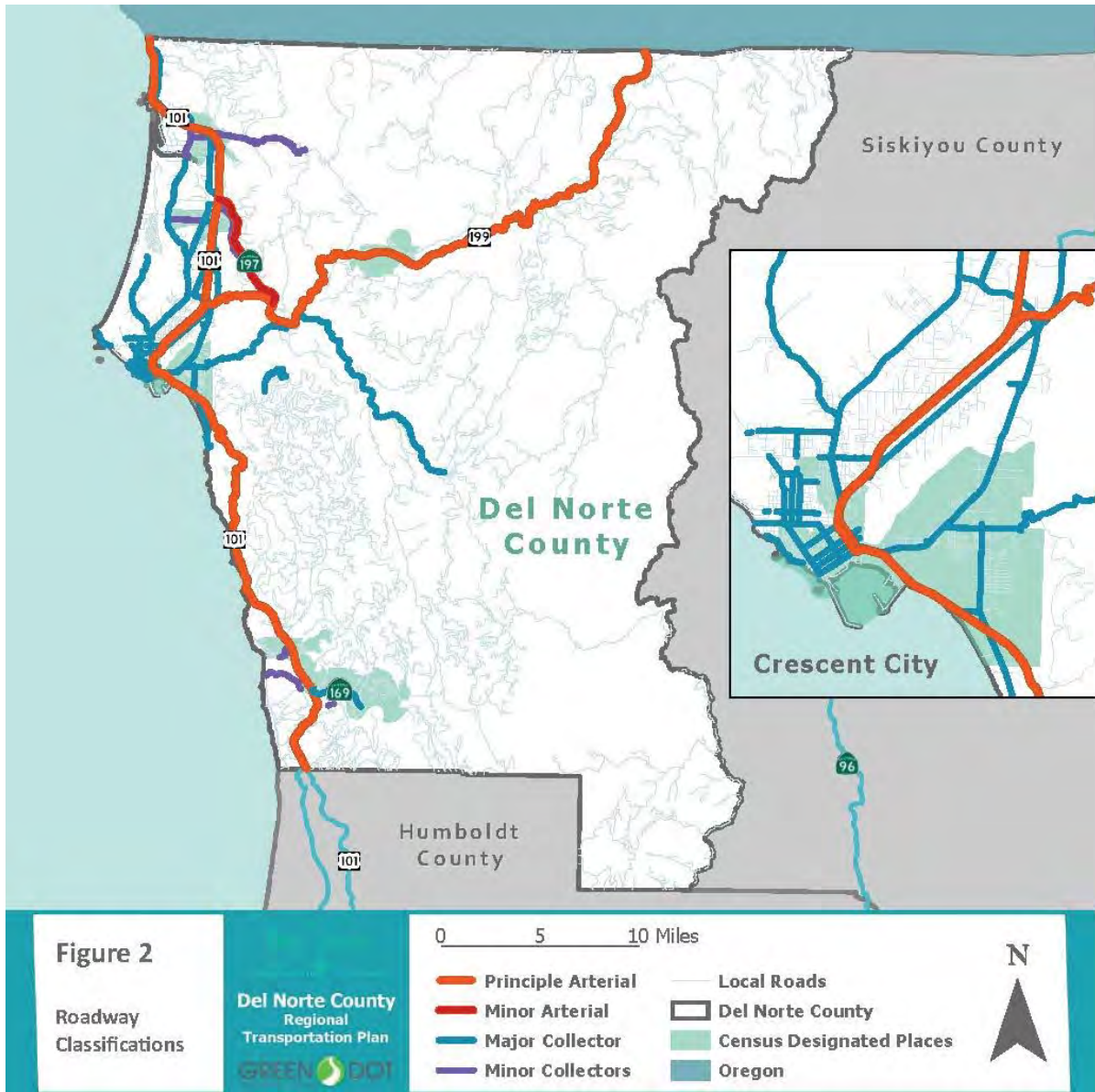
2016 L RTP	SR 169	Extension of Route 169 connecting Wautec to HWY 101 requiring the construction of a bridge over the Klamath River near Wautec and a 13- mile connection route to HWY 101 with a design speed of 30-mph as specified by Caltrans.	-	TBD
2016 L RTP	Morek Wan Road	Reconstruction, widening, and paving of 0.35 miles of Morek Wan Road and 0.8 miles of McKinnon Hill Road.	-	TBD
2016 L RTP	Lake Prairie Road	Reconstruction, widening, and paving of 3.35 miles of Lake Prairie Road.	-	TBD
2016 L RTP	Weitchpec New Village Road	Reconstruction, widening, and paving of 0.2 miles of Weitchpec New Village Road.	-	TBD
2016 L RTP	Tulley Creek Road	Resurfacing BIA Section of Tulley Creek Road (BIA Route 3) (2.3 miles) with Chip Seal or reconstruction, widening, and paving Tulley Creek Road.	-	TBD
2016 L RTP	Ke'pel Road	Drafting of an investigation/feasibility study for potential new crossing location above existing crossing at Ke'pel Road gap over Coon Creek.	-	TBD
2016 L RTP	Wausek Road	Improvement of 0.30 miles of Wausek Road (BIA 4240).	-	TBD
2016 L RTP	Blake Road	Upgrade of 0.30 miles of Blake Road.	-	TBD
2016 L RTP	Requa Road	Raising of the Requa Road Prism between Hunter Creek and Salt Creek and the replacement of both creek crossing structures.	-	TBD
2016 L RTP	Various	Pavement overlays and re-striping of all existing paved roads (State, County, and BIA) that have not been previously listed.	-	TBD
2016 L RTP	NA	Development of a Project Study Report for the creation of a Yurok Road Maintenance Division.	-	TBD
River Transit				
2016 L RTP	NA	Acquire two ferries	-	TBD
2016 L RTP	Blue Creek	Dock at Blue Creek	-	TBD
2016 L RTP	Various	Maintenance of six up-river gravel launch sites	-	TBD
2016 L RTP	Various	Secured parking facilities and a coordinated interconnection with a Yurok bus and transit system	-	TBD
2016 L RTP	Transportation Facilities Building	Transportation Facilities Building (Shared project with Public Transportation)	-	TBD
2016 L RTP	NA	Redwood Canoe Adventure Program	-	TBD
Public Transportation				
2016 L RTP	Various	Implementation of a Public Bus System - Secure parking facilities	-	TBD
2016 L RTP	Transportation Facilities Building	Transportation Facilities Building (Shared project with River Transit)	-	TBD
Bicycle and Pedestrian/Trails				
2016 L RTP	HWY 101, HWY 169	The creation of Pedestrian Paths along HWY 101 and 169 in Del Norte including signage, widening of shoulders, and other actions necessary to accommodate pedestrian traffic	-	TBD
2016 L RTP	Various	Overall improvements of bicycle/pedestrian accessibility throughout the Reservation	-	TBD
2016 L RTP	Coyote Creek	Coyote Creek Bike Trail	-	TBD
2016 L RTP	NA	B-Line Bike Trail	-	TBD
2016 L RTP	Klamath Beach Road	Klamath Beach Road Bike Trail	-	TBD
2016 L RTP	Klamath	Create a 1 mile exercise trail with fitness stations in Klamath including a route kiosk, route striping/signage, and parcourse-style fitness equipment.	-	TBD
2016 L RTP	Various	Create a fitness trail network in proximity to upriver populated villages. These networks could combine trail segments that also function for transportation.	-	TBD
2016 L RTP	Various	The creation of a culturally appropriate multi-route interconnected Yurok trail system network throughout the Reservation and nearby lands.	-	TBD
2016 L RTP	East Side Trail	East Side Trail	-	TBD
2016 L RTP	Berry Glen Trail	Berry Glen Trail	-	TBD
2016 L RTP	Skunk Cabbage North	Skunk Cabbage North	-	TBD
2016 L RTP	Redwood Creek Trail	Redwood Creek Trail	-	TBD
2016 L RTP	Tribal Office Tsunami Trail	Tribal Office Tsunami Trail	-	TBD
2016 L RTP	Requa Tsunami Trail	Requa Tsunami Trail	-	TBD
2016 L RTP	Klamath Glen Tsunami Trail	Klamath Glen Tsunami Trail	-	TBD

2016 LRTP	NA	Coastal Trail Implementation and Interpretation	-	TBD
2016 LRTP	Wautec to Klamath Glen Trail	Wautec to Klamath Glen Trail	-	TBD
2016 LRTP	Margaret Keating Trails	Margaret Keating Trails	-	TBD
2016 LRTP	River Transit Trails	River Transit Trails	-	TBD
2016 LRTP	Ke'Pel Head Start, Jack Norton, and Weitchpec School Trails	Ke'Pel Head Start, Jack Norton, and Weitchpec School Trails	-	TBD
2016 LRTP	High Country Cultural Trail	High Country Cultural Trail	-	TBD
Safety				
2016 LRTP	Various	Overall safety infrastructure improvements on the Reservation, including implementation of traffic control signs and maintenance of helipad sites.	-	TBD
2016 LRTP	Various	Traffic calming on Highway 169, Weitchpec Village, and Old Village Road including street trees and pedestrian bulbouts, enhanced crosswalks, etc.	-	TBD
2016 LRTP	Various	Street lighting on Klamath Boulevard, Salmon Road, Klamath Circle, and Silverside Circle.	-	TBD
Emergency Access/Evacuation				
2016 LRTP	NA	Drafting a Preliminary Study Report evaluating potential emergency access and evacuation needs of the Reservation	-	TBD
2016 LRTP	Various	Employ adequate signage of public roads, access facilities, and private drives at intersection and appropriate locations throughout the reservation. Culturally appropriate signs designed with both traditional local Yurok place names and current road names in English would be the preferable alternative.	-	TBD
2016 LRTP	NA	Pursue negotiations with Green Diamond Resource Company to acquire future emergency response, disaster relief, and community evacuation access agreements for the entire Yurok Reservation.	-	TBD
2016 LRTP	NA	Identify and pursue negotiations with other landowners to acquire future emergency response, disaster relief, and community evacuation access agreements for the entire Yurok Reservation.	-	TBD
2016 LRTP	NA	Distribute the Emergency Access Route System map to all partnering agencies that are responsible for emergency response within and surrounding the Yurok Reservation.	-	TBD
2016 LRTP	NA	Establish an emergency road maintenance fund to clear and repair roads impacted by winter storms for health, safety, and welfare of the Yurok Tribe.	-	TBD
2016 LRTP	Various	Establish a comprehensive geo-coding system for all residences, facilities, and other important locations throughout the reservation.	-	TBD
Environmental				
2016 LRTP	Various	Improve all drainage structures and culverts on Reservation to ensure fish passage where necessary	-	TBD

OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED (E.G., PERMITS, ETC.)

The Del Norte Local Transportation Commission will be the Lead Agency for the proposed project, pursuant to the State Guidelines for Implementation of the California Environmental Quality Act (CEQA), Section 15050. No specific permits are required by any other responsible or trustee agencies to approve the proposed project. However, there are numerous permits and approvals that may be required to implement the improvements identified in the RTP. The following additional agency approvals apply to the proposed project: County of Del Norte, City of Crescent City, California Transportation Commission (CTC), and California Department of Transportation (Caltrans).

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ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

None of the environmental factors listed below would have potentially significant impacts as a result of development of this project, as described on the following pages.

	Aesthetics		Agriculture and Forestry Resources		Air Quality
	Biological Resources		Cultural Resources		Energy
	Geology and Soils		Greenhouse Gasses		Hazards and Hazardous Materials
	Hydrology and Water Quality		Land Use and Planning		Mineral Resources
	Noise		Population and Housing		Public Services
	Recreation		Transportation		Tribal Cultural Resources
	Utilities and Service Systems		Wildfire		Mandatory Findings of Significance

DETERMINATION

On the basis of this initial evaluation:

	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
X	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Date

EVALUATION INSTRUCTIONS

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and

- b) The mitigation measure identified, if any, to reduce the impact to less than significant.

EVALUATION OF ENVIRONMENTAL IMPACTS

In each area of potential impact listed in this section, there are one or more questions which assess the degree of potential environmental effect. A response is provided to each question using one of the four impact evaluation criteria described below. A discussion of the response is also included.

- **Potentially Significant Impact.** This response is appropriate when there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries, upon completion of the Initial Study, an EIR is required.
- **Less than Significant With Mitigation Incorporated.** This response applies when the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact". The Lead Agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.
- **Less than Significant Impact.** A less than significant impact is one which is deemed to have little or no adverse effect on the environment. Mitigation measures are, therefore, not necessary, although they may be recommended to further reduce a minor impact.
- **No Impact.** These issues were either identified as having no impact on the environment, or they are not relevant to the project.

ENVIRONMENTAL CHECKLIST

This section of the Initial Study incorporates the most current Appendix "G" Environmental Checklist Form contained in the CEQA Guidelines. Impact questions and responses are included in both tabular and narrative formats for each of the 21 environmental topic areas.

I. AESTHETICS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X	
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

Responses to Checklist Questions

Response a-c): Views of scenic resources, scenic water resources, and other scenic resources in the county are available from highways and roadways, including scenic roads and corridors, throughout the county. Improvements to existing infrastructure may result in modification of the foreground of the various scenic viewsheds throughout the county.

There is also potential for individual improvement projects to affect scenic vistas and resources or degrade the visual character of the area. Examples would include improvement projects that are located adjacent to a broad viewshed such as the mountain ranges, valleys, ridgelines, or water bodies along roadways, or adjacent to the focal point of the forefront of the broad viewshed, such as visually important trees, rocks, or historic buildings. An impact would occur if a project would change the view to the middle ground or background elements of the broad viewshed, or remove the visually important trees, rocks, or historic buildings in the foreground.

While individual projects are not anticipated to significantly disrupt mid-ground or backdrop views of scenic vistas, individual projects have not yet been designed and may involve features, such as sound walls, grading, or structures that may disrupt views. These projects may involve removal of trees or other visually significant features, or may result in development that would cause an intermittent interruption in views to users of the highways, roadways, and other components of the transportation system. Individual projects could also convert areas of open space to developed uses, resulting in a permanent change in views.

The City of Crescent City has an abundance of visual resources, most notably, areas associated with the Pacific Ocean and the Battery Point Lighthouse. The City staff conducted a Coastal Resources Survey as part of their General Plan process (2001) that indicated coastal vista points, coastal scenic view corridors, and the Battery Point Lighthouse as scenic resources. The General Plan notes additional Scenic Resources including:

- City Gateways
 - Highway 101 South between Anchor Way and Elk Creek,
 - Highway 101 North Between Parkway Drive and Cooper Street, and
 - Front Street between “N” Street and “A” Street.
- Scenic Drives
 - Harbor Drive – from Anchor Way through the harbor to Highway 101 to Front Street to the B Street Pier/Battery Point Lighthouse,
 - Lighthouse-to-Lighthouse Drive – from Battery Point Lighthouse to 5th Street west to Pebble Beach Drive and north to the Washington Boulevard/Pt. St. George area.

The unincorporated De Norte County also has an abundance of visual resources, and the General Plan provides a list of Coastal Scenic Viewpoints and Scenic Corridors in General Plan Table 6-1. The scenic areas include:

- Oregon border to the mouth of the Smith River
- Smith River Bottomlands
- Lake Earl Area
- Pt. St. George to Crescent City
- Crescent City to Redwood National Park
- False Klamath Cove Area
- Lower Klamath River Area

Both, the Del Norte County General Plan (2003) and the City of Crescent City General Plan (2001), have policies and standard measures related to the protection of scenic resources (vistas, corridors, highways, drives, etc.). These policies and standard measures will ensure that projects include design measures to avoid adverse impacts to scenic resources. Implementation of these policies and standard measures would reduce the impact to a ***less-than-significant*** level.

Response d): There is a potential for an individual project under the RTP to create new sources of light and glare near sensitive receptors. Examples would include projects that require new roadway lighting, lit signs, and/or construction lighting. The design process would ensure that projects are designed to meet minimum safety and security standards and to avoid spillover lighting to sensitive uses. Design could include luminaries that cast low-angle illumination to minimize incidental spillover of light onto adjacent private properties and undeveloped open space. Fixtures that project light upward or horizontally will not be used. Luminaries will be shielded and directed away from habitat and open space areas adjacent to the project site. Implementation of these standard measures would reduce this impact to a ***less-than-significant*** level.

II. AGRICULTURE AND FORESTRY RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?			X	
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?			X	
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 1222(g)) or timberland (as defined in Public Resources Code section 4526)?			X	
d) Result in the loss of forest land or conversion of forest land to non-forest use?			X	
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?			X	

Responses to Checklist Questions

Response a): The proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use. Implementation of the proposed project would have a **less than significant** impact relative to this issue.

Response b): The RTP includes improvements to the transportation systems throughout the county. Transportation improvements proposed are compatible with agricultural and timber zoning and do not conflict with the active Williamson Act Contracts. Agricultural and timber operations throughout the county would benefit from improved movement of their commodities from the resource to the marketplace as a result of the improvements to the transportation systems. Implementation of the proposed project would have a **less than significant** impact relative to this issue.

Response c-d): The RTP includes improvements to the transportation systems throughout the county, including the areas with timber resources. Transportation improvements proposed are compatible with the zoning of the timber area. Timber operations throughout the county would benefit from improved movement of the timber from the forest as a result of the improvements to the transportation systems. Implementation of the proposed project would have a **less than significant** impact relative to this issue.

Response e): The RTP does not involve changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use, or

conversion of forest land to non-forest use. The proposed project will have a ***less than significant*** impact on agricultural or forest lands or operations.

III. AIR QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

Responses to Checklist Questions

Responses a-d):

Air Quality Conformity

Air quality in Del Norte County is generally good, due to low population density, a limited number of industrial and agricultural installations and low levels of traffic congestion. Del Norte County is included in the North Coast Air Basin and is federally unclassified or in attainment for all criteria pollutants.

Isolated Rural Area

A finding of conformity is required under Clean Air Act section 176(c) (42 U.S.C. 7506 (c)) to ensure that federally supported highway and transit project activities are consistent with (“conform to”) the State Implementation Plan (SIP). Conformity ensures that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant national ambient air quality standards. Additionally, SIPs in California are developed to ensure conformity with the State ambient air quality standards.

While regional transportation conformity findings are required to approve RTPs in most places, they are not required for isolated rural areas, which includes the Del Norte Local Transportation Commission. Del Norte County is not part of an MPO, and regional planning is performed in part by Caltrans and the Del Norte Local Transportation Commission. RTP and TIP conformity requirements do not imply, instead regional conformity is done at the project level.

While the RTP provides improvements that will enhance the transportation system, it should be noted that it does not cause any increase in population or VMT. [It is noted that VMT is anticipated to increase over the planning horizon as a result in trips/trip lengths that originate outside Del Norte County and travel to, or through, the planning area; however, this VMT is not attributed to the residents of Del Norte County, or the RTP policies, financing programs, or actions.](#) Implementation of the RTP will not conflict with the Air Quality Plan, cause a violation of Air Quality Standards, contribute substantially to an existing air quality violation, or result in a cumulatively considerable net increase of a criteria pollutant in a nonattainment area. Therefore, this impact is considered **less than significant**.

Construction Emissions

Del Norte County is designated as attainment or unclassified for all criteria pollutants at the state and federal level. Construction activities associated with construction and implementation of the various roadway and other transportation improvement projects identified in the RTP would result in temporary short-term emissions associated with vehicle trips from construction workers, operation of construction equipment, and the dust generated during construction activities. These temporary and short-term emissions would generate additional ozone precursors (ROG and NO_x), however, it would not be at a level that would cause the County to become non-attainment for any criteria pollutants.

All individual projects would be subject to the Air District Regulations and Rules related to all project construction sites. This includes dust abatement strategies and best management practices that significantly reduce PMs from being generated during construction. Compliance with the Air District's Regulations and Rules will ensure that short-term air quality impacts are reduced to a *less than significant* level.

Localized Carbon Monoxide

~~Del Norte County is designated unclassified for CO at the state federal level. The RTP projects are designed to improve traffic flows and reduce congestion system-wide, reducing the potential for CO "hot spots" that can occur from exhaust of idling cars waiting to clear a heavily congested intersection or crossing. The RTP projects are intended to reduce congested conditions throughout the system while accommodating additional traffic generated by the increase in population projected for Del Norte County. Del Norte County does not have major congestion problems, which are generally the source of CO hot spots. Due to the lack of congestion, Del Norte County is designated unclassified for CO at the state federal level.~~

It is noted that the population of Del Norte County is projected to decrease by 4.0% between 2020 and 2040, which translates to an average annual decrease of 0.2%. Over the 20-year lifetime of the Regional Transportation Plan, the population of 24,528 is expected to decrease to 23,542 by 2040. With low traffic volumes and a decreasing population, expanding the traffic capacity of roadways in Del Norte County is not a priority. Safety and operational improvements and maintenance of the existing system to ensure connectivity are of central importance. As such, the RTP projects are designed to improve safety, maintain regional roadways, and ensure connectivity to Humboldt County, Curry County and Josephine County.

The potential for CO hot spots in Del Norte County is highly unlikely do to the existing traffic conditions, which lacks congestion, as well as the anticipated decrease in population over the planning horizon. This is considered a *less than significant* impact.

Asbestos Hazards

Based upon the regional nature of the RTP, development of detailed, site-specific information on this impact at an RTP planning level is not feasible. The implementing agency will conduct appropriate project-level assessments and will be responsible for consideration of mitigation measures for significant effects on the environment. If asbestos is deemed present naturally, or in existing facilities, an Asbestos Hazard Dust Mitigation Plan would be prepared to ensure that adequate dust control and asbestos hazard mitigation measures are implemented during project construction. This standard practice is consistent with CARB's asbestos airborne toxic control measure (ATCM) (Title 17, CCR § 93105 and 93106) and would ensure that any construction activities that may result in the release of asbestos would include appropriate measures to ensure that exposure to construction workers and the public is minimized to

acceptable State and local levels. Implementation of this standard measure would ensure that this potential impact is reduced to a *less-than-significant* level.

Responses e): Implementation of the RTP would not directly create or generate objectionable odors. Persons residing in the immediate vicinity of proposed improvements may be subject to temporary odors typically associated with roadway construction activities (diesel exhaust, hot asphalt, etc.). However, any odors generated by construction activities would be minor and would be short and temporary in duration. This is considered a *less than significant* impact.

IV. BIOLOGICAL RESOURCES

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?		X		
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?		X		
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		X		
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

Responses to Checklist Questions

Response a): According to California Natural Diversity Data Base (CNDDDB) search, there are 99 special status plant species documented in Del Norte County. This includes two federal/state endangered species, and one state rare species. All 99 species have a CNPS designation.

According to California Natural Diversity Data Base (CNDDDB) search, there are 60 special status animal species documented in Del Norte County. This includes 14 federal and/or state endangered/threatened/candidate listing. The special status animals with a federal and/or state listing include: 1 amphibian, five birds, four fish, two insects, and two mammals.

These species are presumed present at any given time throughout their habitat range. Some species require localized micro-habitats, while others are highly mobile and may occur throughout the County. Many of the documented special-status species may be directly or indirectly affected by RTP projects within the County if the improvements are to encroach on the species' habitat, or movement corridors.

Construction and maintenance activities associated with the individual projects could result in the direct loss or indirect disturbance of special-status wildlife species or their habitats that are known to occur, or have potential to occur, in the County. Impacts on special-status wildlife species or their habitat could result in a reduction in local population size, lowered reproductive success, or habitat fragmentation. Potential effects on special-status wildlife species associated with individual projects include:

- increased mortality caused by higher numbers of automobiles on new or widened roads;
- direct mortality from the collapse of underground burrows, resulting from soil compaction;
- direct mortality resulting from the movement of equipment and vehicles through the Project area;
- direct mortality resulting from removal of trees with active nests;
- direct mortality or loss of suitable habitat resulting from the trimming or removal of obligate host plants;
- direct mortality resulting from fill of wetlands features;
- loss of breeding and foraging habitat resulting from the filling of seasonal or perennial wetlands;
- loss of breeding, foraging, and refuge habitat resulting from the permanent removal of riparian vegetation;
- loss of suitable habitat for vernal pool invertebrates resulting from the destruction or degradation of vernal pools or seasonal wetlands;
- abandoned eggs or young and subsequent nest failure for special-status nesting birds, including raptors, and other non-special status migratory birds resulting from construction-related noises;
- loss or disturbance of rookeries and other colonial nests;
- loss of suitable foraging habitat for special-status raptor species; and
- loss of migration corridors resulting from the construction of permanent structures or features.

The design process for each improvement will involve a level of field reconnaissance to precisely identify the potential for impacts to special status species and to identify project specific design measures that can be employed to avoid or lessen an impact. Project specific design measures may include alternative designs to avoid habitats that are considered more sensitive and required for special status species. An impact would occur if a project would result in a take of a special status species or their habitat. If a project would in fact result in a take of a special status species or their habitat it may be required to go through a consultation process with the US Fish and Wildlife Service (USFWS) and/or the California Department of Fish and Wildlife (CDFW) for recommendations to avoid or lessen the impacts to these species and their habitats.

Permits may also be required from the USFWS and/or CDFW, and possibly by the local governments if a project design cannot avoid disturbance to special status species or their habitat. Permits are issued by regulatory agencies with conditions that are designed to mitigate the impact to the extent practicable. The proposed project does not directly cause an impact to special status species and the design process for individual improvements listed in the proposed project would require that each project be consistent with the policies that are

established in the Del Norte County General Plan for the purpose of protecting biological resources, including special status species that their habitat.

Consistency with the local policies as well as adopted federal and state regulations that protect special-status species, including their habitat and movement corridors, would ensure that appropriate design measures, including avoidance, if appropriate, are incorporated into the design of each improvement project. Because the proposed project is a planning document and thus, no physical changes will occur to the environment, adoption of the proposed project would not directly impact the environment. There is a possibility that special status species will be affected by a transportation project identified in the proposed project due to the extent of special status species throughout the region. The following mitigation measure would ensure that all future projects are designed to avoid sensitive biological resources to the greatest extent feasible. Where full avoidance is not possible, the participation in pre-established habitat and special status species protection programs would reduce the impact. Implementation of the following mitigation measure would reduce the impact to a **less than significant** level.

Mitigation Measure 1: *Prior to final design approval of RTP projects, take steps to identify and protect any biological resources associated with the project. The implementing agency should retain a qualified biologist to conduct a field reconnaissance of the limits of the project area to identify special status plants, animals, and their habitats, as well as protected natural communities including wetland and terrestrial communities. If the biologist identifies protected biological resources within the limits of the project area, consider alternative designs that seek to avoid and/or minimize impacts to the biological resources. If the project cannot be designed to completely avoid, coordinate with the appropriate regulatory agency (i.e. USFWS, NMFS, CDFW, ACOE) to obtain regulatory permits and implement project-specific mitigation prior to any construction activities.*

Response b-c): The County contains a variety of natural communities that are generally considered sensitive, such as riparian, hardwood forest, conifer forests, streams, rivers, wet meadows, and vernal pools. Streams, rivers, wet meadows, and vernal pools (wetlands and jurisdictional waters) are of high concern because they provide unique aquatic habitat (perennial and ephemeral) for many endemic species, including special-status plants, birds, invertebrates, and amphibians. These aquatic habitats oftentimes qualify as protected wetlands or jurisdictional waters and are protected from disturbance through the Clean Water Act (CWA).

The County contains numerous aquatic habitats that qualify as federally protected wetlands and jurisdictional waters. Section 404 of the CWA requires any project that involves disturbance to a wetland or water of the U.S. to obtain a permit that authorizes the disturbance. If a wetland or jurisdictional water is determined to be present, then a permit must be obtained from the US Army Corps of Engineers (USACE) to authorize a disturbance to the wetland. Although subsequent improvements may disturb protected wetlands and/or jurisdictional waters, the regulatory process that is established through Section 404 of the CWA ensures that there is “no net loss” of wetlands or jurisdictional waters. If, through the design process, it is determined that an improvement project cannot avoid a wetland or jurisdictional water, then the USACE would require that there be an equal amount of wetland created elsewhere to mitigate any loss of wetland.

The County contains five sensitive natural communities including: Coastal and Valley Freshwater Marsh, Coastal Brackish Marsh, Darlingtonia Seep, Northern Coastal Salt Marsh, and Upland Douglas Fir Forest.

Construction activities associated with individual projects will occur across a variety of habitats and such activities could result in the disturbance to the habitat. There is a possibility that natural communities, including wetlands, riparian, sensitive natural communities, will be affected by individual projects.

Detailed plans of the individual projects have not been developed. Consistency with the applicable local policies and federal and state regulations would ensure that appropriate design measures, including avoidance, if appropriate, are incorporated into the design of each improvement project. Because the proposed project is a planning document and thus, no physical changes will occur to the environment, adoption of the proposed project would not directly impact the environment. Implementation of the previously presented mitigation measures would ensure that all future individual projects are designed to avoid sensitive habitat to the greatest extent feasible. Where full avoidance is not possible, the participation in pre-established habitat protection programs or state/federal permit mitigation programs would offset any potential impacts associated with project implementation. Adherence to the requirements in mitigation measures would reduce this impact to a *less than significant* level.

Response d): There are native fish and wildlife species within the County that migrate or utilize movement corridors and nursery sites (i.e. rivers, streams, forests). Linear transportation improvements can cause fragmentation of habitat where species can no longer easily move through an area. This would occur in cases where a linear transportation improvement includes a center barrier to be erected that suddenly affects the ability of a smaller animal, and sometimes, less mobile species, to cross the linear transportation corridor to areas that they previously frequented. In addition, certain fence designs are barriers to deer and elk movement, particularly to does/fawns and cow/calf. Deer/elk-proof or resistant fences around large acreages in their range and across critical movement corridors result in a significant adverse impact on these animal populations. Also, the creation of highways and roads are a source of wildlife mortality.

Construction and maintenance activities associated with the individual projects could result in the direct loss or indirect disturbance of movement habitats that occur in the County. The design process for each improvement will involve a level of field reconnaissance to precisely identify the potential for impacts to and to identify project specific design measures that can be employed to avoid or lessen an impact. Project specific design measures may include alternative designs to avoid habitats that are considered more sensitive. If a project would in fact result in an impact to migration or nursery habitat it may be required to go through a consultation process with the USFWS and/or CDFW for recommendations to avoid or lessen the impacts to these species and their habitats.

Consistency with the local policies as well as adopted federal and state regulations that protect nursery habitat and movement corridors, would ensure that appropriate design measures, including avoidance, if appropriate, are incorporated into the design of each improvement project. Because the proposed project is a planning document and thus, no physical changes will occur to the environment, adoption of the proposed project would not directly impact the environment.

The individual projects have not been designed or approved. Each project will be designed consistent with the applicable local policies to ensure that appropriate design measures are incorporated into the design of each project. The following mitigation measure would ensure that all future projects are designed to facilitate the movement of wildlife to the greatest extent feasible. Where full design mitigation is not feasible, compliance with state and federal permit

requirements would offset any potential impacts associated with project implementation. Adherence to the requirements this mitigation measure would reduce this impact to a **less than significant** level.

***Mitigation Measure 2:** Prior to design approval of individual projects, the implementing agency will incorporate economically viable design measures, as applicable and necessary, to allow wildlife (terrestrial and/or aquatic) to move through the transportation corridor, both during construction activities and post construction. Potential measures should include appropriately spaced breaks in a center barrier, and other measures that are designed to allow wildlife to move through the transportation corridor.*

Response e): The proposed project does not conflict with local policies or ordinances protecting biological resources. Implementation of the proposed project would have **no impact** relative to this issue.

Response f): Del Norte County shows one habitat conservation plan for the Green Diamond Resource Company California Timberlands & Northern Spotted Owl (formerly Simpson Timber Company). This was a 30-year HCP covering 400,000 acres of forest land, a portion of which is in Del Norte County. The HCP is set to expire in 2022, unless renewed. There are no NCCPs in Del Norte County. Implementation of the proposed project would have **no impact** relative to this issue.

V. CULTURAL RESOURCES

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?		X		
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?		X		
c) Disturb any human remains, including those interred outside of formal cemeteries?			X	

Responses to Checklist Questions

Response a): Implementation of RTP projects may occur near or in close vicinity to architectural resources (buildings/structures/features) that are 50 years old or older. Given the age of these resources, it is possible they are historically significant and eligible for listing in the California Register of Historic Resources (CRHR) or the National Register of Historic Places (NRHP). As RTP projects are designed and reviewed by local jurisdictions, the RTP projects will undergo technical analysis to evaluate any potential impacts to historical resources within their area of potential effect.

Based upon the general planning nature of the RTP, development of detailed, site-specific information on this impact at this planning level is not feasible. However, damage to or destruction of historical resources that are considered significant under local, state, or federal criteria would be a significant impact. Implementation of the following mitigation measure would ensure that all subsequent RTP projects either avoid known historical resources, or take steps to implement amelioration methods to reduce impacts to known historical resources. This mitigation measure would also require investigations and avoidance methods in the event that a previously undiscovered historical resource is encountered during construction activities. This mitigation measure would reduce this impact to a ***less than significant*** level.

Mitigation Measure 3: *During environmental review of individual projects, and prior to construction, if architectural resources are deemed as potentially eligible for the California Register of Historic Resources or the National Register of Historic Places as determined by a qualified architectural historian, the implementing agency should consider avoidance through project redesign as feasible. If avoidance is not feasible, the historic resource should be formally documented through the use of large-format photography, measured drawings, written architectural descriptions, and historical narratives. The documentation should be entered into the Library of Congress, and archived in the California Historical Resources Information System. In the event of building relocation, ensure that any alterations to significant buildings or structures conform to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings.*

Response b): Implementation of most of the RTP improvements would be constructed within the existing rights-of-way. Improvements and modifications within existing rights-of-way would have less potential to encounter previously unknown archaeological resources relative to projects in undisturbed areas since the former right-of-way areas have already been disturbed. Improvements and modifications within existing rights-of-way still have potential to adversely affect archaeological resources, either directly or indirectly.

Based upon the general planning nature of the RTP, development of detailed, site-specific information on this impact at this planning level is not feasible. As RTP projects are designed

and reviewed by local jurisdictions, the RTP projects will undergo technical analysis to evaluate any potential impacts to cultural resources within their area of potential effect. This will include consultation with the Native American Heritage Commission to determine whether known sacred sites are in the project area. If recommended, a qualified archaeologist will be consulted to conduct archaeological surveys. The significance of any resources that are determined to be in the project area will be assessed according to the applicable local, state, and federal significance criteria.

Implementation of the following mitigation measure would ensure that all subsequent RTP projects either avoid known cultural or historical resources, or take steps to implement amelioration methods to reduce impacts to known cultural or historical resources. It would also require investigations and avoidance methods in the event that a previously undiscovered cultural or historical resource is encountered during construction activities. This mitigation measure would reduce this impact to a **less than significant** level.

Mitigation Measure 4: *If cultural resources (i.e., prehistoric sites, historic sites, and isolated artifacts and features) are discovered work shall be halted immediately within 50 meters (165 feet) of the discovery, the implementing agency shall be notified, and a qualified archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology shall be retained to determine the significance of the discovery.*

The implementing agency shall consider mitigation recommendations presented by the professional archaeologist for any unanticipated discoveries and shall carry out the measures deemed feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures.

Response c): Indications are that humans have occupied Del Norte County for at least 10,000 years and it is not always possible to predict where human remains may occur outside of formal burials. Therefore, excavation and construction activities, regardless of depth, may yield human remains that may not be interred in marked, formal burials. Under CEQA, human remains are protected under the definition of archaeological materials as being “any evidence of human activity.” Additionally, Public Resources Code Section 5097 has specific stop-work and notification procedures to follow in the event that human remains are inadvertently discovered during Project implementation. Consistency with state law and standard County procedures would reduce this impact to a **less than significant** level.

VI. ENERGY

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	

Responses to Checklist Questions

Responses a), b): In Del Norte County, electricity is provided by Pacificorp. Many residents and businesses in the County also rely on propane gas provided by a number of local franchises, as an energy source.

Pacificorp sponsors several energy conservation programs that include education, solar energy incentives, florescent lighting business program and a weatherization program for low income families. These services are intended to reduce energy consumption in homes through the replacement of inefficient appliances and minor housing repairs, making the home more energy efficient. Consumers also receive valuable educational materials that provide useful energy saving tips and information.

Additional conservation measures can be encouraged through programs and policies that address areas within the County that can potentially reduce energy consumption by reducing wasteful energy consumption practices and habits.

Implementation of the proposed project would not result in new development, so there would be no development related energy needs generated by the proposed project. The transportation related energy needs [for Del Norte County residents will decrease as a result of the decrease in population, and the decrease in total VMT by residents. However, this decrease in energy needs by County residents is more than offset by an anticipated increase in VMT from trips/trip lengths that originate outside of the County by visitors traveling to, or through, Del Norte County. For instance, in Del Norte County there are recreational designations for visitors that begin their trip in other parts of the State of California, and in some cases, outside the State entirely. These trips are anticipated to occur with, or without, the Regional Transportation Plan, and are independent of an increase or decrease in population in Del Norte County. Instead, they are a function of the desire of people to travel to, or through, Del Norte County for a variety of reasons. These additional trips will result in additional energy demands for those trips. The total VMT increase is anticipated to be 0.52% per year, which will result in an equivalent energy increase. are largely unchanged given that VMT has only a slight change, coupled with the fact-I is noted](#) that fuel efficiency is increasing based on fuel standards that are being phased in over the next decade [and these trips originating outside the County are anticipated to benefit from those new standards. As a result energy demands are anticipated to have an annual increase that is lower than the 0.52% annual increase in VMT.](#)

Construction emissions will continue as projects are constructed; however, fuel efficiency standards and cleaner fuels for construction equipment are also being phased in and are anticipated to improve over the next decade.

Overall, the proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy resources, during project operation of the plan, or during construction of individual projects. Additionally, the proposed project does not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Implementation of the proposed project would have a *less than significant* impact relative to this topic.

VII. GEOLOGY AND SOILS

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X

Responses to Checklist Questions

Responses a.i-ii): Del Norte County is not located within an Alquist-Priolo Earthquake Fault Zone. While these faults are no known active, or potentially active faults in the County, California is considered seismically active and a regional earthquake, even one outside the County, could result in several seismic-related effects. All projects would be required to conduct seismic hazard evaluations and comply with all appropriate Building Code provisions. The County would require individual projects to include appropriate seismic designs to accommodate the potential for seismicity. This standard measure would reduce this impact to a ***less than significant*** level.

Response a.iii-iv), c): Liquefaction typically requires a significant sudden decrease of shearing resistance in cohesionless soils and a sudden increase in water pressure, which is typically associated with an earthquake of high magnitude. From a regional perspective, the soils located within the County are generally considered to have a low potential for liquefaction given that there are no active faults; however, the highest risk for liquefaction is expected along rivers, creeks, and drainages within the County.

There are areas throughout the County that are prone to landslides. A higher probability of landslides in some areas is predominately based on the steeper slopes. There will be an ongoing potential for these steep areas of the County to be or become unstable and result in landslides at some time.

The implementing agency would require each improvement project to have a specific geotechnical study prepared and incorporated into the improvement design. The geotechnical study would identify specific soil conditions, surface and subsurface drainage capability, slope steepness, and other factors that may contribute to landslide risk as well as soil inclusions that pose a higher risk of liquefaction. The geotechnical study would provide recommendations for mitigating any potential risk associated with site specific conditions. Implementation of the RTP itself would result in a *less-than-significant* impact on soil erosion.

Responses b): There are areas throughout the County that have steeper slopes where the potential for loss of topsoil and erosion is relatively high. Some of the individual projects would involve some land clearing, mass grading, and other ground-disturbing activities that could temporarily increase soil erosion rates during and shortly after project construction. Construction-related erosion could result in the loss of a substantial amount of nonrenewable topsoil and could adversely affect water quality in nearby surface waters.

The RWQCB requires a project specific Storm Water Pollution Prevention Plan (SWPPP) to be prepared for each project that disturbs an area one acre or larger. The SWPPPs will include project specific best management measures that are designed to control drainage and erosion. Furthermore, each individual project will include detailed project specific drainage plans that control storm water runoff and erosion, both during and after construction. The SWPPP and the project specific drainage plans would reduce the potential for erosion. Implementation of the RTP itself would result in a *less-than-significant* impact on soil erosion.

Responses d): Expansive soils are those that shrink or swell with the change in moisture content. The volume of change is influenced by the quantity of moisture, by the kind and amount of clay in the soil, and by the original porosity of the soil. Shrinking and swelling can damage roads and other structures unless special engineering design is incorporated into the project plans.

Each individual project would be required to have a specific geotechnical study prepared and incorporated into the design. The geotechnical study would identify the specific soil conditions that may contribute to soil expansion. Based on specific findings at each locality, the geotechnical engineer will recommend detailed engineering measures that are necessary to reduce the risks associated with soil expansion. Implementation of project specific geotechnical engineering measures would reduce the risks from soil expansion to a reasonable level for individual projects. Implementation of the RTP itself would result in a *less-than-significant* impact on soil expansion.

Responses e): The RTP would not result in the generation of sewer water or the expansion of septic infrastructure. Implementation of the proposed project would have *no impact* on this environmental issue.

Responses f): Most of the RTP improvements would be constructed within the existing rights-of-way, which is generally considered to have less potential to encounter previously unknown paleontological resources relative to projects in undisturbed/undeveloped areas. However, improvements and modifications within existing rights-of-way still have the potential to damage or destroy undiscovered paleontological resources, especially during deeper excavations.

Based upon the general planning nature of the RTP, development of detailed, site-specific information on this impact at this planning level is not feasible. However, damage to or destruction of paleontological resources that are considered significant under local, state, or federal criteria would be a significant impact.

During environmental review of RTP projects, implementing agencies will take steps to identify and protect paleontological resources. When the project scope and/or location indicate potential impacts to paleontological resources, a qualified paleontologist would be retained to identify resources and potential impacts and to determine appropriate avoidance, minimization, and mitigation measures. This is considered a *less than significant* impact.

VIII. GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?			X	

Responses to Checklist Questions

Responses a) and b): California is dedicated to reducing greenhouse gas emissions through sustainable land use and transportation planning. In 2016, California Senate Bill 32 was passed, which codifies a 2030 GHG emissions reduction target of 40 percent below 1990 levels. The transportation sector accounts for 37% of California's carbon emissions, prompting policy to reduce vehicle miles traveled. Subsequent legislation has been passed to support California's goals of GHG emissions reductions, such as Senate Bill 743 (SB 743), described in the following section, which has an impact on the RTP guidelines and the RTP development process. In 2017, transportation funding in California was changed with California Senate Bill 1 (SB 1), which is a \$52 billion transportation program funded by increased state gas taxes and vehicle license fees.

Senate Bill (SB) 743 (Steinberg, 2013) creates a process to change the way that transportation impacts are analyzed under the California Environmental Quality Act (CEQA). Specifically, SB 743 requires the Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to Level of Service (LOS) for evaluating transportation impacts. In 2018, the CEQA Guidelines were amended to include those alternative criteria, and auto delay (slowed traffic congestion) is no longer to be considered a significant impact under CEQA. Transportation impacts related to air quality, noise and safety must still be analyzed under CEQA where appropriate. SB 743 also amended congestion management law to allow cities and counties to opt out of LOS standards within certain infill areas. The updated 2017 RTP Guidelines have established vehicle miles traveled (VMT) as the metric to replace LOS.

In 2016, several bills that would drastically change the financial outlook for transportation funding for the next decade were debated within the State Legislature. The results of those legislative efforts culminated in the Governor's signing of Senate Bill 1 (SB1) on April 28, 2017.

SB 1 is a \$52 billion transportation plan funded by increased taxes on gasoline and diesel fuel, and vehicle license fees, including a new fee for vehicles that do not utilize fossil fuels, but do use the public roads. That new funding source will be used exclusively for transportation purposes, including maintenance, repair and rehabilitation of roads and bridges, new bicycle and pedestrian facilities, public transportation, and planning grants.

SB 1 created the following new and augmented programs that fall under California Transportation Commission (CTC) purview:

- Active Transportation Program (ATP) - \$100 million (80%) added annually for bicycle and pedestrian projects.
- Local Streets and Roads - \$1.5 billion added annually for road maintenance and rehabilitation.

- State Highway Operation and Protection Program (SHOPP) - \$1.9 billion added annually for projects on State Highways.
- State Transportation Improvement Program (STIP) – Funding source stabilized.

On September 23, 2020, Governor Newsom signed Executive Order N-79-20 establishing a State goal that 100% of in-state sales of new passenger vehicles and trucks will be zero-emissions by 2035. The Executive Order establishes a further goal 100% of medium- and heavy-duty vehicles in the State be zero-emission by 2045 for all operations where feasible and by 2035 for drayage trucks. Finally, the order sets a goal of the State of California to transition to 100% zero-emission off-road vehicles and equipment by 2035 where feasible. Regional and local transit fleets are expected to adhere to the State goal of transitioning to zero emissions vehicles by 2035.

Del Norte County's population was 25,885 in 2015 and increased to 25,967 by 2019 at a minor increase of 0.32% in recent years. The population of Del Norte County is projected to decrease by 4.0% between 2020 and 2040, which translates to an average annual decrease of 0.2%. Over the 20-year lifetime of the Regional Transportation Plan, the population of 24,528 is expected to decrease to 23,542 by 2040.

~~Because of the rural nature of Del Norte County, the population decrease does not result in a VMT decrease. It is expected that VMT will increase minimally on Del Norte County roadways over the lifetime of the proposed project due to little or no population growth projected over the coming decades. VMT in Del Norte County will increase at an estimated rate no greater than 0.52% annually between 2020 and 2040, a total of 10.49% over 20 years. Total VMT in 2040 is anticipated to be 978.5 vehicle miles traveled per day.~~

The population decrease does not result in a VMT decrease, however, instead it is expected that VMT will increase on Del Norte County roadways over the lifetime of the proposed project. VMT in Del Norte County will increase at an estimated rate no greater than 0.52% annually between 2020 and 2040, a total of 10.49% over 20 years. Total VMT in 2040 is anticipated to be 978.5 vehicle miles traveled per day.

The prima facie assumption would be that per capita VMT increases by 13% per capita; however, it is critical to look deeper into the source of the VMT calculations to understand the source of the trips and trip lengths. The VMT calculations include vehicle miles traveled on state highways that travel through Del Norte County, including those that did not originate in Del Norte County. For instance, in Del Norte County there are recreational designations for visitors that begin their trip in other parts of the State of California, and in some cases, outside the State entirely. These trips are anticipated to occur with, or without, the Regional Transportation Plan, and are independent of an increase or decrease in population in Del Norte County. Instead, they are a function of the desire of people to travel to, or through, Del Norte County for a variety of reasons. It is fully appropriate for the VMT analysis in the RTP to account for these trips and trip lengths even though they do not originate and are not attributable to the residents of Del Norte County. What this VMT analysis illustrates is that the desire for non-residents to travel to, or through, Del Norte County is anticipated to growth over the planning horizon, and as a result the total VMT is anticipated to increase in spite of the declining population. The total VMT attributed to residents is anticipated to decline at the same rate as the population decline, but this reduction is more than offset by the increase in visitors over the planning horizon.

Table GHG-1 Projected Vehicle Miles Traveled

<i>JURISDICTION</i>	<i>2020 DAILY VMT</i>	<i>2025 DAILY VMT</i>	<i>2030 DAILY VMT</i>	<i>2035 DAILY VMT</i>	<i>2040 DAILY VMT</i>
Crescent City	28.9	29.6	30.3	31.1	31.9
Bureau of Indian Affairs	5.3	5.3	5.3	5.4	5.4
Del Norte County	199.6	201.6	203.6	205.7	207.7
National Park Service	5.1	5.1	5.1	5.2	5.2
State Highways	539.0	552.6	566.6	580.9	595.6
State Park Service	30.3	30.5	30.6	30.8	30.9
U.S. Forest Service	75.8	77.3	78.9	80.4	82.1
Total	885.6	908.0	930.9	954.4	978.5

SOURCE: DEL NORTE LOCAL TRANSPORTATION COMMISSION (2020)

The County does not have a GHG inventory, and is not subject to a GHG reduction target because it does not fall within a designated Metropolitan Planning Organization (MPO). The Del Norte Local Transportation Commission's ability to address and mitigate climate change impacts is limited primarily to policy and funding decisions related to planned roadway and alternative transportation improvements. As described above, the combustion of fossil fuels during vehicle operations is the primary source of greenhouse gas (GHG) emissions in California, and it represents about a third of the GHG emissions in most areas. GHG emissions also result from the carbon dioxide, methane, and nitrous dioxide that are released during the combustion of gasoline and diesel fuel in construction equipment, vehicles, buses, trucks, and trains; and the use of natural gas to power transit buses and other vehicles.

Del Norte County has experienced slow growth in population and employment over the past two decades and is forecast to decline in population into the future. The County will continue to monitor population and employment and VMT growth consistent with the RTP, RTP performance measures, and local General Plans. [As discussed above, total VMT is anticipated to increase in spite of the declining population. The total VMT attributed to residents is anticipated to decline at the same rate as the population decline, but this reduction is more than offset by the increase in visitors over the planning horizon.](#)

This planning document recognizes that TDM and alternative mobility options, including walking, biking and transit require coordination with land use decisions and improved infrastructure. To this degree, the goals and policies in the RTP are still consistent with the County's General Plan to provide a balanced multi-modal transportation system that includes non-auto choices for access and mobility. Caltrans, the County, the City of Crescent City, and tribal governments are committed to implementing policies and strategies to reduce reliance on motorized vehicles where possible.

As discussed above, implementation of the RTP will not conflict with AB 32 or SB 375. Furthermore, the RTP does not result in any significant amount of VMT or population growth. Therefore, this impact is considered **less than significant**.

IX. HAZARDS AND HAZARDOUS MATERIALS

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?			X	
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			X	

Responses to Checklist Questions

Response a): Construction of the individual RTP projects may involve the transportation, use, and/or disposal of hazardous materials, which may involve the use of equipment that contains hazardous materials (e.g., solvents and fuels, diesel-fueled equipment), or the transportation of excavated soil and/or groundwater containing contaminants from areas that are identified as being contaminated. However, the transportation of hazardous materials is heavily regulated and monitored by federal, state, and local regulations and policies. All transportation of hazardous materials, if any, will be required to comply with all existing regulations and policies. Compliance with all existing regulations and policies would ensure that the impact would be *less than significant*, and no additional mitigation is required.

Response b):

Hazardous Solvents and Architectural Coatings: The construction and maintenance of individual RTP projects would involve the use of fuels, solvents, architectural coatings, and other chemicals that may be considered hazardous if not properly used. Typically, “leftover”

materials are used on other projects when possible. In any case, the handling and disposal of these products would be governed according to regulations enforced by local fire departments, Certified Unified Program Agencies (CUPAs), the State Division of Occupational Safety and Health, and the Department of Toxic Substances Control. In addition, regulations under the federal and state Clean Water Act require contractors to avoid allowing the release of materials into surface waters. Compliance with the existing regulatory environment would ensure that this impact would be *less than significant*.

Asbestos: The construction of RTP projects within areas that are known to have naturally occurring asbestos, or areas where asbestos is contained with existing structures, could lead to the disturbance and release of asbestos fibers. Earthmoving, excavation, and demolitions of materials containing asbestos requires monitoring to ensure that they are not used as soil or fill materials, and that they are properly disposed of in accordance with federal and state regulations.

Conclusion: Based upon the regional nature of the RTP, development of detailed, site-specific information on this impact at an RTP planning level is not feasible. The implementing agency of each RTP project will conduct appropriate project-level assessments and will be responsible for consideration of mitigation measures for significant effects on the environment. If asbestos is deemed present, an Asbestos Hazard Dust Mitigation Plan would be prepared to ensure that adequate dust control and asbestos hazard mitigation measures are implemented during project construction. At the project level environmental review, any applicable mitigation measures presented in the Air Quality section of the environmental impact report would ensure that this potential impact is reduced to a *less than significant* level.

Response c): Because of the regional nature of the transportation improvements, some will inevitably be located within ¼ mile of a school. Hazardous materials used in construction of an RTP project in the vicinity of a school, or other sensitive receptors such as hospitals and residences, could be accidentally released. In the event of a hazardous materials spill or release, notification and cleanup operations would be performed in compliance with applicable federal, state, and local regulations and policies, including hazard mitigation plans. Compliance with all existing regulations, policies, and hazard mitigation plans would ensure that the impact would be *less than significant*, and no additional mitigation is required.

Response d): Any construction activities on, through or adjacent to contaminated sites could lead to a disturbance and release of hazardous materials. The regulatory agencies, including federal, state, and local agencies, have identified sites that are or were contaminated at some point. Additionally, these agencies continue to pursue investigating properties that could potentially be contaminated and all information is maintained in a database system. Based upon the regional nature of the RTP, development of detailed, site-specific information on this impact at an RTP planning level is not feasible. As a standard best management practice, the implementing agency of each RTP project will conduct appropriate project-level environmental review and will be responsible for consideration of mitigation measures for significant effects on the environment. This would involve the preparation of a Phase 1 ESA, and possibly a Phase 2, to determine if the individual site is contaminated. Implementation of this standard practice would ensure that this potential impact is reduced to a *less than significant* level.

Response e): Hazards related with airports are typically grouped into two categories: air hazards and ground hazards. Air hazards jeopardize the safety of an airborne aircraft and expose passengers, pilots and crews to danger. Examples of air hazards include tall structures, glare-producing objects, bird and wildlife attractants, radio waves from communication centers,

or other features that have the potential to interfere with take-off or landing procedures, posing a risk to aircraft. Ground hazards jeopardize the safety of current and future residents and/or workers in the vicinity of an airport. The most obvious ground hazard is a crash, which may produce a serious, immediate risk to those residing in or using areas adjacent to the airport. Most accidents occur during take-off and landing. Therefore, the higher the density around an airport, including transportation facilities, the higher the risk associated with this type of hazard.

Jack McNamara Field is the primary airport in Del Norte County, and the only airport in the county to offer commercial flights. Flights are available at Jack McNamara Field, with daily round-trip flights between Crescent City and Oakland. Current prices range from around \$200 - \$240 for a round-trip flight and around \$300 for same-week flights. From Oakland, travelers can connect to other destinations. The Jack McNama Field and other airport facility are described below.

Jack McNamara Field: Jack McNamara Field is located in unincorporated Crescent City and is operated by the Border Coast Regional Airport Authority (BCRAA). The BCRAA is a Joint Powers Authority with a Board of Directors comprised of representatives from Del Norte County, the City of Crescent City, the Elk Valley Rancheria, the Tolowa Dee-ni' Nation, the City of Brookings (Oregon), and Curry County (Oregon). In September 2015, the Del Norte County Regional Airport began offering commercial flights between Portland and Crescent City twice daily through a partnership with PenAir and Alaska Airlines. Del Norte County Regional Airport is the only airport to provide commercial airline passenger service and is the only airport with an Instrumental Landing System (ILS) in the County. It is eligible for FAA Primary Entitlement funding. One car rental company is located onsite. The total number of enplanements for the Del Norte County Regional Airport were relatively steady from 2010-2014; however, SkyWest Airlines withdrew from the market in April 2015 and enplanements dropped precipitously. Peninsula Airways began serving Crescent City on a code share agreement with Alaska Airlines to and from Portland International Airport in September 2015 and enplanements have been steadily increasing since.

Other Airports: In addition to the Del Norte County Regional Airport (Jack McNamara Field), the County has two other public airports. The Ward Field Airport in Gasquet and the Andy McBeth Airport in Klamath Glen.

- **Ward Field:** The Ward Field Airport is located between the Smith River and US 199 in the unincorporated community of Gasquet. Ward Field is a public general aviation non-NPAIS facility. This airport serves as an alternate landing for non-commercial aircrafts if Jack McNamara Field is fogged in. Additionally, the airport can be used in emergency situations, such as firefighting or medical evacuations. Redwood Coast Transit Route 199 serves the Gasquet Community and associatively, Ward Field Airport.
- **Andy McBeth:** The Andy McBeth Airport is located within the unincorporated community of Klamath Glen. The facility is a public general non-NPAIS facility with no services available. This airport is used primarily by private pilots and emergency responders.

Some of the RTP projects include improvements to the existing airports, and some are roadway improvements located within close proximity to airports. These improvements are transportation related and do not create residences, or other habitable structures within proximity to the airport, and they do not conflict with the airport land use plans within County.

The 2020 RTP would not adversely impact people residing or working within 2 miles of an airport. Improvements to transportation facilities near airport land uses airport facilities, is expected to improve the safety conditions at these airports through increased access and response. Therefore, there is *no impact*.

Response f): The individual RTP improvement projects would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, including tsunami evacuation routes. The RTP would improve transportation systems throughout the County, which is expected to improve the emergency response and evacuation routes throughout the County. Therefore, there is *no impact*.

Response g): The risk of wildfire is related to a variety of parameters, including fuel loading (vegetation), fire weather (winds, temperatures, humidity levels and fuel moisture contents) and topography (degree of slope). Steep slopes contribute to fire hazard by intensifying the effects of wind and making fire suppression difficult. Fuels such as grass are highly flammable because they have a high surface area to mass ratio and require less heat to reach the ignition point, while fuels such as trees have a lower surface area to mass ratio and require more heat to reach the ignition point.

Wildfires are a major hazard in the State of California. Wildfires burn natural vegetation on developed and undeveloped lands including timber, brush, woodland, and grass fires. While low intensity wildfires have a role in the County's ecosystem, the intensity and frequency of wildfires is exacerbated due to extended droughts and climate change, and puts human health and safety, structures (e.g., homes, schools, businesses, etc.), air quality, recreation areas, water quality, wildlife habitat and ecosystem health, and forest resources at risk.

Del Norte County has areas with the appropriate fuel loading, and topography for wildfire. When this is combined with dry summers and higher temperatures, the risk of wildfire increases substantially. Most wildland fires are human caused, so areas with easy human access to land with the appropriate fire parameters generally result in an increased risk of fire.

The individual RTP improvement projects would not result in the construction of structures that would be occupied by humans; therefore, it would not expose people or structures to a significant risk involving wildfires. The RTP provides for improvements to transportation systems throughout the County, which is expected to improve the ability for fire protection services to access areas that have a high wildfire risk rating. Therefore, there is *no impact*.

X. HYDROLOGY AND WATER QUALITY

Would the project:	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?		X		
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) Result in substantial erosion or siltation on- or off-site;		X		
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;		X		
(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or		X		
(iv) Impede or redirect flood flows?		X		
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?		X		
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?		X		

Responses to Checklist Questions

Responses a), e): Construction-Related Water Quality Impacts: Grading, excavation, removal of vegetation cover, and loading activities associated with construction activities could temporarily increase runoff, erosion, and sedimentation. Construction activities also could result in soil compaction and wind erosion effects that could adversely affect soils and reduce the revegetation potential at construction sites and staging areas.

As required by the Clean Water Act, each specific improvement project will require an approved Storm Water Pollution Prevention Plan (SWPPP) that includes best management practices for grading, and preservation of topsoil. A SWPPP is not required if the project will disturb less than one acre. SWPPPs are designed to control storm water quality degradation to the extent practicable using best management practices during and after construction.

The implementing agency will submit the SWPPP with a Notice of Intent to the Regional Water Quality Control Board (RWQCB) to obtain a General Permit. The RWQCB is an agency responsible for reviewing the SWPPP with the Notice of Intent, prior to issuance of a General

Permit for the discharge of storm water during construction activities. The RWQCB accepts General Permit applications (with the SWPPP and Notice of Intent) after specific projects have been approved by the lead agency. The lead agency for each specific project that is larger than one acre is required to obtain a General Permit for discharge of storm water during construction activities prior to commencing construction (per the Clean Water Act).

Based upon the general planning nature of the RTP, development of detailed, site-specific information on this impact at this planning level is not feasible. However, each RTP project will include detailed project specific drainage plans that control storm water runoff and erosion, both during and after construction. The Regional Water Quality Control Board will require a project specific Storm Water Pollution Prevention Plan (SWPPP) to be prepared for each transportation improvement that disturbs an area one acre or larger. The SWPPPs will include project specific best management measures that are designed to control drainage and erosion. The implementing agency will be required to coordinate the improvements with the RWQCB, Del Norte County, and other applicable agencies, and obtain the necessary permits. The implementing agency will also be required to develop projects consistent with all relevant water control plans and groundwater management plans. Implementation of the following mitigation measures would ensure that the RTP would have a **less than significant** impact from these issues.

Mitigation Measures

Mitigation Measure 5: *Comply with NPDES General Construction Permit requirements. To reduce or eliminate construction-related water quality effects, the implementing agency will ensure that transportation improvement projects comply with the requirements of the NPDES General Construction Permit. Project implementation agencies are required to obtain coverage under the General Construction Permit before the onset of any construction activities, where the disturbed area is 1 acre or greater in size.*

A SWPPP will be developed by a qualified engineer or erosion control specialist in accordance with the NPDES General Construction Permit requirements. The SWPPP will be implemented prior to the issuance of any grading permit before construction. The SWPPP will be kept on site during construction activity and will be made available upon request to representatives of the RWQCB.

Compliance and coverage under the NPDES General Construction Permit will require controls of pollutant discharges that utilize BMPs and technology to reduce erosion and sediments to meet water quality standards. BMPs may consist of a wide variety of measures taken to reduce pollutants in stormwater runoff from the construction site. Temporary erosion control measures such as silt fences, staked straw bales/wattles, silt/sediment basins and traps, check dams, geofabric, sandbag dikes, and temporary revegetation or other ground cover. will be employed to control erosion from disturbed areas.

Final selection of BMPs will be subject to approval by the implementing agency. The implementing agency will verify that an NOI has been filed with the SWRCB, and a SWPPP has been developed before allowing construction to begin.

Mitigation Measure 6: *Implement a Spill Prevention and Control Program. As part of requiring compliance with the NPDES General Construction Permit, the implementing agency and its agents will develop and implement a spill prevention and control program to minimize the potential for, and effects from, spills of hazardous, toxic, or petroleum substances during all construction activities. The program will be completed before any construction activities begin.*

Mitigation Measure 7: *Implement measures to maintain water quality after construction. The project implementing agencies will implement source and treatment control measures according to the County Stormwater Quality Program. General site design control measures are required to minimize the volume*

and rate of stormwater runoff discharge from the project site. General site design control measures incorporated into the project design can include:

- conserving natural areas;
- protecting slopes and channels;
- minimizing impervious areas;
- storm drain identification, and appropriate messaging and signing; and
- minimizing effective imperviousness through the use of turf buffers and/or grass-lined channels, if feasible.

In addition, projects must include treatment control measures, if possible and when feasible, to remove pollutants from stormwater runoff prior to discharge to the storm drain system or receiving water. Treatment control measures may include, but not be limited to, the following:

- Vegetated buffer strip
- Vegetated swale
- Extended detention basin
- Wet pond
- Constructed wetland
- Detention basin/sand filter
- Porous pavement detention
- Porous landscape detention
- Infiltration basin
- Infiltration trench
- Media filter
- Retention/irrigation
- Proprietary control device

Selection and implementation of these measures would be based on a project-by-project basis depending on project size and stormwater treatment needs.

Dewatering Water Quality Impacts: Some RTP projects, such as overpasses, underpasses, grade separations, highway interchanges, and other crossing structures could require excavation below the ground surface or support structures or foundations secured deep into the ground. Projects that excavate or secure foundations deep in the ground may encounter groundwater. Depending on the location, trenching and excavation associated with these projects may reach depths that can expose the water table and create a direct path to the groundwater basin for contaminants to enter the groundwater system. Primary construction-related contaminants that could reach groundwater would include oil and grease, and construction-related hazardous materials and dewatering effluent.

Based upon the general planning nature of the RTP, development of detailed, site-specific information on this impact at this planning level is not feasible. However, each transportation RTP project will include detailed project specific geotechnical engineering that would identify the groundwater levels and the need for dewatering. If dewatering was deemed necessary after the appropriate engineering study then the implementing agency would obtain a Dewatering Permit from the Regional Water Quality Control Board and comply with provisions for dewatering. The implementing agency would also need to obtain an NPDES permit and Waste Discharge Requirement before discharging any dewatered effluent to surface water. Implementation of the following mitigation measure would ensure that the RTP would have a **less than significant** impact from these issues.

Mitigation Measures

Mitigation Measure 8: *Comply with provisions for dewatering. Before discharging any dewatered effluent to surface water, the project implementation agency will obtain an NPDES permit and Waste Discharge Requirement from the RWQCB and/or the North Coast RWQCB, as appropriate. Depending on the volume and characteristics of the discharge, coverage under the NPDES General Construction Permit may be permissible. If coverage under the General Construction Permit is not allowed, the project will conform to requirements of the General Dewatering Permit, issued by the RWQCB and/or other applicable agencies. The project implementation agencies will design and implement measures as necessary so that the discharge limits identified in the relevant permit are met.*

Response b): Individual RTP projects, such as road widenings, interchange reconstruction, and other projects would result in new impervious surfaces and could reduce rainwater infiltration and groundwater recharge. Infiltration rates vary depending on the overlying soil types. In general, sandy soils have higher infiltration rates and can contribute to significant amounts of ground water recharge; clay soils tend to have lower percolation potentials; and impervious surfaces such as pavement significantly reduce infiltration capacity and increase surface water runoff. The amount of new pavement and the extent to which it affects infiltration depends on the site-specific soil type. Projects located in urban areas would have less of an impact than projects converting open lands and spaces.

Based upon the general planning nature of the RTP, development of detailed, site-specific information on this impact at the program level is not feasible. However, many of the individual RTP projects are located in urban areas and along existing highways, streets, and roads in which most of the surfaces are already paved or impervious. In addition, extensive storm drainage systems present in these areas currently intercept rainfall and runoff waters, thus limiting the amount of groundwater recharge that occurs. Each project will include detailed project specific drainage plans that control storm water runoff, both during and after construction. The drainage plan will include project specific best management measures that are designed to allow for natural recharge and infiltration of stormwater. Implementation of the RTP would have a **less than significant** impact from these issues.

Response c.i-iv): Individual RTP projects would create new impervious surfaces. This would result in an incremental reduction in the amount of natural soil surfaces available for infiltration of rainfall and runoff, potentially generating additional runoff during storm events. In addition, the increase in impervious surfaces, along with the increase in surface water runoff, could increase the non-point source discharge of pollutants. Anticipated runoff contaminants include sediment, pesticides, oil and grease, nutrients, metals, bacteria, and trash. Contributions of these contaminants to stormwater and non-stormwater runoff would degrade the quality of receiving waters. During the dry season, vehicles and other urban activities release contaminants onto the impervious surfaces, where they can accumulate until the first storm event. During this initial storm event, or first flush, the concentrated pollutants would be transported via runoff to stormwater drainage systems. Contaminated runoff waters could flow into the stormwater drainage systems that discharge into rivers, agricultural ditches, sloughs, and channels and ultimately could degrade the water quality of any of these water bodies.

Additionally, some of the RTP projects could potentially alter surface drainage patterns as a result of directly altering flow patterns, or placing structures in a floodway, all of which could yield increased amounts of stormwater runoff and/or redirect flood flows. The construction activities associated with RTP projects, such as road widening, interchange reconstruction, and other projects that convert permeable surfaces or install permanent structures would require stormwater drainage management measures to avoid flooding impacts. The existing storm drainage network in Del Norte County may not have sufficient capacity to convey the additional

runoff from the individual RTP projects. If the storm drainage network is not appropriately designed it could be overwhelmed during a large storm event and result in flooding.

Based upon the general planning nature of the RTP, development of detailed, site-specific information on this impact at the program level is not feasible. As previously discussed, the implementing agency would be also be required to obtain permits from the Army Corps of Engineers and the Department of Fish and Wildlife if any work is performed within a waterway. Each RTP project will also include detailed project specific floodplain and drainage studies that assess the drainage characteristics and flood risks so that an appropriate storm drainage plan can be prepared to control storm water runoff, both during and after construction. The drainage plan will ultimately include project specific best management measures that are designed to allow for natural recharge and infiltration of stormwater. Implementation of the following mitigation measures would ensure that the RTP would have a **less than significant** impact from these issues.

Mitigation Measures

Mitigation Measure 9: *Conduct project-level drainage studies. As part of the infrastructure plan, the project implementation agencies and/or their contractors will conduct a drainage study. This study will address the following topics:*

- *A calculation of pre-development runoff conditions and post-development runoff scenarios using appropriate engineering methods. This analysis will evaluate potential changes to runoff through specific design criteria, and account for increased surface runoff.*
- *An assessment of existing drainage facilities within the project area, and an inventory of necessary upgrades, replacements, redesigns, and/or rehabilitation, including the sizing of on-site stormwater detention features and pump stations.*
- *A description of the proposed maintenance program for the onsite drainage system.*
- *Standards for drainage systems to be installed on a project/parcel-specific basis.*
- *Proposed design measures to ensure structures are not located within 100-year floodplain areas.*

Drainage systems will be designed in accordance with the County's, Flood Control Agency's, and other applicable flood control design criteria. As a performance standard, measures to be implemented from those studies will provide for no net increase in peak stormwater discharge relative to current conditions, ensure that 100-year flooding and its potential impacts are maintained at or below current levels, and that people and structures are not exposed to additional flood risk.

Mitigation Measure 10: *Avoid restriction of flood flows. Proposed projects requiring federal approval or funding will comply with Executive Order 11988 for floodplain management. Projects will avoid incompatible floodplain development designs, they will restore and preserve the natural and beneficial floodplain values, and they will maintain consistency with the standards and criteria of the National Flood Insurance Program. In addition, a Letter of Map Revision (LOMR) will be prepared and submitted to FEMA where unavoidable construction would occur within 100-year floodplains. The LOMR will include revised local base flood elevations for projects constructed within flood prone areas. Potential impacts due to flooding as a result of RTP projects are assumed to be alleviated through the FEMA LOMR approval process.*

Mitigation Measure 11: *Avoid project dewatering. Project designs that require continual de-watering activities for the life of the projects will be avoided if possible. Due to the potential for flooding and destabilizing conditions, project implementation agencies will choose project designs that do not require continual dewatering, if suitable project alternatives exist. Project alternatives may include construction of overpasses, as opposed to below-grade underpasses, which would avoid interception with groundwater.*

Response d): Coastal areas in Del Norte County are especially susceptible to tsunamis. Past tsunamis include the 1964 tsunami which destroyed a large portion of the Crescent City Harbor and Crescent City itself. More recently, the 2011 tsunami caused extensive damage to the Crescent City Harbor. Evacuation assembly points and evacuation routes for Del Norte County are detailed in Table 2.8 in the Regional Transportation Plan. Notable routes include US 101, Elk Valley Road, 9th Street, A Street, C Street, and H Street in Crescent City; First Street and Pala Road in Smith River; Kellogg Road, Morehead Road, Moseley Road, and Lower Lake Drive in Fort Dick. Klamath does not have any evacuation routes.

Residents are advised to seek refuge 100 feet above sea level or two miles inland. Additionally, residents are advised to prepare for evacuation by knowing evacuation routes and assembly points and traveling to them via foot. Evacuation maps for the tsunami hazard zones can be viewed at: <http://preparedelnorte.com/tsunami-zones/index.html>.

Any RTP projects constructed within areas subject to flooding, including areas prone to tsunamis, would be built following standard building codes and federal, state, and local regulations; all of which would be adequate to protect against further personal injury or death. This would result in a significant impact. Implementation of the following mitigation measure would reduce this impact to a ***less than significant*** level.

Mitigation Measures

Mitigation Measure 12: Design projects to ensure that no tsunami evacuation routes are obstructed, including during any construction process. An obstruction would occur if foot and/or vehicle traffic were impeded from traveling to a refuge site.

XI. LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Physically divide an established community?			X	
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X	

Responses to Checklist Questions

Response a): The majority of RTP projects would involve transportation system improvements to existing facilities, which would mostly occur within or in close proximity to existing rights-of-way. Some RTP projects will involve new facilities that will occur within or adjacent to existing communities. In many cases, improvements to facilities will occur where communities are already physically divided by existing facilities, including highways, roadways, and intersections. The RTP is intended to improve inter- and intra-regional connectivity and new or improved land use linkages. However, specific projects have the potential to divide existing contiguous land uses. Because these potential improvement projects could occur within the developed areas, communities could be affected.

Because the proposed project is a planning document and thus, no physical changes will occur to the environment, adoption of the proposed project would not directly impact the environment. It is assumed that RTP projects that affect roads and interchanges present the greatest potential for impacts regarding the division of an established community. All RTP projects will be designed to maintain the cohesiveness of the existing communities to the greatest extent feasible. Where full design mitigation is not feasible, modifications would be incorporated into the design to minimize the impacts associated with project implementation. Adherence to the requirements of local policies and standard measures would reduce this impact to a *less than significant* level.

Response b): This RTP is consistent with the County's General Plan Circulation Element, which supports the development and maintenance of an efficient, safe, and effective road system. The Circulation Element also supports an integrated multi-modal system consistent with demand and available resources, as well as the study of orderly growth of both the Del Norte County Airport and the Crescent City Harbor. The goals of the General Plan circulation element are consistent with the goals outlined in the Policy Element.

This RTP recognizes the importance of integrating land use planning and transportation planning to create a more efficient system. Future development should occur in areas which will be the easiest to develop without high public service costs, have the least negative environmental impact, and which will not displace or endanger the region's critical natural resources. This approach will result in lower cost for improvements and increased operational efficiency of the existing transportation system because it will be sized to reflect more compact growth near existing or planned services. Compact growth leads to healthier lifestyles, as access to bicycle and pedestrian facilities grow congruently. Additionally, aligning bicycle and pedestrian facilities with growth can help implement complete streets which increase livability and reduce traffic demand within the region by encouraging alternative modes. The complete street concept is supported and encouraged in this RTP and the California Transportation Plan 2040.

The RTP, being that it is a broad planning process covering the entire County, involves many government agencies that maintain a variety of plans and policies, some of which are aimed at avoiding or mitigating an environmental effect. During development of the 2020 RTP update, existing plans, policy documents and studies addressing transportation in Del Norte County were reviewed. These documents are listed below:

Del Norte Regional Transportation Plan 2020

- Del Norte General Plan Circulation Element (2003)
- Crescent City General Plan (2001)
- Del Norte County Short-Range Transit Plan (2014)
- Redwood Coast Transit Authority Short Range Transit Plan (2019)
- Coordinated Public Transit – Human Service Transportation Plan (2015)
- Final Public Participation Plan (2013)
- Wild Rivers Regional Blueprint Plan (2009)
- Annual Unmet Transit Needs
- Active Transportation Plan (2017)
- Ten-Year State Highway Operation and Protection Plan (2008/09 through 2017/18)
- STIP Fund Estimate, Caltrans (2020)
- California Transportation Plan 2040
- California Strategic Highway Safety Plan (SHSP) (2020)
- Climate Adaptation and Stormwater Management Plan (2015)
- Transportation Emergency Preparedness Initiative (2013)
- Del Norte Region SB 743 Implementation Plan (2020)

Although the Del Norte region was impacted by both the global COVID pandemic and seasonal wildfires during the development of the 2020 RTP update, a creative and inclusive public participation campaign was executed to inform the public about the RTP and include the public in the planning process. The community was notified about the RTP and invited to community workshops through a project website, a social media campaign including Facebook and Twitter, and newspaper ads. To accommodate social distancing recommendations, community meetings were held on the digital platform Zoom. In addition, community members were notified of the option to provide feedback online through various channels, including the project website, the Del Norte Local Transportation Commission website, via a questionnaire promoted through various social media channels, and directly to the project team via email or phone.

Coordination with the California State Wildlife Action Plan: Projects identified in the 2020 Regional Transportation Plan are evaluated at the project level through the CEQA and NEPA (if applicable) process. However, the long-term goals identified in the Policy Element of this plan consider many of the stressors defined in the State Wildlife Action Plan.

Del Norte County straddles two separate conservation management ecoregions within the North Coast and Klamath Province, as identified by the California State Wildlife Action Plan (SWAP): “Northern Coastal and Montane Riparian Forests and Woodlands” and “Pacific Northwest Conifer Forests”. The SWAP identifies sensitive species, habitat stressors and suggested conservation goals and actions for each of the ecoregions within the Provinces. According to the SWAP, the major stressors within Del Norte County conservation units are as follows:

- Agricultural and Forestry Effluents

- Annual and Perennial Non-timber Crops
- Climate Change
- Fire and Fire Suppression
- Household Sewage/ Urban Wastewater
- Introduced Genetic Material
- Parasites/Pathogens/Diseases
- Roads and Railroads
- Wood and Pulp Plantations
- Logging and Wood Harvesting
- Livestock, Farming and Ranching
- Invasive Plants/Species

For a complete list of species of special concern, key stressors and actions suggested for wildlife management in the North Coast and Klamath region, see Attachment C of the RTP.

The RTP transportation improvements respond to growth, safety, maintenance, mobility, and connectivity issues for the transportation system throughout the region. The RTP transportation improvements are multi-modal, meaning they cover vehicular, pedestrian, bicycle, transit, air travel, etc. Each individual RTP project will be evaluated on a project-specific level during the design and engineering stage of the process. This will include a review for conformance with the applicable General Plan. The RTP itself would not result in significant conflicts with plans, policies, and regulations adopted to mitigate an environmental effect. Implementation of the proposed project would have a *less than significant* impact relative to this issue, therefore no mitigation is required.

XII. MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?			X	
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?			X	

Responses to Checklist Questions

Response a-b): Mineral resources are found in Del Norte County. Most of the gold produced in Del Norte County has come from placer-mining operations along the Smith River and its tributaries. These operations include the placer mines of Hurdy Gurdy, Monkey, Myrtie, and Craigs Creeks and the French Hill area. Gold has been obtained by mining the present stream gravels, terrace gravels adjacent to the present streams, and patches of the so-called Klamath "oldland cycle" gravels at such places as French Hill and Haines Flat. The terrace and "oldland" gravels were mined by hydraulicking. The principal period of mining was from the 1850s through the 1870s, but there has been small-scale intermittent work ever since. The estimated total production is 40,000 ounces of gold. Chrome ore also was mined at French Hill during World Wars I and II.

There are presently hundreds of mining claims held in the county, but there is very little mining activity with the exception of recreational panning and dredging. Mining claims exist for gold, cobalt, nickel, and chromium. Nickel laterites in the northwestern portion of the county constitute the worlds largest land-based resource of nickel. Aggregate mining currently makes up the majority of mining activities in the County, with most mines located along the Smith River, Klamath River, and its tributaries.

Some individual RTP improvements may be located in the vicinity of land that that contains mineral resources. Implementation of the improvements would not directly cause changes resulting in conversion of any mining operations into a different use. Additionally, the individual improvement projects will improve transportation systems in the County, which would provide a beneficial impact for mining operations. Implementation of the proposed project will have a *less than significant* impact on mineral resources; therefore, no mitigation is required.

XIII. NOISE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		X		
b) Generation of excessive groundborne vibration or groundborne noise levels?		X		
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			X	

Responses to Checklist Questions**Response a):**

General Construction Activities: The proposed RTP does not directly cause a noise impact, although it could indirectly have noise impacts as a result of development and operation of subsequent RTP projects during both the short and long-term lifespan of the RTP. A majority of the proposed improvements identified in the RTP, with the exception of changes in transit operations, transportation demand management, and regional planning, would require some level of construction. Larger construction-related projects, such as interchange improvements, bridge improvements, and road realignment and widening projects, would be of particular concern given the noise and ground-borne vibration generation potential of these projects.

Noise levels typically associated with roadway construction equipment and distances to predicted noise contours are summarized in Table NOISE-1.

Table NOISE-1: Construction Equipment Noise Levels

EQUIPMENT	TYPICAL NOISE LEVEL (dBA) 50 FEET FROM SOURCE		DISTANCE TO NOISE CONTOURS (FEET, dBA L _{EQ})		
	L _{MAX}	L _{EQ}	70 dBA	65 dBA	60 dBA
Air Compressor	80	76	105	187	334
Auger/Rock Drill	85	78	133	236	420
Backhoe/Front End Loader	80	76	105	187	334
Blasting	94	74	83	149	265
Boring Hydraulic Jack/Power Unit	80	77	118	210	374
Compactor (Ground)	80	73	74	133	236
Concrete Batch Plant	83	75	94	167	297
Concrete Mixer Truck	85	81	187	334	594
Concrete Mixer (Vibratory)	80	73	74	133	236
Concrete Pump Truck	82	75	94	167	297
Concrete Saw	90	83	236	420	748
Crane	85	77	118	210	374
Dozer/Grader/Excavator/Scraper	85	81	187	334	594

EQUIPMENT	TYPICAL NOISE LEVEL (dBA)		DISTANCE TO NOISE CONTOURS		
	50 FEET FROM SOURCE		(FEET, dBA L _{EQ})		
Drill Rig Truck	84	77	118	210	374
Generator	82	79	149	265	472
Gradall	85	81	187	334	594
Hydraulic Break Ram	90	80	167	297	529
Jack Hammer	85	78	133	236	420
Impact Hammer/Hoe Ram (Mounted)	90	83	236	420	748
Pavement Scarifier/Roller	85	78	133	236	420
Paver	85	82	210	374	667
Pile Driver (Impact/Vibratory)	95	88	420	748	1,330
Pneumatic Tools	85	82	210	374	667
Pumps	77	74	83	149	265
Truck (Dump/Flat Bed)	84	80	167	297	529

SOURCES: FHWA 2006

As indicated, maximum intermittent noise levels associated with construction equipment typically range from approximately 77 to 95 dBA L_{max} at 50 feet. Pile driving and demolition activities involving the use of pavement breakers and jackhammers, and are among the noisiest of activities associated with transportation improvement and construction projects. Depending on equipment usage and duration, average-hourly noise levels at this same distance typically range from approximately 73 to 88 dBA L_{eq}. Distances to predicted noise contours would, likewise, vary depending on the specific activities conducted and equipment usage. Delivery vehicles, construction employee vehicle trips, and haul truck trips may also contribute to overall construction noise levels.

Increases in ambient noise levels associated with construction projects located near sensitive land uses can result in increased levels of annoyance, as well as potential violation of local noise standards. Construction activities occurring during the more noise-sensitive nighttime hours would be of particular concern, given the potential for increased sleep disruption. Impacts to sensitive receptors resulting from proposed transportation improvement and construction projects would depend on several factors, such as the equipment used, surrounding land uses, shielding provided by intervening structures and terrain, and duration of construction activities.

The following mitigation measure would limit construction to the daytime hours, to the extent feasible, and would require equipment to be properly maintained and muffled. Furthermore, this mitigation measure provides resident notification requirements, and measures to resolve noise complaints. Implementation of Mitigation Measure NOISE-1 would reduce this impact to a **less than significant** level.

Operational Traffic: The 2020 RTP does not directly cause a noise impact, although it could indirectly have noise impacts as a result of development and operation of subsequent RTP projects during both the short and long-term. While many of these projects will likely have no effect on the operational noise generation of the facility, some improvement projects, which involve new facilities or capacity enhancements for existing facilities, could affect noise-sensitive land uses. Noise-sensitive land uses could be exposed to noise in excess of normally acceptable noise levels or increases in noise as a result of the operation of expanded or new transportation facilities (i.e., increased traffic resulting from roadway capacity improvements, new transit facilities, etc.).

Del Norte County and the City of Crescent City have adopted Noise Elements of their General Plans that establish noise-related policies that, when implemented, protect sensitive receptors from significant noise. The policies that are laid out in the Noise Element(s) are consistent with federal and state regulations designed to protect noise sensitive receptors. During the design process, the implementing agency would be responsible for ensuring that the project is designed consistent with adopted policies and state and federal regulations. Although the policy and regulatory controls for noise-related impacts are in place in the planning area, subsequent improvement projects would result in an increase in traffic noise levels. For most projects, consistency with the adopted policies and established regulations would help to reduce exposure of sensitive receptors to transportation noise levels. In addition, the following mitigation measure would require a project-level noise evaluation for each RTP project that is located near a sensitive receptor. The noise evaluation would identify areas that would have elevated noise levels as a result of the project and require measures to attenuate the noise to an acceptable level. Such measures could include constructing earth berms, sound walls, establishing buffers, or improving acoustical insulation in residential units. Implementation of this mitigation measure would reduce this impact to a **less than significant** level.

Mitigation Measure

Mitigation Measure 13: *Prior to approval of new construction projects adjacent to noise-sensitive uses, the implementing agency shall perform a project-level noise evaluation. The implementing agencies shall consider the following measures:*

- *Construct vegetative earth berms with mature trees and landscaping to attenuate roadway noise on adjacent residences or other sensitive use, and /or sound walls or other similar sound-attenuating buffers, as appropriate.*
- *Design projects to maximize the distance between noise-sensitive land uses and new roadway lanes, roadways, transit centers, park-and-ride lots, and other new noise generating facilities.*
- *Establish speed limits ~~and limits on hours of operation~~ of transit systems.*

Response b): Ground-borne vibration and noise levels associated with highway traffic is typically considered to pose no threat to buildings and potential public disruption would be minimal. Traffic vibration levels are typically highest associated with truck passbys. Automobile traffic normally generates vibration peaks of one-fifth to one-tenth of that of trucks. Based on measurements conducted by Caltrans, even the highest truck generated vibrations, which were measured at approximately 16 feet from the centerline of the near travel-lane, were not found to exceed 0.08 in/sec. This level coincides with the maximum recommended “safe level” for ruins and historical structures.

Construction activities would, however, require the use of off-road equipment which could adversely affect nearby land uses. The highest ground-borne vibration levels would be generated by the use of pile drivers and vibratory rollers. Ground-borne vibration levels associated with proposed construction improvement projects could potentially exceed recommended criteria for structural damage and/or human annoyance (0.2 and 0.1 in/sec ppv, respectively) at nearby existing land uses. As a result, exposure to construction-generated ground-borne vibration levels would be considered **potentially significant**.

Mitigation Measure NOISE-2 would limit construction to the daytime hours, to the extent feasible, and would require use of equipment with reduced equipment noise/vibration levels, to the extent practical. The level of mitigation would be project and site specific and would include measures normally required by Caltrans, as well as requirements under General Plan Noise

Elements and Noise Ordinances of the applicable jurisdictions. Implementation of the following mitigation measure would reduce this impact to a ***less than significant*** level.

Mitigation Measure

Mitigation Measure 14: *Subsequent projects under the RTP shall be designed and implemented to reduce adverse construction noise and vibration impacts to sensitive receptors, as feasible. Measures to reduce noise and vibration effects may include, but are not limited to:*

- *Limit noise-generating construction activities, excluding those that would result in a safety concern to workers or the public, to the least noise-sensitive daytime hours, which is generally 6am to 9pm.*
- *Construction of temporary sound barriers to shield noise-sensitive land uses.*
- *Location of noise-generating stationary equipment (e.g., power generators, compressors, etc.) at the furthest practical distance from nearby noise-sensitive land uses.*
- *Phase demolition, earth-moving and ground-impacting operations so as not to occur in the same time period.*
- *Use of equipment noise-reduction devices (e.g., mufflers, intake silencers, and engine shrouds) in accordance with manufacturers' recommendations.*
- *Substituting noise/vibration-generating equipment with equipment or procedures that would generate lower levels of noise/vibration. For instance, in comparison to impact piles, drilled piles or the use of a sonic or vibratory pile driver are preferred alternatives where geological conditions would permit their use.*
- *Other specific measures as they are deemed appropriate by the implementing agency to maintain consistency with adopted policies and regulations regarding noise.*
- *Comply with all local noise control and noise rules, regulations, and ordinances.*

Response c): Some of the RTP projects are located within close proximity to airports within the County, and some are improvements to existing airports. These improvements are transportation related and do not create residences, or other habitable structures within proximity to the airport, and they do not conflict with the airport land use plans within Del Norte County. The proposed project would not expose people residing or working in the project area to excessive noise levels. This is a ***less than significant*** impact.

XIV. POPULATION AND HOUSING

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?			X	

Responses to Checklist Questions

Response a): Given the historical and current population, housing, and employment trends, growth in the region is inevitable; however, the rate of growth is considered low compared to the larger metropolitan areas of the Central Valley and Southern California. Two principle factors that account for population growth are natural increase and net migration. The average annual birth rate for California is expected to be 20 births per 1,000 people compared to 10 births per 1,000 people in West Virginia, the state with the lowest projected birth rate. Additionally, California is expected to attract more than one third of the Country's immigrants. Other factors that affect growth include the cost of housing, the location of jobs, the economy, the climate, and transportation.

The RTP has been planned to accommodate anticipated levels of growth, including growth associated with the adopted general plan. The RTP does not involve approvals associated with any development projects and does not provide infrastructure that could facilitate additional development in the region. The RTP does not induce growth beyond the growth that is planned or being planned by regional and local jurisdictions.

The PCTC does not make land use approvals associated with this growth, nor do they have the authority to make local land use decisions. Implementation of the RTP will have a ***less than significant*** impact on this issue, therefore no mitigation is required.

Responses b-c): The RTP would not, in and of itself, displace substantial numbers of housing units or people. The majority of RTP projects involve work within or adjacent to existing rights-of-way and would not involve acquisition of land and displacement of substantial numbers of persons or housing. This is true of most highway and street widening projects, and modifications to intersections/interchanges. These transportation projects will generally not require the displacement of any residences or businesses since the right-of-way has already been acquired.

Some of the RTP projects may involve land acquisition. While most of the additional right-of-way acquisition is anticipated to be vacant or undeveloped land, at a few isolated locations the land necessary for the improvement may include existing residential units or businesses. This is anticipated to be rare and involve a limited number of residences or businesses.

State and federal law require due compensation for property taken to carry out the infrastructure projects. Also required by law, relocation and assistance must be provided to displaced residents and businesses in accordance with the Federal Uniform Relocation and Real Property Acquisition Policies Act of 1970 and the State of California Relocation Assistance Act.

As noted above, RTP projects would not result in displacement or relocation of a substantial number of homes, businesses, or people. Growth planned in the general plans would result in additional housing opportunities and would more than offset any units removed in association with RTP projects. Therefore, impacts related to a substantial displacement of housing units or persons as a result of the RTP are ***less than significant***, and no mitigation is required.

XV. PUBLIC SERVICES

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?			X	
Police protection?			X	
Schools?			X	
Parks?			X	
Other public facilities?			X	

Responses to Checklist Questions

Responses a), b), c), d), e): The improvements identified in the RTP include a variety of transportation improvements that will not result in an increased need for any public services or facilities. The proposed project would not result in an increased demand, or require the need for expansion of the existing recreational facilities beyond what is planned in the General Plan. Implementation of the proposed project will have a ***less than significant impact*** on public services, and no mitigation is required.

XVI. RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X	

Responses to Checklist Questions

Responses a-b): The improvements identified in the RTP include a variety of transportation improvements that will not result in an increased demand, or require the need for expansion of the existing recreational facilities. Furthermore, the improved roadway infrastructure will not require a need for new recreational facilities. Implementation of the proposed project will have a *less than significant impact* on recreational facilities, and no mitigation is required.

XVII. TRANSPORTATION

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?			X	
b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?			X	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
d) Result in inadequate emergency access?			X	

Responses to Checklist Questions

Responses a-b): Implementation of the RTP would support a number of transportation projects throughout the County, including roadway, transit, bicycle, and pedestrian. Some of the projects involve transportation operations, while others involve safety enhancements or maintenance. The long-term operation of these facilities is anticipated to have beneficial impacts and are considered to be consistent with local plans, policies, and ordinances.

Implementation of the proposed project would not result in population growth within Del Norte County and would not directly result in decreases in LOS or increases in VMT on area roadways. It is noted that VMT is anticipated to increase over the planning horizon as a result in trips/trip lengths that originate outside Del Norte County and travel to, or through, the planning area; however, this VMT is not attributed to the residents of Del Norte County, or the RTP policies, financing programs, or actions. The proposed project would improve traffic flows and operations throughout the county, emphasizing safety concerns, and would not result in a conflict with transportation plans, policies, or ordinances. Implementation of the proposed project would have a **less than significant** impact relative to this issue, and no mitigation is required.

Responses b): Reducing vehicle miles traveled has become one of the top priorities for Local and State agencies involved in transportation, in alignment with State and Federal legislation setting goals for greenhouse gas reductions. Vehicle miles of travel (VMT) is a general but robust measure of vehicle activity. It measures the extent of utilization a transportation network experiences by motorists. Although it is not a good indicator of congestion, it is a great indicator of overall vehicle activity, identifying bottlenecks or high delay “hotspot” locations. VMT is commonly applied on a per-household or per-capita basis and is a primary input for regional air quality analyses and for developing VMT rates for safety analysis. Per Senate Bill 743 (Steinberg, 2013), VMT is now the basis for transportation impact identification and mitigation under the California Environmental Quality Act (CEQA). However, jurisdictions must also ensure consistency with current land use plans, some of which still utilize Level of Service as a primary metric.

VMT data is annually reported as part of the Federal Highway Performance Monitoring System (HPMS) program. The HPMS program uses a sample-based method that combines traffic counts

stratified by functional classification of roadways by volume groups to produce sample based geographic estimates of VMT. HPMS VMT estimates are considered “ground truth” by the 1990 Federal Clean Air Act Amendments (November 15, 1990). HPMS VMT estimates are used to validate baseline travel demand models and to track modeled VMT forecasts over time. HPMS VMT estimates are reported for each county by local jurisdiction, state highway use, and other state/federal land roadways e.g., State Parks, US Bureau of Land Management, US Forest Service, US Fish and Wildlife Service.

Estimates of countywide VMT for Del Norte County for the four most recent years available (2015-2018) are provided in Table Traffic-1. As shown, VMT has consistently increased over all county roadways during this four-year period. See Table Traffic-2 for projected VMT on Del Norte County roadways.

Table Traffic-1 Existing Vehicle Miles Traveled

JURISDICTION	2015 DAILY VMT	2016 DAILY VMT	2017 DAILY VMT	2018 DAILY VMT	CHANGE, 2015-2018	AVERAGE ANNUAL CHANGE, 2015-2018
Crescent City	22.8	22.9	28.5	28.6	20.2%	6.7%
Bureau of Indian Affairs	5.0	5.0	5.3	5.3	4.3%	1.4%
Del Norte County	184.4	208.8	198.1	198.8	7.3%	2.4%
National Park Service	4.9	4.9	5.2	5.1	4.0%	1.3%
State Highways	439.3	492.2	492.2	533.7	17.7%	5.9%
State Park Service	29.3	29.3	30.6	30.3	3.2%	1.1%
U.S. Forest Service	65.5	65.0	69.1	75.2	12.8%	4.3%
Total	751.2	828.1	829.1	876.8	14.3%	4.8%

SOURCE: 2010 - 2018 CALIFORNIA PUBLIC ROAD DATA

Table Traffic-2 Projected Vehicle Miles Traveled

JURISDICTION	2020 DAILY VMT	2025 DAILY VMT	2030 DAILY VMT	2035 DAILY VMT	2040 DAILY VMT
Crescent City	28.9	29.6	30.3	31.1	31.9
Bureau of Indian Affairs	5.3	5.3	5.3	5.4	5.4
Del Norte County	199.6	201.6	203.6	205.7	207.7
National Park Service	5.1	5.1	5.1	5.2	5.2
State Highways	539.0	552.6	566.6	580.9	595.6
State Park Service	30.3	30.5	30.6	30.8	30.9
U.S. Forest Service	75.8	77.3	78.9	80.4	82.1
Total	885.6	908.0	930.9	954.4	978.5

SOURCE: DEL NORTE LOCAL TRANSPORTATION COMMISSION (2020)

~~It is expected that VMT will increase minimally on Del Norte County roadways over the lifetime of the proposed project due to little or no population growth projected over the coming decades. VMT in Del Norte County will increase at an estimated rate no greater than 0.52% annually between 2020 and 2040, a total of 10.49% over 20 years. Total VMT in 2040 is anticipated to be 978.5 vehicle miles traveled per day. The population decrease does not result in a VMT decrease, however, instead it is expected that VMT will increase on Del Norte County roadways over the lifetime of the proposed project. VMT in Del Norte County will increase at an~~

estimated rate no greater than 0.52% annually between 2020 and 2040, a total of 10.49% over 20 years. Total VMT in 2040 is anticipated to be 978.5 vehicle miles traveled per day.

The prima facie assumption would be that per capita VMT increases by 13% per capita; however, it is critical to look deeper into the source of the VMT calculations to understand the source of the trips and trip lengths. The VMT calculations include vehicle miles traveled on state highways that travel through Del Norte County, including those that did not originate in Del Norte County. For instance, in Del Norte County there are recreational designations for visitors that begin their trip in other parts of the State of California, and in some cases, outside the State entirely. These trips are anticipated to occur with, or without, the Regional Transportation Plan, and are independent of an increase or decrease in population in Del Norte County. Instead, they are a function of the desire of people to travel to, or through, Del Norte County for a variety of reasons. It is fully appropriate for the VMT analysis in the RTP to account for these trips and trip lengths even though they do not originate and are not attributable to the residents of Del Norte County. What this VMT analysis illustrates is that the desire for non-residents to travel to, or through, Del Norte County is anticipated to grow over the planning horizon, and as a result the total VMT is anticipated to increase in spite of the declining population. The total VMT attributed to residents is anticipated to decline at the same rate as the population decline, but this reduction is more than offset by the increase in visitors over the planning horizon.

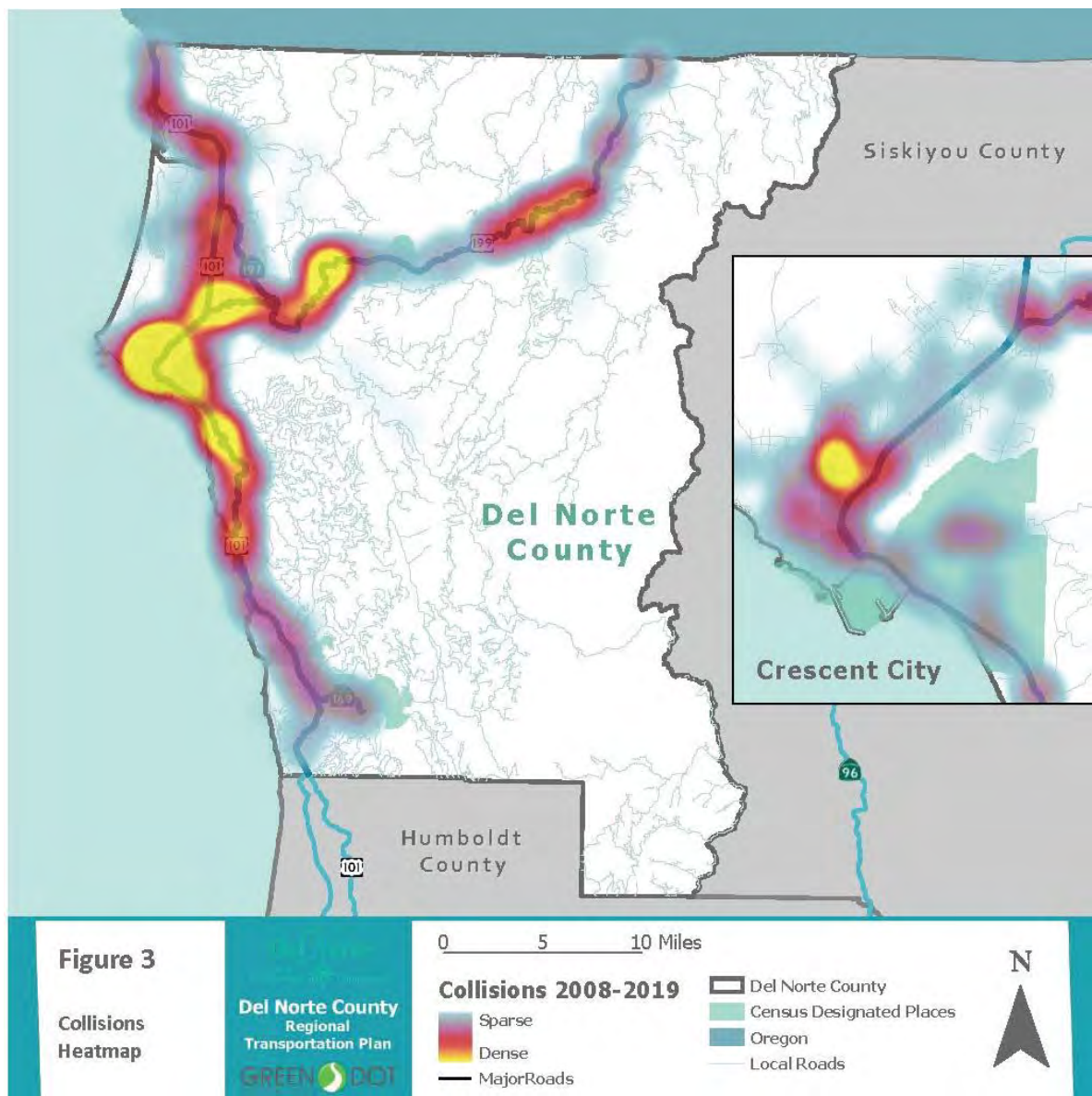
Section 15064.3 of the CEQA Guidelines states that “*Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact...*” Given that VMT increases over the next 20 years are projected to be very slight+0.52% annually, the source of the annual increase is non-residents that are traveling to, or through Del Norte County, the VMT from residents is anticipated to decrease with the overall population decrease, and the individual improvements programed under the RTP are not anticipated to ~~have an impact on~~ drive VMT increases given they are prioritized to be safety improvements, implementation of the proposed project would have a ***less than significant*** impact relative to topic, therefore no mitigation is required.

Responses c): The RTP prioritizes safety improvements, and includes roadway projects designed to ~~alleviate existing and anticipated future congestion issues and to~~ reduce traffic hazards. Figure 3 and 4 illustrate traffic collisions, which represent hazards that warrant improvements. The RTP includes long range planning and financing efforts to improve conditions such that the risk of collisions is reduced.

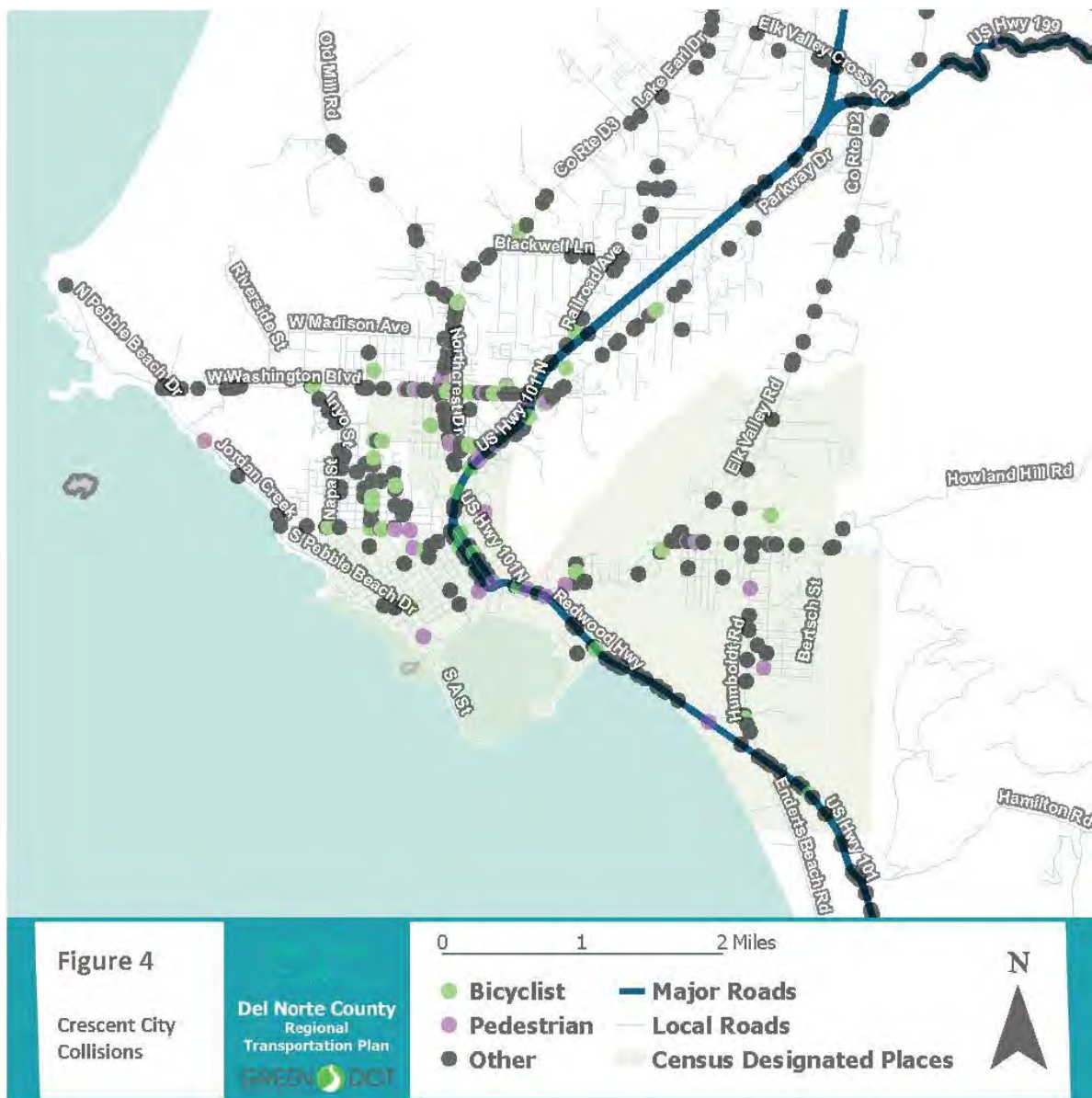
While the RTP includes numerous projects that will involve a design/engineering process, the project-specific designs and plans for these improvements are not available for analysis at this time. However, consistent with agency practice, all improvements will be designed to the standards and specifications of Caltrans or the appropriate implementing agency. As such, the proposed project is not anticipated to cause a substantial increase in hazards due to design features or incompatible uses. Therefore, the potential impacts on safety and compatibility are considered ***less than significant***, and no mitigation is required.

Responses d): The RTP does not propose any specific projects that are believed to result in inadequate emergency access. In some cases, the RTP would provide increased regional connectivity and should improve movement of emergency vehicles. However, emergency access could potentially be affected during construction activities associated with implementation of the various improvement projects identified in the RTP. The county would prepare a traffic control plan for construction and coordinate with emergency service providers to ensure that emergency routes are identified and remain available during construction activities. It will be

especially important that each individual roadway construction project be considered relative to the fire season and that it be designed to ensure that there is adequate roadway capacity for emergency evacuation in the event of a wildfire during the construction effort. Implementation of proposed project is a long-range planning document that will have a ***less-than-significant*** impact, and no mitigation is required.



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XVIII. TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?		X		
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resources to a California Native American tribe.		X		

Responses to Checklist Questions

Responses ai-ii): In adherence with Assembly Bill 52 (AB 52), local Tribal entities were contacted pursuant to Public Resource Code § 21080.3.1 (hereafter PRC) regarding the development of the RTP. PRC requires that lead agencies of projects consult with California Native American Tribes that are traditionally and culturally affiliated with the geographic area of the proposed project, if the tribe has requested notice from agencies of proposed projects in the geographic area.

There are four federally recognized Tribal entities in Del Norte County. Cooperative planning between Tribes, regional and local agencies and Caltrans varies from Tribe to Tribe. Some of the region's Tribes are regular participants in regional planning efforts, including the Yurok Tribe who has a regular position on the Technical Advisory Committee. All Tribal entities were contacted to discuss transportation deficiencies, system improvements ideas, and Tribal project lists for inclusion. Table Tribal-1 lists the contact information for the Tribes. For a full record of Native American Tribal coordination and consultation efforts, see Attachment D of the RTP.

Table Tribal-1: Native American Tribal Contacts

TRIBAL ENTITY	CONTACT	ADDRESS
Yurok Tribe	Joseph James, Chairman jjames@yuroktribe.nsn.us	190 Klamath Blvd. Klamath, CA 95548
Elk Valley Rancheria	Dale Miller, Chairman dmiller@elk-valley.com	2332 Howland Hill Rd. Crescent City, CA 95531
Tolowa Dee-ni' Nation	Denise Richards-Padgette, Chairperson dpadgette@towola.com	140 Rowdy Creek Rd. Smith River, CA 95567
Resighini Rancheria	Fawn Murphy, Chairperson resighini@gmail.com	158 East Klamath Bech Rd. Klamath, CA 95548

SOURCES: DEL NORTE LOCAL TRANSPORTATION COMMISSION (2020)

Implementation of most of the RTP improvements would be constructed within the existing rights-of-way. Improvements and modifications within existing rights-of-way would have less potential to encounter previously unknown tribal resources relative to projects in undisturbed areas since the former right-of-way areas have already been disturbed. Improvements and modifications within existing rights-of-way still have potential to adversely affect tribal resources, either directly or indirectly.

Based upon the general planning nature of the RTP, development of detailed, site-specific information on this impact at this planning level is not feasible. As RTP projects are designed and reviewed by local jurisdictions, the RTP projects will undergo technical analysis to evaluate any potential impacts to tribal resources within their area of potential effect. This will include consultation with the Native American Heritage Commission to determine whether known sacred sites are in the project area. If recommended, a qualified archaeologist will be consulted to conduct archaeological surveys. In some cases, tribal leaders may also conduct surveys of a site. The significance of any resources that are determined to be in the project area will be assessed according to the applicable local, state, and federal significance criteria.

Implementation of several mitigation measures presented under the cultural resources section of this Initial Study would ensure that all subsequent RTP projects either avoid known tribal resources, or take steps to implement amelioration methods to reduce impacts to known resources. It would also require investigations and avoidance methods in the event that a previously undiscovered resource is encountered during construction activities. This mitigation measure would reduce this impact to a *less than significant* level, therefore no mitigation is required.

XIX. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the projects projected demand in addition to the providers existing commitments?			X	
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

Responses to Checklist Questions

Responses a-b), d-g): The county has an elaborate network of public utilities and services, such as water, wastewater, and solid waste collection and disposal. It has been a goal of the county to maintain an adequate level of services for all public utilities and services provided to the community. Utility infrastructure exists in various parts of the county. The proposed project does not require the use of these utilities or infrastructure and would not result in the expansion of utilities or infrastructure. Implementation of the proposed project will have a ***less than significant*** impact, and no mitigation is required.

Response c): Some individual improvement project may result in additional impervious services and increased stormwater runoff from pavement; however, most improvements do not result in more pavement/impervious surfaces. Local policies and federal and state laws provide various requirements relative to storm drainage management. These include the preparation of a drainage study for each individual improvement that would result in new impervious surfaces. The results of the drainage study would then allow for proper engineering and construction of storm drainage infrastructure (i.e. culverts, pipes, detention/retention ponds, biofilters, etc.) to control runoff and prevent flooding, erosion, and sedimentation. Each improvement that involves ground disturbance would require a Storm Water Pollution Prevention Plan that would be submitted to the Regional Water Quality Control Board for review and approval prior to issuance of a General Permit for storm water discharge. The RTP does not provide detailed engineering and drainage plans for any of the potential improvements because they will be completed at a project specific level at a later date once they

are funded and up for approval. The RTP would have a ***less than significant*** impact on storm drainage, therefore no mitigation is required.

XX. WILDFIRE

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?			X	
d) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?			X	
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			X	
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			X	

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b), c), d): The proposed project is a regional planning effort developed by the Del Norte Local Transportation Commission that covers all of Del Norte County. The planning area includes “Very High” Fire Hazard Severity Zones within the State Responsibility Area (SRA), as determined by CAL FIRE. The individual improvements projects would not result in new structures in these areas, but would improve connectivity within the planning area, thereby allowing improved management of wildfires within the planning area. Therefore, the proposed project would not impair an adopted emergency response plan or emergency evacuation plan, exacerbate wildfire risks, or expose people or structures to significant wildfire risks.

Nevertheless, there exists the possibility that proposed project could require the installation or maintenance of infrastructure associated with the proposed project that could exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. Therefore, the potential for individual projects to exacerbate fire risk or result in temporary or ongoing environmental impacts due to the installation or maintenance of associated infrastructure will need to be analyzed on a project-by-project level.

Project site specific design is not currently available for RTP improvement projects; therefore, the location of associated infrastructure is yet to be determined. Therefore, installation or maintenance of associated infrastructure would be evaluated on a project-by-project basis as part of the CEQA process prior to project approval. Since site specific design details are not currently available, each agency will need to do a project specific review by the implementing agency prior to project approval. Implementation of a project-level review would reduce this potentially significant impact to a *less than significant* level.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X		
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		X		
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X		

Responses to Checklist Questions

Responses a-c): As described throughout the analysis above, the proposed project will not result in any changes to General Plan land use designations or zoning districts, would not result in annexation of land, and would not allow development in areas that are not already planned for development in the General Plan and Zoning Ordinance. With the implementation of Mitigation Measures 1-4, the project would not threaten a significant biological resource, nor would it eliminate important examples California history or prehistory. With the implementation of Mitigation Measure 5-13, the project would not cause hydrology and water quality impacts, which would ensure that fish and other aquatic wildlife are not threatened. The proposed project does not have impacts that are cumulatively considerable. With the implementation of Mitigation Measures 14-15, the project would not have substantial adverse noise impacts on human beings. There are no other environmental topics with the potential to have an adverse environmental impact. With the implementation of the mitigation measures presented above; the proposed project would have a **less than significant** impact on these environmental topics.

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Appendix A
Response to Comments

1 INTRODUCTION

The Del Norte Local Transportation Commission (DNLTC) is the designated Regional Transportation Planning Agency (RTPA) for Del Norte County. The DNLTC is comprised of six commissioners, three each appointed by the Crescent City Council and the Del Norte County Board of Supervisors. Del Norte County is located within the jurisdictional boundaries of Caltrans District 1, located in Eureka. The DNLTC, along with Caltrans District 1, fulfills the transportation planning responsibilities for Del Norte County. One of the main responsibilities of the DNLTC is the preparation and approval of the Regional Transportation Plan.

DNLTC received one (1) comment letters on the Initial Study/Mitigated Negative Declaration during the 30-day public review period. Acting as lead agency, the DNLTC prepared a response to the IS/MND comments. Responses to comments received during the comment period did not involve any new significant impacts or “significant new information” that would require recirculation of the IS/MND pursuant to CEQA Guidelines Section 15073.5. It is noted that a portion of the comment letter was related to the RTP itself, and not the Initial Study. Such comments are noted in this response, but are not specifically addressed in this response to comments.

2 LIST OF COMMENTORS

Table 1 lists the comments on the IS/MND that were originally submitted to the DNLTC. The assigned comment letter number, letter date, letter author, and affiliation, if presented in the comment letter or if representing a public agency, are also listed.

TABLE 1 LIST OF COMMENTORS ON THE ORIGINAL IS/MND

RESPONSE LETTER	INDIVIDUAL	AFFILIATION	DATE
A	Colin Fiske Tom Wheeler Joe Gillespie	Coalition for Responsible Transportation Priorities Environmental Protection Information Center Friends of Del Norte	1-19- 2020

COMMENTS AND RESPONSES

Errata

This document also includes minor edits and changes to the IS/MND. These modifications result from responses to comments received during the public review period for the IS/MND. These changes are provided in revision marks with underline for new text and ~~strike out for deleted text~~.

Responses to Comment Letters

To assist in referencing comments and responses, the following coding system is used.

- Each comment within each letter is numbered (i.e., comment A-1, comment A-2).

RESPONSE TO COMMENTS



January 19, 2021

Stephanie Alward
Green Dot Transportation
627 Broadway, Suite 220
Chico, CA 95928

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

via email: stephanie@greendottransportation.com; tamera@dnltc.org

RE: 2020 Del Norte County Regional Transportation Plan, Initial Study and Mitigated Negative Declaration

Ms. Alward and Ms. Leighton:

Thank you for the opportunity to comment on the Draft 2020 Del Norte County Regional Transportation Plan (RTP), as well as the associated Initial Study (IS) and draft Mitigated Negative Declaration (MND). The Coalition for Responsible Transportation Priorities (CRTP), the Environmental Protection Information Center (EPIC), and the Friends of Del Norte submit the following comments. All cited page numbers, tables and figures refer to the RTP unless otherwise indicated.

Public Transit

The RTP correctly notes that transit ridership has declined significantly in recent years as a result of Redwood Coast Transit Authority's reduction in service (p.28, p.33). This is a predictable pattern known as a transit "death spiral." The RTP also correctly notes the difficulty many transit riders and potential riders face in accessing bus stops along road networks without adequate pedestrian or bicycle facilities (p.33). Yet in spite of correctly diagnosing some of the major problems with the local transit system, the RTP makes no attempt to identify solutions, nor to establish goals, objectives and policies with the necessary ambition to address the problems. Instead, by establishing objectives such as to "tailor public transportation and transit service provisions to the area's population characteristics" and only to establish transit as a feasible mode choice "within the financial constraints of state and federal transit funding" (p.42), the RTP seems to be implicitly resigned to local transit providing only life-line transportation services. Finally, in its "COVID-19 Statement," the RTP state unequivocally that "transit

A-1

A-2

services will continue to be reduced and unpredictable” (p.5). This self-defeating approach will only result in furthering RCTA’s current “death spiral.”

A successful transit system requires not only transit-dependent riders, but also “choice” riders. Clearly, there are substantial challenges to recruiting such riders in a small, rural county like Del Norte. Nevertheless, there are several indications that the county has not exhausted the possibilities for transit system improvement, as follows:

1. Ridership actually increased in recent years on Route 199 (p.28, Table 2.23). The RTP should examine the sources of this success and apply lessons learned to the rest of the transit system.
2. The RTP establishes a policy of holding only one annual Unmet Transit Needs hearing (p.42, Policy 6.5) and one annual meeting of the Social Services Transportation Advisory Committee (p.42, Policy 6.10). The Unmet Transit Needs process and the SSTAC are both designed explicitly to gather public insights into how to meet local transit needs. As such, they are among the most likely sources of innovative ideas for improving local transit. But one meeting a year is simply not enough to gather adequate public input. The RTP should establish a much more robust public process.
3. One of the most promising emerging strategies for improving rural transit systems is coordinating traditional fixed-route systems with new mobility-on-demand solutions, operated either by the transit system itself or through a public-private partnership. When well designed, these strategies can help balance the requirement to meet the needs of transit-depend riders with the need to attract more “choice” riders in denser areas (i.e., Crescent City). The Humboldt County Association of Governments (HCAOG), the Regional Transportation Planning Agency for Del Norte’s neighbor to the south, has recently completed a strategic development plan for mobility-on-demand.¹ The RTP should look to HCAOG’s example and explore mobility-on-demand strategies for improving the local transit system.
4. The RTP projects an excess of transit funding available in both the short term and the long term (p.74, Table 5.2). Additionally, the RTP explicitly limits the possibilities for transit funding to only state and federal sources (p.42), failing completely to explore the possibilities of local funding sources or public-private partnerships. The RTP should identify all potential funding sources *and* make full use of all such sources for critical transit system improvements.

Finally, it is important to note an error in the RTP’s summary of the state’s zero emission vehicle mandates. The RTP currently states that transit fleets are subject to the state’s 2035 goal for all new vehicles to be zero-emission (p.36). In fact, transit fleets are also subject to the California Air Resources Board’s Innovative Clean Transit Rule, which requires 25% of new vehicles in small fleets to be zero-emission by 2026, and all new vehicles by 2029.²

Active Transportation

The RTP accurately identifies the fact that needed pedestrian and bicycle facilities are lacking in much of Del Norte County (pp.31-2). The RTP also identifies many important strategies and specific

¹ See <http://hcaog.net/documents/mobility-demand-strategic-development-plan>.

² See <https://ww2.arb.ca.gov/rulemaking/2018/innovative-clean-transit-2018>.

A-2 Cont’d

improvements for local bicycle and pedestrian networks. However, the RTP's assessment of the issues, along with its proposed goals, objectives and policies, fall short in a number of important ways, as follows:

1. The RTP establishes an objective to improve walkability and bikeability only in downtown Crescent City (p.39). While it is true that the greatest demand for such improvements is in downtown Crescent City, there are also many urgently needed local bicycle and pedestrian improvements throughout the county, as well as completion of networks for regional connectivity. The RTP should establish objectives for improved walkability and bikeability throughout the county.
2. Proposed Policy 4.4 (p.40) calls for coordination among various agencies in the construction and maintenance of the local road system, but fails to identify the critical role of interagency coordination in constructing and maintaining bicycle and pedestrian infrastructure. We encourage you to address this omission.
3. The RTP completely fails to address electric pedal-assist bicycles ("e-bikes"). In rural areas like Del Norte County, with lots of elevation changes, e-bikes have enormous potential for allowing local residents to convert car trips to active transportation, helping to meet goals for reducing greenhouse gas (GHG) emissions and vehicle miles traveled (VMT).³ The RTP identifies the fact that many Del Norte residents have a very short commute to work, increasing the potential for mode shift, and e-bikes could play a critical role. The RTP should establish a goal and supporting objectives and policies to increase the use of e-bikes.
4. The RTP does not include any discussion of, or plans for, advisory bike lanes (also known as edge lane roads). This design technique has great potential for rapidly and inexpensively expanding and closing gaps in the active transportation network, particularly in small town and rural environments with relatively narrow rights-of-way. The RTP should include a discussion of advisory bike lanes.
5. The RTP identifies "establishing an adequate electric grid" as a critical solution for increasing "non-auto" transportation (p.37). Unless this is meant to refer specifically to charging infrastructure for electric buses or e-bikes, improvement of the electric grid is unrelated to non-auto transportation. Notably, if this idea is meant to refer to charging infrastructure for light-duty electric vehicles (EVs), such vehicles are still "autos" and improvement of the grid will do nothing to increase non-auto transportation.
6. Goal 2 of the RTP is to "support recreational travel by making it safe, easy and inviting," yet none of the supporting objectives or policies include strategies to improve the safety, comfort or convenience of recreational pedestrian and bicycle use of local and state roads. This is a critical oversight, particularly given the heavy recreational pedestrian use of major roads in the county—such as tourist use of Highway 199 in Jedediah Smith Redwoods State Park—as well as the popular Pacific Coast Bike Route which traverses the county. In fact, the RTP already identifies the fact that one of the top three problem areas for the PCBR on the entire Pacific Coast lies within Del Norte County (p.31), yet proposes no solutions. The RTP should propose objectives and policies for supporting recreational bike and pedestrian use of the local and state roads.

³ See for example <https://www.localmotion.org/ebikes>.

A-2 Cont'd

7. A significant portion of identified “bicycle and pedestrian projects” in the RTP appear to actually be improvements to parking lots for cars (p.57). Even if such parking lots are intended to increase vehicular access to recreational trails, they cannot be counted as bicycle or pedestrian projects, as they primarily serve cars and trucks.
8. The RTP’s assessment of funding sources for bicycle and pedestrian projects is severely deficient, as follows:
 - a. The RTP assumes that the state’s Active Transportation Program (ATP) is the only potential source of funding for bike and pedestrian projects (p.56). This is demonstrably incorrect. For example, the State Highway Operation and Protection Program (SHOPP) can fund both safety and operational improvements—including for bicycles and pedestrians—on the state highway system. In fact, the California Transportation Commission recently approved a \$100 million set-aside for “complete streets” projects from the SHOPP, and both the CTC and Caltrans at the same time indicated a commitment to funding more active transportation projects through the SHOPP in the future. Yet the RTP inexplicably and incorrectly assumes no SHOPP funding for active transportation (p.74, Table 5.2).
 - b. In addition to the ATP and the SHOPP, active transportation projects can also be funded through the regional or interregional portions of the State Transportation Improvement Program (STIP). Such projects can also be funded from revenues such as the Highway Users Tax and the Local Streets and Roads Program, both of which are identified elsewhere in the RTP. In fact, the RTP projects a \$16.5 million excess in near-term road funding (p.74, Table 5.2), most or all of which could be used for active transportation projects. Such projects can also be funded through many local funding sources, including local agencies’ general funds. And they can even be funded through private grants or public-private partnerships.
 - c. The RTP assumes that no funding from the ATP or the Highway Safety Improvement Program (HSIP) will ever come to Del Norte County (p.72, Table 5.1). According to a presentation by RTP preparer Jeff Schwein to the DNLTC on January 12, 2021, this is a result of the fact that ATP and HSIP funding come through competitive grant programs. Nevertheless, the assumption of zero dollars from these programs in the future is unsupported in the context of the state’s steadily increasing funding for active transportation (ranging from SB 1’s dramatic increase in ATP funding to the recent SHOPP complete streets set-aside). The state has committed to increasing active transportation mode share, and the RTP can only reasonably assume that increasing amounts of funding will be available from dedicated active-transportation sources such as the ATP, and that some of this funding will be awarded to projects in Del Norte County over the 20-year planning period if local agencies apply. Furthermore, other funding sources estimated in the RTP, such as the SHOPP, while not officially “competitive,” are nevertheless financially constrained, resulting in competition between various projects and priorities and uncertainty regarding future funding availability for projects in the county. This uncertainty does not prevent the RTP from estimating future funding from these sources, and should not prevent it from estimating ATP funding either.

A-2 Cont’d

The result of this overall deficient funding assessment is that the RTP identifies *no short-range bicycle and pedestrian projects* (p.56). Given the urgent need for bicycle and pedestrian safety and operational improvements in the region, as well as for reductions in VMT and GHG emissions, this outcome is completely unacceptable. The RTP must consider all potential funding sources, must make reasonable assumptions about the availability of funding from each of those sources, and must schedule urgently needed short-range bicycle and pedestrian improvements.

Vehicle Miles Traveled, Traffic Volumes, and Congestion

The RTP consistently confuses the significance and relevant applications of measures of overall driving (VMT), localized traffic volumes, and traffic congestion. For example, while the RTP accurately notes that VMT is not a good measure of congestion (nor is it intended to be), it claims incorrectly that VMT *can* be used to identify “bottlenecks or high delay ‘hot spot’ locations” (p.23; see also IS p.66). In fact, VMT cannot and should not be used to indicate congestion or delay in any particular location, because it does not measure traffic in a given location at a given time nor compare traffic to capacity. Rather, VMT measures overall driving activity in a general area, and as such is a good proxy for many of the environmental and social costs of driving, including GHG and other emissions, safety and collision risk, etc. These are the primary reasons that VMT was chosen by the state as the new measure of transportation impacts under CEQA.⁴

In fact, VMT reduction and congestion relief are sometimes incompatible and conflicting goals. Efforts to reduce congestion often involve increasing vehicular capacity, a strategy which decades of research has shown leads directly to more driving (increased VMT). Efforts to reduce VMT, in contrast, may involve reduction in capacity as street space is reallocated to other modes, which can have the temporary effect of increasing congestion or delay (although over the longer term it tends to reduce driving). The apparent failure to grasp this distinction is evident in the RTP, which establishes overarching aims of both maintaining “adequate LOS” (i.e., minimum congestion) *and* prioritizing projects which reduce VMT (p.37). Separately, however, the RTP accurately identifies the fact that there are no real congestion problems in Del Norte County, and states that “expanding the traffic capacity of roadways is not a priority” (p.38). Level of Service and other congestion measures are generally irrelevant to both local and state goals and should be abandoned and removed from the RTP entirely.

The RTP’s assessment of recent VMT trends and projections of future VMT are also unsupportable. The RTP notes that local VMT has increased far out of proportion with population growth in recent years (p.23, p.37), but fails to investigate any potential causes for this trend. Instead, the RTP attempts to use this recent trend to forecast future traffic (p.20), which leads to estimates of continuing VMT growth (p.24, Table 2.20)—in spite of projections of substantial local population decline and local and statewide goals of VMT reduction. In order to meet the state’s GHG reduction goals, per capita VMT reductions must be achieved. Assuming constantly increasing VMT is planning for failure and is completely unreasonable in the face of a declining population. The RTP should analyze recent VMT increases, identify strategies to combat the trend, and reassess its future VMT projections.

⁴ See <https://opr.ca.gov/ceqa/updates/sb-743/>.

A-2 Cont’d

Finally, the RTP establishes another overall aim of ensuring “adequate road width to support the travel and tourism industry” (p.37). It is not at all clear what this is intended to mean. However, if it is intended to mean that roads should be widened to accommodate new classes of vehicle, this would establish a policy of capacity increases that is internally inconsistent with the rest of the RTP. We encourage you to address this potential inconsistency.

Climate Change & Greenhouse Gas Emissions

The RTP’s goals, objectives and policies do not reflect the needed ambition for targeting the climate crisis and meeting the state’s GHG reduction targets. For example, the RTP establishes an objective to “reduce or maintain” GHG emissions from transportation over the document’s 20-year planning horizon. In contrast, the state’s target, as dictated by climate science, is to achieve carbon neutrality—i.e., net zero GHG emissions—by 2045, just a few years beyond the RTP planning horizon.⁵ Therefore, this objective is in direct conflict with proposed Policy 11.10, which is to “comply with state and federal climate change regulations and standards” (p.46). Del Norte may be a small county, but its residents have high per capita VMT and GHG emissions, and it must remain on track to meet state targets.

Part of the RTP’s climate ambition problem may stem from its assessment that the only way to reduce GHG emissions from transportation is to reduce or eliminate trips (p.45). This assessment ignores another major strategy, arguably even more important, which is transportation mode shift. As discussed at length above, there is much more the RTP should do to encourage a shift away from single-occupancy vehicles and toward transit and active transportation. The RTP also gives EV charging infrastructure, another major strategy, short shrift.

The RTP should focus significantly more on goals, objectives and policies to encourage mode shift and transportation electrification. Furthermore, we strongly recommend that the RTP go beyond minimum requirements and establish specific, quantitative, measurable targets for VMT and GHG emission reduction. HCAOG is in the process of establishing such targets for Humboldt County’s upcoming RTP update, and has recently released some preliminary draft targets. We recommend that the Del Norte Local Transportation Commission (DNLTC) follow HCAOG’s lead.

Finally, while the RTP recognizes the need to plan for sea level rise as a climate adaptation strategy (p.48), the document fails to address another risk that climate change poses, that of increasing frequency and severity of wildfires in the county’s inland areas. The RTP must address this critical threat to infrastructure and transportation safety.

Equity

The RTP appropriately includes an objective and two supporting policies which encourage equity in transportation systems and programs (p.41, Policies 5.5 and 5.6). However, the wording of these policies is vague to the point of meaninglessness (“promote equity,” “work to make...equitably available”). The RTP’s Existing Conditions chapter includes a discussion of many of the reasons that transportation equity

⁵ See <https://www.ca.gov/archive/gov39/wp-content/uploads/2018/09/9.10.18-Executive-Order.pdf>

A-2 Cont’d

is critical in Del Norte County, including high rates of poverty and disability, and many households without access to a vehicle. The RTP's Policy Element should increase its specificity and its ambition, describing actual targets and implementation actions. Furthermore, there should be equity policies which apply to all RTP areas, not just active transportation. For example, equity issues are also key in any reasonable assessment of transit and road planning.

Goods Movement

Although the RTP does not specifically mention the long-planned 197/199 Safe STAA Access Project ("STAA project"), the project is mentioned in the MND (MND p.3), and the RTP contains many misleading statements and inappropriate policies which seem intended to bolster support for that project. For example, the RTP claims that Highways 101 and 197/199 "limit access for industry standard trucks" (p.34). There is not now, nor has there ever been, a standard truck for all industries and applications. Additionally, proposed Policy 8.3 is to "design roadways to current standards," which is presumably intended to refer to freight standards, as the policy supports a goods movement goal (p.44). However, there are no universal freight standards for road design. The policy may be intended to refer to STAA standards, but STAA standards only apply to the "National Network," which is the name generally applied to a designated set of large interstate highways (49 CFR §3111(b), California Vehicle Code Section 34501.5(a)), none of which are found in Del Norte County, and designated "Terminal Access" (TA) routes between the National Network and freight terminals or facilities (23 CFR §658.19, California Vehicle Code Section 34501.5(c)-(d)). STAA standards do not and were never intended to apply to all roads or highways.

The best principle for safe road design (p.44, Policy 8.2) is to design roads for local conditions and require vehicles to adapt accordingly, not vice versa. Moreover, designing roads to meet 1982 STAA truck standards is particularly inappropriate in the current industry context. Governor Newsom recently directed that all heavy-duty trucks be zero-emission vehicles by 2045, and autonomous vehicle technology is being deployed with increasing speed in the trucking industry. No one can predict what the trucks of the future will look like, except that they are unlikely to meet today's design specifications.

It is further important to note that Policy 8.3—and any other goals, objectives or policies calling for access for new classes of vehicles—would be in conflict with proposed Policy 11.3, which calls for prioritizing projects which do *not* increase vehicular capacity. Adding capacity for a new class of vehicle is a de facto capacity increase. Additionally, the RTP states clearly at p.47: "Should a capacity increasing project become a regional priority, it shall be initiated only when fully or largely funded by revenue sources that otherwise could not be used for maintenance activities." The STAA project would be funded in part by the SHOPP, the purpose of which is in fact to fund non-capacity increasing maintenance and repair projects.

The RTP should remove proposed Policy 8.3 and all other misleading references to freight transportation standards.

A-2 Cont'd

Performance Measures

Some of the RTP's proposed Performance Measures do not appear to correlate reasonably with the proposed goals, objectives and policies, and are in some cases internally inconsistent or unclear:

- Performance Measure 1 is entitled "Transportation System Investments," but is apparently intended to measure roadway condition by distressed lane miles. This performance measure should be re-titled, as investment does not correlate directly roadway condition. Additionally, sub-measures should be added to track the condition of bicycle and pedestrian facilities as well.
- Performance Measure 2 is entitled "Preservation/Service Fuel Use/Travel Distance/Time/Cost." The title is overly broad and does not correlate with the intended metric, which is pavement condition. Furthermore, pavement condition measure essentially the same thing as distressed lane miles (Performance Measure 1). This measure should at minimum be re-titled. Preferably, it should actually establish metrics which measure reduction in fuel use and travel distance/time/cost and avoid redundancy with Performance Measure 1.
- Performance Measure 3 is intended to measure safety improvements. The RTP proposes to establish a baseline of traffic fatalities over a three-year period. However, for a population as small as that of Del Norte County, an accurate baseline cannot be established in such a short period, due to substantial random variation in the relatively low numbers of collisions. The RTP should increase its sample size by including injury collisions as well. DNLTTC may also wish to expand its options as well by employing a tool such as Street Story which records near misses and hazards.⁶ Additionally, Table 4.7 describes this performance measure as "total accident cost." Cost, however, is not the same as the number or rate of crashes, which is the measure described in the document text (p.67). The actual performance measure should be clearly identified.
- Performance Measure 5 relies solely on cost per mile to assess the effectiveness of public transit. While cost is important, transit utilization is another key metric. Therefore, ridership should be added as another metric under Performance Measure 5.
- Performance Measure 6 is entitled "Congestion/Delay/VMT." As discussed above, congestion/delay and VMT are very different and sometimes opposing measures. In fact, however, it appears that the actual "congestion" metric proposed by the RTP is traffic volume rather than congestion or VMT. Traffic volume metrics reflect the number of cars and trucks on the road at a given time, but not how far they travel, their speed of travel, or any delay. It is unclear how traffic volumes measure anything of importance to the goals, objectives and policies of the RTP that is not more accurately measured by VMT. Therefore, this performance measure should be re-titled and should measure VMT only.
- Performance Measure 7 is entitled "Land Use Efficiency." We strongly support this as a performance measure, because increased land use efficiency can help achieve many of the RTP's goals related to active transportation, transit, VMT, and GHG emissions. However, no indication is given in the description on p.68 or in Table 4.7 on p.69 of the actual proposed metric for land use efficiency. The RTP should specify a metric which accurately measures land use efficiency.
- The RTP does not specify data sources for any of the proposed Performance Measures except Performance Measure 6 (p.69, Table 4.7). Knowledge of data sources is critical for ensuring that

A-2 Cont'd

⁶ See <https://streetstory.berkeley.edu/>.

Performance Measures accurately indicate progress toward meeting the RTP’s goals, objectives and policies. The RTP must specify data sources for all performance measures.

A-2 Cont’d

CEQA Comments: Vehicle Miles Traveled & Greenhouse Gas Emissions

The IS/MND state variously that the RTP will cause no increase in VMT (IS p.28, IS p.66) and that the increase in VMT will be only “slight” (IS p.37) or “minimal” (IS p.67). In fact, the RTP and the IS itself project a VMT increase of over 10% over the planning period (p.24, IS p.42). Since Del Norte County’s population is expected to decline over the same period (p.9, IS p.42), this translates into a projected 13% increase in per capita VMT. This is a prima facie significant increase.

The IS’s hand-waving attempt to explain away this increase by simply citing Del Norte County’s “rural nature” is not supportable (IS p.42). Even assuming arguendo that rural areas have inherently higher per capita VMT than urban areas, there is no reason to conclude that current per capita VMT cannot be reduced to some extent. Furthermore, there is certainly no reason to predict that Del Norte County will become *more* rural over the planning period in some way that might lead to the even greater per capita VMT projected by the RTP and the IS/MND. In fact, research indicates that there are many effective strategies for reducing VMT in rural areas.⁷

For the same reason, it cannot be reasonably argued that the projected VMT increase is a “background condition” not subject to CEQA analysis. Given the county’s declining population and lack of plans for substantial new development, any increase in VMT must be attributable to planned changes in the transportation system, ergo, the RTP itself.

This major increase in both total and per capita VMT contradicts several of the IS/MND’s assertions of less than significant impacts, as follows.

- The IS argues that the RTP will result in only a “slight change” in VMT, and thus concludes that transportation-related energy use impacts are less than significant (IS p.37). In fact, as described above, the project will result in substantial VMT increases, and thus potentially significant impacts from increases in transportation-related energy use.
- The IS asserts that the RTP’s associated VMT increase is “minimal,” and thus concludes that GHG emission impacts are less than significant (IS p.42). In fact, as noted above, a 10% overall and 13% per capita increase in VMT is prima facie significant. This obvious conclusion is strengthened by the fact that the Governor’s Office of Planning and Research (OPR) recommends a CEQA significant threshold of 15% *below* existing per capita VMT in order to ensure consistency with state GHG reduction plans and targets.⁸ The importance of reducing VMTs from a GHG perspective is even greater in a rural area like Del Norte County. While the IS notes that transportation accounts for “about a third of the GHG emissions in most areas” (IS p.42), that proportion is markedly higher in most rural areas. In neighboring Humboldt County, for example, transportation accounts for over half of emissions.⁹ Therefore, the increase in VMT will result in potentially significant impacts from GHG emissions, as well as potentially significant

A-3

⁷ See for example [https://opr.ca.gov/docs/Mitigating_Vehicle-Miles_Traveled_\(VMT\)_in_Rural_Development.pdf](https://opr.ca.gov/docs/Mitigating_Vehicle-Miles_Traveled_(VMT)_in_Rural_Development.pdf)

⁸ https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf

⁹ <https://humboldt.gov/DocumentCenter/View/79805/PowerPoint-Presentation?bidid=>

impacts from conflicts with applicable GHG reduction plans ranging from the California Air Resources Board’s 2017 Scoping Plan¹⁰ to Caltrans’ Strategic Management Plan, which calls for substantial reductions in both overall GHG emissions from transportation and per capita VMT.¹¹

- The IS claims that the RTP will result in no VMT increases on local roadways, and therefore concludes that there will be no significant impact from conflicting with a transportation plan or policy nor any significant impact under CEQA Guidelines Section 15064.3(b) (IS p.66 et seq.). In fact, as noted above, the RTP will result in a significant increase in VMT, and thus a potentially significant impact from conflicts with several state plans. Furthermore, the IS itself quotes CEQA Guidelines Section 15064.3 as follows: “Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact.” The RTP clearly does not fall under this exemption, as it substantially increases VMT. In fact, given OPR’s recommended threshold of per capita VMT 15% below existing levels, it is clear that there is a potentially significant impact under CEQA Guidelines Section 15064.3(b).

A-3 Cont’d

Thus, the only reasonable and defensible conclusion is that the RTP will have several potentially significant impacts related to VMT increases which must be addressed through the CEQA process. A full Environmental Impact Report (EIR) may be warranted.

Additional CEQA Comments

We submit the following additional comments on the project’s draft MND and IS.

- The IS states that the RTP will “reduce congested conditions throughout the system while accommodating additional traffic generated by the increase in population projected for Del Norte County” (IS p.29). This statement contains two incorrect assertions. First, as noted above, the RTP establishes specifically that there are no congestion problems in Del Norte County and that capacity increases are not a priority (p.38). Second, the county’s population is projected to decline, not to increase (p.9, IS p.42). These errors should be corrected.
- The draft MND (MND p.6) and the IS (IS p.60) propose a mitigation measure to limit the noise-related impacts from the RTP that includes the following provision: “Establish speed limits and limits on hours of operation of transit systems.” While lowering speed limits is an established and evidence-supported method for reducing noise impacts, there is no reason to limit transit hours of operation in Del Norte County. The county’s transit system consists entirely of buses and other on-road vehicles, which should not be subject to any additional or greater restrictions than other on-road vehicles. The mitigation measure should be amended to remove references to transit.
- As noted above, Draft RTP Policy 8.3 appears to call for redesigning local roadways for new classes of freight vehicles. If this policy remains in the final document, it can be reasonably predicted that the result will be increased numbers of trucks on these roadways, some of which will carry hazardous materials. Many of the affected roadways, including Highways 101, 197 and 199, travel through sensitive natural habitats and adjacent to sensitive waterways. This would

A-4

A-5

A-6

¹⁰ https://ww2.arb.ca.gov/sites/default/files/2019-01/2017_sp_vmt_reductions_jan19.pdf

¹¹ <https://dot.ca.gov/-/media/dot-media/programs/risk-strategic-management/documents/2019-csm-plan-update-a11y.pdf>

result in potentially significant impacts through both the routine transport of hazardous materials and a reasonably foreseeable increase in accident conditions, in contrast with the conclusion reached in the IS (IS p.44 et seq.). Thus, as long as Policy 8.3 remains in the RTP, a full EIR may need to be prepared to address these impacts.

- The IS concludes that the RTP will have a less than significant impact on wildfire risks (IS p.77). However, the IS fails to assess the implications of changes to wildfire frequency and severity due to global climate change, just as the RTP itself does (see above). The IS cannot reasonably conclude that wildfire impacts will be less than significant without considering predicted changes to the local wildfire regime and how they will interact with the transportation system.

A-6 Cont'd

A-7

Thank you for your consideration of our comments.

Sincerely,

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Responses to the IS/MND Comments:

Comment A: Colin Fiske, Executive Director
Coalition for Responsible Transportation Priorities

Tom Wheeler, Executive Director
Environmental Protection Information Center

Joe Gillespie, President
Friends of Del Norte

Response A-1: The commentor provides a brief introductory statement. This comment does not require a formal response.

Response A-2: The commentor provides several pages of comments that specifically target content provided in the Regional Transportation Plan. Because these comments are not directly targeting the CEQA document, a separate response to comments is provided for this section of the comment letter. Additionally, revisions/modifications to the Regional Transportation Plan that are a result of these comments are provided in a separate document.

Response A-3: The commentor provides the following comment regarding Vehicle Miles Traveled and Greenhouse Gas Emissions:

The IS/MND state variously that the RTP will cause no increase in VMT (IS p.28, IS p.66) and that the increase in VMT will be only "slight" (IS p.37) or "minimal" (IS p.67). In fact, the RTP and the IS itself project a VMT increase of over 10% over the planning period (p.24, IS p.42). Since Del Norte County's population is expected to decline over the same period (p.9, IS p.42), this translates into a projected 13% increase in per capita VMT. This is a prima facie significant increase.

The IS's hand-waving attempt to explain away this increase by simply citing Del Norte County's "rural nature" is not supportable (IS p.42). Even assuming arguendo that rural areas have inherently higher per capita VMT than urban areas, there is no reason to conclude that current per capita VMT cannot be reduced to some extent. Furthermore, there is certainly no reason to predict that Del Norte County will become more rural over the planning period in some way that might lead to the even greater per capita VMT projected by the RTP and the IS/MND. In fact, research indicates that there are many effective strategies for reducing VMT in rural areas.⁷

For the same reason, it cannot be reasonably argued that the projected VMT increase is a "background condition" not subject to CEQA analysis. Given the county's declining population and lack of plans for substantial new development, any increase in VMT must be attributable to planned changes in the transportation system, ergo, the RTP itself.

This major increase in both total and per capita VMT contradicts several of the IS/MND's assertions of less than significant impacts, as follows.

- *The IS argues that the RTP will result in only a "slight change" in VMT, and thus concludes that transportation-related energy use impacts are less than significant (IS p.37). In fact, as described above, the project will result in substantial VMT increases, and thus potentially significant impacts from increases in transportation-related energy use.*
- *The IS asserts that the RTP's associated VMT increase is "minimal," and thus concludes that GHG emission impacts are less than significant (IS p.42). In fact, as noted above, a 10% overall and 13% per*

RESPONSE TO COMMENTS

capita increase in VMT is prima facie significant. This obvious conclusion is strengthened by the fact that the Governor's Office of Planning and Research (OPR) recommends a CEQA significant threshold of 15% below existing per capita VMT in order to ensure consistency with state GHG reduction plans and targets.⁸ The importance of reducing VMTs from a GHG perspective is even greater in a rural area like Del Norte County. While the IS notes that transportation accounts for "about a third of the GHG emissions in most areas" (IS p.42), that proportion is markedly higher in most rural areas. In neighboring Humboldt County, for example, transportation accounts for over half of emissions.⁹ Therefore, the increase in VMT will result in potentially significant impacts from GHG emissions, as well as potentially significant impacts from conflicts with applicable GHG reduction plans ranging from the California Air Resources Board's 2017 Scoping Plan¹⁰ to Caltrans' Strategic Management Plan, which calls for substantial reductions in both overall GHG emissions from transportation and per capita VMT.¹¹

- *The IS claims that the RTP will result in no VMT increases on local roadways, and therefore concludes that there will be no significant impact from conflicting with a transportation plan or policy nor any significant impact under CEQA Guidelines Section 15064.3(b) (IS p.66 et seq.). In fact, as noted above, the RTP will result in a significant increase in VMT, and thus a potentially significant impact from conflicts with several state plans. Furthermore, the IS itself quotes CEQA Guidelines Section 15064.3 as follows: "Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact." The RTP clearly does not fall under this exemption, as it substantially increases VMT. In fact, given OPR's recommended threshold of per capita VMT 15% below existing levels, it is clear that there is a potentially significant impact under CEQA Guidelines Section 15064.3(b).*

Thus, the only reasonable and defensible conclusion is that the RTP will have several potentially significant impacts related to VMT increases which must be addressed through the CEQA process. A full Environmental Impact Report (EIR) may be warranted.

A response to this comment requires some clarifying information regarding the source of the VMT calculations, an explanation of the source of the trips within the VMT calculations, and the relationship of the VMT calculations to the residents of Del Norte County, as well as modifications to the text to amplify the analysis. A clarifying discussion is provided below, followed by errata changes to the Initial Study text.

As discussed on page 42 of the Initial Study, Del Norte County's population is projected to decrease by 4.0% between 2020 and 2040, which translates to an average annual decrease of 0.2%. Over the 20-year lifetime of the Regional Transportation Plan, the population is expected to decrease to 23,542 by 2040. On the same page, the Initial Study notes that the population decrease does not result in a VMT decrease. Instead, it states that the VMT in Del Norte County will increase at an estimated rate no greater than 0.52% annually between 2020 and 2040, a total of 10.49% over 20 years. Total VMT in 2040 is anticipated to be 978.5 vehicle miles traveled per day.

Like the commentor noted, the prima facie assumption would be that per capita VMT increases by 13% per capita; however, it is critical to look deeper into the source of the VMT calculations to understand the source of the trips and trip lengths. The VMT calculations include vehicle miles traveled on state highways that travel through Del Norte County, including those that did not originate in Del Norte County. For instance, in Del Norte County there are recreational designations for visitors that begin their trip in other parts of the State of California, and in some cases, outside the State entirely. These trips are anticipated to occur with, or without, the Regional Transportation

Plan, and are independent of an increase or decrease in population in Del Norte County. Instead, they are a function of the desire of people to travel to, or through, Del Norte County for a variety of reasons. It is fully appropriate for the VMT analysis in the RTP to account for these trips and trip lengths even though they do not originate and are not attributable to the residents of Del Norte County. What this VMT analysis illustrates is that the desire for non-residents to travel to, or through, Del Norte County is anticipated to grow over the planning horizon, and as a result the total VMT is anticipated to increase in spite of the declining population. The total VMT attributed to residents is anticipated to decline at the same rate as the population decline, but this reduction is more than offset by the increase in visitors over the planning horizon.

This comment requires revisions to the VMT discussion presented on page 28, 37, 42, and 66-68 of the Initial Study. The revisions are as follows:

Pg 28

Isolated Rural Area

A finding of conformity is required under Clean Air Act section 176(c) (42 U.S.C. 7506 (c)) to ensure that federally supported highway and transit project activities are consistent with (“conform to”) the State Implementation Plan (SIP). Conformity ensures that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant national ambient air quality standards. Additionally, SIPs in California are developed to ensure conformity with the State ambient air quality standards.

While regional transportation conformity findings are required to approve RTPs in most places, they are not required for isolated rural areas, which includes the Del Norte Local Transportation Commission. Del Norte County is not part of an MPO, and regional planning is performed in part by Caltrans and the Del Norte Local Transportation Commission. RTP and TIP conformity requirements do not imply, instead regional conformity is done at the project level.

While the RTP provides improvements that will enhance the transportation system, it should be noted that it does not cause any increase in population or VMT. It is noted that VMT is anticipated to increase over the planning horizon as a result in trips/trip lengths that originate outside Del Norte County and travel to, or through, the planning area; however, this VMT is not attributed to the residents of Del Norte County, or the RTP policies, financing programs, or actions. Implementation of the RTP will not conflict with the Air Quality Plan, cause a violation of Air Quality Standards, contribute substantially to an existing air quality violation, or result in a cumulatively considerable net increase of a criteria pollutant in a nonattainment area. Therefore, this impact is considered **less than significant**.

Pg 37

Responses a), b): In Del Norte County, electricity is provided by PacifiCorp. Many residents and businesses in the County also rely on propane gas provided by a number of local franchises, as an energy source.

PacifiCorp sponsors several energy conservation programs that include education, solar energy incentives, florescent lighting business program and a weatherization program for low income

RESPONSE TO COMMENTS

families. These services are intended to reduce energy consumption in homes through the replacement of inefficient appliances and minor housing repairs, making the home more energy efficient. Consumers also receive valuable educational materials that provide useful energy saving tips and information.

Additional conservation measures can be encouraged through programs and policies that address areas within the County that can potentially reduce energy consumption by reducing wasteful energy consumption practices and habits.

Implementation of the proposed project would not result in new development, so there would be no development related energy needs generated by the proposed project. The transportation related energy needs for Del Norte County residents will decrease as a result of the decrease in population, and the decrease in total VMT by residents. However, this decrease in energy needs by County residents is more than offset by an anticipated increase in VMT from trips/trip lengths that originate outside of the County by visitors traveling to, or through, Del Norte County. For instance, in Del Norte County there are recreational designations for visitors that begin their trip in other parts of the State of California, and in some cases, outside the State entirely. These trips are anticipated to occur with, or without, the Regional Transportation Plan, and are independent of an increase or decrease in population in Del Norte County. Instead, they are a function of the desire of people to travel to, or through, Del Norte County for a variety of reasons. These additional trips will result in additional energy demands for those trips. The total VMT increase is anticipated to be 0.52% per year, which will result in an equivalent energy increase. are largely unchanged given that VMT has only a slight change, coupled with the fact I is noted that fuel efficiency is increasing based on fuel standards that are being phased in over the next decade and these trips originating outside the County are anticipated to benefit from those new standards. As a result energy demands are anticipated to have an annual increase that is lower than the 0.52% annual increase in VMT.

Construction emissions will continue as projects are constructed; however, fuel efficiency standards and cleaner fuels for construction equipment are also being phased in and are anticipated to improve over the next decade.

Overall, the proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy resources, during project operation of the plan, or during construction of individual projects. Additionally, the proposed project does not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Implementation of the proposed project would have a **less than significant** impact relative to this topic.

Pg 42

~~Because of the rural nature of Del Norte County, the population decrease does not result in a VMT decrease. It is expected that VMT will increase minimally on Del Norte County roadways over the lifetime of the proposed project due to little or no population growth projected over the coming decades. VMT in Del Norte County will increase at an estimated rate no greater than 0.52% annually between 2020 and 2040, a total of 10.49% over 20 years. Total VMT in 2040 is anticipated to be 978.5 vehicle miles traveled per day.~~

The population decrease does not result in a VMT decrease, however, instead it is expected that VMT will increase on Del Norte County roadways over the lifetime of the proposed project. VMT in Del Norte County will increase at an estimated rate no greater than 0.52% annually between 2020 and

RESPONSE TO COMMENTS

2040, a total of 10.49% over 20 years. Total VMT in 2040 is anticipated to be 978.5 vehicle miles traveled per day.

The prima facie assumption would be that per capita VMT increases by 13% per capita; however, it is critical to look deeper into the source of the VMT calculations to understand the source of the trips and trip lengths. The VMT calculations include vehicle miles traveled on state highways that travel through Del Norte County, including those that did not originate in Del Norte County. For instance, in Del Norte County there are recreational designations for visitors that begin their trip in other parts of the State of California, and in some cases, outside the State entirely. These trips are anticipated to occur with, or without, the Regional Transportation Plan, and are independent of an increase or decrease in population in Del Norte County. Instead, they are a function of the desire of people to travel to, or through, Del Norte County for a variety of reasons. It is fully appropriate for the VMT analysis in the RTP to account for these trips and trip lengths even though they do not originate and are not attributable to the residents of Del Norte County. What this VMT analysis illustrates is that the desire for non-residents to travel to, or through, Del Norte County is anticipated to grow over the planning horizon, and as a result the total VMT is anticipated to increase in spite of the declining population. The total VMT attributed to residents is anticipated to decline at the same rate as the population decline, but this reduction is more than offset by the increase in visitors over the planning horizon.

TABLE GHG-1 PROJECTED VEHICLE MILES TRAVELED

JURISDICTION	2020 DAILY VMT	2025 DAILY VMT	2030 DAILY VMT	2035 DAILY VMT	2040 DAILY VMT
Crescent City	28.9	29.6	30.3	31.1	31.9
Bureau of Indian Affairs	5.3	5.3	5.3	5.4	5.4
Del Norte County	199.6	201.6	203.6	205.7	207.7
National Park Service	5.1	5.1	5.1	5.2	5.2
State Highways	539.0	552.6	566.6	580.9	595.6
State Park Service	30.3	30.5	30.6	30.8	30.9
U.S. Forest Service	75.8	77.3	78.9	80.4	82.1
Total	885.6	908.0	930.9	954.4	978.5

SOURCE: DEL NORTE LOCAL TRANSPORTATION COMMISSION (2020)

The County does not have a GHG inventory, and is not subject to a GHG reduction target because it does not fall within a designated Metropolitan Planning Organization (MPO). The Del Norte Local Transportation Commission’s ability to address and mitigate climate change impacts is limited primarily to policy and funding decisions related to planned roadway and alternative transportation improvements. As described above, the combustion of fossil fuels during vehicle operations is the primary source of greenhouse gas (GHG) emissions in California, and it represents about a third of the GHG emissions in most areas. GHG emissions also result from the carbon dioxide, methane, and nitrous dioxide that are released during the combustion of gasoline and diesel fuel in construction equipment, vehicles, buses, trucks, and trains; and the use of natural gas to power transit buses and other vehicles.

Del Norte County has experienced slow growth in population and employment over the past two decades and is forecast to decline in population into the future. The County will continue to monitor population and employment and VMT growth consistent with the RTP, RTP performance measures,

RESPONSE TO COMMENTS

and local General Plans. As discussed above, total VMT is anticipated to increase in spite of the declining population. The total VMT attributed to residents is anticipated to decline at the same rate as the population decline, but this reduction is more than offset by the increase in visitors over the planning horizon.

This planning document recognizes that TDM and alternative mobility options, including walking, biking and transit require coordination with land use decisions and improved infrastructure. To this degree, the goals and policies in the RTP are still consistent with the County's General Plan to provide a balanced multi-modal transportation system that includes non-auto choices for access and mobility. Caltrans, the County, the City of Crescent City, and tribal governments are committed to implementing policies and strategies to reduce reliance on motorized vehicles where possible.

As discussed above, implementation of the RTP will not conflict with AB 32 or SB 375. Furthermore, the RTP does not result in any significant amount of VMT or population growth. Therefore, this impact is considered *less than significant*.

Pg 66-68

Responses a-b): Implementation of the RTP would support a number of transportation projects throughout the County, including roadway, transit, bicycle, and pedestrian. Some of the projects involve transportation operations, while others involve safety enhancements or maintenance. The long-term operation of these facilities is anticipated to have beneficial impacts and are considered to be consistent with local plans, policies, and ordinances.

IMPLEMENTATION OF THE PROPOSED PROJECT WOULD NOT RESULT IN POPULATION GROWTH WITHIN DEL NORTE COUNTY AND WOULD NOT DIRECTLY RESULT IN DECREASES IN LOS OR INCREASES IN VMT ON AREA ROADWAYS. It is noted that VMT is anticipated to increase over the planning horizon as a result in trips/trip lengths that originate outside Del Norte County and travel to, or through, the planning area; however, this VMT is not attributed to the residents of Del Norte County, or the RTP policies, financing programs, or actions. THE PROPOSED PROJECT WOULD IMPROVE TRAFFIC FLOWS AND OPERATIONS THROUGHOUT THE COUNTY, EMPHASIZING SAFETY CONCERNS, AND WOULD NOT RESULT IN A CONFLICT WITH TRANSPORTATION PLANS, POLICIES, OR ORDINANCES. IMPLEMENTATION OF THE PROPOSED PROJECT WOULD HAVE A **LESS THAN SIGNIFICANT** IMPACT RELATIVE TO THIS ISSUE, AND NO MITIGATION IS REQUIRED.

Responses b): Reducing vehicle miles traveled has become one of the top priorities for Local and State agencies involved in transportation, in alignment with State and Federal legislation setting goals for greenhouse gas reductions. Vehicle miles of travel (VMT) is a general but robust measure of vehicle activity. It measures the extent of utilization a transportation network experiences by motorists. Although it is not a good indicator of congestion, it is a great indicator of overall vehicle activity, identifying bottlenecks or high delay "hotspot" locations. VMT is commonly applied on a per-household or per-capita basis and is a primary input for regional air quality analyses and for developing VMT rates for safety analysis. Per Senate Bill 743 (Steinberg, 2013), VMT is now the basis for transportation impact identification and mitigation under the California Environmental Quality Act (CEQA). However, jurisdictions must also ensure consistency with current land use plans, some of which still utilize Level of Service as a primary metric.

VMT data is annually reported as part of the Federal Highway Performance Monitoring System (HPMS) program. The HPMS program uses a sample-based method that combines traffic counts stratified by functional classification of roadways by volume groups to produce sample based

RESPONSE TO COMMENTS

geographic estimates of VMT. HPMS VMT estimates are considered “ground truth” by the 1990 Federal Clean Air Act Amendments (November 15, 1990). HPMS VMT estimates are used to validate baseline travel demand models and to track modeled VMT forecasts over time. HPMS VMT estimates are reported for each county by local jurisdiction, state highway use, and other state/federal land roadways e.g., State Parks, US Bureau of Land Management, US Forest Service, US Fish and Wildlife Service.

Estimates of countywide VMT for Del Norte County for the four most recent years available (2015-2018) are provided in Table Traffic-1. As shown, VMT has consistently increased over all county roadways during this four-year period. See Table Traffic-2 for projected VMT on Del Norte County roadways.

TABLE TRAFFIC-1 EXISTING VEHICLE MILES TRAVELED

JURISDICTION	2015 DAILY VMT	2016 DAILY VMT	2017 DAILY VMT	2018 DAILY VMT	CHANGE, 2015-2018	AVERAGE ANNUAL CHANGE, 2015-2018
Crescent City	22.8	22.9	28.5	28.6	20.2%	6.7%
Bureau of Indian Affairs	5.0	5.0	5.3	5.3	4.3%	1.4%
Del Norte County	184.4	208.8	198.1	198.8	7.3%	2.4%
National Park Service	4.9	4.9	5.2	5.1	4.0%	1.3%
State Highways	439.3	492.2	492.2	533.7	17.7%	5.9%
State Park Service	29.3	29.3	30.6	30.3	3.2%	1.1%
U.S. Forest Service	65.5	65.0	69.1	75.2	12.8%	4.3%
Total	751.2	828.1	829.1	876.8	14.3%	4.8%

SOURCE: 2010 - 2018 CALIFORNIA PUBLIC ROAD DATA

TABLE TRAFFIC-2 PROJECTED VEHICLE MILES TRAVELED

JURISDICTION	2020 DAILY VMT	2025 DAILY VMT	2030 DAILY VMT	2035 DAILY VMT	2040 DAILY VMT
Crescent City	28.9	29.6	30.3	31.1	31.9
Bureau of Indian Affairs	5.3	5.3	5.3	5.4	5.4
Del Norte County	199.6	201.6	203.6	205.7	207.7
National Park Service	5.1	5.1	5.1	5.2	5.2
State Highways	539.0	552.6	566.6	580.9	595.6
State Park Service	30.3	30.5	30.6	30.8	30.9
U.S. Forest Service	75.8	77.3	78.9	80.4	82.1
Total	885.6	908.0	930.9	954.4	978.5

SOURCE: DEL NORTE LOCAL TRANSPORTATION COMMISSION (2020)

It is expected that VMT will increase minimally on Del Norte County roadways over the lifetime of the proposed project due to little or no population growth projected over the coming decades. VMT in Del Norte County will increase at an estimated rate no greater than 0.52% annually between 2020 and 2040, a total of 10.49% over 20 years. Total VMT in 2040 is anticipated to be 978.5 vehicle miles traveled per day. The population decrease does not result in a VMT decrease, however, instead it is expected that VMT will increase on Del Norte County roadways over the lifetime of the proposed

RESPONSE TO COMMENTS

project. VMT in Del Norte County will increase at an estimated rate no greater than 0.52% annually between 2020 and 2040, a total of 10.49% over 20 years. Total VMT in 2040 is anticipated to be 978.5 vehicle miles traveled per day.

The prima facie assumption would be that per capita VMT increases by 13% per capita; however, it is critical to look deeper into the source of the VMT calculations to understand the source of the trips and trip lengths. The VMT calculations include vehicle miles traveled on state highways that travel through Del Norte County, including those that did not originate in Del Norte County. For instance, in Del Norte County there are recreational designations for visitors that begin their trip in other parts of the State of California, and in some cases, outside the State entirely. These trips are anticipated to occur with, or without, the Regional Transportation Plan, and are independent of an increase or decrease in population in Del Norte County. Instead, they are a function of the desire of people to travel to, or through, Del Norte County for a variety of reasons. It is fully appropriate for the VMT analysis in the RTP to account for these trips and trip lengths even though they do not originate and are not attributable to the residents of Del Norte County. What this VMT analysis illustrates is that the desire for non-residents to travel to, or through, Del Norte County is anticipated to grow over the planning horizon, and as a result the total VMT is anticipated to increase in spite of the declining population. The total VMT attributed to residents is anticipated to decline at the same rate as the population decline, but this reduction is more than offset by the increase in visitors over the planning horizon.

Section 15064.3 of the CEQA Guidelines states that “*Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact...*” Given that VMT increases over the next 20 years are projected to be ~~very slight~~0.52% annually, the source of the annual increase is non-residents that are traveling to, or through Del Norte County, the VMT from residents is anticipated to decrease with the overall population decrease, and the individual improvements programed under the RTP are not anticipated to have an impact on drive VMT increases given they are prioritized to be safety improvements, implementation of the proposed project would have a **less than significant** impact relative to topic, therefore no mitigation is required.

Responses c): The RTP prioritizes safety improvements, and includes roadway projects designed to ~~alleviate existing and anticipated future congestion issues and to~~ reduce traffic hazards. Figure 3 and 4 illustrate traffic collisions, which represent hazards that warrant improvements. The RTP includes long range planning and financing efforts to improve conditions such that the risk of collisions is reduced.

While the RTP includes numerous projects that will involve a design/engineering process, the project-specific designs and plans for these improvements are not available for analysis at this time. However, consistent with agency practice, all improvements will be designed to the standards and specifications of Caltrans or the appropriate implementing agency. As such, the proposed project is not anticipated to cause a substantial increase in hazards due to design features or incompatible uses. Therefore, the potential impacts on safety and compatibility are considered **less than significant**, and no mitigation is required.

Response A-3: The commentor provides the following comment regarding Vehicle Miles Traveled and Greenhouse Gas Emissions:

The IS/MND state variously that the RTP will cause no increase in VMT (IS p.28, IS p.66) and that the increase in VMT will be only “slight” (IS p.37) or “minimal” (IS p.67). In fact, the RTP and the IS itself project a VMT increase

RESPONSE TO COMMENTS

of over 10% over the planning period (p.24, IS p.42). Since Del Norte County's population is expected to decline over the same period (p.9, IS p.42), this translates into a projected 13% increase in per capita VMT. This is a prima facie significant increase.

This comment is noted, and it addressed under A-3 Response and errata changes.

Response A-5: The commentor provides the following additional CEQA comments:

Additional CEQA Comments

We submit the following additional comments on the project's draft MND and IS.

- *The IS states that the RTP will "reduce congested conditions throughout the system while accommodating additional traffic generated by the increase in population projected for Del Norte County" (IS p.29). This statement contains two incorrect assertions. First, as noted above, the RTP establishes specifically that there are no congestion problems in Del Norte County and that capacity increases are not a priority (p.38). Second, the county's population is projected to decline, not to increase (p.9, IS p.42). These errors should be corrected.*

This comment requires revisions to the Localized Carbon Monoxide discussion presented on page 29 of the Initial Study. The revision is as follows:

~~Del Norte County is designated unclassified for CO at the state federal level. The RTP projects are designed to improve traffic flows and reduce congestion system wide, reducing the potential for CO "hot spots" that can occur from exhaust of idling cars waiting to clear a heavily congested intersection or crossing. The RTP projects are intended to reduce congested conditions throughout the system while accommodating additional traffic generated by the increase in population projected for Del Norte County. Del Norte County does not have major congestion problems, which are generally the source of CO hot spots. Due to the lack of congestion, Del Norte County is designated unclassified for CO at the state federal level.~~

It is noted that the population of Del Norte County is projected to decrease by 4.0% between 2020 and 2040, which translates to an average annual decrease of 0.2%. Over the 20-year lifetime of the Regional Transportation Plan, the population of 24,528 is expected to decrease to 23,542 by 2040. With low traffic volumes and a decreasing population, expanding the traffic capacity of roadways in Del Norte County is not a priority. Safety and operational improvements and maintenance of the existing system to ensure connectivity are of central importance. As such, the RTP projects are designed to improve safety, maintain regional roadways, and ensure connectivity to Humboldt County, Curry County and Josephine County.

The potential for CO hot spots in Del Norte County is highly unlikely do to the existing traffic conditions, which lacks congestion, as well as the anticipated decrease in population over the planning horizon. This is considered a **less than significant** impact.

The above revision fully addresses the concern and recommendation provided by the commenter.

Response A-6: The commentor provides the following additional CEQA comments:

- *The draft MND (MND p.6) and the IS (IS p.60) propose a mitigation measure to limit the noise-related impacts from the RTP that includes the following provision: "Establish speed limits and limits on hours*

RESPONSE TO COMMENTS

of operation of transit systems.” While lowering speed limits is an established and evidence-supported method for reducing noise impacts, there is no reason to limit transit hours of operation in Del Norte County. The county’s transit system consists entirely of buses and other on-road vehicles, which should not be subject to any additional or greater restrictions than other on-road vehicles. The mitigation measure should be amended to remove references to transit.

This comment requires revisions to Mitigation Measure 13 presented on page 6 of the MND and page 60 of the Initial Study. The revision is as follows:

MITIGATION MEASURE

Mitigation Measure 13: *Prior to approval of new construction projects adjacent to noise-sensitive uses, the implementing agency shall perform a project-level noise evaluation. The implementing agencies shall consider the following measures:*

- *Construct vegetative earth berms with mature trees and landscaping to attenuate roadway noise on adjacent residences or other sensitive use, and /or sound walls or other similar sound-attenuating buffers, as appropriate.*
- *Design projects to maximize the distance between noise-sensitive land uses and new roadway lanes, roadways, transit centers, park-and-ride lots, and other new noise generating facilities.*
- *Establish speed limits ~~and limits on hours of operation~~ of transit systems.*

The above revision fully addresses the concern and recommendation provided by the commenter.

Response A-7: The commentor provides the following additional CEQA comments:

- *As noted above, Draft RTP Policy 8.3 appears to call for redesigning local roadways for new classes of freight vehicles. If this policy remains in the final document, it can be reasonably predicted that the result will be increased numbers of trucks on these roadways, some of which will carry hazardous materials. Many of the affected roadways, including Highways 101, 197 and 199, travel through sensitive natural habitats and adjacent to sensitive waterways. This would result in potentially significant impacts through both the routine transport of hazardous materials and a reasonably foreseeable increase in accident conditions, in contrast with the conclusion reached in the IS (IS p.44 et seq.). Thus, as long as Policy 8.3 remains in the RTP, a full EIR may need to be prepared to address these impacts.*

Transportation of hazardous materials is addressed on page 44 of the original circulated Initial Study, which states:

Response a): Construction of the individual RTP projects may involve the transportation, use, and/or disposal of hazardous materials, which may involve the use of equipment that contains hazardous materials (e.g., solvents and fuels, diesel-fueled equipment), or the transportation of excavated soil and/or groundwater containing contaminants from areas that are identified as being contaminated. However, the transportation of hazardous materials is heavily regulated and monitored by federal, state, and local regulations and policies. All transportation of hazardous materials, if any, will be required to comply with all existing regulations and policies. Compliance with all existing regulations and policies would ensure that the impact would be **less than significant**, and no additional mitigation is required.

This Initial Study discussion is correct. The Initial Study notes that there is the potential for transportation, use, and/or disposal of hazardous materials, which may involve the use of equipment that contains hazardous materials (e.g., solvents and fuels, diesel-fueled equipment), or the transportation of excavated soil and/or groundwater containing contaminants from areas that are identified as being contaminated. The Initial Study also correctly notes that the transportation of hazardous materials is heavily regulated and monitored by federal, state, and local regulations and policies. All transportation of hazardous materials, if any, will be required to comply with all existing regulations and policies. This includes having proper placarding, documentation of the material to be transported, the origination and destination of the trip, and the travel route. Travel routes for hazardous materials are established by federal, state, and local agencies following the 49 U.S. Code § 5112 - Highway routing of hazardous material. This includes designating specific highway routes over which hazardous material may and may not be transported by motor vehicle; and limitations and requirements related to highway routing. The RTP does not include any specific policies that aim to designate a travel route for hazardous materials.

Response A-8: The commentor provides the following additional CEQA comments:

- *The IS concludes that the RTP will have a less than significant impact on wildfire risks (IS p.77). However, the IS fails to assess the implications of changes to wildfire frequency and severity due to global climate change, just as the RTP itself does (see above). The IS cannot reasonably conclude that wildfire impacts will be less than significant without considering predicted changes to the local wildfire regime and how they will interact with the transportation system.*

Wildfire is addressed on page 47 and 77 of the original circulated Initial Study, which states:

Pg 47

Response g): The risk of wildfire is related to a variety of parameters, including fuel loading (vegetation), fire weather (winds, temperatures, humidity levels and fuel moisture contents) and topography (degree of slope). Steep slopes contribute to fire hazard by intensifying the effects of wind and making fire suppression difficult. Fuels such as grass are highly flammable because they have a high surface area to mass ratio and require less heat to reach the ignition point, while fuels such as trees have a lower surface area to mass ratio and require more heat to reach the ignition point.

Wildfires are a major hazard in the State of California. Wildfires burn natural vegetation on developed and undeveloped lands including timber, brush, woodland, and grass fires. While low intensity wildfires have a role in the County's ecosystem, the intensity and frequency of wildfires is exacerbated due to extended droughts and climate change, and puts human health and safety, structures (e.g., homes, schools, businesses, etc.), air quality, recreation areas, water quality, wildlife habitat and ecosystem health, and forest resources at risk.

Del Norte County has areas with the appropriate fuel loading, and topography for wildfire. When this is combined with dry summers and higher temperatures, the risk of wildfire increases substantially. Most wildland fires are human caused, so areas with easy human access to land with the appropriate fire parameters generally result in an increased risk of fire.

The individual RTP improvement projects would not result in the construction of structures that would be occupied by humans; therefore, it would not expose people or structures to a significant risk involving wildfires. The RTP provides for improvements to transportation systems throughout the County, which is expected to improve the ability for fire protection services to access areas that have a high wildfire risk rating. Therefore, there is **no impact**.

Pg 77

Responses a), b), c), d): The proposed project is a regional planning effort developed by the Del Norte Local Transportation Commission that covers all of Del Norte County. The planning area includes “Very High” Fire Hazard Severity Zones within the State Responsibility Area (SRA), as determined by CAL FIRE. The individual improvements projects would not result in new structures in these areas, but would improve connectivity within the planning area, thereby allowing improved management of wildfires within the planning area. Therefore, the proposed project would not impair an adopted emergency response plan or emergency evacuation plan, exacerbate wildfire risks, or expose people or structures to significant wildfire risks.

Nevertheless, there exists the possibility that proposed project could require the installation or maintenance of infrastructure associated with the proposed project that could exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. Therefore, the potential for individual projects to exacerbate fire risk or result in temporary or ongoing environmental impacts due to the installation or maintenance of associated infrastructure will need to be analyzed on a project-by-project level.

Project site specific design is not currently available for RTP improvement projects; therefore, the location of associated infrastructure is yet to be determined. Therefore, installation or maintenance of associated infrastructure would be evaluated on a project-by-project basis as part of the CEQA process prior to project approval. Since site specific design details are not currently available, each agency will need to do a project specific review by the implementing agency prior to project approval. Implementation of a project-level review would reduce this potentially significant impact to a less than significant level.

These discussions of wildfire as it relates to the Regional Transportation Plan are accurate. The discussions note that: 1) wildfire is a major hazard in California, 2) Del Norte County has areas with the appropriate fuel loading, topography, and seasonal weather for wildfire, 3) Del Norte County has easy human access to land with the appropriate fire parameters, 4) Del Norte County includes “Very High” Fire Hazard Severity Zones within the State Responsibility Area (SRA), as determined by CAL FIRE. and 5) the intensity and frequency of wildfires in Del Norte is exacerbated due to extended droughts and climate change, and puts human health and safety, structures (e.g., homes, schools, businesses, etc.), air quality, recreation areas, water quality, wildlife habitat and ecosystem health, and forest resources at risk.

By providing these statements in the Initial Study in two separate discussions it is clear that the discussion is not intended to, and does not suggest that “wildfire” itself is an insignificant concern in Del Norte County. Instead, the insignificance determination is based on the fact that the RTP itself is not the cause of wildfire, and does not include any specific policy, financing, or action that would cause a wildfire impact. To dive deeper into the analysis, we must first explore five

questions/thresholds that are established in Appendix G of the CEQA Guidelines and serve as the basis for analyzing wildfire impacts. Each are presented below:

IX. HAZARDS AND HAZARDOUS MATERIALS

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

XX. WILDFIRE

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?
d) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

To answer these questions, the regional transportation planning effort developed by the Del Norte Local Transportation Commission (the Del Norte RTP) does not include actions that would physically expose people or structure to wildfire, does not physically impair an adopted emergency response plan, and does not physically cause downstream/slope risk of flooding/landslides from past fire. The RTP is a written document that includes transportation policies, financing programs, and actions to improve the transportation system, with a priority on safety improvements. The RTP has no impact, or a less than significant impact relative to each of these questions.

It is noted on Pg 77 of the Initial Study that *“there exists the possibility that proposed project could require the installation or maintenance of infrastructure associated with the proposed project that could exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.”* Pg 77 further states that *“the potential for individual projects to exacerbate fire risk or result in temporary or ongoing environmental impacts due to the installation or maintenance of associated infrastructure will need to be analyzed on a project-by-project level...Project site specific design is not currently available for RTP improvement projects; therefore, the location of associated infrastructure is yet to be determined. Therefore, installation or maintenance of associated infrastructure would be evaluated on a project-by-project basis as part of the CEQA process prior to project approval. Since site specific design details are not currently available, each agency will need to do a project specific review by the implementing agency prior to project approval. Implementation of a project-level review would reduce this potentially significant impact to a **less than significant level.**”* This discussion is accurate where it indicates that the possibility exists that a project construction effort could result in increased wildfire risk, but it is too speculative to definitively conclude that the impact level is significant. It is more reasonable to expect that the implementing agency, along with the

construction contractor, would implement best management practices during construction to ensure that risks of wildfire originating from the construction effort of transportation projects are reduced to insignificant levels. This is considered a reasonable assumption, and not speculative, because both the implementing agency and contractor have it in their best financial interest to not use a construction method that elevates wildfire risk. This, however, will be validated once individual projects designs are developed and taken forward for approval.

It is important to understand that these conclusions of insignificance does not mean that wildfire risk does not exist in Del Norte County, or that wildfire is not a major concern, instead it means that the risks are not created by the RTP's policies, financing programs, or actions.

Item 6 Staff Report

DATE: FEBRUARY 23, 2021
TO: TECHNICAL ADVISORY COMMITTEE
FROM: TAMERA LEIGHTON, EXECUTIVE DIRECTOR
SUBJECT: ADOPT THE 2020 REGIONAL TRANSPORTATION PLAN

PROPOSED ACTION: Recommend DNLTC adopts resolution 2021 2 adopting the 2020 Regional Transportation Plan.

DISCUSSION: The Regional Transportation Plan (RTP) is a long-range planning document for the region. The RTP provides a 20-year vision for transportation in the Del Norte region supported by transportation goals, short-term projects for the 2020-2030 timeframe, long-term projects for the 2031-2040 timeframe, and a funding plan for implementing identified projects. The RTP must be updated every 5 years and having a compliant and up-to-date RTP is required for many sources of funding to be released to the region. The last RTP for the region was developed in 2016. The RTP should include all transportation project needs for the Del Norte region over the next 20 years, including local roadway improvements and maintenance, State highways, bridges, transit, bicycle, pedestrian, rail, and aviation.

The three main components required to be included in the RTP are the policy element, the action element and the financial element. The policy element describes the transportation issues in the region and submits goals, objectives, and policies aimed at addressing transportation issues. The action element identifies projects that address the needs and issues for each transportation mode in accordance with the policy element. The financial element summarizes costs associated with the projects identified in the action element and provides an inventory of existing and potential transportation funding sources. After the public comment period closed on February 12th, 2021, the project team addressed all RTP comments and incorporated them into the final document.

RESOLUTION NO. 2021 2

DEL NORTE LOCAL TRANSPORTATION COMMISSION RESOLUTION
ADOPTING THE 2020 REGIONAL TRANSPORTATION PLAN

WHEREAS, the Del Norte Local Transportation Commission (DNLTC) is the State designated Regional Transportation Planning Agency (RTPA) serving the region of Del Norte County; and

WHEREAS, Federal and State planning regulations require the RTPA to prepare and adopt a regional transportation plan (RTP) directed at achieving a coordinated and balanced regional transportation system, including, but not limited to, mass transportation, highway, bicycle, pedestrian, goods movement, and aviation facilities and services for their region; and

WHEREAS, Section 65080 of the California Government Code requires the RTPA to prepare a long range RTP and update it for submission to the governing Board for adoption; and

WHEREAS, the 2020 Regional Transportation Plan has been prepared in accordance with State guidelines adopted by the California Transportation Commission and compliance with Federal guidance; and

WHEREAS, the document has been available for public review and has received public input from the public outreach effort; and

WHEREAS, a public hearing was conducted on March 2, 2021 to hear and consider comments on the 2020 RTP.

NOW, THEREFORE, BE IT RESOLVED that the Del Norte Local Transportation Commission, State of California, adopts the 2020 Regional Transportation Plan.

PASSED AND ADOPTED by the Del Norte Local Transportation Commission on the 2nd day of March 2021, by the following polled vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

, Chair

Del Norte Local Transportation Commission

ATTEST:

Tamera Leighton, Executive Director
Del Norte Local Transportation Commission

FINAL



2020 Del Norte County Regional Transportation Plan

March 2021



2020 Del Norte County

Regional Transportation Plan

Report Prepared For:



900 Northcrest Drive, PMB 16
Crescent City, CA 95531

Report Prepared By:



Table of Contents

0	Executive Summary	1
	0.1. Introduction	1
	0.2. Overview of Existing Conditions	1
	0.3. Overview of Regional Vision	1
	0.4. Overview of Action Element	2
	0.5. Overview of Financial Element	3
1	Introduction	4
	1.1. About the Del Norte Local Transportation Commission	4
	1.2. About the Regional Transportation Plan	4
	1.3. RTP Planning Requirements	5
	1.4. Climate Change and Environmental Quality	5
	1.5. RTP Planning Process	5
	1.6. COVID-19 Statement	8
2	Existing Conditions	9
	2.1. Setting	9
	2.2. Population Trends	10
	2.3. Demographics	11
	2.4. Socioeconomic Conditions	12
	2.5. Disadvantaged Communities	14
	2.6. Housing	16
	2.7. Transportation	17
	2.8. Streets and Roads	18
	2.9. Public Transit	30
	2.10. Active Transportation	33
	2.11. Aviation	34
	2.12. Goods and Freight Movement	35
	2.13. Water Resources	35
	2.14. Interconnectivity Issues	35
3	Policy Element	37
	3.1. Transportation Issues	37
	3.2. Regional Goals, Objectives and Strategies	40
	3.3. State Highways and Regional Roadways	40
	3.4. Local Roads	42
	3.5. Multi-modal Transportation	42
	3.6. Public Transit	44
	3.7. Aviation	45
	3.8. Goods Movement	46
	3.9. Tribal Transportation	46
	3.10. Climate Change and the Environment	47
4	Action Element	49
	4.1. Project Purpose and Need	49
	4.2. Regional Priorities	49
	4.3. Transportation Safety	50
	4.4. Del Norte Strategies to Prepare for Climate Change	51
	4.5. Transportation Security/Emergency Preparedness	51
	4.6. Transportation Systems Management	52

Table of Contents

4.7. Intelligent Transportation Systems (ITS)	52
4.8. Project Lists	53
4.9. Program-Level Performance Measures	69
4.10. Application of Performance Measures	69
5 Financial Element	73
5.1. Projected Revenues	73
5.2. Cost Summary	75

List of Tables

Table 1.1: Native American Tribal Contacts	8
Table 2.1: Existing Population	10
Table 2.2: Existing Age of Population	11
Table 2.3: Median Household Income	12
Table 2.4: Poverty Rates	13
Table 2.5: Labor Force Participation and Unemployment	13
Table 2.6: Educational Attainment	14
Table 2.7: Disadvantaged Communities	16
Table 2.8: Housing Characteristics	16
Table 2.9: Median Home Value vs. Median Household Income	16
Table 2.10: Vehicle Ownership	17
Table 2.11: Commute Patterns	18
Table 2.12: Existing Roadway Facilities	18
Table 2.13: Roadway Classifications	19
Table 2.14: Tsunami Evacuation Routes	21
Table 2.15: Pavement Conditions	21
Table 2.16: Bridge Sufficiency Rating	22
Table 2.17: Existing Traffic Volumes	23
Table 2.18: Future Traffic Volumes	24
Table 2.19: Existing Vehicle Miles Traveled	25
Table 2.20: Future Vehicle Miles Traveled	26
Table 2.21: Truck Traffic	26
Table 2.22: Collision History	27
Table 2.23: Passengers per Revenue Hour by Service Type	30
Table 4.1 Roadway Projects	53
Table 4.2: Bridge Replacement or Rehabilitation Projects	58
Table 4.3: Bicycle and Pedestrian Projects	59
Table 4.4: Transit Projects	62
Table 4.5: Aviation Projects	63
Table 4.6: Tribal Projects	65
Table 4.7: Del Norte RTP Program Level Performance Measures	72
Table 5.1: Projected Revenues from Federal, State, and Local Sources for the Del Norte Region	74
Table 5.2: Revenue vs. Cost by Mode	75
Table 5.3: Comparison of Roadway Costs to Expected Revenue	76
Table 5.4: Comparison of Bridge Costs to Expected Revenue	76
Table 5.5: Comparison of Bicycle and Pedestrian Costs to Expected Revenue	76
Table 5.6: Comparison of Transit Costs to Expected Revenue	77
Table 5.7: Comparison of Aviation Costs to Expected Revenue	77

List of Figures

Figure 0.1: Project Needs by Mode	3
Figure 0.2: Project Needs in Dollars, By Mode	3
Figure 2.1: Location Map	9
Figure 2.2: Historic and Existing Population	10
Figure 2.3: Future Population	11
Figure 2.4: Demographics	12
Figure 2.5: Disadvantaged Communities	15
Figure 2.6: Mode Share	17
Figure 2.7: Map of Roadway Classifications	20
Figure 2.8: Heatmap of Collisions	28
Figure 2.9: Map of Collisions in Crescent City	29
Figure 2.10: Map of Redwood Coast Transit Services	31

List of Attachments

Attachment A: Stakeholder List
Attachment B: Outreach Materials
Attachment C: Coordination with the State Wildlife Action Plan
Attachment D: Native American Tribal Consultation and Coordination
Attachment E: Project Lists



0 EXECUTIVE SUMMARY

0.1. Introduction

The Del Norte Local Transportation Commission (DNLTC) is the Regional Transportation Planning Agency (RTPA) for the Del Norte region. The DNLTC's overall mission is to prepare and adopt transportation documents and allocate funds to program regional, County, City, and transit transportation projects and operations. The DNLTC works to plan, communicate, and coordinate with the citizens of the Del Norte region and decisionmakers of the County of Del Norte, City of Crescent City, and Caltrans to create a balanced regional transportation system. Every RTPA is required by federal law (Title CFR 450.300, Subpart B) and state law (CA Government Code Section 65080) to conduct long-range planning in order to establish the region's vision and goals and to clearly identify the unique transportation needs for the region.

Developing the Regional Transportation Plan (RTP) is one of the main duties of the DNLTC and other RTPAs. The RTP is a long-range (20 year) planning document which acts as the blueprint for transportation planning in the region. The RTP is a living document and is required to be updated every 4-5 years for the Del Norte region to be eligible for many sources of funding. Each RTP builds upon previous efforts and recalibrates the region's needs based on the evolving demographic, political, economic, and environmental context.

The RTP addresses all modes of transportation, including roadway, bicycle and pedestrian, transit, freight, aviation and rail. Developing the RTP is a collaborative process between the DNLTC, the public, City of Crescent City, Caltrans, Tribal governments, and various federal, state, regional and local partners. The most recent RTP Guidelines, adopted by the California Transportation Commission (CTC) on January 18, 2017, established the required elements and development process for the RTP. The following three elements are required by the California Transportation Commission, and comprise the main framework of the Plan:


- ❖ The Policy Element (Chapter 3): The purpose of the policy element is to identify legislative, planning, financial and institutional issues and requirements, as well as provide the regional vision supported by a series of goals which are supported by objectives and policies.
- ❖ The Action Element (Chapter 4): The Action Element describes the programs and actions necessary to support the regional vision; the Action Element lists the identified transportation needs projected for the Del Norte region over the next 20 years, by mode.
- ❖ The Financial Element (Chapter 5): The Financial Element identifies the current and anticipated revenue sources available to fund the transportation projects and programs identified in the Action Element.

0.2. Overview of Existing Conditions

Changing demographics influence the transportation needs of a region. In the Del Norte region, the population is not expected to increase significantly between now and the horizon year of this planning document, 2040. The focus of the planning efforts for this RTP will be on maintaining the existing transportation network, and increasing the safety, efficiency and convenience of all modes in the region.

0.3. Overview of Regional Vision

The overarching regional vision for the DNLTC is to maintain a safe, efficient, and convenient regional transportation system, including roadways, non-motorized systems, transit, freight, air travel, and any other applicable modes, that enhance the lifestyle of the residents and meets the travel needs of people and goods moving through and within the Del Norte region.



Historically, the primary local and regional issues centered around a lack of maintenance funding to maintain the integrity of existing facilities. Recent legislative efforts, especially Senate Bill 1 signed in April 2017 and upheld with the defeat of California Proposition 8 in November 2018, have greatly increased the funding available to the DNLTC and local agencies for maintenance and development of the regional transportation network. Even with new guaranteed funding, the primary local and regional issues revolve maintaining the integrity of existing facilities. Additional issues at the local and regional level include the need for transportation modes other than the automobile, that provide access and connectivity between communities, health services, shopping, recreational destinations and employment centers. The following general categories of transportation issues have been identified:

1. Maintenance and improvement of the existing road system.
2. Improvement of non-auto transportation modes and programs that lower emissions due to vehicles, including establishing an adequate electric grid to be utilized by electric transit vehicles, personal electric vehicles, and electric bicycles.
3. Adherence to climate greenhouse gas reduction targets.
4. Promotion of economic development within the region.

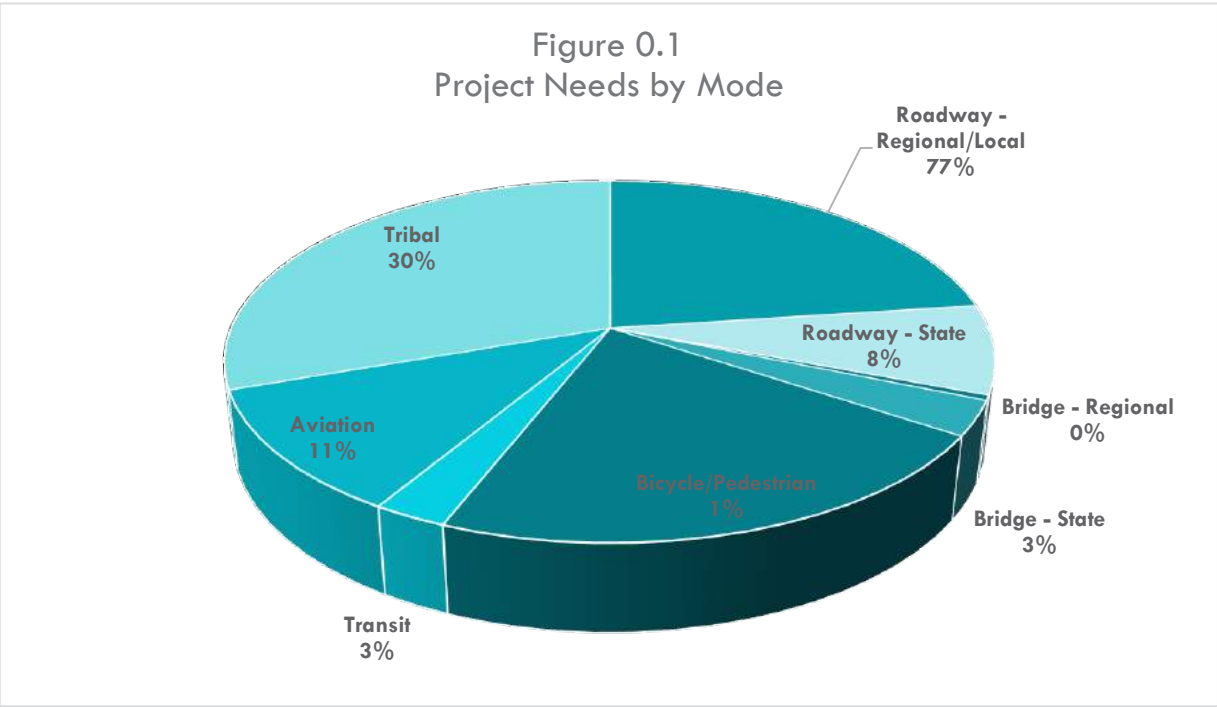
The 11 following goals have been established and ordered to reflect the regional importance of improving all modes of transportation in the Del Norte region:

- ❖ Goal 1: Provide and maintain a safe, efficient, and convenient regional roadway system.
- ❖ Goal 2: Support recreational travel by making it safe, easy and inviting.
- ❖ Goal 3: Upgrade and improve roadways in order to preserve the existing regional roadway system.
- ❖ Goal 4: Provide a safe, convenient and efficient multi-modal transportation system that is part of a balanced overall transportation system.
- ❖ Goal 5: Promote alternative transportation.
- ❖ Goal 6: Provide for the mobility needs of residents, visitors and employees through transit services within the financial constraints of state and federal transit funding.
- ❖ Goal 7: Maintain safe and efficient commercial and general aviation facility.
- ❖ Goal 8: Provide for the safe and efficient movement of regional and interregional goods.
- ❖ Goal 9: For Tribal residents within the Del Norte region to have safe, effective, functional transportation systems, including streets, roads pedestrian and bicycle facilities and transit.
- ❖ Goal 10: Ensure sensitivity to the environment in all transportation decisions.
- ❖ Goal 11: Include climate change strategies in transportation investment decisions.

The Policy Element, Chapter 3 of this document, establishes objectives and policies for each goal to ensure that the Del Norte region can maintain the regional transportation system within the financial constraints of State, Federal, and local funding sources.

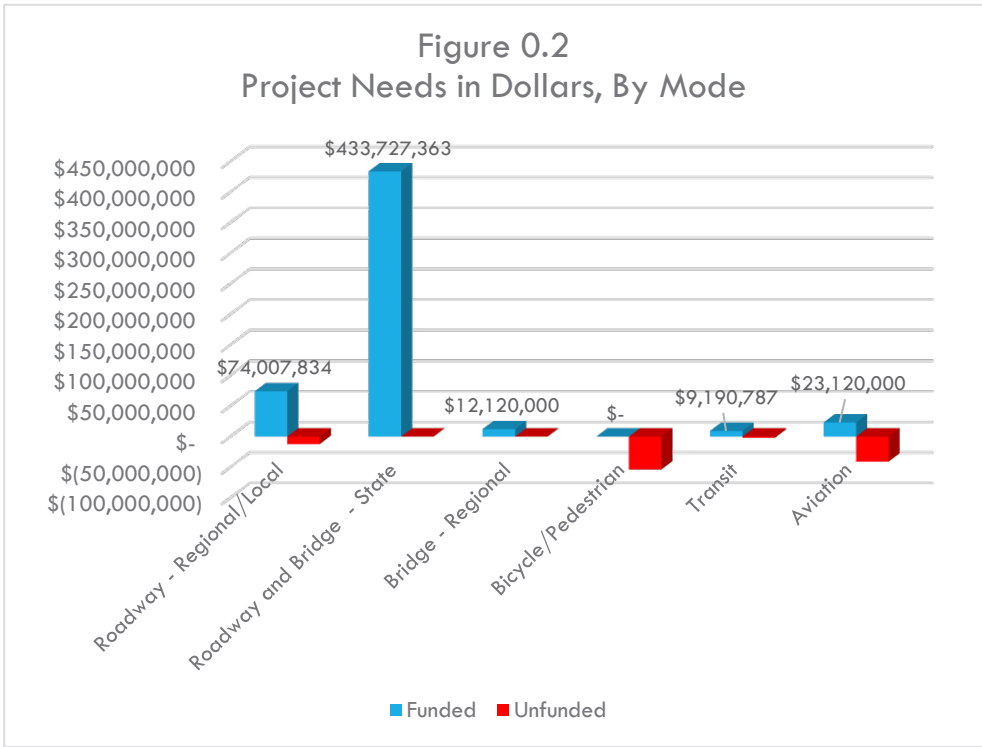
0.4. Overview of Action Element

Over 220 projects have been identified in the Action Element (Chapter 4) of this document including roadway, bridge, transit, bicycle and pedestrian, and aviation projects. The following figure shows the project needs in the region by mode.



0.5. Overview of Financial Element

Over \$299 million have been identified in short-range transportation needs in the Del Norte region, and an additional \$363 million have been identified in long-range transportation needs. The following figure summarizes the funded project needs or funding shortfall for each mode.





1 INTRODUCTION

1.1. About the Del Norte Local Transportation Commission

The Del Norte Local Transportation Commission (DNLTC) is the designated Regional Transportation Planning Agency (RTPA) for the Del Norte region. The DNLTC is comprised of six commissioners, three each appointed by the Crescent City Council and the Del Norte County Board of Supervisors. The Del Norte region is located within the jurisdictional boundaries of Caltrans District 1, located in Eureka. The DNLTC, along with Caltrans District 1, fulfills the transportation planning responsibilities for the region. One of the main responsibilities of the DNLTC is the preparation and approval of the Regional Transportation Plan.

1.2. About the Regional Transportation Plan

1.2.1. Purpose of the Plan

The purpose of the Regional Transportation Plan (RTP) is to provide a vision for the region, supported by transportation goals, for ten-year (2030) and twenty-year (2040) planning horizons. The RTP documents the policy direction, actions, and funding strategies designed to maintain and improve the regional transportation system using the following methods:

- ❖ Assessing the current modes of transportation and the potential of new travel options within the region.
- ❖ Identifying projected growth corridors and predicting the future improvements and needs for travel and goods movement.
- ❖ Identifying and documenting specific actions necessary to address the region's mobility and accessibility needs, and establishing short and long-term goals to facilitate these actions.
- ❖ Identifying and integrating public policy decisions made by local, regional, State, and Federal officials regarding transportation expenditures and financing.

1.2.2. RTP Elements

RTPs must include the following three elements:

- ❖ The Policy Element (Chapter 3) describes the transportation issues in the region, identifies and quantifies regional needs expressed within both a short- and long-range planning horizon, and maintains internal consistency with the financial element fund estimates. Related goals, objectives, and policies are provided along with performance indicators and measures.
- ❖ The Action Element (Chapter 4) identifies projects that address the needs and issues for each transportation mode in accordance with the policy element.
- ❖ The Financial Element (Chapter 5) summarizes the costs to operate and maintain the current transportation system, estimates the costs and revenues to implement the projects identified in the Action Plan, and outlines inventories of existing and potential transportation funding sources. Candidate projects are listed if funding becomes available and potential funding shortfalls are laid out. Lastly, alternative policy directions that affect the funding of projects are identified.

1.3. RTP Planning Requirements

1.3.1. New Planning Requirements

Since the adoption of the most recent Del Norte RTP in 2016, there has been an update to the RTP Guidelines. The 2017 RTP Guidelines, adopted January 18, 2017, incorporated several key changes to the RTP process to address changes in the planning process resulting from MAP-21/FAST Act, Moving Ahead for Progress in the 21st Century, Senate Bill 32 (SB 32), Assembly Bill 1482 (AB 1482), Senate Bill 246 (SB 246), Senate Bill 350 (SB 350), and Executive Orders B-16-12 and B-32-15.

SB 32, signed into law on September 8, 2016, extends Assembly Bill 32's (AB 32) required reductions of GHG emissions by requiring a GHG reduction of at least 40 percent of 1990 levels no later than December 31, 2030. Furthermore, SB 32 authorizes the California Air and Resources Board (ARB) to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions.

AB 1482 and SB 246 implement new climate change adaptation methods such as increasing the availability of affordable housing and improving infrastructure to be climate resilient while encouraging local and regional coordination in such efforts. SB 350 outlines strategies for MPOs and RTPAs to implement widespread transportation electrification to meet climate goals and federal air quality standards. Executive Orders B-16-12 and B-32-15 set additional GHG reduction targets and methods of implementation.

1.4. Climate Change and Environmental Quality

The Air Quality Conformity Determination provides an analysis of the emission of pollutants from transportation sources that can be expected to result from the implementation of this plan. This analysis must document that the projects included in the RTP, when constructed, will not emit more pollutants than allowed in the emissions budget set forth in the State Implementation Plan (SIP). As the Del Norte region is in attainment for all federal air quality standards, this RTP is not subject to transportation conformity requirements.

The California Environmental Quality Act requires documentation of the effects of projects on the environment and can include Regional Transportation Plans. Planning documents of this nature are not always evaluated as a project under CEQA depending on the size and scope of the plan. An Initial Study was prepared for this Plan and a mitigated negative declaration was adopted by the Local Transportation Commission on March 2, 2021. The environmental study is included with this RTP as a separate document.

1.5. RTP Planning Process

1.5.1. Inter-Agency Coordination

The DNLTC is served by the Technical Advisory Committee (TAC) which provides technical advice to the Del Norte Local Transportation Commission. The eight members of the TAC are designated by a Memorandum of Understanding with the State and include representatives from the following entities:

- ❖ Two from the City of Crescent City
- ❖ Two from the County of Del Norte
- ❖ California Highway Patrol
- ❖ Caltrans
- ❖ Redwood Coast Transit Authority
- ❖ Yurok Tribe

Additionally, the DNLTC is served by the Social Services Transportation Advisory Council (SSTAC) whose members are appointed by the DNLTC and represent seniors, people with disabilities, and persons of limited means regarding transit matters.

1.5.2. Participation and Coordination

The DNLTC coordinated with many other groups during the RTP development process. The DNLTC plans for the regional transportation system in coordination with regional stakeholders. During the development of the RTP the following entities were contacted for information and solicited for input:

- ❖ Area One Agency on Aging
- ❖ County and District School Superintendent
- ❖ Crescent City Harbor
- ❖ Crescent City/Del Norte County Chamber of Commerce
- ❖ Del Norte Healthcare District
- ❖ Del Norte Solid Waste Management Authority
- ❖ Redwood Coast Transit
- ❖ Sutter Coast Hospital
- ❖ Adjacent County RTPAs (Curry, Jackson, Siskiyou, Humboldt)
- ❖ Tribal Entities (Yurok Tribe, Resighini Rancheria, Elk Valley Rancheria, Tolowa Dee-ni' Nation)
- ❖ California Highway Patrol
- ❖ Caltrans District 1
- ❖ Border Coast Regional Airport Authority
- ❖ Redwood National and State Parks
- ❖ Klamath Chamber of Commerce

For a comprehensive list of stakeholders contacted, see Attachment A.

1.5.3. Public Participation

Although the Del Norte region was impacted by both the global COVID pandemic and seasonal wildfires during the development of the 2020 RTP update, a creative and inclusive public participation campaign was executed to inform the public about the RTP and include the public in the planning process. Despite the ongoing impacts of COVID-19, the public participation during this RTP update was considered successful compared to prior RTP updates. The DNLTC will conduct a thorough review of the effectiveness of the strategies used in the public participation process to inform improvements for future public outreach efforts.

The community was notified about the RTP and invited to community workshops through a project website, a social media campaign including Facebook and Twitter, and newspaper ads. To accommodate social distancing recommendations, community meetings were held on the digital platform Zoom. In addition, community members were notified of the option to provide feedback online through various channels, including the project website, the DNLTC website, via a questionnaire promoted through various social media channels, and directly to the project team via email or phone.

The first community workshop, held on October 20th, 2020, introduced the Regional Transportation Plan and presented draft elements including the policies, action, and financial elements for feedback and review. Community members who attended were given the opportunity to provide input on prioritized projects, recommend new transportation projects, identify transportation issues, and voice their concerns. The meeting included a presentation on the benefits of regional transportation planning, existing conditions and barriers to mobility, and solutions for improving transportation throughout the region. After the presentation, the project team was available to interact with community members and provide more in-depth discussion on transportation issues in the region. The questionnaire as promoted during meetings. For a full list of outreach methods and materials, see Attachment B.

1.5.4. Coordination with Other Plans and Studies

During development of the 2020 RTP update, existing plans, policy documents and studies addressing transportation in the Del Norte region were reviewed. These documents are listed below:

- ❖ Del Norte Regional Transportation Plan 2016
- ❖ Del Norte General Plan Circulation Element (2003)
- ❖ Crescent City General Plan (2001)
- ❖ Del Norte County Short-Range Transit Plan (2014)
- ❖ Redwood Coast Transit Authority Short Range Transit Plan (2019)



- ❖ Coordinated Public Transit – Human Service Transportation Plan (2020 Draft)
- ❖ Final Public Participation Plan (2013)
- ❖ Wild Rivers Regional Blueprint Plan (2009)
- ❖ Annual Unmet Transit Needs
- ❖ Active Transportation Plan (2017)
- ❖ STIP Fund Estimate, Caltrans (2020)
- ❖ California Transportation Plan 2040
- ❖ California Strategic Highway Safety Plan (SHSP) (2020)
- ❖ Climate Adaptation and Stormwater Management Plan (2015)
- ❖ Transportation Emergency Preparedness Initiative (2013)
- ❖ Del Norte Region SB 743 Implementation Plan (2020)

1.5.5. Transportation/Land Use Integration

This RTP is consistent with the County’s General Plan Circulation Element, which supports the development and maintenance of an efficient, safe, and effective road system. The Circulation Element also supports an integrated multi-modal system consistent with demand and available resources, as well as the study of orderly growth of both the Del Norte County Airport and the Crescent City Harbor. The goals of the General Plan circulation element are consistent with the goals outlined in the Policy Element.

This RTP recognizes the importance of integrating land use planning and transportation planning to create a more efficient system. Future development should occur in areas which will be the easiest to develop without high public service costs, have the least negative environmental impact, and which will not displace or endanger the region’s critical natural resources. This approach will result in lower cost for improvements and increased operational efficiency of the existing transportation system because it will be sized to reflect more compact growth near existing or planned services. Compact growth leads to healthier lifestyles, as access to bicycle and pedestrian facilities grow congruently. Additionally, aligning bicycle and pedestrian facilities with growth can help implement complete streets which increase livability and reduce traffic demand within the region by encouraging alternative modes. The complete street concept is supported and encouraged in this RTP and the California Transportation Plan 2040.

1.5.6. Coordination with the California State Wildlife Action Plan

Projects identified in the 2020 Regional Transportation Plan are evaluated at the project level through the CEQA and NEPA (if applicable) process. However, the long-term goals identified in the Policy Element of this plan consider many of the stressors defined in the State Wildlife Action Plan.

The Del Norte region straddles two separate conservation management ecoregions within the North Coast and Klamath Province, as identified by the California State Wildlife Action Plan (SWAP): “Northern Coastal and Montane Riparian Forests and Woodlands” and “Pacific Northwest Conifer Forests”. The SWAP identifies sensitive species, habitat stressors and suggested conservation goals and actions for each of the ecoregions within the Provinces. According to the SWAP, the major stressors within the Del Norte region conservation units are as follows:

- ❖ Agricultural and Forestry Effluents
- ❖ Annual and Perennial Non-timber Crops
- ❖ Climate Change
- ❖ Fire and Fire Suppression
- ❖ Household Sewage/ Urban Wastewater
- ❖ Introduced Genetic Material
- ❖ Parasites/Pathogens/Diseases
- ❖ Roads and Railroads
- ❖ Wood and Pulp Plantations
- ❖ Logging and Wood Harvesting
- ❖ Livestock, Farming and Ranching
- ❖ Invasive Plants/Species

For a complete list of species of special concern, key stressors and actions suggested for wildlife management in the North Coast and Klamath region, see Attachment C.

1.5.7. Coordination with Native American Tribal Governments

There are four federally recognized Tribal entities in Del Norte. Cooperative planning between Tribes, regional and local agencies and Caltrans varies from Tribe to Tribe. Some of the region's Tribes are representatives in regional planning efforts, including the Yurok Tribe who has a regular position on the Technical Advisory Committee. All Tribal entities were contacted to discuss transportation deficiencies, system improvements ideas, and Tribal project lists for inclusion. Table 1.1 lists the contact information for the Tribes. For a full record of Native American Tribal coordination and consultation efforts, see Attachment D.

Tribal Entity	Contact	Address
Yurok Tribe	Joseph James, Chairman jjames@yuroktribe.nsn.us	190 Klamath Blvd. Klamath, CA 95548
Elk Valley Rancheria	Dale Miller, Chairman dmiller@elk-valley.com	2332 Howland Hill Rd. Crescent City, CA 95531
Tolowa Dee-ni' Nation	Denise Richards-Padgette, Chairperson dpadgette@towola.com	140 Rowdy Creek Rd. Smith River, CA 95567
Resighini Rancheria	Fawn Murphy, Chairperson resighini@gmail.com	158 East Klamath Bech Rd. Klamath, CA 95548

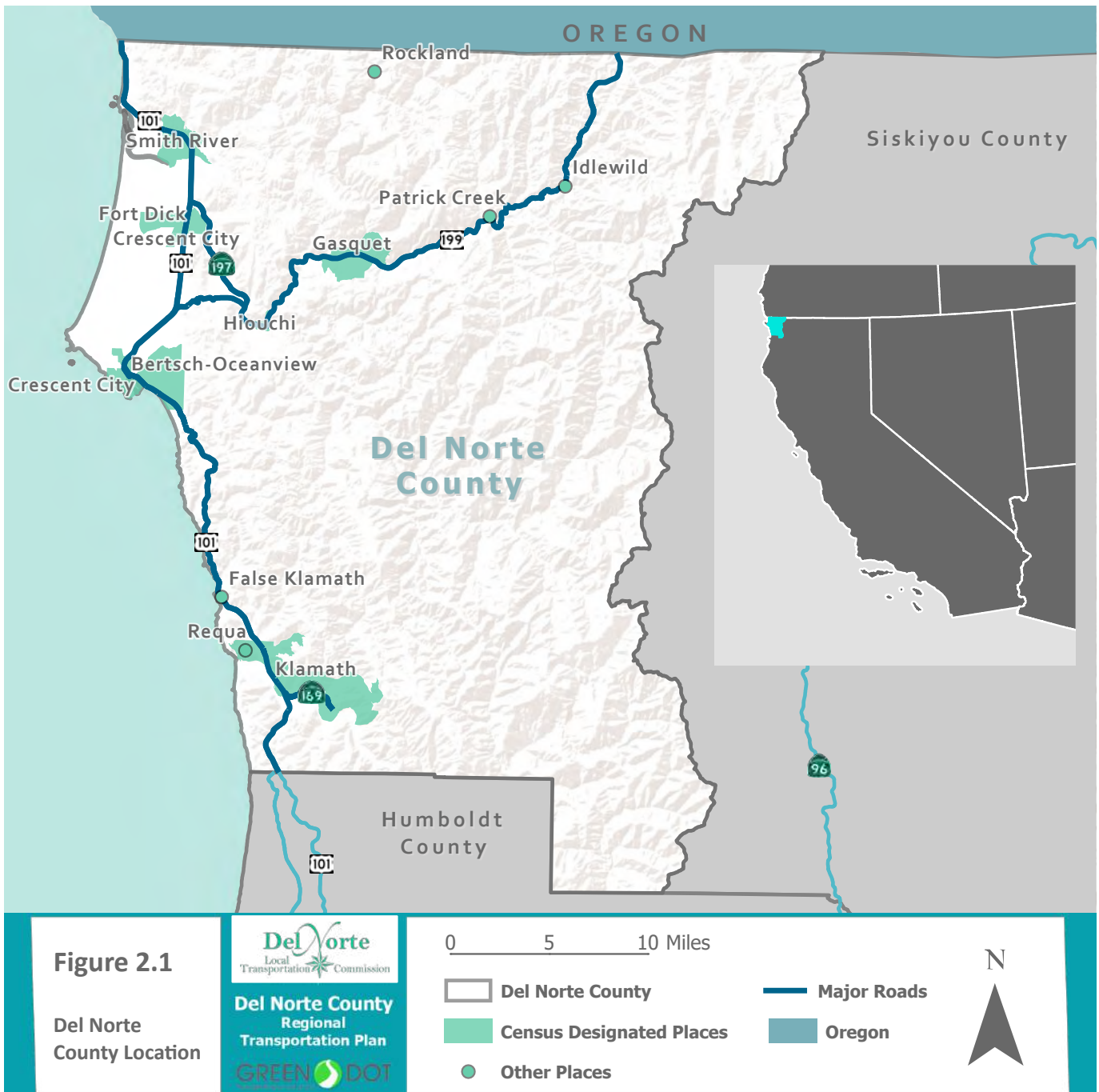
1.6. COVID-19 Statement

The Del Norte Regional Transportation Plan development process began shortly before the COVID-19 pandemic but was quickly impacted by the pandemic and pandemic response. An amended public outreach campaign was conducted to be consistent with social distancing guidelines, but other more far-reaching impacts of the pandemic have arisen and will continue to arise in the following years. Transit is more impacted than other transportation modes based on how it is funded. Transit has experienced reduced ridership due to an overall decrease in trips as people are encouraged to stay home and avoid close contact with others, and subsequently, transit services have been reduced. Transit services will continue to be reduced and unpredictable. Transit funding is based on State sales tax, which has also experienced a decrease due to the pandemic and pandemic response, and faces uncertainty moving forward. Transit funding will continue to be unpredictable. Transit services will continue to be reduced until COVID-19 is brought under control and travel demand returns.

2 EXISTING CONDITIONS

2.1. Setting

The Del Norte region is in the northwestern corner of California, approximately 374 miles northwest of Sacramento and 330 miles southwest of Portland, Oregon (Figure 2.1). Del Norte is bound by Siskiyou in the east, Curry and Josephine counties (Oregon) to the north, Humboldt to the south, and the Pacific Ocean to the west. The Del Norte region is comprised of approximately 1,006 square miles, making it one of the smaller counties in California. Del Norte is characterized by varied geography with elevations that range between sea level and over 6,400 feet in the Klamath mountain range and a geography that consists of extensive coastline to the west and mountainous terrain with dense redwood forests to the east. Two major rivers are located in the Del Norte region: the Smith River, which



extends from the Six Rivers National Forest to the Pacific Ocean at the northwestern corner of the county, and the Klamath River, which extends from Klamath Lake in Oregon through the Six Rivers National Forest and to the Pacific Ocean at the southwestern corner of the county. The Del Norte region contains one incorporated city (Crescent City), six unincorporated communities (Smith River, Gasquet, Klamath, Fort Dick, Bertsh-Oceanview, and Hiouchi), and four federally recognized tribal entities (Yurok Tribe, Resighini Rancheria, Tolowa Dee-ni' Nation and Elk Valley Rancheria). The Del Norte region is susceptible to severe weather and natural disasters, including tsunamis and flooding during major rain events.

2.2. Population Trends

2.2.1. Existing Population

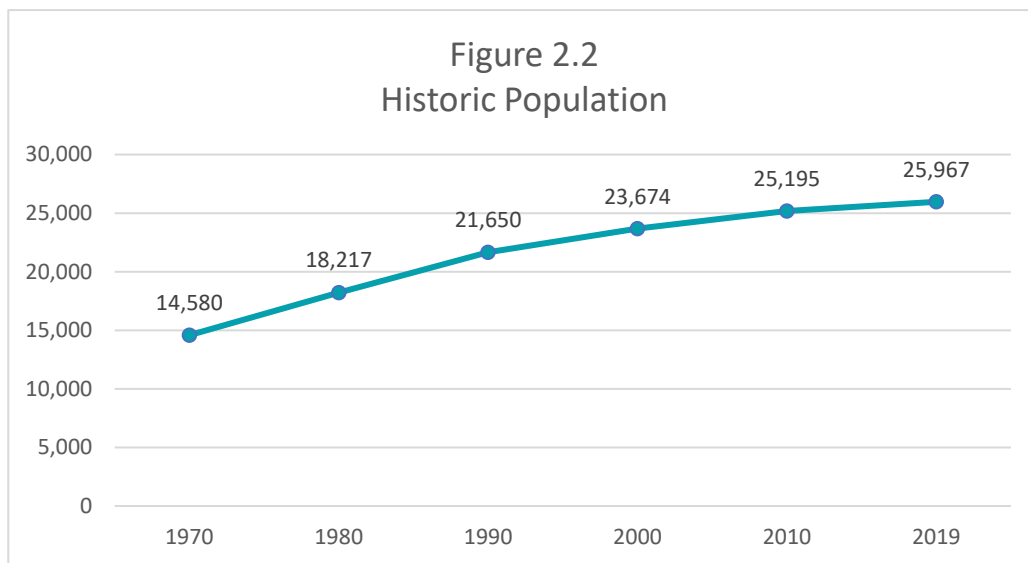
Del Norte’s population was 25,885 in 2015 and increased to 25,967 by 2019 at a minor increase of 0.32% in recent years. Unincorporated Del Norte experienced a minor decrease in population, dropping from 21,870 to 21,737 from 2015 to 2019 and Crescent City experienced a small increase in population from 4,015 in 2015 to 4,230 in 2019. Table 2.1 shows Del Norte’s non-incarcerated population trends from 2015 to 2019.

	2015	2016	2017	2018	2019
Crescent City	4,015	4,397	3,843	4,266	4,230
Unincorporated County	21,870	22,023	22,150	21,744	21,737
County Total	25,885	26,420	25,993	26,010	25,967

Source: Del Norte County Economic & Demographic Profile, 2020

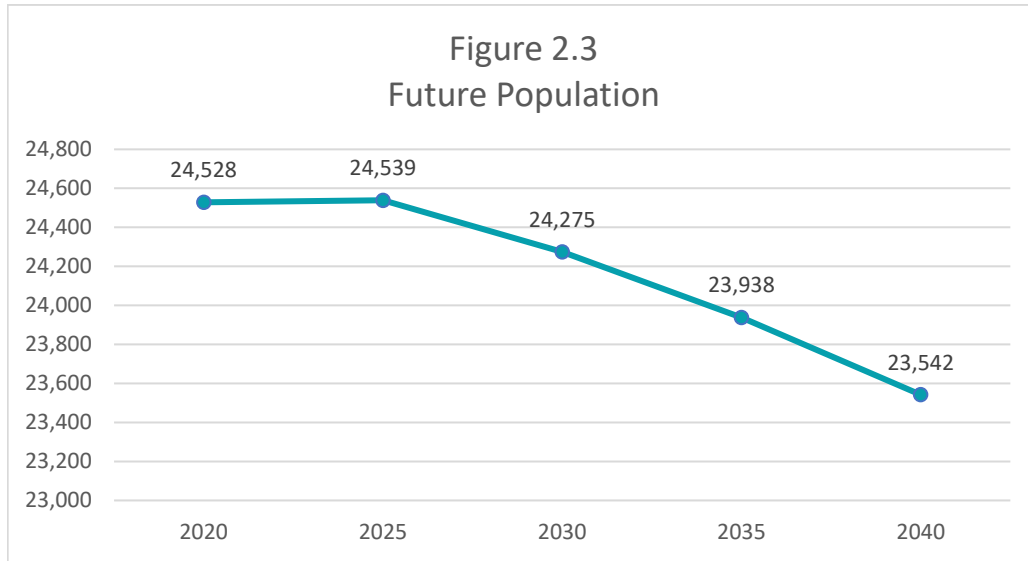
2.2.2. Historic Population

Figure 2.2 shows Del Norte’s historic non-incarcerated population trends from 1970 to 2019. According to the US Census and California Department of Finance, the population increased by average of 15.9% each decade. During the 49-year period, the population grew from 14,580 to 25,967.



2.2.3. Future Population

Figure 2.3 shows the population projections over the life of the Regional Transportation Plan, as reported by the California DOF. The population of Del Norte is projected to decrease by 4.0% between 2020 and 2040, which translates to an average annual decrease of 0.2%. Over the 20-year lifetime of the Regional Transportation Plan, the population of 24,528 is expected to decrease to 23,542 by 2040.



2.3. Demographics

2.3.1. Age of Population

Current age trends show an increase in older population groups, including over 85, 65 to 74 years, and 55-64 years. Meanwhile, younger age groups are experiencing a decreasing trend, including a major decrease in the 40 to 54 and 18 to 24 age groups, and more minor decreases in youth populations. As of 2018, 16.7% of the Del Norte population is aged 65 or older.

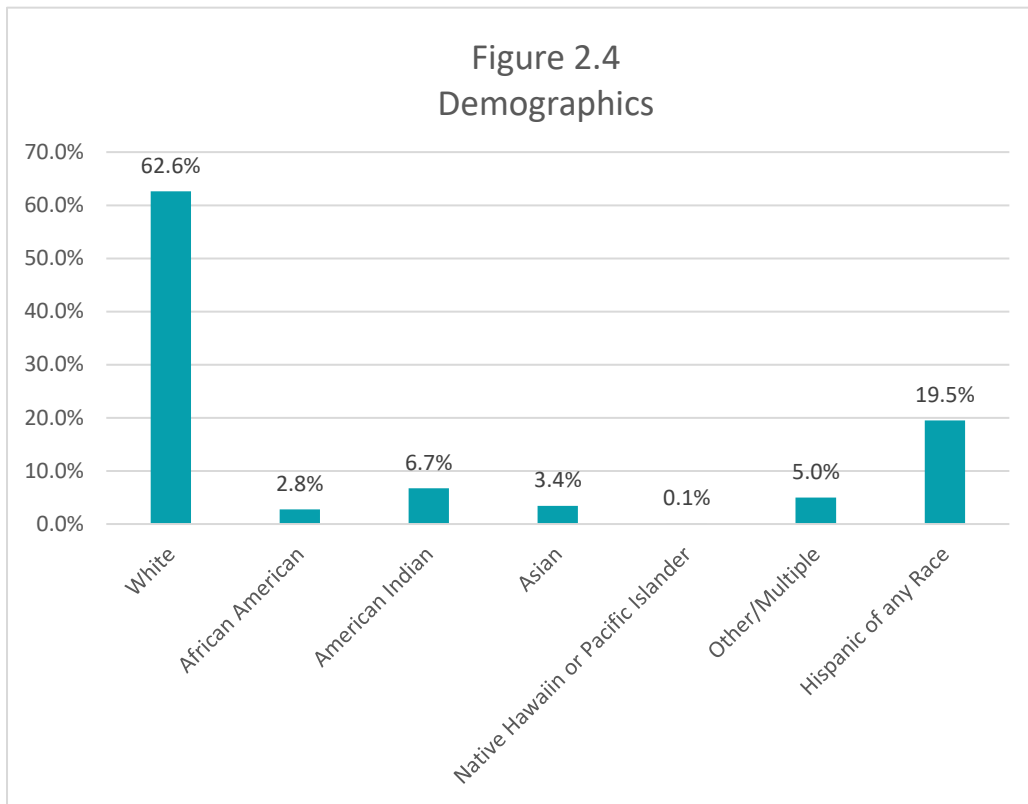
2.3.2. Demographics

The Del Norte population is predominately white (62.6%) and Hispanic (19.5%). When compared to the 2010 US Census data, the Del Norte population has not seen any significant changes in demographic trends since 2010.

		2011	2018
Under 5 Years	Number	1,727	1,584
	Percent	6.0%	5.8%
5 to 17 Years	Number	4,616	4,370
	Percent	16.2%	15.9%
18 to 24 Years	Number	2,605	2,033
	Percent	9.1%	7.4%
25 to 39 Years	Number	5,669	6,214
	Percent	19.8%	22.7%
40 to 54 Years	Number	6,427	4,685
	Percent	22.5%	17.1%
55 to 64 Years	Number	3,507	3,953
	Percent	12.3%	14.4%
65 to 74 Years	Number	2,302	2,808
	Percent	8.1%	10.2%
75 to 85 Years	Number	1,258	1,166
	Percent	4.4%	4.3%
85 Years and Over	Number	450	611
	Percent	1.6%	2.2%
Total Population	Number	28,561	27,424
	Percent	100.0%	100.0%

Source: 2018 American Community Survey 5-Year Estimates

Figure 2.4
Demographics



2.4. Socioeconomic Conditions

2.4.1. Income

As seen in Table 2.3, the median household income (MHI) in Del Norte is significantly lower than the State average. In 2018, the Del Norte MHI was \$48,518, which is only 67.2% of the State MHI of \$72,250.

Year	Del Norte County	California
2009	\$38,252	\$58,925
2010	\$35,438	\$57,664
2011	\$35,598	\$57,275
2012	\$37,305	\$58,322
2013	\$38,963	\$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	\$72,250

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

2.4.2. Poverty

Del Norte has a large population of residents living below the poverty level (see Table 2.4). In recent years, over 20% of the Del Norte population lives below the poverty line, peaking at 25.4% in 2011. This is notably higher than the state average, which has ranged from 12.8% to 17.0% during the same time period.

Year	Del Norte County	California
2009	23.1%	14.2%
2010	23.5%	15.8%
2011	25.4%	16.6%
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%

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

2.4.3. Unemployment

Table 2.5 illustrates the 2017 unemployment rate for Del Norte relative to the state average. The unemployment rate in Del Norte (8.3% in 2018) is somewhat higher than the State unemployment (6.7%). Unemployment in Del Norte and California have dropped consistently between 2013 and 2018.

Year	Labor Force Participation		Unemployment Rate		Employment/Population Ratio	
	Del Norte County	California	Del Norte County	California	Del Norte County	California
2010	46.1%	64.7%	10.1%	9.0%	41.4%	58.5%
2011	45.1%	64.7%	10.2%	10.1%	40.5%	57.7%
2012	46.2%	64.5%	12.1%	11.0%	40.6%	57.0%
2013	44.7%	64.2%	12.3%	11.5%	39.2%	56.4%
2014	43.7%	63.8%	12.6%	11.0%	38.2%	56.4%
2015	43.3%	63.6%	11.5%	9.9%	38.3%	56.9%
2016	44.6%	63.4%	10.4%	8.7%	39.9%	57.5%
2017	43.6%	63.5%	9.5%	7.7%	39.4%	58.2%
2018	43.8%	63.5%	8.3%	6.7%	40.1%	58.9%

Source: 2018 American Community Survey 5-Year Estimates

2.4.4. Educational Attainment

Table 2.6 highlights the significant differences between educational attainment in Del Norte and California. Del Norte has a lower rate of higher education than the California average. Only 14.3% of people 25 and over in Del Norte have a bachelor’s degree or higher while the state average is 30.0%.

Educational Attainment*	Del Norte County				California	
	2010		2018		2010	2018
<i>Total Persons Age 18 and Over</i>	19,376	-	19,437	-	26,815,644	23,497,945
Less than 9th grade	1,085	5.6%	865	4.5%	8.9%	10.4%
9th to 12th grade, no diploma	2,558	13.2%	2,819	14.5%	7.3%	8.9%
High school graduate/equivalent	6,162	31.8%	6,131	31.5%	20.7%	21.5%
Some college, no degree	5,232	27.0%	5,229	26.9%	20.8%	21.5%
Associate's degree	1,589	8.2%	1,611	8.3%	8.0%	7.7%
Bachelor's degree	1,918	9.9%	1,619	8.3%	21.3%	19.2%
Graduate or professional degree	833	4.3%	1,163	6.0%	12.9%	10.8%

Source: 2018 American Community Survey 5-Year Estimates

2.5. Disadvantaged Communities

Identifying project locations as disadvantaged communities is important when applying for competitive funding such as through the California Transportation Commission’s Active Transportation Program. According to the Active Transportation Program Cycle 5 guidelines, a disadvantaged community can be defined through the following categories:

- ❖ Median Household Income - The Median Household Income is less than 80% of the statewide median based on the most current Census Tract level data from the American Community Survey (ACS). Six of Del Norte’s seven census tracts qualify as disadvantaged communities in 2018 by this measure, as shown in Table 2.7 and in Figure 2.5.
- ❖ CalEnviroScreen – An area identified as among the most disadvantaged 25% in the state according to the CalEPA and based on the California Communities Environmental Health Screening Tool 3.0.
- ❖ Free or Reduced Price School Meals - At least 75% of public school students in the project area are eligible to receive free or reduced-price meals (FRPM) under the National School Lunch Program. Applicants using this measure must demonstrate how the project benefits the school students in the project area. Project must be located within two miles of the school(s) represented by this criteria;
- ❖ Other - Projects located within Federally Recognized Tribal Lands (typically within the boundaries of a Reservation or Rancheria), projects located in areas that lack accurate Census or CalEnviroScreen data such as in a small neighborhood or unincorporated area, or regional definition.



Figure 2.5

Disadvantaged
Communities



0 5 10 Miles

Median Household Income

- < \$53,735
- > \$53,735

Oregon

Major Roads



Table 2.7 Disadvantaged Communities		
Census Tract	Median Household Income	% CA MHI
Census Tract 1.01	\$25,779	38.4%
Census Tract 1.02	\$33,908	50.5%
Census Tract 1.04	\$25,909	38.6%
Census Tract 1.05	\$54,828	81.6%
Census Tract 2.01	\$50,741	75.5%
Census Tract 2.02	\$50,239	74.8%
Census Tract 2.03	\$32,232	48.0%

Source: 2018 American Community Survey 5-Year Estimates

2.6. Housing

2.6.1. Housing Characteristics

According to the American Community Survey, the total number of housing units in Del Norte was estimated at 11,373 in 2018, of which an estimated 9,799 were occupied. Of the approximate 11,373 households located in the Del Norte region, an estimated 53.8% of the housing units were owner-occupied and 32.4% were renter-occupied (Table 2.8). The vacancy rate in Del Norte (13.8%) is significantly higher than the state rate (7.9%).

Table 2.8 Housing Characteristics							
Place	Total Housing	Owner-Occupied		Renter-Occupied		Vacant Units	
		Count	%	Count	%	Count	%
City of Crescent City	1,899	613	32.3%	1,122	59.1%	164	8.6%
Del Norte County	11,373	6,115	53.8%	3,684	32.4%	1,574	13.8%
California	14,084,824	7,085,434	50.3%	5,880,000	41.7%	1,119,389	7.9%
United States	136,384,292	76,444,810	56.1%	43,285,318	31.7%	16,654,164	12.2%

Source: 2018 American Community Survey 5-Year Estimates

2.6.2. Home Value

As shown in Table 2.9, the median home value in Del Norte, \$230,192, is about two-and-a-half times lower than the statewide median value of \$591,933.

Table 2.9 Median Home Value vs. Median Household Income			
	Median Home Value	Median Household Income	Median Household Income as % Home Value
Del Norte County	\$230,192	\$48,518	21.1%
California	\$591,933	\$75,250	12.7%

Source: 2018 American Community Survey 5-Year Estimates and California Association of Realtors

2.7. Transportation

2.7.1. Vehicle Ownership

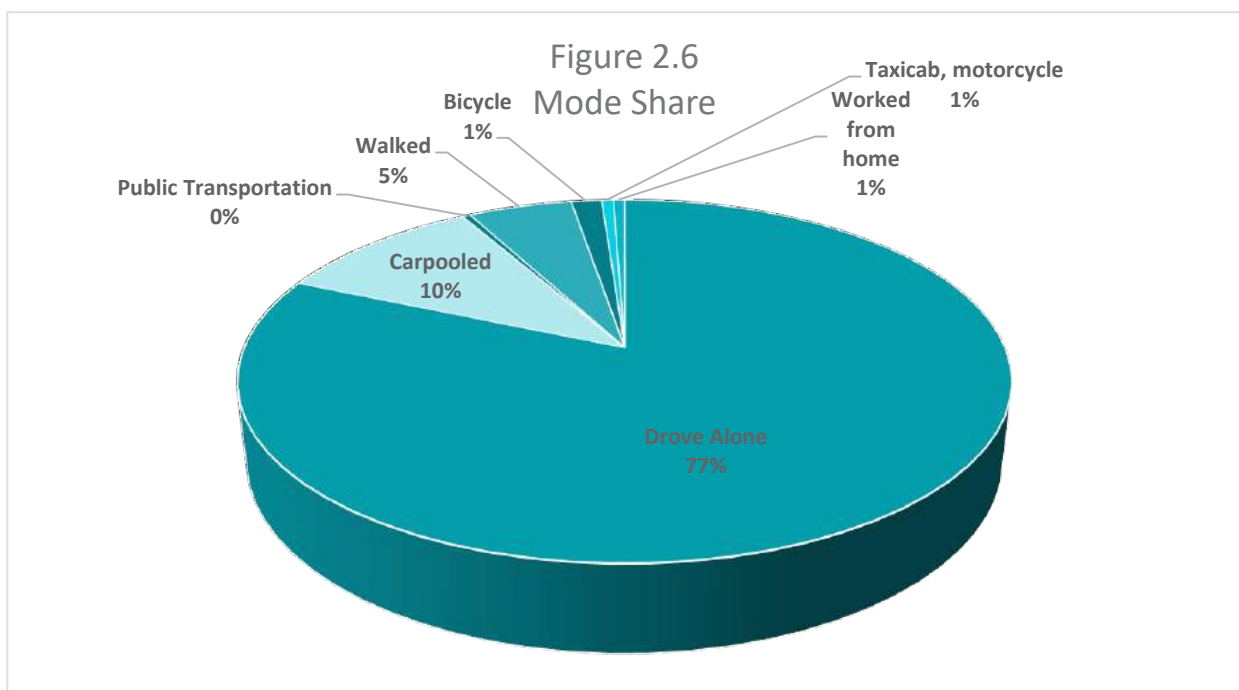
According to the American Community Survey, vehicle ownership rates in Del Norte are similar to the average state vehicle ownership rate. Around 9.6% of the households in Del Norte have no vehicles available. These residents rely on non-vehicle modes to travel throughout the region, transit, carpooling, borrowing vehicles, or coordinating rides with friends, family, or other community members. The majority of the population (90.6%) owns one or more vehicles. Over two-thirds of the households without access to a vehicle live in Crescent City.

Vehicles Available	Del Norte County	California	United States
0	9.6%	7.2%	8.5%
1	36.7%	30.8%	32.5%
2	32.3%	37.3%	37.1%
3+	21.4%	24.6%	21.9%

Source: 2018 American Community Survey 5-Year Estimates

2.7.2. Mode Share

Figure 2.6 illustrates how Del Norte residents commute to work. Single-occupant vehicles are the primary mode of transportation in the Del Norte region. A heavy reliance on automobiles may be accredited to longer travel distances and a lack of transit and bicycle and pedestrian infrastructure in rural areas. Del Norte regional commuter trips are categorized by the following modes of transportation: driving alone (76.7%), carpooling (9.7%), walking (4.9%), public transportation (0.4%), bicycling (1.4%), and taxicab, motorcycle, or other means (0.6%). An estimated 0.5% people worked from home, but this data reflects pre-COVID conditions.



2.7.3. Commute Patterns

As shown in Table 2.11, 6,079 of the 7,227 (or 84.1%) employed Del Norte residents work in Del Norte county. The remaining work in other counties including Humboldt, Curry county in Oregon, Jackson county in Oregon, Shasta county and Siskiyou county. The counties with the highest number of workers commuting to Del Norte county include Humboldt and Curry counties.

		Destination						
		Del Norte County	Humboldt County	Curry County, OR	Jackson County, OR	Shasta County	Siskiyou County	Other Counties
Origin	Del Norte	6,079	827	429	207	204	112	1,559
	Humboldt	288	39,912	-	-	535	150	6,704
	Curry County, OR	604	-	4,102	350	-	-	1,942
	Jackson County, OR	56	-	148	67,253	-	317	17,279
	Shasta County	70	526	-	-	46,333	769	13,391
	Siskiyou County	130	480	50	465	1,137	9,445	3,302

Source: 2017 Longitudinal Employer-Household Dynamics

2.8. Streets and Roads

2.8.1. Current System

As shown in Table 2.12, there are a total of 788.62 miles of maintained roads in the Del Norte region with 649.51 of those miles within rural areas, and 139.11 miles within urban areas. The federal government owns and maintains 301 miles of US Forest Service and National Park Service road miles. The County of Del Norte maintains 231 miles of roadway; Caltrans operates 94 miles; and Crescent City operates 24 miles of roadway while the Bureau of Indian Affairs owns and operates 20.24 miles.

Jurisdiction	Rural Road Miles	Urban Road Miles	Total Miles
Crescent City	0	24.00	24.00
Bureau of Indian Affairs	19.91	0.83	20.74
Del Norte County	132.33	98.99	231.32
National Park Service	19.38	0	19.38
State Highways	82.07	11.64	93.71
State Park Service	113.40	3.65	117.05
U.S. Forest Service	282.42	0	282.42
Total Maintained Miles	649.51	139.11	788.62

Source: California Public Road Data 2018

2.8.2. Roadway Classifications

Figure 2.7 displays the major roadways in the Del Norte region along with their functional classification. The following provides a narrative description of each classification, as identified by the Federal Highway Administration. Table 2.13 identifies some of the region’s significant regional roadways on the designated California Road system. The general function and development characteristics of the current classification system are described in the following section.

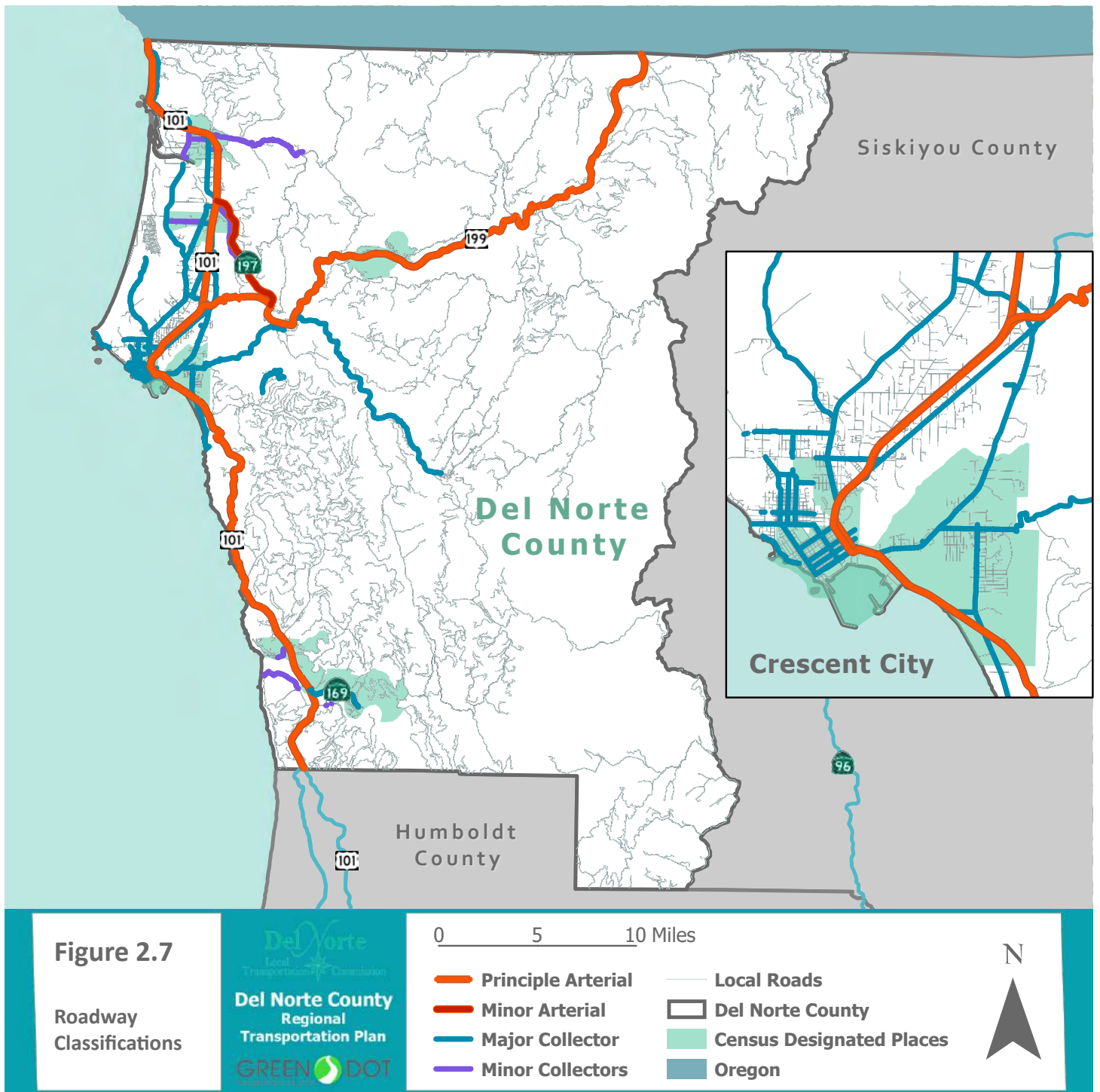
Arterials provide the highest level of service at the greatest speed for the longest uninterrupted distance, with some degree of access control. The arterials identified in Del Norte are integrated inter-regional roads connecting Del Norte to surrounding counties and cities. US 101, US 199, SR 197, and West Washington Blvd are arterials identified in the Del Norte region.

Collectors provide a less highly developed level of service at a lower speed for shorter distances by collecting traffic from local roads and connecting them with arterials. The Federal Highway Administration further delineates collectors into major and minor collectors. Major collectors connect to arterials or regional destinations, and minor collectors generally connect local roadways to major collectors. Major collectors in the Del Norte region serve primarily intra-regional travel serving smaller communities and countywide trip generators, such as schools, shopping centers and recreational destinations, and trip lengths may be comparable to those of minor arterials in low density areas. Major collectors are detailed in Table 2.13.

Local Roads provide access to adjoining properties and primary residences. Through traffic is minimal.

Table 2.13 Roadway Classifications		
Arterials		
Minor	Principle	
SR 197	US 101	
W Washington Blvd	US 199	
Collectors		
Major		
Northcrest Drive	Enderts Beach Road	Humboldt Road
East Washington Blvd	Sandmine Road	SR 169
Parkway Drive	South Fork Road	Lake Earl Drive
3rd Street	Front Street	Howland Hill Road
Old Mill Road	Elk Valley Road	Madison Ave
Small Ave	Arlington Drive	W Harding Ave
Fred Haight Drive	Pebble Beach Drive	Elk Valley Cross Rd.
Oceanview Dr	Cooper Ave	Glenn Street
Kings Valley Road	Pacific Ave	El Dorado Street
Wonder Stump Road	Inyo Street	9th Street
Lower Lake Rd	5th Street	H Street
Newton B Drury Scenic Parkway	A Street	Bald Hills Road
Ehlers Way	Klamath Boulevard	
Minor		
Wilson Lane	Terwer Riffle Road	Moorhead Road
Rowdy Creek Road	Klamath Beach Road	Sarina Road
First Street	Requa Road	PJ Murphy Rd.
Douglas Park Dr.	South Bank Road	

Source: Federal Highway Administration California Road System Classification



2.8.3. Tsunami Evacuation Routes

Coastal areas in the Del Norte region are especially susceptible to tsunamis. Past tsunamis include the 1964 tsunami which destroyed a large portion of the Crescent City Harbor and Crescent City itself. More recently, the 2011 tsunami caused extensive damage to the Crescent City Harbor. Evacuation assembly points and evacuation routes for the Del Norte region are detailed in Table 2.14. Potential physical improvements to existing Tsunami evacuation routes include signage and directional arrows pointing to high ground. Residents are advised to prepare for evacuation by knowing evacuation routes and assembly points and traveling to them via foot. Evacuation maps for the

tsunami hazard zones and more information about preparing for a tsunami event can be viewed at: <https://www.preparedelnorte.com/tsunami-zone>.

Place	Route	Assembly Points
Crescent City	US 101	Del Norte High School
	Elk Valley Road	Oceanview Baptist Church
	9th Street	Crescent Elk School
	A Street	
	C Street	
	H Street	
Smith River	First Street	Ship Ashore
	Pala Rd.	
Fort Dick	Kellogg Rd.	Redwood School
	Morehead Rd.	
	Moseley Rd.	
	Lower Lake Dr.	
Klamath	No assembly points or evacuation routes. Community members are told to evacuate to high ground via foot.	

Source: Prepare Del Norte

2.8.4. Pavement Conditions

Due to limited funds, many roadways have pavement conditions that are in need of repair. The average Pavement Condition Index (PCI) for roadways in the Del Norte region is 60 (California Local Streets & Roads Needs Assessment 2018 Update). PCI values range from 0-100, and optimally, pavement improvements will occur when PCI reaches around 66. As PCI rating gets lower, preventative pavement repair costs increase exponentially. With a PCI of 70 or above, preventative maintenance is relatively inexpensive at about \$4.60-\$4.85/square yard. For PCI between 50 and 70, repair costs go up to about \$18.05-\$18.80/square yard. Once PCI drops below 50, repair costs rise to \$28.45-\$29.73/ square yard and can go up to almost \$70/square yard for roads that deteriorate to the point of needing a total reconstruction.

The PCI in Del Norte is at the high end of the PCI scores deemed “Higher Risk” (PCI of 60). Once pavement reaches this condition, it tends to deteriorate at a faster rate and should be addressed as quickly as possible. Many of the projects listed in Chapter 4 are roadway rehabilitation and directly address pavement deterioration in the region.

	2012 PCI	2014 PCI	2016 PCI	2018 PCI
City of Crescent City	-	71-100	71-100	61-70
Del Norte County	64	63	63	60
Legend:	Good (71-100)	Lower Risk (61-70)	Higher Risk (50-60)	Poor (0-49)

Source: California Local Streets and Roads Needs Assessment 2012, 2014, 2016 and 2018

2.8.5. Bridges

According to the 2018 California Streets & Roads Needs Assessment, there are 28 bridges within the Del Norte region and the incorporated City of Crescent City. The Needs Assessment reports a Sufficiency Rating (SR) value for each bridge; bridges with values under 80 and above 50 are considered eligible for rehabilitation and bridges with a rating under 50 are considered structurally deficient or functionally obsolete and are eligible for replacement. Of the 28 bridges in the Del Norte region, 9 have a sufficiency rating below 80 but above 50 and are eligible for rehabilitation and 4 have a sufficiency rating under 50 and are eligible for replacement (Table 2.16). The total bridge need of \$13 million shown in Table 2.16 is the County's currently funded project amount for one programmed bridge replacement project. Funds in the Highway Bridge Program (HBP) are very low relative to the statewide demand.

Bridges on rural roads are essential to the transportation network. Maintaining bridges so that the most direct route can be used to transport goods to the market is essential to being competitive in the current economy.

	2012	2014	2016	2018
Number of Bridges	28	28	28	28
Average SR	78	78	76	76
Structures with SR < 80	11	11	9	9
Structures with SR < 50	3	3	4	4
Total Bridge Need (Millions)	\$12.0	\$12.0	\$12.0	\$13.0

Source: California Statewide Local Streets and Roads Needs Assessment 2012, 2014, 2016, and 2018

2.8.6. Traffic Volumes

Whereas VMT is a regional performance measure, traffic volumes provide an indication of the daily or hourly utilization of a given roadway facility. This level of utilization can then be evaluated relative to the ability of the roadway to accommodate the traffic to yield an assessment of the quality of service experienced by the motoring public who use the facility. The source of the existing condition roadway volumes in the Del Norte region are from the most recently published Caltrans traffic volumes for state highways (2018).

As seen in Table 2.17, US 101 experiences the highest Annual Average Daily Traffic (AADT) in the Del Norte region. US 101 and US 199 are the main routes for goods movement, tourism, and local travel. Many sections of Federal and State highways have experienced traffic count declines between 2014 and 2018, likely due to the small population decline in the region.

Traffic volume forecasts can be seen in Table 2.18. A variable formula was used to forecast average traffic based on the average annual change from 2014-2017. Roadway segments with minor increases or decreases in this time period were projected at a matching constant rate of increase or decrease. Roadways with significant average traffic increases were projected at a higher rate of increase in proportion to traffic increases experienced between 2014 and 2018.

Table 2.17 Existing Traffic Volumes						
Segment	2014 AADT	2015 AADT	2016 AADT	2017 AADT	2018 AADT	Avg. Annual Change, 2014- 2017
US 101						
Humboldt/Del Norte County Line	2,900	3,000	4,000	3,700	3,800	7.8%
South Bank Road	3,400	3,500	5,300	5,300	5,300	14.0%
Klamath, Jct. Rte. 169 Southeast	3,800	3,900	5,300	7,100	7,100	21.7%
Requa Road	4,500	4,600	7,300	7,300	7,300	15.6%
New Hunter Creek Road	4,400	4,500	7,200	7,200	7,200	15.9%
Trees of Mystery	4,200	4,300	4,100	4,100	4,100	-0.6%
Humboldt Rd; Bluff Rd	4,500	4,600	4,400	4,400	4,500	0.0%
Sandmine Rd	6,300	6,400	6,100	6,100	6,100	-0.8%
Crescent City, Elk Valley Rd	17,000	17,200	15,500	15,500	15,500	-2.2%
Crescent City, M St	10,800	10,900	9,800	9,800	9,800	-2.3%
Crescent City, M St at Front St	10,000	10,100	9,100	9,100	9,100	-2.3%
Crescent City, M St at 4th St	13,400	13,500	12,200	12,200	12,200	-2.2%
Crescent City, M St at 9th St	14,400	14,500	13,100	13,100	31,100	29.0%
Crescent City, L St at Front St	12,300	12,400	11,200	11,200	11,200	-2.2%
Crescent City, On L St at Front St	13,100	13,200	11,900	11,900	11,900	-2.3%
Crescent City, L St at 4th St	13,700	13,800	12,400	12,400	12,400	-2.4%
Crescent City, L St at 9th St	13,300	13,400	12,100	12,100	12,100	-2.3%
Crescent City, North of 9th St	30,500	30,800	28,300	28,300	28,300	-1.8%
Crescent City, Northcrest Dr	16,300	16,500	15,300	15,300	15,300	-1.5%
Washington Blvd	11,300	11,500	10,700	10,700	10,700	-1.3%
Jct. Rte. 199 Northeast	6,300	6,400	5,850	5,850	5,850	-1.8%
Elk Valley Cross Rd	6,500	6,600	7,800	7,800	7,800	5.0%
Jct. Rte. 197 Southeast	6,800	6,900	7,200	7,200	7,200	1.5%
Fred Haight Dr to Oregon State Line	6,900	7,000	7,250	7,250	7,250	1.3%
SR 169						
Klamath, Jct. Rte. 101	1,900	1,900	1,900	1,900	1,900	0.0%
Simpson Mill Rd	930	930	770	810	850	-2.2%
Arrow Mills Rd to Riffle Rd	930	930	890	890	890	-1.1%
SR 197						
Jct. Rte. 199 to Jct. Rte. 101	2,300	2,350	2,950	2,500	2,600	3.3%
US 199						
Jct. Rte. 101	2,300	2,400	4,300	2,400	2,700	4.3%
Jct. Rte. 197 North	3,900	4,000	5,200	5,300	5,400	9.6%
Hiouchi Village, East	4,000	4,100	5,000	5,000	6,000	12.5%
Gasquet to Oregon State Line	2,900	3,000	3,800	3,800	5,400	21.6%

**Table 2.18
Projected Traffic Volumes**

Segment	2020 AADT	2025 AADT	2030 AADT	2035 AADT	2040 AADT
US 101					
Humboldt/Del Norte County Line	3,869	4,046	4,231	4,425	4,628
South Bank Road	5,407	5,682	5,972	6,277	6,597
Klamath, Jct. Rte. 169 Southeast	7,387	8,156	9,005	9,942	10,976
Requa Road	7,447	7,827	8,226	8,645	9,086
New Hunter Creek Road	7,345	7,719	8,113	8,527	8,962
Trees of Mystery	4,084	4,043	4,003	3,963	3,923
Humboldt Rd; Bluff Rd	4,500	4,500	4,500	4,500	4,500
Sandmine Rd	6,088	6,057	6,027	5,997	5,967
Crescent City, Elk Valley Rd	15,438	15,284	15,132	14,981	14,832
Crescent City, M St	9,761	9,664	9,567	9,472	9,378
Crescent City, M St at Front St	9,064	8,973	8,884	8,796	8,708
Crescent City, M St at 4th St	12,151	12,030	11,910	11,792	11,674
Crescent City, M St at 9th St	32,356	35,724	39,442	43,548	48,080
Crescent City, L St at Front St	11,155	11,044	10,934	10,825	10,717
Crescent City, On L St at Front St	11,852	11,734	11,618	11,502	11,387
Crescent City, L St at 4th St	12,350	12,227	12,106	11,985	11,866
Crescent City, L St at 9th St	12,052	11,932	11,813	11,695	11,579
Crescent City, North of 9th St	28,243	28,102	27,962	27,823	27,684
Crescent City, Northcrest Dr	15,269	15,193	15,117	15,042	14,967
Washington Blvd	10,679	10,625	10,572	10,520	10,467
Jct. Rte. 199 Northeast	5,838	5,809	5,780	5,751	5,723
Elk Valley Cross Rd	7,941	8,305	8,685	9,083	9,499
Jct. Rte. 197 Southeast	7,214	7,251	7,287	7,323	7,360
Fred Haight Dr to Oregon State Line	7,265	7,301	7,337	7,374	7,411
SR 169					
Klamath, Jct. Rte. 101	1,900	1,900	1,900	1,900	1,900
Simpson Mill Rd	847	838	830	822	813
Arrow Mills Rd to Riffle Rd	888	884	879	875	871
SR 197					
Jct. Rte. 199 to Jct. Rte. 101	2,616	2,655	2,695	2,736	2,777
US 199					
Jct. Rte. 101	2,722	2,777	2,832	2,890	2,948
Jct. Rte. 197 North	5,498	5,750	6,013	6,288	6,577
Hiouchi Village, East	6,108	6,388	6,681	6,987	7,307
Gasquet to Oregon State Line	5,509	5,790	6,085	6,395	6,721

2.8.7. Vehicle Miles Traveled

Vehicle miles of travel (VMT) is a general but robust measure of vehicle activity. It measures the extent of utilization a transportation network experiences by motorists. Although it is not a good indicator of congestion, it is a great indicator of overall vehicle activity. VMT measures overall driving activity in a general area and is an efficient measure of many of the environmental and social costs of driving, including greenhouse gas (GHG) and other emissions, safety and collision risks.

VMT is commonly applied on a per-household or per-capita basis and is a primary input for regional air quality analyses and for developing VMT rates for safety analysis. Per Senate Bill 743 (Steinberg, 2013), VMT is now the basis for transportation impact identification and mitigation under the California Environmental Quality Act (CEQA). However, jurisdictions must also ensure consistency with current land use plans, some of which still utilize Level of Service as a primary metric.

VMT data is annually reported as part of the Federal Highway Performance Monitoring System (HPMS) program. The HPMS program uses a sample-based method that combines traffic counts stratified by functional classification of roadways by volume groups to produce sample based geographic estimates of VMT. HPMS VMT estimates are considered “ground truth” by the 1990 Federal Clean Air Act Amendments (November 15, 1990). HPMS VMT estimates are used to validate baseline travel demand models and to track modeled VMT forecasts over time. HPMS VMT estimates are reported for each county by local jurisdiction, state highway use, and other state/federal land roadways e.g., State Parks, US Bureau of Land Management, US Forest Service, US Fish and Wildlife Service. Efforts to reduce VMT may involve reduction in capacity as street space is reallocated to other modes.

Estimates of regional VMT for Del Norte for the four most recent years available (2015-2018) are provided in Table 2.19. As shown, VMT has consistently increased over all regional roadways during this four-year period. See Table 2.20 for projected VMT on Del Norte regional roadways. Future VMT was projected based on the historical VMT rates of change between 2015 and 2018 for each jurisdiction. It is noted that anticipated VMT increases over the planning horizon are a result in trips/trip lengths that originate outside Del Norte County and travel to, or through, the planning area; however, this VMT is not attributed to the residents of Del Norte County, or the RTP policies, financing programs, or actions.

Table 2.19
Existing Vehicle Miles Traveled

Jurisdiction	2015 Daily VMT	2016 Daily VMT	2017 Daily VMT	2018 Daily VMT	Change, 2015-2018	Average Annual Change, 2015-2018
Crescent City	22.8	22.9	28.5	28.6	20.2%	6.7%
Bureau of Indian Affairs	5.0	5.0	5.3	5.3	4.3%	1.4%
Del Norte County	184.4	208.8	198.1	198.8	7.3%	2.4%
National Park Service	4.9	4.9	5.2	5.1	4.0%	1.3%
State Highways	439.3	492.2	492.2	533.7	17.7%	5.9%
State Park Service	29.3	29.3	30.6	30.3	3.2%	1.1%
U.S. Forest Service	65.5	65.0	69.1	75.2	12.8%	4.3%
Total	751.2	828.1	829.1	876.8	14.3%	4.8%

Source: 2010 - 2018 California Public Road Data

Jurisdiction	2020	2025	2030	2035	2040
	Daily VMT	Daily VMT	Daily VMT	Daily VMT	Daily VMT
Crescent City	28.9	29.6	30.3	31.1	31.9
Bureau of Indian Affairs	5.3	5.3	5.3	5.4	5.4
Del Norte County	199.6	201.6	203.6	205.7	207.7
National Park Service	5.1	5.1	5.1	5.2	5.2
State Highways	539.0	552.6	566.6	580.9	595.6
State Park Service	30.3	30.5	30.6	30.8	30.9
U.S. Forest Service	75.8	77.3	78.9	80.4	82.1
Total	885.6	908.0	930.9	954.4	978.5

2.8.8. Truck Traffic

The majority of freight traffic in the Del Norte region occurs on US 101. As seen in Table 2.21, truck traffic accounted for between 7.3% - 15.6% of total vehicle traffic on Del Norte highways in 2018. The proportion of truck traffic has increased or remained constant on all segments of SR 169, SR 197, US 199, and on all segments of US 101 except one, between 2014 and 2018. Annual average daily truck traffic is collected by Caltrans. Truck counting is done throughout the state in a program of continuous truck count sampling. The sampling includes a partial day, 24-hour, 7-day and continuous vehicle classification counts.

	Truck Traffic as % of Total Traffic				
	2014	2015	2016	2017	2018
US 101					
Klamath, Jct. Rte. 169 Southeast	13.1%	13.1%	11.4%	10.0%	10.0%
Sandmine Rd	10.6%	10.6%	13.8%	13.8%	13.8%
Crescent City, Northcrest Dr	7.3%	7.3%	7.3%	7.3%	7.3%
Jct. US 199 Northeast	6.4%	6.5%	8.9%	8.9%	8.9%
Jct. Rte. 197 Southeast	8.9%	8.9%	8.9%	8.9%	8.9%
Fred Haight Dr to OR State Line	7.9%	7.9%	11.8%	11.8%	11.8%
SR 169					
SR 169	8.6%	8.5%	8.5%	8.6%	8.5%
SR 197					
Jct. US 199	5.7%	5.7%	8.4%	10.2%	-
Jct. US 101	12.3%	12.3%	13.2%	13.1%	13.2%
SR 199					
Jct. US 101	15.6%	15.6%	15.6%	15.6%	15.6%
Jct. Rte 197 to OR State Line	18.2%	18.2%	15.2%	15.2%	14.8%

2.8.9. Safety

In order to monitor the safety needs in the region, a five-year summary of collisions on Federal and State routes was compiled (Table 2.22). The majority of collisions occur on US 101 and US 199. The total number of fatal collisions (32) is spread fairly evenly over the five-year period. Collisions and fatalities have significantly decreased compared to the 2007-2013 time period reported in the 2016 RTP. See Figure 2.8 for a visualization of “hot spot” locations of collisions on Del Norte region Federal and State highways. Figure 2.9 shows Crescent City collisions.

Table 2.22 Collision History on Federal and State Highways				
Route	Total Collisions	Fatal Collisions	Pedestrian Collisions	Bicycle Collisions
2014				
US 101	39	5	3	1
SR 169	1	0	1	0
SR 197	0	0	0	0
US 199	44	4	0	0
<i>2014 Total</i>	<i>84</i>	<i>9</i>	<i>4</i>	<i>1</i>
2015				
US 101	24	3	2	1
SR 169	0	0	0	0
SR 197	3	0	0	0
US 199	21	4	0	0
<i>2015 Total</i>	<i>48</i>	<i>7</i>	<i>2</i>	<i>1</i>
2016				
US 101	30	0	0	1
SR 169	0	0	0	0
SR 197	0	0	0	0
US 199	26	3	0	0
<i>2016 Total</i>	<i>56</i>	<i>3</i>	<i>0</i>	<i>1</i>
2017				
US 101	50	2	1	1
SR 169	2	0	0	0
SR 197	1	0	0	0
US 199	38	3	0	0
<i>2017 Total</i>	<i>91</i>	<i>5</i>	<i>1</i>	<i>1</i>
2018				
US 101	39	5	0	1
SR 169	0	0	0	0
SR 197	4	0	0	0
US 199	37	3	0	0
<i>2018 Total</i>	<i>80</i>	<i>8</i>	<i>0</i>	<i>1</i>
Total	359	32	7	5

Source: SWITRS

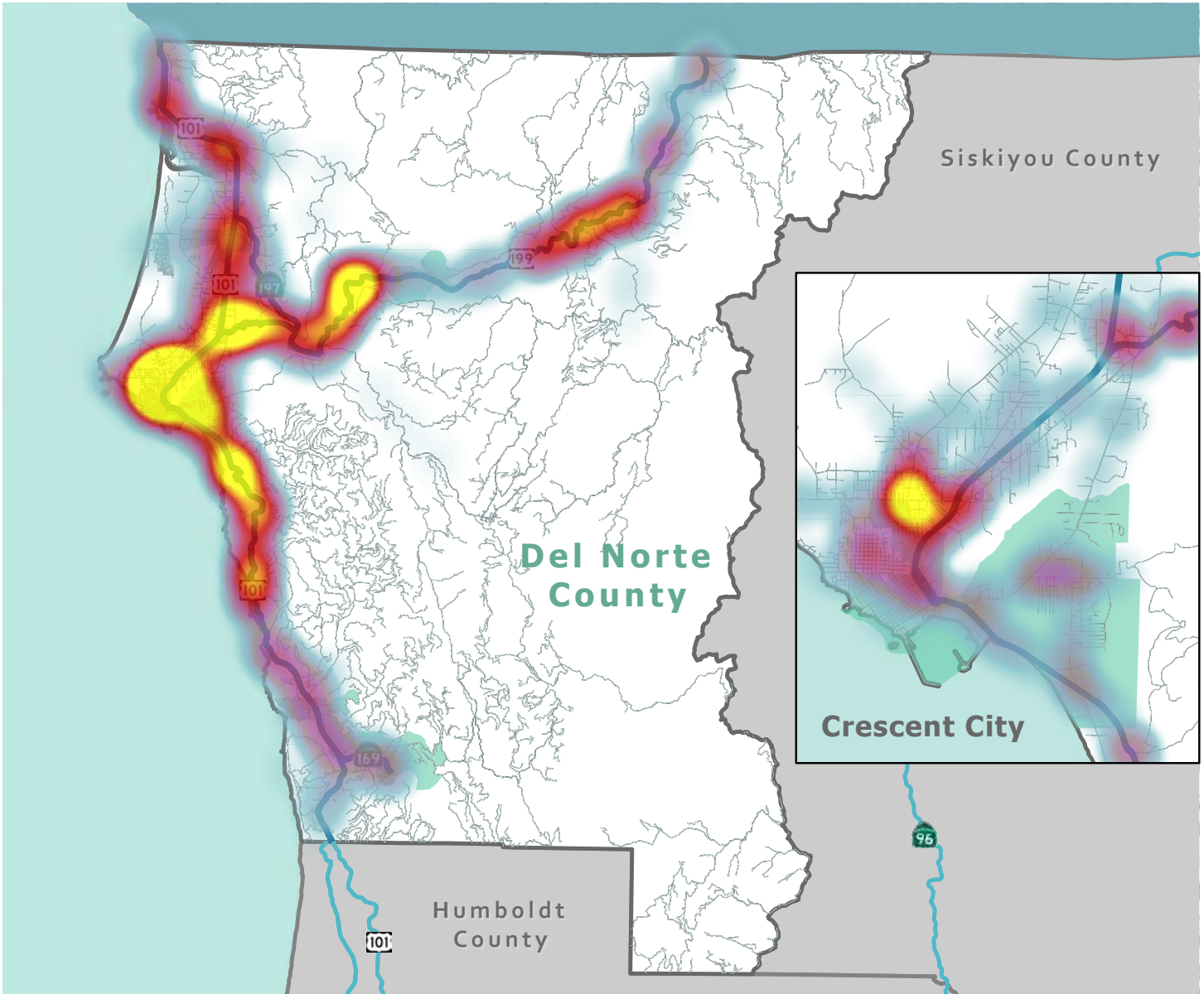


Figure 2.8

Collisions
Heatmap



0 5 10 Miles

Collisions 2008-2019

- Sparse
- Dense
- Major Roads

- Del Norte County
- Census Designated Places
- Oregon
- Local Roads



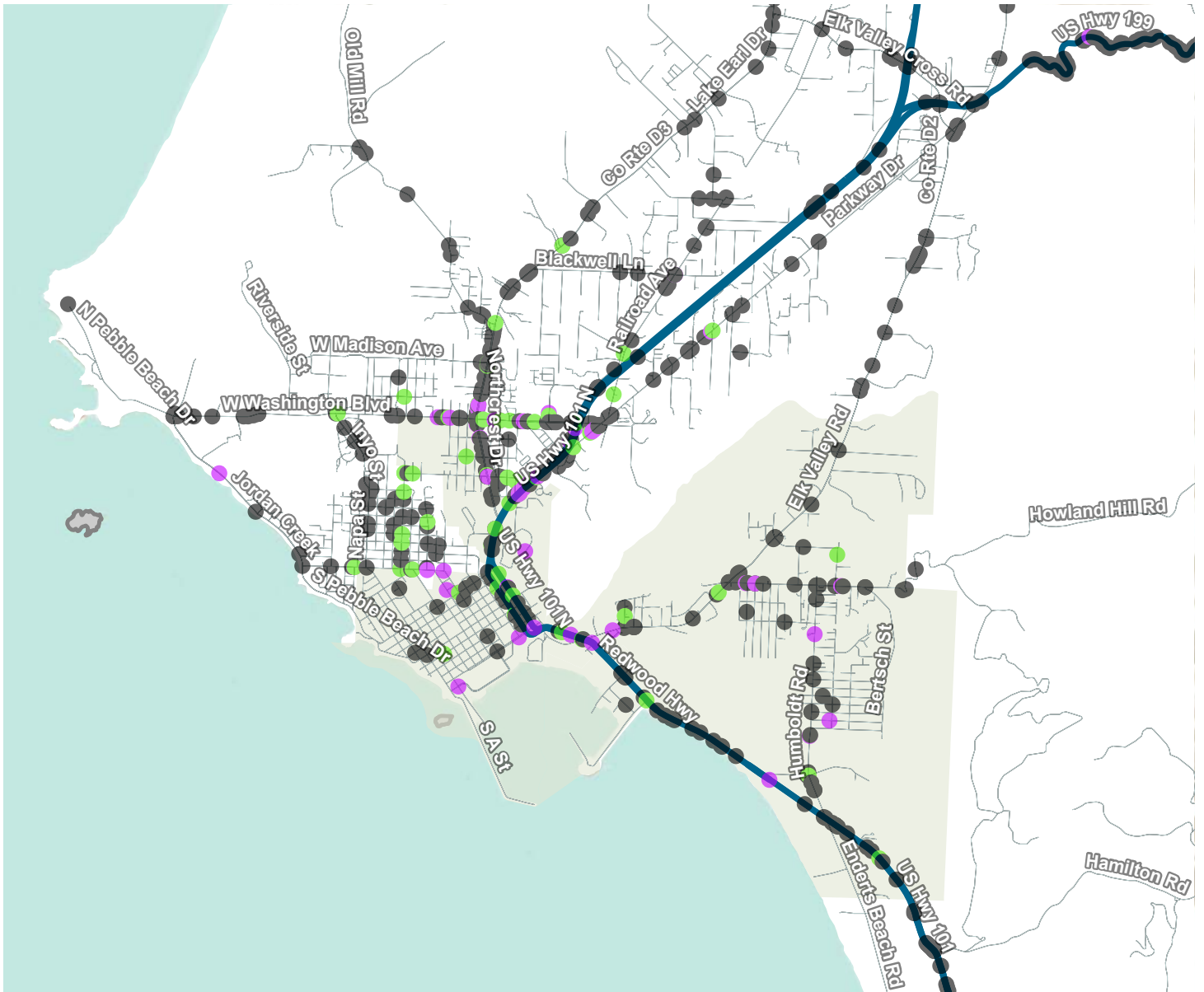


Figure 2.9

Crescent City
Collisions



0 1 2 Miles

- Bicyclist
- Pedestrian
- Other
- Major Roads
- Local Roads
- Census Designated Places



2.9. Public Transit

2.9.1. Redwood Coast Transit

Redwood Coast Transit Authority (RCTA) is the designated transit system for the Del Norte region. The RCTA has seven fixed routes that operate within the Del Norte region as well as to Humboldt county and Curry county in Oregon. Routes 1, 2, 3, 4, and 199 provide service throughout the Del Norte region. Route 20 provides service to Arcata in Humboldt county. Operation hours are Monday through Friday. Routes are detailed in Figure 2.10. Route 300, the Del Norte High School PM Tripper, is an amended version of Route 1 and provides service from Del Norte High School on weekday evenings. Route 300 service is currently suspended.

Fares for local routes 1, 2, 3, and 4 are \$1.25 for adults, \$1.00 for youths aged 6-18, and \$.60 for seniors and people with disabilities. Fares for route 199 are \$2.00 for adults, \$1.50 for youths and \$1.00 for seniors and people with disabilities. Fares for route 20 are \$2.00 for most locations in Del Norte and \$4.00 to and from Klamath to other locations in Del Norte. Route 20 fares range from \$2.00 to \$6.00 between Orick/Redwood National Park and locations within Del Norte, and service to Humboldt county ranges from \$5.00 to \$10.00 per trip. Route 20 fares are half this for seniors and people with a disability and \$1.50 for youths for trips within Del Norte. Youths pay regular adult fare for trips outside of Del Norte.

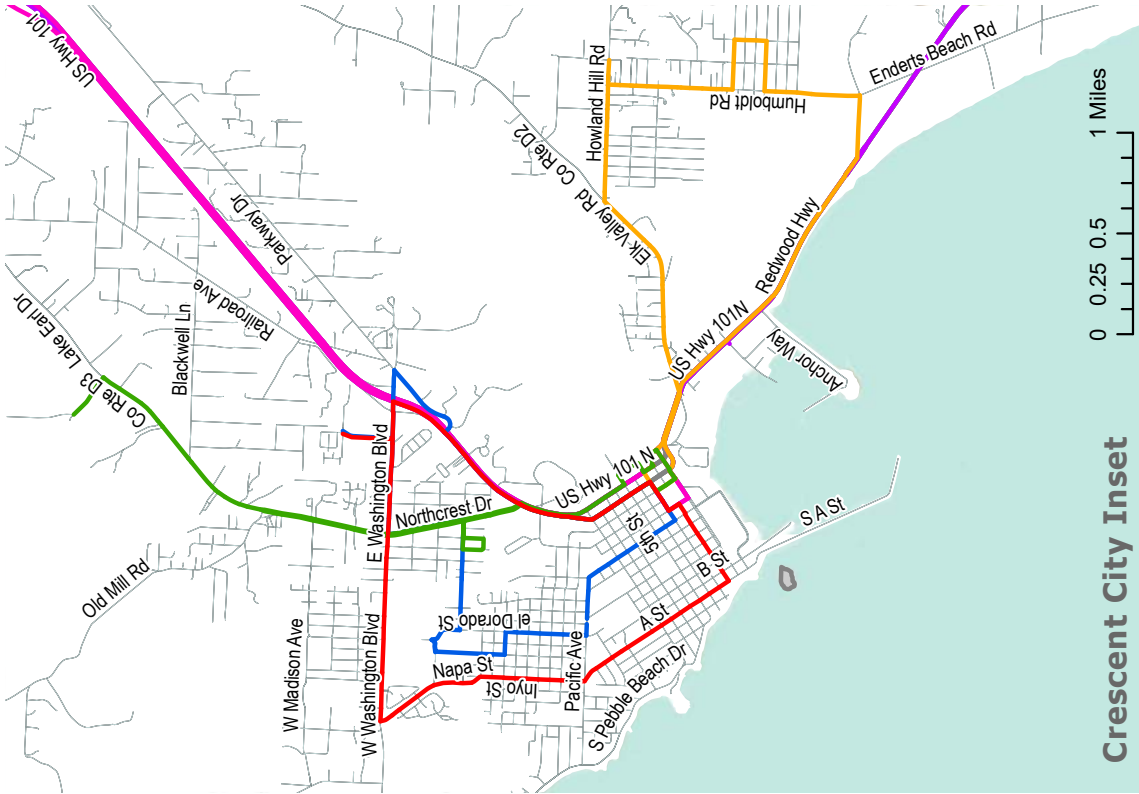
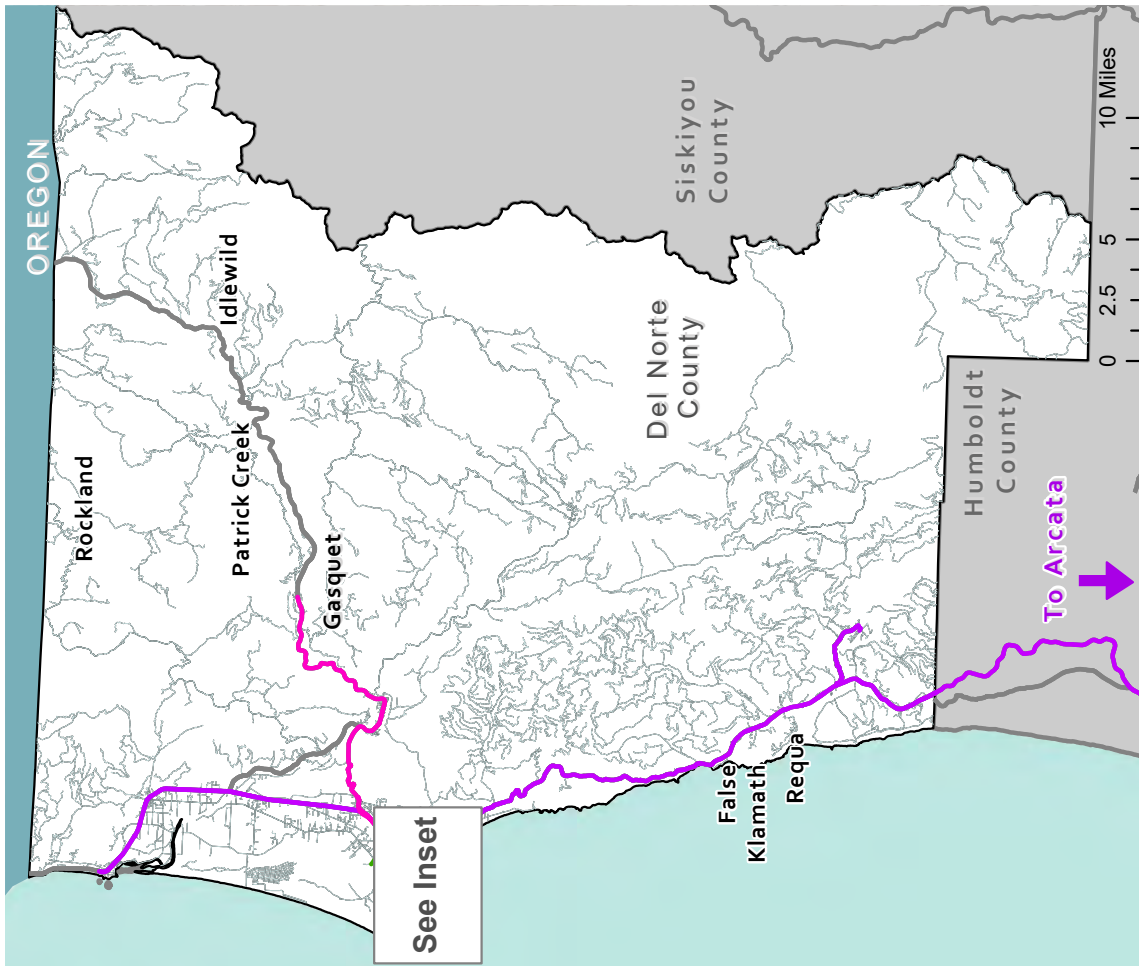
Ridership for the Redwood Coast Transit has experienced increasing ridership between 2015 and 2019 (see Table 2.23), especially on Crescent Local Routes and Route 199. Due to the COVID-19 pandemic and pandemic response, ridership decreased and fixed-route hours had to be reduced in 2020. Although it is expected that ridership and fixed-route hours will return to normal as the impacts of COVID-19 subside, the DNLTC will work with RCTA and Caltrans to identify future opportunities for transit improvements and funding opportunities. A study to evaluate the transit system, including researching a transit or mobility hub for the region and on-demand mobility options, could be submitted for funding consideration through the Caltrans Sustainable Communities grant program. Opportunities to prepare a regional sustainable community's strategy or climate action plan could also be explored to identify strategies to reduce vehicle miles traveled.

Service Type	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	Change FY 2015/16 to FY 2018/19
Crescent City Local Routes	11.02	10.75	9.28	11.90	8.02	8.0%
Route 20	3.23	3.07	2.70	3.01	2.89	-6.8%
Route 199	2.40	2.10	2.68	3.44	2.34	43.3%
Dial-A-Ride	4.16	4.50	3.30	2.59	2.65	-37.7%

Source: Redwood Coast Transit Authority Short Range Transit Plan 2019/20 to 2024/25

Dial-A-Ride

The Redwood Coast Transit Authority also offers public transit via the Dial-A-Ride service. This service operates Monday through Friday. Dial-A-Ride serves the area between Smith River and Arcata in Humboldt county. Dial-A-Ride fare is \$1.75 for seniors and people with disabilities with a reservation made 1-7 days in advance., and \$5.00 for the general public.



0 0.25 0.5 1 Miles

Crescent City Inset



- 1 Parkway / El Dorado
- 2 A / Inyo / Washington
- 3 Northcrest
- 4 Bertsch / Howland Hill
- 20 Smith River / Arcata
- 199 Crescent City / Gasquet
- Major Roads
- Local Roads
- Del Norte County
- Oregon
- Counties



Figure 2.10

Transit Routes

2.9.2. Additional Transit Providers

Yurok Tribe Transit Service

The Yurok Tribal Transit Services provides public transportation services operated by the Yurok Tribe Transportation Department. This service provides transit for the communities of Klamath, Crescent City, Weitchpec, and Tulley Creek. There is a Dial-A-Ride Service and regular morning (7AM-8:30AM) and evening (5PM-6:15PM) pick-up times for the following community destinations:

- ❖ Pem-mey in Klamath (7:10AM)
- ❖ Home Depot, Crescent City (7:45AM and 5:45PM)
- ❖ Elk Valley Community Center, Crescent City (7:50AM and 5:38PM)
- ❖ Yurok Tribal Office, Klamath (8:23AM, 5:05PM, and 6:15PM)

The fare for the Yurok Tribal Transit Service (YTTS) is \$1.50 per trip, per passenger. Additionally, the YTTS provides a free trip for elders and assistants for shopping, business, or personal needs once a month. The YTTS is an important transit systems for the Tribal community as many members live in isolated areas and have limited means of transportation.

2.9.3. Multi-regional Services

Amtrak

Amtrak does not currently have direct routes to surrounding towns and even major destinations. Del Norte residents must use the Amtrak Thruway Bus Connecting Service to connect to the “Coast Starlight” rail route in Klamath Falls or to the “Capitol Corridor” rail route at Martinez, CA. Connection to Klamath Falls is provided by SouthWestPOINT in Crescent City at the Cultural Center, and connection to the Capital Corridor is accessed via the Amtrak Thruway Bus in Arcata. The Coast Starlight runs from Seattle, WA to Los Angeles, CA and travels through Portland, Sacramento, Oakland, and San Jose. The greater Amtrak network can be accessed from stations in Seattle, Portland, Sacramento and Los Angeles. Arcata is accessible to Del Norte county residents by public transportation through Route 20 of the Redwood Coast Transit.

Greyhound

There are no Greyhound Stations located in Del Norte. There is Greyhound service in Arcata in Humboldt county which departs at 2:15 PM once daily for San Francisco and arrives at 9:45 PM. The station in Arcata is accessible to Del Norte county residents by public transportation through Route 20 of the Redwood Coast Transit.

Curry County Public Transit

Curry county Transit provides a fixed route service called the Coastal Express, as well as a demand-response service. The Coastal Express serves the US 101 corridor from Lucky 7 Fuels/Casino in Smith River in northern Del Norte through Bandon, Coos Bay and North Bend in Oregon. There are four daily timed transfers between the Coastal Express and Redwood Coast Transit in Smith River.

SouthWest POINT

SouthWest POINT is a transit route operating under the Oregon POINT transit system that provides service to southern Oregon and provides connections directly to Del Norte residents through stops in Smith River, Crescent City, Hiouchi and Gasquet. Through Southwest POINT, Del Norte residents can travel to Brookings, O’Brien, Cave Junction, Selma, Grants Pass, Medford, Ashland and Klamath Falls. Many other transit systems can be accessed through the SouthWest POINT destinations.



Humboldt Transit Authority

The Humboldt Transit Authority operates several transit systems that serve the Humboldt region: Arcata Mad River Transit System (AMRTS), Eureka Transit Service (ETS), Redwood Transit System (RTS), the Willow Creek Transit Service, Southern Humboldt Transit Systems (SHTS), and Blue Lake Rancheria Transit. Of these transit systems, AMRTS, ETS and RTS provide interregional connections in Del Norte.

Arcata and Mad River

Arcata Mad River Transit System (AMRTS) provides a connection from the Redwood Coast Transit Route 20 destination of Arcata. AMRTS provides hourly services to major destinations within Arcata, including Humboldt State University, medical facilities, and shopping centers. Similarly, Eureka Transit Service (ETS) provides inter-city travel throughout Eureka for arrivals from Del Norte that can be accessed through the Route 20 stop in Arcata.

2.10. Active Transportation

2.10.1. California Coastal Trail

The California Coastal Trail (CCT) is a 1,200 mile network of public trails for pedestrians, hikers, equestrians and wheelchair users along the California coast. The CCT spans 15 counties throughout California, including 16 sections in the Del Norte region. The CCT is not fully connected throughout California, nor is it in Del Norte. The trail links downtown businesses, the Crescent City Harbor, and Elk Valley Road. There are plans to develop the remaining unconnected portion of the trail, from South Beach Road to Pebble Beach Road.

2.10.2. Pacific Coast Bicycle Route

The Pacific Coast Bicycle Route (PCBR) is the most significant bike route in the Del Norte region. The PCBR is approximately 1,830 miles following the west coast of US and Canada, extending from Vancouver, British Columbia to Imperial Beach at the California/Mexico Border. This route is designated as Class II and III and runs parallel to US 101 in Del Norte, along Sarina Road, 1st Street, Fred Haight Drive, Lake Earl Drive, and Northcrest Drive. An alternative scenic route along Washington Boulevard and Pebble Beach Drive can also be utilized. The PCBR is a significant asset to the region and supports recreational, economic and tourism success.

The 2015 Pacific Coast Bike Route Survey summarizes the findings of the survey of 535 PCBR bicyclists and its predominant needs. The survey found that the most common and highest-ranked issue bicyclists found on the PCBR was narrow roads in need of wider shoulders. Survey respondents also noted that the segment of US HWY 101 just south of Crescent City (between Hamilton Road and Wilson Creek) was one of three “problem areas” along the route, and the only problem area identified in the Del Norte region. This segment was identified as difficult due to extremely narrow shoulders, aggressive and unfriendly drivers, high volumes of traffic, steep terrain and debris.

2.10.3. Bicycle

In addition to the PCBR, there are bicycle facilities present at all locations of the California Coastal Trail in the Del Norte region. The majority of existing bicycle facilities in Del Norte are designated Class III bikeways- shared use with pedestrians and motor vehicle traffic. The American Community Survey 2018 reported that over 35% of Del Norte residents and 39% of Crescent City residents have a travel time to work less than 10 minutes. Despite short travel times, biking remains an underutilized mode of travel in the region. Short commute times indicate that an improved bicycle network may encourage a mode shift from automobile to bicycle.

2.10.4. Pedestrian

Although a contiguous sidewalk network is the safest way for pedestrians to travel, establishing a complete sidewalk network can be difficult or impractical for rural areas. Many communities in Del Norte lack appropriate pedestrian facilities, including sidewalks, signage and crosswalks. Even incorporated Crescent City lacks a contiguous sidewalk network.

2.10.5. Coast to Crest Trail

The Coast to Crest Trail is a hiking trail extending east from Crescent City through the Klamath Mountains to Harrington Peak at the crest of Siskiyou and Del Norte counties. The trail is approximately 50 miles through Del Norte and connects to an adjoining trail in Siskiyou county that leads to the Pacific Crest Trail.

2.11. Aviation

2.11.1. Del Norte County Regional Airport at Jack McNama Field

The Del Norte County Regional Airport at Jack McNamara Field (CEC) is located in unincorporated Crescent City. CEC is owned by Del Norte County and is managed by the Border Coast Regional Airport Authority through a Master Lease Agreement. The Airport Authority is a California sanctioned Joint Powers Authority (JPA) with a Board of Directors comprised of representatives from the governing bodies of the County of Del Norte, the City of Crescent City, the Elk Valley Rancheria, the Tolowa Dee-in' Nation, the City of Brookings (Oregon), Curry County (Oregon), and one public member, at-large.

CEC is a commercial service airport that is part of the National Plan of Integrated Airport Systems (NPIAS). CEC has a 5,002-foot long primary runway and a 5,000-foot long cross-wind runway. All runways have edge lights and parallel taxiways. The primary runway features a Medium Approach Light System with Runway Alignment Indicator Lights (MALSR) instrument landing system. Both the primary and cross-wind runway have Visual Approach Slope Indicator (VASI) systems. Cal Ore Life Flight operates a ground and air medical transportation service based at the airport and also hold a lease to serve as the airport's Fixed Base Operator (FBO) and fueling agent. Services at the airport include an Airport Rescue and Firefighting (ARFF) station, aircraft fueling (Jet A and 100LL Aviation Gasoline), a FedEx cargo processing hub, a Transportation Security Administration (TSA) office, approximately twenty aircraft hangars, and vehicle rentals at the FBO office and passenger terminal.

Due to its geographic distance from large or medium hub airports as well as commercial air service that existed at CEC prior to airline deregulation in the 1970's, Crescent City is an Essential Air Service (EAS) eligible community as administered by the United States Department of Transportation (DOT). Currently, the community receives grant funds from the DOT under the Alternate EAS program which the Airport Authority's Board, after receiving public comment, has elected to utilize to enter into an agreement with Contour Airlines who provide commercial air service at CEC. Under this service agreement Contour operates 30-passenger regional jets for no less than one daily round trip to Oakland International Airport. During the peak summer travel months this frequency schedule is increased to accommodate the demand.

In 2019 the Airport Authority completed construction of a replacement passenger terminal that was funded by the Federal Aviation Administration's (FAA) Airport Improvement Program (AIP) and local matching funds. The Airport Capital Improvement Plan for the current period includes planned projects including runway and taxiway improvements, obstruction removal, and acquisition of replacement ARFF equipment in order to maintain compliance with FAA regulations and the airport's operating certificate which allows for commercial service.



2.11.2. Other Airports

In addition to the Del Norte County Regional Airport at Jack McNamara Field), there are two non-commercial airports located in the region: Ward Field and Andy McBeth Airport.

Ward Field

Ward Field (009) is located in the unincorporated community of Gasquet. Ward Field is a public use, general aviation (non-NPIAS) airport with a 2,990-foot long runway. There are no facilities at Ward Field. Ward Field is not lit and is therefore limited to daytime operations. Ward Field is primarily used for general aviation purposes as well as an alternate landing airport for smaller aircraft when CEC is below published minimums. Additionally, the airport is used for emergency response purposes such as wildland firefighting in the fire prone areas surrounding Gasquet. Redwood Coast Transit serves the community of Gasquet and, associatively, Ward Field Airport.

Andy McBeth

Andy McBeth Airport (S51) is located in the unincorporated community of Klamath Glen. Andy McBeth Airport is a public use, general aviation (non-NPIAS) airport with a 2,400-foot long runway. There are no facilities at Andy McBeth Airport. Andy McBeth Airport is not lit and is therefore limited to daytime operations. Andy McBeth Airport is primarily used for general aviation and emergency purposes.

2.12. Goods and Freight Movement

The most effective movement of goods within, in, and out of the Del Norte region is trucks. The US and State Highway system forms the foundation for goods movement with local pick-up and delivery using the comprehensive roadway network. The main goods movement corridors in and out of Del Norte include US 199/SR 197 providing access to Josephine county, Oregon and Interstate 5 to the north and east and US 101 providing access to Humboldt county to the south and Curry county, Oregon to the north.

2.13. Water Resources


The Crescent City Harbor is located in the unincorporated area of Crescent City. Commercial fishing and tourism are the primary economic activities found in the Harbor and represent an important sector of the Del Norte regional economy. There are currently around 80 commercial fishing vessels berthed at the harbor. The Harbor has been severely damaged several times due to tsunamis. Following the 2011 tsunami, the Crescent City Harbor was rebuilt to be tsunami-resistant and is the only such facility on the west coast. The new tsunami-resistant harbor is built to withstand a 50-year tsunami event. The Crescent City Harbor District manages the harbor and is seeking more transient vessels and tenants at the Harbor. In addition to commercial fishing, the Crescent City Harbor is an important place for tourism. Eight restaurants, four hotels and an art gallery attract tourists to the harbor area.

2.14. Interconnectivity Issues

The rural nature of the Del Norte region inherently creates connectivity challenges involving roadways, transit, and non-motorized transportation.

2.14.1. Roadways

The major roadways for interregional travel within and through the Del Norte region are US 101 and US 199. US 101 connects Del Norte to Brookings, OR to the north and Eureka/Arcata and San Francisco to the south. US 199 connects Del Norte residents to Grants Pass, OR. US 199 also connects with Interstate-5 (I-5) in Grants Pass, offering access throughout the west coast.



Del Norte is physically isolated from most of California by the mountainous terrain covering much of the region. From the Del Norte population center, Crescent City, I-5 is approximately 85 miles via US 199.

2.14.2. Transit

Prior to the COVID pandemic, the Redwood Coast Transit Authority had been providing about the same amount of fixed route hours as in past years, with some increases in ridership (see Table 2.23). Fixed route hours and ridership declined due to the COVID-19 pandemic and pandemic response but are expected to recover as COVID-19 effects lessen.

The nearest Greyhound and Amtrak stations are located in Arcata. Two daily Amtrak departures are running daily to the Bay Area. Route 20 of the Redwood Coast Transit Authority arrives in Arcata at 9:22 AM and 5:10 PM.

Although many small, rural communities are served by the RCTA, residents without vehicles may have a difficult and unsafe trip reaching the closest transit stop. Communities along Route 20 from Smith River to Arcata and Route 199 from Crescent City to Gasquet are located along either US 101 or US 199, and do not have access to adequate pedestrian or bicycle facilities. If utilizing non-motorized transportation to reach transit stops, many residents must cross or travel along a major highway without the safety of intersection controls, crosswalks, sidewalks or bicycle lanes.

2.14.3. Aviation

Jack McNamara Field is the primary airport in Del Norte, and the only airport in the region to offer commercial flights. Flights are available at Jack McNamara Field, with daily round-trip flights between Crescent City and Oakland. Current prices range from around \$200 - \$240 for a round-trip flight and around \$300 for same-week flights. From Oakland, travelers can connect to other destinations.

2.14.4. Goods Movements

US 101 and US 199/SR 197 are critical goods movement routes for the region, but limit access for vehicles with three or more axles, due to narrow roadway widths and sharp turns. The limited options for regional and interregional goods movement pose a significant constraint to the region's economy and mobility. A number of projects identified in the Action Element of the RTP will improve goods movement in the region when implemented.

2.14.5. Non-Motorized Transportation

The California Coastal Trail, which is used by residents and tourists alike, is not fully connected throughout the region. The trail links downtown businesses, the Crescent City Harbor, and Elk Valley Road.

Crescent City is the only community in the region with an established sidewalk network. However, the sidewalks throughout the City need improvements for gap closures, connectivity and Americans with Disabilities. Crescent City has identified many projects in this RTP to address pedestrian improvements. The City and Caltrans are cooperatively making improvements for pedestrians along US 101 through the County Harbor District urban area. Other recommended improvements include the implementation of advisory bike lanes where feasible. This design technique has great potential for rapidly and inexpensively expanding and closing gaps in the active transportation network, particularly in small town and rural environments with relatively narrow rights-of-way.

3 POLICY ELEMENT

The purpose of the Policy Element is to identify legislative, planning, financial and institutional issues and requirements within the Del Norte region. Consistent with the 2017 RTP Guidelines, the Policy Element is intended to:

- ❖ Describe the most important transportation issues in Del Norte as a region.
- ❖ Identify regional needs for both short-term (0-10 years) and long-term (11-20 years) planning horizons (Government code Section 65080 (b) (1).
- ❖ Maintain internal consistency with the Financial Element and fund estimates.

The Policy Element describes transportation issues in the Del Norte region, California, and the United States and provides goals, objectives, and policies to assist in setting transportation priorities. The Policy Element from the 2016 Del Norte RTP was used as the baseline for the new Policy Element. Current policies and objectives have been updated to align with new legislation and planning strategies. The 2020 Policy Element accommodates Senate Bill 743 (SB 743) and new transportation planning strategies mandated by SB 743, including the transition from Level of Service (LOS) to Vehicle Miles Traveled (VMT) as a metric for roadway effectiveness and emphasizes methods to reduce vehicle use and increase active transportation and transit use to reduce greenhouse gas emissions.

3.1. Transportation Issues

3.1.1. Federal Issues

Federal transportation policy direction and programming provides the direction through which transportation planning decisions are made at the State, regional and local levels.

FAST Act

On December 4, 2015, President Obama signed the Fixing America’s Surface Transportation (FAST) Act (Pub. L. No. 114-94) into law—the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act authorized \$305 billion over fiscal years 2016 through 2020 for highway improvements, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The FAST Act expired on September 30, 2020 and the region is working with a Continuing Resolution until a new Federal Highway Bill is passed by Congress.

3.1.2. Statewide Issues

California is dedicated to reducing greenhouse gas emissions through sustainable land use and transportation planning. In 2016, California Senate Bill 32 was passed, which codifies a 2030 GHG emissions reduction target of 40 percent below 1990 levels. The transportation sector accounts for 37% of California’s carbon emissions, prompting policy to reduce vehicle miles traveled. Subsequent legislation has been passed to support California’s goals of GHG emissions reductions, such as Senate Bill 743 (SB 743), described in the following section, which has an impact on the RTP guidelines and the RTP development process. In 2017, transportation funding in California was changed with California Senate Bill 1 (SB 1), which is a \$52 billion transportation program funded by increased state gas taxes and vehicle license fees.

Senate Bill 743

Former Governor Brown signed Senate Bill (SB) 743 (Steinberg, 2013), which creates a process to change the way that transportation impacts are analyzed under the California Environmental Quality Act (CEQA). Specifically, SB 743 requires the Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to Level of Service (LOS) for evaluating transportation impacts. In 2018, the CEQA Guidelines were amended to include those alternative criteria, and auto delay (slowed traffic congestion) is no longer be considered a significant impact under CEQA. Transportation impacts related to air quality, noise and safety must still be analyzed under CEQA where appropriate. SB 743 also amended congestion management law to allow cities and counties to opt out of LOS standards within certain infill areas. The updated 2017 RTP Guidelines have established vehicle miles traveled (VMT) as the metric to replace LOS.

Senate Bill 1 and the Impact on the Transportation Funding

In 2016, several bills that would drastically change the financial outlook for transportation funding for the next decade were debated within the State Legislature. The results of those legislative effort culminated in the Governor’s signing of Senate Bill 1 (SB1) on April 28, 2017. In November of 2018, California Proposition 8 (Prop 8) was defeated, which proposed a repeal of SB 1.

SB 1 is a \$52 billion transportation plan funded by increased taxes on gasoline and diesel fuel, and vehicle license fees, including a new fee for vehicles that do not utilize fossil fuels, but do use the public roads. That new funding source will be used exclusively for transportation purposes, including maintenance, repair and rehabilitation of roads and bridges, new bicycle and pedestrian facilities, public transportation, and planning grants.

SB 1 created the following new and augmented programs that fall under California Transportation Commission (CTC) purview:


- ❖ Active Transportation Program (ATP) - \$100 million (80%) added annually for bicycle and pedestrian projects.
- ❖ Local Streets and Roads - \$1.5 billion added annually for road maintenance and rehabilitation.
- ❖ State Highway Operation and Protection Program (SHOPP) - \$1.9 billion added annually for projects on State Highways.
- ❖ State Transportation Improvement Program (STIP) – Funding source stabilized.

California Electric Vehicle Mandate

On September 23, 2020, Governor Newsom signed Executive Order N-79-20 establishing a State goal that 100% of in-state sales of new passenger vehicles and trucks will be zero-emissions by 2035. The Executive Order establishes a further goal 100%of medium- and heavy-duty vehicles in the State be zero-emission by 2045 for all operations where feasible and by 2035 for drayage trucks. Finally, the order sets a goal of the State of California to transition to 100% zero-emission off-road vehicles and equipment by 2035 where feasible. Transit fleets are also subject to the California Air Resources Board’s (CARB) Innovative Clean Transit Rule, which requires 25% of new vehicles in small fleets to be zero-emission by 2026, and all new vehicles by 2029. The Redwood Coast Transit Authority is in the planning stages of a new electric bus project that should bring electric buses into service in the next 2-4 years. Regional and local transit fleets are expected to adhere to the State goal of transitioning to zero-emissions vehicles by 2035.

3.1.3. Regional and Local Issues

Even with new funding guaranteed by Senate Bill 1, the Road Repair and Accountability Act of 2017, the primary local and regional issues revolve around maintaining the integrity of existing facilities. Additional issues at the local and regional level include the need for transportation modes other than the automobile, that provide access and



connectivity between communities, health services, shopping, recreational destinations and employment centers. The following general categories of transportation issues have been identified:

1. Maintenance and improvement of the existing road system.
2. Improvement of non-auto transportation modes and programs that lower emissions due to vehicles, including establishing an adequate electric grid to be utilized by electric transit vehicles, personal electric vehicles, and electric bicycles.
3. Adherence to climate greenhouse gas reduction targets.
4. Promotion of economic development within the region.

Economic development efforts should include Transportation Planning agencies in their planning decisions to ensure transportation infrastructure and programs adequately account for the increased demand on the system. The DNLTC will maintain roadways to enable recreational tourism and industrial and commercial activity. The DNLTC will work with partners to promote recreational activities such as hiking, camping, bicycling, and general tourism. Elements of the transportation system related to industrial and commercial activity include the following:

- ❖ Road systems with adequate structural strength to support goods movement on a regular basis.
- ❖ Adequate road width to support the travel and tourism industry.

3.1.4. Climate Change and Gas Emissions

In 2006, the California State Legislature adopted Assembly Bill (AB) 32 known as the California Global Warming Solutions Act. The bill establishes a cap on statewide greenhouse gas emissions (GHG) and sets forth the regulatory framework to achieve the corresponding reduction in statewide emissions levels. The updated 2017 RTP Guidelines document provides several recommendations for consideration by rural RTPAs to address GHG. The following strategies from the guidelines have been applied towards small counties, including Del Norte:

- ❖ Emphasize transportation investments in areas where desired land uses as indicated in the City or County general plan may result in vehicle miles traveled (VMT) reduction or other lower impact use.
- ❖ Recognize the rural contribution towards GHG reduction for counties that have policies that support development within their cities and protect agricultural and resource lands.
- ❖ Consider transportation projects that increase connectivity or provide other means to reduce VMT.

The effectiveness of efforts by the DNLTC to provide transportation alternatives and to implement policies and strategies consistent with State and national goals of reducing GHG emissions can be measured in terms of reductions in vehicle miles traveled (VMT) or expected growth in VMT, as well as successful transitioning to a zero-emissions transit fleet. VMT reductions correlate directly with reductions in GHG emissions. Caltrans reports VMT by county on an annual basis.

Although the population in Del Norte has not increased nor decreased recently, and labor force participation has fallen slightly, VMT has increased since 2015. As seen previously in Table 2.19 Vehicle Miles Traveled, vehicle miles traveled (VMT) has increased consistently on all roadway within the Del Norte region since 2015. The VMT on state highways increased from 439.3 in 2015 to 533.7 in 2018, for an average annual increase of 5.9%. The VMT on Del Norte roadways has increased from 184.4 in 2015 to 198.8 in 2018 for an average annual increase of 2.4%. The VMT on City of Crescent City roadways has increased from 22.8 in 2015 to 28.6 in 2018 for an average annual increase of 6.7%. Overall, VMT on all roadways in the Del Norte region has increased by an average annual rate of 4.8% between 2015 and 2018.

Population and employment in the region will continue to be monitored and VMT growth consistent with the RTP, RTP performance measures, and the County's General Plan policies to track changes in travel demand.

3.2. Regional Goals, Objectives and Strategies

The comprehensive goals, objectives, and policies that have been developed for this RTP meet the needs of the region and are consistent with the regional vision and priorities for action, which set the framework for carrying out the roles and responsibilities of the DNLTC and assists them in their decision-making process for transportation investment. These objectives are intended to guide the development of a transportation system that is balanced, multi-modal, and will maintain and improve the quality of life in the Del Norte region.

The goals, objectives, and policies for each component of the Del Norte regional transportation system are discussed below.

- ❖ A goal is the end toward which effort is directed; it is general and timeless.
- ❖ An objective is a direction statement that guides actions for use in determining present and future decisions, often used to help reach goals.
- ❖ A policy is a specific means to accomplish the intent of the goal and direction of the objective.

The goals, objectives and policies set forth in this Plan are consistent with the policy direction of the DNLTC, the 2003 Del Norte County General Plan Circulation Element, the California Strategic Highway Safety Plan (SHSP), and the updated California Transportation Plan (CTP 2040).

3.3. State Highways and Regional Roadways

3.3.1. Primary Issues:

With low traffic volumes and minimal population growth, expanding the traffic capacity of roadways is not a priority. Safety and operational improvements and maintenance of the existing system to ensure connectivity are of central importance. According to the 9 most recent years of the Caltrans Collision Analysis on California State Highways, from 2009-2017, District 1 had significantly higher collision and fatality rates than other Districts in California across most highway types. The collision rates for District 1 ranged from 1.1 times to 1.3 times greater than the statewide average for similar facilities. The fatality rates for District 1 ranged from 2.9 to 4.4 times greater than the statewide average for similar facilities. Addressing such high collision and fatality rates is an important step to address the overall safety of the region. In addition to safety, maintaining regional roadways and connectivity to Humboldt county, Curry county and Josephine county is a critical concern for the region.

Goal 1: Provide and maintain a safe, efficient, and convenient regional roadway system.

Objective:

Identify and prioritize improvements to the roadway system.

Policy 1.1:

Prioritize roadway projects according to pavement condition and safety and operational deficiencies, including required maintenance and repair, in the most cost-effective manner given available resources.

Objective:

Maintain roadways at acceptable safety standards.

Policy 1.2:

Identify and eliminate unsafe conditions on state highways and regionally significant roadways and intersections.



Objective:

Employ Intelligent Transportation System (ITS) strategies when feasible and cost effective.

Policy 1.3:

The DNLTC will consider implementation of Intelligent Transportation Systems (ITS) technologies for individual modes based on availability and funding.

Objective:

Implement improvement projects which will increase the walkability, bikeability and attractiveness of downtown areas.

Policy 1.4:

Caltrans and local agencies will pursue traffic calming and streetscape projects in the downtown Crescent City area.

Objective:

Improve funding availability from State and Federal resources.

Policy 1.5:

Advocate for increased funding for projects in the Del Norte region.

Policy 1.6:

Maintain and upgrade existing roads as a priority over the construction of new roads to new areas except when the public benefit clearly outweighs overall costs.

Policy 1.7:

Improve project competitiveness by building solid project foundations through planning and project development efforts.

Goal 2: Support recreational travel by making it safe, easy and inviting.

Objective:

Increase safety along US 101 and US 199, the main routes for travelers and tourists in the region.

Policy 2.1:

Support improvements to US 101 that address stability problems at Last Chance Grade.

Policy 2.2:

Support projects that improve safety and accessibility for recreational travelers on US 101 and US 199/SR 197.

Objective:

Increase safety and access to recreational facilities for active transportation users.

Policy 2.3:

Support improvements that provide safe bicycle and pedestrian access to State and National Parks, trails, bicycle routes, campgrounds, and other recreational facilities.

3.4. Local Roads

3.4.1. Primary Issues:

Pavement maintenance and safety improvements continue to be the highest priorities for the local road system.

Goal 3: Upgrade and improve roadways in order to preserve the existing regional roadway system.

Objective:

Improve overall pavement condition ratings to a Pavement Surface Evaluation Rating (PASER) rating of 8.0 or better (~80 PCI) so as to reduce the need for expensive roadway reconstruction projects over the long-term.

Policy 3.1:

Develop a Pavement Management Plan and roadway inspection schedule as recommended in the *Pavement Management System and Roadway Data Analysis Report*.

Policy 3.2:

Prioritize roadway maintenance projects based on pavement condition data obtained from the *Pavement Management System and Roadway Data Analysis Report*, the overall regional importance of the local roadway, and cost effectiveness.

Objective:

Accept new roads into the locally maintained road system only when they meet the criteria established by the City or County and when financial means exist.

3.5. Multi-modal Transportation

3.5.1. Primary Issues:

There is a need to enhance bicycle and pedestrian facilities for recreationalists, tourists and residents in the Del Norte region. Wider shoulders, especially on US 101, bicycle lanes, sidewalks and crosswalks will improve safety and connectivity between community destinations and intra-regional travel (i.e. Coast to Caves and Coast to Crest Trails). U.S. 199 and Dr. Fine Bridge on US 101 near Smith River are examples of roadways without shoulders. This discourages the use of active modes of transportation as well as the use of the trails that extend from these facilities. This also limits the potential establishment of new bus stops to serve these attractions.

With 35% of Del Norte residents and 39% of Crescent City residents having under a 10-minute commute to work, many could feasibly utilize alternative transportation with the right infrastructure in place. Increasing multi-mobility options such as active transportation and transit will reduce greenhouse gas emissions while benefiting the health and livability of residents.

Goal 4: Provide a safe, convenient and efficient multi-modal transportation system that is part of a balanced overall transportation system.

Objective:

Incorporate bicycle, pedestrian, and transit improvements when planning roadway improvements.

Policy 4.1:

Prioritize roadway and street designs that avoid bicycle-auto, pedestrian-auto and bicycle-pedestrian conflicts.



Policy 4.2:

Implement “Complete Streets” policies that foster equal access by all users in roadway design.

Policy 4.3:

Maximize multi-modal access to the roadway system and eliminate barriers to alternative transportation systems.

Policy 4.4:

Encourage and facilitate local jurisdictions, local Native American Tribes, Caltrans, and other partners to individually and collaboratively plan, install, and maintain roads in the Del Norte region to build a coordinated and balanced transportation system.

Policy 4.5:

Prioritize improvement projects which will increase bicycle and pedestrian safety along corridors and intersections frequently used by school children, recreational cyclists, commuter cyclists/pedestrians and visitors.

Objective:

Prioritize active transportation projects that enhance the connectivity of the existing non-motorized system.

Policy 4.6:

Coordinate with funding programs to provide multiple components of an infrastructure project when appropriate.

Goal 5: Promote alternative transportation.

Objective:

Encourage active transportation facilities where possible.

Policy 5.1:

Support the projects listed in the adopted Active Transportation Plan (2017).

Policy 5.2:

Pursue discretionary funding, where applicable, in order to implement projects that support a well-balanced transportation system.

Policy 5.3:

Improve funding availability from State and Federal resources.

Policy 5.4:

Actively seek funding sources for multi-modal transportation development.

Objective:

Promote equitable and sustainable use of resources.

Policy 5.5:

Promote equity, cost effectiveness, and modal balance in planning, and allocate funds to regionally significant roadway, bicycle and pedestrian, and transit projects.

Policy 5.6:

Implement efforts such as car share and bike share programs. Work to make shared mobility programs equitably available to low income and disadvantaged communities.

Policy 5.7:

Promote equitable public participation during the planning process by targeted outreach to disadvantaged communities and by making outreach events and materials accessible.

3.6. Public Transit

3.6.1. Primary Issues:

Ridership for the Redwood Coast Transit Authority had been rising between 2015 and 2019 and saw a decline due to the impacts of the COVID-18 pandemic. There is still a portion of the population that relies on public transit for work, commercial, educational or medical purposes. According to the American Community Survey, approximately 9.6% of residents have no vehicle available to them, 18.3% are aged 65+ and 22.5% are below the poverty level. These demographics rely on transit at higher rates than other members of the public. Maintaining an efficient transit system is crucial to the overall transportation network. There has been indication of a need for transit connections to larger cities such as Medford, Redding, Eugene, Portland and San Francisco for medical purposes. In terms of transit capital improvement needs, there is an indicated need for passenger amenities including benches, signage and shelters.

Goal 6: Provide for the mobility needs of Del Norte residents, visitors and employees through transit services within the financial constraints of state and federal transit funding.

Objective:

Tailor public transportation and transit service provisions to the area's population characteristics.

Policy 6.1:

Implement recommendations from the Short Range Transit Development Plan for the Redwood Coast Transit Authority (2019). Update the plan as necessary.

Policy 6.2:

Implement strategies and recommendations outlined in the Coordinated Public Transit-Human Services Transportation Plan (2020) to address the unmet transit needs of the public. Update the plan as necessary.

Policy 6.3:

Consider transit services first in areas where the greatest operational efficiencies exist (i.e., dependent needs, recreational areas).

Policy 6.4:

Include the Yurok Tribe, Elk Valley Rancheria, Resighini Rancheria and Tolowa-Dee-ni' Nation in the planning process.

Objective:

Provide life-line transportation for transit-dependent people.

Policy 6.5:

The DNLTC will conduct a minimum of one public hearing annually to consider and take testimony on unmet transit needs prior to expending LTF funds.

Policy 6.6:

Ensure that public transit services are compliant with the Americans with Disabilities Act.

Objective:

As funding permits, develop transit service as an effective alternative transportation mode choice.

Policy 6.7:

Support transit projects that serve visitors and residents for commute and recreation trip purposes and that enhance economic development.

Policy 6.8:

Encourage coordination of inter- and intra-regional transit service.

Objective:

Adhere to transit needs of disadvantaged communities including elderly populations, minority communities, the disabled, and low-income communities.

Policy 6.9:

Coordinate annual grant programs, such as FTA Section 5310, and assist agencies in preparing applications when applicable.

Policy 6.10:

Conduct meetings with the Social Services Transportation Advisory Committee (SSTAC) at least once a year. Involve SSTAC in transportation planning activities as appropriate.

Objective:

Promote the use of renewable and alternative fuels for transit.

Policy 6.11:

Purchase renewable and alternative fuel transit vehicles. Actively seek funding that would allow the purchase of fleet vehicles that use renewable and clean alternatives.

Policy 6.12:

Promote the use of renewable and alternative fueled transportation.

Policy 6.13:

Develop partnerships with other departments and entities to expand the availability and use of alternative and renewable fuels.

3.7. Aviation

3.7.1. Primary Issues:

Continued improvements for redevelopment of the regional terminal facilities at the Del Norte County Airport (Jack McNamara Field) are necessary for the pursuit of economic and development opportunities, including the region's goal to increase tourism. At a minimum, maintenance of general aviation facilities is necessary. Expansion of the commercial facilities at Jack McNamara Field will promote tourism and economic opportunities and is generally supported by stakeholders and residents.

Goal 7: Maintain safe and efficient commercial and general aviation facility.

Objective:

Promote the safe, orderly and efficient use of airport and air space and compatible land uses as addressed in the updated Airport Land Use Plan.

Policy 7.1:

Support land use decisions that discourage or prevent development in the vicinity of the airport that may present significant public safety issues.

Policy 7.2:

Implement Airport Capital Improvement Projects as funding allows, with priority for projects that improve the safety of the airport.

3.8. Goods Movement

3.8.1. Primary Issues:

Freight movement is a crucial function of the roadway network in the Del Norte region does not have a rail line nor a deep-water shipping port. Trucking is the primary method of goods movement in the region and generates a significant portion of traffic volume along the state highway system. The predominant goods movement routes in the region include US 101 to Curry county, Oregon and Humboldt county and US 199/SR 197 to Interstate 5 in Grants Pass, Oregon.

Goal 8: Provide for the safe and efficient movement of regional and interregional goods.

Objective:

Minimize conditions that restrict the movement of goods in and out of the region.

Policy 8.1:

Place a high level of importance on maintenance projects which will ensure efficient goods movement.

Policy 8.2:

Support projects that improve safety for all users on goods movement routes.

Policy 8.3:

Promote roadway designs that will allow for safe movement of larger freight and STAA trucks.

3.9. Tribal Transportation

Goal 9: For Tribal residents within the Del Norte region to have safe, effective, functional transportation systems, including streets, roads pedestrian and bicycle facilities and transit.

Objective:

Implement activities and plans in a knowledgeable, sensitive manner while being respectful of Tribal sovereignty.

Policy 9.1:

Consult with and involve Tribes in the development of planning documents.

Policy 9.2:

Provide Tribes with information regarding various Federal, State and local transportation grant programs for which they may qualify.

Objective:

Establish clear, ongoing and open communication with Tribes.

Policy 9.3:

Meet with Tribes to review the status of the government-to-government relationships and exchange information, as appropriate.

Objective:

Provide a transportation network that safely and sufficiently provides access between Tribal lands and their surrounding communities.

Policy 9.4:

Coordinate with Tribes to consider financial partnership on projects and grants that serve Tribal lands.



Policy 9.5:

Coordinate with Tribes and surrounding communities to identify any concerns of safety within the region.

3.10. Climate Change and the Environment

3.10.1. Primary Issues:

In California, transportation accounts for 37 percent of Greenhouse Gas (GHG) emissions. Transportation strategies to reduce GHG emissions include reducing, managing, and eliminating non-essential trips, through smart land use, ITS, demand management, and market-based manipulation strategies. It is important that the regional transportation and land use decision-makers pursue projects that adhere to adopted state strategies and regional efforts to meet greenhouse gas emissions reduction targets.

Goal 10: Ensure sensitivity to the environment in all transportation decisions.

Objective:

Improve resiliency of the region's transportation system to climate related impacts.

Policy 10.1:

Prioritize grant opportunities that provide funding for projects to identify and implement climate change adaptation strategies.

Policy 10.2:

Encourage agencies to prioritize climate change adaptation strategies when designing improvements or additions to transportation networks.

Policy 10.3:

Encourage coordination to develop adaptation strategies that address sea-level rise in the Del Norte region.

Policy 10.4:

When assessing climate-related transportation issues, refer to the 'Defend, Accommodate or Retreat' practices in the 2015 Climate Change and Storm Water Management Plan to ensure that the best course of action is taken.

Goal 11: Include climate change strategies in transportation investment decisions.

Objective:

Ensure consistency with Senate Bill 743 Legislation and the Del Norte Region SB 743 Implementation Plan (2020).

Policy 11.1:

Replace Level of Service (LOS) analysis with Vehicle Miles Traveled (VMT) analysis as required statewide under CEQA and to support state and national goals to reduce greenhouse gas (GHG) emissions.

Policy 11.2:

Screen potential transportation projects under the criteria guidance set forth in the Del Norte Region SB 743 Implementation Plan (2020).

Policy 11.3:

Prioritize transportation projects assumed to meet the screening criteria set forth in the Del Norte Region SB 743 Implementation Plan, including rehabilitation, maintenance, replacement, safety, and repair projects designed to improve the condition of existing transportation and that do not add additional motor vehicle capacity.



Objective:

Actively invest in transportation projects and prioritize planning efforts that will help Del Norte residents to proportionately contribute to the California greenhouse gas (GHG) reduction targets established by Assembly Bill 32 and Senate Bill 375.

Policy 11.4:

Evaluate transportation projects based on their ability to reduce GHG emissions within the Del Norte region.

Policy 11.5:

Promote projects that can be demonstrated to reduce GHG emissions and air pollution, such as active transportation projects, transit improvements and alternative fuel programs.

Policy 11.6:

Meet the standards of the California Clean Air Act and the Federal Clean Air Act and amendments in coordination with the local Air Pollution Control District when developing plans.

Policy 11.7:

Observe new technologies and opportunities to implement energy efficient and alternative transportation infrastructure.

Policy 11.8:

Make alternative transportation such as active transportation and transit a priority when developing plans.

Policy 11.9:

Encourage private and public investment in an electric vehicle charging station network that can be utilized by transit vehicles, personal vehicles, and electric bicycles for the Del Norte region and seek funding to fill gaps in the network.

Objective:

Reduce or maintain GHG emissions from transportation related sources in the Del Norte region.

Policy 11.10:

Comply with state and federal climate change regulations and standards.

Policy 11.11:

Consider GHG emissions as part of every transportation capital improvement project decision.

Policy 11.12:

Pursue projects with positive GHG impacts that are realistic given the rural nature of the Del Norte region, including transit programs, ridesharing programs, bicycle and pedestrian improvements, ITS strategies and maintenance of existing roadways to reduce vehicle emissions.

Objective:

Promote transportation policies and projects that minimize impacts to the natural environment.

Policy 11.13:

Conduct environmental review consistent with the CEQA and NEPA for individual projects as they advance to the implementation stage of development.

Policy 11.14:

Avoid areas of sensitive habitats for plants and wildlife when constructing transportation facilities whenever feasible.



4 ACTION ELEMENT

4.1. Project Purpose and Need

This chapter presents a plan to address the needs and issues for each transportation mode, in accordance with the goals, objectives and policies set forth in the Policy Element. It is within the Action Element that projects and programs are prioritized as constrained (0-10 years) and unconstrained (11-20 years) transportation improvements, consistent with the identified needs and policies. The projects are based on the existing conditions, the forecasted future conditions, and the transportation needs as discussed throughout the Existing Conditions and Policy Element and are consistent with the Financial Element.

4.2. Regional Priorities

The RTP guidelines require that an RTP “provide a clearly defined justification for its transportation projects and programs”. This requirement is often referred to as the Project Intent Statement or the Project Purpose and Need. Caltrans’ Deputy Directive No. DD 83 describes a project’s “Need” as an identified transportation deficiency or problem, and its “Purpose” is the set of objectives that will be met to address the transportation deficiency. Projects for each type of transportation mode are divided into financially constrained and financially unconstrained improvements. Financially constrained projects are funded over the short range periods (0-10 years) as demonstrated in the Financial Element. The financial constraint is defined as revenues that can reasonably be assumed to be available for identified projects. The unconstrained project list (11-20 years) is considered a longer term list of projects that would provide benefit to the region without a clearly identified and available funding source. It is prudent to develop projects in the long-range project lists in the event funding should become available. For the Del Norte region, each project listed in the RTP project lists contributes to system preservation, capacity enhancement, safety, and/or multimodal enhancements. These broad categories capture the intended outcome for projects during the life of the RTP and serve to enhance and protect the livability of residents in the region

4.2.1. Maintenance and Improvement Emphasis

In Del Norte, the limited available funding is focused on maintaining existing facilities across all modes. Multimodal improvements for the transit system, aviation facilities, bikeway and pedestrian facilities, and the goods movement system will serve to implement a balanced multimodal transportation network, improve air quality, and help accommodate future travel demand in the region. Should a capacity increasing project become a regional priority, it shall be initiated only when fully or largely funded by revenue sources that otherwise could not be used for maintenance activities. Other capital projects can only be implemented after new funding sources become available to allow full funding of ongoing maintenance responsibilities. The region has limited capacity to fund large projects even when outside funding is available.

4.2.2. Maintain Connectivity to Oregon and Humboldt County

Maintaining the connections to Oregon via US 101 and US 199/SR 197 and to Humboldt county via US 101 is critical. These connections are critical for the economy, health and safety of the citizens and visitors to Del Norte. Of special concern is the vulnerability of Last Chance Grade on US 101 south of Crescent City. This landslide prone area is being evaluated for a permanent solution and is identified as a top priority project. In addition to Last Chance Grade, US 199/SR 197 continue to have top priority projects for safety and goods movement.



4.2.3. Regionally Significant Projects

In addition to maintenance projects, a few regionally significant projects have been identified. The following projects have been identified through the community and stakeholder outreach process as being the most highly desired and/or needed projects in the region:

Last Chance Grade

Last Chance Grade is a 4-mile segment of US 101 located approximately 10 miles south of Crescent City. This section is prone to active geologic activity and consistent roadway movement resulting in landslides and road closures. This segment is deemed at risk for complete failure, which would cut off the County's connection to Humboldt County and to the rest of California. There are many identified projects associated with Last Chance Grade and many that have yet to be identified. A permanent solution for Last Chance Grade is being developed by project partners that would provide a more reliable connection through the area, protect economic, environmental and cultural resources, and reduce maintenance costs.

US Highway 101 Traffic Calming and Gateway Project

This project will improve safety for all users and enhance non-motorized travel along and across US 101 in the transition zone between the lower speed urban Crescent City segment and the adjacent higher-speed rural highway segment of US 101 at the northern and southern City entry points. It will have a significant region-wide benefit as it improves safety for residents and visitors and aligns with the regional economic goals of promoting tourism. A Project Study Report and conceptual design was prepared in 2013 in which the preferred alternative project was estimated at \$1.15 million.

Front Street Revitalization Project

the functionality of Front Street from A Street to L Street for all transportation modes. The project has been stratified into 6 components, including; water infrastructure, storm drain, pedestrian improvements, transit improvements, B Street roundabout, and roadway reconstruction. All of these components combined will improve the quality of life for residents of Del Norte County as well as the attractiveness to tourists. This project is the catalyst to revitalizing the area. Cost estimates for the Front Street Project total \$6.9 million as identified in the long range roadway project list for the City of Crescent City (Table 4.1).

4.3. Transportation Safety

Addressing transportation safety in a regional planning document can improve health, economic and quality of life issues for users of the transportation network. In the past, transportation safety has been addressed in a reactionary state. There is a need to establish methods to proactively improve the safety of the transportation network. In response to this, California developed a Strategic Highway Safety Plan (SHSP). This plan sets forth one primary safety goal: reduce roadway fatalities to less than one fatality per one hundred million vehicle miles traveled (VMT).

The SHSP focuses on 15 "Challenge Areas" with respect to transportation safety in California. For each Challenge Area, background data is provided, a specific goal is established, strategies are considered to achieve that goal, and institutional issues which might affect implementation of that goal are discussed. The policy element of this RTP includes safety goals and objectives that comply with the California Strategic Highway Safety Plan as well as the regional safety needs. Transportation improvement projects that specifically address safety for all types of transportation modes are included in the project list tables in this chapter.



4.4. Del Norte Strategies to Prepare for Climate Change

The Del Norte region is facing more hazardous weather and weather-related events in the coming decades due to climate change. Potential hazards to the transportation infrastructure include more intense storms leading to more roadway damage, rising sea levels and coastal storm surges, all of which are expected to increase in frequency and severity. Associated hazards that are likely to increase as a result are flooding and shoreline/coastal erosion. In addition, sea level is predicted to rise 55 inches along the California coastline by 2100. The Climate Change and Stormwater Management Plan (2015) identifies the local and state transportation assets in the region that are at risk due to climate change impacts within the timeframes of 2050 and 2100, and analyzes the cost of various options for adaptation.

The Climate Change and Stormwater Management Plan identified transportation assets likely to be affected by climate change in some way and ranked them based on criticality. Critical roadways are routes that provide connectivity outside of the region, act as tsunami evacuation routes, are important to the health and human safety of residents and visitors to the region and/or routes that support the economic activity in the region.

Several adaptation options have been identified by the Climate Change Adaption Plan. The following list details some of these approaches and actions:

- ❖ Defend floodwalls and levees
- ❖ Raise asset elevation
- ❖ Bridge and drainage modifications
- ❖ Relocate assets
- ❖ Mitigated retreat


4.5. Transportation Security/Emergency Preparedness

Transportation security and emergency preparedness addresses issues associated with large-scale evacuation due to a natural disaster or terrorist attack. In order for emergency preparedness to be fully effective, the transportation network must be multimodal. Tsunamis and earthquakes may destroy or compromise bridges or roadways, which is why evacuation by foot or bike should be considered, especially in the case of a tsunami. The best preventative measure for emergency preparedness would be to maintain and improve roadways, airport facilities, bicycle and pedestrian facilities and public transit services. The majority of short- and long-range projects identified for the region have an emphasis on maintenance and operational improvement. In addition to maintaining facilities vital for safe evacuation in the region, emergency preparedness involves training and education, planning appropriate responses to possible emergencies, and communication with the County Office of Emergency Services.

The most likely emergency scenarios include forced evacuation due to tsunami, earthquake, wildfire, flood, or mudslides/landslides. Coastal areas and low elevation areas are especially vulnerable to the impacts of tsunamis. The City of Crescent City and the unincorporated communities of Klamath, Smith River, and Fort Dick all have significant portions of land within tsunami flood and evacuation zones. Further inland, communities near the Klamath and Smith River are vulnerable to flooding as a result of a tsunami, earthquake, or severe storm. Wildfires within the Six Rivers National Forest, which is densely wooded, threaten communities along US 199 and South Fork Road, such as Gasquet, Big Flat, and Rock Creek.

Efforts to educate and prepare Del Norte residents for natural disasters include the formation of evacuation routes and emergency assembly points for tsunami and flood hazard zones. These routes are identified within this RTP in Table 2.14. Tsunami and flood hazard zones are mapped and can be found online at the website: <http://preparedelnorte.com/>.

Prepare Del Norte is a public group intended to educate and prepare the public for natural disasters. The group



offers educational classes and organizes volunteers in an effort to reduce the negative impacts of natural disasters. A community well informed of natural disaster protocol is more likely to keep a functioning, efficient and safe transportation network in the event of an emergency. Maintenance of designated evacuation routes should be given high priority to ensure safe and efficient evacuation and to reduce vulnerability to severe weather.

4.6. Transportation Systems Management

Transportation systems management (TSM) is a term used to describe low-cost actions that maximize the efficiency of existing transportation facilities and systems. Urbanized areas can implement strategies using various combinations of techniques. However, in rural regions such as Del Norte, many measures that would apply in metropolitan areas are not practical.

With limited funding, the Del Norte region must look for the least capital-intensive solutions. On a project basis, TSM measures are good engineering and management practices. Many are already in use to increase the efficiency of traffic flow and movement through intersections and along highways. Long-range TSM considerations can include:

- ❖ Signing and striping modifications.
- ❖ Parking restrictions.
- ❖ Installing or modifying signals to provide alternate circulation routes for residents.
- ❖ Re-examining speed zones on certain streets.

These types of actions will remain part of the RTP and General Plan planning process for the next 20 years.

4.7. Intelligent Transportation Systems (ITS)

ITS, as defined in law, refers to the employment of “electronics, communications, or information processing used singly or in combination to improve the efficiency or safety of a surface transportation system.” The implementation of ITS is a priority for the U.S. Department of Transportation. A key component of that nationwide implementation is the National ITS Architecture, a framework devised to encourage functional harmony, interoperability, and integration among local, regional, State, and Federal ITS applications. ITS includes technology improvements which enhance the safety and reliability of roadways. Common examples include Highway Advisory Radio (HAR) and Changeable Message Signs (CMS) which provide travelers roadway closure information on detours, road closures and weather conditions. CMS notifies travelers of seasonal roadway closures. The addition of HAR to the Del Norte regional transportation system would increase traveler reliability. Currently, Caltrans implements CMS along the State Highway System in Del Norte. DNLTC/ Del Norte SAFE maintains 26 call boxes under Service Authority for Freeway Emergencies (SAFE). Service Authority for Freeway Emergencies (SAFE). ITS includes technology improvements which enhance the safety and reliability of roadways. Common examples include Highway Advisory Radio (HAR) and Changeable Message Signs (CMS) which provide travelers roadway closure information on detours, road closures and weather conditions. CMS notifies travelers of seasonal roadway closures. The addition of HAR to Del Norte County regional transportation system would increase traveler reliability. Currently, Caltrans implements CMS along the State Highway System in Del Norte. The City of Crescent City and County of Del Norte maintains 26 call boxes under Service Authority for Freeway Emergencies (SAFE). RCTA uses transit ITS extensively, including an AVL/CAD vehicle location system, mobile contactless ticketing, and computerized DAR scheduling.

4.8. Project Lists

As a method of developing responses to the transportation needs and issues discussed in the earlier portions of this document, this RTP includes a list of transportation system improvements for each mode of transportation applicable to the Del Norte region. Projects for each type of transportation facility are divided into financially constrained (short range) and financially unconstrained (long range) improvements. All project cost estimates reflect “year of construction” dollars. Large format project list tables can be viewed in Attachment E.

4.8.1. Roadway Projects

Table 4.1 displays constrained and unconstrained roadway projects for the region. The expected total cost is approximately \$20,295,430 for the 10-year period 2020-2030 and \$66,017,750 for the long term period of 2031-2040+. Rehabilitating roads and maintaining safe, interregional connectivity are the most important projects for the region. An additional \$99,645,363 of short range Caltrans projects are programmed on State Highways in the Del Norte region.

Table 4.1 Roadway Projects					
Project Source	Funding Source	Road	Description	Cost	Year
Short Range Projects					
Del Norte County					
2016 RTP	FLAP, TC	Klamath Beach Rd.	Klamath Beach Road Improvement Project (Highway 101 to Coastal Drive) - culvert replacement	\$ 4,776,000	2025
2020 RTP	HIP, RSTP	Washington Blvd.	Washington Boulevard Culvert Replacement Project (East of Harrold Street) - culvert replacement	\$ 500,000	2023
2020 RTP	ER, RSTP	Pebble Beach Dr.	Pebble Beach Drive Storm Damage Project (Hemlock Avenue to City Limits) - bluff stabilization	\$ 10,019,430	2022
<i>Del Norte County Total</i>				\$ 15,295,430	
Crescent City					
2020 RTP	FHWA ER/RSTP	Pebble Beach Dr.	Storm Drain Damage Project-Bank Stabilization Project	\$ 5,000,000	2030
<i>Crescent City Total</i>				\$ 5,000,000	
Short Range Total				\$ 20,295,430	
Long Range Projects					
Del Norte County					
2016 RTP	TBD	Requa Road	(Highway 101 to P. J. Murphy Memorial Drive) - overlay with drainage improvements	\$ 648,000	TBD
2016 RTP	TBD	P. J. Murphy Memorial Dr.	(Requa Road to End) - overlay with drainage improvements	\$ 1,194,000	TBD
2020 RTP	TBD	Pebble Beach Drive	(Hemlock Avenue to Washington Boulevard) - overlay	\$ 825,000	TBD

**Table 4.1
Roadway Projects**

Project Source	Funding Source	Road	Description	Cost	Year
2020 RTP	TBD	Fred Haight Drive	(at Morrison Creek) - culvert replacement	\$ 475,000	TBD
2016 RTP	RMRA	NA	(Area 1 - Klamath) - chip seal and overlay	\$ 280,000	TBD
2016 RTP	RMRA	NA	(Area 2 - Bertsch Tract) - chip seal and overlay	\$ 189,750	TBD
2016 RTP	RMRA	NA	(Area 3 - Elk Valley and Parkway) - chip seal and overlay	\$ 375,000	TBD
2016 RTP	RMRA	NA	(Area 4 - Filkins Tract) - chip seal and overlay	\$ 360,000	TBD
2016 RTP	RMRA	NA	(Area 5 - West of Northcrest) - chip seal and overlay	\$ 140,000	TBD
2016 RTP	RMRA	NA	(Area 6 - East of Northcrest) - chip seal and overlay	\$ 80,000	TBD
2016 RTP	RMRA	NA	(Area 7 - Mid Lake Earl & Kings Valley) - chip seal and overlay	\$ 160,000	TBD
2016 RTP	RMRA	NA	(Area 8 - Fort Dick) - chip seal and overlay	\$ 465,000	TBD
2016 RTP	RMRA	NA	(Area 9 - Smith River) - chip seal and overlay	\$ 315,000	TBD
2016 RTP	RMRA	NA	(Area 10 - Hiouchi and Gasquet) - chip seal and overlay	\$ 630,000	TBD
2016 RTP	CDBG	NA	(Roosevelt Tract) - complete streets (with regional drainage improvements)	\$ 10,585,000	TBD
2017 ATP	ATP	Elk Valley Cross Rd.	(Sunset High School) - turn pockets	\$ 87,000	TBD
2019 Regional SSAR	TBD	TBD	pavement delineation and guardrail installation	\$ 8,725,000	TBD
2019 Regional SSAR	TBD	TBD	signal hardware upgrade and installation of pedestrian countdown signal heads	\$ 270,000	TBD
2019 Regional SSAR	HSIP	Parkway Drive and Washington Boulevard	roundabout	\$ -	TBD
2019 Regional SSAR	HSIP	Washington Boulevard and Northcrest Drive	Improve signal hardware: lenses, back-plates, mounting, size, and number, Improve signal timing (coordination, phases, red, yellow, or operation), Provide Advanced Dilemma Zone Detection for high speed approaches, Convert signal to mast arm (from pedestal-mounted), Install raised pavement markers and striping (Through Intersection), Install flashing beacons as advance warning (S.I.), Improve pavement friction (High Friction Surface Treatments)	\$ -	TBD

**Table 4.1
Roadway Projects**

Project Source	Funding Source	Road	Description	Cost	Year
<i>Del Norte County Total</i>				\$ 25,803,750	
Crescent City					
2016 RTP	TBD	A Street	7th St, Pacific Ave Reconstruction	\$ 2,000,000	TBD
2016 RTP	TBD	Front Street	A St. to L St., Revitalization (including subcomponents)	-	TBD
2016 RTP	TBD	Front Street	Water Infrastructure Improvements G Street to L Street	\$ 200,000	TBD
2016 RTP	TBD	Front Street	Storm Drain Improvements G Street to L Street	\$ 900,000	TBD
2016 RTP	TBD	Front Street	Pedestrian Improvements D Street to G Street (South Side) & G Street to L Street	\$ 2,000,000	TBD
2016 RTP	TBD	Front Street	Transit Improvements (5310)	\$ 600,000	TBD
2016 RTP	TBD	Front Street	B Street Roundabout Improvements	\$ 2,000,000	TBD
2016 RTP	TBD	Front Street	Roadway Reconstruction D Street to G Street Parking & G Street to L Street	\$ 1,200,000	TBD
2016 RTP	SB1/TBD	K Street	Front St. to 3rd St. Reconstruction	\$ 600,000	TBD
2016 RTP	TBD	NA	Various Roadway Microsurfacing	\$ 1,000,000	TBD
2016 RTP	TBD	Sunset Circle	101 to Elk Valley, Reconstruction	\$ 1,250,000	TBD
2020 RTP	TBD	3rd Street	Pebble Beach to L St. Resurfacing	\$ 2,800,000	TBD
2020 RTP	TBD	5th Street	Pebble Beach to L St. Resurfacing	\$ 2,800,000	TBD
2016 RTP	TBD	7th Street	Pebble Beach to L St. Reconstruction	\$ 5,000,000	TBD
2016 RTP	TBD	8th Street	Pebble Beach to L St. Reconstruction	\$ 5,000,000	TBD
2016 RTP	TBD	Howe Drive	Stamps Way to B St., Rehabilitation & Parking Area	\$ 1,000,000	TBD
2016 RTP	TBD	Wendell Street	4th St. to 9th St., Rehabilitation	\$ 1,000,000	TBD
2016 RTP	TBD	C Street	5th St. to 9th St. , Rehabilitation	\$ 800,000	TBD
2016 RTP	TBD	D Street	2nd St. to 9th St., Rehabilitation	\$ 1,400,000	TBD
2020 RTP	TBD	Taylor	Between 6th and 7th Resurfacing	\$ 200,000	TBD
2020 RTP	TBD	Harding	Hwy 101 to Truman ct., Rehabilitation	\$ 600,000	TBD
2020 RTP	TBD	Northcrest Drive	Rehabilitation	\$ 550,000	TBD
2020 RTP	TBD	Pebble Beach Dr.	5th to City/County Limits Rehabilitation	\$ 1,400,000	TBD
2016 RTP	TBD	NA	Roosevelt Tract Annexation Area- Reconstruct existing streets (14 Blocks)	\$ 5,000,000	TBD
2016 RTP	TBD	NA	Other Annexation Areas- To be programmed	\$ -	TBD
2019 Regional SSAR	TBD	TBD	Sign and Pavement Delineation Upgrade	\$ 680,000	TBD
2019 Regional SSAR	TBD	TBD	Signal Hardware Upgrade and Installation of Pedestrian Countdown Signal Heads	\$ 234,000	TBD

**Table 4.1
Roadway Projects**

Project Source	Funding Source	Road	Description	Cost	Year
2019 Regional SSAR	HSIP	Northcrest Dr and Harding Ave	Improve signal timing (coordination, phases, red, yellow, or operation), Install raised pavement markers and striping (Through Intersection), Improve pavement friction (High Friction Surface Treatments), Convert intersection to roundabout (from signal)	\$ -	TBD
<i>Crescent City Total</i>				\$ 40,214,000	
<i>Long Range Total</i>				\$ 66,017,750	
Caltrans					
2016 RTP	SHOPP	US 199	.4 mi. N of South Fork Road to .56 mi. S of Idlewild Maint. Station Rd.-High friction surface treatment	\$ 2,130	TBD
Caltrans 0115000099	SHOPP	US 101	Last Chance Grade - repair slides, construct bypass from Wilson Creek Bridge to 3.8 miles North of Wilson Creek Bridge	\$ 339,233	2039
Caltrans 0116000137	SHOPP	US 101	Near Crescent City, at 0.2 mile north of Cushing Creek Viaduct. Restore roadway to pre-slide condition.	\$ 9,985,000	2024
Caltrans 0119000028	SHOPP	US 199	Culvert rehabilitation and fish passage near Crescent City, at various locations from 0.3 miles north of Elk Valley Cross Road to 0.2 miles south of Walker Road.	\$ 3,574,000	2022
Caltrans, 0116000005	SHOPP	US 199	Near the Oregon State line, from 0.1 mile to 0.5 mile north of Collier Safety Roadside Rest Area (SRRA). Upgrade lighting and power control system at the Randolph Collier Tunnel.	\$ 4,880,000	2023
Caltrans 0115000094	SHOPP	US 101	In Klamath, from 0.2 mile south to 0.2 mile north of Ehlers Way. Extend the left-turn pocket at the intersection of Ehlers Way and Route 101.	\$ 1,585,000	2022
Caltrans 0116000060	SHOPP	US 199	Near Gasquet, at the Idlewild Maintenance Station. Construct new office space building and rehabilitate water and septic system.	\$ 5,511,000	2023
Caltrans 0112000287	SHOPP	US 199	Collier Rest Area Rehab near Idlewild from Collier Rest Area entrance to north end of Collier Tunnel	\$ 2,721,000	2020
Caltrans 0120000070	SHOPP	US 101	Construct ADA Path in Crescent City from 0.4 miles south of Washington Street Bridge to 0.2 mile West.	\$ 1,250,000	2024

**Table 4.1
Roadway Projects**

Project Source	Funding Source	Road	Description	Cost	Year
Caltrans 0120000101	Maintenance	US 101	Micro-surfacing near Smith River from 0.2 mile North of Rowdy Creek Bridge to Oregon State line.	\$ 606,000	2021
Caltrans 0119000047	Maintenance	US 199	Middle Fork Smith River Overlay near Patrick Creek from Patrick Creek Bridge to Oregon State Line	\$ 3,800,000	2021
Caltrans 0117000070	Maintenance	DN-Various	Replace Pavement Markers in Del Norte County at various locations	\$ 200,000	2022
Caltrans 0118000190	SHOPP	US 101	CAPM Pavement Rehabilitation in and near Klamath River	\$ 30,864,000	2026
Caltrans 0113000023	SHOPP	US 101	In and near Crescent City, from 0.3 mile south of Elk Valley Road to 0.2 mile north of Wilson Ave/Burtschell Street. Upgrade Americans with Disabilities Act (ADA) facilities and construct traffic calming measures to improve operations and safety for non-motorized users.	\$ 8,017,000	2022
Caltrans 0119000016	SHOPP	US 199	In Del Norte County, at various locations from 0.6 mile north of Hiouchi Drive to 0.1 mile south of the Oregon State line. Culvert rehabilitation and fish passage	\$ 1,590,000	2022
Caltrans 0116000128	SHOPP	US 199	Near Gasquet, from 0.8 to 0.3 mile south of Hardscrabble Creek Bridge. Install High Friction Surface Treatment (HFST), signs, guardrail and centerline rumble strip.	\$ 1,502,000	2021
Caltrans 0116000005	SHOPP	US 199	Near the Oregon State line , from 0.1 mile to 0.5 mile north of Collier Safety Roadside Rest Area (SRRA). Upgrade lighting and power control system at the Randolph Collier Tunnel No. 01-0049	\$ 4,880,000	2023
Caltrans 0120000033	SHOPP	US 101	Wilson Creek Restoration & SPGA Wall near Klamath from Wilson Creek Bridge to 0.5 miles north	\$ 18,339,000	2028
Caltrans Total				\$ 99,645,363	

4.8.2. Bridge Projects

Table 4.2 displays short range bridge projects for the region. The expected total cost is approximately \$12,120,000 for the 10-year period 2020-2030 the region. An additional cost of \$134,082,000 for Caltrans bridge projects on State Highways has been programmed for the short range period.

Table 4.2 Bridge Replacement or Rehabilitation Projects					
Project Source	Funding Source	Road	Description	Cost	Year
Short Range Projects					
Del Norte County					
2020 RTP	HBP, TC	Requa Rd.	Requa Road at Hunter Creek Bridge Replacement Project	\$ 12,120,000	2023
<i>Del Norte County Total</i>				\$ 12,120,000	
Caltrans					
Caltrans 0100020444	SHOPP	US 101	Near Klamath, at Panther Creek Bridge No. 01-0025 and Hunter Creek Bridge No. 01-0020 - Replace Bridges	\$ 23,397,000	2023
2020 SHOPP 0120000028	SHOPP	US 101	Near Klamath, at Panther Creek Bridge No. 01-0025 and at Hunter Creek Bridge No. 01-0003. Environmental mitigation monitoring for project EA 0B090.	\$ 438,000	2021-22
2020 SHOPP 0100000193	SHOPP	US 101	Near Crescent City from 0.3 mile south to 0.4 mile north of Smith River (Dr. Ernest M Fine Memorial) Bridge No. 01-0020. Replace bridge	\$ 79,035,000	2025
Caltrans 0115000108	SHOPP	US 101	Fish passage mitigation near Smith River at Dominie Creek	\$ 5,293,000	2023
Caltrans 0118000186	SB1 RMRA	Various	Bridge repair at various locations in Del Norte County	\$ 1,022,000	2021
Caltrans 0100020444	SHOPP	US 101	Near Klamath, bridge replacement at Panther Creek and Hunter Creek	\$ 23,397,000	2023
Caltrans 0119000116	Maintenance	DN-Various	Rehab Bridge Decks at various locations in Del Norte County	\$ 1,500,000	2023
<i>Caltrans Total</i>				\$ 134,082,000	
Short Range Total				\$ 146,202,000	

4.8.3. Bicycle and Pedestrian Projects

The following table shows the long-range bicycle and pedestrian needs in the region. A total of \$53.9 million bicycle and pedestrian needs have been identified in Del Norte. The most substantial source of funding for bicycle and pedestrian projects is the Active Transportation Program (ATP), which is a highly competitive and underfunded grant program. Because the ATP is a grant and not a stable guaranteed funding source, no short-range bicycle and pedestrian projects have been identified in the Del Norte region.

Table 4.3 Bicycle and Pedestrian Projects				
Project Source	Road	Description	Cost	Year
Del Norte County				
2016 RTP	Glenn Street	(Small Avenue to Hamilton Avenue) - complete street (add sidewalk)	\$ 936,000	TBD
2016 RTP	Harrold Street	(Washington Boulevard to Wilson Avenue) - complete street (add sidewalk)	\$ 2,106,000	TBD
2016 RTP	Third Street	(Fred Haight Drive to Beckstead Road) - complete street (add sidewalk)	\$ 1,092,000	TBD
2016 RTP	Sarina Road	(Highway 101 to First Street) - Class II bikeway	\$ 850,000	TBD
2016 RTP	Fred Haight Drive	(Highway 101 on south end to First Street) - Class II bikeway	\$ 5,380,000	TBD
2016 RTP	Morehead Road	(Lake Earl Drive to Lower Lake Road) - Class II bikeway	\$ 3,052,000	TBD
2017 ATP	Elk Valley Road	(Howland Hill to Parkway Drive) - Class II bikeway	\$ 5,694,000	TBD
2016 RTP	Elk Valley Cross Rd.	(Wonder Stump Road to Parkway Drive) - Class II bikeway	\$ 2,014,000	TBD
2016 RTP	Blackwell Lane	(Lake Earl Drive to Railroad Avenue) - Class II bikeway	\$ 1,070,000	TBD
2016 RTP	Ocean View Drive	(Highway 101 on north end to Indian Road) - Class II bikeway	\$ 4,373,000	TBD
2016 RTP	Ocean View Drive	(Highway 101 on south end to Indian Road) - Class II bikeway	\$ 4,908,000	TBD
2016 RTP	Alder Road	(Blackwell Lane to Lake Earl Drive) - Class II bikeway	\$ 1,007,000	TBD
2016 RTP	Kings Valley Road	(Wonder Stump Road Extension to Rellim Road) - Class II bikeway	\$ 1,856,000	TBD
2016 RTP	Old Mill Road	(Northcrest Drive to Dillman Road) - Class II bikeway	\$ 1,101,000	TBD
2016 RTP	Endert's Beach Rd.	(Highway 101 to End (National Park Service, 0.8 miles)) - Class II bikeway	\$ 1,353,000	TBD
2016 RTP	South Fork Road	(Highway 199 to Big Flat Road) - Class III bikeway	\$ 45,000	TBD
2017 ATP	Lower Lake Road	(Lake Earl Drive to Pala Road) - Class III bikeway	\$ 17,000	TBD
2016 RTP	Kellogg Road	(Lower Lake Road to End (Kellogg Beach)) - Class III bikeway	\$ 5,000	TBD
2016 RTP	Old Mill Road	(Dillman Road to Lake Earl Wildlife Area) - Class II bikeway	\$ 1,479,000	TBD
2017 ATP	Northcrest Drive	(east side from Washington Boulevard to Harding Avenue) - complete street (add sidewalk)	\$ 1,560,000	TBD

**Table 4.3
Bicycle and Pedestrian Projects**

Project Source	Road	Description	Cost	Year
2017 ATP	NA	(Clifford Kamph Memorial Park in Smith River) - Maintain and improve beach access, trail system, and support facilities, including parking and restrooms, for active transportation users.	\$ -	TBD
2017 ATP	NA	(Florence Keller County Park in Crescent City) - Maintain and improve trail system and support facilities, including parking and restrooms, for active transportation users.	\$ -	TBD
2017 ATP	Pebble Beach Dr.	(Bluffs, North and South Stairs in Crescent City from Point Saint George to City Limits) - Maintain and improve beach access, trail system (formal and informal), and support facilities, including parking and restrooms, for active transportation users.	\$ -	TBD
2017 ATP	NA	(Point Saint George in Crescent City) - Develop trail system and support facilities, including parking, restrooms, and visitors center, for active transportation users.	\$ -	TBD
2017 ATP	NA	(Ruby Van Deventer County Park in Hiouchi) - Maintain and improve trail system and support facilities, including parking and restrooms, for active transportation users.	\$ -	TBD
	NA	(CA DFW Saxton Boat Launch in Smith River) - Maintain and improve support facilities, including parking and restrooms, for active transportation users.	\$ -	TBD
2017 ATP	Wavecrest Drive	(Wavecrest Drive and North Pebble Beach Drive Coastal Access Plan Project) - Maintain and improve beach access and support facilities, including parking, for active transportation users. [FUNDING FOR ENVIRONMENTAL, PERMITTING, AND 30% PLANS ARE CONSTRAINED WITH \$51,750 ALLOCATED.]	\$ 500,000	TBD
2017 ATP	Pebble Beach Dr	(Wavecrest Drive and North Pebble Beach Drive Coastal Access Plan Project) - Maintain and improve beach access and support facilities, including parking, for active transportation users. [FUNDING FOR ENVIRONMENTAL, PERMITTING, AND 30% PLANS ARE CONSTRAINED WITH \$51,750 ALLOCATED.]	\$ 500,000	TBD
2017 ATP	Arlington Drive	(Adams Avenue to Washington Boulevard) - complete street (add sidewalk)	\$ 507,000	TBD
2017 ATP	First Street	(Sarina Road to Fred Haight Drive) - Class II bikeway	\$ 1,668,000	TBD
	Northcrest Drive	(east side from West Madison Avenue to Pine Grove Road) - complete street (add sidewalk)	\$ 1,170,000	TBD
2020 RTP	Pacific Avenue	(north side from Del Norte Street to Calaveras Street) - complete street (add sidewalk)	\$ 98,000	TBD

**Table 4.3
Bicycle and Pedestrian Projects**

Project Source	Road	Description	Cost	Year
2020 RTP	Pacific Avenue	(south side from Pebble Beach Drive to Del Monte Street) - complete street (add sidewalk)	\$ 702,000	TBD
2020 RTP	Washington Blvd	(south side from Jordan Street to Leif Circle) - complete street (add sidewalk)	\$ 507,000	TBD
2020 RTP	Washington Blvd	(south side from Summer Lane to Washington Boulevard overpass) - complete street (add sidewalk)	\$ 390,000	TBD
2019 SSAR	Summer Lane	(Washington Boulevard to Scenic Creek Drive) - Class II bikeway	\$ 8,000	TBD
<i>Del Norte County Total</i>			\$ 45,948,000	
Crescent City				
2019 SSAR	Northcrest Drive and Harding Avenue	Install pedestrian countdown signal heads, Install pedestrian crossing (S.I.), Install advance stop bar before crosswalk (Bicycle Box)	\$ -	TBD
2016 RTP	Pebble Beach Dr.	6th St. to 9th St. Pedestrian Improvements	\$ 1,000,000	TBD
2016 RTP	NA	Bicycle Racks- 8 locations	\$ 8,000	TBD
2016 RTP	8th Street / K St.	Class 2 Bike Lane	\$ 100,000	TBD
2016 RTP	NA	City Wide Priority Pedestrian Improvements	\$ 1,500,000	TBD
2017 ATP	Hobbs Wall Trail	M St to DFG	\$ 2,000,000	TBD
2017 ATP	Highway 101	Traffic calming - Highway 101 on North and South entrances to Crescent City	\$ 1,200,000	TBD
2017 ATP	Front Street	A Street to B Street, G Street to N Street	\$ 2,000,000	TBD
2017 ATP	Highway 101	Non motorized improvements between the Gateway Projects	\$ -	TBD
2017 ATP	10th and E Streets	Install curb ramps	\$ -	TBD
2017 ATP	C & D Street between 2nd to 4th Uncharted Shores Academy	Install curb ramps at crosswalks adjacent to school grounds	\$ -	TBD
2017 ATP	9th, Front, K, 2nd St	City Streets	\$ 100,000	TBD
2020 RTP	Howe Drive	Coastal Trail Resurfacing	\$ -	TBD
<i>Crescent City Total</i>			\$ 7,908,000	
<i>Bicycle and Pedestrian Project Total</i>			\$ 53,856,000	

4.8.4. Transit Projects

Table 4.4 presents transit improvement projects. The total cost for constrained transit projects is \$10,180,427 and the estimated cost for unconstrained projects is \$1,000,000.

Table 4.4 Transit Projects				
Project Source	Funding Source	Description	Cost	Year
Short Range Projects				
2019 RCTA SRTP	FTA, PTMISEA, LTF	Vehicle Replacements/Rehabilitations (6)	\$ 991,722	2021/22 - 2023/24
2019 RCTA SRTP	LCTOP, LTF, TBD	Electric Bus Charging Infrastructure (4)	\$ 308,173	2022/23 - 2023-24
2019 RCTA SRTP	FTA, SGR, LTF	Vehicle Replacements/Rehabilitations (2)(3)	\$ 8,595,014	2024/25 - 2040/41
2019 RCTA SRTP	STA-SGR	Bus Stop Improvements/Amenities	\$ 122,439	2021/22 - 2023/24
2019 RCTA SRTP	PTMISEA, LTF	Facility Improvements (1)	\$ 163,079	TBD
Short Range Total			\$ 10,180,427	
Long Range Projects				
	TBD	RCTA Operations & Maintenance Facility Refurbishment/Renovation (5)	\$ 1,000,000	TBD
Long Range Total			\$ 1,000,000	

(1) current amount of remnant PTMISEA programmed to Facility Projects, accrues interest, last of PTMISEA funds

(2) RCTA must replace 2 buses per year to maintain fleet size/condition, assumes 1 larger diesel and 1 smaller electric bus per year (450,000/yr)

(3) PTMISEA was one-time funding that will be fully spent by 2024, LTF and SGR will replace PTMISEA for local match thereafter

(4) RCTA is mandated to introduce zero-emission buses by CARB regulation - project in planning phase now, costs ballpark

(5) RCTA Operations & Maintenance Facility will need a major renovation late in the planning horizon - ground lease expires 2044

(6) FTA for capital at RCTA includes 5339, as no 5311(f) is available for capital statewide (effective 2017) and all 5311 goes to operating

4.8.5. Aviation Projects

Table 4.5 presents aviation projects. The total cost for constrained aviation projects is estimated at \$22,820,000 while unconstrained projects are estimated at \$41,410,000.

Table 4.5 Aviation Projects			
Project Source	Description	Cost	Year
Short Range Projects			
Ward Airport			
CIP 2021-30	Perimeter Fencing	\$ 75,000	2022
CIP 2021-30	Runway Rehabilitation - Phase 1	\$ 75,000	2024
CIP 2021-30	Runway Rehabilitation - Phase 2	\$ 350,000	2026
CIP 2021-30	Obstruction Removal - Phase 1	\$ 50,000	2028
CIP 2021-30	Obstruction Removal - Phase 2	\$ 350,000	2030
<i>Ward Airport Total</i>		\$ 900,000	
McBeth Airport			
CIP 2021-30	Perimeter Fencing	\$ 75,000	2022
CIP 2021-30	Runway Rehabilitation - Phase 1 (Design)	\$ 75,000	2023
CIP 2021-30	Runway Rehabilitation - Phase 2 (Construction)	\$ 350,000	2025
CIP 2021-30	Obstruction Removal - Phase 1 (Design)	\$ 50,000	2028
CIP 2021-30	Obstruction Removal - Phase 2 (Construction)	\$ 350,000	2030
<i>McBeth Airport Total</i>		\$ 900,000	
McNamara Airport			
CIP 2021-30	ARFF Truck and Equipment Replacement	\$ 550,000	2021
CIP 2021-30	Runway 18/36 Rehabilitation - Phase 2 (Design)	\$ 400,000	2021
CIP 2021-30	Obstruction Removal - Phase 2 (Construction)	\$ 400,000	2022
CIP 2021-30	Runway 18/36 Rehabilitation - Phase 3 (Construction)	\$ 8,000,000	2023
CIP 2021-30	Taxiways A and B Rehabilitation - Phase 1 (Design)	\$ 320,000	2024
CIP 2021-30	Taxiways A and B Rehabilitation - Phase 2 (Construction)	\$ 2,500,000	2025
CIP 2021-30	Airport Land Acquisition	\$ 200,000	2026
CIP 2021-30	Runway 12/30 Rehabilitation - Phase 1 (Design)	\$ 650,000	2027
CIP 2021-30	Runway 12/30 Rehabilitation - Phase 2 (Construction)	\$ 7,500,000	2029
CIP 2021-30	Airport Master Plan Update	\$ 500,000	2030
<i>McNamara Airport Total</i>		\$ 21,020,000	
Short Range Total		\$ 22,820,000	
Long Range Projects			
McNamara Airport			
2016 RTP	Construct Terminal Parking Lot	\$ 6,069,000	TBD
2016 RTP	Complete Final Design of Terminal Replacement	\$ 1,900,000	TBD
2016 RTP	Reimbursable Agreements	\$ 1,000,000	TBD
2016 RTP	Construct New Terminal Apron	\$ 2,673,000	TBD
2016 RTP	Construct New Terminal Building (17,867 sq. ft.)	\$ 16,391,000	TBD
2016 RTP	Design Runway Overlay Project	\$ 250,000	TBD
2016 RTP	Overlay Runways 1237 & 1836	\$ 8,822,000	TBD
2016 RTP	Acquire Property for Extension of Rwy 11/29	\$ 1,400,000	TBD
2016 RTP	Design of Extension of Rwy 11/29 & Road Realignment	\$ 600,000	TBD
2016 RTP	Realignment of Washington Blvd and Riverside Street	\$ 1,000,000	TBD

**Table 4.5
Aviation Projects**

Project Source	Description	Cost	Year
<i>McNamara Airport Total</i>		\$ 40,105,000	
Ground Access Projects			
2016 RTP	Design and construct RSA grading and filling projects	\$ 1,305,000	TBD
<i>Ground Access Total</i>		\$ 1,305,000	
Long Range Total		\$ 41,410,000	

4.8.6. Tribal Transportation Projects

The following table, Table 4.6, is the 20 year vision for the Elk Valley Rancheria, the Tolowa Dee-ni' Nation, and the Yurok Tribe. The total cost for tribal projects stands at \$5,500,000; however this number is lower than the Tribal need, as many projects lack cost estimates.

Table 4.6 Tribal Projects				
Project Source	Road/ Location	Project Name/Location	Cost	Year
Elk Valley Rancheria				
2016 RTP	Martin Ranch Rd.	Construct Elk Ranch Road on the Martin Ranch	-	TBD
2016 RTP	Dale Rupert Rd.	Construction - Improvements to Dale Rupert Road	-	TBD
2016 RTP	US 101	At Sandmine Road - Construction - Improve left turn channelization for Southbound traffic on US 101	-	TBD
2016 RTP	US 101	At Humboldt Road - Construction - Add declaration lane to US 101 for Northbound traffic turning right onto Humboldt Road	-	TBD
2016 RTP	US 101	At Humboldt Road and Sandmine Road - construction - Add southbound acceleration lane from Humboldt and Sandmine Roads onto US 101	-	TBD
2016 RTP	Matthews St., Norris Ave., and Howland Hill Rd	Facilities - Curbs, gutters, sidewalks and lights	-	TBD
2016 RTP	US 199	Construction - Construct alternate route to Last Chance Grade	-	TBD
Tolowa Dee-ni' Nation (Smith River Rancheria)				
2016 RTP	Lucky 7 Casino Access Rd.	Relocate Lucky 7 Casino Access Road - Roadway Realignment	-	TBD
2016 RTP	North Indian Rd.	Construct Sidewalks	-	TBD
2016 RTP	Oceanview Dr.	Roadway Rehabilitation- overlay	-	TBD
2016 RTP	Oceanview Dr.	Widen shoulder or construct separate pedestrian path along downhill side of road	-	TBD
2016 RTP	South Indian Rd.	Planting strip and unpaved pedestrian path along west side of road	-	TBD
2016 RTP	1st Street	Construct sidewalks from North Beckstead to Sarina Rd	-	TBD
2016 RTP	US 101	North Indian Road to Mouth of Smith River Rd and US 101 South Gateway - South of Westbrook Lane to South of Rowdy Creek - Various gateway treatment and traffic calming measures	\$ 2,750,000	TBD
2016 RTP	US 101	Lake Earl Drive to Oregon Border - Various traffic calming improvements- turn pockets, raised delineators, warning signs, wrap fog lines around curb returns, skip lines	\$ 2,750,000	TBD
2016 RTP	North and South Indian Rd.	N/S Indian Road & Mouth of Smith River Road	-	TBD

**Table 4.6
Tribal Projects**

Project Source	Road/ Location	Project Name/Location	Cost	Year
Yurok Tribe				
Roadways and Bridges				
2016 LRTP	SR 169	Reconstruction of 20.1 miles of State Route 169 from Wautec to Weitchpec with design speeds as specified by Caltrans.	-	TBD
2016 LRTP	SR 169	Implementation of safety improvements along 20.1 miles of State Route 169 from Wautec to Weitchpec as specified by Caltrans.	-	TBD
2016 LRTP	SR 169	Extension of Route 169 connecting Wautec to HWY 101 requiring the construction of a bridge over the Klamath River near Wautec and a 13-mile connection route to HWY 101 with a design speed of 30-mph as specified by Caltrans.	-	TBD
2016 LRTP	Morek Wan Rd.	Reconstruction, widening, and paving of 0.35 miles of Morek Wan Road and 0.8 miles of McKinnon Hill Road.	-	TBD
2016 LRTP	Lake Prairie Rd.	Reconstruction, widening, and paving of 3.35 miles of Lake Prairie Road.	-	TBD
2016 LRTP	Weitchpec New Village Rd.	Reconstruction, widening, and paving of 0.2 miles of Weitchpec New Village Road.	-	TBD
2016 LRTP	Tulley Creek Rd.	Resurfacing BIA Section of Tulley Creek Road (BIA Route 3) (2.3 miles) with Chip Seal or reconstruction, widening, and paving Tulley Creek Road.	-	TBD
2016 LRTP	Ke'pel Rd.	Drafting of an investigation/feasibility study for potential new crossing location above existing crossing at Ke'pel Road gap over Coon Creek.	-	TBD
2016 LRTP	Wausek Rd.	Improvement of 0.30 miles of Wausek Road (BIA 4240).	-	TBD
2016 LRTP	Blake Rd.	Upgrade of 0.30 miles of Blake Road.	-	TBD
2016 LRTP	Requa Rd.	Raising of the Requa Road Prism between Hunter Creek and Salt Creek and the replacement of both creek crossing structures.	-	TBD
2016 LRTP	Various	Pavement overlays and re-striping of all existing paved roads (State, County, and BIA) that have not been previously listed.	-	TBD
2016 LRTP	NA	Development of a Project Study Report for the creation of a Yurok Road Maintenance Division.	-	TBD
River Transit				
2016 LRTP	NA	Acquire two ferries	-	TBD
2016 LRTP	Blue Creek	Dock at Blue Creek	-	TBD
2016 LRTP	Various	Maintenance of six up-river gravel launch sites	-	TBD
2016 LRTP	Various	Secured parking facilities and a coordinated interconnection with a Yurok bus and transit system	-	TBD
2016 LRTP	Transportation Facilities Building	Transportation Facilities Building (Shared project with Public Transportation)	-	TBD
2016 LRTP	NA	Redwood Canoe Adventure Program	-	TBD
Public Transportation				
2016 LRTP	Various	Implementation of a Public Bus System - Secure parking facilities	-	TBD

**Table 4.6
Tribal Projects**

Project Source	Road/ Location	Project Name/Location	Cost	Year
	Transportation			
2016 LRTP	Facilities Building	Transportation Facilities Building (Shared project with River Transit)	-	TBD
Bicycle and Pedestrian/Trails				
2016 LRTP	HWY 101, HWY 169	The creation of Pedestrian Paths along HWY 101 and 169 in Del Norte including signage, widening of shoulders, and other actions necessary to accommodate pedestrian traffic	-	TBD
2016 LRTP	Various	Overall improvements of bicycle/pedestrian accessibility throughout the Reservation	-	TBD
2016 LRTP	Coyote Creek	Coyote Creek Bike Trail	-	TBD
2016 LRTP	NA	B-Line Bike Trail	-	TBD
2016 LRTP	Klamath Beach Rd.	Klamath Beach Road Bike Trail	-	TBD
2016 LRTP	Klamath	Create a 1 mile exercise trail with fitness stations in Klamath including a route kiosk, route striping/signage, and parcourse-style fitness equipment.	-	TBD
2016 LRTP	Various	Create a fitness trail network in proximity to upriver populated villages. These networks could combine trail segments that also function for transportation.	-	TBD
2016 LRTP	Various	The creation of a culturally appropriate multi-route interconnected Yurok trail system network throughout the Reservation and nearby lands.	-	TBD
2016 LRTP	East Side Trail	East Side Trail	-	TBD
2016 LRTP	Berry Glen Trail	Berry Glen Trail	-	TBD
2016 LRTP	Skunk Cabbage North	Skunk Cabbage North	-	TBD
2016 LRTP	Redwood Creek Trail	Redwood Creek Trail	-	TBD
2016 LRTP	Tribal Office Tsunami Trail	Tribal Office Tsunami Trail	-	TBD
2016 LRTP	Requa Tsunami Trail	Requa Tsunami Trail	-	TBD
2016 LRTP	Klamath Glen Tsunami Trail	Klamath Glen Tsunami Trail	-	TBD
2016 LRTP	NA	Coastal Trail Implementation and Interpretation	-	TBD
2016 LRTP	Wautec to Klamath Glen Trail	Wautec to Klamath Glen Trail	-	TBD
2016 LRTP	Margaret Keating Trails	Margaret Keating Trails	-	TBD
2016 LRTP	River Transit Trails	River Transit Trails	-	TBD

**Table 4.6
Tribal Projects**

Project Source	Road/ Location	Project Name/Location	Cost	Year
2016 LRTP	Ke'Pel Head Start, Jack Norton, and Weitchpec School Trails	Ke'Pel Head Start, Jack Norton, and Weitchpec School Trails	-	TBD
2016 LRTP	High Country Cultural Trail	High Country Cultural Trail	-	TBD
Safety				
2016 LRTP	Various	Overall safety infrastructure improvements on the Reservation, including implementation of traffic control signs and maintenance of helipad sites.	-	TBD
2016 LRTP	Various	Traffic calming on Highway 169, Weitchpec Village, and Old Village Road including street trees and pedestrian bulbouts, enhanced crosswalks, etc.	-	TBD
2016 LRTP	Various	Street lighting on Klamath Boulevard, Salmon Road, Klamath Circle, and Silverside Circle.	-	TBD
Emergency Access/Evacuation				
2016 LRTP	NA	Drafting a Preliminary Study Report evaluating potential emergency access and evacuation needs of the Reservation	-	TBD
2016 LRTP	Various	Employ adequate signage of public roads, access facilities, and private drives at intersection and appropriate locations throughout the reservation. Culturally appropriate signs designed with both traditional local Yurok place names and current road names in English would be the preferable alternative.	-	TBD
2016 LRTP	NA	Pursue negotiations with Green Diamond Resource Company to acquire future emergency response, disaster relief, and community evacuation access agreements for the entire Yurok Reservation.	-	TBD
2016 LRTP	NA	Identify and pursue negotiations with other landowners to acquire future emergency response, disaster relief, and community evacuation access agreements for the entire Yurok Reservation.	-	TBD
2016 LRTP	NA	Distribute the Emergency Access Route System map to all partnering agencies that are responsible for emergency response within and surrounding the Yurok Reservation.	-	TBD
2016 LRTP	NA	Establish an emergency road maintenance fund to clear and repair roads impacted by winter storms for health, safety, and welfare of the Yurok Tribe.	-	TBD
2016 LRTP	Various	Establish a comprehensive geo-coding system for all residences, facilities, and other important locations throughout the reservation.	-	TBD
Environmental				
2016 LRTP	Various	Improve all drainage structures and culverts on Reservation to ensure fish passage where necessary	-	TBD

4.9. Program-Level Performance Measures

In 2015 the Rural County Task Force (RCTF) completed a study on the use of performance indicators for the 26 Regional Transportation Planning Agencies (RTPA) in California. This study evaluated the current statewide performance monitoring metrics applicability to rural and small urban areas. The study identified and recommended performance measures more appropriate for the unique conditions and resources of rural and small urban places, like the Del Norte region. These performance measures, summarized in Table 4.7 are used to help select RTP project priorities and to objectively monitor how well the transportation system is functioning, both now and in the future. The RCTF study used for the following performance metrics were incorporated into the California Transportation Commission's (CTC) 2016 State Transportation Improvement Program (STIP).

The following criteria was used in selecting performance measures for the Regional Transportation Plan, ensuring feasibility of data collection and monitoring of performance of the transportation investments:

- ❖ Performance measures align with California State transportation goals and objectives.
- ❖ Performance measures continue to inform current goals and objectives of the Del Norte region.
- ❖ Performance measures are applicable to the Del Norte region as a rural area.
- ❖ Performance measures are capable of being linked to specific decisions on transportation investments.
- ❖ Performance measures do not impose substantial resource requirements on the Del Norte region.
- ❖ Performance measures can be normalized to provide equitable comparisons to urban regions.

4.10. Application of Performance Measures

The program-level performance measures for rural/small urban communities are identified in Table 4.7 and are used to help select RTP project priorities and to monitor how well the transportation system is functioning, both now and in the future. The intent of each performance measure and their location within the RTP are identified on the following pages.

4.10.1. Performance Measure 1 – Transportation Systems Investment

This performance measure monitors the condition of the roadways in the Del Norte region, which can be used in deciding transportation system investment. Distressed lane miles should be monitored tri-annually. This performance measure should have a high level of accuracy and can be used indirectly for benefit/cost analysis by estimating the costs of bringing all roadways up to a minimum acceptable condition.

Desired outcome and RTP/State Goals:

- ❖ Safety.
- ❖ System Preservation.
- ❖ Accessibility.
- ❖ Productivity.
- ❖ Return on Investment.
- ❖ Reliability.
- ❖ RTP Goals: 1, 2, 3, 8, 9

4.10.2. Performance Measure 2 – Preservation/Service Fuel Use/Travel Use/Travel Distance/Time/Cost

Similar to Performance Measure 5, this performance measure monitors the condition of the roadways in the Del Norte region through pavement condition. Pavement condition should be monitored every 2 years. This performance measure should have a high level of accuracy which can be indirectly used in estimating the costs of bringing all roadways up to a minimum acceptable condition.

Desired outcome and RTP/ State Goals:

- ❖ Safety.
- ❖ System Preservation.
- ❖ Accessibility.
- ❖ Reliability.
- ❖ Productivity.
- ❖ Return on Investment.
- ❖ RTP Goals: 1, 2, 3, 8, 9

4.10.3. Performance Measure 3 – Safety

This performance measure monitors safety through the total collision count, and should be monitored annually. To access this data, staff may be required to access secondary data sources. The data is reasonably accurate and can be used directly for benefit/cost analysis. The Statewide Integrated Traffic Records System (SWITRS), a database that collects and processes data gathered from collision scenes, can be used to monitor the number of fatal and injury collisions by location to see if added improvements are needed. For Counties that do not track VMT on County roads, a comparison with the collision rate (collisions per 1,000,000 VMT) for Caltrans District 1 and the State on similar facilities does not exist. However, if the County does track the number collisions on local roads, these can be monitored to identify safety improvements.

Desired outcome and RTP/State Goals:

- ❖ Establish baseline values for the number of fatal collisions and injuries per AADT on select roadways over the past three years.
- ❖ Monitor the number, location, and severity of collisions. Recommend improvements to reduce incidence and severity.
- ❖ Work with Caltrans to reduce the number of collisions on State highways in the Del Norte region.
- ❖ Completion of projects identified in TCRs and RTP.
- ❖ RTP goals: 1, 3, 8, 9

4.10.4. Performance Measure 4 – Mode Share/Split

This performance measure monitors transportation mode and mode share to understand how State and County roads function based on modes used. The data is reported as a trend over time from 2000 and does not require a large share of additional resources for monitoring. While data is reasonably accurate at the County level, it may have reduced accuracy in smaller counties. This performance measure cannot be used as a benefit/cost analysis.

Desired outcome and RTP/State Goals:

- ❖ Multimodal.
- ❖ Efficiency.
- ❖ GHG reduction.
- ❖ RTP Goals: 4, 5, 10, 11

4.10.5. Performance Measure 5 – Transit

This performance measure monitors the cost-effectiveness of transit in the Del Norte region. This performance measure should be monitored annually. The RTP will emphasize projects and programs that maintain the Transportation Development Act (TDA) required fare box ratio of 10 percent or higher.

Desired outcome and RTP/State Goals:

- ❖ Increase productivity.
- ❖ Increase efficiency.
- ❖ Reduce the cost of operation/passenger.
- ❖ RTP Goals: 1, 2, 4, 5, 6, 9, 10, 11

4.10.6. Performance Measure 6 – Congestion/Delay/Vehicle Miles Traveled

This performance measure monitors how well State and County Roads are functioning based on peak volume/capacity and vehicle miles travelled (VMT). The data is reported annually and as a trend over time from the year 2000. Monitoring this performance measure requires minimal resources, as data regarding the State Highway system is readily available; however, broader coverage may require an effort by County and localities to conduct periodic traffic counts. Not all locations are reported annually in Caltrans Vehicle Reports; thus, there is the chance that individual locations may have out-of-date data. This performance measure is reasonably accurate for most locations and may be used in a cost/benefit analysis with additional calculations (travel time/delay as functions of V/C).

Desired outcome and RTP/State Goals:

- ❖ Measure overall vehicle activity and use of the roadway network.
- ❖ Maintenance and system preservation.
- ❖ Increase safety.
- ❖ Increase health-based pollutant reduction, increase GHG reduction.
- ❖ RTP Goals: 1, 2, 3, 8, 9

4.10.7. Performance Measure 7 – Land Use

This performance measure monitors the efficiency of land use and is reported over time since 2000. Tourism is very important to the region in order to maintain and improve economic conditions, which is why monitoring land use efficiency is important. Accessing this data requires minimal resource requirements and should be monitored every 2 years, and has a high level of accuracy. This kind of data is not used for benefit/ cost analysis.

Desired outcome and RTP/State Goals:

- ❖ Land use efficiency.
- ❖ Coordinate with Caltrans on State highway projects to maintain State highways at acceptable maintenance levels and reduce lane miles needing rehabilitation.
- ❖ Recommend RTP projects to maintain roads at or above the minimum acceptable condition as set by the City of Crescent City or County of Del Norte.
- ❖ RTP Goals: 4, 5, 6, 10, 11

**Table 4.7
Del Norte County RTP Program Level Performance Measures**

Performance Measure Indicator	Mode	Level	Data Source	Monitoring Frequency	RTP Goals
1. Transportation System Investment					
Distressed Lane Miles	• Total and percent • By jurisdiction	Roadway	NA	PCI Scores	Triannual 1, 2, 3, 8, 9
2. Preservation/ Service Fuel Use/ Travel Distance/ Time/ Cost					
Pavement Condition Index	• Local Roads	Roadway, trucks	NA	PCI Scores	2 years 1, 2, 3, 8, 9
3. Safety					
Total Collision Cost	• Per capita • Per VMT	Roadway, transit, people	NA	NA	Annual 1, 3, 8, 9
4. Mode Share/Split					
Journey to work	• Work trips/commute (Peak Periods) • Drive alone, carpool, transit, walk, bike	Roadway, transit, people	NA	American Community Survey	Triannual 4, 5, 10, 11
5. Transit					
Total Operating Cost	• Per revenue mile • Ridership	Regional, corridor, mode	NA	Transit Audits	Annual 1, 2, 4, 5, 6, 9, 10, 11
6. Congestion/Delay/VMT					
Vehicle Miles Traveled (VMT)	• Per Capita • Area (County, jurisdiction, sub-region) • By Facility Ownership (State hwy; local, state, federal roads) • Local vs Tourist	Roadway	Regional, corridor, road segment	Highway Performance Monitoring System (HPMS), Caltrans Vehicle Volumes, Department of Finance(DOF) Annual Population Report	Annual 1, 2, 3, 8, 9
Congestion/ Delay/ Vehicle Miles Traveled (VMT)	• Peak Hour Directional/ Bi-Directional Volume • Average Weekday Peak Hour Directional/ Bi-Directional Volume • Peak Month Peak our Directional/Bi Directional Volume • K (% of peak hour to ADT) • D (peak direction %) • Threshold volumes based on HCM 2010	Roadway	Regional, corridor, road segment	Caltrans Vehicle Volumes, Roadway Capacities	Annual 1, 2, 3, 8, 9
7. Land Use					
Land use efficiency	Walkability scores, development and population densities	People	NA	NA	2 years 4, 5, 6, 10, 11

5 FINANCIAL ELEMENT

The Financial Element is fundamental to the development and implementation of the RTP. This chapter identifies the current and anticipated revenue resources available to fund the planned transportation investments that are described in the Action Element, as needed to address the goals, policies and objectives presented in the Policy Element. The intent is to define realistic funding constraints and opportunities. This chapter presents a discussion of future regional transportation revenues and a comparison of anticipated revenues with proposed projects.

It is important to note that there are different funding sources for different types of projects. The DNLTTC is bound by strict rules in obtaining and using transportation funds. Some funding sources are “discretionary,” meaning they can be used for general operations and maintenance, not tied to a specific project or type of project. However, even these discretionary funds must be used to directly benefit the transportation system for which they are collected. For example, funds derived from gasoline taxes can only be spent on roads, and aviation fuel taxes must be spent on airports. State and federal grant funding is even more specific. There are several sources of grant funds, each designated to a specific type of facility (e.g. bridges or State Highways), and/or for a specific type of project (e.g. reconstruction or storm damage). This system makes it critical for eligible entities in the region to pursue various funding sources for projects simultaneously and to have the flexibility to implement projects as funding becomes available.

5.1. Projected Revenues

Projecting revenues and expenditures over a 20-year horizon is difficult because funding levels can dramatically fluctuate or be eliminated by legislation and policy changes. In addition, many projects are eligible for discretionary funds, which are nearly impossible to forecast, because they are allocated on a recurring competitive basis. Despite these variables, roadway, bridge, bicycle and pedestrian, aviation and transit revenues were forecasted over the next 20 years by using a variety of methods defined in the footnotes of Table 5.1.

Table 5.1 provides a summary of the projected federal, state, and local transportation funding sources and programs available to the Del Norte region for transportation facility improvements over the next 20 years. To project funding for the long range (11-20 years) we use the following assumptions:

- ❖ Revenues that have been historically constant and reliable are reflected through 2040 for all modes.
- ❖ State revenues are expected to be available at historical funding levels.
- ❖ Non-auto revenues are estimated based on historical levels.

Funding sources for roadway projects includes the State Transportation Improvement Program (STIP) which allocates funds for regional and local capital projects. The STIP is a five year funding program that is developed in two year cycles. Projects in the first 5 years of the 2020 RTP are consistent with the programmed projects and revenue projections in the 2020 STIP. Project lists are also consistent with the Interregional Transportation Improvement Plan (ITIP) and the Regional Transportation Improvement Plan (RTIP), which are developed on the same cycle as the STIP. The Regional Surface Transportation Program (RSTP) is also a potential funding source for preserving and enhancing eligible facilities, including roadway, bridge and tunnel projects. RSTP is allocated to counties based on a population formula. The Highway Safety Improvement Program (HSIP) and Federal Forest Reserves are other funding sources for roadway projects. HSIP is a federal aid program aimed to improve highway safety. Federal Forest Reserve funding comes from a 25% tax on logging revenues that is given back to the region in which the logging occurs.

The following Table 5.1 identifies projected revenues for the Del Norte region.

**Table 5.1
Projected Revenues from Federal, State, and Local Sources* for the Del Norte Region**

Revenue Category	Revenue		
	Short-Range (1-10 yr)	Long-Range (11-20 yr)	Total
Grant Programs			
Active Transportation Program (ATP)(1)	\$ -	\$ -	\$ -
Highway Safety Improvement Program (HSIP)(2)	\$ -	\$ -	\$ -
Grant Programs Total	\$ -	\$ -	\$ -
Bridge Programs			
Highway Bridge Program (HBP)(3)	\$ 12,120,000	\$ -	\$ 12,120,000
Bridge Programs Total	\$ 12,120,000	\$ -	\$ 12,120,000
Roadway Programs - Local			
Highway Users Tax Account (HUTA) City of Crescent City (4)(5)	\$ 1,608,150	\$ 1,575,388	\$ 3,183,538
Highway Users Tax Account (HUTA)(7) Del Norte County ((4)(5)	\$ 10,325,517	\$ 10,046,865	\$ 20,372,382
SB1 Roadway Maintenance and Rehabilitation Account (RMRA) City of Crescent City (4)	\$ 1,293,290	\$ 1,293,290	\$ 2,586,580
SB1 Roadway Maintenance and Rehabilitation Account (RMRA) County of Del Norte (4)	\$ 9,929,499	\$ 9,929,495	\$ 19,858,994
Roadway TCRF Loan Repayment (Crescent City) (4)(5)	\$ 86,046	\$ 86,055	\$ 172,101
Roadway SB1 Loan Repayment (County of Del Norte) (4)(5)	\$ 659,493	\$ 659,469	\$ 1,318,962
Regional Surface Transportation Program (RSTP) County of Del Norte	\$ 3,073,871	\$ 3,696,881	\$ 6,770,752
Receipts from Federal Lands (Secure Rural Schools, 1908 Act, et. Al.)(8)(9)	\$ 9,588,522	\$ 9,624,003	\$ 19,212,525
State Transportation Improvement Program (STIP)(10)(11)	\$ 252,000	\$ 280,000	\$ 532,000
Roadway Programs - Local Total	\$ 36,816,387	\$ 37,191,446	\$ 74,007,834
Transit Programs			
State Transit Assistance (STA) (13)	\$ 7,872	\$ 6,560	\$ 14,432
PTMISEA (13)	\$ 1,032,436	\$ 1,350,000	\$ 2,382,436
State of Good Repair- (13)	\$ 460,837	\$ 443,730	\$ 904,567
CalOES Grant (13)	\$ 18,836	\$ 31,393	\$ 50,229
Federal Transit Administration (FTA) 5310 and 5339 (13)	\$ 2,923,343	\$ 2,915,780	\$ 5,839,123
Transit Programs Total	\$ 4,443,324	\$ 4,747,463	\$ 9,190,787
Aviation Programs			
Annual Distribution for Aviation(14)	\$ 300,000	\$ 300,000	\$ 600,000
AIP	\$ 22,820,000	\$ -	\$ 22,820,000
Aviation Programs - Total	\$ 23,120,000	\$ 300,000	\$ 23,420,000
Regional and Local Transportation Revenue	\$ 76,499,711	\$ 42,238,910	\$ 118,738,621
State Highway Operation and Protection Program - State			
State Highway Operation Protection Program (SHOPP)(12)	\$ 233,727,363	\$ 200,000,000	\$ 433,727,363
State Highway Transportation Revenue	\$ 233,727,363	\$ 200,000,000	\$ 433,727,363

- (1) TAC recommended.
- (2) TAC recommended.
- (3) Based on assumption of 100% bridge toll matching funds.
- (4) E 11-16, F 11-16 source: <http://californiacityfinance.com/LSR2005.pdf>
- (5) D 11-12, 15-16 source: A57https://www.sco.ca.gov/Files-AUD/roads_apportionment_1819.pdf
- (6) Based on historic estimates.
- (7) 3% increase every year. Information from Tamera
- (8) Based on 50% of total estimated apportionments from USDA.
- (9) Source <https://www.fs.usda.gov/main/pts/securepayments/projectedpayments>
- (10) Estimate based on 2020 Report of STIP balances for FY 20/21 through 24/25
- (11) <https://catc.ca.gov/-/media/ctc-media/documents/programs/stip/2020-stip/2020325-2020-stip-resolution-a11y.pdf>
- (12) Derived from Caltrans supplied project list
- (13) From the RCTA Short Range Transit Plan 2019 (pg 235)
- (14) Based on \$10K/per airport

5.2. Cost Summary

Table 5.2 contains a summary of the RTP improvement costs identified for each modal category in the RTP. The numbers in red represent areas where project costs are greater than expected revenue. As can be seen in Table 5.2, funding shortfalls occur a number of times for the long range planning and programming of projects in Del Norte. A total of approximately \$661.4 million has been proposed for roadway, bridge, bike/pedestrian, transit and aviation projects for the next 20 year RTP period. This only includes projects with cost estimates. Many projects, specifically in the long range project lists, do not have associated estimates. There is a funding shortfall of approximately \$109.3 million over the 20 year RTP period; however, this shortfall does not include projects identified but lack cost estimate detail. Additional funding sources, like grants and appropriations, may be awarded to the region to decrease this funding shortfall.

Funding Source	Projected Revenue		Projected Costs by Mode		Difference	
	Short Range	Long Range	Short Range	Long Range	Short Range	Long Range
Roadway						
HUTA, RMRA, RSTP, STIP	\$ 36,816,387	\$ 37,191,446	\$ 20,295,430	\$ 66,017,750	\$ -	\$ (12,305,346)
Roadway - State						
SHOPP	\$ 233,727,363	\$ 200,000,000	\$ 233,727,363	\$ 200,000,000	\$ -	\$ -
Bridge						
HBP	\$ 12,120,000	\$ -	\$ 12,120,000	\$ -	\$ -	\$ -
Transit						
FTA, LTF, LCTOP, STA	\$ 4,443,324	\$ 4,747,463	\$ 10,180,427	\$ 1,000,000	\$ (5,737,103)	\$ 3,747,463
Bicycle and Pedestrian						
ATP, SHOPP, Other	\$ -	\$ -	\$ -	\$ 53,856,000	\$ -	\$ (53,856,000)
Airport Capital						
Annual Distribution for Aviation, AIP	\$ 22,820,000	\$ 300,000	\$ 22,820,000	\$ 41,410,000	\$ -	\$ (41,110,000)
Total	\$ 309,927,074	\$ 242,238,910	\$ 299,143,220	\$ 362,283,750	\$ (5,737,103)	\$ (103,523,883)

5.2.1. Comparison of Roadway Costs to Expected Revenues

Table 5.3 compares the expected revenue for roadway projects to expected costs for the next 20 years. There is an estimated shortfall of \$12.3 million for long-range roadway improvement projects.

Table 5.3 Comparison of Roadway Costs to Expected Revenue						
	Projected Revenue by Mode		Projected Costs by Mode		Difference	
	Short Range	Long Range	Short Range	Long Range	Short Range	Long Range
Estimated Roadway Costs	\$36,816,387	\$37,191,446	\$20,295,430	\$66,017,750	-	\$(12,305,346)

5.2.2. Comparison of Bridge Costs to Expected Revenues

Table 5.4 compares the expected revenue for bridge projects to expected costs for the next 20 years. The Highway Bridge Program will cover the cost of replacing or rehabilitating public highway bridges. Bridge conditions are checked regularly and conditions are reported. Bridges that are structurally deficient are eligible for HBP funding for rehabilitation or replacement.

Table 5.4 Comparison of Bridge Costs to Expected Revenue						
	Projected Revenue by Mode		Projected Costs by Mode		Difference	
	Short Range	Long Range	Short Range	Long Range	Short Range	Long Range
Estimated Bridge Costs	\$ 12,120,000	\$ -	\$ 12,120,000	\$ -	\$ -	\$ -

5.2.3. Comparison of Bicycle and Pedestrian Costs to Expected Revenues

In order to complete the short and long term bicycle and pedestrian projects the region will need an estimated \$54 million over the course of the next 20 years. Funding will come primarily from the Active Transportation Program (ATP) which is a highly competitive grant program which supports multi-modal, active transportation.

Table 5.5 Comparison of Bikeway and Pedestrian Costs to Expected Revenue						
	Projected Revenue by Mode		Projected Costs by Mode		Difference	
	Short Range	Long Range	Short Range	Long Range	Short Range	Long Range
Bicycle and Pedestrian	\$ -	\$ -	\$ -	\$ 53,856,000	\$ -	\$(53,856,000)

5.2.4. Comparison of Transit Costs to Expected Revenues

There is a need for capital improvement projects in the Del Norte region, including benches, covered shelters, increased signage, and the acquisition of new fleet vehicles. Transit improvement projects are expected to be limited in the both the short- and long-range.

Transit projects are funded under the Transit Development Act (TDA) which provides Local Transportation Funds (LTF) and State Transit Assistance (STA) for supporting public transportation. Funds are allocated based on population and transit performance.

	Projected Revenue by Mode		Projected Costs by Mode		Difference	
	Short Range	Long Range	Short Range	Long Range	Short Range	Long Range
Estimated Transit	\$ 4,443,324	\$ 4,747,463	\$ 10,180,427	\$ 1,000,000	(\$5,737,103)	\$3,747,463

5.2.5. Comparison of Aviation Costs to Expected Revenues

The Federal Aviation Administration (FAA) allocates an annual aviation grant of \$10,000 for airports eligible for the State Annual Credit Grant (Ward Field and Andy McBeth Airport). Jack McNamara (Del Norte County Airport) receives the more robust FAA Primary Entitlement funding available to airports with greater than 10,000 enplanements annually. Jack McNamara Airport has received generous AIP funds in the past, and is a viable funding source to decrease the funding shortfall of \$41.1 million for long term airport improvement projects.

	Projected Revenue by Mode		Projected Costs by Mode		Difference	
	Short Range	Long Range	Short Range	Long Range	Short Range	Long Range
Aviation	\$22,820,000	\$ 300,000	\$ 22,820,000	\$ 41,410,000	\$ -	\$(41,110,000)



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ATTACHMENT A - STAKEHOLDER LIST

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Del Norte County Regional Transportation Plan - Stakeholder List

Name	Affiliation	Phone Number	Email	Address
Project Team:				
Tamera Leighton - Executive Director	Del Norte Local Transportation Commission	(707) 465-3878	tamera@dnltc.org	900 Northcrest Drive, PMB 16, Crescent City, CA 95531
Jeff Schwein	Green DOT-Project Manager	(530) 895-1109	jeff@greendottransportation.com	627 Broadway, Suite 220, Chico, CA 95928
Stephanie Alward	Green DOT Transportation Solutions, Senior Planner	(530) 895-1109	stephanie@greendottransportation.com	627 Broadway, Suite 220, Chico, CA 95928
Stakeholders:				
Suresh Ratnam - Planning and Local Assistance	Caltrans D1 - Del Norte and Humboldt Counties	(707) 441-4542	suresh.ratnam@dot.ca.gov	
Brad Mettam- Planning and Local Assistance	Caltrans D1	(707) 445-6413	Brad_Mettam@dot.ca.gov	Caltrans District 1, P. O. Box 3700
Jason Price	Caltrans D1	(707) 441-4554	jason.price@dot.ca.gov	
Kevin Tucker	Caltrans D1	(707) 441-5770	kevin.tucker@dot.ca.gov	
Roger Gitlin	Del Norte County Board of Supervisors- District 1	(707) 464-0801	rgitlin@co.del-norte.ca.us	
Lori Cowan, Vice-Chair	Del Norte County Board of Supervisors- District 2	(707) 464-7204	lcowan@co.del-norte.ca.us	
Chris Howard	Del Norte County Board of Supervisors- District 3	(707) 464-7204	choward@co.del-norte.ca.us	
Gerry Hemmingsen, Chair	Del Norte County Board of Supervisors- District 4	(707) 464-7204	ghemmingsen@co.del-norte.ca.us	
Bob Berkowitz	Del Norte County Board of Supervisors- District 5	(707) 464-7204	bberkowitz@co.del-norte.ca.us	
Heidi Kunstal - Director	County of Del Norte* - Community Development	(707) 464-7254	hkunstal@co.del-norte.ca.us	981 H Street, Suite 110 Crescent City, CA 95531
Taylor Carsley- Planner	County of Del Norte - Planning Divison	(707) 464-7254		981 H Street, Suite 110 Crescent City, CA 95531
Jeff Daniels- Roads Superintendent	Community Development Department- Roads Divison	(707) 464-7238	jdaniels@co.del-norte.ca.us	500 E. Cooper Avenue Crescent City, CA 95531
Rosanna Bower- Assistant County Engineer	County of Del Norte - Engineering and Surveying Division	(707) 464-7229	rbower@co.del-norte.ca.us	981 H Street, Suite 110 Crescent City, CA 95531
Eric Wier - City Manager	City of Crescent City	(707) 464-7483	ewier@crescentcity.org	City Hall 377 J Street Crescent City, CA 95531
Nacole Sutterfield - Engineering Project Manager	City of Crescent City	(707) 951-3354	nsutterfield@crescentcity.org	City Hall 377 J Street Crescent City, CA 95531
Jon Olson- Pub Works Director	City of Crescent City	(707) 464-9506	jolson@crescentcity.org	City Hall 377 J Street Crescent City, CA 95531
Joe Rye- Manager	Redwood Coast Transit	(707) 646-6400	tmtconsulting@gmail.com	1275 4th Street, #733, Santa Rosa, CA 95404
Brandi Natt	Yurok Tribe		bnatt@yuroktribe.nsn.us	190 Klamath Blvd., Klamath, CA 95548
Rick Warner	Elk Valley Rancheria		rwarn@elk-valley.com	2332 Howland Hill Rd., Crescent City, CA 95531
Denise Richards-Padgette, Chairperson	Tolowa Dee-ni' Nation		dpadgette@towola.com	140 Rowdy Creek Rd., Smith River, CA 95567
Fawm Murphy, Chairperson	Resighini Rancheria		resighini@gmail.com	158 East Klamath Bech Rd., Klamath, CA 95548
James Ramsey- President	Crescent City Harbor District	(707) 464-6174		101 Citizens Dock Rd, Crescent City, CA 95531
Charlie Helms	Crescent City Harbor District		chelms@ccharbor.com	101 Citizens Dock Rd, Crescent City, CA 95531
Mathew Leitner	Border Coast Regional Airport Authority	(707) 464-7288	mleitner@co.del-norte.ca.us	150 Dale Rupert Road
Jeff Bomke - Acting Sector Superintendent***	Redwood Coast Sector, North Coast Redwood District	(707) 465-7332	jbomke@parks.ca.gov	1111 Second Street Cresnet City, CA 95531
Jeff Marszal- District Ranger	Six Rivers National Forest	(707) 457-3131		10600 Highway 199 PO Box 228 Gasquet, CA 95543
Jeff Harris	County and District Superintendent	(707) 464-0200	jharris@delnorte.k12.ca.us	301 W Washington Blvd Crescent City, CA 95531
Lt. Rich Thoma	California Highway Patrol	(707) 218-2000		1444 Parkway Drive Crescent City, CA 95531
Cindy Vosburg- President	Del Norte Chamber of Commerce	(707) 464-3174	cvosburg@triplicate.com	1001 Front Street Crescent City CA 95531
Joe Gillespie	Del Norte Trail Alliance	(707) 954-1641	delnortetrailalliance@gmail.com	
Grant D. Werschkuhl- Executive Director	Smith River Alliance	(916) 715-9898	grant@smithriveralliance.org	P.O. Box 2129, Crescent City, California 95531
Colin Fiske	Coalition for Responsible Transportation Priorities		colin.fiske@gmail.com	145 G Street, Suite A, Arcata, CA 95521
Ted Ward- Director	Del Norte Solid Waste Management Authority	(707) 465-1100		1700 State St, Crescent City, CA 95531
Frank Magarino- President	Del Norte Unified School District Board of Education	(707) 321-8407	fmagarino@dnusd.org	4955 North Bank Rd., Crescent City, CA 95531
	FIRST 5 Del Norte	(707) 464-0955	aglore@delnortekids.org	494 Pacific Avenue, Crescent City, CA 95531
Paul Standefer- Resource Specialist	Area 1 Agency on Aging	(707) 464-7876		1765 Northcrest Drive
Terry McNamara - Chairman	Del Norte County Healthcare District Board	(707) 464-9494	dnhcd@delnortehealth.com	550 E Washington Blvd # 400 Crescent City, CA 95531
Del Norte Healthcare District Board	Del Norte Healthcare District	(707) 464-9494	dnhcd@delnortehealth.com	550 E Washington Blvd # 400 Crescent City, CA 95531
	Del Norte Senior Center	(707) 464-3069		1765 Northcrest Drive Crescent City CA 95531 US
	Sutter Coast Hospital	(707) 464-8511	suttercoast@sutterhealth.org	800 East Washington Blvd Crescent City, CA 95531

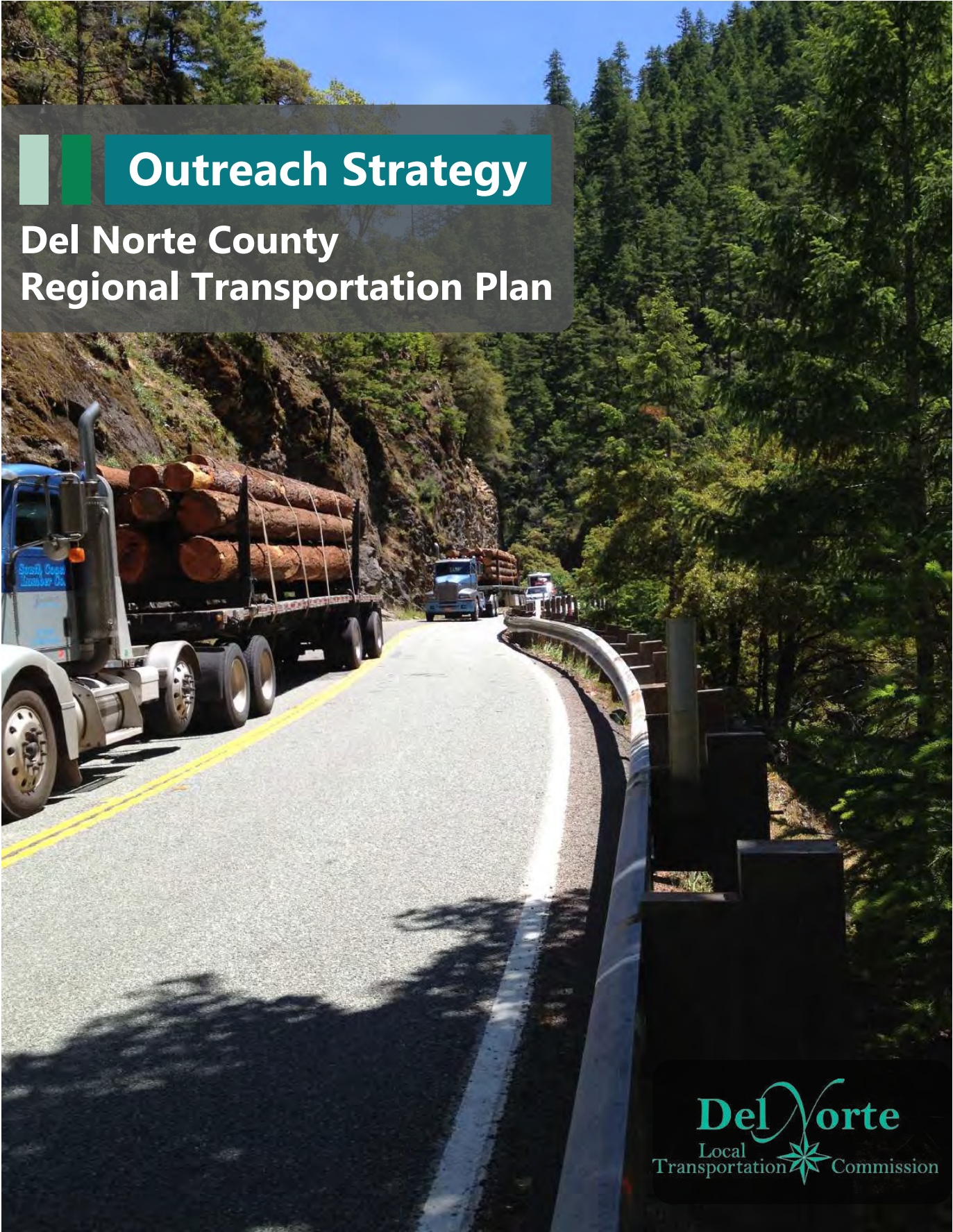
*Del Norte County is a place and County of Del Norte is an agency.

***Represents both the national & state redwood park

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ATTACHMENT B - OUTREACH MATERIALS

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Outreach Strategy

Del Norte County Regional Transportation Plan





Outreach Meetings

Public and Stakeholder Participation

A variety of tools will be used to comprise a comprehensive community outreach campaign for the RTP. These include community workshops, individual stakeholder communication, a project specific website, an online questionnaire, and feedback forms for comment/ input. The consultant Project Manager will facilitate project team meetings and prepare and distribute agendas as well as meeting minutes.

Community Workshops

There will be two community workshops held digitally via the Zoom platform for the Del Norte RTP. The first workshop will be an introduction of the RTP to the community and will provide interactive exercises with the public to develop priority projects to include in the RTP. The meetings will narrow down the most important topics and issues the community feels are pertinent, prioritize the projects and provide any recommendations they may have. The project team will emphasize social equity with input from the community.

The second meeting will act as an update to present progress made since the first meeting back to the public. The meeting will be used at the draft phase of the project to present the draft RTP to the community. By this point, previous outreach effort will have contributed to a more polished priority project list and a more well-defined set of needs the community and stakeholders have identified. This meeting will be held during a regularly scheduled Del Norte Local Transportation Commission meeting and will be open to the public. We will present the RTP assumptions, Policy Element, Action Element, and Financial Element. This meeting is intended to give the community a chance to review the plan and discuss it with project managers and other members of the public.



TAC Meeting

The Del Norte Local Transportation Commission (DNLTC) is served by a Technical Advisory Committee (TAC). The TAC is advisory to the PCTC on all matters relating to regional transportation planning. We will schedule a TAC meeting to solicit RTP project completions, updated project lists and financial element updated information. Ideally, project team meetings will be scheduled directly after TAC meetings for optimal inclusion of the TAC.





Public Engagement

Website

A website has been developed by Green DOT under the URL DelNorteRTP.com and contains community workshop notifications, project information, agency information, documents, a feedback form, and an online questionnaire. The project website is available to advertise for meetings and disseminate other project information, but also acts as a tool to promote community involvement and encourage public feedback.

Questionnaire

To facilitate participation, an online questionnaire has been created via Survey Monkey. The online questionnaire has been administered with questions that the DNLTC and the project team agreed upon in order to gauge the community needs and wants. Data will be presented in the final draft of the RTP. The questionnaire will also be distributed at community workshops in hard-copy format. Comments and questionnaire results can also be collected from previous RTP outreach efforts.

Advertising

Advertising for public workshops will be done through email blasts to stakeholders and posting a meeting flyer to the project website and in key locations around the county such as grocery stores, libraries, on transit buses, etc. Upcoming community workshops will also be broadcasted on Del Norte's local newspaper, The Triplicate.

Social Media

Previously existing community pages will be used to share information regarding the RTP. For example, Green DOT will send information and share posts with Del Norte County via Facebook to broaden the reach of social media. Posts can include project updates, upcoming community meetings, flyers, links to questionnaires, links to the project website, etc. Del Norte County's existing social media presence will be effective for sharing information with community members, collecting information, and encouraging them to attend upcoming events. A Facebook event page will also be created to promote outreach events and livestream community meetings.

Del Norte County Regional Transportation Plan: Public Engagement

QUESTIONNAIRE

Del Norte County Regional Transportation Plan



1. Which general area do you live in or travel from most often?

- Bertsch-Oceanview
- Crescent City
- Elk Valley Rancheria
- Gasquet
- Hiouchi
- Klamath
- Smith River
- Tolowa Dee-ni' Nation
- Yurok Reservation
- Elsewhere in Del Norte County

I don't live in Del Norte County

2. How often do you drive a vehicle, on average?

- 7 days a week
- 5-6 days a week
- 3-4 days a week
- 1-2 days a week
- A few times a month
- A few times a year
- I do not drive

3. Approximately how often do you use public transit in Del Norte County?

- 7 days a week
- 5-6 days a week
- 3-4 days a week
- 1-2 days a week
- A few times a month
- A few times a year
- I do not take public transit in Del Norte County

4. Approximately how often do you ride a bicycle in Del Norte County?

- 7 days a week
- 5-6 days a week
- 3-4 days a week
- 1-2 days a week
- A few times a month
- A few times a year
- I do not ride a bicycle

5. Approximately how often do you take a walk in Del Norte County (Including recreational or utilitarian trips)?

- 7 days a week
- 5-6 days a week
- 3-4 days a week
- 1-2 days a week
- A few times a month
- A few times a year
- I do not go for walks

6. How far do you commute to work, school or other frequent destinations?

- Less than 1 mile
- 1-2 miles
- 2-5 miles
- 6-15 miles
- 16-30 miles
- 30-50 miles
- 50-99 miles
- 100+ miles

7. If you have school-aged children, how far do they commute to school?

- I do not have school-aged children living in my household
- Less than 1 mile
- 1-2 miles
- 2-5 miles
- 6-15 miles
- 16-30 miles
- 30-50 miles
- 50-99 miles
- 100+ miles

8. Which general area do you work in or travel to most often?

- Bertsch-Oceanview
- Crescent City
- Elk Valley Rancheria
- Gasquet
- Hiouchi
- Klamath
- Smith River
- Yurok Reservation



9. What are your most frequent out-of-county destinations?

- Grants Pass/Medford, Oregon
- Brookings, Oregon
- Other location in Oregon
- Santa Rosa/Sonoma County
- San Francisco/Bay Area
- Humboldt County
- Mendocino County
- Shasta County
- I don't leave Del Norte County often
- Other _____

10. How frequently do you travel out-of-county?

- 7 days a week
- 5-6 days a week
- 3-4 days a week
- 1-2 days a week
- A few times a month
- A few times a year

11. What concerns do you have with the transportation network in Del Norte County? Check all that apply.

- Potholes / Road Condition
- Lack of transit service
- Lack of access to areas outside of Del Norte County
- Reckless/inattentive driving
- Speeding
- Lack of warning signs, guardrails, etc.
- Lack of bicycle and pedestrian facilities
- Other

12. Would you like to see more of the following? Check all that apply.

- Bike lanes
- Bike racks
- Crosswalks
- Passing lanes
- Bicycle/Pedestrian paths
- More walking and biking connections
- Sidewalks and curb ramps
- Transit stops
- Transit service
- Wide shoulders
- Other

13. What areas need more bicycle and pedestrian facilities?

14. What areas need better transit service or facilities?

15. Please rank the following transportation needs in order of priority (1 is your highest priority and 5 is least)

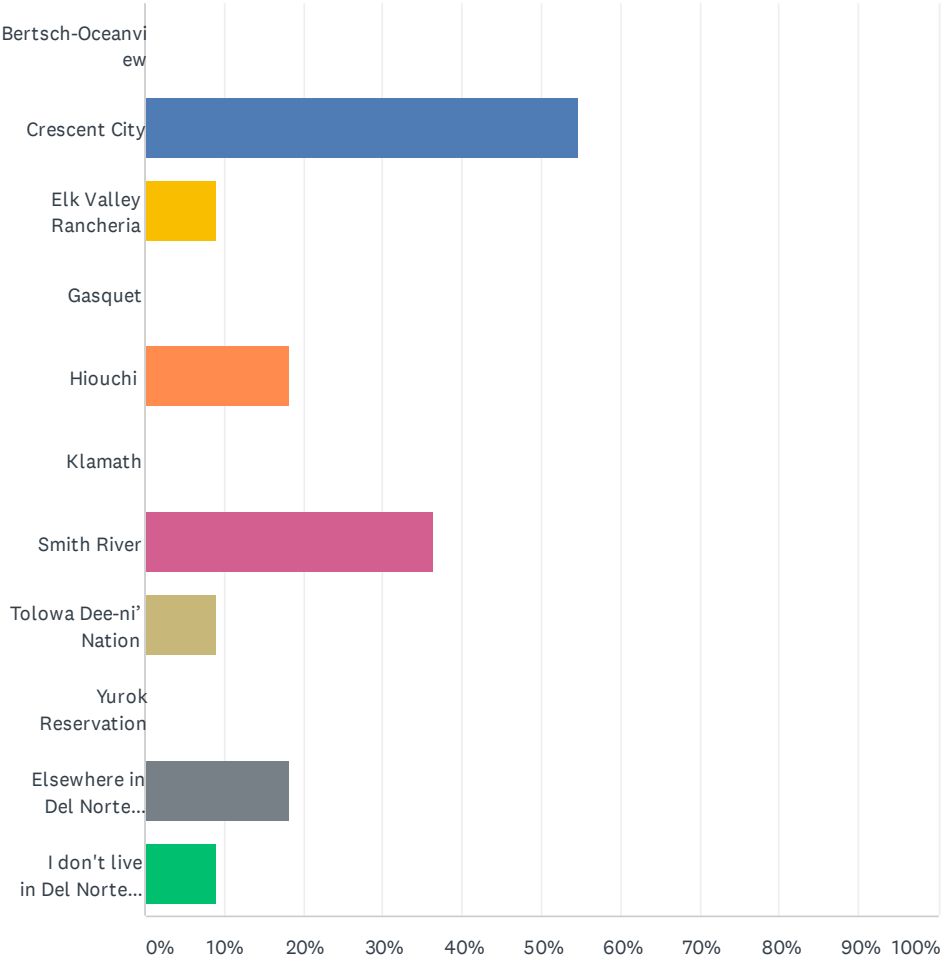
- Invest in road maintenance
- Invest in transit options
- Invest in walking and biking options
- Improve roadway safety
- Increase recreational opportunities

16. Do you have any other concerns or suggestions regarding the transportation network in Del Norte?

QUESTIONNAIRE RESULTS

Q1 Which general area do you live in or travel from most often?

Answered: 11 Skipped: 0



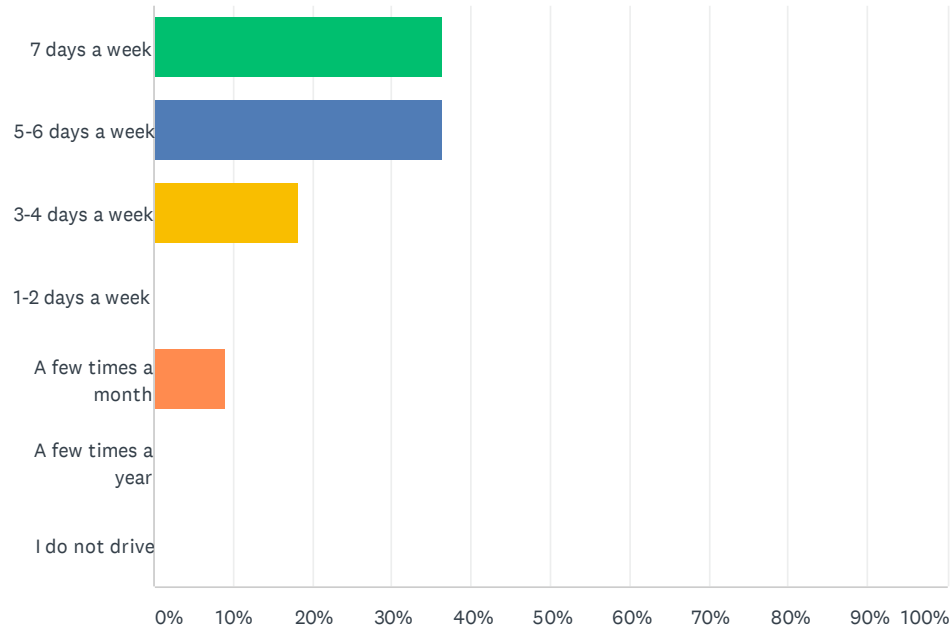
Del Norte County Regional Transportation Plan Questionnaire

SurveyMonkey

ANSWER CHOICES	RESPONSES	
Bertsch-Oceanview	0.00%	0
Crescent City	54.55%	6
Elk Valley Rancheria	9.09%	1
Gasquet	0.00%	0
Hiouchi	18.18%	2
Klamath	0.00%	0
Smith River	36.36%	4
Tolowa Dee-ni' Nation	9.09%	1
Yurok Reservation	0.00%	0
Elsewhere in Del Norte County	18.18%	2
I don't live in Del Norte County	9.09%	1
Total Respondents: 11		

Q2 How often do you drive a vehicle, on average?

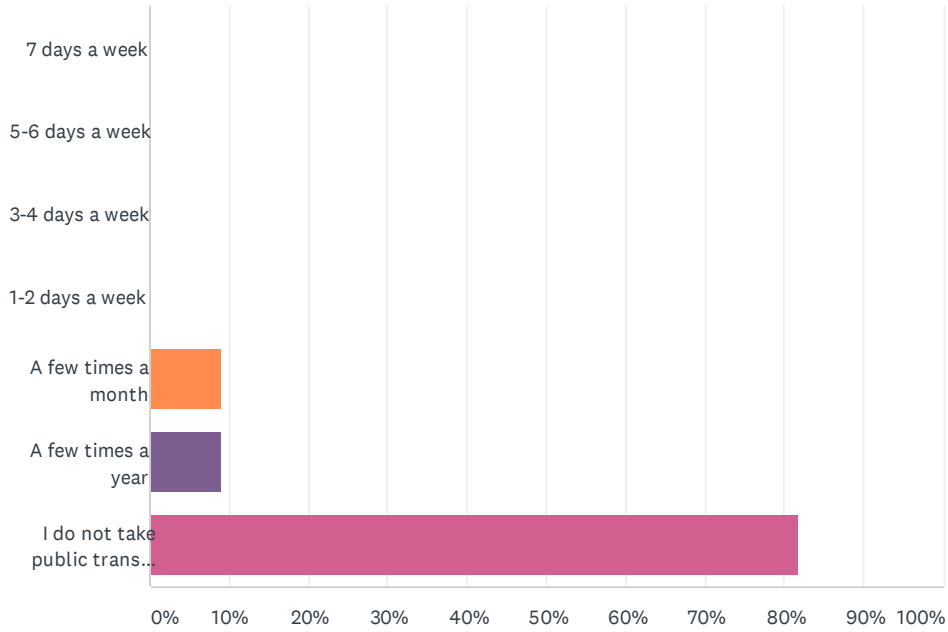
Answered: 11 Skipped: 0



ANSWER CHOICES	RESPONSES	
7 days a week	36.36%	4
5-6 days a week	36.36%	4
3-4 days a week	18.18%	2
1-2 days a week	0.00%	0
A few times a month	9.09%	1
A few times a year	0.00%	0
I do not drive	0.00%	0
TOTAL		11

Q3 Approximately how often do you use public transit in Del Norte County?

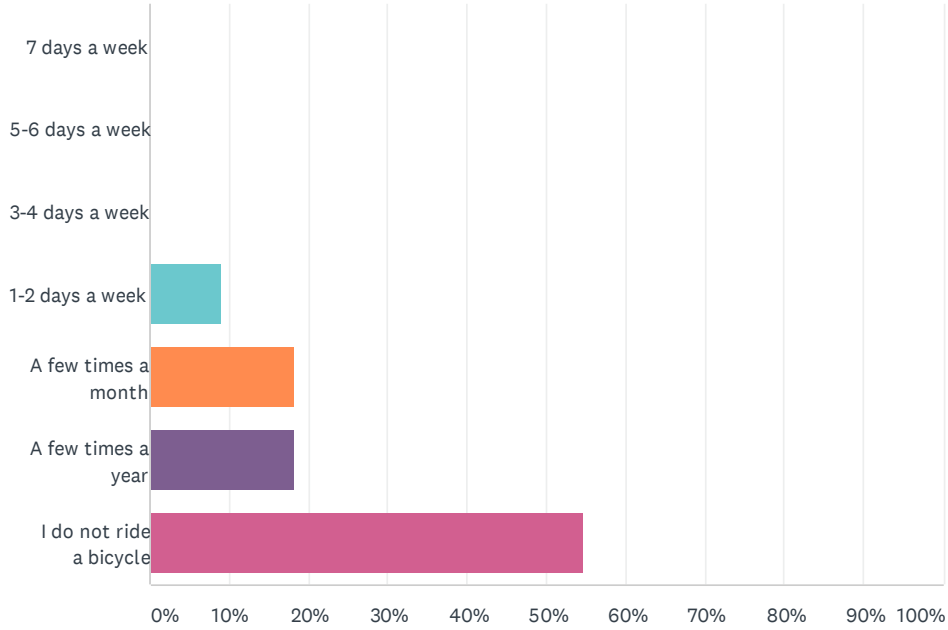
Answered: 11 Skipped: 0



ANSWER CHOICES	RESPONSES	
7 days a week	0.00%	0
5-6 days a week	0.00%	0
3-4 days a week	0.00%	0
1-2 days a week	0.00%	0
A few times a month	9.09%	1
A few times a year	9.09%	1
I do not take public transit in Del Norte County	81.82%	9
TOTAL		11

Q4 Approximately how often do you ride a bicycle in Del Norte County?

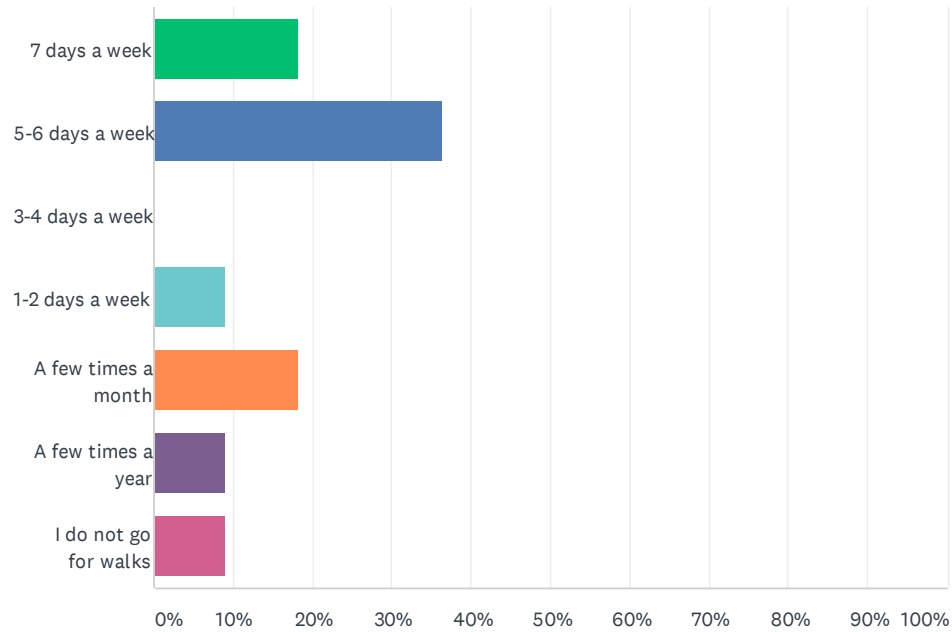
Answered: 11 Skipped: 0



ANSWER CHOICES	RESPONSES
7 days a week	0.00% 0
5-6 days a week	0.00% 0
3-4 days a week	0.00% 0
1-2 days a week	9.09% 1
A few times a month	18.18% 2
A few times a year	18.18% 2
I do not ride a bicycle	54.55% 6
TOTAL	11

Q5 Approximately how often do you take a walk in Del Norte County (Including recreational or utilitarian trips)?

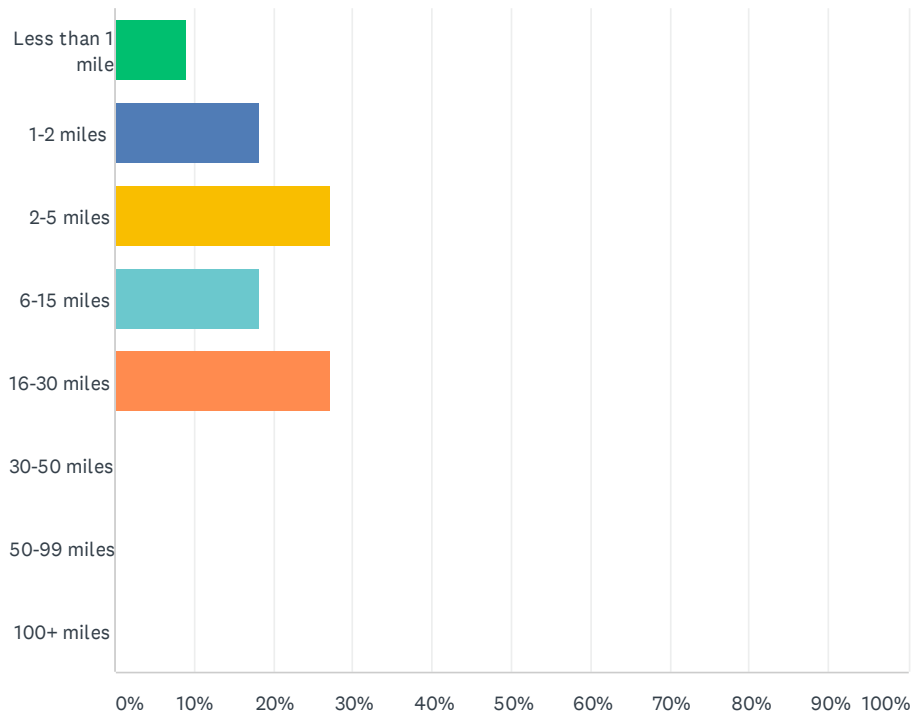
Answered: 11 Skipped: 0



ANSWER CHOICES	RESPONSES
7 days a week	18.18% 2
5-6 days a week	36.36% 4
3-4 days a week	0.00% 0
1-2 days a week	9.09% 1
A few times a month	18.18% 2
A few times a year	9.09% 1
I do not go for walks	9.09% 1
TOTAL	11

Q6 How far do you commute to work, school or other frequent destinations?

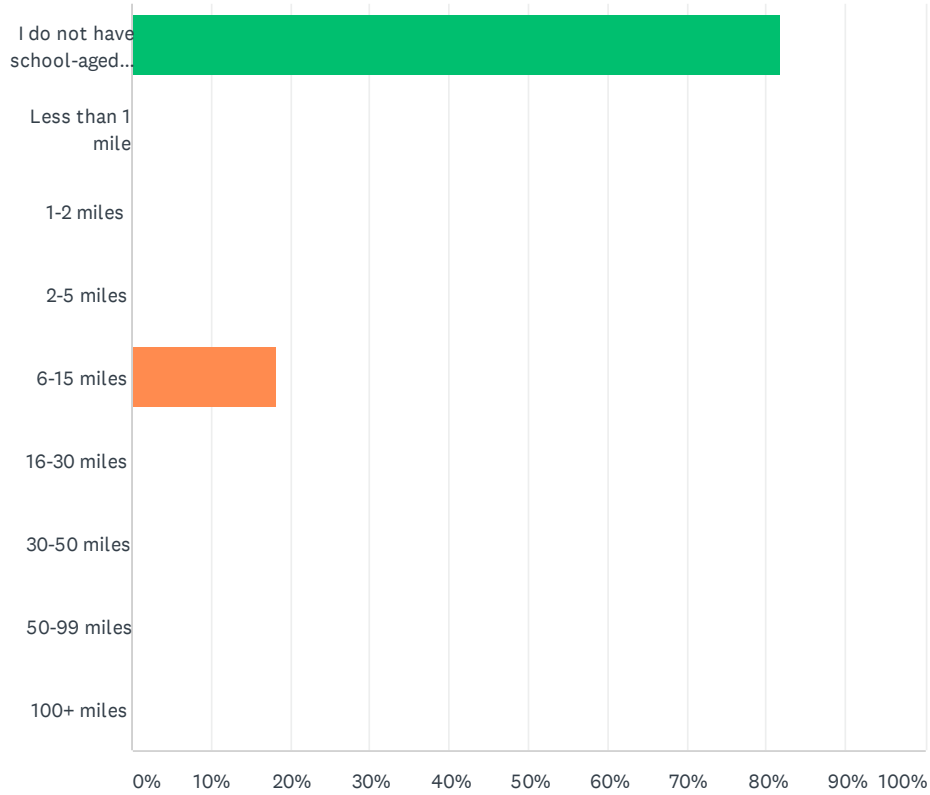
Answered: 11 Skipped: 0



ANSWER CHOICES	RESPONSES
Less than 1 mile	9.09% 1
1-2 miles	18.18% 2
2-5 miles	27.27% 3
6-15 miles	18.18% 2
16-30 miles	27.27% 3
30-50 miles	0.00% 0
50-99 miles	0.00% 0
100+ miles	0.00% 0
Total Respondents: 11	

Q7 If you have school-aged children, how far do they commute to school?

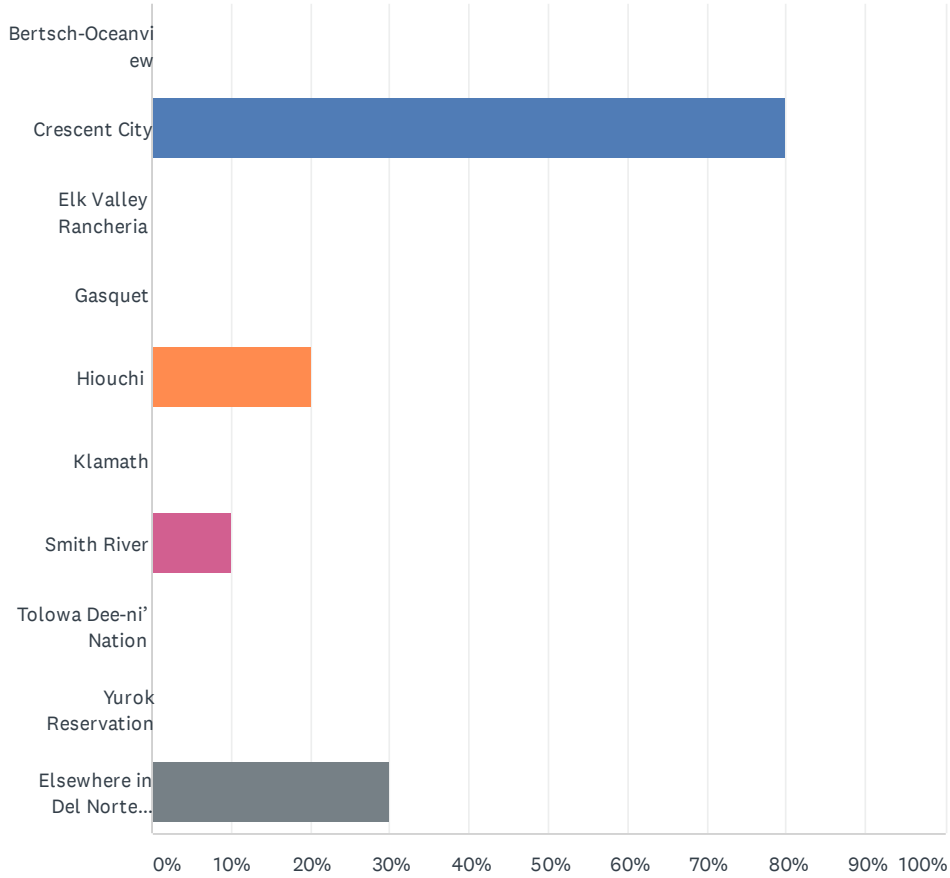
Answered: 11 Skipped: 0



ANSWER CHOICES	RESPONSES	
I do not have school-aged children living in my household	81.82%	9
Less than 1 mile	0.00%	0
1-2 miles	0.00%	0
2-5 miles	0.00%	0
6-15 miles	18.18%	2
16-30 miles	0.00%	0
30-50 miles	0.00%	0
50-99 miles	0.00%	0
100+ miles	0.00%	0
Total Respondents: 11		

Q8 Which general area do you work in or travel to most often?

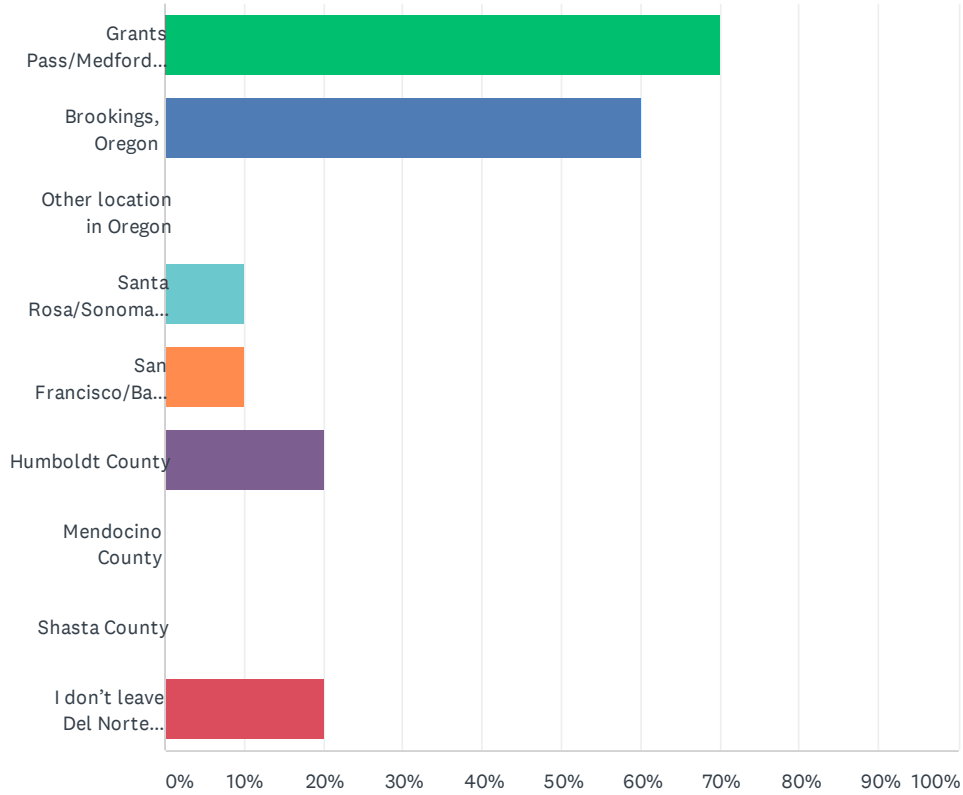
Answered: 10 Skipped: 1



ANSWER CHOICES	RESPONSES
Bertsch-Oceanview	0.00% 0
Crescent City	80.00% 8
Elk Valley Rancheria	0.00% 0
Gasquet	0.00% 0
Hiouchi	20.00% 2
Klamath	0.00% 0
Smith River	10.00% 1
Tolowa Dee-ni' Nation	0.00% 0
Yurok Reservation	0.00% 0
Elsewhere in Del Norte County	30.00% 3
Total Respondents: 10	

Q9 What are your most frequent out-of-county destinations?

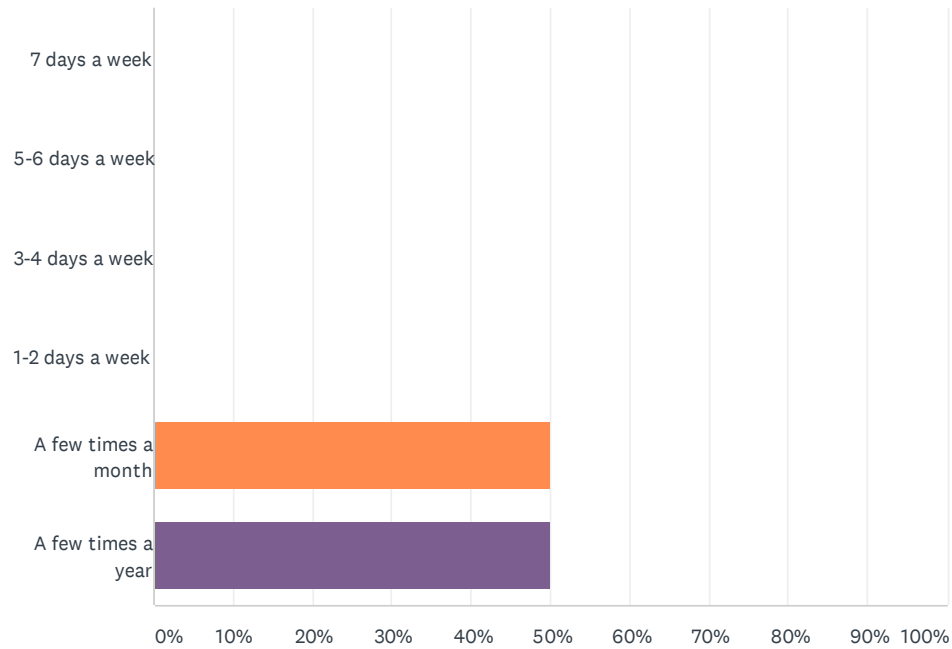
Answered: 10 Skipped: 1



ANSWER CHOICES	RESPONSES	
Grants Pass/Medford, Oregon	70.00%	7
Brookings, Oregon	60.00%	6
Other location in Oregon	0.00%	0
Santa Rosa/Sonoma County	10.00%	1
San Francisco/Bay Area	10.00%	1
Humboldt County	20.00%	2
Mendocino County	0.00%	0
Shasta County	0.00%	0
I don't leave Del Norte County often	20.00%	2
Total Respondents: 10		

Q10 How frequently do you travel out-of-county?

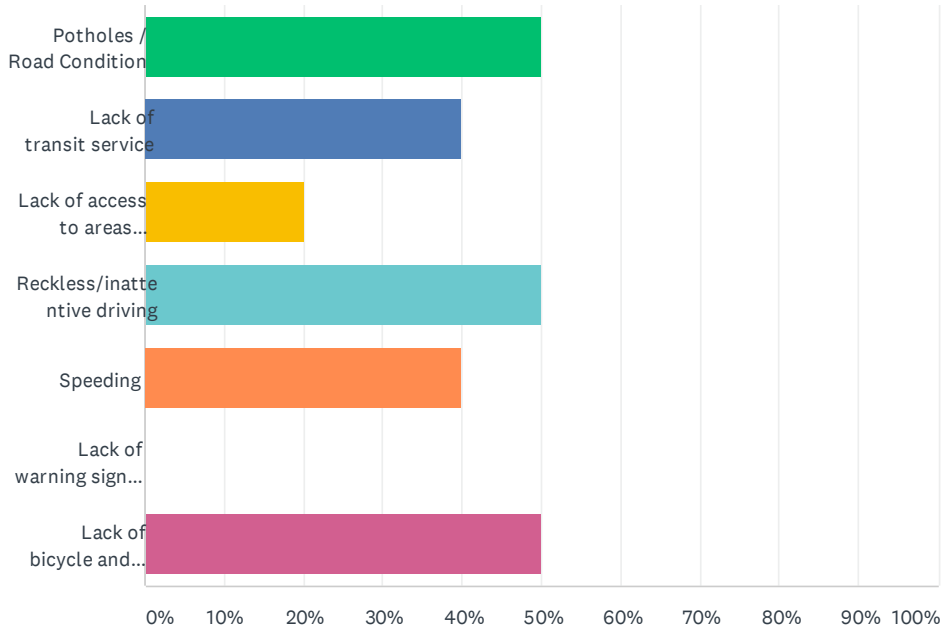
Answered: 10 Skipped: 1



ANSWER CHOICES	RESPONSES
7 days a week	0.00% 0
5-6 days a week	0.00% 0
3-4 days a week	0.00% 0
1-2 days a week	0.00% 0
A few times a month	50.00% 5
A few times a year	50.00% 5
TOTAL	10

Q11 What concerns do you have with the transportation network in Del Norte County? Check all that apply.

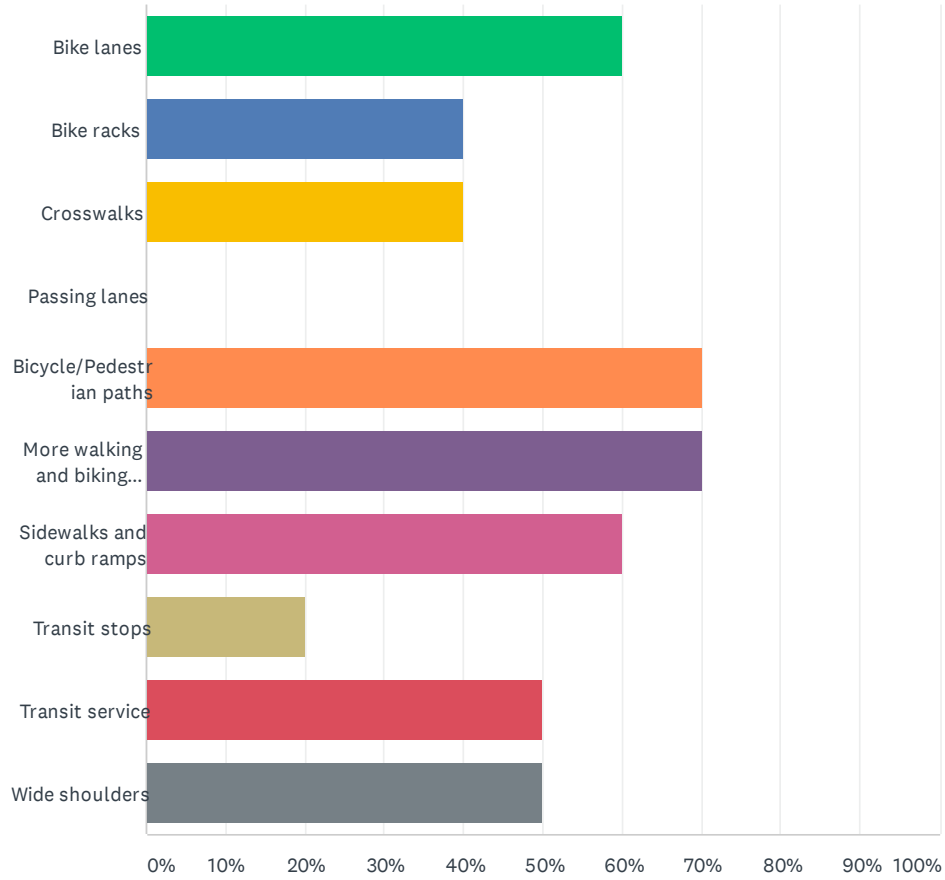
Answered: 10 Skipped: 1



ANSWER CHOICES	RESPONSES	
Potholes / Road Condition	50.00%	5
Lack of transit service	40.00%	4
Lack of access to areas outside of Del Norte County	20.00%	2
Reckless/inattentive driving	50.00%	5
Speeding	40.00%	4
Lack of warning signs, guardrails, etc.	0.00%	0
Lack of bicycle and pedestrian facilities	50.00%	5
Total Respondents: 10		

Q12 Would you like to see more of the following? Check all that apply.

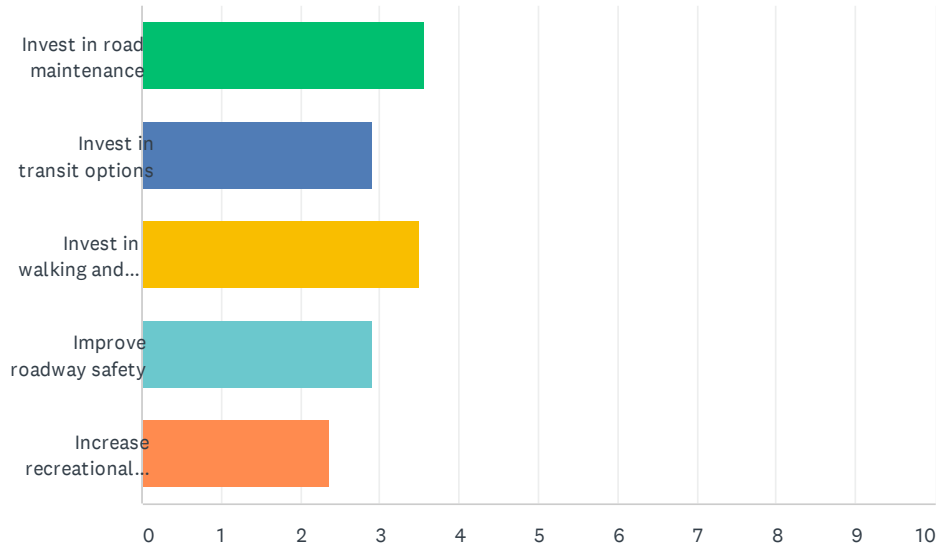
Answered: 10 Skipped: 1



ANSWER CHOICES	RESPONSES	
Bike lanes	60.00%	6
Bike racks	40.00%	4
Crosswalks	40.00%	4
Passing lanes	0.00%	0
Bicycle/Pedestrian paths	70.00%	7
More walking and biking connections	70.00%	7
Sidewalks and curb ramps	60.00%	6
Transit stops	20.00%	2
Transit service	50.00%	5
Wide shoulders	50.00%	5
Total Respondents: 10		

Q15 Please rank the following transportation needs in order of priority.

Answered: 11 Skipped: 0



	1	2	3	4	5	TOTAL	SCORE
Invest in road maintenance	36.36% 4	27.27% 3	9.09% 1	9.09% 1	18.18% 2	11	3.55
Invest in transit options	18.18% 2	18.18% 2	18.18% 2	27.27% 3	18.18% 2	11	2.91
Invest in walking and biking options	20.00% 2	20.00% 2	50.00% 5	10.00% 1	0.00% 0	10	3.50
Improve roadway safety	27.27% 3	18.18% 2	0.00% 0	27.27% 3	27.27% 3	11	2.91
Increase recreational opportunities	0.00% 0	18.18% 2	27.27% 3	27.27% 3	27.27% 3	11	2.36



About the Del Norte Regional Transportation Plan

A TRANSPORTATION PLANNING BLUEPRINT

The Regional Transportation Plan (RTP) serves as the planning blueprint to guide transportation investments in Del Norte County involving local, State, and Federal funding over the next 20 years. Regional Transportation Plan guidelines require the RTP to be updated every 4 or 5 years. Since the latest Del Norte County RTP was developed in 2016, the document is in need of being updated to be compliant with new standards set in the adopted 2017 Regional Transportation Plan Guidelines for Regional Transportation Planning Agencies.

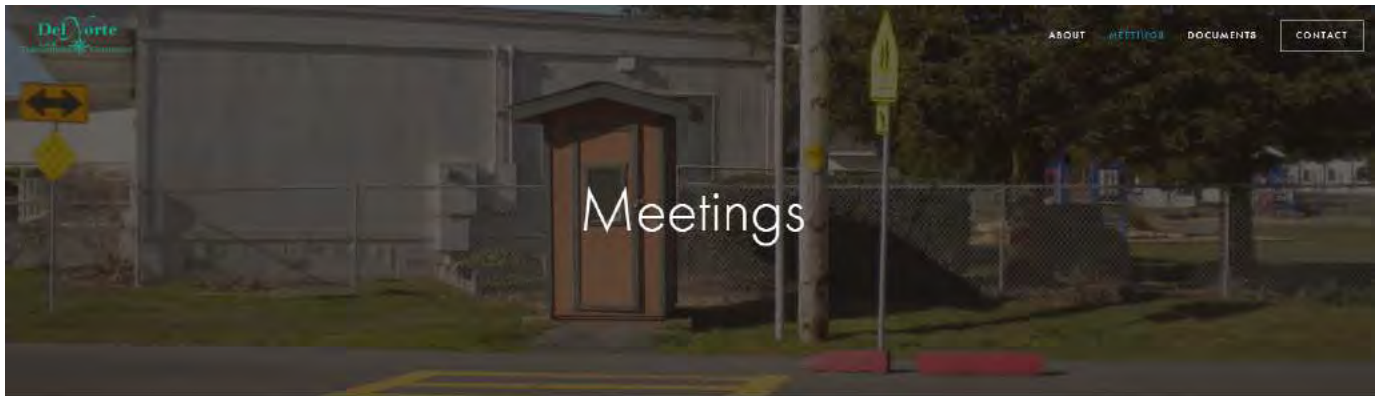
The updated RTP will maintain and improve the quality of life for residents and visitors to Del Norte County by guiding the development of a balanced, multi-modal transportation system. The team will analyze each component that makes up the entire transportation network in Del Norte County, including State highways, local roadways, access to recreation areas, bicycle and pedestrian facilities, public transit, goods movement, Intelligent Transportation Systems (including variable message sign boards and other electronic communications devices and methods), aviation and wayfinding.

For more information about the Del Norte Local Transportation Commission, visit the agency website here: DNLTC.org

Community Questionnaire

Community feedback is an important part of the planning process. The planning team needs community input to help determine project specifics. We'd love you to take the following survey so your voices are heard!

[COMMUNITY QUESTIONNAIRE](#)



Upcoming Meetings

There are no upcoming meetings.

Past Meetings

TUESDAY OCTOBER 20th, 2020

A virtual Community Meeting was held October 20th, 2020 from 4pm - 5pm. This meeting provided an opportunity for the public to learn about the Regional Transportation Plan and identify transportation projects that would improve mobility and access for residents and visitors.

[See the 10/20/20 Agenda Here](#)

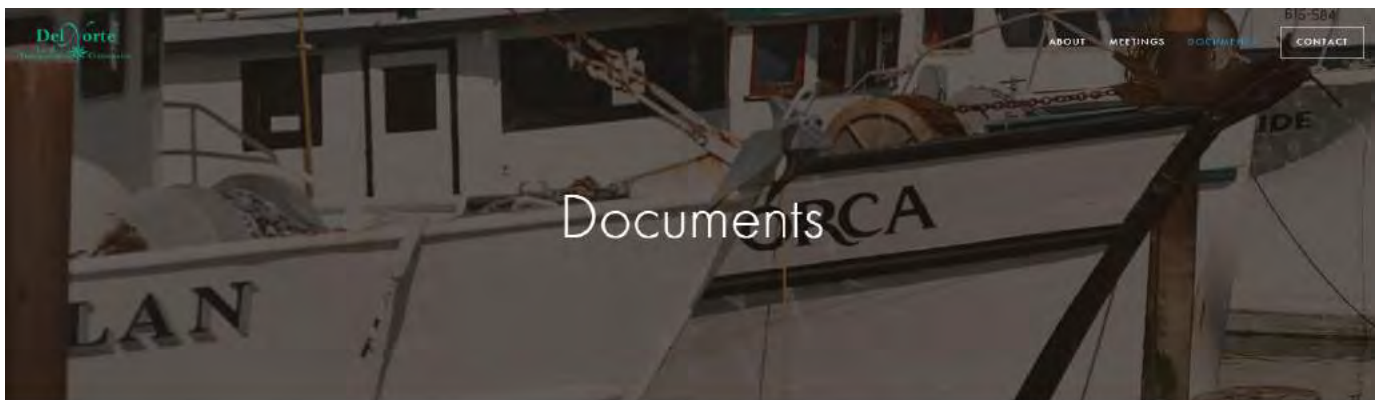
[See the 10/20/20 Minutes Here](#)

[See the 10/20/20 Presentation Here](#)

FUTURE MEETINGS

As the Coronavirus impacts us all, public outreach is still an important component of the Del Norte Regional Transportation Plan. Future meetings will be held digitally utilizing the Zoom platform. To participate in these meetings, please download the Zoom link below.

[DOWNLOAD ZOOM](#)



Important Documents

[2016 Del Norte Regional Transportation Plan](#)

[2017 Regional Transportation Guidelines for Regional Transportation Planning Agencies](#)

[Del Norte County General Plan - 2003](#)

[Del Norte County General Plan - Housing Element - 2014](#)

[Del Norte County Airport Land Use Compatibility Plan - 2017](#)

[California State Transportation Plan - 2016](#)

More relevant documents can be viewed on the Del Norte Local Transportation Commission website by clicking the following link: <http://www.dnlte.org/planning>

Contact

PLEASE COMPLETE THE FORM BELOW

Name *

First Name Last Name

Email *

Subject *

Message *

OR CONTACT THE PROJECT TEAM DIRECTLY

Jeff Schwein, Project Manager
jeff@groendoltransportation.com
530-895-1109

DEL NORTE REGIONAL TRANSPORTATION PLAN UPDATE

REGIONAL TRANSPORTATION PLAN DOCUMENT

DRAFT DOCUMENT IS CURRENTLY BEING PREPARED

UPCOMING MILESTONES

- Draft project lists have been compiled
- Draft project lists have been sent to the Technical Advisory Committee (TAC)
 - 1st community meeting will be held in September
- The community meeting will be held digitally and will introduce the RTP to the public
- The 2nd community meeting will be held at the draft phase of the RTP in November
- The Del Norte RTP is anticipated to be completed and adopted in December 2020



CHECK BACK FOR MORE
UPDATES SOON!!

For more information visit:
www.delnortertp.com

TAC MEETING, OCTOBER 15TH, 2020

900 Northcrest Drive, PMB 16
Crescent City, California 95531
www.dnltc.org



Tamera Leighton, Executive Director
Tamera@DNLTC.org
Desk: (707) 465-3878
Cell: (707) 218-6424

TECHNICAL ADVISORY COMMITTEE SPECIAL MEETING AT 2:00 P.M. THURSDAY, AUGUST 15, 2020

PLEASE CLICK THE LINK BELOW TO JOIN THE WEBINAR:
[HTTPS://US02WEB.ZOOM.US/J/86951395994](https://us02web.zoom.us/j/86951395994)

OR IPHONE ONE-TAP : US: +16699009128,,86951395994#
OR TELEPHONE: DIAL: US: +1 669 900 9128
WEBINAR ID: 869 5139 5994

1. **Call Meeting to Order**
2. **Public comment period**
Public comments are welcome and encouraged; however, no proposed action can be taken on any item not appearing on the agenda.
3. **Minutes of August 3, 2020**
Proposed action: By consensus, approve minutes.
4. **County request for Prevailing Wage Compliance Software Startup**
Proposed action: Recommend DNLTC award \$3,950 in Planning, Programming and Monitoring funding for Prevailing Wage Software startup costs only.
5. **2020 Regional Transportation Plan**
Proposed action: Review the draft Policies, Action and Financial tables and provide comment and direction.
6. **Discussion**
 - Caltrans Project Maps Gallery Presentation
 - Information sharing by TAC members, including project updates: Yurok Tribe, Transit, City, County, Caltrans, Harbor, DNLTC
7. **Adjourn to the next regularly scheduled meeting on November 24, 2020 at 2 p.m. by Zoom Webinar unless restrictions related to COVID19 are lifted.**

Anyone requiring reasonable accommodation to participate in the meeting should contact the Executive Director Tamera Leighton: Phone (707) 465-3878; email Tamera@DNLTC.org.

**MINUTES
TECHNICAL ADVISORY COMMITTEE
AT 3:30 P.M. ON AUGUST 3, 2020**

Present: Charlie Helms, Harbor
Jon Olson, City
Suresh Ratnam, Caltrans
Joe Rye, RCTA

Absent: Rosanna Bower, County
John Couch, California Highway Patrol
Brandi Natt, Yurok Tribe
Heidi Kunstal, County, Vice-Chair
Nacole Sutterfield, City, Chair

Also Present: Susan Brown, Rural Approaches
Tamera Leighton, DNLTC
Eric Wier, City

1. CALL MEETING TO ORDER

Chair Ratnam called the meeting to order at 3:30 p.m.

2. PUBLIC COMMENT PERIOD

Public comments are welcome and encouraged; however, no proposed action can be taken on any item not appearing on the agenda. Public Comments are limited to three minutes.

The following person(s) addressed the Committee: None

3. MINUTES OF JUNE 30, 2020

Proposed action: By consensus, approve minutes.

Public Comment: None

Jon Olson moved to approve the minutes of June 30, 2020, seconded by Joe Rye, and unanimously carried; the Technical Advisory Committee approved the minutes of June 30, 2020.

4. CITY REQUEST FOR ADDITIONAL REGIONAL SURFACE TRANSPORTATION PROGRAM FUNDING FOR SUNSET CIRCLE

Proposed action: Discuss the request and make a recommendation to the Del Norte Local Transportation Commission.

Jon Olson, Crescent City Public Works Director, talked about the project and events leading up to the current request. The City expects there to be cost overruns that were not anticipated at the beginning of the project and are requesting \$42,000 in additional Regional Surface Transportation (RSTP) funds be set aside and used by the city if needed on a reimbursement basis. Jon reported that the City would be looking at options to reduce some of the project costs as well. Eric Wier, City Manager, stated the City Council suggested the request be

made to the Del Norte Local Transportation Commission for the additional funds, and that regular reports and updates will be supplied to the Commission regarding the use of funds. Tamera Leighton reiterated the funds would be distributed as a drawdown as needed and documented. Tamera also made note of the lack of County members at the TAC; citing that County staff find the request challenging because while Sunset Circle is a priority project it is not the only project in need of funding. Eric Wier suggested that the County staff take off their county hats and view projects as regional needs and not City or County projects. Tamera explained that funding not used from the RSTP fund revert back into the fund balance to be used on other projects. Jon Olson commented that the current RSTP fund balance is about \$1.1 million of which about \$700,000 has been used leaving a balance of approximately \$350,000. The City is requesting \$42,000 of that remaining balance if needed.

Charlie Helms moved to approve the recommendation DNLTC approve additional Regional Surface Transportation funding for Sunset Circle, seconded by Suresh Ratnam, and unanimously carried; the Technical Advisory Committee approved the recommendation DNLTC approve additional Regional Surface Transportation funding for Sunset Circle.

5. DNLTC STAFF TIME SUPPORT FOR CITY BALLOT MEASURE

Proposed action: Discuss the request and make a recommendation to the Del Norte Local Transportation Commission.

Tamera Leighton explained that as a DNLTC staff member she already answers questions and relays facts regarding Transportation Commission business. As a staff member, she is under no obligation to support any ballot measure unless directed to do so by the Commission. Eric Wier, City Manager, explained the tax measure is a 1% sales tax that would support the City's General Fund. The General Funds supports services such as Police, Fire, street repairs, city pool, city parks, and other city departments. It is anticipated the 1% sales tax will generate about \$1.3 million in revenue to the city annually. The 1% sales tax would be in perpetuity or until repealed by the voters. The TAC members went on to discuss other aspects of the tax measure along with the proposed County Tax Measure. The members discussed the ramifications of having two sales tax measures on the ballot and the confusion it may cause the public.

Joe Rye moved to approve the recommendation DNLTC staff support the City ballot Measure, seconded by Suresh Ratnam, and unanimously carried; the Technical Advisory Committee approved the recommendation DNLTC staff support the City ballot Measure.

6. DISCUSSION

- 2020 Regional Transportation Plan – Tamera Leighton reported that Jeff Schwein, Green DOT Solutions, would give an update on the plan at the next TAC meeting. The plan development is moving forward giving consideration that there will not be any public meetings due to the Covid-

19 virus. The final Regional Transportation Plan is scheduled to be adopted by the Commission in December.

- Information sharing by TAC members, including project updates: Yurok Tribe, Transit, City, County, Caltrans, Harbor, DNLTC – Suresh Ratnam reported that the District 1 climate change plan has been sent out. Many TAC members did not receive the document so Suresh will resend it. Joe Rye commented on the decrease in services, about 33%, due to the Covid-19 virus, and expects the service level to remain at that level going forward. Joe also reported receiving a grant for consultants to look at how to develop a zero-emissions fleet. Jon Olson reported that the City is actively working on the Front Street project and anticipates completion in November.

7. ADJOURN TO THE NEXT REGULARLY SCHEDULED MEETING ON AUGUST 25, 2020 BY ZOOM MEETING UNLESS SHELTER IN PLACE IS LIFTED.

With no further business to come before the TAC, the Chair adjourned the meeting at 4:30 p.m., to the next regularly scheduled meeting on August 25, 2020, at 2:00 p.m.

Respectfully submitted,

Tamera Leighton, Executive Director
Del Norte Local Transportation Commission

Item 4 Staff Report

DATE: OCTOBER 15, 2020
TO: TECHNICAL ADVISORY COMMITTEE
FROM: TAMERA LEIGHTON, EXECUTIVE DIRECTOR
SUBJECT: 2020 REGIONAL TRANSPORTATION PLAN

PROPOSED ACTION: Review the draft Policies, Action and Financial tables and provide comment and direction.

BACKGROUND: The 2020 Regional Transportation Plan is a project of the Overall Work Program and is a mandate for the Del Norte Local Transportation Commission.

This item is informational only. The main goals for the TAC meeting are to:

- Fill in the gaps on the project lists - we need to have construction years or prioritized projects before we can complete the financial element, as there currently is no differentiation between constrained and unconstrained projects.
- Present the updated policy element for review - we have expanded the goals for multimodal transportation and transit as well as added a section for consistency with the Del Norte Region SB 743 Implementation Plan.
- Provide the opportunity for additional general input on the policies, action and financial elements before they are presented to the public.

2020 DEL NORTE REGIONAL TRANSPORTATION PLAN

DIGITAL COMMUNITY FORUM

THE DEL NORTE LOCAL TRANSPORTATION COMMISSION WELCOMES YOU

Join us to help identify transportation projects in the region that will improve mobility for residents and visitors. Improvements may include roadway, bicycle, pedestrian, and safety enhancements.

TUESDAY
OCTOBER 20TH, 2020

4:00PM - 5:00PM

For more information and meeting access, visit www.delnortertp.com

*Can't attend but have feedback? Take our survey at
<https://www.surveymonkey.com/r/PRK7PJS>*



***If you have language needs, accessibility needs or general questions, contact **Stephanie Alward** at: stephanie@greendottransportation.com | 530-895-1109

COMMUNITY MEETING ADVERTISEMENT - FLYER



TUESDAY OCTOBER 20 FROM 4PM-5PM

FOR MORE INFORMATION AND MEETING ACCESS, VISIT

[HTTP://WWW.DNLTC.ORG/](http://www.dnltc.org/)

Join us to help identify transportation projects in the region that will improve mobility for residents and visitors. Improvements may include roadway, bicycle, pedestrian, and safety enhancements.



***If you have language needs, accessibility needs or general questions, contact Stephanie Alward at:
stephanie@greendottransportation | 530-895-1109

Can't attend but have feedback?
Take our survey at:
<https://www.surveymonkey.com/r/PRK7PJS>

COMMUNITY MEETING ADVERTISEMENT - FACEBOOK



Del Norte Local Transportation Commission

@delnortetransportation · Government Organization

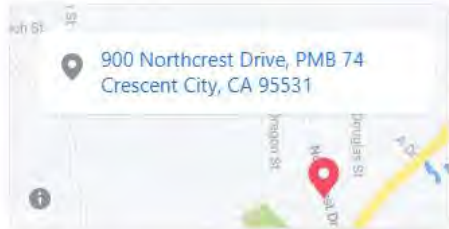
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The Del Norte Local Transportation Commission is the Regional Transportation Planning Agency for Del Norte County.

RTPAs in rural counties, including Del Norte Local Transportation Commission(DNLTC) are responsible for: Preparing and adopting planning and program... See More

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<http://dnltc.org/>

(707) 465-3878

Send Message

tamera@dnltc.org

Open Now
9:00 AM - 5:00 PM

Government Organization

<https://delnortetransportation.commonplace.is/>

<https://twitter.com/DelNorteLTC>

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Photo/Video Check in Tag Friends

PINNED POST

Del Norte Local Transportation Commission
October 1 · 🌐

Want to learn about the Regional Transportation Plan? Have thoughts on what you want to see implemented in your community? We want to hear from you!

Join our Community Meeting on October 20th from 4pm-5pm! ... See More



VIRTUAL COMMUNITY MEETING REGARDING THE DEL NORTE REGIONAL TRANSPORTATION PLAN

TUESDAY OCTOBER 20 FROM 4PM-5PM

FOR MORE INFORMATION AND MEETING ACCESS, VISIT [HTTP://WWW.DNLT.C.ORG/](http://www.dnltc.org/)

Join us to help identify transportation projects in the region that will improve mobility for residents and visitors. Improvements may include roadway, bicycle, pedestrian, and safety enhancements.

Del Norte
Local Transportation Commission

**** plus your trip may need accessibility assistance ****
Accessibility: 707.465.3878 | 504 Access Point: 707.465.3878
stephanie@delnortetransportation.com | 530.895.1188

Learn about the local business
Take our survey <https://www.dnltc.org/survey>

1 Like Comment Share

Write a comment...

Suggest Edits

COMMUNITY MEETING ADVERTISEMENT - TWITTER



DNLTC @DelNorteLTC · Oct 2

000

Want to learn about the Regional Transportation Plan? Have ideas on improvements to your community?

Join our Community Meeting, October 20th from 4pm-5pm!

For meeting access and details, visit dnltc.org

Can't join? Take our survey here! surveymonkey.com/r/PRK7PJS

**VIRTUAL COMMUNITY MEETING REGARDING
THE DEL NORTE
REGIONAL TRANSPORTATION PLAN**

TUESDAY OCTOBER 20 FROM 4PM-5PM
FOR MORE INFORMATION AND MEETING ACCESS, VISIT
[HTTP://WWW.DNLTC.ORG/](http://www.dnltc.org/)

Join us to help identify transportation projects in the region
that will improve mobility for residents and visitors.
Improvements may include roadway, bicycle, pedestrian,
and safety enhancements.

Del Norte
Local
Transportation
Commission

***If you have language needs, accessibility needs or general questions, contact: Questions@dnltc.org

Get zoning but how feedback? [Take our survey](#)

County of Del Norte and 3 others





DNLTC @DelNorteLTC · Oct 19

...

Attend our virtual community meeting TOMORROW from 4-5 PM! We want your input - what improvements does your community need?

Find meeting access posted tomorrow, from our website delnortertp.com

**VIRTUAL COMMUNITY MEETING REGARDING
THE DEL NORTE
REGIONAL TRANSPORTATION PLAN**

TUESDAY OCTOBER 20 FROM 4PM-5PM
FOR MORE INFORMATION AND MEETING ACCESS, VISIT HTTP://WWW.DNLTC.ORG/

Join us to help identify transportation projects in the region that will improve mobility for residents and visitors. Improvements may include roadway, bicycle, pedestrian, and safety enhancements.

***** Thank you to the agencies that will, or are likely to, be involved in preparing the plan. *****
Del Norte Regional Transportation Planning Board
stephens@greenatertransportation.com | 530.895.1100

***** Thank you to the agencies that will, or are likely to, be involved in preparing the plan. *****
Take our survey!
www.delnortertp.com/survey





DNLTC @DelNorteLTC · Oct 20



Last reminder that our Regional Transportation Plan Community Meeting is TODAY from 4-5 PM!

We want to hear what transportation improvements are a priority for you!

To acquire meeting access, visit delnortertp.com

Can't attend? Take our survey!



Del Norte County Regional Transportation Plan Questionnaire

Take this survey powered by surveymonkey.com. Create your own surveys for free.

surveymonkey.com





DNLTC @DelNorteLTC · Oct 22



Thank you to everyone that attended our Community Meeting on Tuesday! We had some insightful and important conversations with community members about the Del Norte transportation system.

Did you miss the meeting but still have input? Take our survey!



Del Norte County Regional Transportation Plan Questionnaire
Take this survey powered by [surveymonkey.com](https://www.surveymonkey.com). Create your own surveys for free.

[🔗 surveymonkey.com](https://www.surveymonkey.com)



COMMUNITY MEETING OCTOBER 20TH, 2020 - AGENDA

2020 Del Norte County Regional Transportation Plan

Page 1 of 1

AGENDA – COMMUNITY MEETING

Date: Tuesday, October 20th, 2020

Time: 4:00 PM – 5:00 PM

Location: Zoom Meeting

<https://us02web.zoom.us/j/86587877372?pwd=eTBJOExES1JweXd5NkN4eXR4bTI0Zz09>

Call-in: +1 669 900 9128 US (San Jose)

Meeting ID: 865 8787 7372

Passcode: 739823

AGENDA:

1. *Introductions*
2. *Presentation – Draft Regional Transportation Plan elements – Policies, Action Element, Financial Element*
3. *Open Discussion*
4. *Adjourn*



Del Norte County 2020

Regional Transportation Plan Update

Community Meeting - Del Norte RTP Presentation
October 20, 2020, 4 pm

Presented by:
Green DOT Transportation Solutions
Stephanie Alward
stephanie@greendottransportation.com



<http://delnortertp.com>

<http://dnltc.org>

What is an RTP?

Identify future regional transportation needs and plan how these needs can and will be met.

- ❖ Long-range, regional transportation planning document (20 years) for Del Norte County
- ❖ Must be updated every 4-5 years
- ❖ Covers all modes – City, County and State roadways, bridge, transit, bicycle and pedestrian, aviation, rail
- ❖ Typical Elements:
 - ❖ Introduction/Background
 - ❖ Existing Conditions
 - ❖ Goals, Objectives and Policies
 - ❖ Project Lists – Inventory of regional transportation needs
 - ❖ Financial and Implementation Plan

<http://delnortertp.com>



STATUTES AND GUIDANCE

*Federal Transportation Funding=
RTPAs MUST prepare a Regional Transportation Plan*

- ❖ 2017 Regional Planning Handbook
- ❖ 2017 Regional Transportation Plan Guidelines
- ❖ California Transportation Plan
- ❖ Senate Bill 45-Local Control
- ❖ Senate Bill 743 – Environmental Quality
- ❖ Assembly Bill 32-Global Warming Solutions Act
- ❖ SB 375-Sustainable Communities Act
- ❖ State Implementation Plan (non-attainment areas)
- ❖ Senate Bill 1 – Road Repair and Accountability Act of 2017

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PLANNING PROCESS

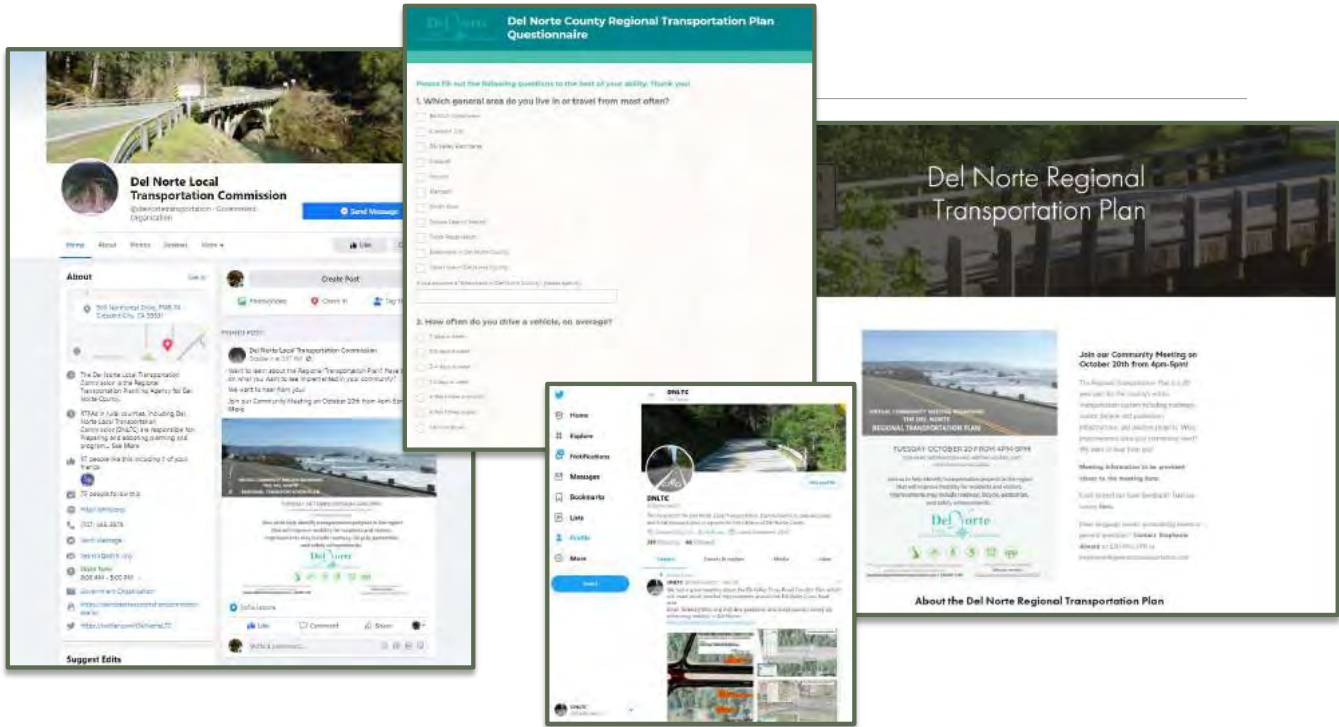
- ❖ Stakeholders – County, City, Caltrans, Tribal Governments, resource management agencies, freight, local business owners, residents of Del Norte County
- ❖ Community Involvement and Input
- ❖ Opportunity to influence project lists and goals, objectives and policies



<http://delnortertp.com>



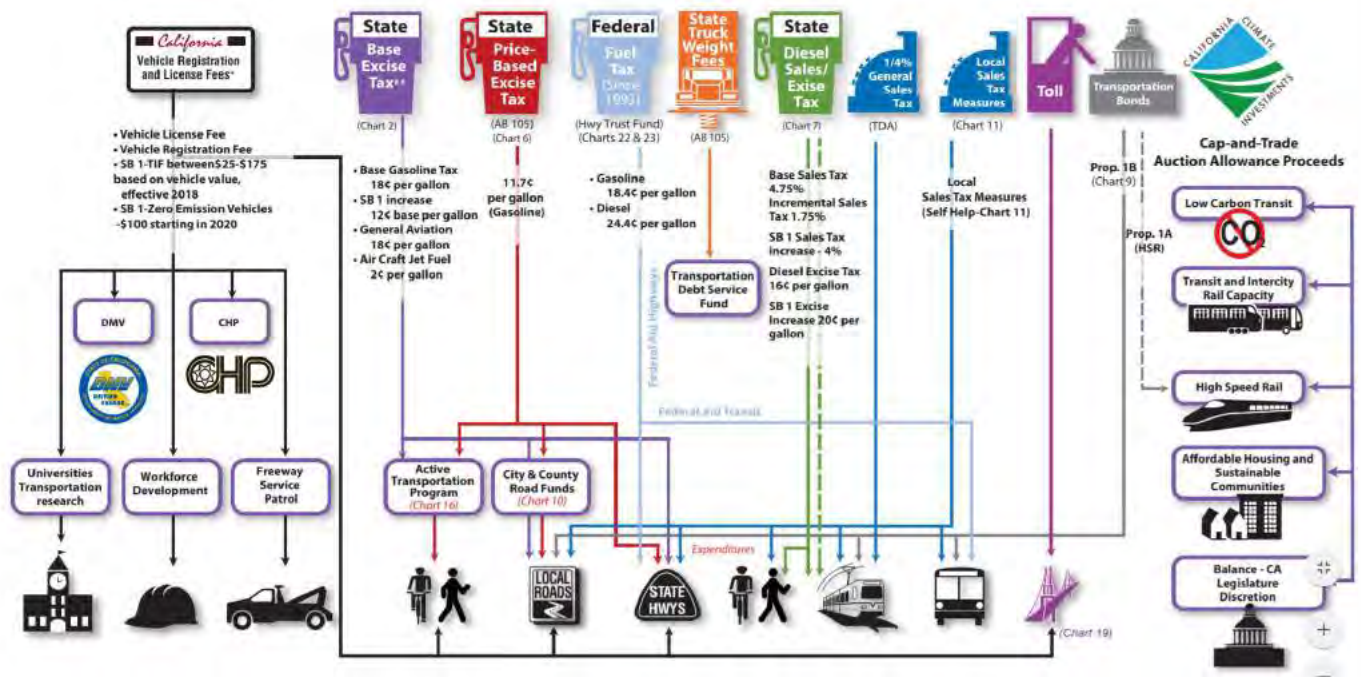
Community Engagement



<http://delnortertp.com>



THE CHALLENGE-FUNDING



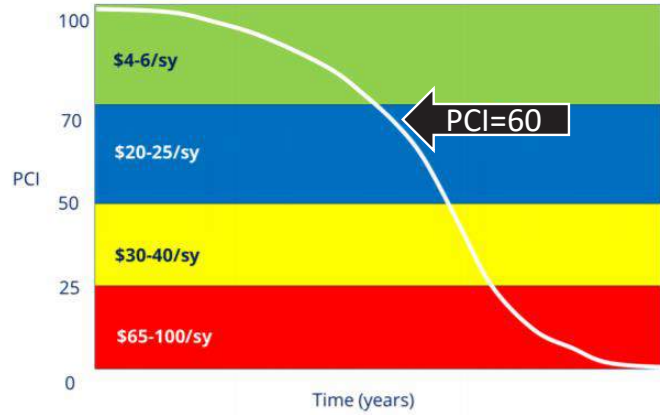
<http://delnortertp.com>



PAVEMENT NEEDS

Pavement

- ❖ 646 Lane Miles
- ❖ Avg. PCI = 60 (2018)
- ❖ Pavement Cost
 - ❖ \$81 Million Need – 10 year



Essential Components

- ❖ \$27 Million Need – 10 year

Classification	Unit Costs (\$/sy)			
	Preventive Maintenance	Thin HMA Overlays	Thick HMA Overlays	Reconstruction
Major Roads	\$5.46	\$22.61	\$35.35	\$74.67
Local Roads	\$4.94	\$21.49	\$32.80	\$64.50

<http://delnortertp.com>



BRIDGE NEEDS



❖ 28 Bridges

❖ Average Sufficiency Rating = 76

❖ \$13.0 Million Rehabilitation Needs



<http://delnortertp.com>





MULTI-MODAL NEEDS

- ❖ Bicycle and Pedestrian Improvements
\$72 Million
- ❖ Aviation Projects
\$58.4 Million
- ❖ Transit Improvements
\$ 1.1 Million
- ❖ Project Lists not final

<http://delnortertp.com>



ACTION ELEMENT

❖ Project Categories

- Roadway
- Bridge
- Transit
- Bicycle and Pedestrian
- Aviation

Table 4.1 Consolidated Project List	
Project Type	Cost
Del Norte County	
Road	\$22,178,935
Bike & Pedestrian	\$64,314,500
Bridge Replacement & Rehabilitation	\$12,120,000
County Total	\$98,613,435
Crescent City	
Road	\$46,384,000
Bike & Pedestrian	\$8,562,000
Crescent City Total	\$54,946,000
Del Norte County and Crescent City Urban Boundary	
Road	TBD
Bike & Pedestrian	TBD
County and City Urban Boundary Total	TBD
Caltrans	
Road	\$99,645,363
Bridge Replacement & Rehabilitation	\$134,082,000
Caltrans Total	\$233,727,363
Elk Valley Rancheria	
All Projects	TBD
Tolowa Dee-ni' Nation (Smith River Rancheria)	
All Projects	TBD
Yurok Tribe	
All Projects	TBD
Transit	
Transit Total	\$7,762,690
Aviation	
Aviation Total	\$57,835,000
<i>Total all Projects: 452,884,488</i>	

<http://delnortertp.com>



Table 5.1 Projected Revenues from Federal, State, and Local Sources* for Del Norte County			
Revenue Category	Revenue		
	Short-Range (1-10 yr)	Long-Range (11-20 yr)	Total
Grant Programs			
Active Transportation Program (ATP)(1)	\$ -	\$ -	\$ -
Highway Safety Improvement Program (HSIP)(6)	\$ -	\$ -	\$ -
<i>Grant Programs Total</i>	\$ -	\$ -	\$ -
Bridge Programs			
Highway Bridge Program (HBP)(5) (26)	\$ 3,782,500	\$ 6,375,000	\$ 10,157,500
<i>Bridge Programs Total</i>	\$ 3,782,500	\$ 6,375,000	\$ 10,157,500
Roadway Programs - Local			
Highway Users Tax Account (HUTA) City of Crescent City (19) (20)	\$ 1,608,150	\$ 1,575,388	\$ 3,183,538
Highway Users Tax Account (HUTA)(7) Del Norte County (19) (20)	\$ 10,325,517	\$ 10,046,865	\$ 20,372,382
SB1 Roadway Maintenance and Rehabilitation Account (RMRA) City of Crescent City (19)	\$ 1,293,290	\$ 1,293,290	\$ 2,586,580
SB1 Roadway Maintenance and Rehabilitation Account (RMRA) County of Del Norte (19)	\$ 9,929,499	\$ 9,929,495	\$ 19,858,994
Roadway TCRF Loan Repayment (Crescent City) (19) (20)	\$ 86,046	\$ 86,055	\$ 172,101
Roadway SB1 Loan Repayment (County of Del Norte) (19) (20)	\$ 659,493	\$ 659,469	\$ 1,318,962
Regional Surface Transportation Program (RSTP) County of Del Norte (11)(23)	\$ 3,073,871	\$ 3,696,881	\$ 6,770,752
Receipts from Federal Lands (Secure Rural Schools, 1908 Act, et. Al.)(12) (21)	\$ 9,588,522	\$ 9,624,003	\$ 19,212,525
State Transportation Improvement Program (STIP)(14) (22)	\$ 252,000	\$ 280,000	\$ 532,000
<i>Roadway Programs - Local Total</i>	\$ 36,816,387	\$ 37,191,446	\$ 74,007,834
State Highway Operation and Protection Program - State			
State Highway Operation Protection Program (SHOPP)(13)	\$ 233,727,363	\$ 200,000,000	\$ 433,727,363
<i>SHOPP - State Total</i>	\$ 233,727,363	\$ 200,000,000	\$ 433,727,363
Transit Programs			
Federal Transit Administration (FTA) (17)	\$ 3,694,793	\$ 3,621,537	\$ 7,316,330
Local Transportation Funds (LTF)(8)	\$ 6,066,881	\$ 6,020,252	\$ 12,087,133
Low Carbon Transit Operations Program (LCTOP) (10) (24) (25)	\$ 525,633	\$ 526,185	\$ 1,051,818
State Transit Assistance (STA) State of Good Repair- (16)	\$ 1,465,599	\$ 1,573,320	\$ 3,038,919
Transit Fare Box Revenue(15)	\$ 1,548,300	\$ 8,573,150	\$ 10,121,450
Other Transit Revenues (18)	\$ 65,000	\$ -	\$ 65,000
<i>Transit Programs - Total</i>	\$ 13,366,206	\$ 20,314,443	\$ 33,680,649
Aviation Programs			
Annual Distribution for Aviation(2)	\$ 300,000	\$ 300,000	\$ 600,000
<i>Aviation Programs - Total</i>	\$ 300,000	\$ 300,000	\$ 600,000
Total Transportation Revenue	\$ 287,992,456	\$ 264,180,890	\$ 552,173,346

<http://delnortertp.com>



Project Updates

- ❖ Front Street is currently under construction.
- ❖ Cooper Avenue Storm Drain emergency project was completed promptly, avoiding even more serious impacts to the road and the environment.
- ❖ School Zone safety improvements on Harding Avenue for Joe Hamilton Elementary and the Del Norte High School are complete.
- ❖ Howe Drive Pedestrian Beach Access is complete.
- ❖ California Coastal Trail on Starfish Way is complete
- ❖ Fred Haight Drive reconstruction is complete.

<http://delnortertp.com>



NEXT STEPS

- ❖ 10/30/20- Finish collecting and addressing community input
- ❖ 11/5/20- Finalize Action and Financial Element
- ❖ 11/30/20 – Complete Draft RTP
- ❖ 12/2020- Finalize and Present Draft RTP
- ❖ 1/2021- DNLTC Final Adoption



<http://delnortertp.com>



Questions/Comments?



Contact Stephanie Alward

530-895-1109

stephanie@greendottransportation.com

<http://delnortertp.com>



COMMUNITY MEETING OCTOBER 20TH, 2020 - ATTENDEES

Participants (19)

Panelists (4)

Attendees (15)

Q Search

- CF** Colin Fiske
- DG** Don Gillespie
- HK** Heidi Kunstal
- JM** Jaime Matteoli
- JC** james Cipolla
- JG** Janet Gilbert
- JR** Joe Rye
- JP** John Pritchett
- JO** jon olson
- JC** jonnell covault
- KT** Kevin Tucker
- N** nsutterfield
- RB** Rosanna Bower
- SL** STEPHEN LYON
- SR** Suresh Ratnam

Minutes – COMMUNITY MEETING

Date: Tuesday, October 20th, 2020

Time: 4:00 PM – 5:00 PM

Location: Zoom Meeting

<https://us02web.zoom.us/j/86587877372?pwd=eTBJOExES1JweXd5NkN4eXR4bTI0Zz09>

Call-in: +1 669 900 9128 US (San Jose)

Meeting ID: 865 8787 7372

Passcode: 739823

Minutes:

1. Introductions

Tamera Leighton and Stephanie Alward introduced themselves and the other Green DOT Staff before beginning the presentation.

2. Presentation – Draft Regional Transportation Plan elements – Policies, Action Element, Financial Element

Stephanie Alward gave a PowerPoint presentation on the Regional Transportation Plan (RTP). The presentation included an overview of the Regional Transportation Plan, including the typical RTP process, structure, funding, and implementation. Stephanie Alward then displayed the current projects that have been identified and included in the RTP.

3. Open Discussion

Question: James Cipolla, 04:28 PM

Since the last RTP in 2016, what projects have started, made progress or been completed? How many of these address cycle and/or pedestrian transportation?

Answer: Tamera Leighton, 04:33 PM

We don't have all of this compiled yet. We have made significant progress in bicycle and pedestrian projects and reconstruction. I can make sure that this question is answered in the Regional Transportation Plan and to you directly if you would like to leave your contact information. If you would like to send contact information privately, you can send it to the panelists only or email it to me at

Tamera@DNLTC.org

Question: James Cipolla, 04:31 PM

How much money has been consumed by projects since 2016?

Answer: Tamera Leighton, 04:36 PM

I don't have an answer compiled for this question. All of the funding doesn't go through DNLTC so I'm not able to track this detail. The County of Del Norte and Caltrans receive funds directly in many cases.

Question: Colin Fiske, 04:33 PM

What is the CEQA process that will be followed for this RTP update? Are you planning another addendum to the 2002 Supplemental PEIR, or will there be a new EIR, MND or other document?

Answer: Jeff Schwein, 04:36 PM

Hi Colin,

We are anticipating an IS/ND, but will have a better idea if we need to go to a higher level after the Initial Study is developed.

Question: Colin Fiske, 04:45pm

Humboldt County AOG is in the process of RTP update – the board has formed a committee to look specifically at VMT and GHG reduction. He suggests looking at that example to setting specific targets instead of general suggestions.

Question: Stephen Lyon, 04:45 PM

Are you still considering potential projects? How much study has there been given to adding more streetlights to urban areas?

Answer: Stephanie Alward

I believe that we have some projects on there regarding streetlights. She suggests that if Stephen has specific suggestions, he should reach out to Stephanie and identify specific locations that are in need of this improvement.

Stephen Lyon: Some areas in the valley need more lighting. I am not sure what programs or who is responsible, but there are some major intersections that do not have streetlights. Another thing that was done in the Valley through Grants was the establishment of flashing pedestrian crossing lights. These in place flashing lights are very effective especially when it gets dark or foggy.

Tamera Leighton: The area Stephen is referring to has already been addressed in the RTP. There is a Caltrans project that is in partnership with the harbor to improve the inland side of Highway 101. It

would be similar to the pedestrian crossing that we have at the renter’s station at the north end of Highway 101. It is already identified, funded, and will be anticipated to be built within the next 4 years.

Stephen Lyon: What kind of sidewalks will be constructed?

Tamera Leighton: Sidewalk improvements to have sidewalks be ADA compliant. The project is close to construction.

Typically, when a project is considered, we look at who owns the project. For example, Caltrans owns the sidewalk on the highway and therefore is responsible. So wherever the project takes place, we need to partner with the agency that owns the infrastructure.

Question: Janet Gilbert, 04:55pm

What is the status of STSA modifications on 199/197?

Answer: Tamera Leighton

They are in construction/litigation right now – it is always a topic of discussion, and we will continue to evaluate.

4. Adjourn

The meeting was adjourned at 4:57pm.

**ATTACHMENT C - COORDINATION WITH
THE STATE WILDLIFE ACTION PLAN**

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CONSERVATION UNITS AND TARGETS

Table 5.1-1 Conservation Units and Targets – North Coast and Klamath Province[±]

Conservation Unit	Geographic and Ecological Summary	Conservation Target	Target Summary	Focal CWHR Types Associated with Target
Northern California Coast Ecoregion	Encompasses mountains, hills, valleys, and plains in the northern California Coast Ranges and small parts of the Klamath mountains. Climate modified greatly by marine influence. Summers are characterized by fog, cool temperatures, and high humidity. Predominant vegetation communities consist of redwood, Douglas-fir-tanoak, Oregon white oak, broom, tanoak, and coast live oak. 0 to 3,000 feet	Pacific Northwest Conifer Forests	Restricted to coastal areas. All variations of topography exist, from gradual elevational changes to steep, abrupt mountain ranges, common in the central north coast. Dominant tree species include: Sitka spruce, grand fir, redwood, red alder, and Douglas-fir. Western red cedar and western hemlock are also associates, but rarely compose the major portion of a stand.	Redwood
		Freshwater Marsh	This vegetation type consists of freshwater emergent marshes and coastal/tidal marshes and meadows. It can be found surrounding streams, rivers, lakes and wet meadows. These habitats occur on virtually all exposures and slopes, provided a basin or depression is saturated or at least periodically flooded. Dominant species are generally perennial monocots including graminoids such as rushes, reeds, grasses and sedges. Dominant species include: common reeds, hardstem bulrush, small-fruited bulrush, water parsley, slough sedge, soft rush, salt rush, and pacific silverweed.	Fresh Emergent Wetland
		North Coastal and Montane Riparian Forest and Woodland	These riparian forests occur along the major rivers and streams in the outer and middle North Coast Ranges, and along the foothill and lower montane reaches of rivers and streams. Predominant vegetation includes black cottonwood, Oregon ash, red alder, white alder, and shining willow. Most of stands are surrounded by cool temperate coniferous forest either from the coastal belt or the mid elevation montane coniferous belt. Thus, lesser numbers of conifers may intermix with the deciduous dominants. These include redwood, Douglas-fir, Sitka spruce, grand fir, and western hemlock in the north coastal stands, while ponderosa pine, incense-cedar, white fir, and red fir, may mix with the montane stands.	Montane Riparian
		Coastal Dune and Bluff Scrub	Stands of coastal dune and bluff vegetation are limited to salty, rocky or sandy settings immediately adjacent to the open coast. Adaptations to salt spray, wind and shifting sands, result in several lifeforms including succulent or hairy leaves, long underground roots and stolons (adaptation to shifting sands), and good colonization of relatively unstable and sterile substrates.	Coastal Scrub
Northern California Coast Ranges Ecoregion	Interior part of the northern California Coast Range mountains, north of the Carquinez Straight. Marine air modifies winter and summer temperatures, but oceanic effects are greatly diminished because of distance from coast. Predominant vegetation communities include Douglas-fir-tanoak, blue oak, Oregon white oak, chamise, cheatgrass, mixed conifer, and white fir. 300 to 8,100 feet	North Coastal and Montane Riparian Forest and Woodland	See description under Northern California Coast Ecoregion.	Montane Riparian
		Pacific Northwest Subalpine Forest	Occurs on ridges and rocky slopes around timberline in north California. Includes montane conifer forests and woodlands adapted to very high winter snowfall, from montane to subalpine altitudes. Characterized by short, cool summers, rainy autumns and long, cool, wet winters with heavy snow cover for 5-9 months. The heavy snowpack is ubiquitous and is required for soil moisture by many of the tree species. Dominant tree species include red fir, western hemlock, western white pine, and lodgepole pine.	Red fir, Subalpine Conifer

Table 5.1-1 Conservation Units and Targets – North Coast and Klamath Province*

Klamath Mountains Ecoregion	<p>Located between the Southern Cascades Mountains and the Coast Range mountains. The southern limit is the northern end of the Great Valley. Predominant vegetation communities in this section include Douglas-fir, Douglas-fir – tanoak, Jeffrey pine, mixed conifer, white fir, Douglas-fir – ponderosa pine, canyon live oak, Oregon white oak, mixed chaparral shrublands, red fir, and mixed subalpine forest. 200 to 9,000 feet</p>	Subalpine Aspen Forests and Pine Woodlands	<p>This vegetation type represents the cold but less snowy subalpine areas of the Klamath Mountain ranges. This vegetation type includes higher elevation forested stands dominated by aspen, subalpine conifer, and lodgepole pine. Aspen stands are limited to cooler, riparian drainages at mid to high elevation in montane regions. Small stands are scattered generally north and westward into northern Trinity and western Siskiyou Counties. Conifer habitats are dominated by lodgepole pine, Engelmann spruce, subalpine fir, foxtail pine, and whitebark pine.</p>	<p>Aspen; Subalpine Conifer; Lodgepole Pine (not red fir or mountain hemlock)</p>
		Alpine Vegetation	<p>Limited to the highest elevations and generally above timberline on slopes and ridgelines, on the highest peaks of the Klamath Range. Characteristic species are either herbaceous (many are cushion plants, some tufted or rhizomatous graminoids) or low prostrate or dwarf shrubs. Different groups segregate based on substrate type (scree, talus, felfield) and moisture regime (snowbank, felfield, etc.). Common shrubs occurring are creambush, oceanspray, Greene goldenweed, and mountain white heather. Felfield indicators include alpine reedgrass, Congdon sedge, alpine goldenbush, and Phlox species, among others. Alpine turf indicators include dwarf willows, dwarf huckleberry, Muir's hairgrass, and several sedges.</p>	<p>Alpine Dwarf-Shrub</p>
		Wet Mountain Meadow	<p>Typical of low lying sites in the mountains and in some lower elevation valleys and depressions. Widespread throughout the state wherever freshwater meadows and seeps occur. Saturated soil or standing water through the growing season are key characteristics. Wet mountain meadows are generally characterized by herbaceous plants with shrubs or trees absent or sparse (<20 percent cover), or along the edges. Most species are perennial and canopy cover is generally dense (60-100 percent).</p>	<p>Wet Meadow</p>

Table 5.1-1 Conservation Units and Targets – North Coast and Klamath Province*

Conservation Unit	Geographic and Ecological Summary	Conservation Target	Target Summary	Focal CWHR Types Associated with Target
Klamath Mountains Ecoregion (continued)		Mountain Riparian Scrub and Wet Meadow	This macrogroup contains montane meadow grasses, graminoids, and forbs and shrublands associated with meadows, riparian terraces, and seeps in the higher mountains of the state from the Peninsular and Transverse Ranges through the Sierra-Cascade Ranges and including the higher mountains of the Modoc Plateau, the Klamath Mountains and the high Inner North Coast Ranges. The vegetation tends to make small stands sorting ecologically based on moisture availability and on tolerance of disturbance. This concept joins both low riparian shrublands and associated wet meadows based on their overlap in ecologies and floristic composition.	Montane Riparian; Wet Meadow
		Fen (Wet Meadow)	Fens are hydrologically and chemically unique wetlands, which are typically nutrient-poor and support many endemic vascular and non-vascular plants (mostly mosses). In California, fens are typically small in size and occur in the Sierra, Klamath, and Cascade ranges and the north coast. Characteristic plants include both low woody shrubs such as laurel, bog Labrador tea, as well as specialized carnivorous herbs such as pitcher plant, sundew, and bladderworts, along with many species of rushes, sedges, grasses and mosses.	Wet Meadow; Fresh Emergent Wetland
		Montane Upland Deciduous Scrub	Characteristic species include drought or winter deciduous montane chaparral species. Dominant species include deer brush ceanothus, Garry oak, bitter cherry, chokecherry, basket bush sumac, and oak gooseberry. Any of these species may be dominated under various environmental regimes. Understory vegetation in the mature stages is generally largely absent. Various grasses and forbs grow in interstitial spaces sparsely or moderately depending on shrub type. Conifer and oak trees such as Ponderosa pine, canyon oak and live oak may occur in sparse stands or as scattered individuals within the chaparral type.	Montane Chaparral
		Western Upland Grasslands	Dominated by grasses, which are typically not restricted to moisture surrounding landscape (not seeps, riparian, or wet meadows). Dominant vegetation generally includes native grasslands of Idaho fescue, Great Basin wild rye, blue wild rye, one-sided bluegrass. It also includes the non-native grasslands that are from cool temperate settings in Eurasia such as creeping bentgrass, velvetgrass, Kentucky bluegrass, and Harding grass and cheat-grass.	Perennial Grassland; Annual Grassland

KEY ECOLOGICAL ATTRIBUTES

Table 5.1-2 Key Ecological Attributes – North Coast and Klamath Province

Key Ecological Attributes	Conservation Units and Targets															
	Northern California Coast				Northern California Coast Ranges		Northern California Interior Coast Ranges	Klamath							Klamath-Northern California Coastal HUC 1801	
	Freshwater Marsh	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Conifer Forests	Coastal Dune and Bluff Scrub	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Subalpine Forest	California Foothill and Valley Forests and Woodlands	Alpine Vegetation	Fen (Wet Meadows)	Montane Upland Deciduous Scrub	Mountain Riparian Scrub and Wet Meadow	Subalpine Aspen Forests and Pine Woodlands (Meadows)	Subalpine Aspen Forests and Pine Woodlands (Mature Conifer Forest)	Western Upland Grasslands	Wet Mountain Meadow	Native Aquatic Species Assemblages/Communities
Area and extent of community	X	X	X	X	X	X		X	X		X	X	X	X	X	X
Fire regime				X		X	X		X	X	X	X	X	X	X	
Connectivity among communities and ecosystems	X	X		X	X			X		X			X			
Successional dynamics	X	X	X		X	X	X		X	X	X	X	X	X	X	
Community structure and composition	X		X	X		X	X	X	X	X	X	X	X	X	X	X
Hydrological regime		X	X		X			X		X	X		X	X		
Soil quality and sediment deposition regime			X	X			X					X				X
Surface water flow regime	X															X
Water temperatures and chemistry																X
Pollutant concentrations and dynamics																X

FOCAL SPECIES OF CONSERVATION STRATEGIES

Table 5.1-3 Focal Species of Conservation Strategies Developed for Conservation Targets in the North Coast and Klamath Province

Common Name	Scientific Name	Conservation Units and Targets ¹														
		Northern California Coast			Northern California Coast Ranges			Northern California Interior Coast Ranges	Klamath					Klamath-Northern California Coastal HUC 1801		
		Freshwater Marsh	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Conifer Forests	Coastal Dune and Bluff Scrub	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Subalpine Forest	California Foothill and Valley Forests and Woodlands	Alpine Vegetation	Fen (Wet Meadow)	Montane Upland Deciduous Scrub	Mountain Riparian Scrub and Wet Meadow	Subalpine Aspen Forests and Pine Woodlands (Meadows)	Subalpine Aspen Forests and Pine Woodlands (Mature Conifer Forest)	Western Upland Grasslands	Wet Mountain Meadow
Invertebrates																
California floater mussel	<i>Anodonta californiensis</i>															X
Western ridgemussel	<i>Gonidea angulata</i>															X
California Linderiella (fairy shrimp)	<i>Linderiella occidentalis</i>															X
Vernal pool tadpole shrimp*	<i>Lepidurus packardii</i>						X							X		
Conservancy fairy shrimp*	<i>Branchinecta conservatio</i>						X							X		
Klamath crayfish*	<i>Pacifastacus leniusculus klamathensis</i>															X

Table 5.1-3 Focal Species of Conservation Strategies Developed for Conservation Targets in the North Coast and Klamath Province

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California freshwater shrimp*	<i>Syncaris pacifica</i>															X
Fishes																
River lamprey*	<i>Lampetra ayresi</i>															X
Western brook lamprey	<i>Lampetra richardsoni</i>															X
Pacific lamprey*	<i>Lampetra tridentata</i>															X
Green sturgeon*	<i>Acipenser medirostris</i>															X
White sturgeon*	<i>Acipenser transmontanus</i>															X
Coastal cutthroat trout*	<i>Oncorhynchus clarkii clarkii</i>															X
Steelhead* (and resident rainbow trout) (summer, winter runs)	<i>Oncorhynchus mykiss</i>															X
Coho salmon*	<i>Oncorhynchus kisutch</i>															X
Chinook salmon* (Spring and fall runs)	<i>Oncorhynchus tshawytscha</i>															X
Chinook salmon* (Spring and fall runs)	<i>Oncorhynchus tshawytscha</i>															X
Longfin smelt*	<i>Spinichus thaleichthys</i>															X
Eulachon*	<i>Thaleichthys pacificus</i>															X
Blue chub*	<i>Gila coerulea</i>															X
Hitch	<i>Lavinia exilicada</i>															X
Navarro roach*	<i>Lavinia symmetricus navarroensis</i>															X
Gualala roach*	<i>Lavinia symmetricus parvipennis</i>															X
Klamath largescale sucker*	<i>Catostomus snyderi</i>															X
Shortnose sucker*	<i>Chasmistes brevirostris</i>															X
Lost River sucker*	<i>Deltistes luxatus</i>															X

Table 5.1-3 Focal Species of Conservation Strategies Developed for Conservation Targets in the North Coast and Klamath Province

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Tidewater goby*	<i>Eucyclogobius newberryi</i>																X
Reticulate sculpin*	<i>Cottus perplexus</i>																X
Amphibians																	
California tiger salamander*	<i>Ambystoma californiense</i>							X									X
Southern torrent salamander*	<i>Rhyacotriton variegatus</i>		X	X		X			X		X	X			X	X	X
Red-bellied newt*	<i>Taricha rivularis</i>		X	X		X											X
California newt*	<i>Taricha torosa</i>	X						X	X	X	X	X			X	X	
Southern long-toed salamander*	<i>Ambystoma macrodactylum sigillatum</i>																X
California giant salamander*	<i>Dicamptodon ensatus</i>		X	X		X											X
Shasta salamander*	<i>Hydromantes shastae</i>										X		X				
Scott Bar salamander*	<i>Plethodon asupak</i>										X		X				
Dunn's salamander*	<i>Plethodon dunnii</i>		X	X													
Del Norte salamander*	<i>Plethodon elongatus</i>		X	X		X											
Siskiyou Mountains salamander*	<i>Plethodon stormi</i>										X		X				
Coastal tailed frog*	<i>Ascaphus truei</i>		X	X			X		X		X	X		X	X		X
Western spadefoot toad*	<i>Spea hammondi</i>				X			X									
Northern red-legged frog*	<i>Rana aurora</i>	X							X		X	X		X	X		X
Foothill yellow-legged frog*	<i>Rana boylei</i>		X			X											X
Cascades frog*	<i>Rana cascadae</i>								X		X	X		X	X		X
California red-legged frog*	<i>Rana draytonii</i>	X						X									X

Table 5.1-3 Focal Species of Conservation Strategies Developed for Conservation Targets in the North Coast and Klamath Province

Common Name	Scientific Name	Conservation Units and Targets ¹															
		Northern California Coast			Northern California Coast Ranges			Northern California Interior Coast Ranges	Klamath						Klamath-Northern California Coastal HUC 1801		
		Freshwater Marsh	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Conifer Forests	Coastal Dune and Bluff Scrub	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Subalpine Forest	California Foothill and Valley Forests and Woodlands	Alpine Vegetation	Fen (Wet Meadow)	Montane Upland Deciduous Scrub	Mountain Riparian Scrub and Wet Meadow	Subalpine Aspen Forests and Pine Woodlands (Meadows)	Subalpine Aspen Forests and Pine Woodlands (Mature Conifer Forest)	Western Upland Grasslands	Wet Mountain Meadow	Native Aquatic Species Assemblages/ Communities
Oregon spotted frog*	<i>Rana pretiosa</i>																X
Reptiles																	
Northwestern western pond turtle*	<i>Actinemys marmorata</i>	X	X			X		X									X
Western skink	<i>Plestiodon skiltonianus</i>							X									
Forest sharp-tailed snake*	<i>Contia longicauda</i>		X	X													
Ring-necked snake	<i>Diadophis punctatus</i>							X									
Birds																	
Pacific brant*	<i>Branta bernicla</i>	X															
Aleutian Canada goose	<i>Branta canadensis leucopareia</i>	X															
Sooty grouse	<i>Dendragapus fuliginosus</i>			X			X						X				
California quail	<i>Callipepla californica</i>							X									
Great egret	<i>Ardea alba</i>	X															
Great blue heron	<i>Ardea herodias</i>	X															
Snowy plover (coastal population)*	<i>Charadrius nivosus</i>				X												
Tufted puffin*	<i>Fratercula cirrhata</i>				X												
California condor*	<i>Gymnogyps californianus</i>						X										
Osprey	<i>Pandion haliaetus</i>			X			X	X									
Northern goshawk*	<i>Accipiter gentilis</i>		X	X		X	X	X	X					X			
Golden eagle*	<i>Aquila chrysaetos</i>						X	X	X								
Northern harrier*	<i>Circus cyaneus</i>	X															
White-tailed kite*	<i>Elanus leucurus</i>				X			X									
Bald eagle*	<i>Haliaeetus leucocephalus</i>							X									
Short-eared owl*	<i>Asio flammeus</i>	X															
Long-eared owl*	<i>Asio otus</i>		X			X		X		X							
Burrowing owl*	<i>Athene cunicularia</i>							X		X							

Table 5.1-3 Focal Species of Conservation Strategies Developed for Conservation Targets in the North Coast and Klamath Province

Common Name	Scientific Name	Conservation Units and Targets ¹													Klamath-Northern California Coastal HUC 1801		
		Northern California Coast			Northern California Coast Ranges			Northern California Interior Coast Ranges	Klamath								
		Freshwater Marsh	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Conifer Forests	Coastal Dune and Bluff Scrub	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Subalpine Forest	California Foothill and Valley Forests and Woodlands	Alpine Vegetation	Fen (Wet Meadow)	Montane Upland Deciduous Scrub	Mountain Riparian Scrub and Wet Meadow	Subalpine Aspen Forests and Pine Woodlands (Meadows)	Subalpine Aspen Forests and Pine Woodlands (Mature Conifer Forest)		Western Upland Grasslands	Wet Mountain Meadow
Northern spotted owl*	<i>Strix occidentalis caurina</i>		X			X	X						X				
Great gray owl*	<i>Strix nebulosa</i>						X										
Barn owl	<i>Tyto alba</i>									X							
Vaux's swift*	<i>Chaetura vauxi</i>			X					X		X	X	X	X	X	X	
Black swift*	<i>Cypseloides niger</i>								X	X	X	X	X	X	X	X	
Pileated woodpecker	<i>Dryocopus pileatus</i>												X				
Clark's nutcracker	<i>Nucifraga columbiana</i>						X										
White-headed woodpecker	<i>Picoides albolarvatus</i>												X				
American peregrine falcon*	<i>Falco peregrinus anatum</i>				X		X	X									
Olive-sided flycatcher*	<i>Contopus cooperi</i>			X			X		X		X	X			X	X	
Willow flycatcher*	<i>Empidonax traillii</i>	X							X		X	X			X	X	
Hutton's vireo	<i>Vireo huttoni</i>							X									
Purple martin*	<i>Progne subis</i>	X	X	X		X			X		X	X			X	X	
Bank swallow*	<i>Riparia riparia</i>		X			X			X		X	X			X	X	
Marsh wren	<i>Cistothorus palustris</i>	X															
Saltmarsh common yellowthroat/San Francisco common yellowthroat*	<i>Geothlypis trichas sinuosa</i>	X	X														
Yellow warbler*	<i>Setophaga petechia</i>							X		X							
Bryant's savannah sparrow*	<i>Passerculus sandwichensis alaudinus</i>				X												
Spotted towhee	<i>Pipilo maculatus</i>							X									
Tricolored blackbird*	<i>Agelaius tricolor</i>							X									
Yellow-headed blackbird*	<i>Xanthocephalus xanthocephalus</i>	X															
Mammals																	
Suisun shrew*	<i>Sorex ornatus sinuatus</i>		X			X											

Table 5.1-3 Focal Species of Conservation Strategies Developed for Conservation Targets in the North Coast and Klamath Province

Common Name	Scientific Name	Conservation Units and Targets ¹													Klamath-Northern California Coastal HUC 1801		
		Northern California Coast			Northern California Coast Ranges			Northern California Interior Coast Ranges	Klamath								
		Freshwater Marsh	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Conifer Forests	Coastal Dune and Bluff Scrub	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Subalpine Forest	California Foothill and Valley Forests and Woodlands	Alpine Vegetation	Fen (Wet Meadow)	Montane Upland Deciduous Scrub	Mountain Riparian Scrub and Wet Meadow	Subalpine Aspen Forests and Pine Woodlands (Meadows)	Subalpine Aspen Forests and Pine Woodlands (Mature Conifer Forest)		Western Upland Grasslands	Wet Mountain Meadow
Pallid bat*	<i>Antrozous pallidus</i>				X			X									
Townsend's big-eared bat*	<i>Corynorhinus townsendii</i>		X	X		X		X			X						
Big-brown bat	<i>Eptesicus fuscus</i>													X			
Silver haired bat	<i>Lasiorycteris noctivagans</i>													X			
Hoary bat	<i>Lasiurus cinereus</i>													X			
Long-eared myotis (bat)*	<i>Myotis evotis</i>		X	X		X			X		X	X		X	X		
Fringed myotis (bat)*	<i>Myotis thysanodes</i>		X			X											
Long-legged myotis (bat)*	<i>Myotis volans</i>		X			X											
Oregon snowshoe hare*	<i>Lepus americanus klamathensis</i>								X		X	X		X	X		
Riparian brush rabbit*	<i>Sylvilagus bachmani riparius</i>			X													
Point Arena mountain beaver*	<i>Aplodontia rufa nigra</i>		X			X	X										
Northern flying squirrel	<i>Glaucomys sabrinus</i>			X			X							X			
San Joaquin pocket mouse*	<i>Perognathus inornatus inornatus</i>							X									
North American beaver	<i>Castor canadensis</i>	X	X			X											
Sonoma tree vole*	<i>Arborimus pomo</i>			X													
White-footed vole	<i>Arborimus albipes</i>		X			X											
Dusky-footed woodrat	<i>Neotoma fuscipes</i>			X													
Pacific jumping mouse	<i>Zapus trinotatus</i>			X					X		X	X		X	X		
Sierra Nevada red fox*	<i>Vulpes vulpes necator</i>							X									
Ringtail*	<i>Bassariscus astutus</i>			X	X			X									
Pacific marten*	<i>Martes caurina (=americana)</i>		X	X		X	X	X	X		X	X	X	X	X		
Humboldt marten*	<i>Martes caurina (=americana) humboldtensis</i>		X			X											
American badger	<i>Taxidea taxus</i>							X		X							

Table 5.1-3 Focal Species of Conservation Strategies Developed for Conservation Targets in the North Coast and Klamath Province

Common Name	Scientific Name	Conservation Units and Targets ¹														
		Northern California Coast			Northern California Coast Ranges			Northern California Interior Coast Ranges	Klamath						Klamath-Northern California Coastal HUC 1801	
		Freshwater Marsh	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Conifer Forests	Coastal Dune and Bluff Scrub	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Subalpine Forest	California Foothill and Valley Forests and Woodlands	Alpine Vegetation	Fen (Wet Meadow)	Montane Upland Deciduous Scrub	Mountain Riparian Scrub and Wet Meadow	Subalpine Aspen Forests and Pine Woodlands (Meadows)	Subalpine Aspen Forests and Pine Woodlands (Mature Conifer Forest)	Western Upland Grasslands	Wet Mountain Meadow
Fisher - West Coast DPS*	<i>Pekania [=Martes] pennant</i>		X	X		X	X						X			
River otter	<i>Lontra canadensis</i>	X						X								
Western spotted skunk	<i>Spilogale gracilis</i>			X	X			X								
Mountain lion	<i>Puma concolor</i>			X				X								
Tule elk*	<i>Cervus canadensis nannodes</i>							X								
Roosevelt Elk	<i>Cervus canadensis roosevelti</i>								X		X	X		X	X	
Columbia black-tailed deer	<i>Odocoileus hemionus columbianus</i>			X				X	X		X	X	X	X	X	

¹ A species is shown for a particular conservation unit only if it is associated with specific conservation targets identified for the unit. For a complete list of SGCN associated with each habitat type by ecoregion, see Appendix C.

* Denotes a species on the SGCN list. Non-asterisked species are not SGCN but are identified as important species by CDFW staff.

KEY PRESSURES ON CONSERVATION TARGETS

Table 5.1-4 Key Pressures on Conservation Targets – North Coast and Klamath Province

Pressure	Conservation Units and Targets															
	Northern California Coast				Northern California Coast Ranges		Northern California Interior Coast Ranges		Klamath						Klamath-Northern California Coastal HUC 1801	
	Freshwater Marsh	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Conifer Forests	Coastal Dune and Bluff Scrub	North Coastal and Montane Riparian Forest and Woodland	Pacific Northwest Subalpine Forest	California Foothill and Valley Forests and Woodlands	Alpine Vegetation	Fen (Wet Meadow)	Montane Upland Deciduous Scrub	Mountain Riparian Scrub and Wet Meadow	Subalpine Aspen Forests and Pine Woodlands (Meadows)	Subalpine Aspen Forests and Pine Woodlands (Mature Conifer Forest)	Western Upland Grasslands	Wet Mountain Meadow	Native Aquatic Species Assemblages/ Communities
Agricultural and forestry effluents	X	X	X		X											X
Airborne pollutants				X												
Annual and perennial non-timber crops	X	X			X											X
Climate change	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Commercial and industrial areas	X			X				X								
Dams and water management/use	X	X			X											X
Fire and fire suppression			X	X		X	X	X	X	X	X	X	X	X	X	X
Garbage and solid waste																X
Household sewage and urban wastewater	X	X			X											X
Housing and urban areas	X	X		X	X				X							X
Industrial and military effluents	X															X
Introduced genetic material			X													X
Invasive plants/animals	X	X	X	X	X		X	X		X	X		X	X	X	X
Livestock, farming, and ranching	X	X	X		X		X	X		X	X		X	X	X	X
Logging and wood harvesting			X					X	X	X	X	X	X	X	X	X
Marine and freshwater aquaculture																X
Mining and quarrying	X															X
Parasites/pathogens/diseases			X		X							X				X
Recreational activities				X	X	X	X									
Renewable energy																X
Roads and railroads	X	X	X	X	X											X
Wood and pulp plantations			X													

**ATTACHMENT D - NATIVE AMERICAN
TRIBAL CONSULTATION AND COORDINATION**

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NATIVE AMERICAN TRIBAL COORDINATION SUMMARY

Native American Tribal Consultation and Coordination	
Outreach Method	Date
Initial Consultation Letter	March 24, 2020
Project List Solicitation #1	August 17, 2020
Invitation #1 to Community Meeting with links to survey and websites	October 1, 2020
Project List Solicitation #2	October 13, 2020
TAC Meeting Invitation	October 15, 2020
TAC Meeting	October 15, 2020
Project List Follow-up #1	October 15, 2020
Invitation #2 to Community Meeting with links to Survey and Websites	October 19, 2020
Community Meeting #1	October 20, 2020
Project List Follow-up #2	October 27, 2020
Invitation to Draft RTP Presentation Meeting	TBD
Draft RTP Meeting	TBD
Invitation to Final RTP Adoption Meeting	TBD
Final RTP Adoption Meeting	TBD
Tribal Government	Contact
Yurok Tribe	Joseph James, Chairperson
Resighini Rancheria	Fawn Murphy, Chairperson
Elk Valley Rancheria	Dale A. Miller, Chairperson
Tolowa Dee-ni' Nation	Denise Richards-Padgette, Chairperson

INITIAL CONSULTATION LETTERS

900 Northcrest Drive, PMB 16
Crescent City, California 95531
www.dnltc.org



Tamera Leighton, Executive Director
Tamera@DNLTC.org
Desk: (707) 465-3878
Cell: (707) 218-6424

March 24, 2020

Yurok Tribe Klamath Office
Attn: Joseph James
190 Klamath Blvd
Klamath, CA 95548

Re: Del Norte Regional Transportation Plan 2020

Dear Mr. James:

The Del Norte Local Transportation Commission (DNLTC) is in the process of developing a new Regional Transportation Plan (RTP) for the 2020 – 2040 planning horizon. The RTP is the long range planning document required by law to define the policies, financial projections, and projects within the region. This information is used by local agencies, Tribes, the regional transportation planning agency, and the State to implement transportation projects within Del Norte County.

Coordination and consultation with Tribes in the county is an important step in the development of a comprehensive transportation planning document. Specifically, we are soliciting any information on the deficiencies or opportunities regarding the existing transportation system and mobility that effects your constituents. This would include roadways, bicycle facilities, pedestrian facilities, transit options, and any potential connectivity projects. The goal with transportation planning and projects that result from it is to improve safety and access for residents and visitors to jobs, health care, services, shopping, recreation, schools, and other important destinations.

If you would like to submit any comments or input, or set up a meeting to discuss the RTP further, please contact project consultant Green DOT Transportation Solutions or myself at the contact information provided below. We will provide updates to the development of the RTP and the CEQA review process as milestones are reached. As updates and new information become available, they will be posted on Del Norte RTP website at <https://www.delnortertp.com/>.

If you have any questions or would like additional information, feel free to contact me by email at tamera@dnltc.org or by phone at (707) 465-3878. Alternatively, contact Jeff Schwein, the consultant leading the planning process, at jeff@greendottransportation.com or call (530) 895-1109.

Thank you for your attention to this process,

Sincerely,

A handwritten signature in blue ink that reads "Tamera Leighton".

Tamera Leighton
Executive Director
Del Norte Local Transportation Commission

900 Northcrest Drive, PMB 16
Crescent City, California 95531
www.dnltc.org



Tamera Leighton, Executive Director
Tamera@dnltc.org
Desk: (707) 465-3878
Cell: (707) 218-6424

March 24, 2020

Resighini Rancheria Tribe
Attn: Fawn Murphy, Chairperson
P.O.Box 529
Klamath, CA 95548

Re: Del Norte Regional Transportation Plan 2020

Dear Ms. Murphy:

The Del Norte Local Transportation Commission (DNLTC) is in the process of developing a new Regional Transportation Plan (RTP) for the 2020 – 2040 planning horizon. The RTP is the long range planning document required by law to define the policies, financial projections, and projects within the region. This information is used by local agencies, Tribes, the regional transportation planning agency, and the State to implement transportation projects within Del Norte County.

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Thank you for your attention to this process,

Sincerely,

A handwritten signature in blue ink that reads "Tamera Leighton". The signature is fluid and cursive.

Tamera Leighton
Executive Director
Del Norte Local Transportation Commission

900 Northcrest Drive, PMB 16
Crescent City, California 95531
www.dnltc.org



Tamera Leighton, Executive Director
Tamera@DNLTC.org
Desk: (707) 465-3878
Cell: (707) 218-6424

March 24, 2020

Elk Valley Rancheria Tribe, California
Attn: Dale A. Miller, Chairman
2332 Howland Hill Rd.
Crescent City, CA 95531

Re: Del Norte Regional Transportation Plan 2020

Dear Mr. Miller:

The Del Norte Local Transportation Commission (DNLTC) is in the process of developing a new Regional Transportation Plan (RTP) for the 2020 – 2040 planning horizon. The RTP is the long range planning document required by law to define the policies, financial projections, and projects within the region. This information is used by local agencies, Tribes, the regional transportation planning agency, and the State to implement transportation projects within Del Norte County.

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Sincerely,

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Tamera Leighton
Executive Director
Del Norte Local Transportation Commission

900 Northcrest Drive, PMB 16
Crescent City, California 95531
www.dnltc.org



Tamera Leighton, Executive Director
Tamera@DNLTC.org
Desk: (707) 465-3878
Cell: (707) 218-6424

March 24, 2020

Tolowa Dee-ni' Nation Tribe
Attn: Denise Richards – Padgette, Chairperson
140 Rowdy Creek Road
Smith River, CA 95567

Re: Del Norte Regional Transportation Plan 2020

Dear Ms. Richards:

The Del Norte Local Transportation Commission (DNLTC) is in the process of developing a new Regional Transportation Plan (RTP) for the 2020 – 2040 planning horizon. The RTP is the long range planning document required by law to define the policies, financial projections, and projects within the region. This information is used by local agencies, Tribes, the regional transportation planning agency, and the State to implement transportation projects within Del Norte County.

Coordination and consultation with Tribes in the county is an important step in the development of a comprehensive transportation planning document. Specifically, we are soliciting any information on the deficiencies or opportunities regarding the existing transportation system and mobility that effects your constituents. This would include roadways, bicycle facilities, pedestrian facilities, transit options, and any potential connectivity projects. The goal with transportation planning and projects that result from it is to improve safety and access for residents and visitors to jobs, health care, services, shopping, recreation, schools, and other important destinations.

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If you have any questions or would like additional information, feel free to contact me by email at tamera@dnltc.org or by phone at (707) 465-3878. Alternatively, contact Jeff Schwein, the consultant leading the planning process, at jeff@greendottransportation.com or call (530) 895-1109.

Thank you for your attention to this process,

Sincerely,

A handwritten signature in blue ink that reads "Tamera Leighton".

Tamera Leighton
Executive Director
Del Norte Local Transportation Commission

PROJECT LIST SOLICITATION #1

11/10/2020

Green DOT Transportation Solutions Mail - 2020 Regional Transportation Plan - PROJECTS



Stephanie Alward <stephanie@greendottransportation.com>

2020 Regional Transportation Plan - PROJECTS

1 message

Jeff Schwein <jeff@greendottransportation.com>

Mon, Aug 17, 2020 at 7:41 AM

To: Tamera Leighton <tamera@dnltc.org>, Rosanna Bower <rbower@co.del-norte.ca.us>, Heidi Kunstal <hkunstal@co.del-norte.ca.us>, Eric Wier <ewier@crescentcity.org>, Brandi Natt <bnatt@yuroktribe.nsn.us>, Jeff <jdaniels@co.del-norte.ca.us>, Nacole Sutterfield <nsutterfield@crescentcity.org>, Joe Rye <tmtpc consulting@gmail.com>, Suresh Ratnam <suresh.ratnam@dot.ca.gov>, "Tucker, Kevin A@DOT" <kevin.tucker@dot.ca.gov>, Rick Warner <rwarner@elk-valley.com>, Charlie Helms <chelms@ccharbor.com>

Cc: Sofia Lepore <sofia@greendottransportation.com>, Stephanie Alward <stephanie@greendottransportation.com>

Members of the TAC,

We are well underway with the preparation of the 2020 Regional Transportation Plan (RTP). I'm pleased to share this DRAFT project list in the midst of the 2020 RTP development. This list was developed using previous project lists from the old 2015 RTP and from current program level project lists such as the STIP and SHOPP. Please take some time to review the projects on this list and update them. Specifically important are:

- Add new projects that are not on the list.
- Remove projects that have been delivered.
- Update date of expected project delivery.
- Update cost estimate of project.
- Review project information for accuracy.

You will notice, each project list worksheet includes agency and Tribal projects denoted by a header within the worksheet. Please find your agencies header and review the projects below it. You may work directly in the spreadsheet as we can identify any changes you make on our end (but highlighted in some manner would be helpful).

You can find out more information at the Regional Transportation Plan website and get a sneak peak of our planned community outreach campaign.

<https://www.delnortertp.com/>

Jeff Schwein, AICP CTP

Green DOT Transportation Solutions

627 Broadway, Suite 220

Chico, CA 95928

Office: 530-895-1109

Mobile: 530-781-2499



DN Projects Only.xlsx

59K

COMMUNITY MEETING INVITATION #1

11/10/2020

Green DOT Transportation Solutions Mail - Regional Transportation Plan Community Meeting



Stephanie Alward <stephanie@greendottransportation.com>

Regional Transportation Plan Community Meeting

1 message

Tamera Leighton <Tamera@dnltc.org>
To: Tamera Leighton <tamera@dnltc.org>

Thu, Oct 1, 2020 at 12:11 PM

Hello,

The Del Norte Local Transportation is currently developing the 2020 update to the Regional Transportation Plan (RTP) and is holding a community meeting on **Tuesday, October 20th from 4pm-5pm.**

This meeting will provide a chance to learn about the Regional Transportation Plan and an opportunity to tell us what improvements you would like to see. Suggested improvements to the County's transportation system may include road, bicycle, pedestrian, and safety enhancements. The meeting will include a brief presentation that will provide background information on the RTP and present draft elements of the RTP, including policies, project lists, and the financial element. The meeting will provide the opportunity for meeting attendees to discuss the RTP update and potential projects with the project team.

Please see the attached flyer for the meeting details.

The meeting's Zoom link is: <https://us02web.zoom.us/j/86587877372?pwd=eTBJOExES1JweXd5NkN4eXR4bTI0Zz09>

For more information, visit the Regional Transportation Plan website at the following link: <https://www.delnortertp.com/>

Unable to make the meeting, but would still like to provide input on the Plan? Click the following link to take the survey: <https://www.surveymonkey.com/r/PRK7PJS>

Sincerely,

Tamera Leighton, Executive Director
Del Norte Local Transportation Commission
900 Northcrest Drive, PMB 16
Crescent City, California 95531
Desk: 707 465 3878
Cell: 707 218 6424
www.dnltc.org

 **Del Norte Community Meeting Flyer.pdf**
3937K

COMMUNITY MEETING INVITATION #1 - FLYER



VIRTUAL COMMUNITY MEETING REGARDING THE DEL NORTE REGIONAL TRANSPORTATION PLAN

TUESDAY OCTOBER 20 FROM 4PM-5PM

FOR MORE INFORMATION AND MEETING ACCESS, VISIT
[HTTP://WWW.DNLTC.ORG/](http://www.dnltc.org/)

Join us to help identify transportation projects in the region
that will improve mobility for residents and visitors.
Improvements may include roadway, bicycle, pedestrian,
and safety enhancements.



***If you have language needs, accessibility needs or general
questions, contact Stephanie Alward at:
stephanie@greendottransportation | 530-895-1109

Can't attend but have feedback?
Take our survey at:
<https://www.surveymonkey.com/r/PRK7PJS>

PROJECT LIST SOLICITATION #2

11/10/2020

Green DOT Transportation Solutions Mail - October 15th Del Norte TAC Meeting - RTP Project Lists



Stephanie Alward <stephanie@greendottransportation.com>

October 15th Del Norte TAC Meeting - RTP Project Lists

1 message

Stephanie Alward <stephanie@greendottransportation.com>

Tue, Oct 13, 2020 at 2:07 PM

To: Tamera Leighton <tamera@dnltc.org>, Rosanna Bower <rbower@co.del-norte.ca.us>, Heidi Kunstal <hkunstal@co.del-norte.ca.us>, Eric Wier <ewier@crescentcity.org>, Brandi Natt <bnatt@yuroktribe.nsn.us>, Jeff <jdaniels@co.del-norte.ca.us>, Nacole Sutterfield <nsutterfield@crescentcity.org>, Joe Rye <tntpconsulting@gmail.com>, Suresh Ratnam <suresh.ratnam@dot.ca.gov>, "Tucker, Kevin A@DOT" <kevin.tucker@dot.ca.gov>, Rick Warner <rwarner@elk-valley.com>, Charlie Helms <chelms@ccharbor.com>

Cc: Jeff Schwein <jeff@greendottransportation.com>

Good afternoon, all,

For the Del Norte RTP item on the October 15th TAC agenda, pdfs of the items for discussion were provided in the agenda. I have included the excel sheet for the current project lists, see attached. Please review your respective project list(s) in preparation of the upcoming TAC meeting. We will be using the TAC meeting as a forum to discuss accuracy of the project lists as well as to solicit construction dates or other project prioritization methods to stratify the projects into a constrained and unconstrained list. Please let me know if you have any questions.

Sincerely,

Stephanie Alward

Green DOT Transportation Solutions
627 Broadway, Suite 220
Chico, CA 95928
Office: 530-895-1109
Mobile: 530-209-0427



Project Lists TAC 10-15-2020.xlsx
44K

TAC MEETING INVITATION

11/10/2020

Green DOT Transportation Solutions Mail - TAC Packet



Stephanie Alward <stephanie@greendottransportation.com>

TAC Packet

1 message

Tamera Leighton <Tamera@dnltc.org>

Mon, Oct 12, 2020 at 8:44 PM

To: Stephanie Alward <stephanie@greendottransportation.com>, Alexis Kelso <Alexis.Kelso@dot.ca.gov>, Bill Lonsdale <billlo@charter.net>, Brandi Natt <bnatt@yuroktribe.nsn.us>, Brett Gronemeyer <brett.gronemeyer@dot.ca.gov>, Charlie Helms <chelms@ccharbor.com>, Colin Fiske <colin.fiske@gmail.com>, Dan Herron <herrons@silcom.com>, Eileen Cooper <upsprout@yahoo.com>, Eric Wier <ewier@crescentcity.org>, Grant Klopmeier <gklopmeier@yuroktribe.nsn.us>, Hanna Hoener <hannah@treesofmystery.net>, Heidi Kunstal <HKunstal@co.del-norte.ca.us>, Jake Smith <modocian@hotmail.com>, Janet Carr <jgilbertcarr@gmail.com>, Jeff Daniels <jdaniels@co.del-norte.ca.us>, Jeff Schwein <jeff@greendottransportation.com>, Joe Rye <tmtpcconsulting@gmail.com>, Jon Olson <jolson@crescentcity.org>, Kathleen Gibbens <kathleencares1@gmail.com>, Kevin Tucker <kevin.tucker@dot.ca.gov>, Nacole Sutterfield <nsutterfield@crescentcity.org>, Nicole Burshem <nburshem@psbusinessservices.com>, Randy Hooper <Randy.hooper@co.del-norte.ca.us>, Richard Mullen <richard.mullen@dot.ca.gov>, Rick Warner <rwarner@elk-valley.com>, Rosanna Bower <rbower@co.del-norte.ca.us>, Suresh Ratnam <suresh.ratnam@dot.ca.gov>, Susan Brown <susanbrown@ruralapproaches.com>

All,

Please find attached the agenda packet for the special meeting on Thursday, October 15 at 2 p.m.

Sincerely,

Tamera Leighton, Executive Director
Del Norte Local Transportation Commission
900 Northcrest Drive, PMB 16
Crescent City, California 95531
Desk: 707 465 3878
Cell: 707 218 6424
www.dnltc.org

 **TAC Packet 101520.pdf**
3784K

TAC MEETING AGENDA PACKET

900 Northerst Drive, PMB 16
Crescent City, California 95531
www.dnlte.org



Tamera Leighton, Executive Director
Tamera@DNLTC.org
Desk: (707) 465-3878
Cell: (707) 218-6424

TECHNICAL ADVISORY COMMITTEE SPECIAL MEETING AT 2:00 P.M. THURSDAY, OCTOBER 15, 2020

PLEASE CLICK THE LINK BELOW TO JOIN THE WEBINAR: [HTTPS://
US02WEB.ZOOM.US/J/86951395994](https://us02web.zoom.us/j/86951395994)

OR IPHONE ONE-TAP : US: +16699009128,,86951395994# OR
TELEPHONE: DIAL: US: +1 669 900 9128
WEBINAR ID: 869 5139 5994

1. **Call Meeting to Order**
2. **Public comment period**
Public comments are welcome and encouraged; however, no proposed action can be taken on any item not appearing on the agenda.
3. **Minutes of August 3, 2020**
Proposed action: By consensus, approve minutes.
4. **County request for Prevailing Wage Compliance Software Startup**
Proposed action: Recommend DNLTC award \$3,950 in Planning, Programming and Monitoring funding for Prevailing Wage Software startup costs only.
5. **2020 Regional Transportation Plan**
Proposed action: Review the draft Policies, Action and Financial tables and provide comment and direction.
6. **Discussion**
 - Caltrans Project Maps Gallery Presentation
 - Information sharing by TAC members, including project updates:
Yurok Tribe, Transit, City, County, Caltrans, Harbor, DNLTC
7. **Adjourn to the next regularly scheduled meeting on November 24, 2020 at 2 p.m. by Zoom Webinar unless restrictions related to COVID19 are lifted.**

Anyone requiring reasonable accommodation to participate in the meeting should contact the Executive Director Tamera Leighton: Phone (707) 465-3878; email Tamera@DNLTC.org.

Item 4 Staff Report

DATE: OCTOBER 15, 2020
TO: TECHNICAL ADVISORY COMMITTEE
FROM: TAMERA LEIGHTON, EXECUTIVE DIRECTOR
SUBJECT: 2020 REGIONAL TRANSPORTATION PLAN

PROPOSED ACTION: Review the draft Policies, Action and Financial tables and provide comment and direction.

BACKGROUND: The 2020 Regional Transportation Plan is a project of the Overall Work Program and is a mandate for the Del Norte Local Transportation Commission.

This item is informational only. The main goals for the TAC meeting are to:

- Fill in the gaps on the project lists - we need to have construction years or prioritized projects before we can complete the financial element, as there currently is no differentiation between constrained and unconstrained projects.
- Present the updated policy element for review - we have expanded the goals for multimodal transportation and transit as well as added a section for consistency with the Del Norte Region SB 743 Implementation Plan.
- Provide the opportunity for additional general input on the policies, action and financial elements before they are presented to the public.

PROJECT LIST SOLICITATION FOLLOW-UP #1

11/10/2020

Green DOT Transportation Solutions Mail - Del Norte RTP Project Lists - 10-15-2020 TAC Meeting Follow-up



Stephanie Alward <stephanie@greendottransportation.com>

Del Norte RTP Project Lists - 10-15-2020 TAC Meeting Follow-up

1 message

Stephanie Alward <stephanie@greendottransportation.com>

Thu, Oct 15, 2020 at 4:22 PM

To: Tamera Leighton <tamera@dnltc.org>, Rosanna Bower <rbower@co.del-norte.ca.us>, Heidi Kunstal <hkunstal@co.del-norte.ca.us>, Eric Wier <ewier@crescentcity.org>, Brandi Natt <bnatt@yuroktribe.nsn.us>, Jeff <jdaniels@co.del-norte.ca.us>, Nacole Sutterfield <nsutterfield@crescentcity.org>, Joe Rye <ttmpconsulting@gmail.com>, Suresh Ratnam <suresh.ratnam@dot.ca.gov>, "Tucker, Kevin A@DOT" <kevin.tucker@dot.ca.gov>, Rick Warner <rwarner@elk-valley.com>, Charlie Helms <chelms@ccharbor.com>

Cc: Jeff Schwein <jeff@greendottransportation.com>

Good afternoon, all,

I have attached the excel sheet for the current project lists, with some modifications since the last project lists were sent out and including our current funding estimates. Please review your respective project list(s) for accuracy and update with estimated construction dates and project costs in year-of-construction dollars. The funding table, 5.1, is not yet finalized but should provide some guidance on where the cut-off for constrained (funded) projects and unconstrained projects will be. The goal is to "zero out" funding estimates with constrained project lists so as many projects as possible can be constructed.

Please have your updated project lists back by the end of the day, **Friday, October 30th**.

Please let me know if you have any questions or need anything else.

Sincerely,

Stephanie Alward

Green DOT Transportation Solutions
627 Broadway, Suite 220
Chico, CA 95928
Office: 530-895-1109
Mobile: 530-209-0427



Project Lists TAC Request 10-15-2020.xlsx

50K

COMMUNITY MEETING INVITATION #2

11/10/2020

Green DOT Transportation Solutions Mail - Transportation Plan meeting tomorrow



Stephanie Alward <stephanie@greendottransportation.com>

Transportation Plan meeting tomorrow

1 message

Tamera Leighton <Tamera@dnltc.org>

Mon, Oct 19, 2020 at 3:02 PM

To: Tamera Leighton <tamera@dnltc.org>

Cc: Stephanie Alward <stephanie@greendottransportation.com>, Jeff Schwein <jeff@greendottransportation.com>

Hello,

The Del Norte Local Transportation is currently developing the 2020 update to the Regional Transportation Plan (RTP) and is holding a community meeting
tomorrow, Tuesday, October 20th from 4 pm to 5 pm.

This meeting will provide a chance to learn about the Regional Transportation Plan and an opportunity to tell us what improvements you would like to see. Suggested improvements to the County's transportation system may include road, bicycle, pedestrian, and safety enhancements. The meeting will include a brief presentation that will provide background information on the RTP and present draft elements of the RTP, including policies, project lists, and the financial element. The meeting will provide the opportunity for meeting attendees to discuss the RTP update and potential projects with the project team.

Please see the attached flyer for the meeting details.

The meeting's Zoom Webinar link is: <https://us02web.zoom.us/j/84283968085?pwd=WmdyS3lVephckltcThUTEFRReFIVZz09>
Passcode: 248573

For more information, visit the Regional Transportation Plan website at the following link: <https://www.delnortertp.com/>

Unable to make the meeting, but would still like to provide input on the Plan? Click the following link to take the survey: <https://www.surveymonkey.com/r/PRK7PJS>

Sincerely,

Tamera Leighton, Executive Director
Del Norte Local Transportation Commission
[900 Northcrest Drive](#), PMB 16
Crescent City, California 95531
Desk: 707 465 3878
Cell: 707 218 6424
www.dnltc.org

 **Del Norte Community Meeting Flyer.pdf**
3937K

COMMUNITY MEETING INVITATION #2 - FLYER



VIRTUAL COMMUNITY MEETING REGARDING THE DEL NORTE REGIONAL TRANSPORTATION PLAN

TUESDAY OCTOBER 20 FROM 4PM-5PM

FOR MORE INFORMATION AND MEETING ACCESS, VISIT
[HTTP://WWW.DNLTC.ORG/](http://www.dnltc.org/)

Join us to help identify transportation projects in the region
that will improve mobility for residents and visitors.
Improvements may include roadway, bicycle, pedestrian,
and safety enhancements.



***If you have language needs, accessibility needs or general
questions, contact Stephanie Alward at:
stephanie@greendottransportation | 530-895-1109

Can't attend but have feedback?
Take our survey at:
<https://www.surveymonkey.com/r/PRK7PJS>

AGENDA – COMMUNITY MEETING

Date: Tuesday, October 20th, 2020

Time: 4:00 PM – 5:00 PM

Location: Zoom Meeting

<https://us02web.zoom.us/j/86587877372?pwd=eTBJOExES1JweXd5NkN4eXR4bTI0Zz09>

Call-in: +1 669 900 9128 US (San Jose)

Meeting ID: 865 8787 7372

Passcode: 739823

AGENDA:

1. *Introductions*
2. *Presentation – Draft Regional Transportation Plan elements – Policies, Action Element, Financial Element*
3. *Open Discussion*
4. *Adjourn*

PROJECT LIST SOLICITATION FOLLOW-UP #2

11/10/2020

Green DOT Transportation Solutions Mail - Re: Del Norte RTP Project Lists - 10-15-2020 TAC Meeting Follow-up



Stephanie Alward <stephanie@greendottransportation.com>

Re: Del Norte RTP Project Lists - 10-15-2020 TAC Meeting Follow-up

1 message

Stephanie Alward <stephanie@greendottransportation.com>

Tue, Oct 27, 2020 at 9:46 AM

To: Tamera Leighton <tamera@dnlrc.org>, Rosanna Bower <rbower@co.del-norte.ca.us>, Heidi Kunstal <hkunstal@co.del-norte.ca.us>, Eric Wier <ewier@crescentcity.org>, Brandi Natt <bnatt@yuroktribe.nsn.us>, Jeff <jdaniels@co.del-norte.ca.us>, Nacole Sutterfield <nsutterfield@crescentcity.org>, Joe Rye <tmtpc consulting@gmail.com>, Suresh Ratnam <suresh.ratnam@dot.ca.gov>, "Tucker, Kevin A@DOT" <kevin.tucker@dot.ca.gov>, Rick Warner <rwarn@elk-valley.com>, Charlie Helms <chelms@ccharbor.com>

Cc: Jeff Schwein <jeff@greendottransportation.com>

Hello, all,

I wanted to check in on the project lists for the Del Norte RTP and remind everyone that the due date for construction years and cost estimates in year-of-construction dollars is this **Friday, October 30th**. Please let me know if you have any questions or need anything else.

Sincerely,

Stephanie Alward

Green DOT Transportation Solutions
627 Broadway, Suite 220
Chico, CA 95928
Office: 530-895-1109
Mobile: 530-209-0427

On Thu, Oct 15, 2020 at 4:22 PM Stephanie Alward <stephanie@greendottransportation.com> wrote:

Good afternoon, all,

I have attached the excel sheet for the current project lists, with some modifications since the last project lists were sent out and including our current funding estimates. Please review your respective project list(s) for accuracy and update with estimated construction dates and project costs in year-of-construction dollars. The funding table, 5.1, is not yet finalized but should provide some guidance on where the cut-off for constrained (funded) projects and unconstrained projects will be. The goal is to "zero out" funding estimates with constrained project lists so as many projects as possible can be constructed.

Please have your updated project lists back by the end of the day, **Friday, October 30th**.

Please let me know if you have any questions or need anything else.

Sincerely,

Stephanie Alward

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627 Broadway, Suite 220
Chico, CA 95928
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Mobile: 530-209-0427

 **Project Lists TAC Request 10-15-2020.xlsx**
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ATTACHMENT E - PROJECT LISTS

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**Table 4.1
Roadway Projects**

Project Source	Funding Source	Road	Description	Cost	Year
Short Range Projects					
Del Norte County					
2016 RTP	FLAP, TC	Klamath Beach Rd.	Klamath Beach Road Improvement Project (Highway 101 to Coastal Drive) - culvert replacement	\$ 4,776,000	2025
2020 RTP	HIP, RSTP	Washington Blvd.	Washington Boulevard Culvert Replacement Project (East of Harrold Street) - culvert replacement	\$ 500,000	2023
2020 RTP	ER, RSTP	Pebble Beach Dr.	Pebble Beach Drive Storm Damage Project (Hemlock Avenue to City Limits) - bluff stabilization	\$ 10,019,430	2022
<i>Del Norte County Total</i>				\$ 15,295,430	
Crescent City					
2020 RTP	FHWA ER/RSTP	Pebble Beach Dr.	Storm Drain Damage Project-Bank Stabilization Project	\$ 5,000,000	2030
<i>Crescent City Total</i>				\$ 5,000,000	
Short Range Total				\$ 20,295,430	
Long Range Projects					
Del Norte County					
2016 RTP	TBD	Requa Road	(Highway 101 to P. J. Murphy Memorial Drive) - overlay with drainage improvements	\$ 648,000	TBD
2016 RTP	TBD	P. J. Murphy Memorial Dr.	(Requa Road to End) - overlay with drainage improvements	\$ 1,194,000	TBD
2020 RTP	TBD	Pebble Beach Drive	(Hemlock Avenue to Washington Boulevard) - overlay	\$ 825,000	TBD
2020 RTP	TBD	Fred Haight Drive	(at Morrison Creek) - culvert replacement	\$ 475,000	TBD
2016 RTP	RMRA	NA	(Area 1 - Klamath) - chip seal and overlay	\$ 280,000	TBD
2016 RTP	RMRA	NA	(Area 2 - Bertsch Tract) - chip seal and overlay	\$ 189,750	TBD
2016 RTP	RMRA	NA	(Area 3 - Elk Valley and Parkway) - chip seal and overlay	\$ 375,000	TBD
2016 RTP	RMRA	NA	(Area 4 - Filkins Tract) - chip seal and overlay	\$ 360,000	TBD
2016 RTP	RMRA	NA	(Area 5 - West of Northcrest) - chip seal and overlay	\$ 140,000	TBD
2016 RTP	RMRA	NA	(Area 6 - East of Northcrest) - chip seal and overlay	\$ 80,000	TBD
2016 RTP	RMRA	NA	(Area 7 - Mid Lake Earl & Kings Valley) - chip seal and overlay	\$ 160,000	TBD
2016 RTP	RMRA	NA	(Area 8 - Fort Dick) - chip seal and overlay	\$ 465,000	TBD
2016 RTP	RMRA	NA	(Area 9 - Smith River) - chip seal and overlay	\$ 315,000	TBD
2016 RTP	RMRA	NA	(Area 10 - Hiouchi and Gasquet) - chip seal and overlay	\$ 630,000	TBD
2016 RTP	CDBG	NA	(Roosevelt Tract) - complete streets (with regional drainage improvements)	\$ 10,585,000	TBD
2017 ATP	ATP	Elk Valley Cross Rd.	(Sunset High School) - turn pockets	\$ 87,000	TBD
2019 Regional SSAR	TBD	TBD	pavement delineation and guardrail installation	\$ 8,725,000	TBD
2019 Regional SSAR	TBD	TBD	signal hardware upgrade and installation of pedestrian countdown signal heads	\$ 270,000	TBD
2019 Regional SSAR	HSIP	Parkway & Washington Blvd.	roundabout	\$ -	TBD
2019 Regional SSAR	HSIP	Washington Blvd. and Northcrest Dr.	Improve signal hardware: lenses, back-plates, mounting, size, and number, Improve signal timing (coordination, phases, red, yellow, or operation), Provide Advanced Dilemma Zone Detection for high speed approaches, Convert signal to mast arm (from pedestal-mounted), Install raised pavement markers and striping (Through Intersection), Install flashing beacons as advance warning (S.I.), Improve pavement friction (High Friction Surface Treatments)	\$ -	TBD
<i>Del Norte County Total</i>				\$ 25,803,750	
Crescent City					
2016 RTP	TBD	A Street	7th St, Pacific Ave Reconstruction	\$ 2,000,000	TBD
2016 RTP	TBD	Front Street	A St. to L St., Revitalization (including subcomponents)	-	TBD
2016 RTP	TBD	Front Street	Water Infrastructure Improvements G Street to L Street	\$ 200,000	TBD
2016 RTP	TBD	Front Street	Storm Drain Improvements G Street to L Street	\$ 900,000	TBD
2016 RTP	TBD	Front Street	Pedestrian Improvements D Street to G Street (South Side) & G Street to L Street	\$ 2,000,000	TBD
2016 RTP	TBD	Front Street	Transit Improvements (5310)	\$ 600,000	TBD
2016 RTP	TBD	Front Street	B Street Roundabout Improvements	\$ 2,000,000	TBD
2016 RTP	TBD	Front Street	Roadway Reconstruction D Street to G Street Parking & G Street to L Street	\$ 1,200,000	TBD
2016 RTP	SB1/TBD	K Street	Front St. to 3rd St. Reconstruction	\$ 600,000	TBD
2016 RTP	TBD	NA	Various Roadway Microsurfacing	\$ 1,000,000	TBD

**Table 4.1
Roadway Projects**

Project Source	Funding Source	Road	Description	Cost	Year
2016 RTP	TBD	Sunset Circle	101 to Elk Valley, Reconstruction	\$ 1,250,000	TBD
2020 RTP	TBD	3rd Street	Pebble Beach to L St. Resurfacing	\$ 2,800,000	TBD
2020 RTP	TBD	5th Street	Pebble Beach to L St. Resurfacing	\$ 2,800,000	TBD
2016 RTP	TBD	7th Street	Pebble Beach to L St. Reconstruction	\$ 5,000,000	TBD
2016 RTP	TBD	8th Street	Pebble Beach to L St. Reconstruction	\$ 5,000,000	TBD
2016 RTP	TBD	Howe Drive	Stamps Way to B St., Rehabilitation & Parking Area	\$ 1,000,000	TBD
2016 RTP	TBD	Wendell Street	4th St. to 9th St., Rehabilitation	\$ 1,000,000	TBD
2016 RTP	TBD	C Street	5th St. to 9th St. , Rehabilitation	\$ 800,000	TBD
2016 RTP	TBD	D Street	2nd St. to 9th St., Rehabilitation	\$ 1,400,000	TBD
2020 RTP	TBD	Taylor	Between 6th and 7th Resurfacing	\$ 200,000	TBD
2020 RTP	TBD	Harding	Hwy 101 to Truman ct., Rehabilitation	\$ 600,000	TBD
2020 RTP	TBD	Northcrest Drive	Rehabilitation	\$ 550,000	TBD
2020 RTP	TBD	Pebble Beach Dr.	5th to City/County Limits Rehabilitation	\$ 1,400,000	TBD
2016 RTP	TBD	NA	Roosevelt Tract Annexation Area- Reconstruct existing streets (14 Blocks)	\$ 5,000,000	TBD
2016 RTP	TBD	NA	Other Annexation Areas- To be programmed	\$ -	TBD
2019 Regional SSAR	TBD	TBD	Sign and Pavement Delineation Upgrade	\$ 680,000	TBD
2019 Regional SSAR	TBD	TBD	Signal Hardware Upgrade and Installation of Pedestrian Countdown Signal Heads	\$ 234,000	TBD
2019 Regional SSAR	HSIP	Northcrest Dr and Harding Ave	Improve signal timing (coordination, phases, red, yellow, or operation), Install raised pavement markers and striping (Through Intersection), Improve pavement friction (High Friction Surface Treatments), Convert intersection to roundabout (from signal)	\$ -	TBD
Crescent City Total				\$ 40,214,000	
Long Range Total				\$ 66,017,750	
Caltrans					
2016 RTP	SHOPP	US 199	.4 mi. N of South Fork Road to .56 mi. S of Idlewild Maint. Station Rd.-High friction surface treatment	\$ 2,130	TBD
Caltrans 0115000099	SHOPP	US 101	Last Chance Grade - repair slides, construct bypass from Wilson Creek Bridge to 3.8 miles North of Wilson Creek Bridge	\$ 339,233	2039
Caltrans 0116000137	SHOPP	US 101	Near Crescent City, at 0.2 mile north of Cushing Creek Viaduct. Restore roadway to pre-slide condition.	\$ 9,985,000	2024
Caltrans 0119000028	SHOPP	US 199	Culvert rehabilitation and fish passage near Crescent City, at various locations from 0.3 miles north of Elk Valley Cross Road to 0.2 miles south of Walker Road.	\$ 3,574,000	2022
Caltrans, 0116000005	SHOPP	US 199	Near the Oregon State line, from 0.1 mile to 0.5 mile north of Collier Safety Roadside Rest Area (SRRA). Upgrade lighting and power control system at the Randolph Collier Tunnel.	\$ 4,880,000	2023
Caltrans 0115000094	SHOPP	US 101	In Klamath, from 0.2 mile south to 0.2 mile north of Ehlers Way. Extend the left-turn pocket at the intersection of Ehlers Way and Route 101.	\$ 1,585,000	2022
Caltrans 0116000060	SHOPP	US 199	Near Gasquet, at the Idlewild Maintenance Station. Construct new office space building and rehabilitate water and septic system.	\$ 5,511,000	2023
Caltrans 0112000287	SHOPP	US 199	Collier Rest Area Rehab near Idlewild from Collier Rest Area entrance to north end of Collier Tunnel	\$ 2,721,000	2020
Caltrans 0120000070	SHOPP	US 101	Construct ADA Path in Crescent City from 0.4 miles south of Washington Street Bridge to 0.2 mile West.	\$ 1,250,000	2024
Caltrans 0120000101	Maintenance	US 101	Micro-surfacing near Smith River from 0.2 mile North of Rowdy Creek Bridge to Oregon State line.	\$ 606,000	2021
Caltrans 0119000047	Maintenance	US 199	Middle Fork Smith River Overlay near Patrick Creek from Patrick Creek Bridge to Oregon State Line	\$ 3,800,000	2021
Caltrans 0117000070	Maintenance	DN-Various	Replace Pavement Markers in Del Norte County at various locations	\$ 200,000	2022
Caltrans 0118000190	SHOPP	US 101	CAPM Pavement Rehabilitation in and near Klamath River	\$ 30,864,000	2026
Caltrans 0113000023	SHOPP	US 101	In and near Crescent City, from 0.3 mile south of Elk Valley Road to 0.2 mile north of Wilson Ave/Burtschell Street. Upgrade Americans with Disabilities Act (ADA) facilities and construct traffic calming measures to improve operations and safety for non-motorized users.	\$ 8,017,000	2022
Caltrans 0119000016	SHOPP	US 199	In Del Norte County, at various locations from 0.6 mile north of Hiouchi Drive to 0.1 mile south of the Oregon State line. Culvert rehabilitation and fish passage	\$ 1,590,000	2022
Caltrans 0116000128	SHOPP	US 199	Near Gasquet, from 0.8 to 0.3 mile south of Hardscrabble Creek Bridge. Install High Friction Surface Treatment (HFST), signs, guardrail and centerline rumble strip.	\$ 1,502,000	2021
Caltrans 0116000005	SHOPP	US 199	Near the Oregon State line , from 0.1 mile to 0.5 mile north of Collier Safety Roadside Rest Area (SRRA). Upgrade lighting and power control system at the Randolph Collier Tunnel No. 01-0049	\$ 4,880,000	2023
Caltrans 0120000033	SHOPP	US 101	Wilson Creek Restoration & SPGA Wall near Klamath from Wilson Creek Bridge to 0.5 miles north	\$ 18,339,000	2028
Caltrans Total				\$ 99,645,363	

**Table 4.2
Bridge Replacement or Rehabilitation Projects**

Project Source	Funding Source	Road	Description	Cost	Year
Short Range Projects					
Del Norte County					
2020 RTP	HBP, TC	Requa Rd.	Requa Road at Hunter Creek Bridge Replacement Project	\$ 12,120,000	2023
<i>Del Norte County Total</i>				\$ 12,120,000	
Caltrans					
Caltrans 0100020444	SHOPP	US 101	Near Klamath, at Panther Creek Bridge No. 01-0025 and Hunter Creek Bridge No. 01-0020 - Replace Bridges	\$ 23,397,000	2023
2020 SHOPP 0120000028	SHOPP	US 101	Near Klamath, at Panther Creek Bridge No. 01-0025 and at Hunter Creek Bridge No. 01-0003. Environmental mitigation monitoring for project EA 0B090.	\$ 438,000	2021-22
2020 SHOPP 0100000193	SHOPP	US 101	Near Crescent City from 0.3 mile south to 0.4 mile north of Smith River (Dr. Ernest M Fine Memorial) Bridge No. 01-0020. Replace bridge	\$ 79,035,000	2025
Caltrans 0115000108	SHOPP	US 101	Fish passage mitigation near Smith River at Dominie Creek	\$ 5,293,000	2023
Caltrans 0118000186	SB1 RMRA	Various	Bridge repair at various locations in Del Norte County	\$ 1,022,000	2021
Caltrans 0100020444	SHOPP	US 101	Near Klamath, bridge replacement at Panther Creek and Hunter Creek	\$ 23,397,000	2023
Caltrans 0119000116	Maintenance	DN-Various	Rehab Bridge Decks at various locations in Del Norte County	\$ 1,500,000	2023
<i>Caltrans Total</i>				\$ 134,082,000	
Short Range Total				\$ 146,202,000	

**Table 4.3
Bicycle and Pedestrian Projects**

Project Source	Road	Description	Cost	Year
Del Norte County				
2016 RTP	Glenn Street	(Small Avenue to Hamilton Avenue) - complete street (add sidewalk)	\$ 936,000	TBD
2016 RTP	Harrold Street	(Washington Boulevard to Wilson Avenue) - complete street (add sidewalk)	\$ 2,106,000	TBD
2016 RTP	Third Street	(Fred Haight Drive to Beckstead Road) - complete street (add sidewalk)	\$ 1,092,000	TBD
2016 RTP	Sarina Road	(Highway 101 to First Street) - Class II bikeway	\$ 850,000	TBD
2016 RTP	Fred Haight Drive	(Highway 101 on south end to First Street) - Class II bikeway	\$ 5,380,000	TBD
2016 RTP	Morehead Road	(Lake Earl Drive to Lower Lake Road) - Class II bikeway	\$ 3,052,000	TBD
2017 ATP	Elk Valley Road	(Howland Hill to Parkway Drive) - Class II bikeway	\$ 5,694,000	TBD
2016 RTP	Elk Valley Cross Rd.	(Wonder Stump Road to Parkway Drive) - Class II bikeway	\$ 2,014,000	TBD
2016 RTP	Blackwell Lane	(Lake Earl Drive to Railroad Avenue) - Class II bikeway	\$ 1,070,000	TBD
2016 RTP	Ocean View Drive	(Highway 101 on north end to Indian Road) - Class II bikeway	\$ 4,373,000	TBD
2016 RTP	Ocean View Drive	(Highway 101 on south end to Indian Road) - Class II bikeway	\$ 4,908,000	TBD
2016 RTP	Alder Road	(Blackwell Lane to Lake Earl Drive) - Class II bikeway	\$ 1,007,000	TBD
2016 RTP	Kings Valley Road	(Wonder Stump Road Extension to Rellim Road) - Class II bikeway	\$ 1,856,000	TBD
2016 RTP	Old Mill Road	(Northcrest Drive to Dillman Road) - Class II bikeway	\$ 1,101,000	TBD
2016 RTP	Ender's Beach Rd.	(Highway 101 to End (National Park Service, 0.8 miles)) - Class II bikeway	\$ 1,353,000	TBD
2016 RTP	South Fork Road	(Highway 199 to Big Flat Road) - Class III bikeway	\$ 45,000	TBD
2017 ATP	Lower Lake Road	(Lake Earl Drive to Pala Road) - Class III bikeway	\$ 17,000	TBD
2016 RTP	Kellogg Road	(Lower Lake Road to End (Kellogg Beach)) - Class III bikeway	\$ 5,000	TBD
2016 RTP	Old Mill Road	(Dillman Road to Lake Earl Wildlife Area) - Class II bikeway	\$ 1,479,000	TBD
2017 ATP	Northcrest Drive	(east side from Washington Boulevard to Harding Avenue) - complete street (add sidewalk)	\$ 1,560,000	TBD
2017 ATP	NA	(Clifford Kamph Memorial Park in Smith River) - Maintain and improve beach access, trail system, and support facilities, including parking and restrooms, for active transportation users.	\$ -	TBD
2017 ATP	NA	(Florence Keller County Park in Crescent City) - Maintain and improve trail system and support facilities, including parking and restrooms, for active transportation users.	\$ -	TBD
2017 ATP	Pebble Beach Dr.	(Bluffs, North and South Stairs in Crescent City from Point Saint George to City Limits) - Maintain and improve beach access, trail system (formal and informal), and support facilities, including parking and restrooms, for active transportation users.	\$ -	TBD
2017 ATP	NA	(Point Saint George in Crescent City) - Develop trail system and support facilities, including parking, restrooms, and visitors center, for active transportation users.	\$ -	TBD
2017 ATP	NA	(Ruby Van Deventer County Park in Hiouchi) - Maintain and improve trail system and support facilities, including parking and restrooms, for active transportation users.	\$ -	TBD
2017 ATP	NA	(CA DFW Saxton Boat Launch in Smith River) - Maintain and improve support facilities, including parking and restrooms, for active transportation users.	\$ -	TBD
2017 ATP	Wavecrest Drive	(Wavecrest Drive and North Pebble Beach Drive Coastal Access Plan Project) - Maintain and improve beach access and support facilities, including parking, for active transportation users. [FUNDING FOR ENVIRONMENTAL, PERMITTING, AND 30% PLANS ARE CONSTRAINED WITH \$51,750 ALLOCATED.]	\$ 500,000	TBD
2017 ATP	Pebble Beach Dr	(Wavecrest Drive and North Pebble Beach Drive Coastal Access Plan Project) - Maintain and improve beach access and support facilities, including parking, for active transportation users. [FUNDING FOR ENVIRONMENTAL, PERMITTING, AND 30% PLANS ARE CONSTRAINED WITH \$51,750 ALLOCATED.]	\$ 500,000	TBD
2017 ATP	Arlington Drive	(Adams Avenue to Washington Boulevard) - complete street (add sidewalk)	\$ 507,000	TBD
2017 ATP	First Street	(Sarina Road to Fred Haight Drive) - Class II bikeway	\$ 1,668,000	TBD
	Northcrest Drive	(east side from West Madison Avenue to Pine Grove Road) - complete street (add sidewalk)	\$ 1,170,000	TBD
2020 RTP	Pacific Avenue	(north side from Del Norte Street to Calaveras Street) - complete street (add sidewalk)	\$ 98,000	TBD
2020 RTP	Pacific Avenue	(south side from Pebble Beach Drive to Del Monte Street) - complete street (add sidewalk)	\$ 702,000	TBD
2020 RTP	Washington Blvd	(south side from Jordan Street to Leif Circle) - complete street (add sidewalk)	\$ 507,000	TBD
2020 RTP	Washington Blvd	(south side from Summer Lane to Washington Boulevard overpass) - complete street (add sidewalk)	\$ 390,000	TBD
2019 SSAR	Summer Lane	(Washington Boulevard to Scenic Creek Drive) - Class II bikeway	\$ 8,000	TBD
Del Norte County Total			\$ 45,948,000	
Crescent City				
2019 SSAR	Northcrest Drive and Harding Avenue	Install pedestrian countdown signal heads, Install pedestrian crossing (S.I.), Install advance stop bar before crosswalk (Bicycle Box)	\$ -	TBD
2016 RTP	Pebble Beach Dr.	6th St. to 9th St. Pedestrian Improvements	\$ 1,000,000	TBD
2016 RTP	NA	Bicycle Racks- 8 locations	\$ 8,000	TBD

**Table 4.3
Bicycle and Pedestrian Projects**

Project Source	Road	Description	Cost	Year
2016 RTP	8th Street / K St.	Class 2 Bike Lane	\$ 100,000	TBD
2016 RTP	NA	City Wide Priority Pedestrian Improvements	\$ 1,500,000	TBD
2017 ATP	Hobbs Wall Trail	M St to DFG	\$ 2,000,000	TBD
2017 ATP	Highway 101	Traffic calming - Highway 101 on North and South entrances to Crescent City	\$ 1,200,000	TBD
2017 ATP	Front Street	A Street to B Street, G Street to N Street	\$ 2,000,000	TBD
2017 ATP	Highway 101	Non motorized improvements between the Gateway Projects	\$ -	TBD
2017 ATP	10th and E Streets	Install curb ramps	\$ -	TBD
2017 ATP	C & D Street between 2nd to 4th Uncharted Shores Academy	Install curb ramps at crosswalks adjacent to school grounds	\$ -	TBD
2017 ATP	9th, Front, K, 2nd St	City Streets	\$ 100,000	TBD
2020 RTP	Howe Drive	Coastal Trail Resurfacing	\$ -	TBD
<i>Crescent City Total</i>			\$ 7,908,000	
<i>Bicycle and Pedestrian Project Total</i>			\$ 53,856,000	

Table 4.4 Transit Projects				
Project Source	Funding Source	Description	Cost	Year
Short Range Projects				
2019 RCTA SRTP	FTA, PTMISEA, LTF	Vehicle Replacements/Rehabilitations (6)	\$ 991,722	2021/22 - 2023/24
2019 RCTA SRTP	LCTOP, LTF, TBD	Electric Bus Charging Infrastructure (4)	\$ 308,173	2022/23 - 2023-24
2019 RCTA SRTP	FTA, SGR, LTF	Vehicle Replacements/Rehabilitations (2)(3)	\$ 8,595,014	2024/25 - 2040/41
2019 RCTA SRTP	STA-SGR	Bus Stop Improvements/Amenities	\$ 122,439	2021/22 - 2023/24
2019 RCTA SRTP	PTMISEA, LTF	Facility Improvements (1)	\$ 163,079	TBD
Short Range Total			\$ 10,180,427	
Long Range Projects				
	TBD	RCTA Operations & Maintenance Facility Refurbishment/Renovation (5)	\$ 1,000,000	TBD
Long Range Total			\$ 1,000,000	

(1) current amount of remnant PTMISEA programmed to Facility Projects, accrues interest, last of PTMISEA funds

(2) RCTA must replace 2 buses per year to maintain fleet size/condition, assumes 1 larger diesel and 1 smaller electric bus per year (450,000/yr)

(3) PTMISEA was one-time funding that will be fully spent by 2024, LTF and SGR will replace PTMISEA for local match thereafter

(4) RCTA is mandated to introduce zero-emission buses by CARB regulation - project in planning phase now, costs ballpark

(5) RCTA Operations & Maintenance Facility will need a major renovation late in the planning horizon - ground lease expires 2044

(6) FTA for capital at RCTA includes 5339, as no 5311(f) is available for capital statewide (effective 2017) and all 5311 goes to operating

Table 4.5 Aviation Projects			
Project Source	Description	Cost	Year
Short Range Projects			
Ward Airport			
CIP 2021-30	Perimeter Fencing	\$ 75,000	2022
CIP 2021-30	Runway Rehabilitation - Phase 1	\$ 75,000	2024
CIP 2021-30	Runway Rehabilitation - Phase 2	\$ 350,000	2026
CIP 2021-30	Obstruction Removal - Phase 1	\$ 50,000	2028
CIP 2021-30	Obstruction Removal - Phase 2	\$ 350,000	2030
<i>Ward Airport Total</i>		<i>\$ 900,000</i>	
McBeth Airport			
CIP 2021-30	Perimeter Fencing	\$ 75,000	2022
CIP 2021-30	Runway Rehabilitation - Phase 1 (Design)	\$ 75,000	2023
CIP 2021-30	Runway Rehabilitation - Phase 2 (Construction)	\$ 350,000	2025
CIP 2021-30	Obstruction Removal - Phase 1 (Design)	\$ 50,000	2028
CIP 2021-30	Obstruction Removal - Phase 2 (Construction)	\$ 350,000	2030
<i>McBeth Airport Total</i>		<i>\$ 900,000</i>	
McNamara Airport			
CIP 2021-30	ARFF Truck and Equipment Replacement	\$ 550,000	2021
CIP 2021-30	Runway 18/36 Rehabilitation - Phase 2 (Design)	\$ 400,000	2021
CIP 2021-30	Obstruction Removal - Phase 2 (Construction)	\$ 400,000	2022
CIP 2021-30	Runway 18/36 Rehabilitation - Phase 3 (Construction)	\$ 8,000,000	2023
CIP 2021-30	Taxiways A and B Rehabilitation - Phase 1 (Design)	\$ 320,000	2024
CIP 2021-30	Taxiways A and B Rehabilitation - Phase 2 (Construction)	\$ 2,500,000	2025
CIP 2021-30	Airport Land Acquisition	\$ 200,000	2026
CIP 2021-30	Runway 12/30 Rehabilitation - Phase 1 (Design)	\$ 650,000	2027
CIP 2021-30	Runway 12/30 Rehabilitation - Phase 2 (Construction)	\$ 7,500,000	2029
CIP 2021-30	Airport Master Plan Update	\$ 500,000	2030
<i>McNamara Airport Total</i>		<i>\$ 21,020,000</i>	
Short Range Total		\$ 22,820,000	
Long Range Projects			
McNamara Airport			
2016 RTP	Construct Terminal Parking Lot	\$ 6,069,000	TBD
2016 RTP	Complete Final Design of Terminal Replacement	\$ 1,900,000	TBD
2016 RTP	Reimbursable Agreements	\$ 1,000,000	TBD
2016 RTP	Construct New Terminal Apron	\$ 2,673,000	TBD
2016 RTP	Construct New Terminal Building (17,867 sq. ft.)	\$ 16,391,000	TBD
2016 RTP	Design Runway Overlay Project	\$ 250,000	TBD
2016 RTP	Overlay Runways 1237 & 1836	\$ 8,822,000	TBD
2016 RTP	Acquire Property for Extension of Rwy 11/29	\$ 1,400,000	TBD
2016 RTP	Design of Extension of Rwy 11/29 & Road Realignment	\$ 600,000	TBD
2016 RTP	Realignment of Washington Blvd and Riverside Street	\$ 1,000,000	TBD
<i>McNamara Airport Total</i>		<i>\$ 40,105,000</i>	
Ground Access Projects			
2016 RTP	Design and construct RSA grading and filling projects	\$ 1,305,000	TBD
<i>Ground Access Total</i>		<i>\$ 1,305,000</i>	
Long Range Total		\$ 41,410,000	

**Table 4.6
Tribal Projects**

Project Source	Road/ Location	Project Name/Location	Cost	Year
Elk Valley Rancheria				
2016 RTP	Martin Ranch Rd.	Construct Elk Ranch Road on the Martin Ranch	-	TBD
2016 RTP	Dale Rupert Rd.	Construction - Improvements to Dale Rupert Road	-	TBD
2016 RTP	US 101	At Sandmine Road - Construction - Improve left turn channelization for Southbound traffic on US 101	-	TBD
2016 RTP	US 101	At Humboldt Road - Construction - Add declaration lane to US 101 for Northbound traffic turning right onto Humboldt Road	-	TBD
2016 RTP	US 101	At Humboldt Road and Sandmine Road - construction - Add southbound acceleration lane from Humboldt and Sandmine Roads onto US 101	-	TBD
2016 RTP	Matthews St., Norris Ave., and Howland Hill Rd	Facilities - Curbs, gutters, sidewalks and lights	-	TBD
2016 RTP	US 199	Construction - Construct alternate route to Last Chance Grade	-	TBD
Tolowa Dee-ni' Nation (Smith River Rancheria)				
2016 RTP	Lucky 7 Casino Access Rd.	Relocate Lucky 7 Casino Access Road - Roadway Realignment	-	TBD
2016 RTP	North Indian Rd.	Construct Sidewalks	-	TBD
2016 RTP	Oceanview Dr.	Roadway Rehabilitation- overlay	-	TBD
2016 RTP	Oceanview Dr.	Widen shoulder or construct separate pedestrian path along downhill side of road	-	TBD
2016 RTP	South Indian Rd.	Planting strip and unpaved pedestrian path along west side of road	-	TBD
2016 RTP	1st Street	Construct sidewalks from North Beckstead to Sarina Rd	-	TBD
2016 RTP	US 101	North Indian Road to Mouth of Smith River Rd and US 101 South Gateway - South of Westbrook Lane to South of Rowdy Creek - Various gateway treatment and traffic calming measures	\$ 2,750,000	TBD
2016 RTP	US 101	Lake Earl Drive to Oregon Border - Various traffic calming improvements- turn pockets, raised delineators, warning signs, wrap fog lines around curb returns, skip lines	\$ 2,750,000	TBD
2016 RTP	North and South Indian Rd.	N/S Indian Road & Mouth of Smith River Road	-	TBD
Yurok Tribe				
Roadways and Bridges				
2016 LRTP	SR 169	Reconstruction of 20.1 miles of State Route 169 from Wautec to Weitchpec with design speeds as specified by Caltrans.	-	TBD
2016 LRTP	SR 169	Implementation of safety improvements along 20.1 miles of State Route 169 from Wautec to Weitchpec as specified by Caltrans.	-	TBD
2016 LRTP	SR 169	Extension of Route 169 connecting Wautec to HWY 101 requiring the construction of a bridge over the Klamath River near Wautec and a 13- mile connection route to HWY 101 with a design speed of 30-mph as specified by Caltrans.	-	TBD
2016 LRTP	Morek Wan Rd.	Reconstruction, widening, and paving of 0.35 miles of Morek Wan Road and 0.8 miles of McKinnon Hill Road.	-	TBD
2016 LRTP	Lake Prairie Rd.	Reconstruction, widening, and paving of 3.35 miles of Lake Prairie Road.	-	TBD
2016 LRTP	Weitchpec New Village Rd.	Reconstruction, widening, and paving of 0.2 miles of Weitchpec New Village Road.	-	TBD
2016 LRTP	Tulley Creek Rd.	Resurfacing BIA Section of Tulley Creek Road (BIA Route 3) (2.3 miles) with Chip Seal or reconstruction, widening, and paving Tulley Creek Road.	-	TBD
2016 LRTP	Ke'pel Rd.	Drafting of an investigation/feasibility study for potential new crossing location above existing crossing at Ke'pel Road gap over Coon Creek.	-	TBD
2016 LRTP	Wausek Rd.	Improvement of 0.30 miles of Wausek Road (BIA 4240).	-	TBD
2016 LRTP	Blake Rd.	Upgrade of 0.30 miles of Blake Road.	-	TBD
2016 LRTP	Requa Rd.	Raising of the Requa Road Prism between Hunter Creek and Salt Creek and the replacement of both creek crossing structures.	-	TBD
2016 LRTP	Various	Pavement overlays and re-striping of all existing paved roads (State, County, and BIA) that have not been previously listed.	-	TBD
2016 LRTP	NA	Development of a Project Study Report for the creation of a Yurok Road Maintenance Division.	-	TBD
River Transit				
2016 LRTP	NA	Acquire two ferries	-	TBD
2016 LRTP	Blue Creek	Dock at Blue Creek	-	TBD
2016 LRTP	Various	Maintenance of six up-river gravel launch sites	-	TBD
2016 LRTP	Various	Secured parking facilities and a coordinated interconnection with a Yurok bus and transit system	-	TBD
2016 LRTP	Transportation Facilities Building	Transportation Facilities Building (Shared project with Public Transportation)	-	TBD
2016 LRTP	NA	Redwood Canoe Adventure Program	-	TBD
Public Transportation				
2016 LRTP	Various	Implementation of a Public Bus System - Secure parking facilities	-	TBD
2016 LRTP	Transportation Facilities Building	Transportation Facilities Building (Shared project with River Transit)	-	TBD
Bicycle and Pedestrian/Trails				

**Table 4.6
Tribal Projects**

Project Source	Road/ Location	Project Name/Location	Cost	Year
2016 LRTP	HWY 101, HWY 169	The creation of Pedestrian Paths along HWY 101 and 169 in Del Norte including signage, widening of shoulders, and other actions necessary to accommodate pedestrian traffic	-	TBD
2016 LRTP	Various	Overall improvements of bicycle/pedestrian accessibility throughout the Reservation	-	TBD
2016 LRTP	Coyote Creek	Coyote Creek Bike Trail	-	TBD
2016 LRTP	NA	B-Line Bike Trail	-	TBD
2016 LRTP	Klamath Beach Rd.	Klamath Beach Road Bike Trail	-	TBD
2016 LRTP	Klamath	Create a 1 mile exercise trail with fitness stations in Klamath including a route kiosk, route striping/signage, and parcourse-style fitness equipment.	-	TBD
2016 LRTP	Various	Create a fitness trail network in proximity to upriver populated villages. These networks could combine trail segments that also function for transportation.	-	TBD
2016 LRTP	Various	The creation of a culturally appropriate multi-route interconnected Yurok trail system network throughout the Reservation and nearby lands.	-	TBD
2016 LRTP	East Side Trail	East Side Trail	-	TBD
2016 LRTP	Berry Glen Trail	Berry Glen Trail	-	TBD
2016 LRTP	Skunk Cabbage North	Skunk Cabbage North	-	TBD
2016 LRTP	Redwood Creek Trail	Redwood Creek Trail	-	TBD
2016 LRTP	Tribal Office Tsunami Trail	Tribal Office Tsunami Trail	-	TBD
2016 LRTP	Requa Tsunami Trail	Requa Tsunami Trail	-	TBD
2016 LRTP	Klamath Glen Tsunami Trail	Klamath Glen Tsunami Trail	-	TBD
2016 LRTP	NA	Coastal Trail Implementation and Interpretation	-	TBD
2016 LRTP	Wautec to Klamath Glen Trail	Wautec to Klamath Glen Trail	-	TBD
2016 LRTP	Margaret Keating Trails	Margaret Keating Trails	-	TBD
2016 LRTP	River Transit Trails	River Transit Trails	-	TBD
2016 LRTP	Ke'Pel Head Start, Jack Norton, and Weitchpec School Trails	Ke'Pel Head Start, Jack Norton, and Weitchpec School Trails	-	TBD
2016 LRTP	High Country Cultural Trail	High Country Cultural Trail	-	TBD
Safety				
2016 LRTP	Various	Overall safety infrastructure improvements on the Reservation, including implementation of traffic control signs and maintenance of helipad sites.	-	TBD
2016 LRTP	Various	Traffic calming on Highway 169, Weitchpec Village, and Old Village Road including street trees and pedestrian bulbouts, enhanced crosswalks, etc.	-	TBD
2016 LRTP	Various	Street lighting on Klamath Boulevard, Salmon Road, Klamath Circle, and Silverside Circle.	-	TBD
Emergency Access/Evacuation				
2016 LRTP	NA	Drafting a Preliminary Study Report evaluating potential emergency access and evacuation needs of the Reservation	-	TBD
2016 LRTP	Various	Employ adequate signage of public roads, access facilities, and private drives at intersection and appropriate locations throughout the reservation. Culturally appropriate signs designed with both traditional local Yurok place names and current road names in English would be the preferable alternative.	-	TBD
2016 LRTP	NA	Pursue negotiations with Green Diamond Resource Company to acquire future emergency response, disaster relief, and community evacuation access agreements for the entire Yurok Reservation.	-	TBD
2016 LRTP	NA	Identify and pursue negotiations with other landowners to acquire future emergency response, disaster relief, and community evacuation access agreements for the entire Yurok Reservation.	-	TBD
2016 LRTP	NA	Distribute the Emergency Access Route System map to all partnering agencies that are responsible for emergency response within and surrounding the Yurok Reservation.	-	TBD
2016 LRTP	NA	Establish an emergency road maintenance fund to clear and repair roads impacted by winter storms for health, safety, and welfare of the Yurok Tribe.	-	TBD
2016 LRTP	Various	Establish a comprehensive geo-coding system for all residences, facilities, and other important locations throughout the reservation.	-	TBD
Environmental				
2016 LRTP	Various	Improve all drainage structures and culverts on Reservation to ensure fish passage where necessary	-	TBD

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Item 7 Staff Report

DATE: FEBRUARY 23, 2021
TO: TECHNICAL ADVISORY COMMITTEE
FROM: TAMERA LEIGHTON, EXECUTIVE DIRECTOR
SUBJECT: ALLOCATE PPM FUNDING FOR WORK ELEMENT G1: REGIONAL
TRANSPORTATION PLAN UPDATE

PROPOSED ACTION: Recommend DNLTC adopt resolution 2021 3 allocating \$23,500 in Planning, Programming and Monitoring funding for the Regional Transportation Plan update.

DISCUSSION: An Overall Work Program administrative error has resulted in a shortfall of funding for the Work Element G1: 2020 Regional Transportation Plan. All options were reviewed with the accountants, and this solution seems the best to meet the current contracting obligations while also maintaining the current work.

RESOLUTION NO. 2021 3

DEL NORTE LOCAL TRANSPORTATION COMMISSION RESOLUTION ALLOCATING
UP TO \$23,500 OF PLANNING, PROGRAMMING AND MONITORING FUNDS
FOR 2020-21 WORK ELEMENT G1: 2020 REGIONAL TRANSPORTATION PLAN

WHEREAS, the Del Norte Local Transportation Commission in its official capacity as the designated Regional Transportation Planning Agency (RTPA), is allocating Planning, Programming and Monitoring (PPM) funds for eligible purposes; and

WHEREAS, a primary purpose of the Planning, Programming and Monitoring funds is to update the Regional Transportation Plan; and

WHEREAS, the 2020 and 2021 Overall Work Program programmed \$30,814 in Regional Planning Assistance grant funds per year leaving \$23,500 unfunded to meet the obligations of DNLTC's contracting.

NOW, THEREFORE, BE IT RESOLVED THAT the DNLTC hereby allocates to the Overall Work Program Work Element G a sum not to exceed \$23,500 for the 2020 Regional Transportation Plan.

PASSED AND ADOPTED by the Del Norte Local Transportation Commission on the 2nd day of March 2021, by the following polled vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

, Chair
Del Norte Local Transportation Commission

ATTEST:

Tamera Leighton, Executive Director
Del Norte Local Transportation Commission



February 12, 2021

Secretary David Kim
California State Transportation Agency
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

RE: Transportation Aid Funding Available to California from the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (PL 116-260)

Dear Secretary Kim:

On behalf of the California State Association of Counties (CSAC), Safe Routes Partnership California, the League of California Cities (Cal Cities), and California Walks, we are writing to express our support for allocating a portion of the \$912 million available to the State of California pursuant to the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (PL 116-260) to high-priority local projects via California's Local Highway Bridge Program, the Local Highway Safety Improvement Program, and the Active Transportation Program.¹

Specifically, based on the percentages of funding these programs receive from the current federal aid transportation program in California, we urge the Administration to allocate \$74.2 million to California's Local Highway Bridge Program, \$19.3 million to the Local Highway Safety Improvement Program, and \$17.4 million to the Active Transportation Program. Each of these programs aligns with the State's broader goals of encouraging climate-friendly transportation investments, as well as a "fix-it-first" approach to maintaining our existing transportation infrastructure.

- **Local Highway Bridge Program (HBP) - \$74.2 million.** The local HBP funds preventative maintenance, rehabilitation, or replacement of eligible local agency bridges.² The program is significantly over-subscribed with a multi-year program of projects. According to the most recent estimates available to the program advisory committee, there are currently \$217 million in unfunded bridge projects that are ready for construction. Bicycle and pedestrian facilities on bridges can be funded up to AASHTO or Caltrans design standards, provided that the facilities match the existing corridor or an adopted bicycle/pedestrian corridor plan.

¹ <https://www.fhwa.dot.gov/legsregs/directives/notices/n4510851/>

² <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-bridge-program>

- **Local Highway Safety Improvement Program (HSIP) - \$19.3 million.** California's Local HSIP focuses on infrastructure projects that are supported by data and designed to reduce collisions.³ The program is increasingly focused on systematic safety improvements that maximize cost-benefit ratio and are based on comprehensive Local Road Safety Plans. Local representatives on the program advisory committee estimate that local agencies could quickly deliver an additional \$200 million in local Highway Safety Improvement Program projects if additional funding were available.
- **Active Transportation Program (ATP) - \$17.4 million.** The ATP funds both infrastructure and non-infrastructure projects to increase access and safety for bicyclists, pedestrians and other active transportation users.⁴ While many of the projects are built within local street and road right-of-ways, others occur on the state highway system. Demand for the program has far exceeded available funding capacity, with over \$2 billion in applications for approximately \$220 million in available funding in the most recent round of grants. Cities and counties could quickly deliver additional much-needed active transportation projects with supplemental funding from PL 116-260.

As outlined in Governor Newsom's January Budget Proposal, the COVID-19 pandemic has led to significant reductions in fuel tax revenue to *both* the State and local governments.⁵ As you are aware, the State and its local agencies receive approximately equal amounts of funding from SB 1 (Chapter 5, Statutes of 2017), while local governments receive approximately 40% of the revenues from the base fuel taxes and the gas tax replacement for the Proposition 42 sales tax. Accordingly, we urge the State to allocate this much-needed federal aid funding to support both state and local transportation projects.

While the funding allocated to California pursuant to PL 116-260 is highly flexible, funded projects still must comply with most federal requirements, including the National Environmental Policy Act. Many local transportation projects typically funded with state fuel tax revenues would have significantly higher soft costs if they were "federalized." Therefore, the most efficient way to allocate a portion of the federal aid directly to local projects is through existing "federalized" grant programs.

We appreciate recent comments indicating the Administration is open to following the traditional 60% state, 40% local distribution of federal transportation funds in California in its allocation of funding available from PL 116-260. The numbers cited above apply the percentages of funding each listed program receives from the FAST Act in California to the \$912 million in available federal aid funding from PL 116-260. We urge the State to ensure that each of these important programs receives a much-needed share of the federal relief funding.

³ <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program>

⁴ <https://catc.ca.gov/programs/active-transportation-program>

⁵ <http://www.ebudget.ca.gov/2021-22/pdf/BudgetSummary/RevenueEstimates.pdf> (see page 261)

Please do not hesitate to contact us with any questions about this request (for CSAC, Chris Lee at clee@counties.org; for Safe Routes Partnership California, Jonathan Matz at jonathan@saferoutespartnership.org; for Cal Cities, Melanie Perron at mperron@cacities.org; and for California Walks, Caro Jauregui at caro@calwalks.org).

Sincerely,



Christopher Lee
Legislative Representative
California State Association of Counties

/s/

Jonathan Matz
California Senior Policy Manager
Safe Routes Partnership California



Melanie M. Perron
Deputy Executive Director, Advocacy and Public Affairs
League of California Cities



Carolina Jauregui
Co-Executive Director
California Walks

cc: Elissa Konove, Undersecretary, California State Transportation Agency
Giles Giovinazzi, Federal Liaison, California State Transportation Agency
Mark Tollefson, Deputy Cabinet Secretary, Office of Governor Newsom
Ronda Paschal, Deputy Legislative Secretary, Office of Governor Newsom
Mark Monroe, Assistant Program Budget Manager, California Department of Finance
Mitch Weiss, Executive Director, California Transportation Commission
Paul Golaszewski, Deputy Director, California Transportation Commission
Toks Omishakin, Director, California Department of Transportation
Danny Yost, Assistant Deputy Director, California Department of Transportation
James Barba, Consultant, Office of Senate President pro Tempore Atkins
James Hacker, Consultant, Senate Committee on Budget and Fiscal Review
Julius McIntyre, Consultant, Office of Assembly Speaker Rendon
Geneveive Morelos, Consultant, Assembly Committee on Budget
Heather Wood, Consultant, Senate Republican Caucus
Kirstin Kolpitcke, Consultant, Assembly Republican Caucus
Brian Brown, Legislative Analyst's Office