

**TECHNICAL ADVISORY COMMITTEE
AT 2 P.M. TUESDAY, APRIL 28, 2020**

**ZOOM JOIN URL: <https://us02web.zoom.us/j/86951395994>
WEBINAR ID: 869 5139 5994**

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- 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 March 31, 2020**
Proposed action: By consensus, approve minutes.
- 4. 2020-21 Overall Work Program final**
Proposed action: Recommend DNLTC adopt Resolution 2020 8 approving 2020-21 Overall Work Program.
- 5. 2020 Economic and Demographic Profile**
Proposed action: Recommend DNLTC accept the 2020 Economic and Demographic Profile.
- 6. District 1 Active Transportation Plan**
Presentation by Alexis Kelso
- 7. Discussion**
 - 2019-20 OWP product review.
 - Information sharing by TAC members, including project updates: Yurok Tribe, Transit, City, County, Caltrans, Harbor, DNLTC
- 8. Adjourn to the next regularly scheduled meeting on May 26, 2020 by Zoom Meeting unless Shelter in Place is 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 2:00 P.M. ON MARCH 31, 2020**

Present: Rosanna Bower, County
Charlie Helms, Harbor
Heidi Kunstal, County, Vice-Chair
Jon Olson, City
Suresh Ratnam, Caltrans
Joe Rye, RCTA
Nacole Sutterfield, City, Chair

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

Also Present: Susan Brown, Rural Approaches
Lauren Himmelreich, Harbor
Tamera Leighton, DNLTC

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 FEBRUARY 25, 2020

Proposed action: By consensus, approve minutes.

Public Comment: None

Charlie Helms moved to approve the minutes of February 25, 2020, seconded by Jon Olson, and unanimously carried; the Technical Advisory Committee approved the minutes of February 25, 2020.

4. WASHINGTON BOULEVARD CULVERT REPLACEMENT

Proposed action: Recommend DNLTC adopt resolution 2020 6 approving allocation of FFY 2018, 2019, and 2020 Highway Infrastructure Program funding for the County of Del Norte Washington Boulevard and Culvert Replacement project.

No Discussion

Public Comment: None

By consensus the TAC approved the recommendation DNLTC adopt resolution 2020 6 approving allocation of FFY 2018, 2019, and 2020 Highway Infrastructure Program funding for the County of Del Norte Washington Boulevard and Culvert Replacement project.

5. DISCUSSION

- Information sharing by TAC members, including project updates: Tribes, Transit, City, County, Caltrans, Harbor, DNLTC
Joe Rye reported ridership is down by about 400, and the Transit Board approved their priority list.
Jon Olson reported that the Front Street project is due to begin. There has been a minor supply chain interruption but the project is on track. Jon also relayed the city has a portal for critical documents.
Nacole Sutterfield reported that the last two Right of Way agreements have been completed.
Rosanna Bower reported the County has started the curb project by Mary Peacock School.
Suresh Ratnam reported Caltrans is taking into consideration the suggestions for improvements, and preparing the comment letter for the Overall Work Program. Caltrans had a meeting regarding safety at Elk Valley Cross Road and US Highway 101.
Tamera Leighton reported that she is waiting for the comment letter from Caltrans on the Overall Work Program.

6. ADJOURN TO THE NEXT REGULAR MEETING OF APRIL 28, 2020 AT 2:00 P.M.

With no further business to come before the TAC, the Chair adjourned the meeting at 2:30 p.m., to the next regularly scheduled meeting on April 28, 2020 at 2:00 p.m.

Respectfully submitted,

Tamera Leighton, Executive Director
Del Norte Local Transportation Commission

Item 4 Staff Report

DATE: APRIL 28, 2020
TO: TECHNICAL ADVISORY COMMITTEE
FROM: TAMERA LEIGHTON, EXECUTIVE DIRECTOR
SUBJECT: 2020-21 OVERALL WORK PROGRAM FINAL

Proposed action: Recommend DNLTC adopt Resolution 2020 8 approving 2020-21 Overall Work Program.

BACKGROUND: In January through March 2020, the TAC discussed the discretionary work in the Overall Work Program at length. The Commission reviewed the proposed work in detail in March.

Staff sent the OWP to Caltrans in March and received comments in early April. The comment letter, response to comments, and the proposed final document are attached.

RESOLUTION 2020 8

DEL NORTE LOCAL TRANSPORTATION COMMISSION
RESOLUTION ADOPTING THE 2020-21 OVERALL WORK PROGRAM

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

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

WHEREAS, as part of the management of its annual Overall Work Program the Del Norte Local Transportation Commission has identified projects for the 2020-21 year;

NOW, THEREFORE, BE IT RESOLVED that the Del Norte Local Transportation Commission does hereby adopt its 2020-21 Overall Work Program according to the attached summary and funding charts.

PASSED AND ADOPTED by the Del Norte Local Transportation Commission at a regular meeting hereof held on the 5th day of May 2020, by the following polled vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Chris Howard, Chair
Del Norte Local Transportation Commission

ATTEST:

Tamera Leighton, Executive Director
Del Norte Local Transportation Commission



2020/2021 OVERALL WORK PROGRAM
DEL NORTE LOCAL TRANSPORTATION COMMISSION

Adopted by Resolution on May 5, 2020

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A. OVERALL WORK PROGRAM FUNDING

The Del Norte Local Transportation Commission (Commission) has funded the Del Norte County Regional Transportation Planning Agency Fiscal Year 2020/2021 Overall Work Program with funds and services from a variety of sources including: 1) Rural Planning Assistance; 2) Rural Planning Assistance Discretionary Grant; 3) Transportation Development Act; 4) State Transportation Improvement Program; and 5) Service Authority for Freeway Emergencies. Funding charts in this document's appendices detail the sources and amounts of expected revenue and proposed expenditures.

B. ORGANIZATION AND MANAGEMENT

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

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

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

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

Consultation with Native American Tribes and Rancherias

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

Successful coordination between the local Tribes, Rancherias, and Redwood Coast Transit Authority regarding transit service to the Smith River and Klamath areas has led to stable services into these regions. The Commission's partnership with the Yurok Tribe regarding multi-modal improvements is ongoing.

C. AREA PROFILE

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

Land ownership is an important consideration to the area profile, describing the percentage of land owned by the public and private sectors. Total land area is calculated by a summation of county parcels. Only 22.4 percent of parcel land in Del Norte County is privately held and subject to property tax, leaving nearly 78 percent of the county in public ownership. A vast majority of this land (69.3 percent) is federal, including lands in Six Rivers National Forest.

The climate of Del Norte County resembles a temperate rainforest, with mild temperatures along the coast. The average annual rainfall is 75 inches; nearly double the rainfall of Portland, Oregon (37.5 inches) and more than triple the annual rainfall of San Francisco (22.8 inches). Precipitation varies significantly from year to year. During the 2014-15 rain year and statewide drought, Crescent City received 46.3 inches of rainfall. During the 2016-17 rain year, Crescent City received 95.58 inches, which was not even close to the wettest on record. In Crescent City, temperatures range from 40-55 degrees in January and from 53-66 degrees in July.

The major transportation facilities in the region are Jack McNamara Field Airport in Crescent City, U.S. Highways 101 and 199, State Routes 197 and 169, and the Crescent City Harbor. Contour Airlines provides daily commuter air service from Jack McNamara Field Airport to Oakland and the Border Coast Regional Airport Authority completed the new airport terminal in February 2019. The services of Contour Airlines has made it possible for DNLTC to host the California Transportation Commission Town Hall meeting in Crescent City in November 2019.

While for many Californians commuting to work has become a way of life, Del Norte County has experienced opposite trends. In Del Norte, 63.5% commute for 14 minutes or less compared to 21.8% in California. These differences in commute times demonstrate a significant lifestyle difference between rural and urban areas.

Utilization of public transportation increased proportionally by a huge margin between 2012 and 2018 (100% increase), as did those who worked at home (771% increase), but both remain low in absolute numbers. The largest traffic increases between 2008 and 2017 were seen at the US 101 interchange with Route 169 and the US 199 interchange with Route 197 North, while the largest decrease was seen at the U.S. 101/Route 199 interchange.

Del Norte County's population density in 2019 had an average of 27.2 residents per square mile, which was significantly lower than the overall state average of 256 residents per square mile. Between 2008 and 2017, the total harvested acreage

decreased from 4.3 percent of total land area to 3.6 percent. Del Norte County's air quality remained quite good between 2007 and 2016, with no days above the PM 2.5 national average and only two days (one each in 2009 and 2011) above the California PM 10 standard. Annual temperatures appear to have remained relatively stable in Del Norte County since 1990, while annual precipitation levels have exhibited notable year-to-year fluctuations.

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

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

Del Norte Regional Transportation Planning Agency's Overall Work Program is prepared annually to identify and guide transportation planning tasks. These tasks are to be fulfilled in accordance with the policies and goals of the 2016 Del Norte Regional Transportation Plan. The primary goal of the OWP is to promote a coordinated and balanced regional transportation system considering all modes of transportation and sources of funding.

Significant Transportation Issues

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

- Operational and safety improvements to the region's U.S. and State highway systems 199 and 197. Of particular concern is the need to bring Highways 197 and 199 into current design compliance;
- Reliability issues on US Highway 101, with a focus on Last Chance Grade, which has a long history of lane failure due to common heavy rainfall, landslide activity, and beach erosion from the Pacific Ocean. Caltrans District 1 has completed Project Study Report, Engineered Feasibility Study, and an Economic Analysis of a full closure at the urging of the DNLTC and many businesses, agencies and citizens. The environmental phase for a project that may reroute Last Chance Grade is funded;
- Operational and safety issues on US Highway 101 at the gateways to the urban area of Crescent City are significant and must be corrected per the Complete Streets directive signed in 2008;
- The passage of SB 1 alleviates some of the revenue challenges for ongoing local streets and roads maintenance, though over a decade of severe underfunding has left a significant backlog of needed work. DNLTC is committed to proactively addressing the rehabilitation and development of local streets and roads system;
- Health and safety of school children in school zones;

- Development on Tribal lands and encouragement for active Tribal participation in the transportation planning process;
- Continued operation of cost-effective public transportation systems;
- Continued efforts to develop alternative transportation modes to facilitate decreases in vehicle trips and vehicle miles traveled;
- Proactive transportation planning across modes, including measuring system performance to support the FAST Act requirements.

These significant issues are addressed in Del Norte Local Transportation Commission’s 2020/2021 OWP by placing emphasis on specific work elements including:

- Building a crowdsourcing platform that integrates collision information with community input;
- Coordination and consultation with Native American Tribes and Rancherias;
- Coordinating with Caltrans regarding State Highway planning and programming, including Last Chance Grade and the Gateway areas on US Highway 101;
- Monitoring projects on the State highway system that are funded through the State Transportation Improvement Program and High Priority Program with a focus on the Highway 197/199 corridor;
- Planning and programming for the local streets and roads system with a focus on maintaining the pavement management plan, updating pavement condition data;
- Monitoring the current work program, and prepare the 2020/2021 Overall Work Program;
- Administering the legal requirements of the Transportation Development Act;
- Administering the Service Authority for Freeway Emergencies System (SAFE);
- Updating the 2016 Regional Transportation Plan;
- Provide Project Initiation Document for high priority projects;
- Develop regional mapping products to inform the Regional Transportation Plan, OWP Work Products, and meet regional planning needs.

FEDERAL PLANNING FACTORS

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

| Federal Planning Factors | Work Elements | | | | | | |
|--|---------------|---|---|---|---|---|---|
| | A | B | C | D | E | F | G |
| 1. Support the economic vitality of the nonmetropolitan area, especially by enabling global competitiveness, productivity, and efficiency. | X | X | X | X | X | | X |
| 2. Increase the safety of the transportation system for motorized and non-motorized users. | X | X | X | X | X | X | X |
| 3. Increase the security of the transportation system for motorized and non-motorized users. | X | X | X | | X | X | X |
| 4. Increase the accessibility and mobility of people and for freight. | X | X | X | X | X | | X |
| 5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between regional transportation improvements and State and local planned growth and economic development patterns. | X | X | X | X | X | | X |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 6. Enhance the integration and connectivity of the transportation system, across and between modes, people and freight. | X | X | X | X | X | | X |
| 7. Promote efficient system management and operation. | X | X | X | X | X | X | X |
| 8. Emphasize the preservation of the existing transportation system. | X | X | X | X | X | X | X |
| 9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation. | X | X | X | X | X | | X |
| 10. Enhance travel and tourism. | X | X | X | X | X | X | X |

PUBLIC PARTICIPATION, OUTREACH & INTERAGENCY COORDINATION

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

TITLE VI OF THE CIVIL RIGHTS ACT OF 1964

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

WORK ELEMENT A Long Range Planning Coordination

2020-21 Overall Work Program Final

| Expenditures | | Revenue by Fund Source | | | |
|--|---------------------|------------------------|-------------|-------------|-------------|
| Staff Allocations and Funding Requirements | | | | | |
| DNLTC | Amount | RPA | STIP/PPM | RSTP | Other |
| DNLTC Staff Services | \$ 38,000.00 | 38,000.00 | | \$ - | \$ - |
| Consultant | \$ 37,186.00 | \$ 37,186.00 | \$ - | \$ - | \$ - |
| TOTAL | \$ 75,186.00 | \$ 75,186.00 | \$ - | \$ - | \$ - |

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

Objective

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

Discussion

This work element provides the resources for staff and Commission members to participate in the efforts and activities to develop plans and programs that represent the transportation needs of the region as established in the 2016 and 2020 (once adopted) Regional Transportation Plan. This work represents ongoing efforts in addition to the 2020 RTP update in Work Element G.

Previous Accomplishments

- Regular Participation in the US Highway 197/199 Project Delivery Team
- Commented on STIP and SHOPP projects for Caltrans and California Transportation Commission
- Participated in Last Chance Grade Project Initiation Delivery and Economic Impact of Closure studies
- Support the Demographic and Economic Profile for Del Norte County
- 2016 Regional Transportation Plan and Environmental Documents
- Advocated for the US Highway 101 urban area pedestrian improvement project.
- Participated in California Bicycle and Pedestrian Plan
- Partnering with Elk Valley Rancheria to fund the Humboldt Road/Sandmine Roundabout

Product 1: Regional Transportation Plan Development

| Task/Activity | Product | Schedule |
|---|--|--|
| 1 Assess regional priorities and participate in the system planning process on an ongoing basis as initiated by Caltrans. Comment on Caltrans policies, procedures and mandates under development. | Meeting notes, agendas, reports, comment letters | As needed |
| 2 Prepare for and attend Regional Transportation Planning Agency executive director meetings as requested by Caltrans District 1 to comment on issues of significance to the District 1 region and to coordinate with colleagues in District 1. | Meeting notes, agendas, and comment letters | Quarterly or as scheduled by Caltrans D1 |
| 3 Participate on the State SB1 implementation that supports rural transportation and meets the needs of the DNLTC 2016 Regional Transportation Plan and the 2020 Regional Transportation Plan after adoption by whatever method of participation becomes available such as state meetings, webinars and conference | Meeting notes, agendas, and comment letters | As needed and relevant to the Del Norte region |
| 4 Coordinate and consult with Tribal governments as requested, including but not limited to Tribal long range planning. This work supports common goals including the Smith River Rancheria for the US Highway 101 corridor, the Elk Valley Rancheria on US Highway 101 trail crossing, and Yurok Tribe projects. | Meeting notes, agendas, and comment letters | As needed, approximately six times per year. |
| 5 Engage and coordinate the goods movement industry (Lily bulb growers, dairy/cheese, solid waste management, wood products, etc.) in regional transportation planning. Track efforts to improve goods movement on the interregional US Highway 101 and 199 corridors. Support policies, programs and actions that provide goods movement throughout the Northcoast region. | Meeting notes, agendas, and comment letters | As needed, approximately quarterly. |
| 6 Participate in transportation safety and security planning activities to support the RTP, including attending local and regional meetings as requested by the Del Norte Office of Emergency Services. | Meeting notes | As needed |

- | | | | |
|---|---|---|----------------------|
| 8 | Support Border Coast Regional Airport Authority activities that increase transportation options with a focus on access to the airport including multi-modal access. Attend Boarder Coast Regional Airport Authority meetings as topics of | Meeting notes, agendas, and comment letters | As needed |
| 9 | Post transportation articles and documents to the website that inform the public regarding planning activities that support the Regional Transportation Plan. | Up-to-date website | Monthly or as needed |

| Product 1 Estimate | Amount | RPA | STIP/PPM | RSTP |
|----------------------|-----------|-----------|----------|------|
| DNLTC Staff Services | \$ 26,000 | \$ 26,000 | \$ - | \$ - |
| Consultant | \$ - | \$ - | \$ - | \$ - |
| Total | \$ 26,000 | \$ 26,000 | \$ - | \$ - |

Product 2: Last Chance Grade Commission Update

Advocate for long term solutions to the instability of Last Chance Grade on US Highway 101, including reviewing and commenting on Caltrans documents and disseminating community information.

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

| Product 2 Estimate | Amount | RPA | STIP/PPM | RSTP |
|-------------------------|----------|----------|----------|------|
| DNLTC Staff Services | \$ 5,000 | \$ 5,000 | \$- | \$- |
| Consultant and Printing | \$ - | \$ - | \$ - | \$ - |
| Total | \$ 5,000 | \$ 5,000 | \$ - | \$ - |

Product 3: 2021 Economic and Demographic Profile

With the assistance of the Center of Economic Development, CSU Chico, provide the 2021 Economic and Demographic Profile to inform the Regional Transportation Plan and other planning documents. The CED has contracted with Rural Counties Representatives of California (RCRC) for the Profile.

| Task/Activity | Products | Schedule |
|--|-------------------|-----------------|
| 1 Contract management for 2021 Economic and Demographic Profile | Executed contract | July - November |
| 2 Develop the 2021 Databook, including chapter development, document review, final approval and post to website. | 2021 Databook | February - May |

| Product 2 Estimate | Amount | RPA | STIP/PPM | RSTP |
|----------------------|----------|----------|----------|------|
| DNLTC Staff Services | \$ 3,000 | \$ 3,000 | \$ - | \$ - |
| Consultant | \$ - | \$ 5,900 | \$ - | \$ - |
| Total | \$ 3,000 | \$ 8,900 | \$ - | \$ - |

Product 4 Regional Shapefile Mapping

The scope of work begins with County and City maintained mileage mapping, which is a requirement, and it can be expanded into many areas to more accurately and efficiently inform planning processes. The shapefile mapping will inform many regional planning documents, including the Regional Transportation Plan.

| Task/Activity | Products | Schedule |
|--|--------------------|---------------|
| 1 Develop and release RFP for regional mapping services. | RFP | July - August |
| 2 Administer consultant selection process and award contract. | Services Agreement | September |
| 3 Project kick off and schedule review. | Agenda | October |
| 4 Develop regional mapping for County and City Maintained Mileage. | Shapefiles | Nov - May |

| Product 1 Estimate | Amount | RPA | STIP/PPM | RSTP |
|--------------------|-----------|-----------|----------|------|
| Staff | \$ 4,000 | \$ 4,000 | \$ - | \$ - |
| Consultant/County | \$ 31,286 | \$ 31,286 | \$ - | \$ - |
| Total | \$ 35,286 | \$ 35,286 | \$ - | \$ - |

Add Carryover to consultant/county

WORK ELEMENT B

Overall Work Program Development

2020-21 Overall Work Program Final

| Expenditures | | Revenue by Fund Source | | | |
|---|---------------------|------------------------|-----------------|---------------------|--|
| Staff Allocations and Funding Requirements | | | | | |
| DNLTC | Amount | RPA | STIP/PPM | TDA | |
| DNLTC Staff Services | \$ 16,000.00 | \$ 16,000.00 | - | | |
| Consultant | \$ 20,000.00 | \$ 10,000.00 | \$ - | \$ 10,000.00 | |
| TOTAL | \$ 36,000.00 | \$ 26,000.00 | \$ - | \$ 10,000.00 | |

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

Objective

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

Discussion

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

Previous Accomplishments

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

| Product 1: Overall Work Program | | Products | Schedule | | |
|---------------------------------|--|---|------------|-----------------|------------|
| Task/Activity | | | | | |
| 1 | Compile daily and monthly reports as necessary to provide quarterly progress reports and year-end packages for the current year Overall Work Program. | Meeting notes, quarterly progress reports, year-end packages, requests for reimbursement, correspondence and documentation. | Daily | | |
| 2 | With the assistance of an accounting firm, maintain an accounting system that directly reflects all consultant services in a timely manner and meets reporting requirements, including time tracking systems and contract oversight. | Quarterly requests for reimbursement. | Monthly | | |
| 3 | Amend current year Overall Work Program as necessary. | Overall Work Program amendments. | As needed | | |
| 4 | Develop and submit draft Overall Work Program for 2021-22 and present to DNLTC for adoption prior to June 30, 2021. | 2021-22 Overall Work Program development and adoption | Annually | | |
| Product B1 Estimate | | Amount | RPA | STIP/PPM | TDA |
| DNLTC Staff Services | | \$ 16,000 | \$ 16,000 | \$ - | \$ - |
| Consultant | | \$ 20,000 | \$ 10,000 | \$ - | \$ 10,000 |
| Total | | \$ 36,000 | \$ 26,000 | \$ - | \$ 10,000 |

WORK ELEMENT C Public Participation and Information Dissemination

2020-21 Overall Work Program Final

| Expenditures | | Revenue by Fund Source | | | |
|---|-------------------|------------------------|-----------------|---------------------|-------------|
| Allocations and Funding Requirements | | | | | |
| | Amount | RPA | STIP/PPM | TDA | RSTP |
| DNLTC Staff Services | \$ 33,000.00 | \$ 33,000.00 | - | \$ - | \$ - |
| Consultant | \$ 59,500.00 | \$ 57,000.00 | \$ 2,500.00 | \$ - | \$ - |
| Travel Reimbursement (staff/commission) | \$ 10,000.00 | \$ - | \$ - | \$ 10,000.00 | \$ - |
| TOTAL | 102,500.00 | \$ 90,000.00 | 2,500.00 | \$ 10,000.00 | \$ - |

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

Objective

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

Discussion

Del Norte Local Transportation Commission provides an overall coordination role in planning and programming funds for transportation projects and operations. As the regional transportation planning agency (RTPA), it is responsible for actively seeking participation of all relevant agencies and stakeholders in the planning process. This element coordinates regional priorities among diverse stakeholders. Public participation and public meetings are mandatory work for all regional transportation planning agencies in California. DNLTC will initiate and maintain its own web-based feedback and data collection platform for comprehensive community feedback on regional planning efforts, rather than paying for a subscription to Commonplace located in London, England. Commonplace is a solid tool for collecting information but it does not provide the reports needed for specific selected areas in the region. All of the comments collected in Commonplace will be transferred to the new DNLTC platform. There is added expense for the platform development which will be offset in less than 2 years of annual fees for Commonplace.

Previous Accomplishments

- Participated in statewide and regional meetings including Rural Counties Task Force, North State Super Region, California Regional Transportation Planning Agency and California Transportation Commission
- Participated in the Elk Valley Rancheria, Resighini Rancheria, Smith River Rancheria and the Yurok Tribe transportation planning partnerships to advance joint regional priorities.
- Provided agendas and minutes to DNLTC and its Technical Advisory Committee monthly or as needed and posted agendas in compliance with the Brown Act.
- Developed and maintained DNLTC’s website as a tool for providing access to transportation planning documents and information.
- Development of a web-based feedback and data collection platform using Commonplace.

| Product 1: Informed Local Transportation Commission | | | |
|--|---|-------------------------|----------------------|
| Task/Activity | | Products | Schedule |
| 1 | Sponsor or attend various meetings to advance agency policies and programs such as Caltrans District 1 meetings, California Transportation Commission meetings (as necessary) and Redwood Coast Transit Authority | Agendas, minutes, notes | As needed |
| 2 | Monitor and respond to key state and federal legislative and policy changes. Prepare informational updates and action items for presentation to the public and Del Norte Local Transportation Commission and its committees. Note: DNLTC does not fund any lobbying activities. | Agendas, minutes, notes | Monthly or as needed |
| 3 | Hold Technical Advisory Committee and Del Norte Local Transportation Commission meetings for decision making, priority setting and sharing and receiving public information. This work includes consultant assistance for posting agendas and drafting minutes. | Agendas, minutes, notes | Monthly or as needed |

| | | | | | | | |
|---|---|----------------------------|----------------------|------------------|-----------------|-------------|-------------|
| 4 | Receive board direction on transportation policies, strategies, programs and actions to enhance the regional transportation planning process. | Minutes | Monthly or as needed | | | | |
| 5 | Post transportation articles and documents to the website that inform the public regarding regional planning meetings and activities. | Up-to-date website | As needed | | | | |
| | | Product C1 Estimate | Amount | RPA | STIP/PPM | TDA | RSTP |
| | | DNLTC Staff Services | \$ 22,000 | \$ 22,000 | \$ - | \$ - | \$ - |
| | | Consultant | \$ 6,000 | \$ 6,000 | \$ - | \$ - | \$ - |
| | | Total | \$ 28,000 | \$ 28,000 | \$ - | \$ - | \$ - |

Product 2: Partnerships and Planning Agreements

| Task/Activity | Products | Schedule | | | | | |
|---------------|--|---|------------------|-----------------|-----------------|------------------|-------------|
| 1 | The North State Super Region, an alliance of 16 RTPAs, supports and promotes transportation policies and programs in north state counties. DNLTC contributes information and participates in the evaluation of state and federal policies that impact the NSSR area, such as the implementation of FAST Act and interregional transportation projects that | Agendas, minutes, notes and letters Fall and Spring, and as needed | | | | | |
| 2 | In order to provide a direct opportunity for the small counties to remain informed, have a voice, and become involved with changing statewide transportation policies and programs, a task force was formed in 1988 as a joint effort between the California Transportation Commission (CTC) and the rural counties. DNLTC is one of 26 rural county Local Transportation Commissions represented on the Rural Counties Task Force (RCTF). DNLTC representative attends these meetings to discuss and influence changing statewide transportation issues of concern to the rural counties <u>and comments on RCTF projects</u> | Agendas, minutes, notes and letters January, March, May, July, September, November | | | | | |
| 3 | Participate in the development of transportation programming guidelines, including STIP, ATP, Regional Transportation Plan, LCTOP, PTMISEA, CalOES, Cap and Trade Programs, etc. | Record of meetings and reports. As needed | | | | | |
| 4 | Attend California Regional Transportation Planning Agency (RTPA), California Transportation Commission meetings and workshops. | Record of meetings and reports. As needed | | | | | |
| | | Product C2 Estimate | Amount | RPA | STIP/PPM | TDA | RSTP |
| | | DNLTC Staff Services | \$ 6,000 | \$ 6,000 | \$ - | \$ - | \$ - |
| | | Consultant Dues | \$ 2,500 | \$ - | \$ 2,500 | \$ - | \$ - |
| | | Travel Reimbursement | \$ 10,000 | \$ - | \$ - | \$ 10,000 | \$ - |
| | | Total | \$ 18,500 | \$ 6,000 | \$ 2,500 | \$ 10,000 | \$ - |

Product 3: Website & Crowdsourcing Information

| Task/Activity | Products | Schedule |
|---------------|---|---|
| 1 | With Consultant assistance, review website and update throughout the year to provide public information about the progress toward meeting the goals of the 2016 Regional Transportation Plan. | Website that is current and relevant July - June |
| 2 | Project initiation meeting with Technical Advisory Committee to identify key outputs and reports for electronic platform development for use on smartphones, tablets, and computers. | Meeting minutes July - August |

3

Provide a web based feedback and data collection platform to enable public input by computer or smart phone.

Data collection July - June tool and year-end data report.

| Product 3 Estimate | Amount | RPA | STIP/PPM | TDA | RSTP |
|-----------------------|------------------|------------------|-------------|-------------|------------|
| DNLTC Staff Services | \$ 5,000 | \$ 5,000 | \$ - | \$- | \$- |
| Consultant / Software | \$ 51,000 | \$ 51,000 | \$ - | \$- | \$- |
| Total | \$ 56,000 | \$ 56,000 | \$ - | \$ - | \$- |

WORK ELEMENT D Regional Transportation Improvement Program (RTIP) Development

2020-21 Overall Work Program Final

| Expenditures | | Revenue by Fund Source | | | |
|----------------------|---------------------|------------------------|---------------------|-------------|--|
| | Amount | RPA | STIP/PPM | TDA | |
| DNLTC Staff Services | \$ 8,000.00 | \$ - | 8,000.00 | \$ - | |
| Consultant | \$ 59,728.00 | \$ - | \$ 59,728.00 | \$ - | |
| TOTAL | \$ 67,728.00 | \$ - | \$ 67,728.00 | \$ - | |

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

Objective

To identify and develop candidate projects for the region's transportation programming needs for federal, state and local transportation improvement programs consistent with the 2016 Regional Transportation Plan for future allocations and future capacity made available with the help of Senate Bill 1. To support the construction of the 197/199 corridor STIP funded projects in a manner that explains to the community what is happening to the bridge replacement and curve realignment of a 92 year old bridge, and to protect the investment of regional dollars

Discussion

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

Previous Accomplishments

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

Product 1: Develop and Maintain TIP

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

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

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

Product 2: Project Representation

Products include: Documents drafted and delivered to federal court in partnership with regional stakeholders. This project was initiated in June 2014. The schedule will be revised upon Caltrans' document submission to Courts.

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

| Product D2 Estimate | Amount | RPA | STIP/PPM | TDA |
|----------------------|------------------|-------------|------------------|-------------|
| DNLTC Staff Services | \$ - | \$ - | \$ - | \$ - |
| Consultant | \$ 59,728 | | \$ 59,728 | \$ - |
| Total | \$ 59,728 | \$ - | \$ 59,728 | \$ - |

WORK ELEMENT E Transportation Development Act Administration and Fiscal Management

2020-21 Overall Work Program Final

| Expenditures | | Revenue by Fund Source | | | |
|--|---------------------|------------------------|----------|------------------|--|
| Staff Allocations and Funding Requirements | | | | | |
| | Amount | RPA | STIP/PPM | TDA | |
| DNLTC Staff Services | \$ 28,500.00 | \$ - | - | \$ 28,500.00 | |
| Consultant /Auditor | \$ 27,500.00 | \$ - | \$ - | \$ 27,500.00 | |
| TOTAL | \$ 56,000.00 | - | - | 56,000.00 | |

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

Previous Accomplishments

- State Controller Report
- TDA annual fiscal audits and triennial performance audits
- Unmet needs process
- Social Service Transportation Advisory Council support
- Transit grant review and support

Administer TDA funds in compliance with laws and regulations.

Discussion

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

Product 1: Office Operations

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

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

| E1 Estimate | Amount | RPA | STIP/PPM | TDA |
|----------------------|------------------|-------------|-------------|------------------|
| DNLTC Staff Services | \$ 12,000 | \$ - | \$ - | \$ 12,000 |
| Contracting Expense | \$ 500 | \$ - | \$ - | \$ 500 |
| Consultant | \$ 8,000 | \$ - | \$ - | \$ 8,000 |
| Total | \$ 20,500 | \$ - | \$ - | \$ 20,500 |

Product 2: Fiscal Management

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

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

| E2 Estimate | Amount | RPA | STIP/PPM | TDA |
|----------------------|------------------|-------------|-----------------|------------------|
| DNLTC Staff Services | \$ 14,000 | \$ - | \$ - | \$ 14,000 |
| Auditors Office | \$ 5,000 | | | \$ 5,000 |
| Consultant | \$ 14,000 | \$ - | \$ - | \$ 14,000 |
| Total | \$ 33,000 | \$ - | \$ - | \$ 33,000 |

Product 3: Social Services Transportation Advisory Council support

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

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

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

WORK ELEMENT F SAFE: Service Authority for Freeway Emergencies

2020-21 Overall Work Program Final

| Expenditures | | Revenue by Fund Source | | | |
|--|---------------------|------------------------|-------------|-------------|---------------------|
| Staff Allocations and Funding Requirements | | | | | |
| | Amount | RPA | STIP/PPM | TDA | SAFE |
| DNLTC Staff Services | \$ 6,000.00 | \$ - | - | \$ - | \$ 6,000.00 |
| Consultant | \$ 20,000.00 | \$ - | \$ - | \$ - | \$ 20,000.00 |
| TOTAL | \$ 26,000.00 | \$ - | \$ - | \$ - | \$ 26,000.00 |

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

Previous Accomplishments

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

Objective

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

Discussion

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

Product 1: Call Box System Maintenance and Reporting

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

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

| F1 Estimate | Amount | RPA | STIP/PPM | TDA | SAFE |
|-------------------------|------------------|------|----------|------|-----------|
| DNLTC Staff Services | \$ 6,000 | \$ - | \$ - | \$ - | \$ 6,000 |
| Operation & Maintenance | \$ 20,000 | \$ - | \$ - | \$ - | \$ 20,000 |
| Total | \$ 26,000 | | | | |

WORK ELEMENT G 2020 Regional Transportation Plan

2020-21 Overall Work Program Final

| Expenditures | | Revenue by Fund Source | | | |
|---|----------------------|-------------------------------|------------------|-----------------|-------------|
| Staff Allocations and Funding Requirements | | | | | |
| | | Amount | RPA | STIP/PPM | RSTP |
| | DNLTC Staff Services | \$ 8,000 | \$ 8,000 | \$ - | |
| | Consultant | \$ 30,814 | \$ 30,814 | \$ - | \$ - |
| | TOTAL | \$ 38,814 | \$ 38,814 | \$ - | \$ - |

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

Previous Accomplishments

2016 Regional Transportation Plan, 2019 Short Range Transit Plan, safety and security planning, data collection, Active Transportation Plan, Public Participation Plan, Climate Change and Stormwater Management Planning, Coordinated Human Services Transportation Plan, Rural Counties Pavement Needs Assessment, SB743 planning.

Objective

To update the 2016 Regional Transportation Plan (RTP) and the RTP Program Environmental Impact Report, monitor and track progress towards RTP goals, policies, and actions identified in the 2016 RTP, and to accomplish a comprehensive update of the RTP based on the agency's four-year planning cycle (2020) through continuous, annual work that contributes to the goals and that informs the policy of the RTP.

Discussion

The Regional Transportation Plan is the long-range planning document that DNLTC uses to describe the existing system, discuss current trends, and express their intentions and needs for the transportation system within the region. The RTP establishes the region's transportation goals, objectives and policies. It is the reference document for transportation related improvements in the region. The RTP contains a discussion of regional transportation issues, problems and possible solutions accompanied by respective goals, objectives and policies. The Del Norte Regional Transportation Plan will aspire to meet the goals of the California Transportation Plan (CTP) 2050, including a low-carbon multi-modal transportation system.

Product 1 2020 Regional Transportation Plan

This is a multi-year product with the first year focus on the contracting process, including drafting and distributing the request for proposals through to a signed contract for consultant assistance in order to complete the Regional Transportation Plan by December 2020.

| Task/Activity | Products | Schedule |
|---|------------------------------|----------------------|
| 1 Draft and distribute request for proposals, administer the consultant selection process and complete with a signed contract. | Fully executed contract | September - December |
| 2 Review 2016 Regional Transportation Plan and identify areas of needed update, including an evaluation of existing data. | Data | January - March |
| 3 Conduct public outreach per the scope of work agreed upon by DNLTC and the selected consultant and following the Public Participation Plan. | Meeting announcements, notes | January - May |
| 4 Review and update the Public Participation Plan. | Chapter update | March - May |

| | | | |
|----|---|-----------------------------------|------------------|
| 5 | Update the Existing Conditions and Modal Discussion section, including Native American Tribes, roadway transportation system descriptions, transit services, active transportation facilities, aviation, goods movement, Crescent City harbor, operations and management, teletransportation and air quality. | Chapter update | July - September |
| 6 | Update the policy element, including regional transportation needs and issues, local and regional needs and issues, goals, policies and objectives. | Policy Element update | July - October |
| 7 | Update the Action Element including plan assumptions, safety, security, emergency preparedness, system improvements, environmental mitigation and strategies to reduce emissions. | Action Element update | July - October |
| 8 | Update the financial element, including roadway improvement funding, transit improvement funding, aviation, projected revenues and financial strategies. | Financial Element update | July - October |
| 9 | Update Top Priority Project chapter to provide a focused list of financially constrained regional transportation capital improvement projects which are viewed by DNLTC and the community as the highest priority for the region. A top priority list provides DNLTC and staff with direction for moving projects efficiently through funding, environmental, design and construction phases. | Priority Project chapter update | July - October |
| 10 | Adopt 2020 Regional Transportation Plan. | Regional Transportation Plan 2020 | December |

| Product 1 Estimate | Amount | RPA | STIP/PPM | RSTP |
|--------------------|-----------|-----------|----------|------|
| Staff | \$ 8,000 | \$ 8,000 | \$ - | |
| Consultant | \$ 30,814 | \$ 30,814 | \$ - | \$ - |
| Total | \$ 38,814 | \$ 38,814 | \$ - | \$ - |

**This work began in the 2019-20 year. The shaded area is complete by June 30, 2020.*

WORK ELEMENT Z: Caltrans Information Element
2020-21 Overall Work Program Final

Per the FY 2020/21 Overall Work Program Guidelines, this Work Program includes an Information Element. The purpose of the Information Element is to list transportation planning activities that are being done by other agencies in the region.

| AGENCY | PRODUCT | ACTIVITY/FUNDING SOURCE | DUE DATE |
|----------|---|-------------------------|----------|
| Caltrans | District 1 Active Transportation Plan | Caltrans | 2021 |
| Caltrans | Non-Motorized Census Plan | Caltrans | Ongoing |
| Caltrans | California Transportation Plan 2050 | Caltrans | 2021 |
| Caltrans | District Bicycle Touring Guide | Caltrans | 2021 |
| Caltrans | District Climate Change Adaptation Report | Caltrans | 2020 |

**Del Norte Local Transportation Commission
Overall Work Program Revenue Summary**

2020-21 Overall Work Program Final

| Work Element | Description | RPA | TDA | STIP PPM | SAFE/RSTP/ RPA Grant | Work Element Total |
|---------------------------------|--|----------------------|---------------------|---------------------|-------------------------|-----------------------|
| A | Long Range Planning Coordination | | | | | |
| Product 1 | Regional Transportation Plan Development | \$ 26,000.00 | \$ - | \$ - | \$ - | |
| Product 2 | Last Chance Grade Commission Update | \$ 5,000.00 | | \$ - | \$ - | |
| Product 3 | 2021 Economic and Demographic Profile | \$ 8,900.00 | \$ - | | | |
| Product 4 | Regional Shapefile Mapping | \$ 35,286.00 | | | | |
| | Total Work Element A | \$ 75,186.00 | \$ - | \$ - | \$ - | \$ 75,186.00 |
| B | Overall Work Program Development | | | | | |
| Product 1 | Overall Work Program | \$ 26,000.00 | \$ 10,000.00 | \$ - | \$ - | |
| | Total Work Element B | \$ 26,000.00 | \$ 10,000.00 | \$ - | \$ - | \$ 36,000.00 |
| C | Information Dissemination | | | | | |
| Product 1 | Commission | \$ 28,000.00 | \$ - | \$ - | \$ - | |
| Product 2 | Partnerships and Planning Agreements | \$ 6,000.00 | \$ 10,000.00 | \$ 2,500.00 | \$ - | |
| Product 3 | Website & Crowdsourc Information | \$ 56,000.00 | | | | |
| | Total Work Element C | \$ 90,000.00 | \$ 10,000.00 | \$ 2,500.00 | \$ - | \$ 102,500.00 |
| D | Regional Transportation Improvement Program (RTIP) Development | | | | | |
| Product 1 | Develop and Maintain TIP | \$ - | \$ - | \$ 8,000.00 | \$ - | |
| Product 2 | Project Representation | \$ - | \$ - | \$ 59,728.00 | \$ - | |
| | Total Work Element D | \$ - | \$ - | \$ 67,728.00 | \$ - | \$ 67,728.00 |
| E | Transportation Development Act Administration and Fiscal Management | | | | | |
| Product 1 | Office Operations | \$ - | \$ 20,500.00 | \$ - | \$ - | |
| Product 2 | Fiscal Management | \$ - | \$ 33,000.00 | \$ - | \$ - | |
| Product 3 | SSTAC Support | \$ - | \$ 2,500.00 | \$ - | \$ - | |
| | Total Work Element E | \$ - | \$ 56,000.00 | \$ - | \$ - | \$ 56,000.00 |
| F | SAFE: Service Authority for Freeway Emergencies | | | | | |
| Product 1 | Call Box System Maintenance & Reporting | \$ - | \$ - | \$ - | \$ 26,000.00 | |
| | Total Work Element F | \$ - | \$ - | \$ - | \$ 26,000.00 | \$ 26,000.00 |
| G | 2020 Regional Transportation Plan | | | | | |
| Product 1 | 2020 Regional Transportation Plan | \$ 38,814.00 | \$ - | \$ - | \$ - | |
| | Total Work Element G | \$ 38,814.00 | \$ - | \$ - | \$ - | \$ 38,814.00 |
| TOTAL LABOR AND EXPENSES | | \$ 230,000.00 | \$ 76,000.00 | \$ 70,228.00 | \$ 26,000.00 | \$ 402,228.00 |

Del Norte Local Transportation Commission
Overall Work Program Expenditure Detail
2020-21 Overall Work Program Final

| Work Element | Description | Funding Sources | DNLTC | Consultant/ Other |
|----------------|---|-----------------|-----------------|-------------------|
| A | Long Range Planning Coordination | RPA | \$ 38,000 | \$ 37,186 |
| | | PPM | \$ - | \$ - |
| | | TDA | \$ - | \$ - |
| | | Other/RSTP | \$ - | \$ - |
| Total A | \$75,186 | | \$38,000 | \$37,186 |
| B | Overall Work Program Development | RPA | \$ 16,000 | \$ 10,000 |
| | | PPM | \$ - | \$ - |
| | | TDA | \$ - | \$ 10,000 |
| | | Other | \$ - | \$ - |
| Total B | \$36,000 | | \$16,000 | \$20,000 |
| C | Public Participation and Information Dissemination | RPA | \$ 33,000 | \$ 57,000 |
| | | PPM | \$ - | \$ 2,500 |
| | | TDA | \$ - | \$ 10,000 |
| | | Other: | \$ - | \$ - |
| Total C | \$102,500 | | \$33,000 | \$69,500 |
| D | Regional Transportation Improvement Program (RTIP) Development | RPA | \$ - | \$ - |
| | | PPM | \$ 8,000 | \$ 59,728 |
| | | TDA | \$ - | \$ - |
| | | Other | \$ - | \$ - |
| Total D | \$67,728 | | \$8,000 | \$59,728 |
| E | Transportation Development Act Administration and Fiscal Management | RPA | \$ - | \$ - |
| | | PPM | \$ - | \$ - |
| | | TDA | \$ 28,500 | \$ 27,500 |
| | | Other | \$ - | \$ - |
| Total E | \$56,000 | | \$28,500 | \$27,500 |
| F | SAFE: Service Authority for Freeway Emergencies | RPA | \$ - | \$ - |
| | | PPM | \$ - | \$ - |
| | | TDA | \$ - | \$ - |
| | | SAFE | \$ 6,000 | \$ 20,000 |
| Total F | \$26,000 | | \$6,000 | \$20,000 |
| G | 2020 Regional Transportation Plan | RPA | \$ 8,000 | \$ 30,814 |
| | | PPM | \$ - | \$ - |
| | | TDA | \$ - | \$ - |
| | | Other: | \$ - | \$ - |
| Total G | \$38,814 | | \$8,000 | \$30,814 |

Appendix A Work Schedule

2020-21 Overall Work Program Final

Work Element

| | | J | A | S | O | N | D | J | F | M | A | M | J |
|--|--|---|---|---|---|---|---|---|---|---|---|---|---|
|--|--|---|---|---|---|---|---|---|---|---|---|---|---|

A Long Range Planning Coordination

| | | | | | | | | | | | | | |
|-----------|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Product 1 | | | | | | | | | | | | | |
| Product 2 | | | | | | | | | | | | | |
| Product 3 | | | | | | | | | | | | | |
| Product 4 | | | | | | | | | | | | | |

B Overall Work Program Development

| | | | | | | | | | | | | | |
|-----------|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Product 1 | | | | | | | | | | | | | |
|-----------|--|--|--|--|--|--|--|--|--|--|--|--|--|

C Public Participation and Information Dissemination

| | | | | | | | | | | | | | |
|-----------|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Product 1 | | | | | | | | | | | | | |
| Product 2 | | | | | | | | | | | | | |
| Product 3 | | | | | | | | | | | | | |

D Regional Transportation Improvement Program (RTIP) Development

| | | | | | | | | | | | | | |
|-----------|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Product 1 | | | | | | | | | | | | | |
| Product 2 | | | | | | | | | | | | | |

E Transportation Development Act Administration and Fiscal Management

| | | | | | | | | | | | | | |
|-----------|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Product 1 | | | | | | | | | | | | | |
| Product 2 | | | | | | | | | | | | | |
| Product 3 | | | | | | | | | | | | | |

F SAFE: Service Authority for Freeway Emergencies

| | | | | | | | | | | | | | |
|-----------|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Product 1 | | | | | | | | | | | | | |
|-----------|--|--|--|--|--|--|--|--|--|--|--|--|--|

G 2020 Regional Transportation Plan

| | | | | | | | | | | | | | |
|-----------|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Product 1 | | | | | | | | | | | | | |
|-----------|--|--|--|--|--|--|--|--|--|--|--|--|--|

KEY  Anticipated major milestones.  Anticipated project maintenance work.

Memorandum of Understanding

Comprehensive Transportation Planning for RTPAs that receive Rural Planning Assistance Funding

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

Chapter 1: Recitals

1.1 Basis for Organization

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

1.2 Ability to Contract and Receive Grants

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

1.3 Planning Area Boundaries

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

Chapter 2: Planning

2.1 Provision for the Planning and Programming Process

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

2.2 State Requirement for a Transportation Plan

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

2.3 Overall Work Program

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

2.4 Statewide Transportation Planning

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

Chapter 3: Programming

3.1 Regional Transportation Improvement Plan (RTIP)

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

3.2 Federal Statewide Transportation Improvement Program (FSTIP) Development

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

3.3 Caltrans Role in Providing a Five-Year Funding Estimate

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

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

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

Chapter 4: Partnership/Coordination

4.1 State Role and Responsibilities

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

4.2 Public Participation

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

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

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

4.3 Cooperation and Coordination

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

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

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

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

4.4 Consultation with Native American Tribal Governments

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

4.5 Air Quality

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

4.6 Caltrans and RTPA roles in Coordination of System Planning

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

4.7 Public Transportation Provider's Role in OWP

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

4.8 Public Transportation Provider's Role in RTP and TIP

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

Chapter 5: Environmental Protection and Streamlining Coordination

5.1 Environmental Protection and Streamlining

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

Chapter 6: Certification Process

6.1 Certification Process

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

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

Chapter 7: General Provisions

7.1 Review

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

7.2 Amendment

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

7.3 Rescission of Prior Agreements

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

7.4 Monitoring

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

7.5 Termination

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

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

Danvers Lighton 4.12.2012
Executive Director, DNLTTC DATE

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

Appendix C

COMMON ACRONYMS

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

DEPARTMENT OF TRANSPORTATION

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*Making Conservation
a California Way of Life.*

April 7th, 2020

Ms. Tamera Leighton
Executive Director
Del Norte Local Transportation Commission
900 Northcrest Drive, PMB16
Crescent City, CA 95531

Dear Ms. Leighton:

Thank you for the opportunity to review and comment on the Del Norte Local Transportation Commission (DNLTC) Fiscal Year 2020-21 Draft Overall Work Program (OWP). We have reviewed your draft OWP and offer the following comments.

General Comments

We thank the DNLTC for a well-organized document that focuses on the transportation goals and objectives of the county and appropriate work elements to achieve them. We appreciate the level of detail included in the Task/Activity descriptions for RPA funded Work Elements as the connection of the Work Elements to the transportation planning process is clear and easy to follow. The Regional Shapefile Mapping product from Work Element A will serve to better identify issues while informing decision makers and the public. We would also like to congratulate DNLTC for successfully hosting the California Transportation Commissioners visit and public meetings last year.

Specific Comments

- The matrix listing the FAST Act Planning Factors includes Work Elements H, I and L, which are not included in the FY 2020-21 OWP. Please remove these Work Elements from the FAST Act Planning Factors matrix.
- Work Element A-Long Range Planning Coordination: for Product 1, Regional Transportation Plan Development, please ensure that there is no overlap of work in the tasks for Product 1 and the tasks in Work Element G. Some of the tasks in Product 1 of Work Element A may be better suited to be included in Work Element G.
- Work Element C-Public Participation and information Dissemination: for Product 3, Website & Crowdsourc Information, the budget for these tasks has increased from \$ 24,500 for FY 2019-20 to \$56,000 for FY 2020-21 but the description for the two tasks is

Ms. Tamera Leighton
April 7th, 2020
Page 2

the same for both years. Please indicate the additional task work that will take place with the additional \$31,500 in the budget.

- Work Element G-We recommend aspiring to the goals of the California Transportation Plan (CTP) 2050 to plan a low-carbon multi-modal transportation system when updating the 2016 Del Norte Regional Transportation Plan.

Thank you again for giving us the opportunity to comment on the Draft 2020/21 Overall Work Program. If you have any questions regarding the comments outlined in this letter or would like to discuss any of it in more detail, please feel free to contact me at suresh.ratnam@dot.ca.gov or at (707) 441-4542.

Sincerely,



Suresh Ratnam
Transportation Planner
Caltrans District 1 Regional Planning

April 22, 2020

California Department of Transportation
Suresh Ratnam, Transportation Planner
PO Box 3700
Eureka, CA 95501-3700
Office: (707) 441-4542

Subject: Response to Overall Work Program comments

Dear Mr. Ratnam,

Please consider this letter a response to the Caltrans Comments letter dated April 7, 2020.

Comment 1: The matrix listing the FAST Act Planning Factors includes Work Elements H, I and L, which are not included in the FY 2020-21 OWP. Please remove these Work Elements from the FAST Act Planning Factors matrix.

Response: Correction made.

Comment 2: Work Element A-Long Range Planning Coordination: for Product 1, Regional Transportation Plan Development, please ensure that there is no overlap of work in the tasks for Product 1 and the tasks in Work Element G. Some of the tasks in Product 1 of Work Element A may be better suited to be included in Work Element G.

Added text: This work represents ongoing efforts in addition to the 2020 RTP update in Work Element G.

Comment 3: Work Element C-Public Participation and information Dissemination: for Product 3, Website & Crowdsourcing Information, the budget for these tasks has increased from \$ 24,500 for FY 2019-20 to \$56,000 for FY 2020-21 but the description for the two tasks is the same for both years. Please indicate the additional task work that will take place with the additional \$31,500 in the budget.

Added text: DNLTC will initiate and maintain its own web-based feedback and data collection platform for comprehensive community feedback on regional planning efforts, rather than paying for a subscription to Commonplace located in London, England. Commonplace is a solid tool for collecting information but it does not provide the reports needed for specific selected areas in the region. All of the comments collected in Commonplace will be transferred to the new DNLTC platform. There is added expense for the platform development, which will be offset in less than 3 years of annual fees for Commonplace.

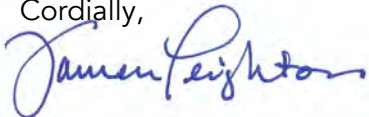
Added activity: Project initiation meeting with Technical Advisory Committee to identify key outputs and reports for electronic platform development for use on smartphones, tablets, and computers.

Work Element G-We recommend aspiring to the goals of the California Transportation Plan (CTP) 2050 to plan a low-carbon multi-modal transportation system when updating the 2016 Del Norte Regional Transportation Plan.

Added text: The Del Norte Regional Transportation Plan will aspire to meet the goals of the California Transportation Plan (CTP) 2050, including a low-carbon multi-modal transportation system.

Thank you for your review of the Overall Work Program.

Cordially,



Tamera Leighton, Executive Director
Del Norte Local Transportation Commission

Item 5 Staff Report

DATE: APRIL 28, 2020
TO: TECHNICAL ADVISORY COMMITTEE
FROM: TAMERA LEIGHTON, EXECUTIVE DIRECTOR
SUBJECT: 2020 Economic and Demographic Profile

PROPOSED ACTION: Recommend DNLTC accept the 2020 Economic and Demographic Profile.

BACKGROUND: The Economic and Demographic Profile is the work product of Work Element A3. This represents a long-standing work partnership with the Center of Economic Development at CSU Chico. The proposed final document is attached.

2020

Del Norte
Local
Transportation  Commission



Del Norte County
Economic & Demographic Profile

Acknowledgments



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

Document Production

Abigail Whittaker, Project Analyst

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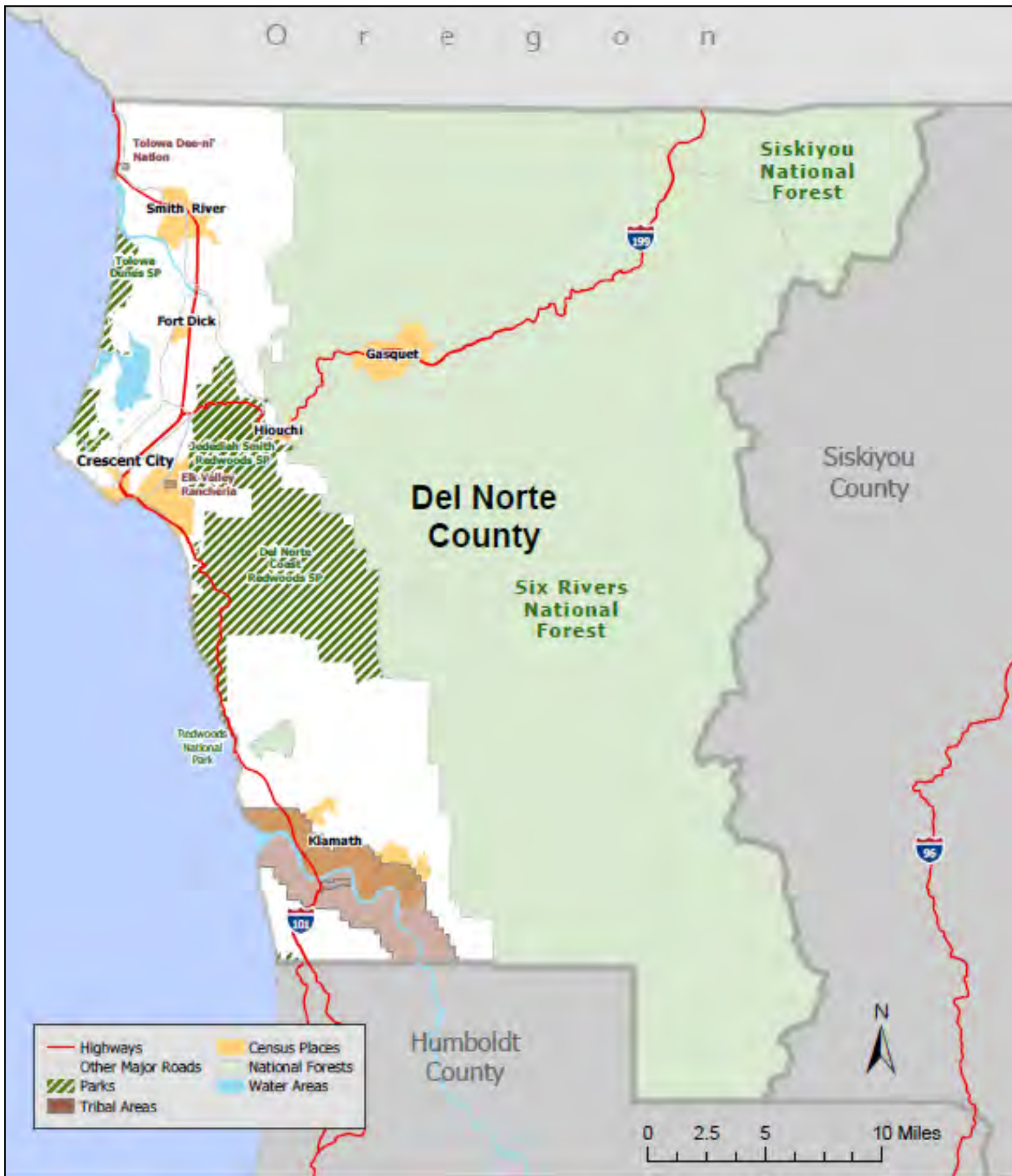
Reilly Lombardi-Hackett, Research Assistant

We would also like to thank the photo contributors. A full list of photo contributors can be found on page 83.



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O r e g o n



- Highways
- Other Major Roads
- Parks
- Tribal Areas
- Census Places
- National Forests
- Water Areas

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DEMOGRAPHIC INDICATORS

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

Del Norte County's non-incarcerated population decreased somewhat between 2014 and 2017 (3.6 percent), but then began to increase slightly in 2018 before once again decreasing in 2019. Despite a natural decrease in population in Del Norte County in 2018, with deaths outpacing births for the first time in the last ten years, Del Norte County experienced a natural increase in population in 2019. This combined with a high level of migration into the county in 2018 has led large increases in county population in the last two years.

The largest share of in-migrants to Del Norte County between 2017 and 2018 were from Humboldt County (37), followed by Sacramento County (32), and Curry County, Oregon (23). Curry County in Oregon was also the top destination for migrants moving away from the Del Norte County (44) between 2017 and 2018, and 40 additional migrants moved to Humboldt County, California.

In 2018, the largest proportion of the Del Norte County population by age were those who were between 25 and 39 years old (22.7 percent), followed by those aged 40 to 54 years old (17.1 percent) and those aged 5 to 17 years old (15.9 percent). The largest proportional increases in population between 2011 and 2018 were seen in those aged 85 years and older (35.8 percent increase), followed by those aged 65 to 74 years old (22 percent increase). In contrast, the largest proportional decreases in population during this same period were seen in those aged 40 to 54 years old (27.1 percent decrease) and those aged 18 to 24 years old (22 percent decrease).

The largest proportion of the Del Norte County population by race and ethnicity in 2018 were those who identified as White alone (62.6 percent), followed by those who identified as Hispanic or Latino (19.5 percent) and those who identified as American Indian alone (6.7 percent). The greatest proportional increase in population between 2012 and 2018 was seen in those who identified as American Indian alone (34.8 percent), while the greatest proportional decrease during this same period was seen in those who identified as Native Hawaiian or Pacific Islander (87.8 percent decrease). Note that the Native Hawaiian and Pacific Islander population represented a very small fraction of Del Norte County's population even in 2012, so this decline represents a net loss of about 120 persons over a five year period.

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Total Population

What is it?

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

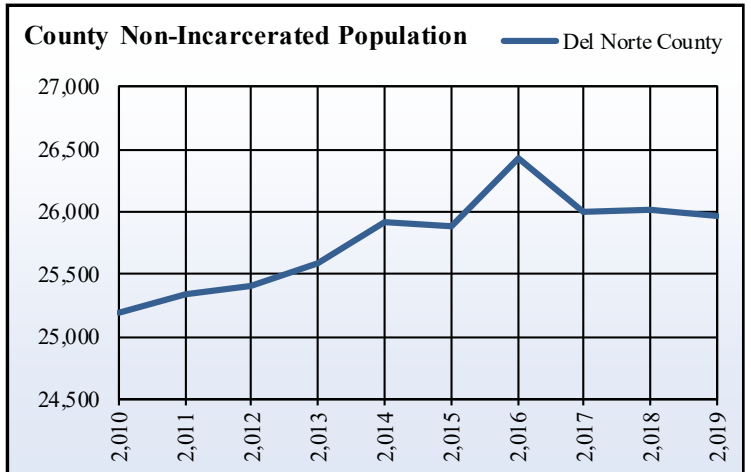
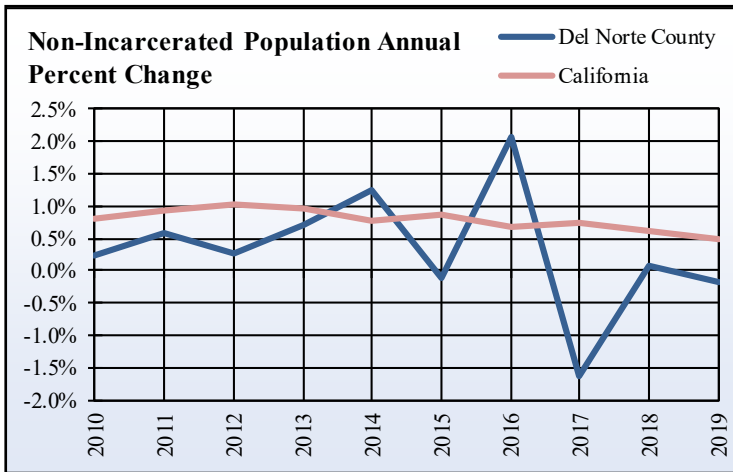
How is it used?

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

Non-Incarcerated Population, Del Norte County

| Year | Del Norte County | 1-year change | CA 1-year change |
|------|------------------|---------------|------------------|
| 2010 | 25,195 | 0.2 % | 0.8 % |
| 2011 | 25,343 | 0.6 % | 0.9 % |
| 2012 | 25,407 | 0.3 % | 1.0 % |
| 2013 | 25,588 | 0.7 % | 1.0 % |
| 2014 | 25,911 | 1.3 % | 0.8 % |
| 2015 | 25,885 | -0.1 % | 0.9 % |
| 2016 | 26,420 | 2.1 % | 0.7 % |
| 2017 | 25,993 | -1.6 % | 0.7 % |
| 2018 | 26,010 | 0.1 % | 0.6 % |
| 2019 | 25,967 | -0.2 % | 0.5 % |

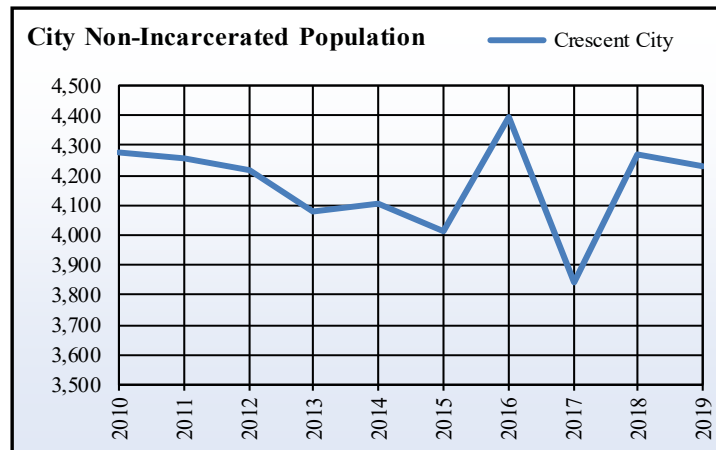
Source: California Department of Finance, Demographic Research Unit



City Non-Incarcerated Population

| City | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 |
|---------------|------|------|------|------|------|------|------|------|------|------|
| Crescent City | 4273 | 4254 | 4214 | 4078 | 4108 | 4015 | 4397 | 3843 | 4266 | 4230 |

Source: California Department of Finance, Demographic Research Unit



Components of Population Change

What is it?

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

How is it used?

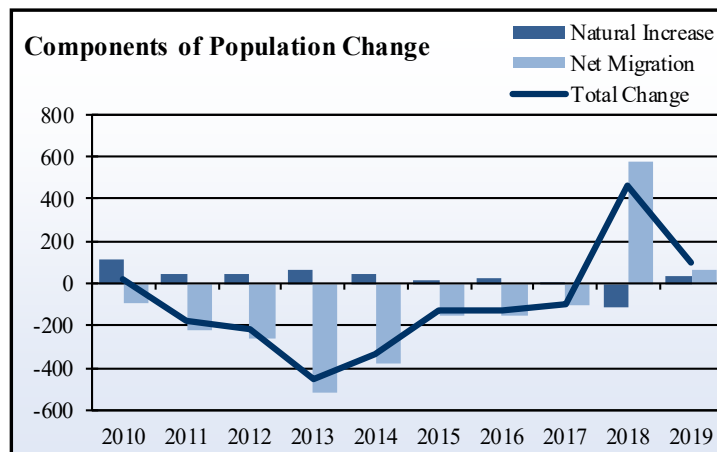
If population growth is primarily due to natural increase, then the county may be a place where many younger families are residing. If natural rate of change is negative (more deaths than births), then the population's age composition may be older. There are many potential motivations for people to move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

Since 2010, Del Norte County has seen a relatively steady decrease in births and an increase in deaths; however this trend began reversing in 2019. In this same ten-year period net migration became negative, and peaked in 2013 with 517 individuals leaving the county after accounting for in-migration and births. After 2013, negative net migration decreased in its intensity. Furthermore, 2018 and 2019 data show a notable increase in migration into the county, which offset the natural decrease in population to a considerable extent.

Components of Population Change, Del Norte County

| Year | Births | Deaths | Natural Increase | Net Migration | Total Change |
|------|--------|--------|------------------|---------------|--------------|
| 2010 | 367 | 258 | 109 | - 91 | 18 |
| 2011 | 335 | 289 | 46 | - 221 | - 175 |
| 2012 | 324 | 280 | 44 | - 260 | - 216 |
| 2013 | 333 | 270 | 63 | - 517 | - 454 |
| 2014 | 309 | 268 | 41 | - 375 | - 334 |
| 2015 | 302 | 284 | 18 | - 148 | - 130 |
| 2016 | 311 | 286 | 25 | - 149 | - 124 |
| 2017 | 311 | 310 | 1 | - 99 | - 98 |
| 2018 | 243 | 357 | - 114 | 578 | 464 |
| 2019 | 294 | 256 | 38 | 63 | 101 |

Source: California Department of Public Health and California Department of Finance, Demographic Research Unit



Migration Patterns

What is it?

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

How is it used?

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

Top 4 In-Migration Counties 2017-18, Del Norte County

| County | Number of In-Migrants |
|-------------------|-----------------------|
| Butte County | 21 |
| Curry County | 23 |
| Sacramento County | 32 |
| Humboldt County | 37 |

Source: Internal Revenue Service

Top 4 Out-Migration Counties 2017-18, Del Norte County

| County | Number of Out-Migrants |
|-------------------|------------------------|
| Sacramento County | 23 |
| Jackson County | 30 |
| Humboldt County | 40 |
| Curry County | 44 |

Source: Internal Revenue Service

Age Distribution

What is it?

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

How is it used?

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

Population by Age, Del Norte County

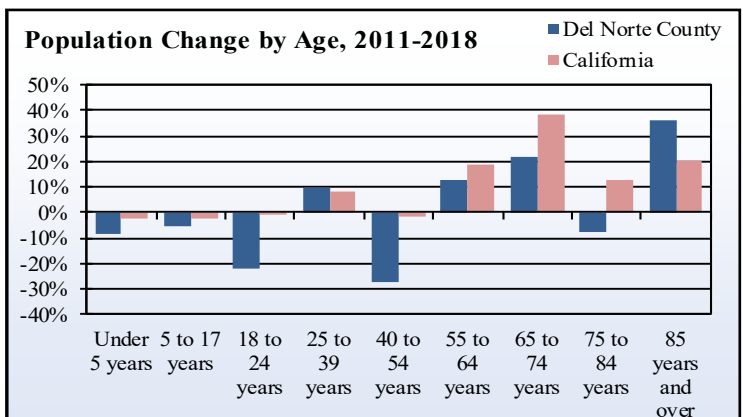
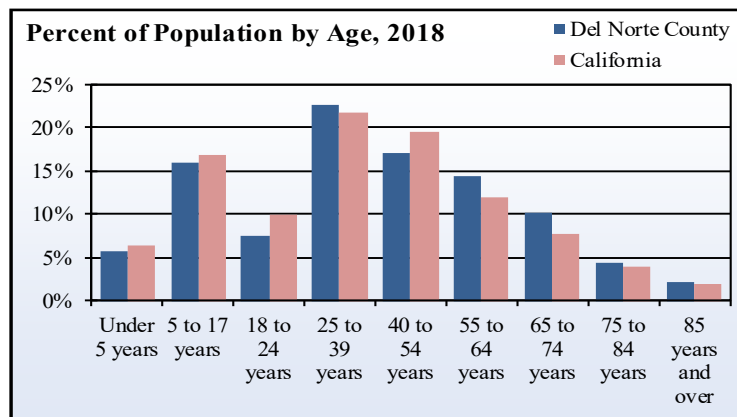
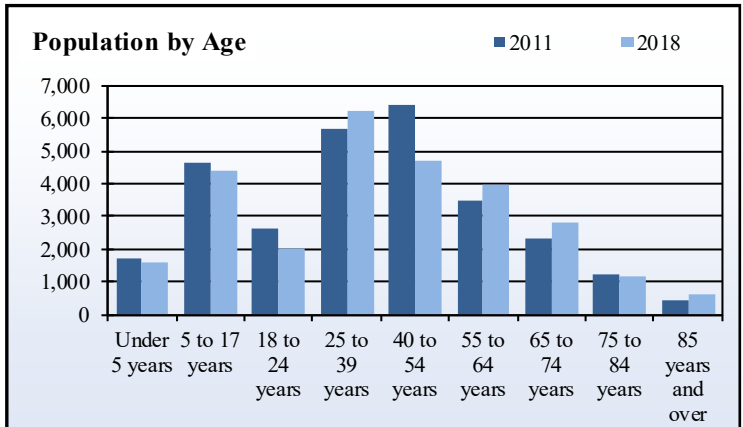
| Age Range | 2011 | 2018 |
|-------------------|-------|-------|
| Under 5 years | 1,727 | 1,584 |
| 5 to 17 years | 4,616 | 4,370 |
| 18 to 24 years | 2,605 | 2,033 |
| 25 to 39 years | 5,669 | 6,214 |
| 40 to 54 years | 6,427 | 4,685 |
| 55 to 64 years | 3,507 | 3,953 |
| 65 to 74 years | 2,302 | 2,808 |
| 75 to 84 years | 1,258 | 1,166 |
| 85 years and over | 450 | 611 |

Source: U.S. Census Bureau, ACS 5-Year Estimates

Population by Age Compared to California

| Age Range | Percent of Total 2018 | | 2011 to 2018 8-Year Change | |
|-------------------|-----------------------|------------|----------------------------|------------|
| | County | California | County | California |
| Under 5 years | 5.8 % | 6.3 % | -8.3% | - 2.5 % |
| 5 to 17 Years | 15.9% | 16.8 % | -5.3% | -2% |
| 18 to 24 Years | 7.4 % | 9.9 % | -22.0% | - 0.3 % |
| 25 to 39 Years | 22.7% | 21.8 % | 9.6% | 8.4 % |
| 40 to 54 Years | 17.1 % | 19.7 % | -27.1% | - 1.7 % |
| 55 to 64 Years | 14.4% | 11.9 % | 12.7% | 19.1 % |
| 65 to 74 Years | 10.2 % | 7.8 % | 22.0% | 38.3 % |
| 75 to 84 Years | 4.3% | 4.0 % | -7.3% | 13.1 % |
| 85 years and over | 2.2 % | 1.8 % | 35.8% | 20.6 % |

Source: U.S. Census Bureau, ACS 5-Yr Estimates



Population by Race and Ethnicity

What is it?

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

How is it used?

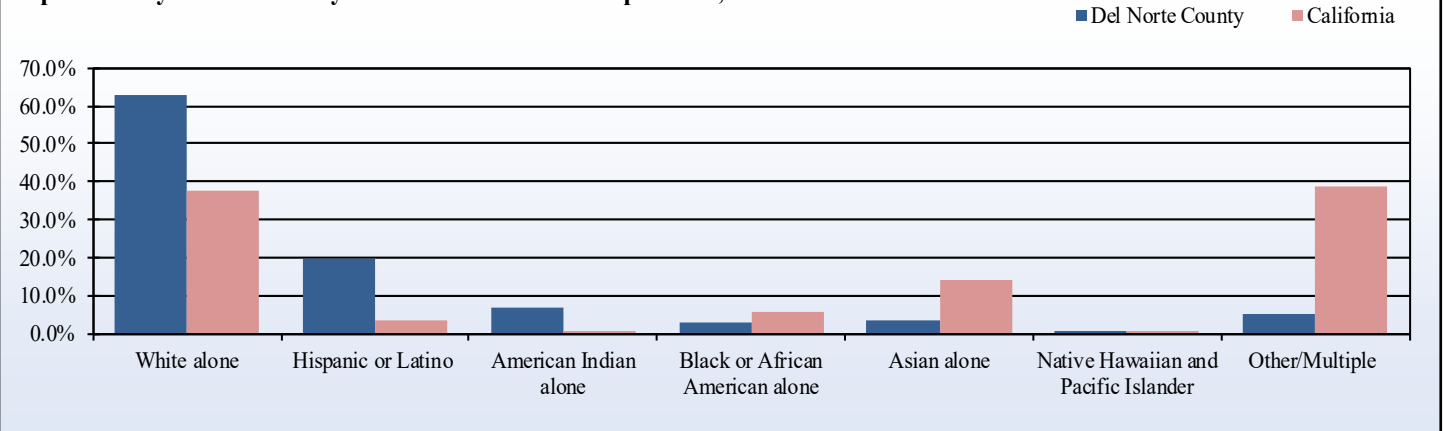
Data on population within racial and ethnic categories are often used by advertisers to target their marketing efforts towards particular groups and to estimate how profitable these efforts might be. Grant writers frequently use population data on racial and ethnic groups to secure funding for programs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

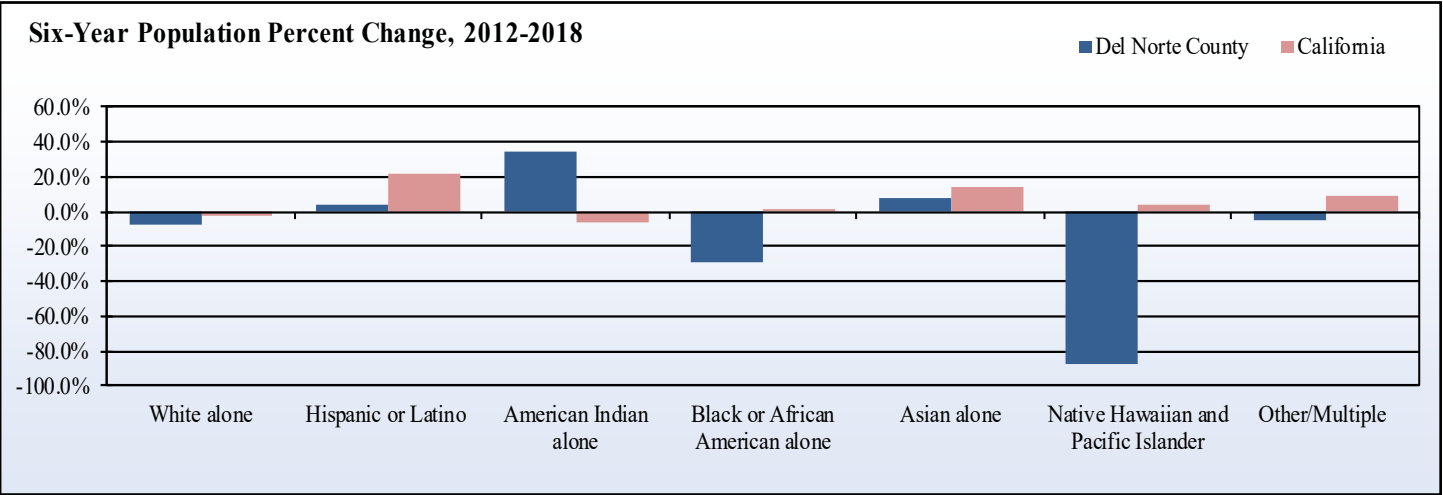
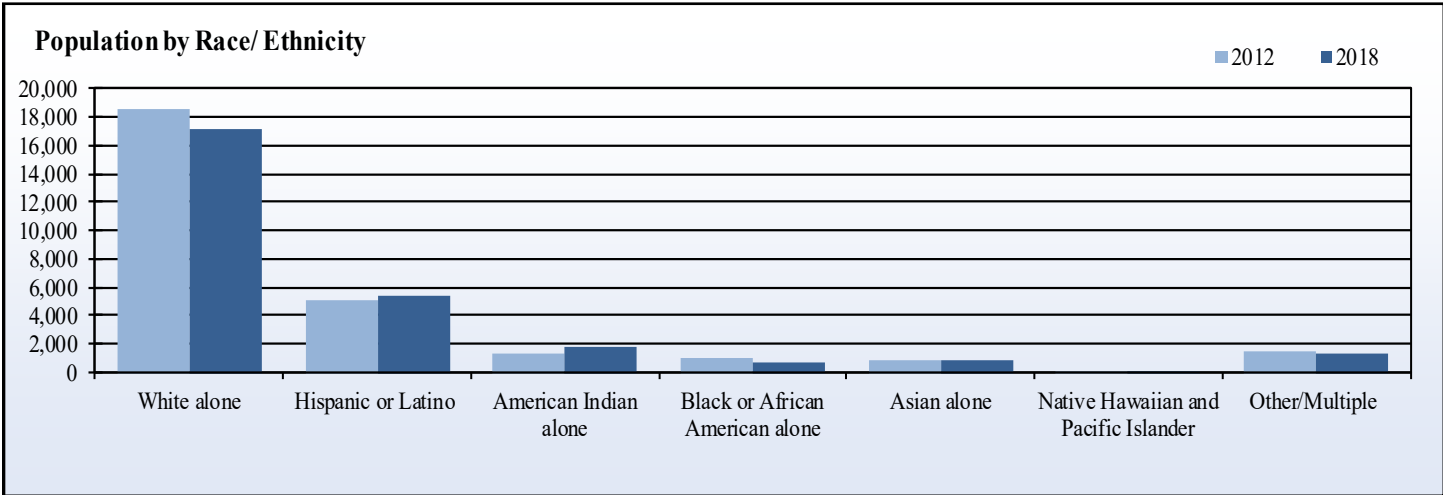
Del Norte County Population by Race/Ethnicity

| Race/Ethnicity | 2012 | 2018 | Percent of Total in 2018 | | 2012-2018 6-year Change | |
|--------------------------------------|--------|--------|--------------------------|------------|-------------------------|------------|
| | | | County | California | County | California |
| White alone | 18,514 | 17,172 | 62.6 % | 37.5 % | - 7.2 % | - 1.9 % |
| Hispanic or Latino | 5,119 | 5,340 | 19.5 % | 3.2 % | 4.3 % | 22.3 % |
| American Indian alone | 1,366 | 1,841 | 6.7 % | 0.4 % | 34.8 % | - 6.4 % |
| Black or African American alone | 1,069 | 758 | 2.8 % | 5.5 % | - 29.1 % | 0.6 % |
| Asian alone | 866 | 937 | 3.4 % | 14.1 % | 8.2 % | 13.8 % |
| Native Hawaiian and Pacific Islander | 139 | 17 | 0.1 % | 0.4 % | - 87.8 % | 3.3 % |
| Other/Multiple | 1,423 | 1,359 | 5.0 % | 38.9 % | - 4.5 % | 8.5 % |

Source: U.S. Census Bureau, ACS 5-Year Estimates

Population by Race/Ethnicity as a Percent of Total Population, 2018







ENVIRONMENTAL INDICATORS

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

Del Norte County's population density in 2019 had an average of 27.2 residents per square mile, which was significantly lower than the overall state average of 256 residents per square mile. Between 2008 and 2017, the total harvested acreage decreased from 4.3 percent of total land area to 3.6 percent. Del Norte County's air quality remained quite good between 2007 and 2016, with no days above the PM 2.5 national average and only two days (one each in 2009 and 2011) above the California PM 10 standard. Annual temperatures appears to have remained relatively stable in Del Norte County since 1990, while annual precipitation levels have exhibited notable year-to-year fluctuations.

The number of people commuting to work in Del Norte County decreased by 6.6 percent overall between 2012 and 2018, with the largest proportion of workers taking between 5 and 14 minutes to commute to work (52.1 percent). The largest proportional decrease in commute times occurred among those requiring between 60 and 89 minutes (78 percent decrease), while the largest proportional increase was seen in those requiring 90 minutes or more (85.6 percent increase). The largest proportion of Del Norte County workers drove alone to work in 2018 (73.8 percent), followed by those who carpooled (14.5 percent). Utilization of public transportation increased proportionally by a very large margin between 2012 and 2018 (100 percent), as did those who worked at home (771.4 percent), but both remain low in absolute numbers. The largest traffic increases between 2008 and 2017 were seen at the US 101 interchange with Route 169 and the US 199 interchange with Route 197 North, while the largest decrease was seen at the U.S. 101/Route 199 interchange.

Between 2008 and 2017, non-residential electricity consumption has remained somewhat lower than the statewide average while residential electricity consumption has remained significantly higher than the statewide average. Because there are no natural gas lines in Del Norte County, electricity use is often the only viable means for heating and cooking.

In This Section:

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Land Area and Population Density

What is it?

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

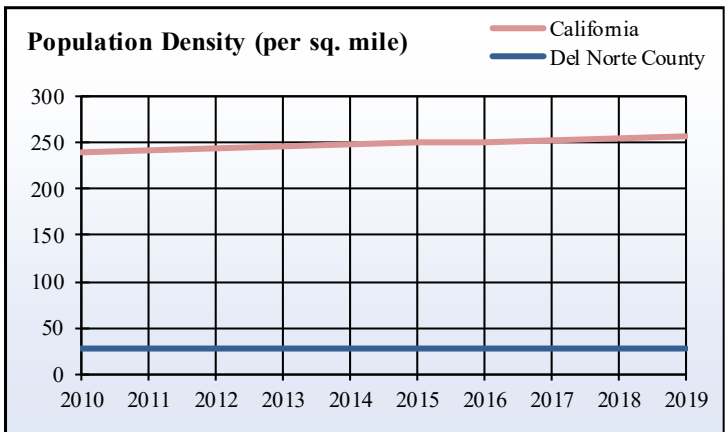
How is it used?

Population density data can be useful for municipal and regional planners who are developing infrastructural projects and wish to benefit from economies of scale. For example, areas with high population density would likely exhibit more frequent utilization of public transportation resources than areas with lower density, and are also frequently more energy efficient. Population density data can be useful for businesses seeking to open a new location, as greater density generally implies greater demand for labor. Changes in population density can also help in the interpretation of migration patterns as people move into and out of particular cities and neighborhoods. As can be seen in the map below, the bulk of Del Norte County's population is clustered along the Highway 101 corridor between Crescent City and Smith River. *Note: the table and graph to the right include incarcerated populations, though the map below does not.*

Land Area and Population Density

| Year | Land area (sq. miles) | Total population | Population density (per sq. mile) | |
|------|-----------------------|------------------|-----------------------------------|-------|
| | | | County | State |
| 2010 | 1,008 | 28,581 | 28.4 | 238.7 |
| 2011 | 1,008 | 28,419 | 28.2 | 241.1 |
| 2012 | 1,008 | 28,305 | 28.1 | 243.5 |
| 2013 | 1,008 | 27,869 | 27.7 | 245.7 |
| 2014 | 1,008 | 27,405 | 27.2 | 247.6 |
| 2015 | 1,008 | 27,021 | 26.8 | 249.8 |
| 2016 | 1,008 | 27,033 | 26.8 | 251.4 |
| 2017 | 1,008 | 27,102 | 26.9 | 253.3 |
| 2018 | 1,008 | 27,192 | 27.0 | 254.8 |
| 2019 | 1,008 | 27,401 | 27.2 | 256.0 |

Source: California Department of Finance



Land Ownership

What is it?

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

How is it used?

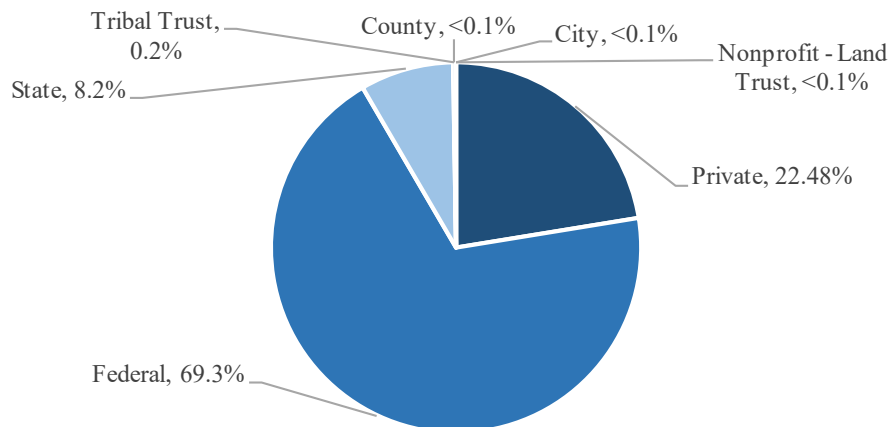
The data are used to show the extent to which nonlocal governmental organizations are in control of local land use. It also shows how much land area is not subject to property tax. This is important whenever state or federal governments threaten to eliminate or modify funding agreements that disburse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

Land Ownership, Del Norte County, 2018

| Tax Status | | Area (Sq. Miles) | Percent of Total Area |
|------------|------------------------|------------------|-----------------------|
| Non-Exempt | Private | 226.6 | 22.5% |
| Exempt | Federal | 698.4 | 69.3% |
| | State | 82.4 | 8.2% |
| | County | 0.5 | 0.0% |
| | Tribal Trust | 2 | 0.2% |
| | City | 0.07 | 0.0% |
| | Nonprofit - Land Trust | 0.02 | 0.0% |
| Total | | 1010.0 | 100% |

Source: Del Norte County Assessor's Office and Office of Information Technology, and Bureau of Indian Affairs, 2018

Land Ownership, Del Norte County, 2018



Harvested Acreage

What is it?

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

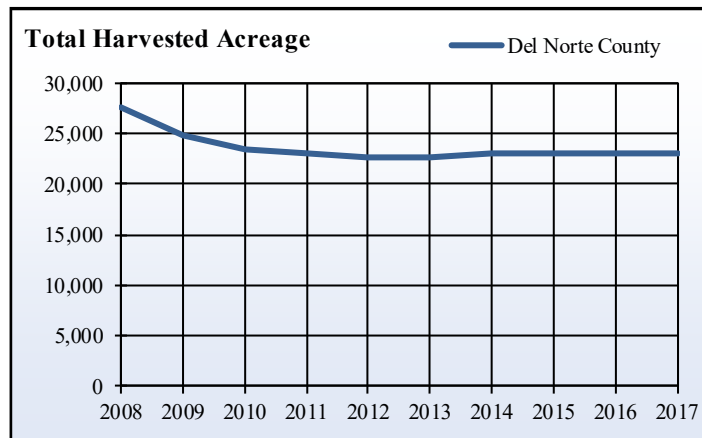
How is it used?

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

Total Harvested Acreage, Del Norte County

| Year | Total Acres Harvested | Percent of Total Land Area |
|------|-----------------------|----------------------------|
| 2008 | 27,722 | 4.3 % |
| 2009 | 24,848 | 3.9 % |
| 2010 | 23,444 | 3.6 % |
| 2011 | 23,062 | 3.6 % |
| 2012 | 22,700 | 3.5 % |
| 2013 | 22,700 | 3.5 % |
| 2014 | 23,157 | 3.6 % |
| 2015 | 23,157 | 3.6 % |
| 2016 | 23,150 | 3.6 % |
| 2017 | 23,150 | 3.6 % |

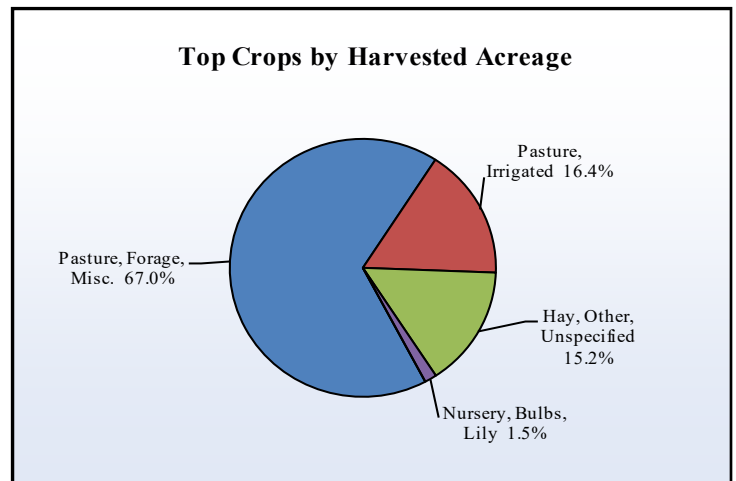
Source: California Agricultural Statistics Service, California Department of Finance



Top Crops Harvested Acreage, Del Norte County

| Crop | 2017 | Percent of Total |
|-------------------------|--------|------------------|
| Pasture, Forage, Misc. | 15,500 | 67.0 % |
| Pasture, Irrigated | 3,800 | 16.41 % |
| Hay, Other, Unspecified | 3,510 | 15.16 % |
| Nursery, Bulbs, Lily | 340 | 1.47 % |

Source: California Agricultural Statistics Service, California Department of Finance



Air Quality

Air Quality, Del Norte County

| Year | Days Above State 8 hour Ozone Average | Days Above National PM2.5 Average |
|------|--|--------------------------------------|
| 2007 | 0 | 0 |
| 2008 | 0 | 0 |
| 2009 | 1 | 0 |
| 2010 | 0 | 0 |
| 2011 | 1 | 0 |
| 2012 | 0 | 0 |
| 2013 | 0 | 0 |
| 2014 | 0 | 0 |
| 2015 | 0 | 0 |
| 2016 | 0 | 0 |
| 2017 | 0 | 0 |
| 2018 | 0 | 0 |

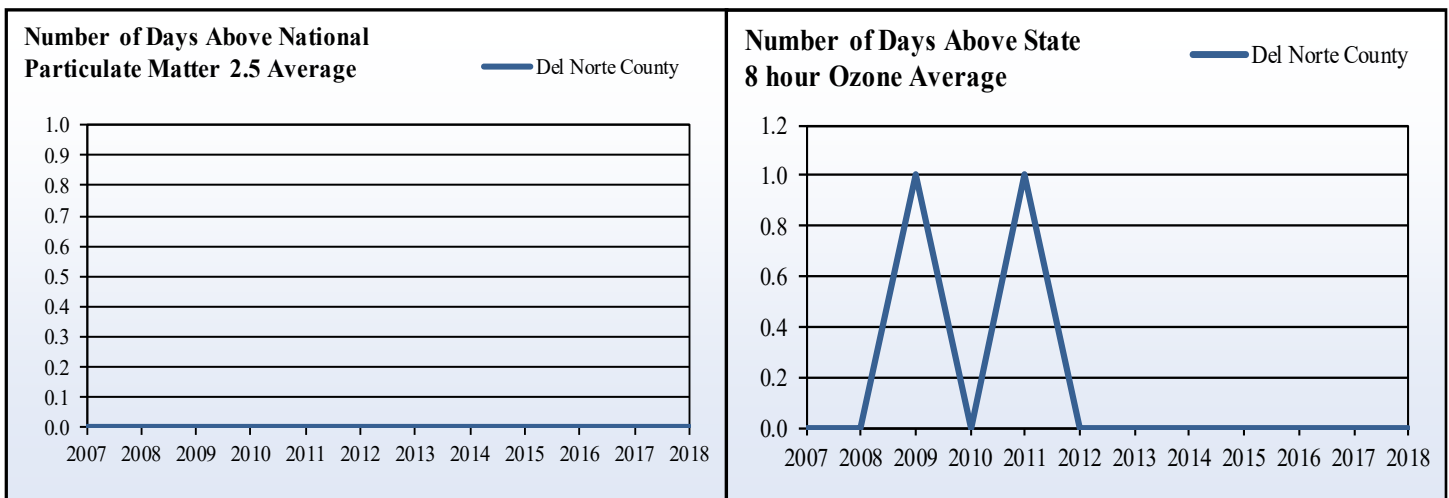
Source: California Air Resource Board

What is it?

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

How is it used?

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



Climate Data

What is it?

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

How is it used?

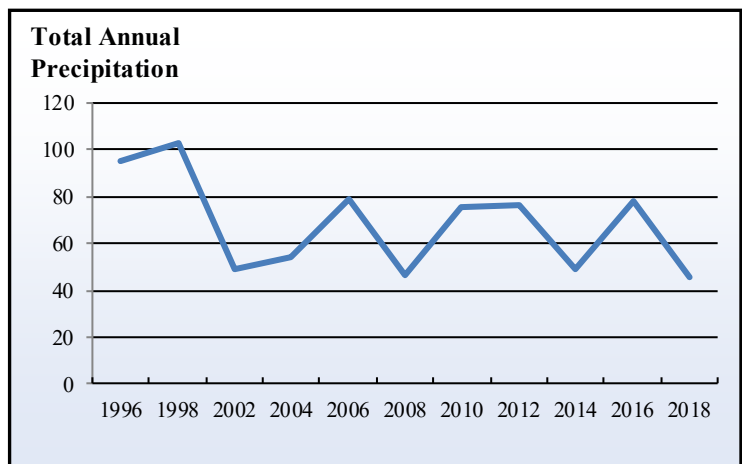
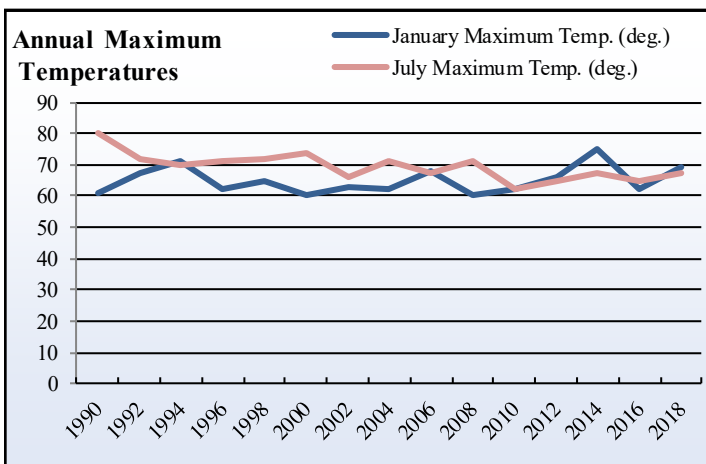
Historical climate data provide an accurate picture of a region's temperatures and precipitation during different seasonal periods of the year. Climate data can also give prospective residents and business owners a general idea of the weather patterns they can expect in a particular region throughout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

Climate Readings, Del Norte County

| | 1990 | 1992 | 1994 | 1996 | 1998 | 2000 | 2002 | 2004 | 2006 | 2008 | 2010 | 2012 | 2014 | 2016 | 2018 |
|-------------------------------------|------|------|------|------|-------|------|------|------|------|------|------|------|------|------|------|
| July Maximum temp. (deg.) | 80 | 72 | 70 | 71 | 72 | 74 | 66 | 71 | 67 | 71 | 62 | 65 | 67 | 65 | 67 |
| January Maximum temp. (deg.) | 61 | 67 | 71 | 62 | 65 | 60 | 63 | 62 | 68 | 60 | 62 | 66 | 75 | 62 | 69 |
| July Minimum temp. (deg.) | 48 | 49 | 47 | 42 | 36 | 43 | 42 | 47 | 46 | 44 | 44 | 44 | 48 | 47 | 49 |
| January Minimum temp. (deg.) | 33 | 35 | 34 | 34 | 37 | 31 | 30 | 35 | 36 | 34 | 39 | 30 | 32 | 35 | 40 |
| July Precipitation (in.) | 1.1 | 0.5 | (M) | 0.3 | 0.1 | 0.3 | 0.1 | 0.1 | 0 | 0.1 | 0 | 0.3 | 0.2 | 1 | (M) |
| January Precipitation (in.) | 11.8 | (M) | 11 | 12.9 | 22.3 | 17.3 | 10 | 8.7 | 17 | 9.6 | 10.4 | 12.2 | 2.2 | 14.4 | 10.6 |
| Average Monthly Precipitation (in.) | 4.9 | 5 | 4.8 | 7.9 | 8.5 | 5.6 | 4.1 | 4.5 | 6.5 | 3.9 | 6.3 | 6.4 | 4.1 | 7.1 | 4.5 |
| Total Annual Precipitation (in.) | (M) | (M) | (M) | 94.6 | 102.5 | (M) | 48.8 | 54.2 | 78.4 | 46.6 | 75.4 | 76.6 | 49 | 77.9 | 45.3 |

Source: NOAA Online Weather Data

Note: (M) indicates years or months where measurements are unavailable.



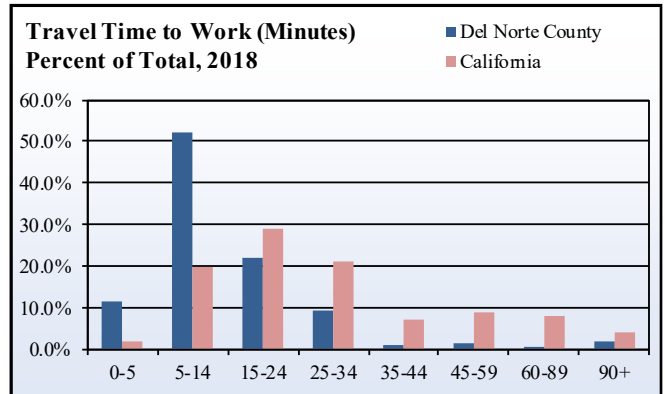
Travel Time To Work

What is it?

Travel time to work is the amount of time, in minutes, that a worker estimates it takes them to get to work on a normal workday. Travel time can be influenced by distance to work, traffic volume, and the means of transportation utilized (evaluated in the following indicator). Data are taken from the 2011-2018 American Community Survey and are reported as five-year estimates.

How is it used?

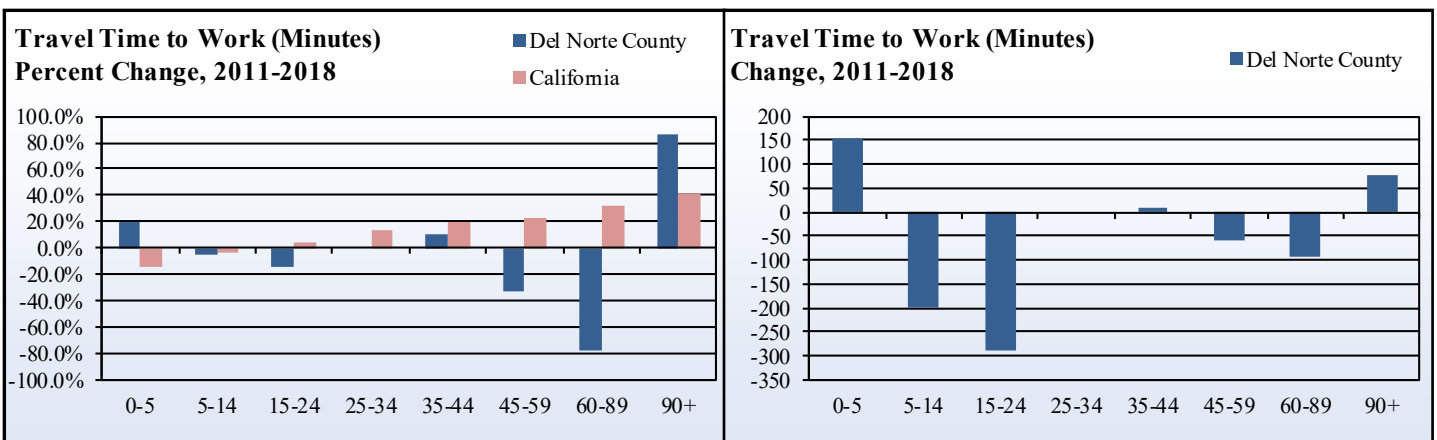
In urban, densely populated regions, increasing commute times often capture the push-pull dynamic between wages and housing costs as well-paying jobs become increasingly concentrated in cities that have higher costs of living. Long commute times could also indicate the need for improvements to transportation infrastructure or expansion of efficient public transit. However, in regions where much of the land area is undeveloped (i.e. forest, agriculture, water bodies, designated wilderness), communities are often more geographically isolated, and the wage advantage of reaching a city with workforce demands may not justify the high costs of commuting. Rural areas tend to retain residents who no longer need to work or whose livelihood needs are met within the local community.



Travel Time to Work, Del Norte County

| Travel Time to Work | 2011 | 2018 | Percent of Total in 2018 | | Change from 2011 to 2018 | |
|---------------------------|-------|-------|--------------------------|------------|--------------------------|------------|
| | | | County | California | County | California |
| Less than 5 minutes | 767 | 921 | 11.4 % | 1.8 % | 20.1 % | - 15.0 % |
| 5 to 14 minutes | 4,387 | 4,189 | 52.1 % | 20.0 % | - 4.5 % | - 3.5 % |
| 15 to 24 minutes | 2,072 | 1,784 | 22.2 % | 28.9 % | - 13.9 % | 4.6 % |
| 25 to 34 minutes | 745 | 745 | 9.3 % | 21.0 % | 0.0 % | 12.9 % |
| 35 to 44 minutes | 83 | 92 | 1.1 % | 7.1 % | 10.8 % | 19.5 % |
| 45 to 59 minutes | 183 | 123 | 1.5 % | 8.9 % | - 32.8 % | 23.4 % |
| 60 to 89 minutes | 118 | 26 | 0.3 % | 8.3 % | - 78.0 % | 31.4 % |
| 90 or more minutes | 90 | 167 | 2.1 % | 4.0 % | 85.6 % | 41.1 % |
| Total not working at home | 8,445 | 8,047 | 100.0 % | 100.0 % | - 4.7 % | 9.4 % |

Source: U.S. Census Bureau, Census 2010 and 2017 American Community Survey, 5-year Estimates



Means of Transportation to Work

What is it?

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

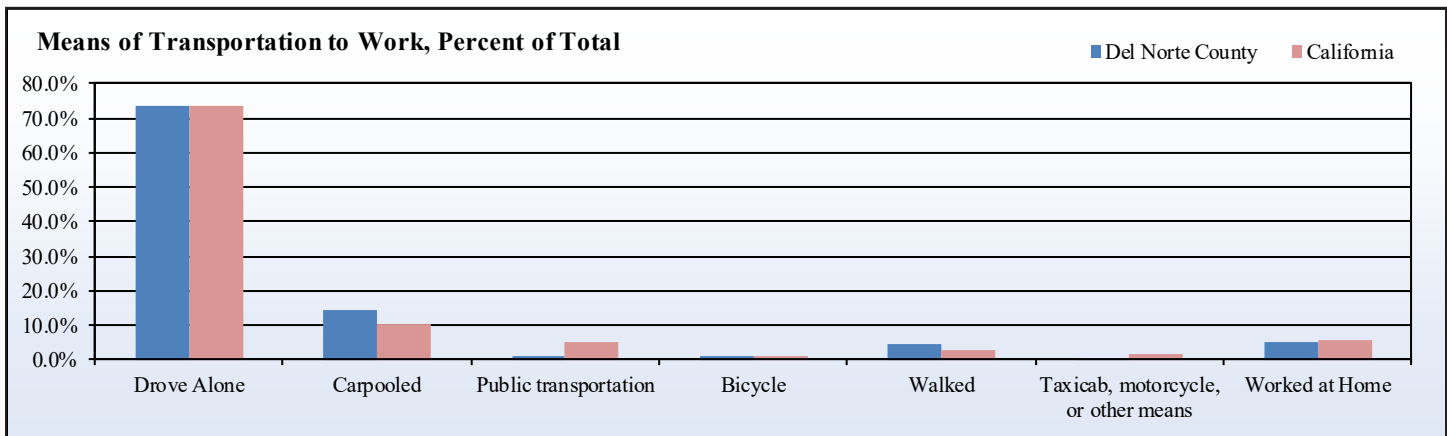
How is it used?

The most frequently utilized means of transportation to work may indicate how accessible or feasible certain modes of transportation are for a county's labor force. This indicator is especially useful when assessed alongside travel times to work, and can be helpful for county and municipal planners in the development of public transportation resources, bike paths, and other transportation infrastructure. Between 2012 and 2018, the proportion of workers using public transportation and working from home increased substantially, while the proportion of workers bicycling, walking to work, and driving alone to work decreased substantially.

Means of Transportation to Work, Del Norte County 2018

| Means of Transportation | Del Norte County | | Percent of Total in 2018 | | Change from 2012 to 2018 | |
|-------------------------------------|------------------|-------|--------------------------|------------|--------------------------|------------|
| | 2012 | 2018 | County | California | County | California |
| Drove Alone | 6,954 | 6,252 | 73.8 % | 73.7 % | - 10.1 % | 11.0 % |
| Carpooled | 880 | 1,232 | 14.5 % | 10.3 % | 40.0 % | -2.2% |
| Public transportation | 34 | 68 | 0.8 % | 5.1 % | 100.0 % | 8.7 % |
| Bicycle | 130 | 68 | 0.8 % | 1.0 % | - 47.7 % | 6.4% |
| Walked | 441 | 397 | 4.7 % | 2.7 % | - 10.0 % | 5.5 % |
| Taxicab, motorcycle, or other means | 50 | 30 | 0.4 % | 1.6 % | - 40.0 % | 264.2% |
| Worked at Home | 49 | 427 | 5.0 % | 5.7 % | 771.4 % | 8.0 % |
| Total | 9,070 | 8,474 | 100.0 % | 100.0 % | - 6.6 % | 27.3% |

Source: U.S. Bureau of the Census, 2012 and 2018 American Community Survey, 5-year Estimates



Traffic Volume

What is it?

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

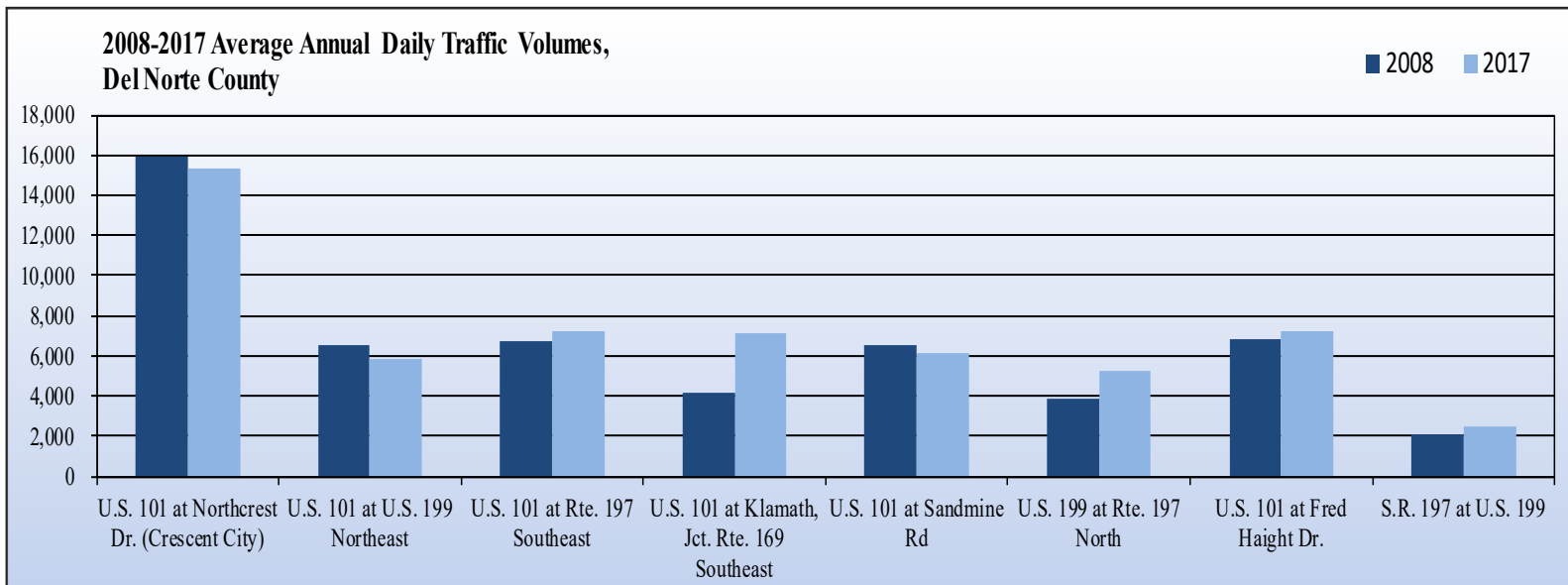
How is it used?

Most traffic growth over a ten-year period reflects changes in commute patterns, although other factors such as population change may also have an impact. If traffic volume grows at a faster pace than population growth, then growth in tourism is one likely cause for the increase in traffic. The largest increases between 2008 and 2017 were seen at the US 101 interchange with Route 169 and the US 199 interchange with Route 197 North, while the largest decrease was seen at the U.S. 101/Route 199 interchange.

Average Annual Daily Traffic Volumes, Del Norte County

| Highway/ Interstate | Intersection | 2008 | 2017 | | Percent Change |
|------------------------|----------------------------------|--------|--------|-------|-------------------|
| U.S. 101 | Northcrest Dr. (Crescent City) | 15,900 | 15,300 | - 600 | - 3.8 % |
| U.S. 101 | U.S. 199 Northeast | 6,500 | 5,850 | - 650 | - 10.0% |
| U.S. 101 | Rte. 197 Southeast | 6,700 | 7,200 | 500 | 7.5 % |
| U.S. 101 | Klamath, Jct. Rte. 169 Southeast | 4,200 | 7,100 | 2,900 | 69.0 % |
| U.S. 101 | Sandmine Rd | 6,500 | 6,100 | - 400 | - 6.2 % |
| U.S. 199 | Rte. 197 North | 3,900 | 5,300 | 1,400 | 35.9 % |
| U.S. 101 | Fred Haight Dr. | 6,800 | 7,250 | 450 | 6.6 % |
| S.R. 197 | U.S. 199 | 2,100 | 2,500 | 400 | 19.0 % |

Source: California Department of Transportation



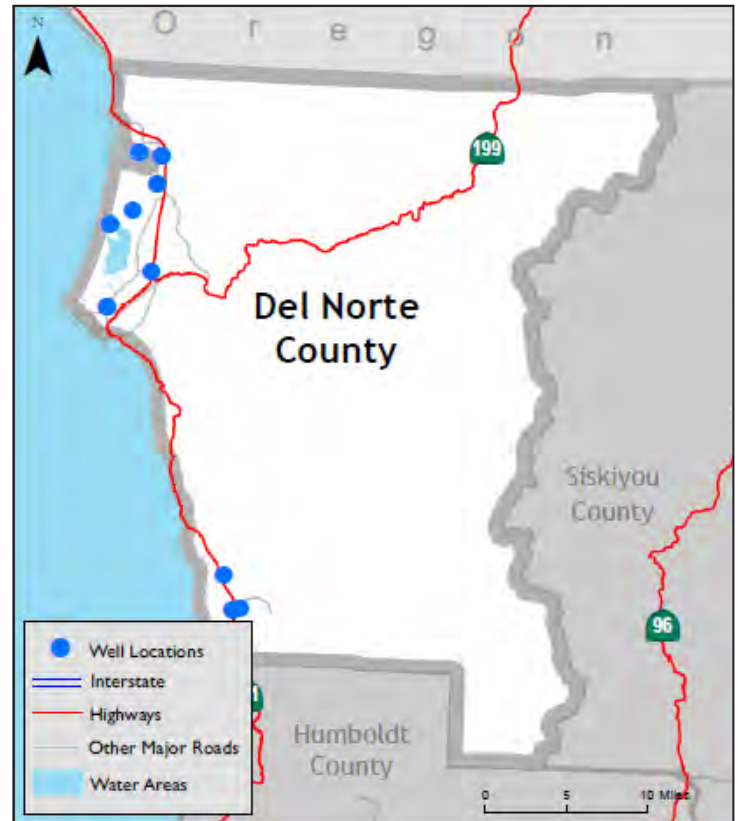
Water Table Depth

What is it?

Groundwater depth statistics are reported by the California Department of Water Resources, and are based on tests of water depths at various well locations throughout the state. Only data from wells that provided consistent annual records for 2013–2018 were included. For this indicator, low depths to groundwater means there are higher levels of groundwater; therefore, lower numbers are preferred. Groundwater depths for Shasta and Sonoma County are also provided for comparison purposes.

How is it used?

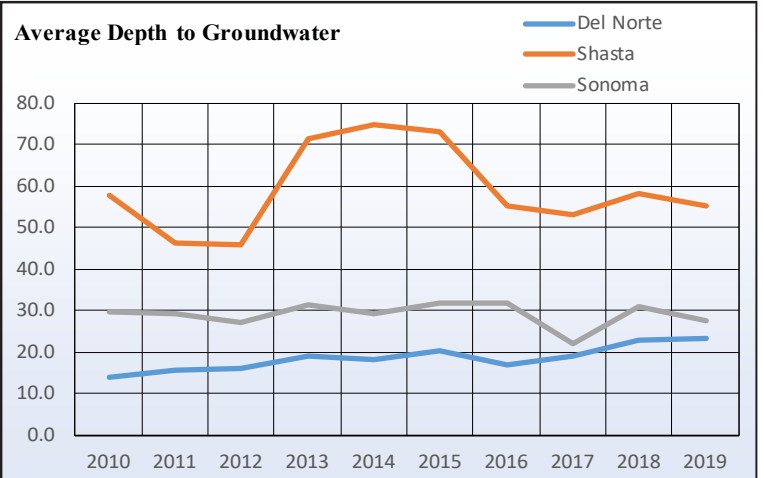
Water is scarce in many parts of California, and this scarcity creates tremendous pressure to both distribute the state's water resources equitably and to find methods for storing and delivering water efficiently. In many areas of the state, water is only plentiful during certain times of the year. Typically, whenever water shortages occur, groundwater is used to supplement surface water storage and delivery. Therefore, water table depth is a measure of sustainable use of water resources. Declining groundwater depth indicates unsustainable water use. As shown in the table and figure below, average water table depths in Del Norte have remained relatively shallow and stable over the last 6 years when compared to Shasta and Sonoma County.



Average Depth to Groundwater

| Year | Del Norte | | Shasta | | Sonoma | |
|------|-----------|----------|--------|----------------|--------|----------|
| | Depth | % Change | Depth | Percent Change | Depth | % Change |
| 2010 | 14.15 | -5.94% | 57.72 | -7.97% | 29.86 | -9.58% |
| 2011 | 15.52 | 9.65% | 46.31 | -19.76% | 29.47 | -1.30% |
| 2012 | 15.95 | 2.77% | 46.14 | -0.38% | 27.38 | -7.10% |
| 2013 | 18.94 | 18.73% | 71.43 | 54.83% | 31.29 | 14.28% |
| 2014 | 18.15 | -4.15% | 75.05 | 5.07% | 29.25 | -6.52% |
| 2015 | 20.59 | 13.42% | 73.25 | -2.40% | 31.90 | 9.09% |
| 2016 | 16.80 | -18.40% | 55.12 | -24.75% | 32.08 | 0.55% |
| 2017 | 19.05 | 13.43% | 53.33 | -3.25% | 22.22 | -30.75% |
| 2018 | 22.93 | 20.34% | 58.13 | 9.00% | 31.09 | 39.92% |
| 2019 | 23.25 | 1.40% | 55.35 | -4.78% | 27.52 | -11.48% |

Source: California Department of Water Resources



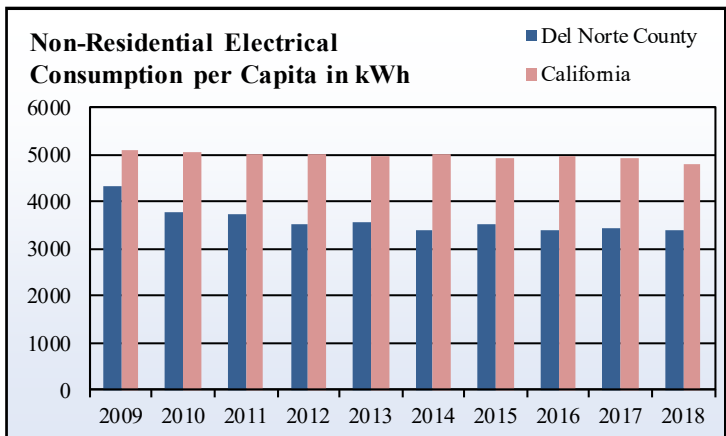
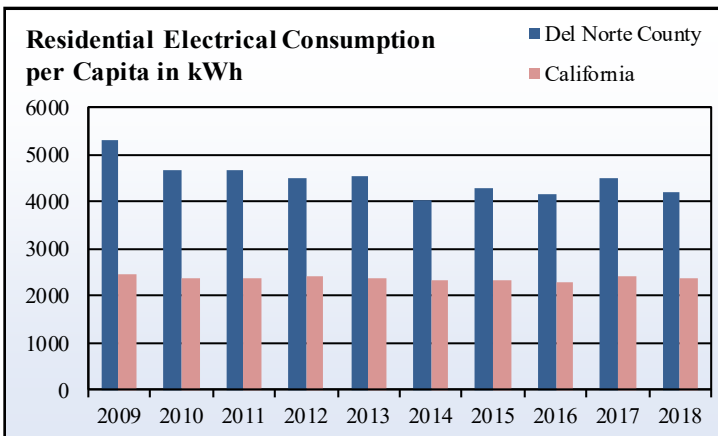
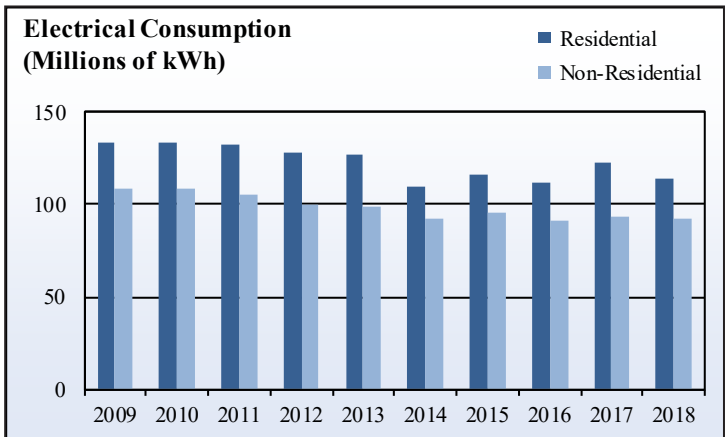
Electricity Use

What is it?

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

How is it used?

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



Electrical Consumption, Del Norte County

| Year | Residential Sector | | Non-Residential Sector | | Both Sectors |
|------|--------------------------------|-------------------------------|--------------------------------|-------------------------------|--------------------------------------|
| | Consumption in Millions of kWh | Consumption per Capita in kWh | Consumption in Millions of kWh | Consumption per Capita in kWh | Total Consumption In Millions of kWh |
| 2009 | 133.0 | 5,289.8 | 108.4 | 4,311.1 | 241.3 |
| 2010 | 133.5 | 4,666.6 | 108.1 | 3,778.5 | 241.6 |
| 2011 | 132.2 | 4,651.0 | 105.7 | 3,719.8 | 237.9 |
| 2012 | 127.7 | 4,512.5 | 99.9 | 3,528.5 | 227.6 |
| 2013 | 126.5 | 4,539.1 | 99.0 | 3,552.6 | 225.5 |
| 2014 | 110.0 | 4,015.6 | 92.6 | 3,380.3 | 202.7 |
| 2015 | 116.1 | 4,295.0 | 95.1 | 3,518.9 | 211.1 |
| 2016 | 112.2 | 4,149.7 | 91.7 | 3,392.0 | 203.9 |
| 2017 | 122.4 | 4,516.5 | 93.5 | 3,449.4 | 215.9 |
| 2018 | 113.7 | 4,181.2 | 92.1 | 3,387.5 | 205.8 |

Source: California Energy Commission

ECONOMIC INDICATORS

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

Between 2009 and 2018, the labor force in Del Norte County declined by 14.7 percent; however, in 2019, Del Norte County's labor force increased in size for the first time since 2009. California, on the other hand, had an overall increase of 6.5 percent. Employment in Del Norte County generally declined between 2009 and 2014 but began to slowly increase between 2015 and 2018. Del Norte County's unemployment rate followed the statewide trend closely: both the county and the state experienced high unemployment during the recession, but these rates declined significantly between 2012 and 2018.

The industries that employed the largest proportion of Del Norte County residents in 2018 were government and government enterprises (34 percent), retail trade (10.3 percent), and accommodation and food service (8.8 percent). In 2020, tribal enterprises and businesses in Del Norte County contribute to the employment of roughly 588 workers (5.3 percent of total county employment), \$23.1 million in worker incomes, and \$73.0 million in economic output (8.0 percent of gross regional product) in tribal businesses and associated industries. The majority of businesses in Del Norte County were small businesses with 4 or less employees, accounting for 60 percent of businesses in 2017.

In 2018, the four highest-paying industries (in terms of total earnings) were government and government enterprises, retail trade, accommodation and food service, and farm employment. Between 2009 and 2018, median household income in the county increased by 26.8 percent in aggregate, but also remained significantly lower than statewide median income.

Between 2009 and 2018, the inflation-adjusted per capita income in Del Norte County increased by 23.4 percent, despite a significant decline in 2017. The poverty rate in Del Norte County increased somewhat between 2014 and 2017, moving from 22.4 percent to 24.6 percent during this period. This is in contrast to the general statewide decline in poverty since 2012. However, Del Norte County's poverty rate experienced a significant decline in 2018.

Fair market rent was much lower in Del Norte County between 2010 and 2020 than it was for the rest of the state. The fair market rent for a four-bedroom unit in 2020 is estimated to be \$1,571 per month in Del Norte County, while a two-bedroom unit is estimated to cost \$978 per month.

In This Section:

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Labor Force

What is it?

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

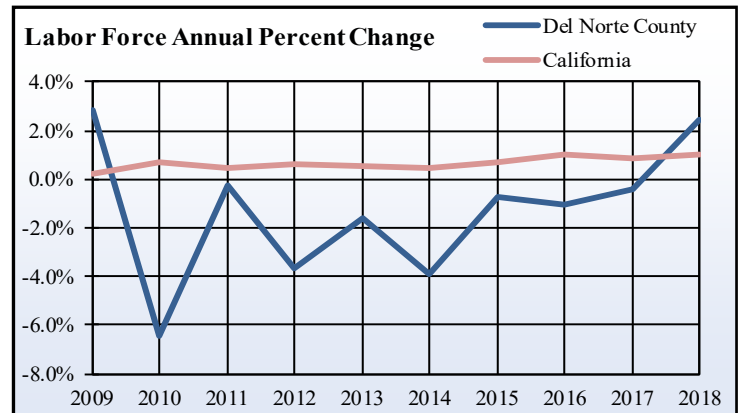
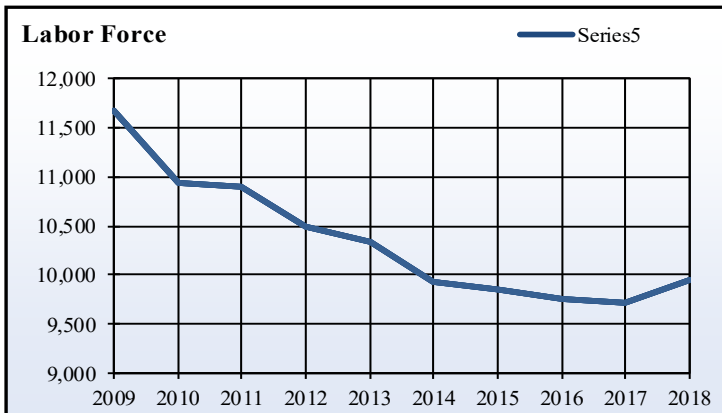
How is it used?

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

Total Labor Force, Del Norte County

| Year | Labor Force | | 1-Year Change | |
|------|-------------|------------|---------------|-------|
| | County | State | County | State |
| 2009 | 11,680 | 18,215,100 | 2.8 % | 0.2 % |
| 2010 | 10,930 | 18,336,300 | - 6.4 % | 0.7 % |
| 2011 | 10,900 | 18,415,100 | - 0.3 % | 0.4 % |
| 2012 | 10,500 | 18,523,800 | - 3.7 % | 0.6 % |
| 2013 | 10,330 | 18,625,000 | - 1.6 % | 0.5 % |
| 2014 | 9,930 | 18,714,700 | - 3.9 % | 0.5 % |
| 2015 | 9,860 | 18,851,100 | - 0.7 % | 0.7 % |
| 2016 | 9,760 | 19,044,500 | - 1.0 % | 1.0 % |
| 2017 | 9,720 | 19,205,300 | - 0.4 % | 0.8 % |
| 2018 | 9,960 | 19,398,200 | 2.5 % | 1.0 % |

Source: California Employment Development Department, Labor Market Information Division



Employment

What is it?

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

How is it used?

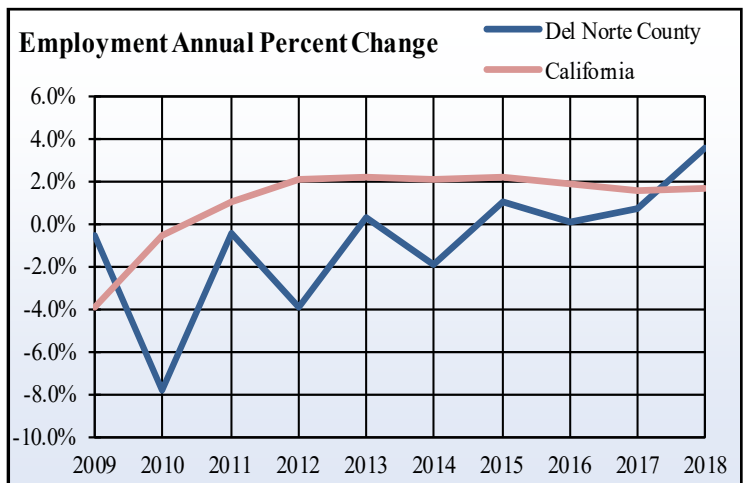
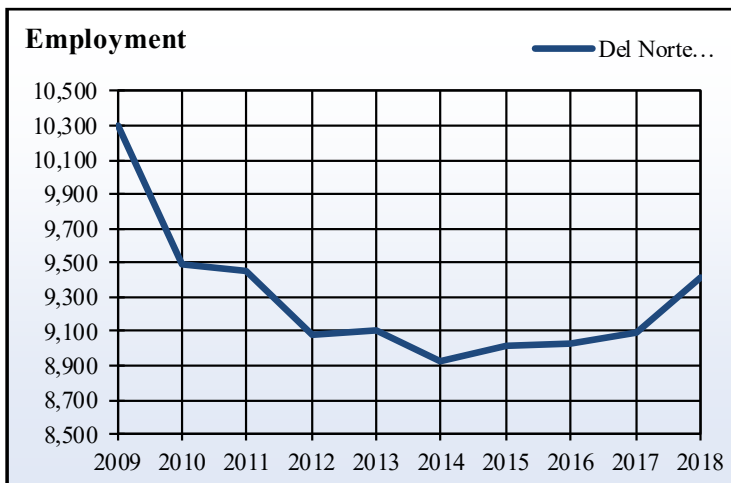
Employment is a primary indicator of the economic situation for workers in a county. Increasing employment means more potential jobs for workers; workers will generally have an easier time finding work in counties with higher employment totals. This is a primary indicator of the health of the economy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

Between 2009 and 2018, Del Norte County experienced an 8.6 percent aggregate decline in total employment; however, during this same period, the county's labor force also declined by 14.7 percent. It is therefore likely that the observed decrease in the labor force influenced overall employment levels. As the reader can see on page 23, the overall unemployment rate in the County has declined since 2012. It is possible that workers were exiting the county labor force to look for better employment opportunities elsewhere or, as the population ages, workers may be entering retirement.

Total Labor Force, Del Norte County

| Year | Labor Force | | 1-Year Change | |
|------|-------------|------------|---------------|---------|
| | County | State | County | State |
| 2009 | 10,300 | 16,182,600 | - 0.6 % | - 4.0 % |
| 2010 | 9,490 | 16,091,900 | - 7.9 % | - 0.6 % |
| 2011 | 9,450 | 16,258,100 | - 0.4 % | 1.0 % |
| 2012 | 9,080 | 16,602,700 | - 3.9 % | 2.1 % |
| 2013 | 9,110 | 16,958,400 | 0.3 % | 2.1 % |
| 2014 | 8,930 | 17,310,900 | - 2.0 % | 2.1 % |
| 2015 | 9,020 | 17,681,800 | 1.0 % | 2.1 % |
| 2016 | 9,030 | 18,002,800 | 0.1 % | 1.8 % |
| 2017 | 9,090 | 18,285,500 | 0.7 % | 1.6 % |
| 2018 | 9,410 | 18,582,800 | 3.5 % | 1.6 % |

Source: California Employment Development Department, Labor Market Information Division



Unemployment

What is it?

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

How is it used?

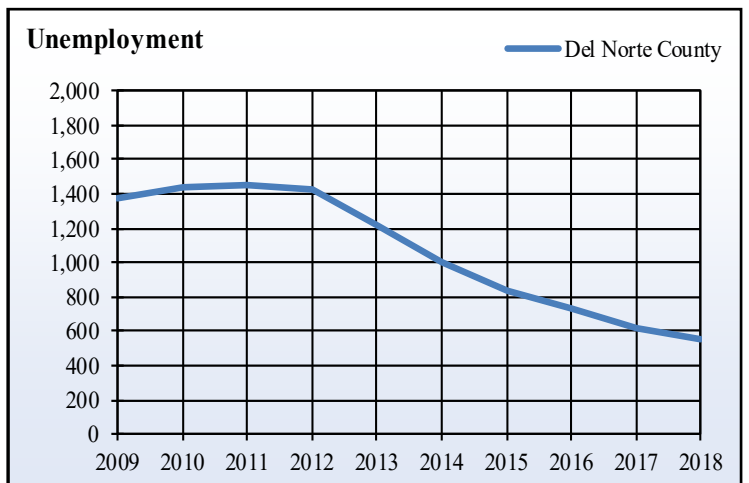
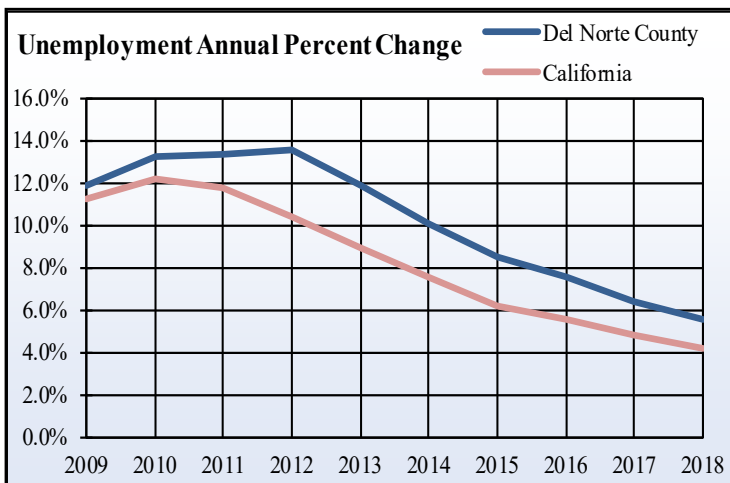
Although unemployment levels are often used as a primary measure of economic health, it is perhaps more accurate to view them as an indicator of recent economic disruptions than a holistic indicator of growth or decline, due to its direct connection to unemployment benefits provision. Sustained high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

Unemployment trends in Del Norte County have remained comparable to statewide trends, with the unemployment rate increasing between 2009 and 2011, and then declining relatively steadily between 2012 and 2018. It is important to note that Del Norte County also experienced a decline in its labor force and total employment levels between 2009 and 2018. These combined trends likely indicate that, as the population of the county became both smaller and older, and as workers either left the county or retired, the remaining workers in the county were more likely to find jobs.

Total Unemployment, Del Norte County

| Year | County Unemployment Rate | | 1-year change | |
|------|--------------------------|--------|---------------|----------|
| | Unemployed | County | County | State |
| 2009 | 1,380 | 11.8% | 11.2% | 38.0 % |
| 2010 | 1,440 | 13.2% | 12.2% | 4.3 % |
| 2011 | 1,450 | 13.3% | 11.7% | 0.7 % |
| 2012 | 1,420 | 13.5% | 10.4% | - 2.1 % |
| 2013 | 1,220 | 11.8% | 8.9% | - 14.1 % |
| 2014 | 1,000 | 10.1% | 7.5% | - 18.0 % |
| 2015 | 840 | 8.5% | 6.2% | - 16.0 % |
| 2016 | 730 | 7.5% | 5.5% | - 13.1 % |
| 2017 | 620 | 6.4% | 4.8% | - 15.1 % |
| 2018 | 550 | 5.5% | 4.2% | - 11.3 % |

Source: California Employment Development Department, Labor Market Information Division



Seasonal Employment

What is it?

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

How is it used?

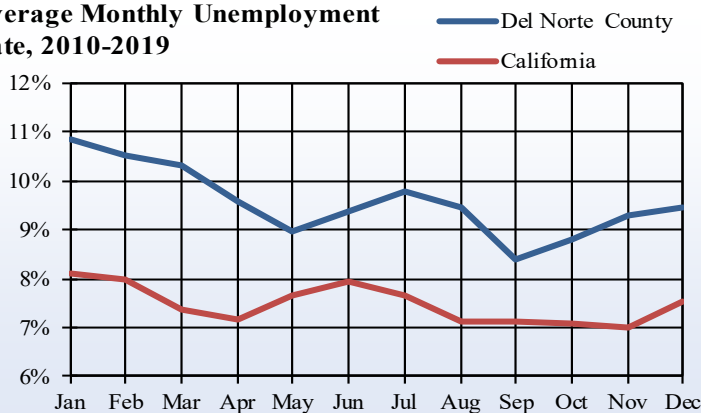
Average monthly labor statistics are used to evaluate seasonal trends in employment. Areas dependent on agriculture, forestry, or seasonal recreation tend to experience fluctuations in employment over the course of the year that cannot be observed in the annual average. The employment difference in the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

**Average Monthly Labor Statistics,
2010-2019**

| Month | Labor Force | Employed | Unemployed | Unemp. Rate |
|-------|-------------|----------|------------|-------------|
| Jan | 10,140 | 9,029 | 1,113 | 10.9% |
| Feb | 10,151 | 9,072 | 1,079 | 10.5% |
| Mar | 10,180 | 9,115 | 1,064 | 10.3% |
| Apr | 10,116 | 9,133 | 983 | 9.6% |
| May | 10,154 | 9,228 | 925 | 9.0% |
| Jun | 10,290 | 9,313 | 978 | 9.4% |
| Jul | 10,172 | 9,168 | 1,005 | 9.8% |
| Aug | 10,209 | 9,243 | 970 | 9.4% |
| Sep | 10,370 | 9,490 | 879 | 8.4% |
| Oct | 10,193 | 9,285 | 910 | 8.8% |
| Nov | 10,056 | 9,110 | 947 | 9.3% |
| Dec | 9,983 | 9,027 | 956 | 9.4% |

Source: California Employment Development Department, Labor Market Information Division

Average Monthly Unemployment Rate, 2010-2019



Average Monthly Employment, 2010-2019



Jobs by Industry

What is it?

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

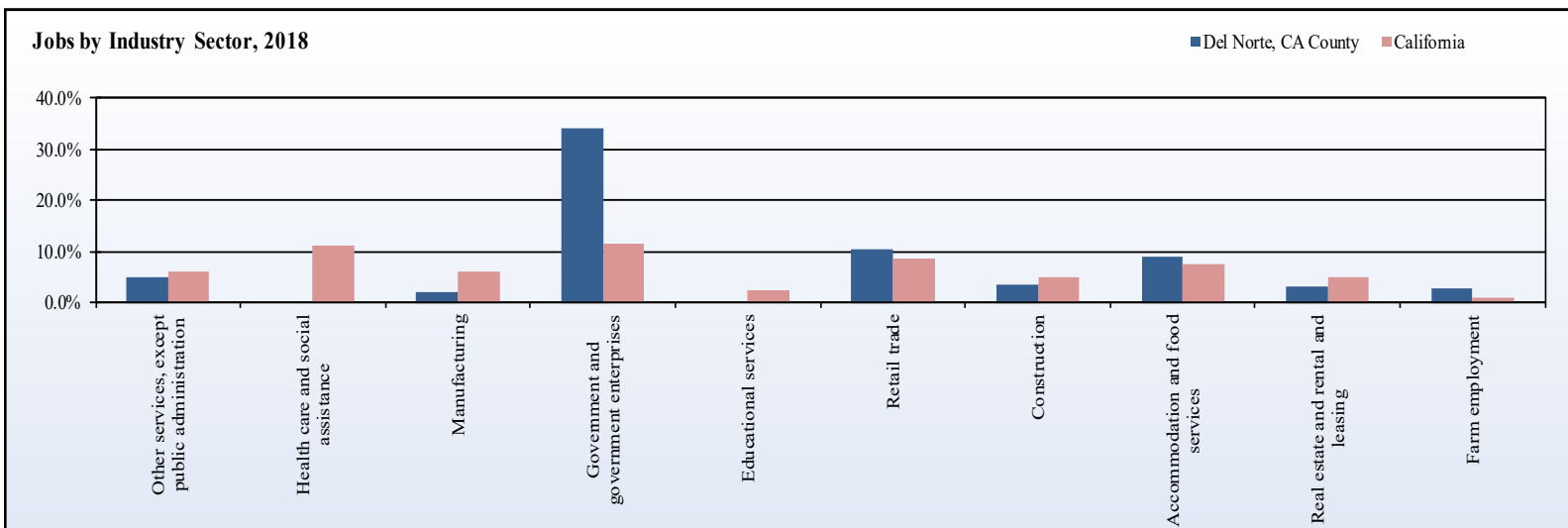
How is it used?

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

Jobs by Industry, Del Norte, CA County, Sum of 2018

| Industry | Del Norte, CA County | County Percent of Total | California Percent of Total |
|--|----------------------|-------------------------|-----------------------------|
| Farm employment | 304 | 2.7 % | 1.0 % |
| Forestry, fishing, and related activities | 408 | 3.7 % | 1.1 % |
| Mining | 44 | 0.4 % | 0.2 % |
| Utilities | (D) | n/a | 0.2 % |
| Construction | 381 | 3.4 % | 5.0 % |
| Manufacturing | 210 | 1.9 % | 5.9 % |
| Wholesale trade | (D) | n/a | 3.3 % |
| Retail trade | 1,140 | 10.3 % | 8.6 % |
| Transportation and warehousing | 172 | 1.6 % | 5.2 % |
| Information | 85 | 0.8 % | 2.6 % |
| Finance and insurance | 150 | 1.4 % | 4.4 % |
| Real estate and rental and leasing | 340 | 3.1 % | 5.0 % |
| Professional, scientific, and technical services | 329 | 3.0 % | 8.5 % |
| Management of companies and enterprises | (D) | n/a | 1.2 % |
| Administrative and waste services | (D) | n/a | 6.4 % |
| Educational services | (D) | n/a | 2.2 % |
| Health care and social assistance | (D) | n/a | 11.2 % |
| Arts, entertainment, and recreation | 149 | 1.3 % | 2.8 % |
| Accommodation and food services | 976 | 8.8 % | 7.6 % |
| Other services, except public administration | 541 | 4.9 % | 5.9 % |
| Government and government enterprises | 3,760 | 34.0 % | 11.6 % |
| Sum of withheld "(D)" values | 2,079 | 18.8 % | n/a |
| Total Jobs | 11,068 | 100.0 % | 100.0 % |

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



Economic Contributions of Tribal Businesses

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

Using data obtained from the D&B Hoover's database, CED estimates that as of March 2020, in aggregate, Del Norte County's tribal nations directly employ 485 people through their various enterprises. In addition to direct employment and spending, the economic impacts of tribal government and businesses include secondary spill-over impacts, such as industry purchases made in other sectors and employee spending at local retail and service establishments. In order to determine the total contribution of tribal businesses, current (as of March 2020) employment levels were entered into the appropriate industry sector for each tribal enterprise in the IMPLAN input-output model for Del Norte County. The model permits assessment of the economic contributions of individual firms by estimating their effects on employment and economic output within their own industry sector and related industry sectors. Indirect impacts are the result of purchases made by one industry within another. Induced effects are the result of employees spending income that is earned through the business activity generated by the direct impacts.

The IMPLAN model results below include estimated direct, indirect, and induced impacts on output, income, and employment. This analysis does not include any additional grant funding or other state or federal government transfer payments to tribal members that do not result directly in employment. As the tables below illustrate, tribal enterprises and businesses in Del Norte County contribute to the employment of roughly 588 workers (5.3 percent of total county employment), \$23.1 million in worker incomes, and \$73.0 million in economic output (8.0 percent of gross regional product) in tribal businesses and associated industries¹. The industries that benefit most from these contributions (ranked by employment) fall under Hotels and Motels and Other Local Government Enterprises: tribal businesses support 200 and 96 jobs in these industries and account for \$17.7 million and \$22.6 million in output, respectively. Tribal enterprises also make substantial contributions to the medical and social fields, with output of \$6.0 million (offices of physicians) and \$3.0 million (grantmaking, giving, and social advocacy organizations), respectively.

¹IMPLAN records total employment in Del Norte County in 2018 as 11,108, and Gross Regional Product as \$907,520,389.

Economic Contributions of Tribal Businesses

| Impact Type | Employment | Labor Income | Output |
|---------------------|--------------|------------------------|------------------------|
| Direct Effect | 485.0 | \$18,771,932.81 | \$57,382,910.85 |
| Indirect Effect | 57.2 | \$2,521,782.37 | \$8,318,449.20 |
| Induced Effect | 45.9 | \$1,888,073.93 | \$7,263,354.48 |
| Total Effect | 588.1 | \$23,181,789.11 | \$72,964,714.54 |

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

Top Ten* Industry Contributions of Tribal Businesses by Employment

| Sector | Employment | Labor Income | Output |
|--|------------|--------------|--------------|
| Hotels and motels, including casino hotels | 200.0 | 5,633,306.5 | 17,655,744.5 |
| Other local government enterprises | 96.0 | 5,494,391.1 | 22,957,892.1 |
| Offices of physicians | 51.0 | 2,464,877.2 | 6,076,201.7 |
| Child day care services | 30.0 | 543,170.0 | 1,060,501.8 |
| Business support services | 28.0 | 1,285,181.9 | 1,963,526.6 |
| Independent artists, writers, and performers | 25.0 | 471,489.7 | 643,327.5 |
| Grantmaking, giving, and social advocacy organizations | 15.0 | 676,819.7 | 3,005,556.3 |
| Bowling centers | 11.0 | 331,279.4 | 703,293.2 |
| Other real estate | 7.7 | 178,550.2 | 1,472,979.4 |
| Management of companies and enterprises | 7.0 | 566,290.9 | 1,105,886.7 |

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

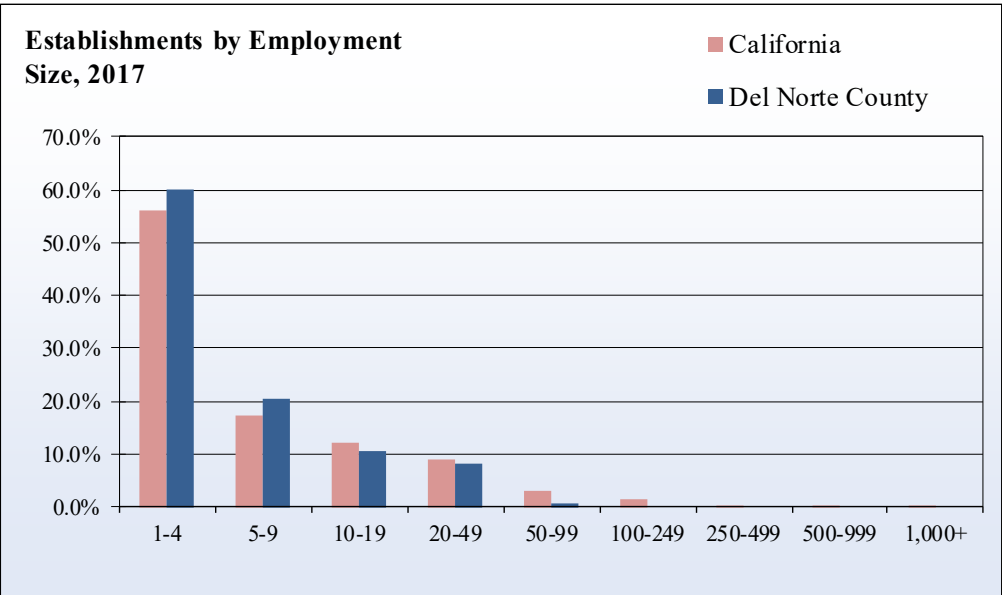
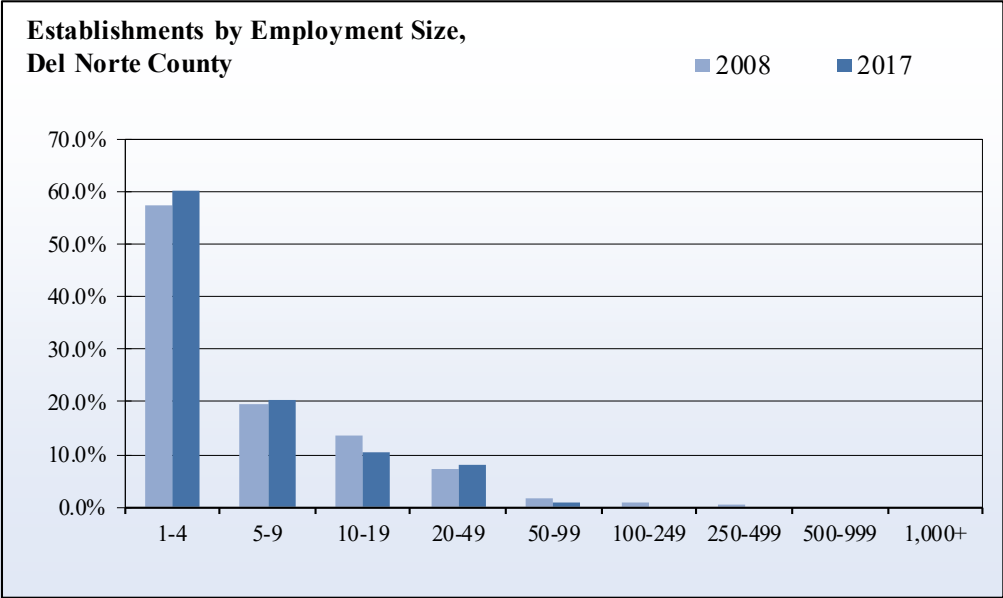
Employment by Employment Size and Industry

What is it?

Each year, the U.S. Department of Commerce’s Census Bureau tabulates the number of employers with employees that are covered by unemployment insurance. Establishments without payroll are not included. Most businesses are non-employers, although most jobs are employee positions.

How is it used?

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



Number of Establishments by Employment Size and Industry, Del Norte County 2017

| Industry | Number of Employees | | | | | | | | |
|--|---------------------|-----------|-----------|-----------|----------|------------|------------|------------|---------------|
| | 1 to 4 | 5 to 9 | 10 to 19 | 20 to 49 | 50 to 99 | 100 to 249 | 250 to 499 | 500 to 999 | 1,000 or more |
| Agriculture, forestry, fishing and hunting | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 35 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Manufacturing | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Retail trade | 20 | 17 | 11 | 7 | 0 | 0 | 0 | 0 | 0 |
| Transportation and warehousing | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wholesale trade | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Information | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Finance and insurance | 13 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Real estate and rental and leasing | 25 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Professional, scientific, and technical services | 15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Administrative and support and waste management and remediation services | 8 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| Educational services | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Health care and social assistance | 22 | 17 | 8 | 13 | 3 | 0 | 0 | 0 | 0 |
| Arts, entertainment, and recreation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Accommodation and food services | 27 | 14 | 13 | 10 | 0 | 0 | 0 | 0 | 0 |
| Other services (except public administration) | 22 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Establishments | 220 | 75 | 38 | 30 | 3 | 0 | 0 | 0 | 0 |

Source: U.S. Bureau of the Census, County Business Patterns, 2017

Number of Establishments by Employment Size and Industry, 2008 County Del Norte County, California

| Industry | Number of Employees | | | | | | | | |
|--|---------------------|-----------|-----------|-----------|----------|------------|------------|------------|---------------|
| | 1 to 4 | 5 to 9 | 10 to 19 | 20 to 49 | 50 to 99 | 100 to 249 | 250 to 499 | 500 to 999 | 1,000 or more |
| Agriculture, forestry, fishing and hunting | 16 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Utilities | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 56 | 5 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| Manufacturing | 7 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 |
| Retail trade | 28 | 16 | 15 | 6 | 4 | 1 | 0 | 0 | 0 |
| Transportation and warehousing | 4 | 4 | 2 | 1 | 1 | 0 | 0 | 0 | 0 |
| Wholesale trade | 6 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 |
| Information | 6 | 3 | 2 | 2 | 0 | 0 | 0 | 0 | 0 |
| Finance and insurance | 14 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| Real estate and rental and leasing | 21 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| Professional, scientific, and technical services | 23 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 |
| Management of companies and enterprises | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Administrative and support and waste management and remediation services | 13 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| Educational services | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Health care and social assistance | 35 | 16 | 8 | 12 | 2 | 1 | 1 | 0 | 0 |
| Arts, entertainment, and recreation | 5 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| Accommodation and food services | 31 | 17 | 17 | 9 | 0 | 0 | 0 | 0 | 0 |
| Other services (except public administration) | 20 | 8 | 4 | 1 | 0 | 0 | 0 | 0 | 0 |
| Total for all sectors | 286 | 98 | 67 | 36 | 8 | 4 | 1 | 0 | 0 |

Source: U.S. Bureau of the Census, County Business Patterns, 2008

Total Personal Income

What is it?

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

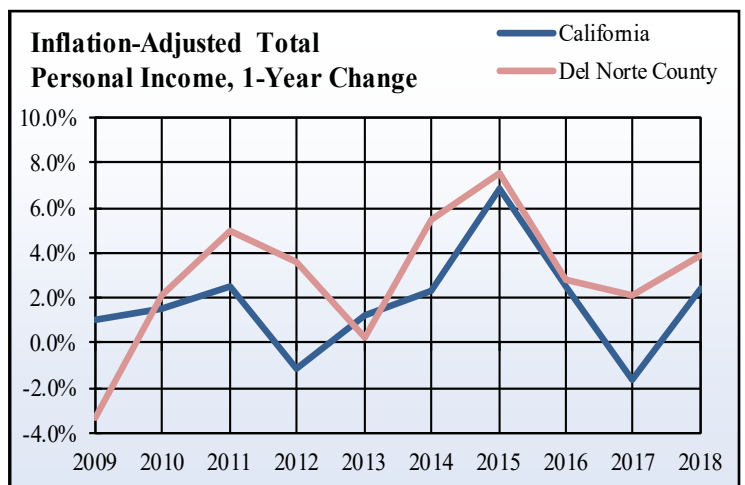
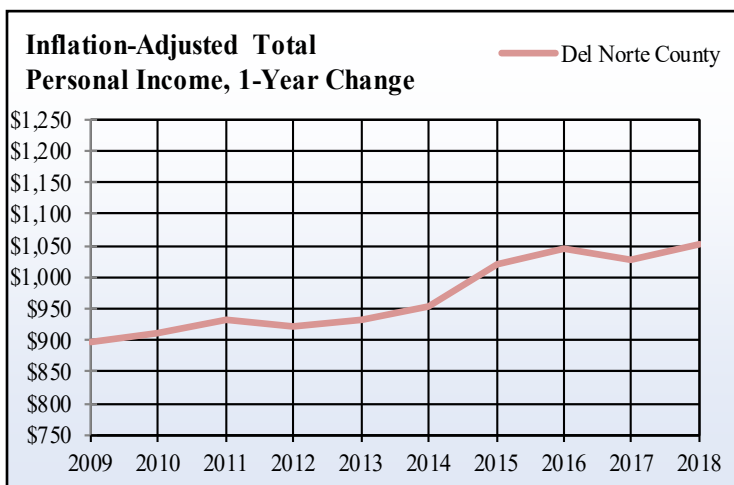
How is it used?

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

Total Personal Income, Del Norte County

| Year | Del Norte County | | | | California |
|------|---|------------------|--|------------------|------------------|
| | Nominal Personal Income in Millions of Dollars | 1-Year Change | Inflation Adjusted Personal Income in Millions of Dollars (2019) | 1-Year Change | 1-Year Change |
| 2009 | \$ 752 | 1.1 % | \$896.70 | 1.0% | -3.3% |
| 2010 | \$ 783 | 4.1 % | \$909.96 | 1.5% | 2.1% |
| 2011 | \$ 816 | 4.1 % | \$932.39 | 2.5% | 5.0% |
| 2012 | \$ 830 | 1.8 % | \$921.85 | -1.1% | 3.6% |
| 2013 | \$ 853 | 2.8 % | \$932.89 | 1.2% | 0.2% |
| 2014 | \$ 887 | 3.9 % | \$954.31 | 2.3% | 5.5% |
| 2015 | \$ 947 | 6.8 % | \$1,019.82 | 6.9% | 7.6% |
| 2016 | \$ 984 | 3.9 % | \$1,045.03 | 2.5% | 2.8% |
| 2017 | \$ 992 | 0.9 % | \$1,028.35 | -1.6% | 2.1% |
| 2018 | \$ 1,037 | 4.5 % | \$1,053.18 | 2.4% | 3.9% |

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



Components of Personal Income

What is it?

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

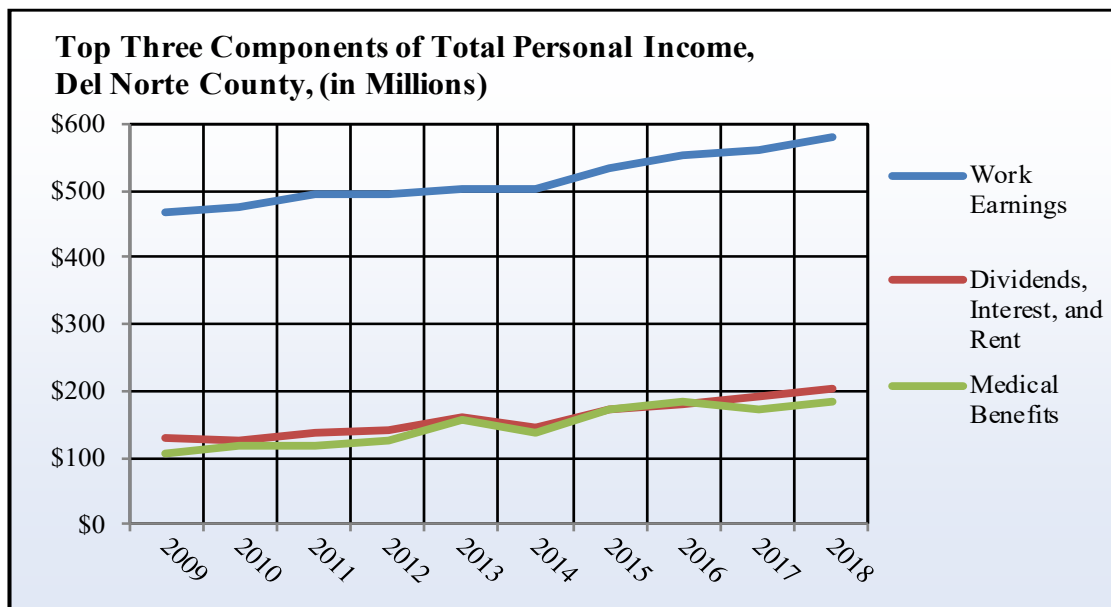
How is it used?

Understanding how income is earned in a county can provide important insights into the structure of a county's economy. If the largest proportion of income is from work earnings, then industry performance is likely to be driving economic growth. In contrast, if a high proportion of total personal income is derived from transfer payments through government benefit programs, this may indicate an elderly or infirm population.

Components of Total Personal Income, Del Norte County, 2018

| Component | Percent of total | | | |
|------------------------------|--------------------------|----------------|-------------------------------|--------------|
| | Percent of Total in 2018 | | Average 10-Year Annual Change | |
| | County | California | County | California |
| Work Earnings | 50.6% | 62.1% | 2.0% | 3.6% |
| Contributions to SSI, | 4.8% | 6.3% | 1.8% | 3.3% |
| Commuter Income | -3.5% | -0.1% | -1.1% | 2.2% |
| Dividends, Interest, & | 17.7% | 19.6% | 3.7% | 4.7% |
| Retirement / Disability | 8.2% | 3.5% | 2.5% | 3.1% |
| Medical Benefits | 16.1% | 5.9% | 4.3% | 4.1% |
| Income Maintenance | 3.3% | 1.1% | -0.4% | 0.5% |
| Unemployment Benefits | 0.3% | 0.2% | -16.3% | -28.9% |
| Veterans benefits | 1.1% | 0.4% | 2.1% | 5.8% |
| Education and training | 0.3% | 0.3% | 4.1% | 3.7% |
| Other Government | 0.4% | 0.3% | 2.3% | 5.0% |
| Nonprofit Institutions | 0.3% | 0.2% | 1.4% | 2.0% |
| Private Personal Injury | 0.2% | 0.1% | 2.1% | 2.6% |
| Total Personal Income | 100.0 % | 100.0 % | 2.7 % | 3.8 % |

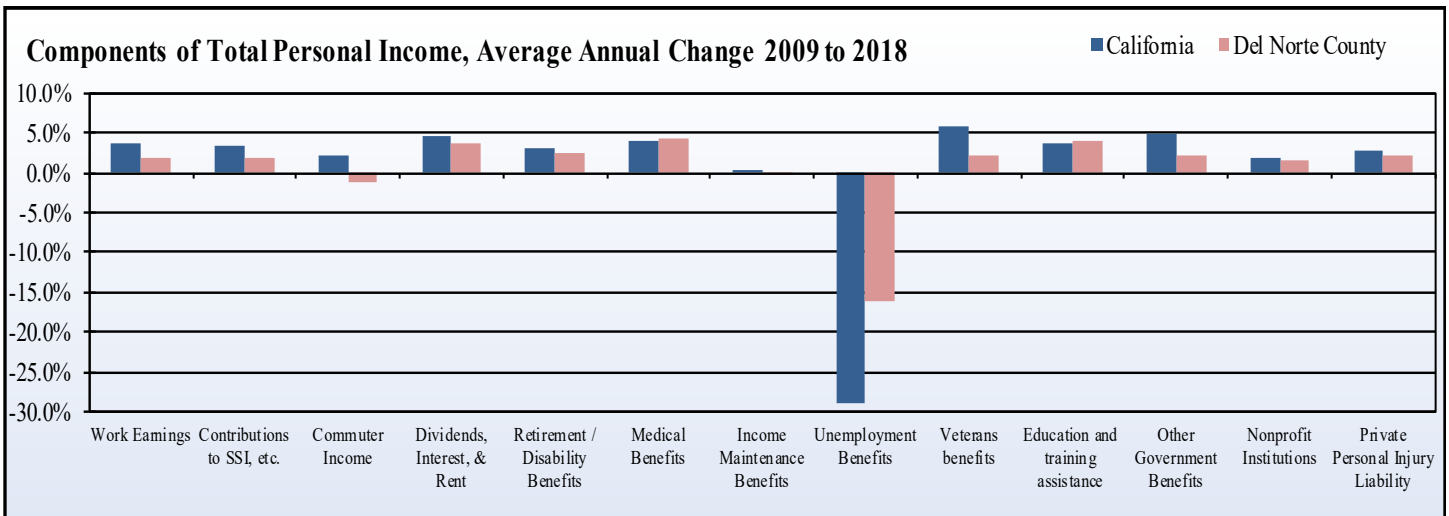
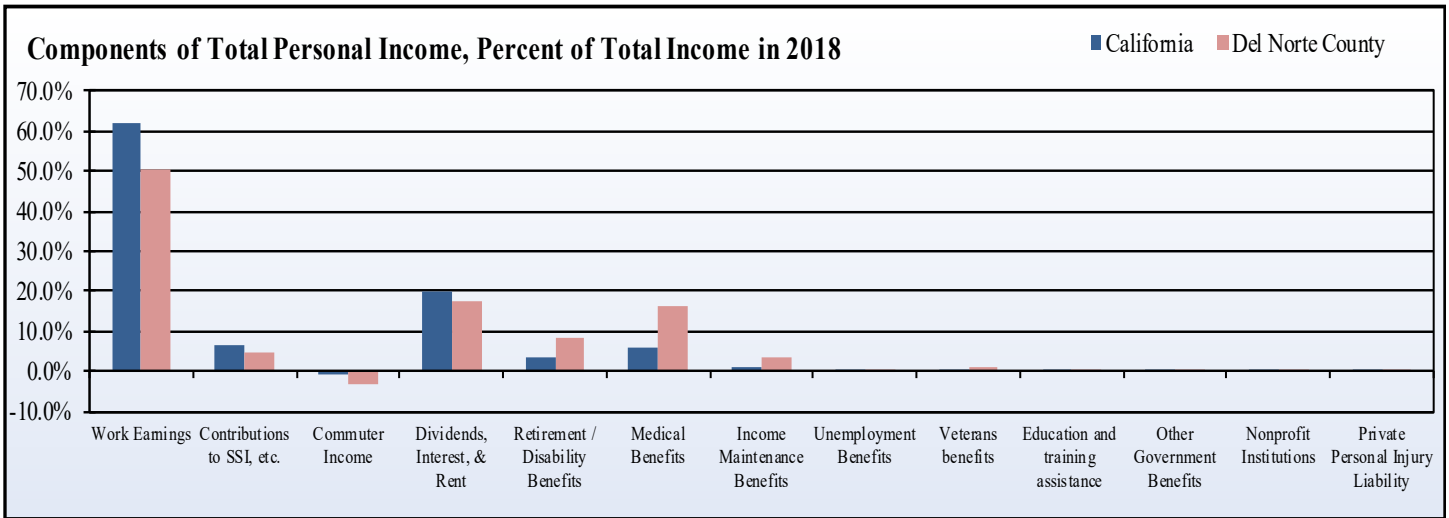
Source: U.S. Department of Commerce, Bureau of Economic Analysis



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

| | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 |
|-----------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|----------------|----------------|----------------|----------------|
| Work Earnings | 466.56 | 475.82 | 492.62 | 495.82 | 503.73 | 503.78 | 532.22 | 551.90 | 560.65 | 581.12 |
| Contributions to SSI, etc. | 45.67 | 44.75 | 42.27 | 41.61 | 45.95 | 46.21 | 47.51 | 50.42 | 52.63 | 55.61 |
| Commuter Income | -44.45 | -41.55 | -41.27 | -38.70 | -36.52 | -36.33 | -38.34 | -39.27 | -38.84 | -39.92 |
| Dividends, Interest, and Rent | 128.39 | 126.34 | 137.19 | 142.76 | 159.91 | 146.59 | 171.78 | 181.63 | 191.23 | 202.91 |
| Retirement/ Disability Benefits | 70.99 | 72.44 | 72.38 | 76.00 | 81.04 | 77.46 | 85.28 | 88.04 | 89.35 | 94.63 |
| Medical Benefits | 105.89 | 117.96 | 120.09 | 124.81 | 156.51 | 138.62 | 174.01 | 182.63 | 173.85 | 184.72 |
| Income Maintenance Benefits | 39.95 | 41.08 | 41.95 | 40.57 | 40.45 | 40.23 | 40.00 | 39.52 | 39.16 | 38.45 |
| Unemployment Benefits | 9.61 | 11.06 | 10.32 | 10.06 | 4.47 | 8.04 | 4.03 | 3.40 | 3.62 | 3.66 |
| Veterans benefits | 10.48 | 11.56 | 11.61 | 11.87 | 12.33 | 12.97 | 13.17 | 12.84 | 12.90 | 13.21 |
| Education and Training Assistance | 2.11 | 2.46 | 2.62 | 2.81 | 2.98 | 2.86 | 3.15 | 3.30 | 3.43 | 3.58 |
| Other Government Benefits | 3.42 | 5.68 | 4.85 | 0.70 | 2.75 | 0.56 | 3.49 | 3.54 | 3.87 | 4.42 |
| Nonprofit Institutions | 2.76 | 3.07 | 2.94 | 3.11 | 3.16 | 3.12 | 3.18 | 3.24 | 3.21 | 3.22 |
| Private Personal Injury Liability | 2.15 | 2.21 | 2.72 | 1.93 | 1.95 | 1.75 | 2.44 | 3.20 | 2.35 | 2.72 |
| Total Personal Income | 843.5 | 872.9 | 900.3 | 913.3 | 978.7 | 945.8 | 1,041.9 | 1,084.4 | 1,097.4 | 1,148.3 |

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



Per Capita Income

What is it?

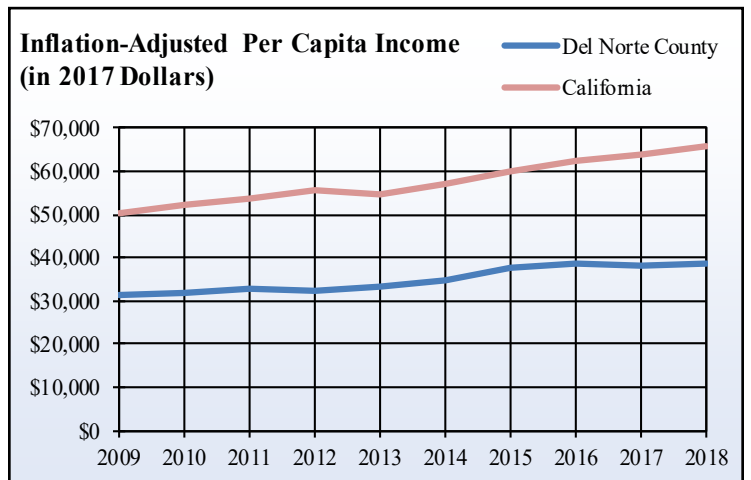
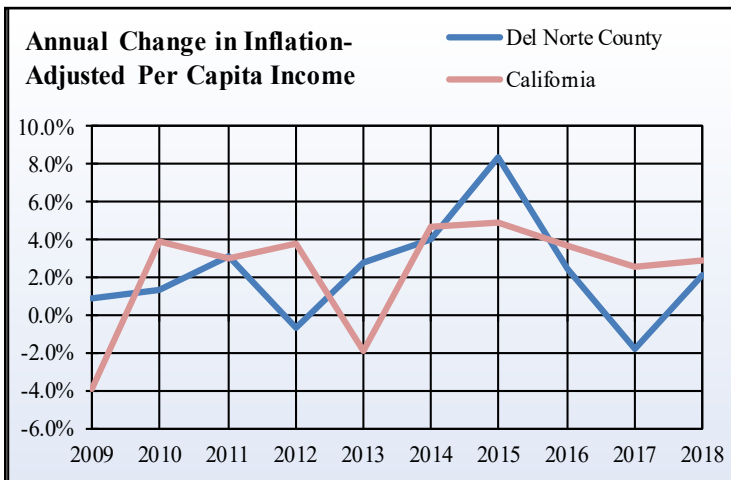
Per capita income is calculated by the U.S. Department of Commerce's Bureau of Economic Analysis by dividing its estimate of total personal income by the U.S. Census Bureau's estimate of total population.

How is it used?

Per capita income is one of the most commonly used indicators of the general economic well-being of a county. Changes in this variable may indicate changes in a county's standard of living or the availability of resources to individuals and families. Per capita income also tends to follow long-term business cycles, rising during expansions and falling during recessions. Income influences individual buying power and therefore affects consumer choices and local retail sales. Between 2009 and 2018, Del Norte County had a lower per capita income than the rest of California (after adjusting for inflation); this income gap increased notably in 2017.

Per Capita Income Del Norte County, 2009 to 2018

| Year | County Nominal Per Capita Income | County 1-Year Change | Inflation-adjusted Income per Capita (2019 Dollars) | | Inflation-adjusted 1-Year Change | |
|------|----------------------------------|----------------------|---|------------|----------------------------------|------------|
| | | | County | California | County | California |
| 2009 | \$ 26,333 | 0.9 % | \$31,391 | \$50,131 | 0.9 % | - 4.0 % |
| 2010 | \$ 27,381 | 4.0 % | \$31,806 | \$52,109 | 1.3 % | 3.9 % |
| 2011 | \$ 28,704 | 4.8 % | \$32,809 | \$53,699 | 3.2 % | 3.0 % |
| 2012 | \$ 29,328 | 2.2 % | \$32,569 | \$55,760 | - 0.7 % | 3.8 % |
| 2013 | \$ 30,623 | 4.4 % | \$33,474 | \$54,665 | 2.8 % | - 2.0 % |
| 2014 | \$ 32,360 | 5.7 % | \$34,822 | \$57,200 | 4.0 % | 4.6 % |
| 2015 | \$ 35,043 | 8.3 % | \$37,742 | \$60,002 | 8.4 % | 4.9 % |
| 2016 | \$ 36,384 | 3.8 % | \$38,658 | \$62,176 | 2.4 % | 3.6 % |
| 2017 | \$ 36,608 | 0.6 % | \$37,944 | \$63,746 | - 1.8 % | 2.5 % |
| 2018 | \$ 38,140 | 4.2 % | \$38,731 | \$65,573 | 2.1 % | 2.9 % |



Earnings by Industry

What is it?

Earnings by industry data represent the total personal earnings for workers within individual industry sectors, and should not be confused with total business revenues within industries. The total earnings of an industry are calculated by taking the sum of three components: wage and salary disbursements, supplements to wages and salaries, and proprietor's income. Earnings by industry are the components of earnings by place of work from the section on components of personal income. The symbol "(D)" is used for information withheld to avoid disclosing data for individual companies. The symbol "(L)" is used when reported values are less than \$50,000. Values for both (D) and (L) are included in aggregate totals.

How is it used?

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

Del Norte County Earnings by Industry, 2018 (In Millions)

| Industry Sector | Del Norte County | Percent of Total | |
|--|------------------|------------------|--------------|
| | | Del Norte | California |
| Farm earnings | \$ 25.6 | 4.4 % | 1.0 % |
| Forestry, fishing, and related activities | \$ 21.5 | 3.7 % | 0.6 % |
| Mining | \$ 0.07 | 0.0 % | 0.2 % |
| Utilities | (D) | n/a | 0.8 % |
| Construction | \$ 19.3 | 3.3 % | 5.5 % |
| Manufacturing | \$ 8.5 | 1.5 % | 9.0 % |
| Wholesale trade | (D) | n/a | 4.3 % |
| Retail trade | \$ 40.7 | 7.0 % | 5.1 % |
| Transportation and warehousing | \$ 5.3 | 0.9 % | 3.3 % |
| Information | \$ 4.0 | 0.7 % | 6.9 % |
| Finance and insurance | \$ 5.7 | 1.0 % | 5.5 % |
| Real estate and rental and leasing | \$ 6.8 | 1.2 % | 3.2 % |
| Professional, scientific, and technical services | \$ 12.4 | 2.1 % | 12.4 % |
| Management of companies and enterprises | (D) | n/a | 2.3 % |
| Administrative and waste services | (D) | n/a | 4.2 % |
| Educational services | (D) | n/a | 1.5 % |
| Health care and social assistance | (D) | n/a | 9.4 % |
| Arts, entertainment, and recreation | \$ 3.9 | 0.7 % | 1.8 % |
| Accommodation and food services | \$ 31.9 | 5.5 % | 3.5 % |
| Other services, except public administration | \$ 18.4 | 3.2 % | 3.5 % |
| Government and government enterprises | \$ 276.3 | 47.6 % | 16.0 % |
| Value of withheld "(D)" earnings | \$100.71 | 17.3 % | n/a |
| Total Earnings by Place of Work | \$581.1 | 100 % | 100 % |

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

Median Household Income

What is it?

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

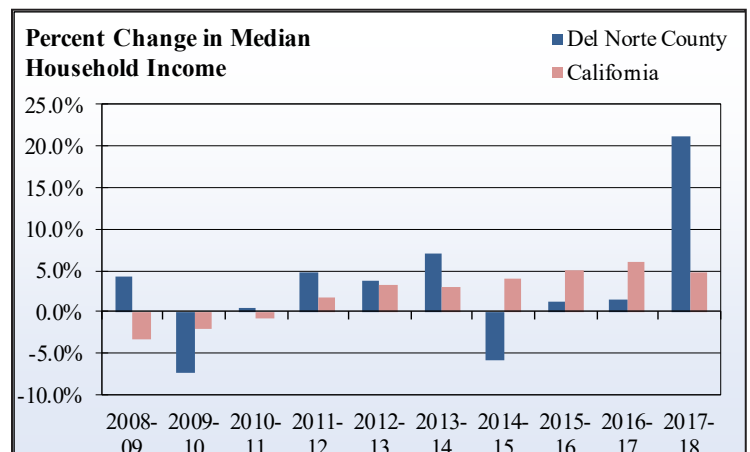
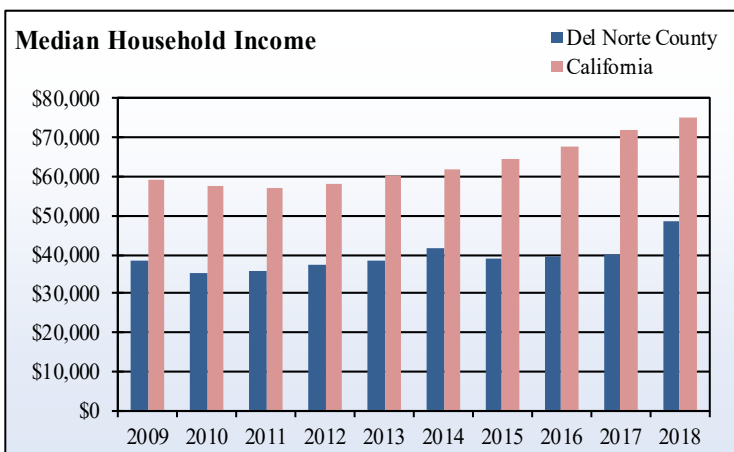
How is it used?

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

Del Norte County Median Household Income (Nominal)

| Year | County | California |
|------|-----------|------------|
| 2009 | \$ 38,252 | \$ 58,925 |
| 2010 | \$ 35,438 | \$ 57,664 |
| 2011 | \$ 35,598 | \$ 57,275 |
| 2012 | \$ 37,305 | \$ 58,322 |
| 2013 | \$ 38,663 | \$ 60,185 |
| 2014 | \$ 41,419 | \$ 61,927 |
| 2015 | \$ 38,963 | \$ 64,483 |
| 2016 | \$ 39,458 | \$ 67,715 |
| 2017 | \$ 39,996 | \$ 71,785 |
| 2018 | \$ 48,518 | \$ 75,250 |

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



Poverty Rates

What is it?

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

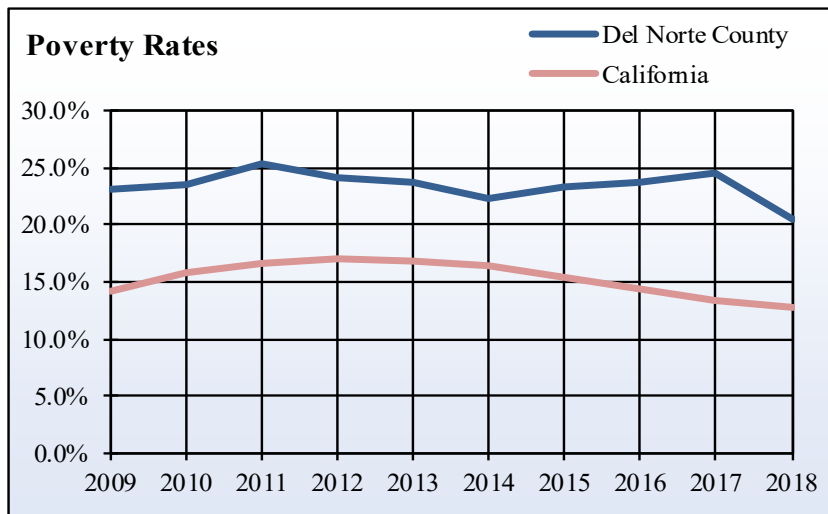
How is it used?

The poverty rate is a very commonly used indicator of the overall economic health and well-being of a region. Despite their wide use, official poverty rates have notable shortcomings. For instance, because the thresholds that define poverty status only vary by family size and composition, and not by the underlying cost of living in a particular neighborhood or community (e.g., housing and insurance costs), they tend to either over- or underestimate the real level of economic hardship in a region. Between 2009 and 2018, Del Norte County's poverty rate remained somewhat higher than the statewide poverty rate. Despite decreasing between 2011 and 2014, the county poverty rate began to slowly increase between 2015 and 2017, before decreasing significantly in 2018.

Poverty Rates, Del Norte County

| Year | 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



Fair Market Rent

What is it?

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

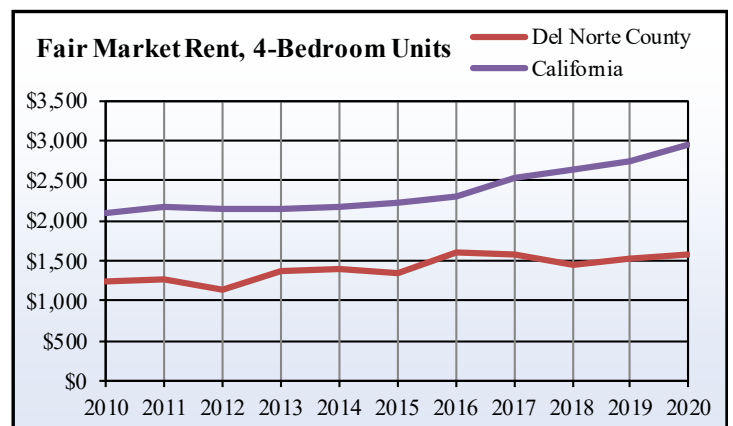
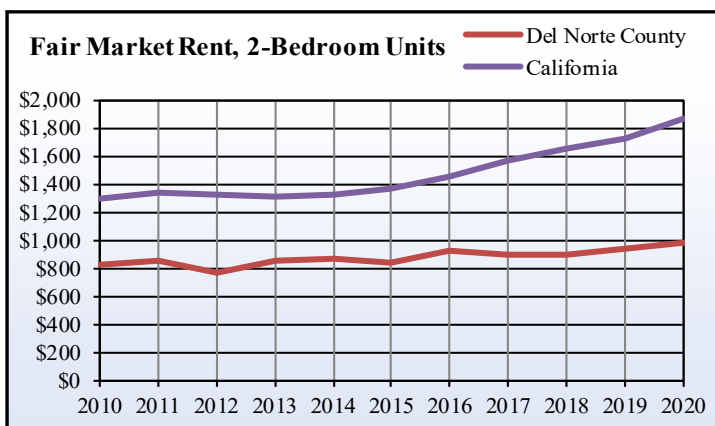
How is it used?

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

Fair Market Rent, Del Norte County

| Year | 0-Bedroom | 1-Bedroom | 2-Bedroom | 3-Bedroom | 4-Bedroom |
|------|-----------|-----------|-----------|-----------|-----------|
| 2010 | \$ 632 | \$ 640 | \$ 828 | \$ 1,206 | \$ 1,243 |
| 2011 | \$ 648 | \$ 656 | \$ 849 | \$ 1,236 | \$ 1,274 |
| 2012 | \$ 585 | \$ 593 | \$ 767 | \$ 1,117 | \$ 1,151 |
| 2013 | \$ 628 | \$ 633 | \$ 856 | \$ 1,261 | \$ 1,377 |
| 2014 | \$ 639 | \$ 643 | \$ 870 | \$ 1,282 | \$ 1,399 |
| 2015 | \$ 613 | \$ 617 | \$ 835 | \$ 1,230 | \$ 1,343 |
| 2016 | \$ 726 | \$ 731 | \$ 922 | \$ 1,344 | \$ 1,610 |
| 2017 | \$ 735 | \$ 739 | \$ 890 | \$ 1,291 | \$ 1,566 |
| 2018 | \$ 662 | \$ 724 | \$ 893 | \$ 1,266 | \$ 1,460 |
| 2019 | \$ 643 | \$ 749 | \$ 945 | \$ 1,312 | \$ 1,516 |
| 2020 | \$ 661 | \$ 775 | \$ 978 | \$ 1,369 | \$ 1,571 |

Source: US Department of Housing and Urban Development



Median Home Price

What is it?

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

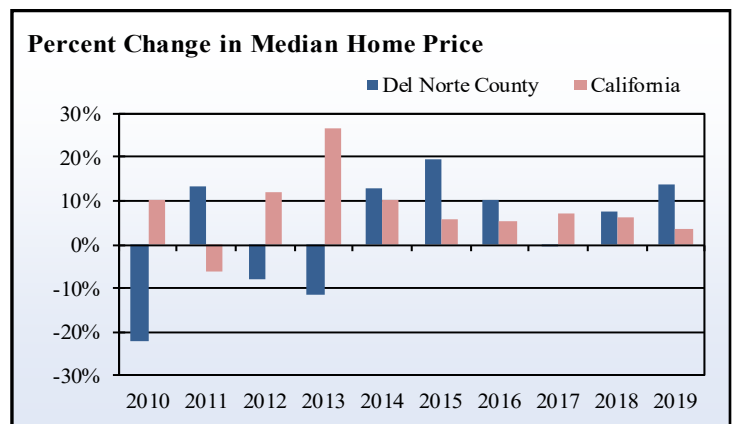
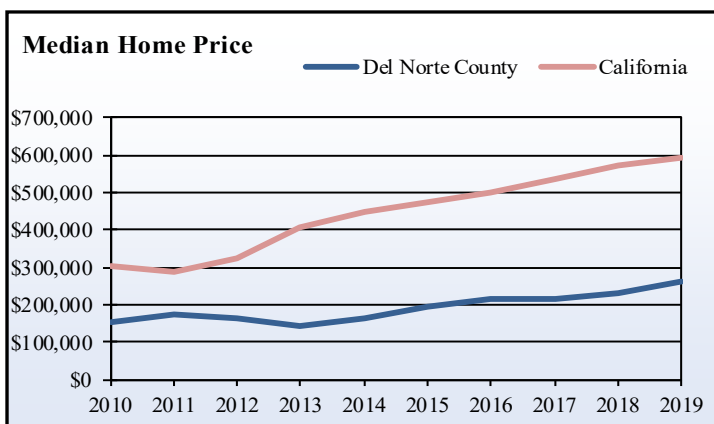
How is it used?

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

Median Home Sale Price, Del Norte County, 2010-2019

| Year | Del Norte County | 1-Year Change | California | 1-Year Change |
|------|------------------|---------------|------------|---------------|
| 2010 | \$ 155,416 | -22.2% | \$ 305,631 | 10.5% |
| 2011 | \$ 176,389 | 13.5% | \$ 287,523 | -5.9% |
| 2012 | \$ 162,708 | -7.8% | \$ 321,748 | 11.9% |
| 2013 | \$ 143,889 | -11.6% | \$ 407,528 | 26.7% |
| 2014 | \$ 162,569 | 13.0% | \$ 448,751 | 10.1% |
| 2015 | \$ 194,685 | 19.8% | \$ 475,662 | 6.0% |
| 2016 | \$ 214,273 | 10.1% | \$ 502,178 | 5.6% |
| 2017 | \$ 213,929 | -0.2% | \$ 537,026 | 6.9% |
| 2018 | \$ 230,192 | 7.6% | \$ 571,058 | 6.3% |
| 2019 | \$ 261,486 | 13.6% | \$ 591,933 | 3.7% |

Source: California Association of Realtors



SOCIAL INDICATORS

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

In 2018, 22.5 percent of Del Norte County deaths were from cancer, which was 0.2 percent higher than the statewide average, and 20.7 percent of deaths were from heart disease, which was 2.6 percent lower than the statewide average. The proportion of Del Norte residents who died from pulmonary disease or accidents was also higher than the statewide average. In 2018, the proportion of births to teen mothers in Del Norte County was over five times greater than the statewide proportion. Between 2006 and 2015, the proportion of births with late prenatal care in Del Norte County was consistently higher than the statewide average, and in particular were more than twice the statewide proportion in 2007 and 2008.

Utilization of the CalWORKS program in Del Norte County declined from 8.8 percent of residents in 2010 to 5.5 percent in 2019. In contrast, the proportion of county beneficiaries from Medi-Cal increased from 33 percent to 46.9 percent between 2010 and 2019, which was likely due to expansions in eligibility under the Affordable Care Act.

Between 2010 and 2018, the proportion of Del Norte County residents who possessed an Associate’s or graduate/professional degree increased by 4.2 and 38.1 percent, respectively, while the proportion of those holding a Bachelor’s degree decreased by 16.6 percent. In addition, between 2008 and 2017, the high school dropout rate increased overall by 1.2 percent. While the proportion of high school graduates eligible for the UC and CSU systems declined by 8.1 percent overall between 2010 and 2019, this proportion increased considerably between 2015 and 2017. The proportion of students who met the statewide SAT benchmark in the 2017-2018 school year was 78.7 percent, down from 85.2 percent in the 2016-2017 school year; however, this proportion remained higher in Del Norte County than in the state overall.

Between 2010 and 2019, enrollment in English learning programs in Del Norte County remained well below the California State average. In the 2018-2019 school year, 19.3 percent of California students were enrolled in such programs, while only 7.1 percent of Del Norte County students were enrolled. Because Del Norte County is a northern and rural county, there are lower rates of immigration, and thus lower rates of participation in English learning programs.

From 2009 to 2017, Del Norte County experienced sporadic growth in its total crime rate; however, Del Norte County’s total crime rate decreased significantly in 2018, dropping almost to 2009 levels. Most notably, the county’s violent crime rate spiked significantly in 2011, by almost two points, and remained consistently higher than the statewide rate through 2018.

Voter registration rates in Del Norte County remained lower than the statewide rate between 2006 and 2012, but were higher than the statewide rate in 2004 and 2016, and comparable to the statewide rate in 2018. Participation rates in elections in Del Norte County generally remained lower during the study period than for the rest of the state, with the notable exceptions of 2010 and 2014 when participation was far greater than the California average.

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Leading Causes of Death

What is it?

This indicator lists the top-ten most frequent causes of death for all county residents in 2017, and is derived from vital records data provided by the California Department of Public Health.

How is it used?

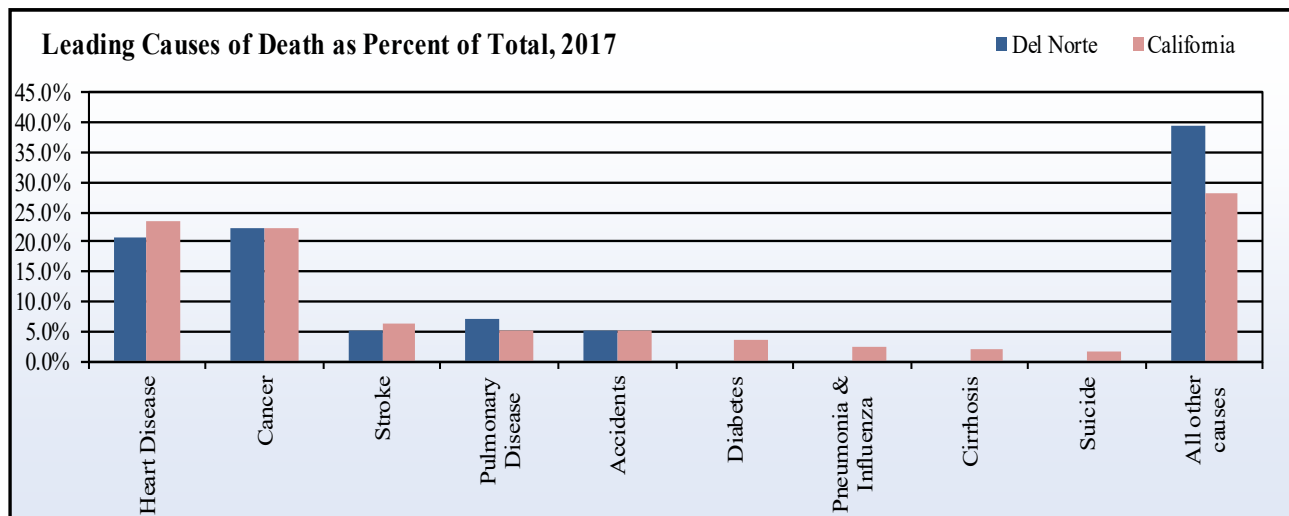
Cause of death statistics provide important insights into the overall health of a region, and can be used by health care practitioners and social service providers to coordinate disease prevention and educational efforts. If death rates for preventable causes are greater than those for other counties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

Cause of Death as a Percentage of Total Deaths, 2018

| Cause of Death | Del Norte | California |
|-----------------------|-----------|------------|
| Heart Disease | 20.7 % | 23.3 % |
| Cancer | 22.5% | 22.3% |
| Stroke | 5.1% | 6.1% |
| Pulmonary Disease | 7.2% | 5.1% |
| Accidents | 5.1% | 5.3% |
| Diabetes | (D) | 3.5% |
| Pneumonia & Influenza | (D) | 2.6% |
| Cirrhosis | (D) | 2.0% |
| Suicide | (D) | 1.7% |
| All other causes | 39.5% | 28.2% |

Source: California Department of Public Health

Note: (D) Withheld disclosure of confidential health data *Data redacted, included in All other Causes

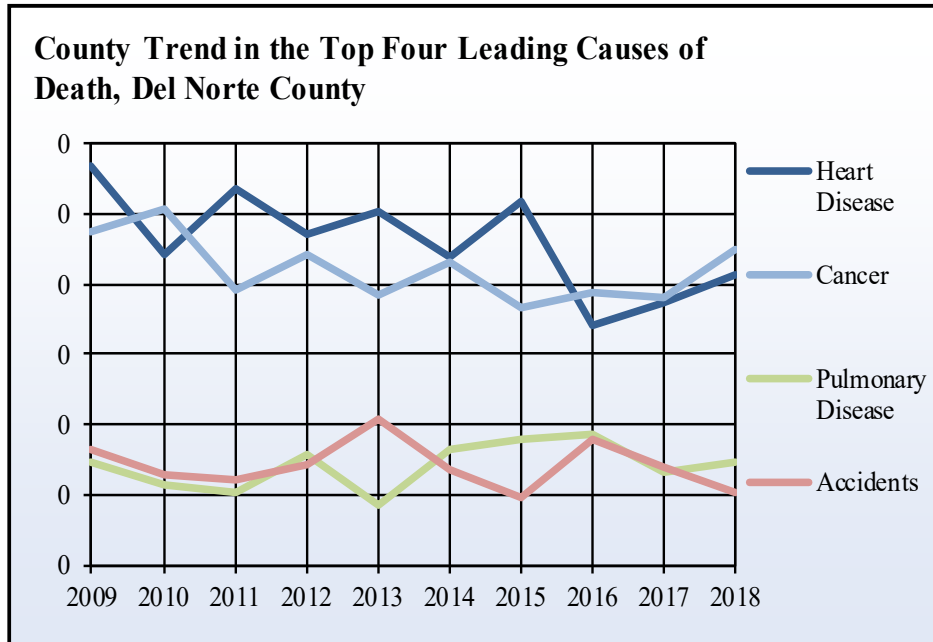


Leading Causes of Death, Del Norte County

| Cause of Death | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 |
|-----------------------|------|------|------|------|------|------|------|------|------|------|
| All Causes | 257 | 284 | 295 | 254 | 287 | 282 | 289 | 299 | 332 | 276 |
| Heart Disease | 73 | 63 | 79 | 60 | 72 | 62 | 75 | 51 | 62 | 57 |
| Cancer | 61 | 72 | 58 | 56 | 55 | 61 | 53 | 58 | 63 | 62 |
| Stroke | 11 | 17 | 11 | 14 | 16 | 11 | 15 | (D) | 16 | 14 |
| Pulmonary Disease | 19 | 16 | 15 | 20 | 12 | 23 | 26 | 28 | 22 | 20 |
| Accidents | 21 | 18 | 18 | 18 | 30 | 19 | 14 | 27 | 23 | 14 |
| Diabetes | (D) | (D) | (D) | (D) | (D) | (D) | (D) | 12 | (D) | (D) |
| Pneumonia & Influenza | (D) | (D) | (D) | (D) | 13 | (D) | (D) | (D) | (D) | (D) |
| Cirrhosis | (D) | (D) | (D) | (D) | (D) | (D) | (D) | (D) | 15 | (D) |
| Suicide | (D) | (D) | (D) | (D) | (D) | 10 | (D) | (D) | (D) | (D) |
| All other causes | 72 | 98 | 114 | 86 | 89 | 96 | 106 | 123 | 131 | 109 |

Source: California Department of Public Health

Note: (D) Withheld disclosure of confidential health data * Data redacted if <10, All other causes may include the causes of death previously listed if the data is redacted



Teen Birth Rates

What is it?

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

How is it used?

Teen pregnancy is a major national and state concern because teen mothers and their babies face increased risks to their health and economic status. For example, according to the National Center for Health Statistics, teen mothers are more likely than mothers over age twenty to give birth prematurely (before thirty-seven completed weeks of pregnancy). Many factors contribute to the increased risk of health problems of babies born to teenage mothers.

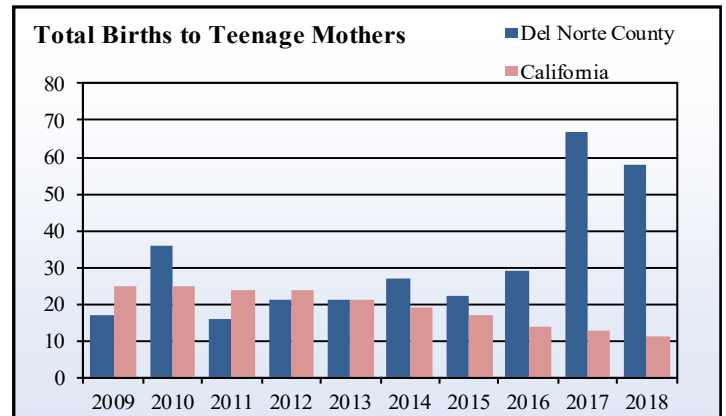
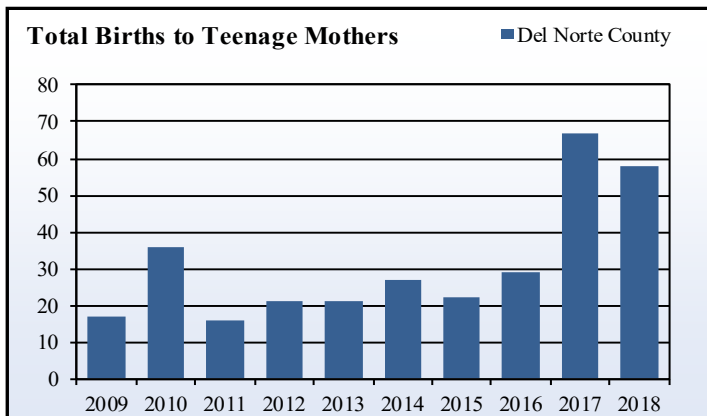
Birth Rates per 1000, California

| Year | Sum of Total population of Women 15-50 | Sum of Total Birth Rate per 1000 | Sum of Population of Women 15-19 | Sum of Teen Birth Rate per 1000 |
|------|--|----------------------------------|----------------------------------|---------------------------------|
| 2009 | 9,284,699 | 57 | 1,290,682 | 25 |
| 2010 | 9,455,708 | 57 | 1,356,560 | 25 |
| 2011 | 9,480,205 | 56 | 1,356,224 | 24 |
| 2012 | 9,510,236 | 56 | 1,351,094 | 24 |
| 2013 | 9,530,502 | 54 | 1,333,269 | 21 |
| 2014 | 9,585,886 | 52 | 1,316,391 | 19 |
| 2015 | 9,616,133 | 52 | 1,298,392 | 17 |
| 2016 | 9,607,231 | 51 | 1,284,568 | 14 |
| 2017 | 9,642,845 | 50 | 1,274,747 | 13 |
| 2018 | 9,353,638 | 49 | 1,262,985 | 11 |

Birth Rates per 1000, Del Norte County

| Year | Sum of Total population of Women 15-50 | Sum of Total Birth Rate per 1000 | Sum of Population of Women 15-19 | Sum of Teen Birth Rate per 1000 |
|------|--|----------------------------------|----------------------------------|---------------------------------|
| 2009 | 6,058 | 50 | 891 | 17 |
| 2010 | 5,581 | 62 | 900 | 36 |
| 2011 | 5,475 | 96 | 881 | 16 |
| 2012 | 5,391 | 71 | 902 | 21 |
| 2013 | 5,251 | 67 | 894 | 21 |
| 2014 | 5,193 | 98 | 738 | 27 |
| 2015 | 5,087 | 93 | 691 | 22 |
| 2016 | 5,141 | 93 | 798 | 29 |
| 2017 | 5,072 | 91 | 819 | 67 |
| 2018 | 5,053 | 85 | 950 | 58 |

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



Infant Mortality

What is it?

Infant mortality rates are the proportion of deaths of infants less than one year old divided out of every 1,000 live births. Data are reported by the California Department of Public Health through 2013 for Del Norte County.

How is it used?

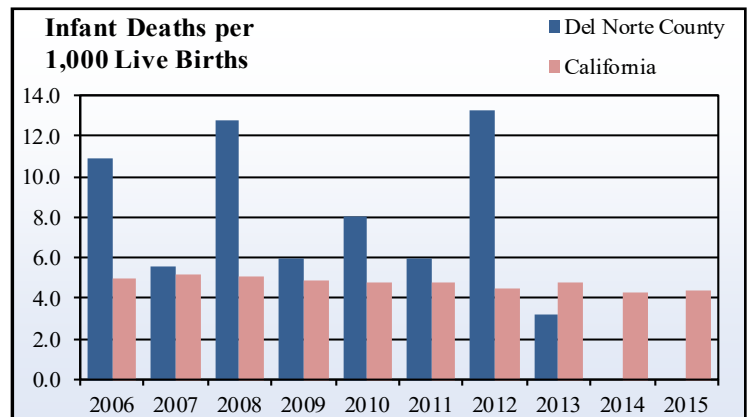
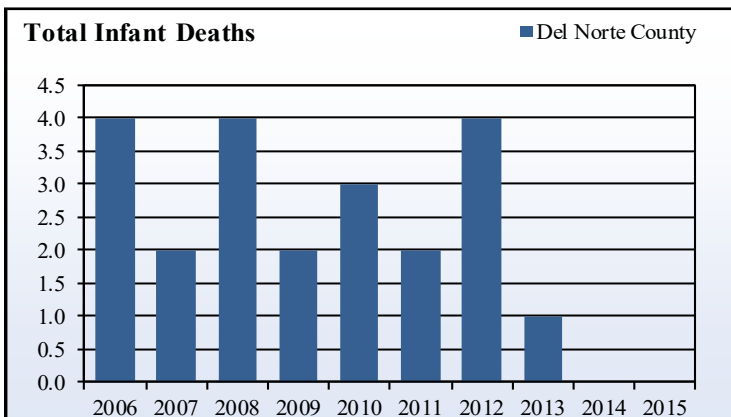
Infant mortality is an important indicator of the health and well-being of a population. Infant mortality rates represents many factors surrounding childbirth, including the health and socioeconomic resources of the mother and the level of access to and quality of the health services available to the mother and child. In addition, infant mortality rates can be influenced by various education and social service programs.

Number of Infant Deaths, Del Norte County

| Year | Number | Deaths per 1,000 Live Births | |
|------|--------|------------------------------|------------|
| | | Del Norte County | California |
| 2006 | 4 | 11.0 | 5.0 |
| 2007 | 2 | 5.6 | 5.2 |
| 2008 | 4 | 12.8 | 5.1 |
| 2009 | 2 | 6.0 | 4.9 |
| 2010 | 3 | 8.1 | 4.7 |
| 2011 | 2 | 5.9 | 4.8 |
| 2012 | 4 | 13.2 | 4.5 |
| 2013 | 1 | 3.2 | 4.7 |
| 2014 | (D) | n/a | 4.3 |
| 2015 | (D) | n/a | 4.4 |

Source: California Department of Public Health

Note: (D) Withheld disclosure of confidential health data



Low Birth-Weight Infants

What is it?

Pre-term birth data represent the number of infants born earlier than 37 weeks from conception, and are reported by the Lucille Packard Foundation for Children's Health KidsData program through 2015.

How is it used?

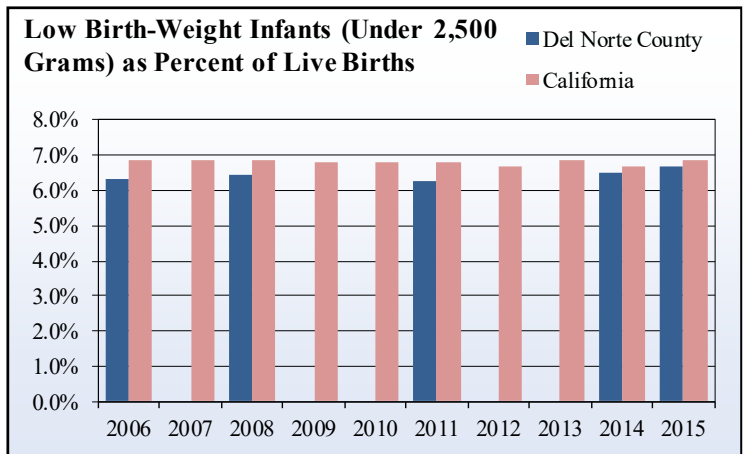
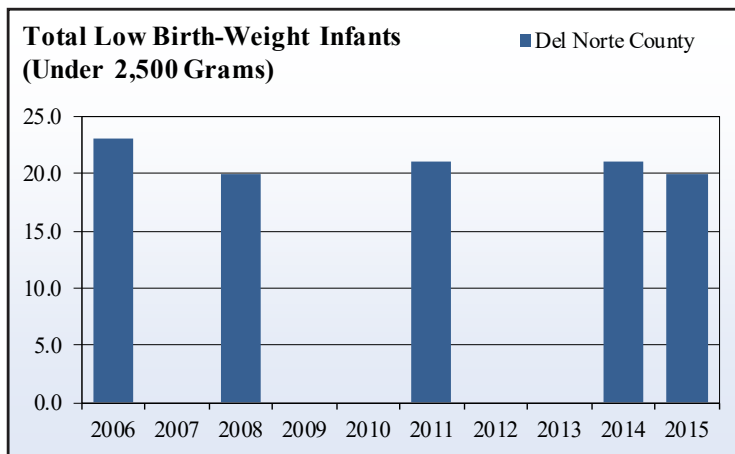
Pre-term birth is the leading cause of infant death in the U.S. Some pre-term babies require specialized care in a newborn intensive care unit. Women who are most likely to give birth pre-term include those who have had a previous premature birth, those pregnant with twins, triplets, or more, and those with certain uterine abnormalities. In addition, demographic and behavioral factors can increase the risk of delivering pre-term, including low socioeconomic status, being under age 17 or over age 35, receiving inadequate prenatal care, and smoking during pregnancy.

Low Birth Weight Infants, Del Norte County

| Year | Live Births | Low Birth-Weight | Percent of Live Births | |
|------|-------------|------------------|------------------------|------------|
| | | | Del Norte | California |
| 2006 | 365 | 23 | 6.3 % | 6.9% |
| 2007 | 356 | (D) | n/a | 6.9% |
| 2008 | 312 | 20 | 6.4 % | 6.8% |
| 2009 | 333 | (D) | n/a | 6.8% |
| 2010 | 372 | (D) | n/a | 6.8% |
| 2011 | 337 | 21 | 6.2 % | 6.8% |
| 2012 | 302 | (D) | n/a | 6.7% |
| 2013 | 315 | (D) | n/a | 6.8% |
| 2014 | 324 | 21 | 6.5 % | 6.7% |
| 2015 | 300 | 20 | 6.7 % | 6.9% |

Source: Source: Lucille Packard Foundation for Children's Health

Note: (D) Withheld disclosure of confidential health data



Late Prenatal Care

What is it?

Late prenatal care data represent the number and proportion of births where the mother first saw a physician about her pregnancy after the end of her first trimester. The data are reported by the Lucille Packard Foundation for Children's Health KidsData program through 2013, and incorporate a variety of public source data.

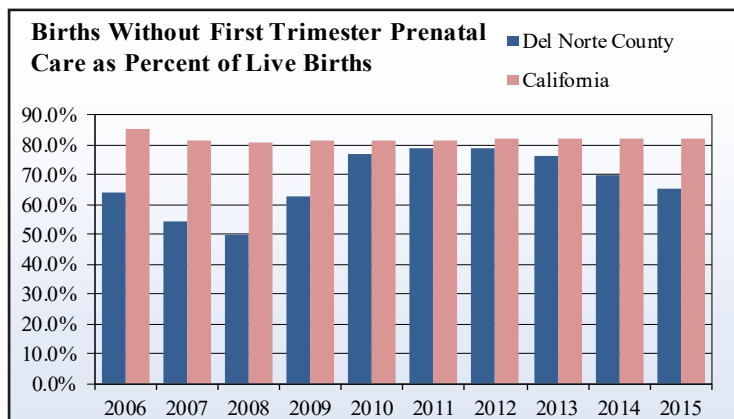
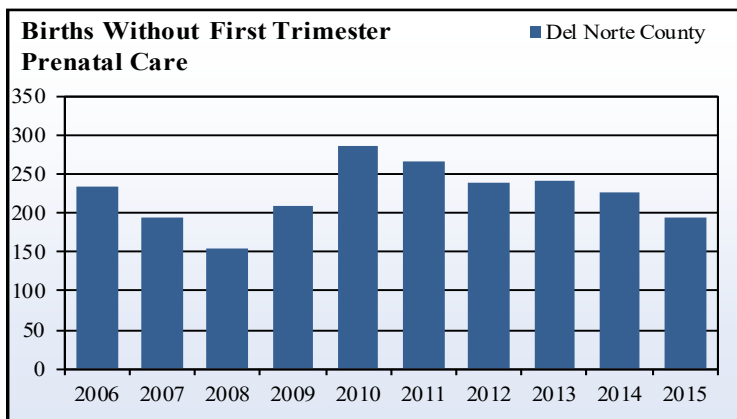
How is it used?

Late prenatal care is one of the more prominent risk factors for many medical complications later in pregnancy, during childbirth, or among the children themselves. Early medical care can help expectant mothers with lifestyle and medication changes that might otherwise affect their child.

Births With Prenatal Care During First Trimester, Del Norte County

| Year | Number | Percent of Live Births | |
|------|--------|------------------------|------------|
| | | Del Norte County | California |
| 2006 | 233 | 63.8% | 85.2% |
| 2007 | 194 | 54.5% | 81.1% |
| 2008 | 155 | 49.7% | 80.7% |
| 2009 | 209 | 62.8% | 81.3% |
| 2010 | 287 | 77.2% | 81.7% |
| 2011 | 265 | 78.6% | 81.7% |
| 2012 | 238 | 78.8% | 81.9% |
| 2013 | 241 | 76.5% | 82.1% |
| 2014 | 227 | 70.1% | 81.9% |
| 2015 | 195 | 65.0% | 81.9% |

Source: Lucille Packard Foundation for Children's Health



TANF/CalWORKs Caseload

What is it?

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

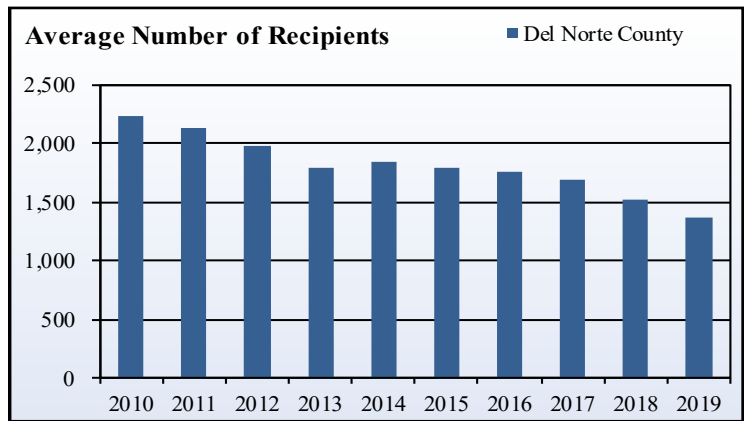
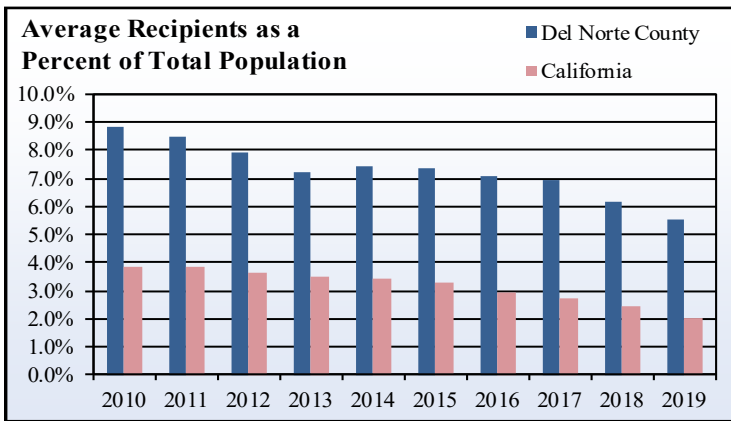
How is it used?

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

TANF/CalWORKs Caseload, Del Norte County

| Year | Average Number of recipients | Recipients per Capita, County | Recipients per Capita, State |
|------|------------------------------|-------------------------------|------------------------------|
| 2010 | 2,233 | 8.8 % | 3.8 % |
| 2011 | 2,139 | 8.5 % | 3.8 % |
| 2012 | 1,986 | 7.9 % | 3.6 % |
| 2013 | 1,798 | 7.2 % | 3.5 % |
| 2014 | 1,843 | 7.4 % | 3.4 % |
| 2015 | 1,794 | 7.4 % | 3.3 % |
| 2016 | 1,760 | 7.1 % | 2.9 % |
| 2017 | 1,692 | 6.9 % | 2.7 % |
| 2018 | 1,514 | 6.1 % | 2.4 % |
| 2019 | 1,372 | 5.5 % | 2.0 % |

Source: California Department of Social Services



Medi-Cal Caseload

What is it?

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

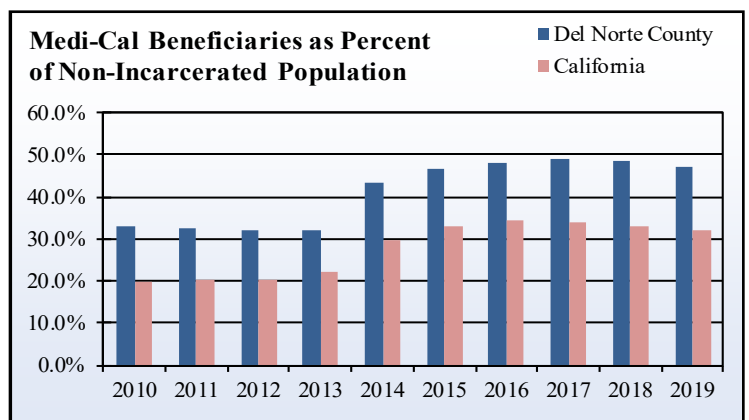
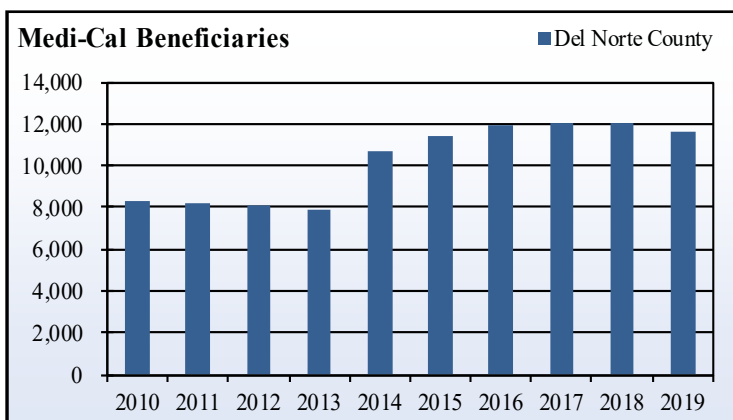
How is it used?

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

Medi-Cal Users, Del Norte County

| Year | Beneficiaries | Percentage of County Non-Incarcerated Population | California Beneficiaries | Percentage of California Population |
|------|---------------|--|--------------------------|-------------------------------------|
| 2010 | 8,327 | 33.0 % | 7,392,489 | 19.9 % |
| 2011 | 8,215 | 32.6 % | 7,590,581 | 20.3 % |
| 2012 | 8,099 | 32.2 % | 7,625,954 | 20.2 % |
| 2013 | 7,935 | 31.9 % | 8,468,988 | 22.2 % |
| 2014 | 10,685 | 43.2 % | 11,522,700 | 29.9 % |
| 2015 | 11,407 | 46.9 % | 12,834,234 | 33.0 % |
| 2016 | 11,971 | 48.1 % | 13,550,661 | 34.7 % |
| 2017 | 12,039 | 49.1 % | 13,353,981 | 33.9 % |
| 2018 | 12,008 | 48.7 % | 13,126,241 | 33.1 % |
| 2019 | 11,641 | 46.9 % | 12,772,938 | 32.1 % |

Source: California Department of Healthcare Services



School Free and Reduced Meal Program

What is it?

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

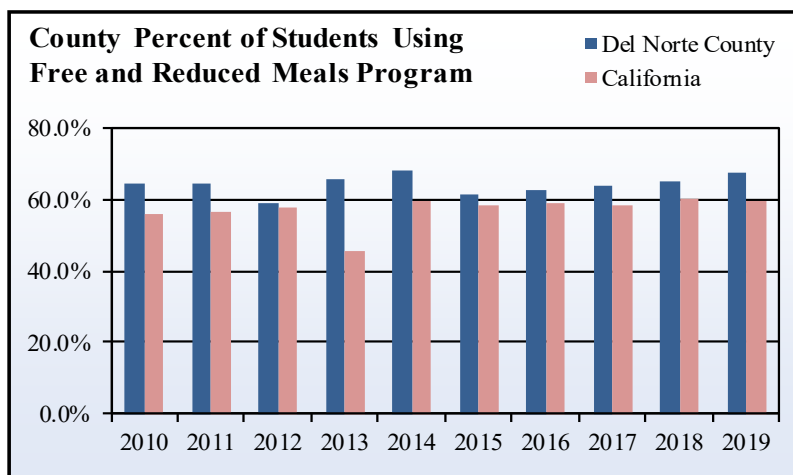
How is it used?

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

School Free and Reduced Meals, Del Norte County

| Year | Total Free and Reduced Meals | Total Enrollment | Percent of Students | |
|------|------------------------------|------------------|---------------------|------------|
| | | | County | California |
| 2010 | 2,828 | 4,398 | 64.3 % | 55.9 % |
| 2011 | 2,684 | 4,156 | 64.6 % | 56.7 % |
| 2012 | 2,382 | 4,057 | 58.7 % | 57.5 % |
| 2013 | 2,744 | 4,197 | 65.4 % | 45.5 % |
| 2014 | 2,819 | 4,144 | 68.0 % | 59.4 % |
| 2015 | 2,524 | 4,121 | 61.2 % | 58.6 % |
| 2016 | 2,606 | 4,160 | 62.6 % | 58.9 % |
| 2017 | 2,729 | 4,258 | 64.1 % | 58.1 % |
| 2018 | 2,744 | 4,228 | 64.9 % | 60.1 % |
| 2019 | 2,871 | 4,266 | 67.3 % | 59.4 % |

Source: California Department of Education



Educational Attainment

What is it?

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

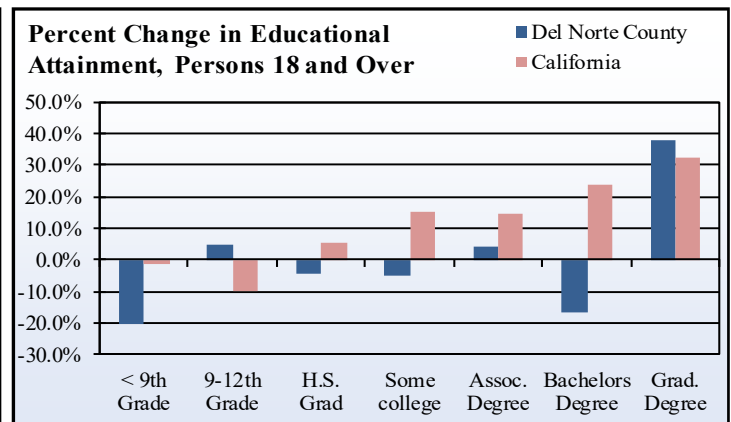
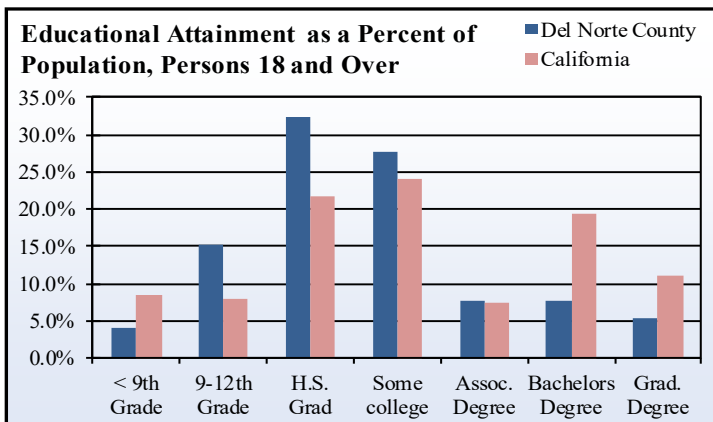
How is it used?

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

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

| Educational Attainment | 2010 | 2018 | Percent of total in 2018 | | Change from 2010 to 2018 | |
|------------------------------------|--------|--------|--------------------------|------------|--------------------------|------------|
| | | | County | California | County | California |
| Less than 9th grade | 1,088 | 868 | 4.0 % | 8.4 % | - 20.2 % | - 1.1 % |
| 9th to 12th grade, no diploma | 3,086 | 3,244 | 15.1 % | 8.0 % | 5.1 % | - 9.8 % |
| High school graduate or equivalent | 7,250 | 6,937 | 32.3 % | 21.8 % | - 4.3 % | 5.1 % |
| Some college, no degree | 6,241 | 5,916 | 27.6 % | 24.1 % | - 5.2 % | 15.4 % |
| Associate's degree | 1,605 | 1,672 | 7.8 % | 7.4 % | 4.2 % | 14.8 % |
| Bachelor's degree | 2,003 | 1,670 | 7.8 % | 19.3 % | - 16.6 % | 23.7 % |
| Graduate or professional degree | 842 | 1,163 | 5.4 % | 11.0 % | 38.1 % | 32.2 % |
| Total Persons Age 18 and Over | 22,115 | 21,470 | 100.0 % | 100.0 % | - 2.9 % | 11.9 % |

Source: U.S. Bureau of the Census, American Community Survey, 2010 & 2018 5-yr estimates



High School Dropout Rate

What is it?

High school dropout rate data are calculated by the California Department of Education by adding each school's number of dropouts from the 12th grade for the current year, from the 11th grade the previous year, from the 10th grade two years previous, and from the 9th grade three years previous, and then dividing by the total number of high school graduates for the current year.

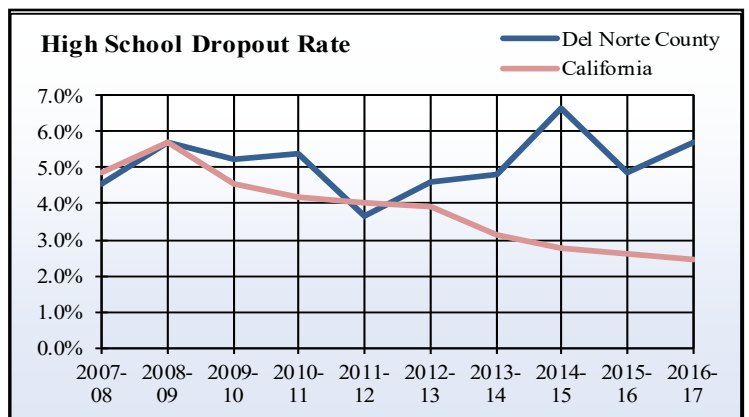
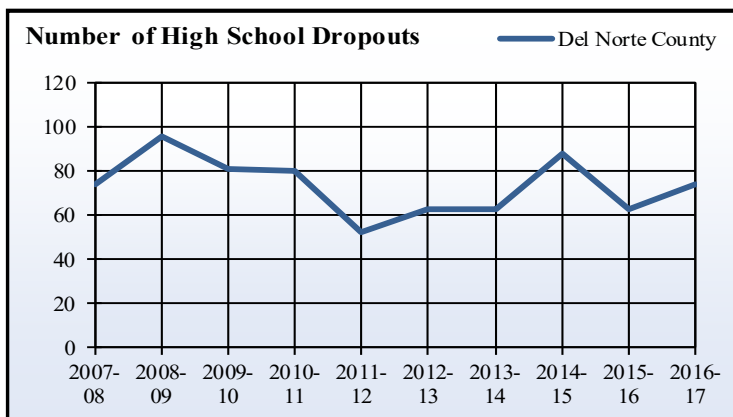
How is it used?

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

High School Dropouts, Del Norte County

| Year | Number of dropouts | 1-year dropout rate | CA 1-year dropout rate |
|-----------|--------------------|---------------------|------------------------|
| 2007-2008 | 74 | 4.5 % | 4.9 % |
| 2008-2009 | 96 | 5.7 % | 5.7 % |
| 2009-2010 | 81 | 5.2 % | 4.6 % |
| 2010-2011 | 80 | 5.4 % | 4.2 % |
| 2011-2012 | 52 | 3.7 % | 4.0 % |
| 2012-2013 | 63 | 4.6 % | 3.9 % |
| 2013-2014 | 63 | 4.8 % | 3.1 % |
| 2014-2015 | 88 | 6.7 % | 2.8 % |
| 2015-2016 | 63 | 4.9 % | 2.6 % |
| 2016-2017 | 74 | 5.7 % | 2.4 % |

Source: California Department of Education



Graduates Eligible for UC-CSU Systems

What is it?

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

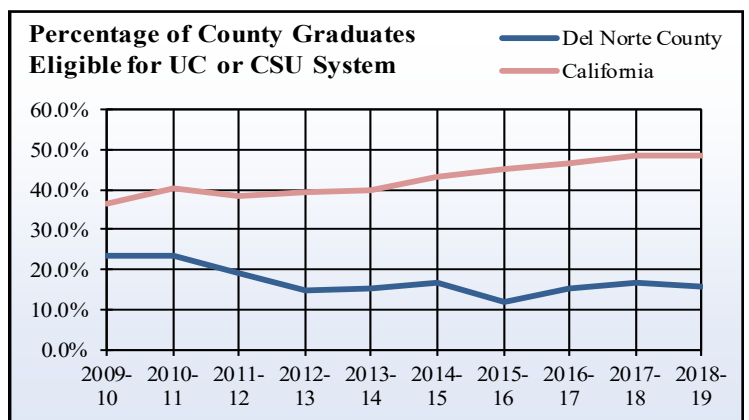
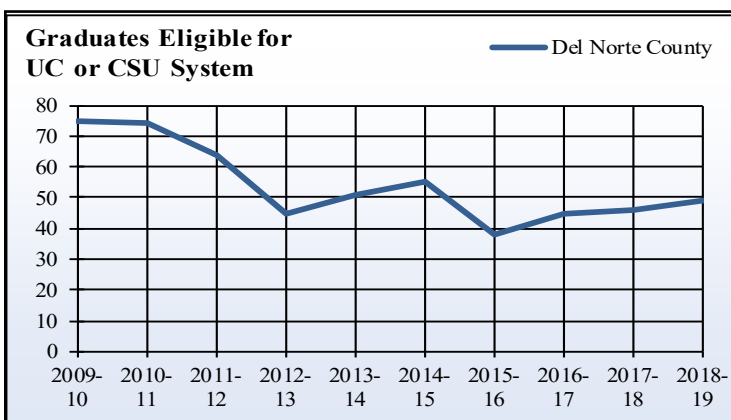
How is it used?

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

Graduates Eligible for UC or CSU System, Del Norte County

| Year | County Graduates | | CA Graduates |
|---------|------------------|------------|--------------|
| | Number | Percentage | Percentage |
| 2009-10 | 75 | 23.7 % | 36.3 % |
| 2010-11 | 74 | 23.3 % | 40.3 % |
| 2011-12 | 64 | 19.1 % | 38.3 % |
| 2012-13 | 45 | 15.0 % | 39.4 % |
| 2013-14 | 51 | 15.5 % | 40.0 % |
| 2014-15 | 55 | 16.5 % | 43.4 % |
| 2015-16 | 38 | 11.9 % | 45.4 % |
| 2016-17 | 45 | 15.4 % | 46.8 % |
| 2017-18 | 46 | 16.5 % | 48.4 % |
| 2018-19 | 49 | 15.6 % | 48.4 % |

Source: California Department of Education



Average SAT Scores

What is it?

The SAT is designed to measure verbal and mathematical reasoning abilities that are related to successful performance in college. Like many standardized tests, however, SAT scores are most strongly correlated with socioeconomic status, since better-resourced students will generally have more preparatory options and resources. Sufficiently high SAT scores are a requirement for admission to most American colleges and universities, although the strong correlation with economic status has generated challenges to these requirements from many educators.

How is it used?

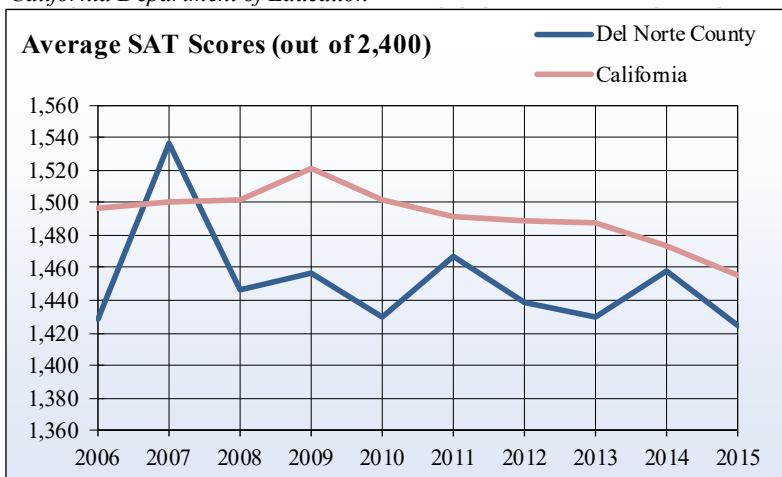
SAT scores are usually treated as an indicator of academic performance and college readiness for children in local schools, except where an exceptionally low or high percentage of students took the test. Because scores are standardized, test results provide a baseline for comparing student performance across all regions of the country; however, their utility has been challenged due to the strong correlation between scores and socioeconomic status.

**In post-2015 data, the method used to calculate average SAT scores and the reporting format of the data have changed, and therefore, these data are not directly comparable to earlier reporting years.*

Average SAT Scores (out of 2,400)

| School Year | County | | California | |
|-------------|----------------------------------|--------------------|----------------------------------|--------------------|
| | Percent of Students who took SAT | Average SAT Scores | Percent of Students who took SAT | Average SAT Scores |
| 2006-07 | 21.8 % | 1,429 | 36.9 % | 1,497 |
| 2007-08 | 20.8 % | 1,536 | 35.9 % | 1,500 |
| 2008-09 | 21.5 % | 1,447 | 34.7 % | 1,502 |
| 2009-10 | 17.6 % | 1,457 | 33.3 % | 1,521 |
| 2010-11 | 22.0 % | 1,430 | 37.9 % | 1,502 |
| 2011-12 | 22.2 % | 1,467 | 39.3 % | 1,492 |
| 2012-13 | 14.8 % | 1,439 | 40.4 % | 1,489 |
| 2013-14 | 18.4 % | 1,430 | 41.1 % | 1,487 |
| 2014-15 | 20.3 % | 1,458 | 42.4 % | 1,473 |
| 2015-16 | 14.5 % | 1,424 | 43.5 % | 1,455 |

Source: California Department of Education



Students That Met SAT Benchmark

| School Year | County | | California | |
|-------------|---|---|---|---|
| | Percent of Students Met Old SAT Benchmark | Percent of Students Met New SAT Benchmark | Percent of Students Met Old SAT Benchmark | Percent of Students Met New SAT Benchmark |
| 2016-17 | 1.6 % | 85.2% | 6.8 % | 65.4 % |
| 2017-18 | 0.0 % | 78.7 % | 0.2 % | 70.9 % |

Source: California Department of Education

English Learners Enrollment

What is it?

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

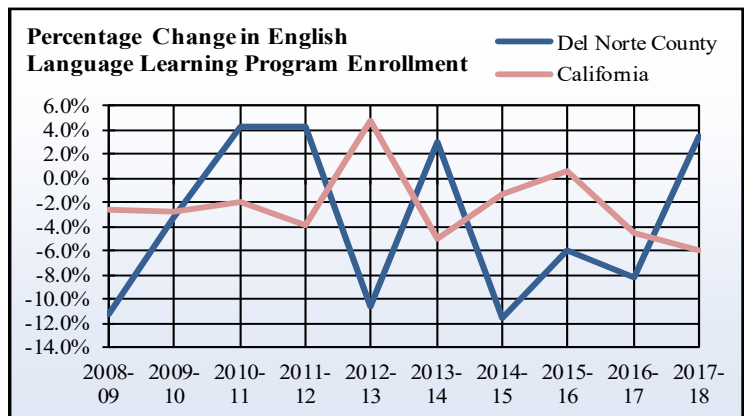
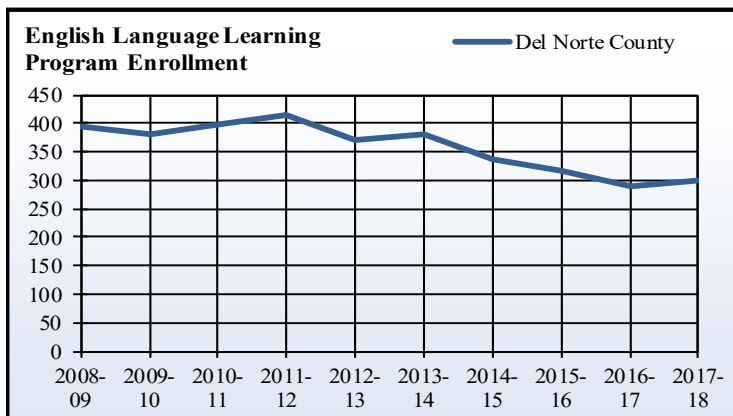
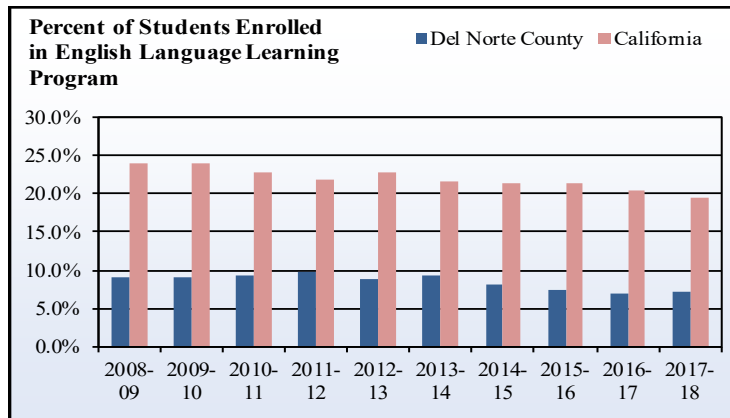
How is it used?

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

English Language Learning Program Enrollment, Del Norte County

| Year | Enrolled E.L.L. Students | Percentage Change in E.L.L. Enrollment | Total Enrolled Students K-12 | Percent of Enrolled Students in E.L.L. | Percent of Enrolled E.L.L. Students in California |
|-----------|--------------------------|--|------------------------------|--|---|
| 2009-2010 | 394 | - 11.3 % | 4,398 | 9.0 % | 24.0 % |
| 2010-2011 | 381 | - 3.3 % | 4,156 | 9.2 % | 24.0 % |
| 2011-2012 | 397 | 4.2 % | 4,221 | 9.4 % | 22.6 % |
| 2012-2013 | 414 | 4.3 % | 4,197 | 9.9 % | 21.7 % |
| 2013-2014 | 370 | - 10.6 % | 4,144 | 8.9 % | 22.7 % |
| 2014-2015 | 381 | 3.0 % | 4,121 | 9.2 % | 21.5 % |
| 2015-2016 | 337 | - 11.5 % | 4,160 | 8.1 % | 21.3 % |
| 2016-2017 | 317 | - 5.9 % | 4,258 | 7.4 % | 21.4 % |
| 2017-2018 | 291 | - 8.2 % | 4,228 | 6.9 % | 20.4 % |
| 2018-2019 | 301 | 3.4 % | 4,266 | 7.1 % | 19.3 % |

Source: California Department of Education



Crime Rates

What is it?

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

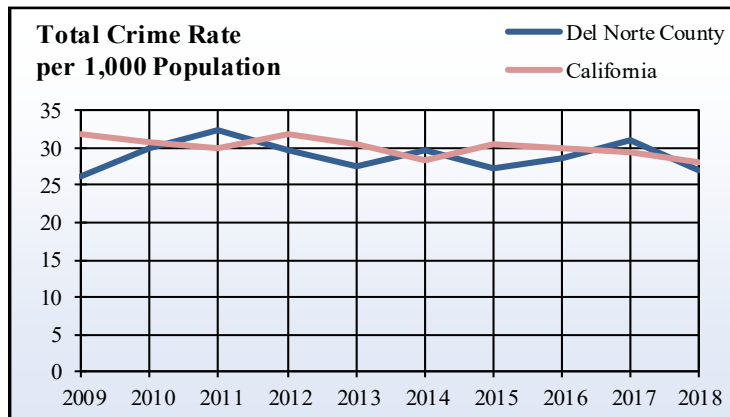
How is it used?

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

Crime Rate per 1,000 Population, Del Norte County

| Year | Property Crime Rate | | Violent Crime Rate | | Total Crime Rate | |
|------|---------------------|------------|--------------------|------------|------------------|------------|
| | County | California | County | California | County | California |
| 2009 | 22.5 | 27.2 | 3.8 | 4.7 | 26.3 | 32.0 |
| 2010 | 26.1 | 26.3 | 3.9 | 4.4 | 30.0 | 30.7 |
| 2011 | 26.8 | 25.9 | 5.6 | 4.1 | 32.4 | 30.1 |
| 2012 | 24.3 | 27.6 | 5.5 | 4.2 | 29.7 | 31.9 |
| 2013 | 21.1 | 26.6 | 6.3 | 4.0 | 27.4 | 30.5 |
| 2014 | 23.7 | 24.5 | 6.0 | 3.9 | 29.7 | 28.4 |
| 2015 | 21.9 | 26.3 | 5.3 | 4.3 | 27.2 | 30.6 |
| 2016 | 22.5 | 25.5 | 6.2 | 4.5 | 28.7 | 30.0 |
| 2017 | 25.5 | 25.0 | 5.6 | 4.5 | 31.1 | 29.5 |
| 2018 | 21.9 | 23.7 | 5.0 | 4.5 | 26.9 | 28.1 |

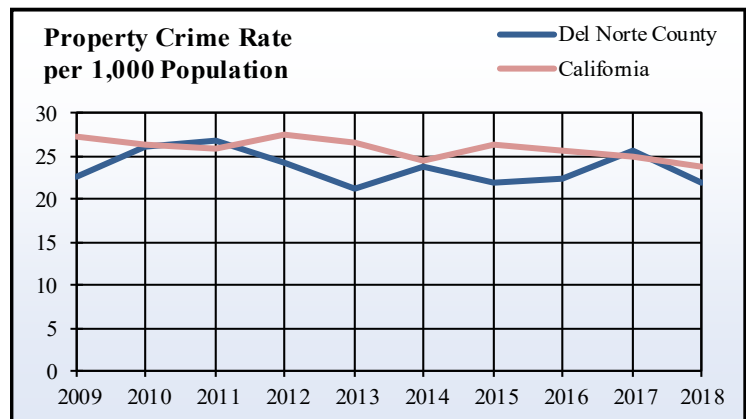
Source: California Department of Justice, Criminal Justice Statistics Center



Property Crimes, Del Norte County

| Year | Burglary | Motor Vehicle Theft | Larceny Over \$400 | Total |
|------|----------|---------------------|--------------------|-------|
| 2009 | 230 | 73 | 340 | 643 |
| 2010 | 305 | 95 | 347 | 747 |
| 2011 | 331 | 63 | 367 | 761 |
| 2012 | 288 | 116 | 283 | 687 |
| 2013 | 222 | 133 | 234 | 589 |
| 2014 | 275 | 121 | 253 | 649 |
| 2015 | 246 | 74 | 272 | 592 |
| 2016 | 290 | 130 | 188 | 608 |
| 2017 | 221 | 96 | 375 | 692 |
| 2018 | 148 | 46 | 401 | 595 |

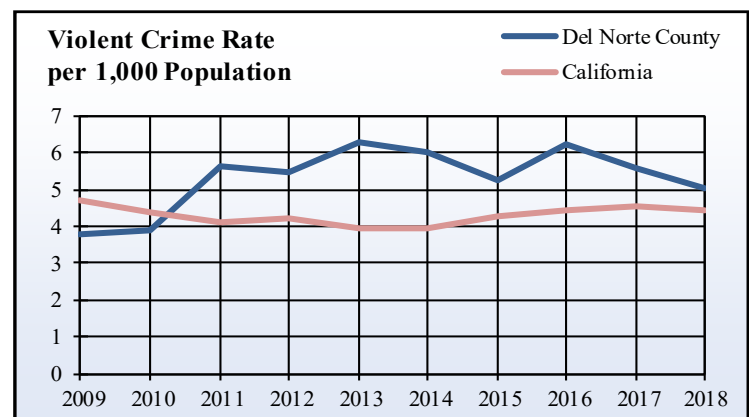
Source: California Department of Justice, Criminal Justice Statistics Center



Violent Crimes, Del Norte County

| Year | Homicide | Rape | Robbery | Aggravated Assault | Total |
|------|----------|------|---------|--------------------|-------|
| 2009 | 1 | 22 | 11 | 74 | 108 |
| 2010 | 3 | 27 | 14 | 67 | 111 |
| 2011 | 2 | 20 | 17 | 121 | 160 |
| 2012 | 1 | 22 | 24 | 108 | 155 |
| 2013 | 0 | 20 | 29 | 126 | 175 |
| 2014 | 1 | 28 | 21 | 115 | 165 |
| 2015 | 1 | 26 | 14 | 101 | 142 |
| 2016 | 0 | 32 | 17 | 119 | 168 |
| 2017 | 4 | 29 | 23 | 95 | 151 |
| 2018 | 1 | 22 | 20 | 94 | 137 |

Source: California Department of Justice, Criminal Justice Statistics Center



Voter Registration and Participation

What is it?

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

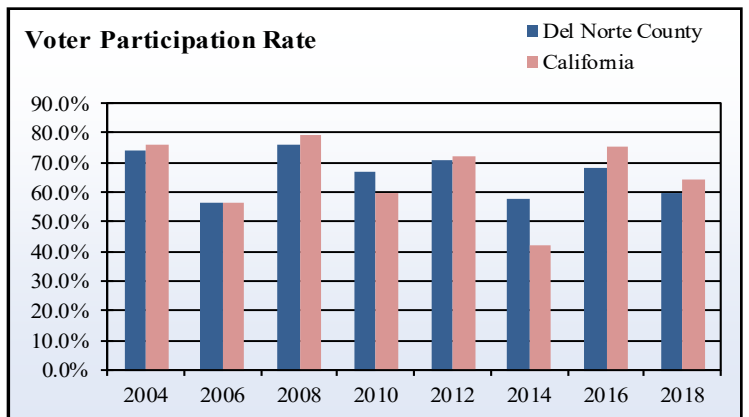
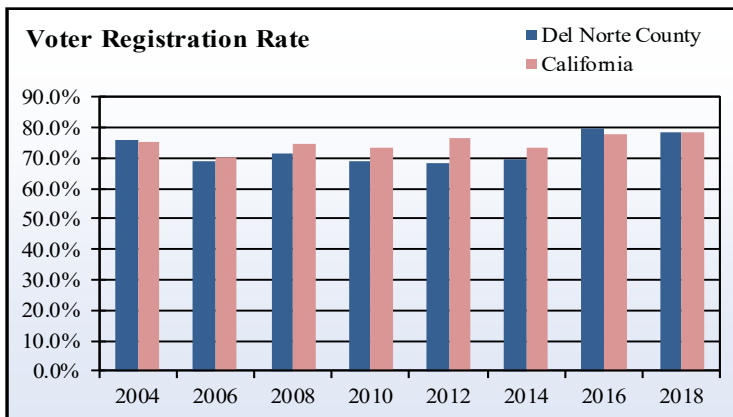
How is it used?

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

Voter Participation in General Elections, Del Norte County

| Year | Eligible to Register | Registered Voters | Total Voters | Registration Rate | Participation Rate |
|------|----------------------|-------------------|--------------|-------------------|--------------------|
| 2004 | 16,932 | 12,860 | 9,491 | 76.0 % | 73.8 % |
| 2006 | 17,459 | 12,040 | 6,828 | 69.0 % | 56.7 % |
| 2008 | 17,812 | 12,681 | 9,684 | 71.2 % | 76.4 % |
| 2010 | 18,124 | 12,441 | 8,344 | 68.6 % | 67.1 % |
| 2012 | 18,250 | 12,516 | 8,879 | 68.6 % | 70.9 % |
| 2014 | 18,253 | 12,750 | 7,332 | 69.9 % | 57.5 % |
| 2016 | 17,996 | 14,318 | 9,790 | 79.6 % | 68.4 % |
| 2018 | 18,039 | 14,150 | 8,439 | 78.4 % | 59.6 % |

Source: California Secretary of State, Elections Divisions





INDUSTRY INDICATORS

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

Agricultural employment in Del Norte County is proportionally small when compared to other sectors, but is nonetheless significant when compared to the statewide average. Despite losses in employment in 2011, employment in the agricultural sector has since rebounded, reaching an all time high in 2018. Agricultural earnings data began to be more fully reported for Del Norte County in 2014 and these new data capture the importance of agricultural wages for the local economy, as they consistently made up 8 to 9 percent of total county earnings between 2014 and 2018. Commercial fishing remains a significant contributor to the regional economy, with over \$13.4 million in GRP produced in 2016.

Construction employment consistently accounted for between 3 and 4 percent of Del Norte County's total employment between 2009 and 2018, which was slightly lower than the statewide proportion. Construction earnings also consistently accounted for between 3 and 4 percent of Del Norte County's total earning between 2009 and 2018, which too was slightly lower than the statewide proportion. The one exception to this was in 2010 when construction earnings spiked to 4.6 percent of Del Norte County's total earnings.

Manufacturing employment and earnings in Del Norte County remained between 1 and 2 percent of total county employment and earnings between 2009 and 2018; however, manufacturing employment experienced significant growth between 2016 and 2018. When compared to statewide averages, manufacturing employment and earnings in Del Norte County comprised a much smaller proportion of total employment and earnings.

Travel and recreation employment data were not fully reported for Del Norte County between 2013 and 2016 due to disclosure issues. For years when data are available, travel and recreation employment and earnings have remained relatively comparable to the rest of the state in their proportion of total county employment and earnings.

Between 2009 and 2018, retail employment in Del Norte County remained an important sector of the local economy when compared to statewide averages, consistently representing between 10 and 12 percent of total employment. In 2018, jobs in retail amounted to 10.3 percent of the county's workforce, as opposed to 8.6 percent statewide. Retail earnings have also remained significant in their overall contribution to total earnings, and increased steadily between 2009 and 2018 with the notable exceptions of 2012 and 2013, when retail earnings in Del Norte County experienced significant declines.

Government employment and earnings in Del Norte County are very significant contributors to the local economy, consistently representing between 33 and 37 percent of total county employment and 47 to 52 percent of total earnings between 2009 and 2018. This outsized importance is due to the presence of both large state prisons and the numerous state and national parks located in the county.

In This Section:

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| Construction | 67 |
| Manufacturing | 72 |
| Travel and Recreation | 74 |
| Retail | 76 |
| Government | 79 |

Agriculture Jobs

What is it?

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

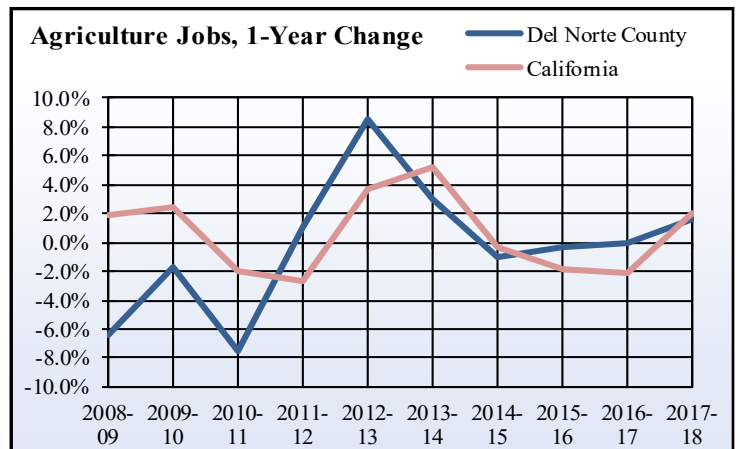
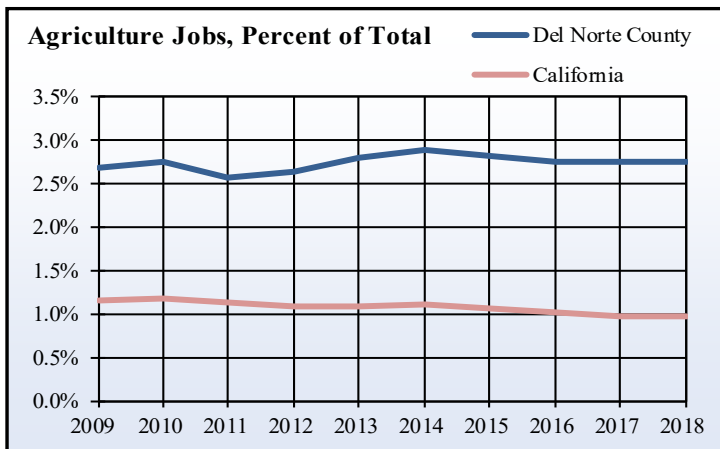
How is it used?

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

Agriculture Jobs, Del Norte County

| Year | Jobs | Percent of Total | | 1-Year Change | |
|------|------|------------------|------------|---------------|------------|
| | | County | California | County | California |
| 2009 | 295 | 2.7 % | 1.1 % | - 6.3 % | 1.9 % |
| 2010 | 290 | 2.7 % | 1.2 % | - 1.7 % | 2.4 % |
| 2011 | 268 | 2.6 % | 1.1 % | - 7.6 % | - 1.9 % |
| 2012 | 271 | 2.6 % | 1.1 % | 1.1 % | - 2.6 % |
| 2013 | 294 | 2.8 % | 1.1 % | 8.5 % | 3.6 % |
| 2014 | 303 | 2.9 % | 1.1 % | 3.1 % | 5.2 % |
| 2015 | 300 | 2.8 % | 1.1 % | - 1.0 % | - 0.3 % |
| 2016 | 299 | 2.7 % | 1.0 % | - 0.3 % | - 1.9 % |
| 2017 | 299 | 2.7 % | 1.0 % | 0.0 % | - 2.1 % |
| 2018 | 304 | 2.7 % | 1.0 % | 1.7 % | 2.1 % |

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

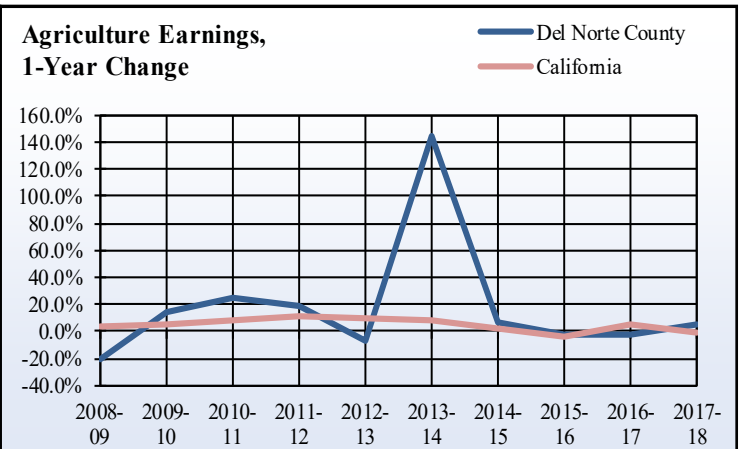
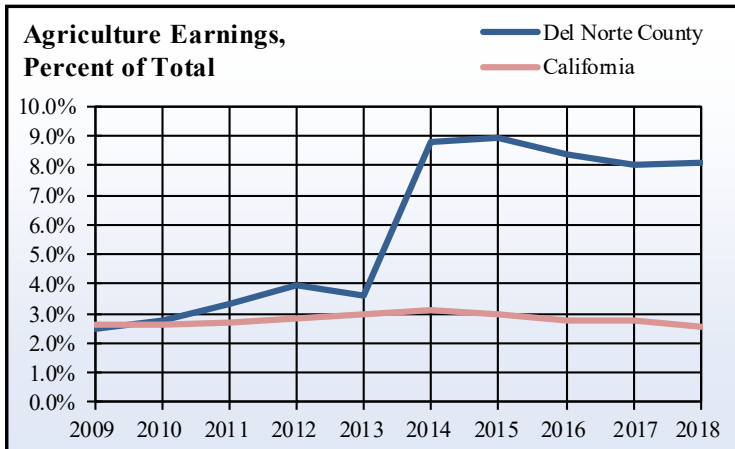


Agriculture Earnings & Value

Agriculture Earnings (in Thousands), Del Norte County

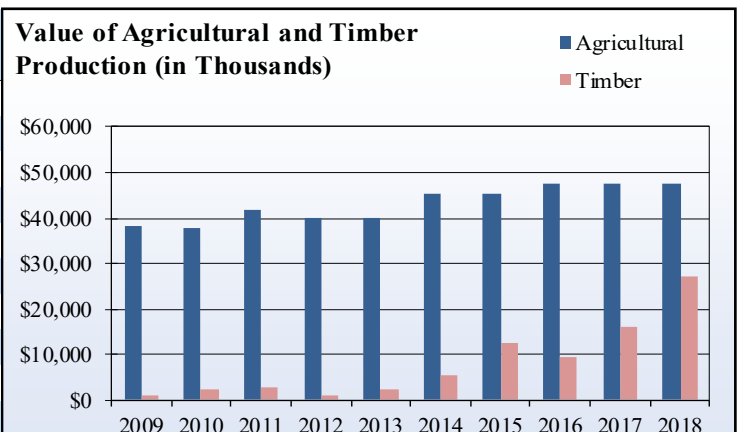
| Year | County Earnings | Percent of Total | | 1-Year Change | |
|------|-----------------|------------------|------------|---------------|------------|
| | | County | California | County | California |
| 2009 | \$11,494 | 2.5 % | 2.6 % | - 21.1 % | 3.3 % |
| 2010 | \$13,137 | 2.8 % | 2.6 % | 14.3 % | 4.8 % |
| 2011 | \$16,459 | 3.3 % | 2.7 % | 25.3 % | 8.3 % |
| 2012 | \$19,606 | 4.0 % | 2.8 % | 19.1 % | 11.6 % |
| 2013 | \$18,214 | 3.6 % | 3.0 % | - 7.1 % | 9.9 % |
| 2014 | \$44,487 | 8.8 % | 3.1 % | 144.2 % | 8.9 % |
| 2015 | \$47,458 | 8.9 % | 3.0 % | 6.7 % | 2.6 % |
| 2016 | \$46,254 | 8.4 % | 2.8 % | - 2.5 % | - 3.5 % |
| 2017 | \$45,098 | 8.0 % | 2.8 % | - 2.5 % | 5.0 % |
| 2018 | \$47,150 | 8.1 % | 2.6 % | 4.6 % | - 1.3 % |

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



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

| Year | Agricultural Value | Timber Value | Timber as a Percent of Total Value | Total Value |
|------|--------------------|--------------|------------------------------------|-------------|
| 2009 | \$ 38,135 | \$ 1,262 | 3.2 % | \$ 39,397 |
| 2010 | \$ 37,811 | \$ 2,441 | 6.1 % | \$ 40,252 |
| 2011 | \$ 41,940 | \$ 2,789 | 6.2 % | \$ 44,729 |
| 2012 | \$ 40,209 | \$ 1,291 | 3.1 % | \$ 41,500 |
| 2013 | \$ 40,209 | \$ 2,452 | 5.7 % | \$ 42,661 |
| 2014 | \$ 45,496 | \$ 5,621 | 11.0 % | \$ 51,117 |
| 2015 | \$ 45,496 | \$ 12,808 | 22.0 % | \$ 58,304 |
| 2016 | \$ 47,644 | \$ 9,599 | 16.8 % | \$ 57,243 |
| 2017 | \$ 47,644 | \$ 16,162 | 25.3 % | \$ 63,806 |
| 2018 | \$ 47,644 | \$ 27,062 | 36.2 % | \$ 74,706 |



Source: USDA National Agricultural Statistics Service

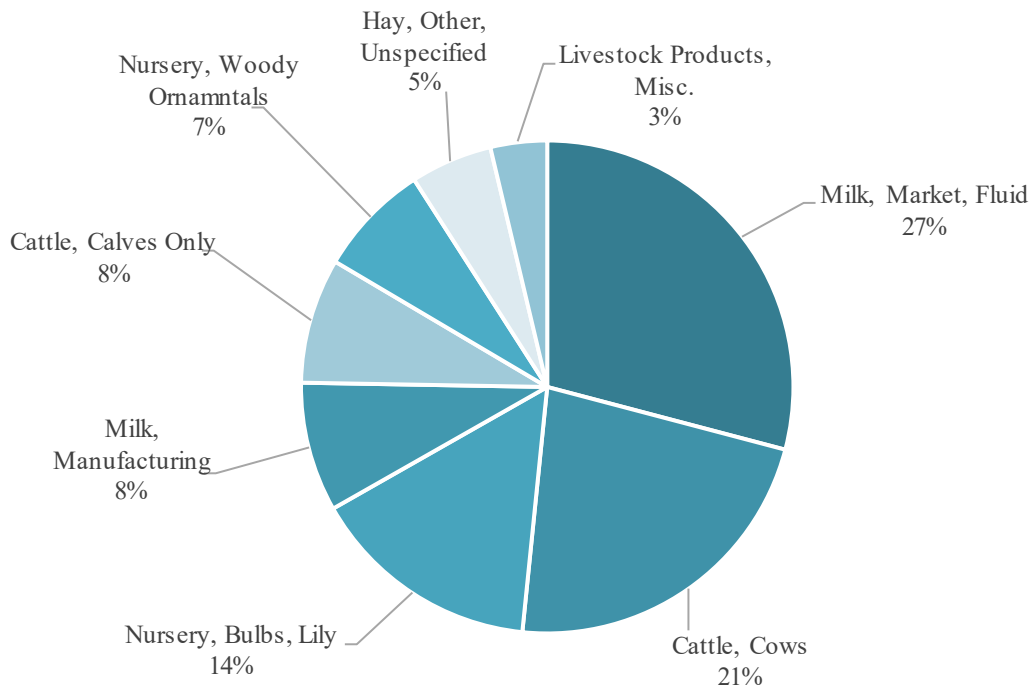
Top Crops by Value

Top Crops by Value in 2018, Del Norte County

| Crop | Value |
|-----------------------------------|----------------------|
| Milk, Market, Fluid | \$ 12,922,000 |
| Cattle, Cows | \$ 10,000,000 |
| Nursery, Bulbs, Lily | \$ 6,737,000 |
| Milk, Manufacturing | \$ 3,772,000 |
| Cattle, Calves Only | \$ 3,647,000 |
| Nursery, Woody Ornamntals | \$ 3,295,000 |
| Hay, Other, Unspecified | \$ 2,387,000 |
| Livestock Products, Misc. | \$ 1,650,000 |
| Pasture, Forage, Misc. | \$ 1,085,000 |
| Pasture, Irrigated | \$ 897,000 |
| Other | \$ 1,252,000 |
| Total Value of Agriculture | \$ 47,644,000 |

Source: USDA National Agriculture Statistics Service

**Top Crops by Value in 2018,
Del Norte County**



Source & Distribution of Farm Income

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

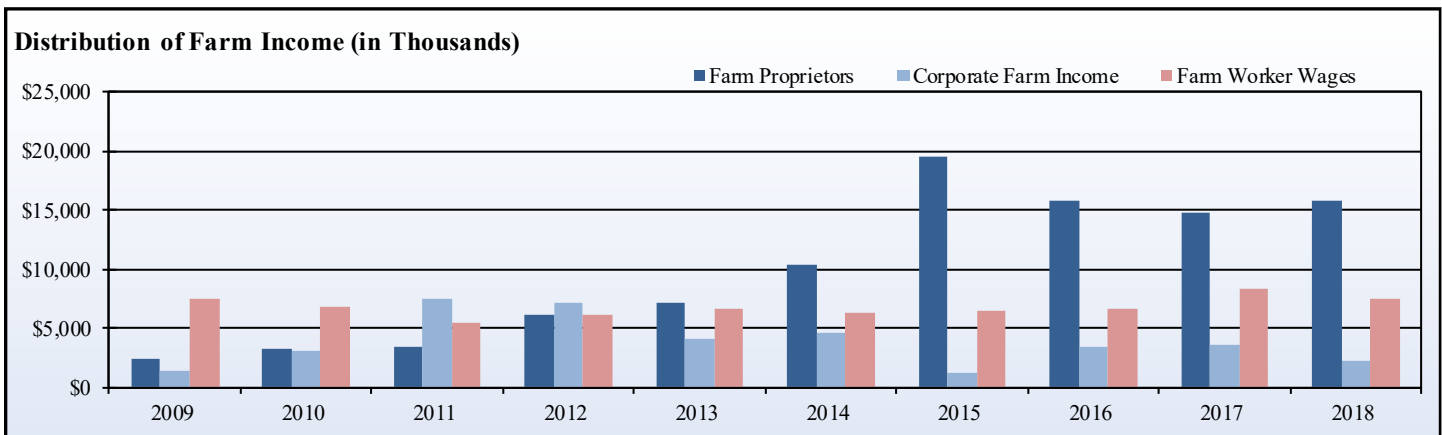
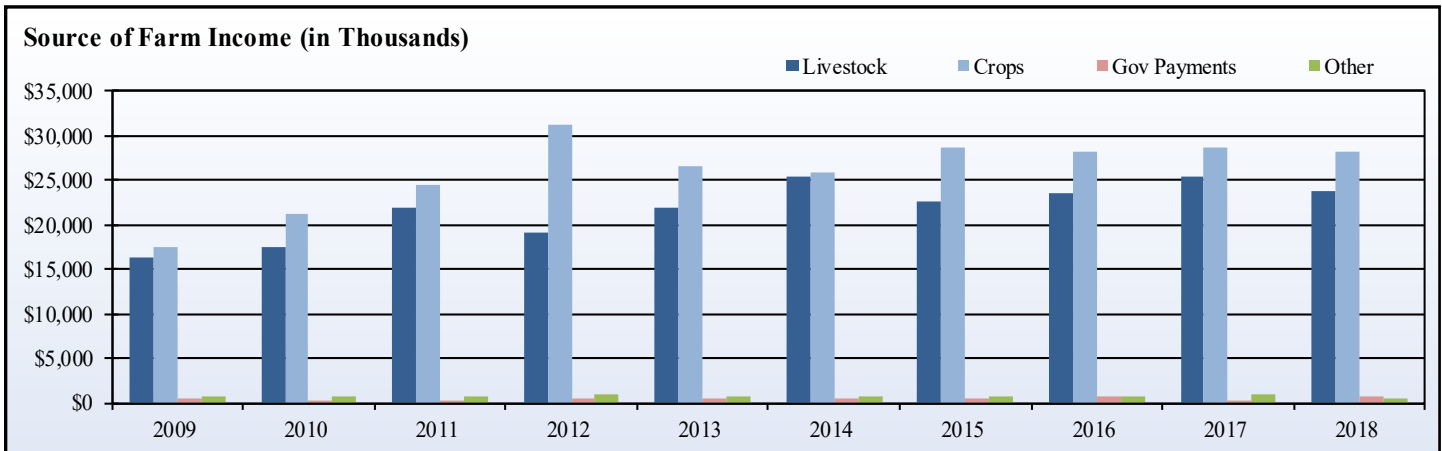
| Year | Cash Receipts | | Government Payments | Other Misc. Income |
|------|---------------|----------|---------------------|--------------------|
| | Livestock | Crops | | |
| 2009 | \$16,303 | \$17,434 | \$496 | \$726 |
| 2010 | \$17,498 | \$21,226 | \$86 | \$645 |
| 2011 | \$21,991 | \$24,505 | \$136 | \$789 |
| 2012 | \$19,203 | \$31,335 | \$409 | \$958 |
| 2013 | \$21,939 | \$26,554 | \$530 | \$807 |
| 2014 | \$25,515 | \$25,834 | \$521 | \$744 |
| 2015 | \$22,605 | \$28,648 | \$398 | \$767 |
| 2016 | \$23,628 | \$28,190 | \$719 | \$663 |
| 2017 | \$25,453 | \$28,663 | \$184 | \$846 |
| 2018 | \$23,884 | \$28,211 | \$601 | \$583 |

Source: U.S. Department of Commerce, Bureau of Economic Analysis
 (L) Less than \$50,000, but the estimates for this item are included in the totals.

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

| Year | Farm Proprietors | Corporate Farm Income | Farmworker Wages |
|------|------------------|-----------------------|------------------|
| 2009 | \$2,502 | \$1,364 | \$7,500 |
| 2010 | \$3,245 | \$3,106 | \$6,747 |
| 2011 | \$3,456 | \$7,489 | \$5,477 |
| 2012 | \$6,094 | \$7,156 | \$6,176 |
| 2013 | \$7,144 | \$4,104 | \$6,646 |
| 2014 | \$10,384 | \$4,667 | \$6,329 |
| 2015 | \$19,470 | \$1,264 | \$6,414 |
| 2016 | \$15,837 | \$3,367 | \$6,677 |
| 2017 | \$14,743 | \$3,564 | \$8,355 |
| 2018 | \$15,869 | \$2,274 | \$7,480 |

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



Commercial Fishing

What is it?

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

How is it used?

Commercial fishing and other living resource industries are often a large contributor to the economic productivity of coastal region. The productivity of this sector is often influenced by environmental factors such as maritime climate and individual species migratory patterns.

Economic Value of Living Resources Industries, Del Norte County

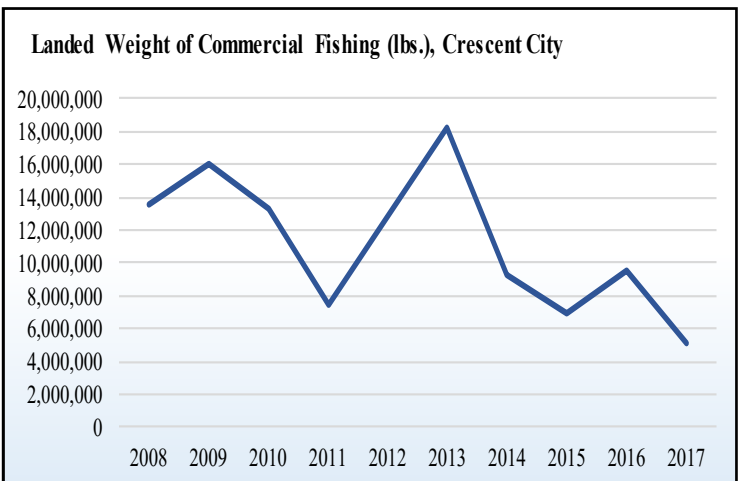
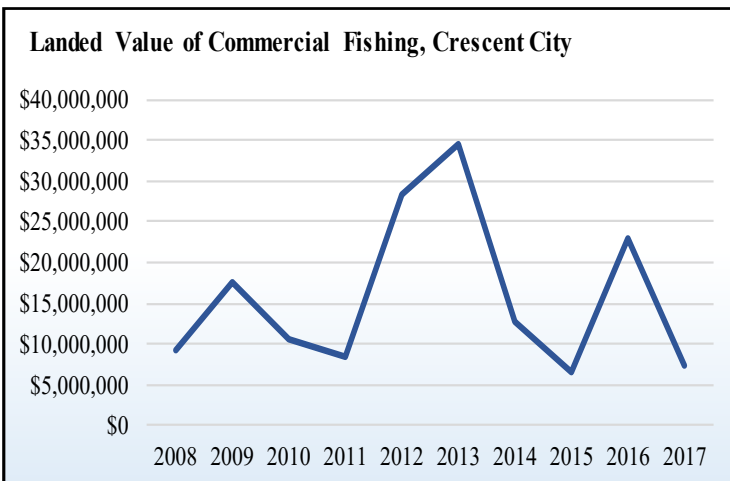
| Year | GDP | Establishments | Employment | Wages |
|------|--------------|----------------|------------|-------------|
| 2007 | \$6,297,000 | 39 | 72 | \$3,250,000 |
| 2008 | \$6,128,000 | 38 | 78 | \$3,313,000 |
| 2009 | \$7,590,000 | 40 | 83 | \$3,942,000 |
| 2010 | \$7,692,000 | 42 | 78 | \$3,849,000 |
| 2011 | \$4,714,000 | 41 | 32 | \$2,359,000 |
| 2012 | (D) | (D) | (D) | (D) |
| 2013 | \$16,311,000 | 40 | 81 | \$8,247,000 |
| 2014 | \$6,564,000 | 43 | 51 | \$3,324,000 |
| 2015 | \$9,988,000 | 43 | 74 | \$4,977,000 |
| 2016 | \$13,401,000 | 46 | 75 | \$6,928,000 |

Source: National Marine Fisheries Service, National Ocean Economics Program
 Note: (D) Withheld disclosure of confidential business data.

Weight and Value of Commercial Fishing, Crescent City

| Year | Landing Weight (lbs.) | Landed Value |
|------|-----------------------|--------------|
| 2008 | 13,600,000 | \$9,300,000 |
| 2009 | 16,000,000 | \$17,600,000 |
| 2010 | 13,300,000 | \$10,600,000 |
| 2011 | 7,500,000 | \$8,500,000 |
| 2012 | 12,800,000 | \$28,300,000 |
| 2013 | 18,200,000 | \$34,400,000 |
| 2014 | 9,300,000 | \$12,800,000 |
| 2015 | 7,000,000 | \$6,500,000 |
| 2016 | 9,500,000 | \$22,900,000 |
| 2017 | 5,100,000 | \$7,400,000 |

Source: National Marine Fisheries Service, National Ocean Economics Program



Construction Jobs

What is it?

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

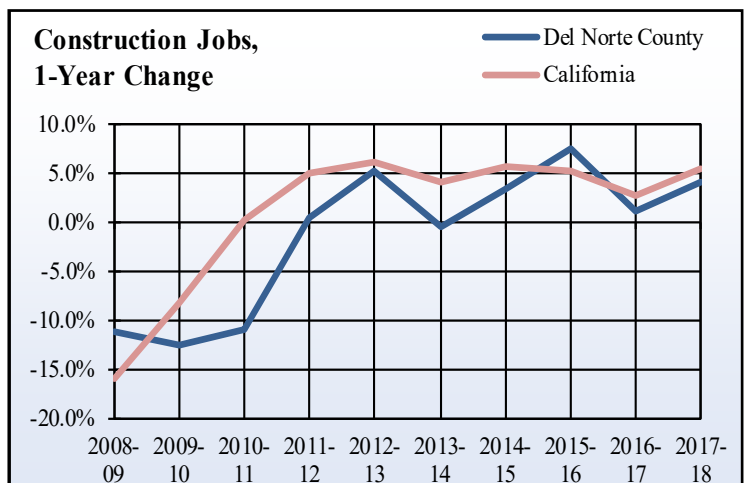
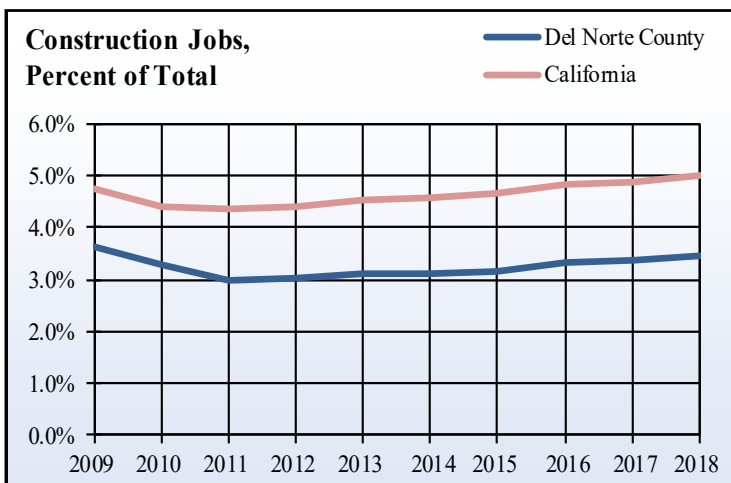
How is it used?

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

Construction Jobs, Del Norte County

| Year | County Jobs | Percent of Total | | 1-Year Change | |
|------|-------------|------------------|------------|---------------|------------|
| | | County | California | County | California |
| 2009 | 399 | 3.6 % | 4.8 % | - 11.1 % | - 15.9 % |
| 2010 | 349 | 3.3 % | 4.4 % | - 12.5 % | - 8.2 % |
| 2011 | 311 | 3.0 % | 4.3 % | - 10.9 % | 0.2 % |
| 2012 | 312 | 3.0 % | 4.4 % | 0.3 % | 4.8 % |
| 2013 | 328 | 3.1 % | 4.5 % | 5.1 % | 6.1 % |
| 2014 | 326 | 3.1 % | 4.6 % | - 0.6 % | 4.0 % |
| 2015 | 337 | 3.2 % | 4.7 % | 3.4 % | 5.6 % |
| 2016 | 362 | 3.3 % | 4.8 % | 7.4 % | 5.3 % |
| 2017 | 366 | 3.4 % | 4.9 % | 1.1 % | 2.8 % |
| 2018 | 381 | 3.4 % | 5.0 % | 4.1 % | 5.3 % |

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

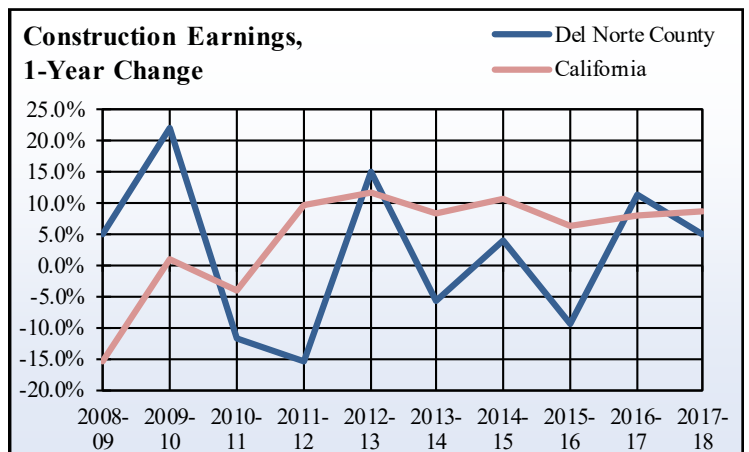
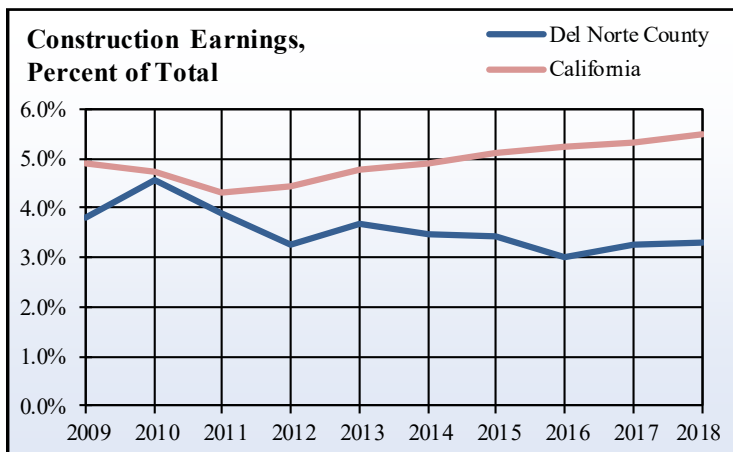


Construction Earnings

Construction Earnings (in Thousands), Del Norte County

| Year | County Earnings | Percent of Total | | 1-Year Change | |
|------|-----------------|------------------|------------|---------------|------------|
| | | County | California | County | California |
| 2009 | \$ 17,791 | 3.8 % | 4.9 % | 4.8 % | - 15.5 % |
| 2010 | \$ 21,728 | 4.6 % | 4.7 % | 22.1 % | 1.0 % |
| 2011 | \$ 19,174 | 3.9 % | 4.3 % | - 11.8 % | - 3.9 % |
| 2012 | \$ 16,230 | 3.3 % | 4.5 % | - 15.4 % | 9.5 % |
| 2013 | \$ 18,656 | 3.7 % | 4.8 % | 14.9 % | 11.6 % |
| 2014 | \$ 17,561 | 3.5 % | 4.9 % | - 5.9 % | 8.3 % |
| 2015 | \$ 18,273 | 3.4 % | 5.1 % | 4.1 % | 10.6 % |
| 2016 | \$ 16,532 | 3.0 % | 5.2 % | - 9.5 % | 6.2 % |
| 2017 | \$ 18,373 | 3.3 % | 5.3 % | 11.1 % | 7.9 % |
| 2018 | \$ 19,306 | 3.3 % | 5.5 % | 5.1 % | 8.7 % |

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



New Housing Units Authorized by Building Permits

New Housing Units Authorized by Building Permits, Del Norte County

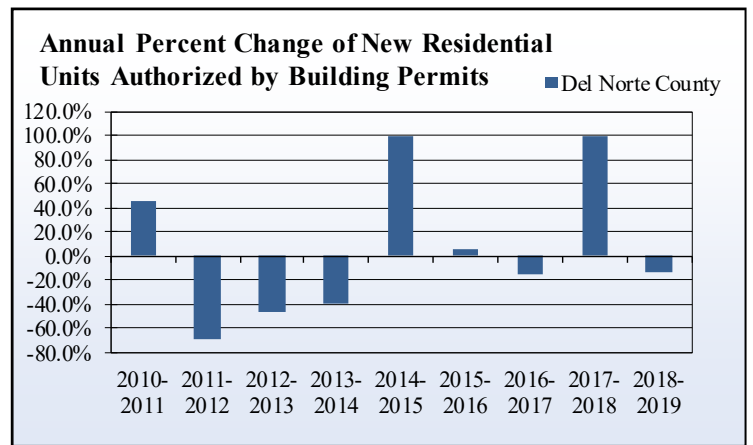
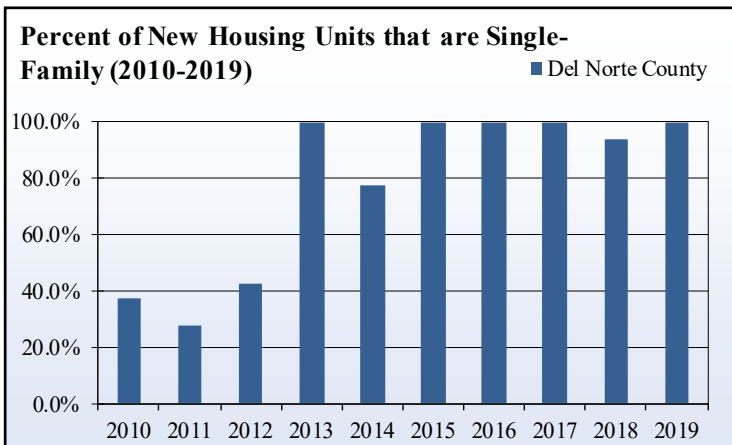
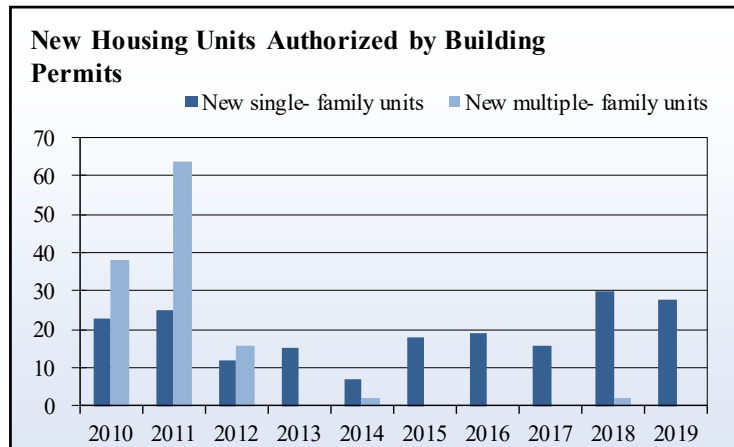
| Year | New single-family units | New multiple-family units | Total new housing units | Percent of units single-family Del Norte County |
|------|-------------------------|---------------------------|-------------------------|---|
| 2010 | 23 | 38 | 61 | 37.7 % |
| 2011 | 25 | 64 | 89 | 28.1 % |
| 2012 | 12 | 16 | 28 | 42.9 % |
| 2013 | 15 | 0 | 15 | 100.0 % |
| 2014 | 7 | 2 | 9 | 77.8 % |
| 2015 | 18 | 0 | 18 | 100.0 % |
| 2016 | 19 | 0 | 19 | 100.0 % |
| 2017 | 16 | 0 | 16 | 100.0 % |
| 2018 | 30 | 2 | 32 | 93.8 % |
| 2019 | 28 | 0 | 28 | 100.0 % |

Source: CIRB and California Homebuilding Foundation (CHF)

Annual Percent Change of New Housing Units Authorized by Building Permits

| Year | Annual Percent Change Del Norte County |
|-----------|--|
| 2010-2011 | 45.9% |
| 2011-2012 | -68.5% |
| 2012-2013 | -46.4% |
| 2013-2014 | -40.0% |
| 2014-2015 | 100.0% |
| 2015-2016 | 5.6% |
| 2016-2017 | -15.8% |
| 2017-2018 | 100.0% |
| 2018-2019 | -12.5% |

Source: CIRB and California Homebuilding Foundation (CHF)



Permitted Value of New Housing Units

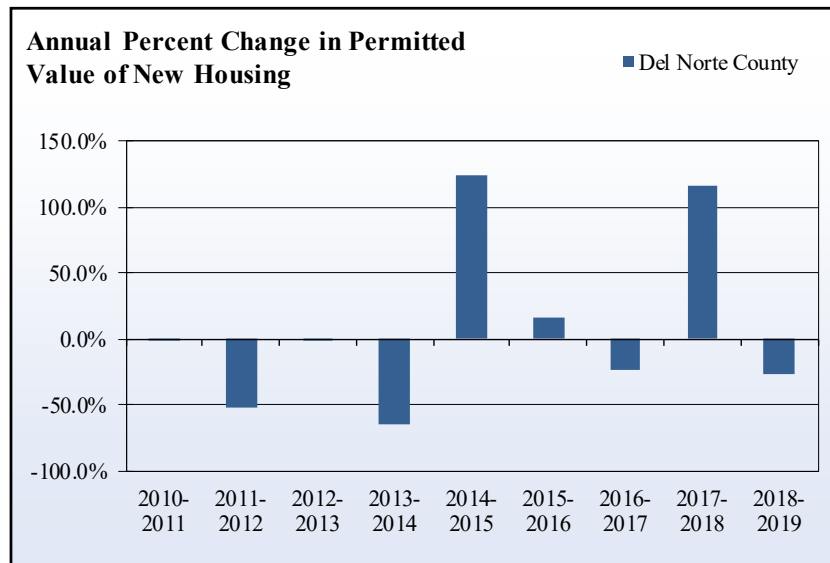
Annual Percent Change in Permitted Value of New Housing Units, Del Norte County

| Year | Change in Total Value of New Single and Multi-Family Units |
|-----------|--|
| | Del Norte County |
| 2010-2011 | -0.8 % |
| 2011-2012 | -51.5 % |
| 2012-2013 | -0.8 % |
| 2013-2014 | -63.9 % |
| 2014-2015 | 124.4 % |
| 2015-2016 | 17.0 % |
| 2016-2017 | -23.3 % |
| 2017-2018 | 117.1 % |
| 2018-2019 | -25.9 % |

City Permitted Value of New Housing Units (in Thousands), Del Norte County

| Year | Crescent City |
|------|---------------|
| 2010 | 6,926 |
| 2011 | 0 |
| 2012 | 200 |
| 2013 | 1,875 |
| 2014 | 318 |
| 2015 | 0 |
| 2016 | 0 |
| 2017 | 0 |
| 2018 | 927 |
| 2019 | 150 |

Source: CIRB and California Homebuilding Foundation (CHF)

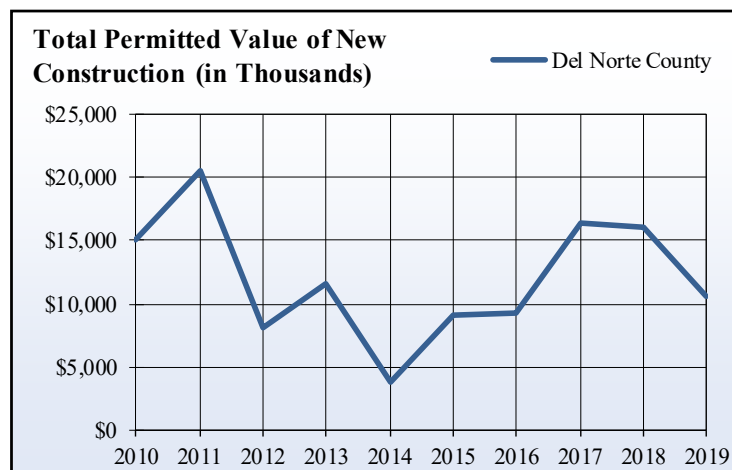
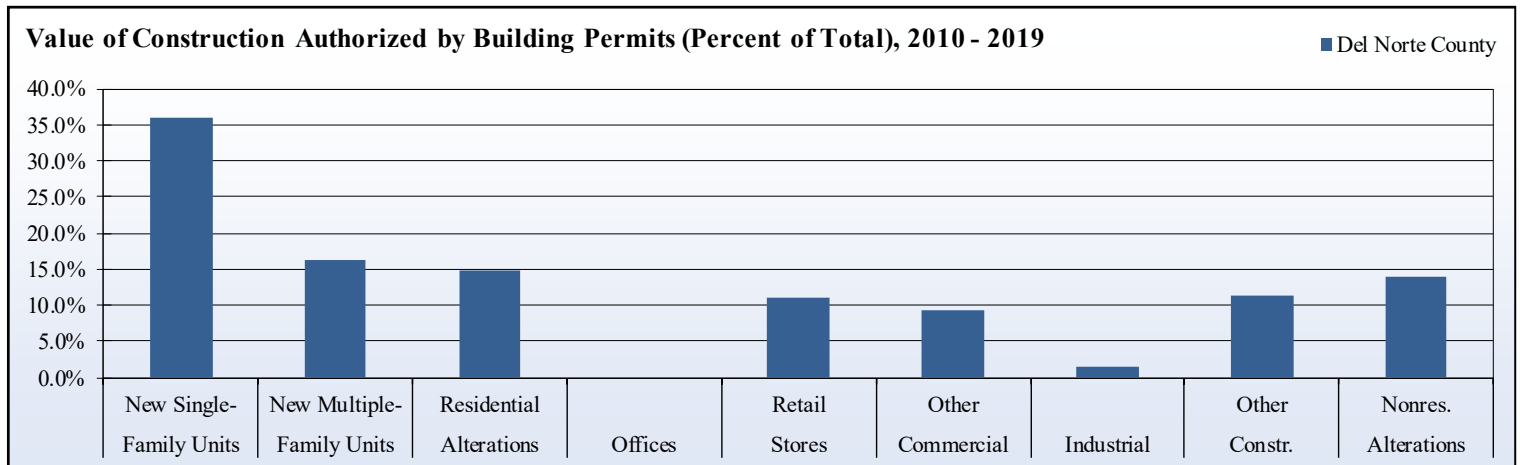


Permitted Valued of New Construction

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

| Year | New Single-Family Units | New Multiple-Family Units | Residential Alterations | Offices | Retail Stores | Other Commercial | Industrial | Other Constr. | Nonres. Alterations | Total Value |
|-------|-------------------------|---------------------------|-------------------------|---------|---------------|------------------|------------|---------------|---------------------|-------------|
| 2010 | \$ 4,418 | \$ 6,800 | \$ 1,593 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 1,305 | \$ 1,030 | \$ 15,146 |
| 2011 | \$ 3,677 | \$ 7,446 | \$ 1,789 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 1,239 | \$ 6,464 | \$ 20,615 |
| 2012 | \$ 2,595 | \$ 2,800 | \$ 992 | \$ 0 | \$ 475 | \$ 475 | \$ 0 | \$ 452 | \$ 818 | \$ 8,133 |
| 2013 | \$ 3,478 | \$ 1,875 | \$ 2,402 | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 2,784 | \$ 972 | \$ 11,511 |
| 2014 | \$ 1,613 | \$ 318 | \$ 1,269 | \$ 0 | \$ 879 | \$ 0 | \$ 0 | \$ 460 | \$ 2,423 | \$ 3,762 |
| 2015 | \$ 4,334 | \$ 0 | \$ 2,281 | \$ 0 | \$ 1,800 | \$ 0 | \$ 1,980 | \$ 602 | \$ 2,014 | \$ 9,011 |
| 2016 | \$ 5,071 | \$ 0 | \$ 2,051 | \$ 0 | \$ 1,068 | \$ 1,112 | \$ 0 | \$ 364 | \$ 625 | \$ 9,224 |
| 2017 | \$ 3,891 | \$ 0 | \$ 1,452 | \$ 0 | \$ 9,200 | \$ 9,694 | \$ 0 | \$ 1,052 | \$ 294 | \$ 16,382 |
| 2018 | \$ 8,058 | \$ 390 | \$ 2,436 | \$ 0 | \$ 0 | \$ 70 | \$ 0 | \$ 3,667 | \$ 1,481 | \$ 16,103 |
| 2019 | \$ 6,260 | \$ 0 | \$ 1,693 | \$ 0 | \$ 74 | \$ 0 | \$ 0 | \$ 1,874 | \$ 776 | \$ 10,603 |
| Total | \$ 43,394 | \$ 19,630 | \$ 17,959 | \$ 0 | \$ 13,495 | \$ 11,352 | \$ 1,980 | \$ 13,798 | \$ 16,897 | \$ 120,489 |

Source: CIRB and California Homebuilding Foundation (CHF)



Manufacturing Jobs

What is it?

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

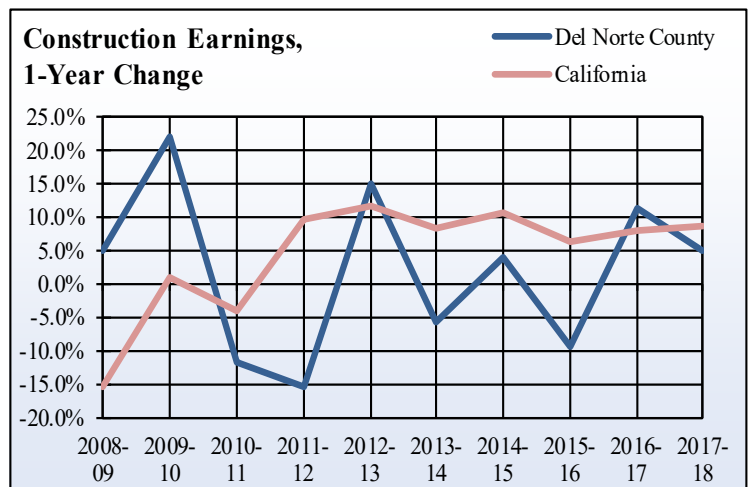
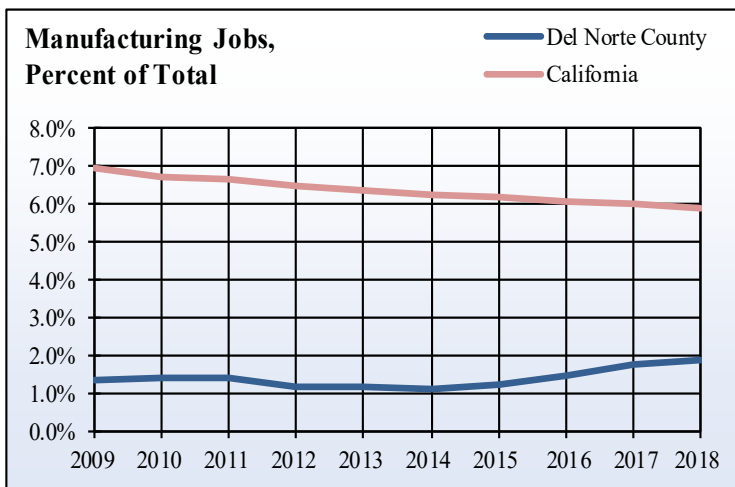
How is it used?

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

Manufacturing Jobs, Del Norte County

| Year | County Jobs | Percent of Total | | 1-Year Change | |
|------|-------------|------------------|------------|---------------|------------|
| | | County | California | County | California |
| 2009 | 152 | 1.4 % | 6.9 % | - 13.6 % | - 8.5 % |
| 2010 | 148 | 1.4 % | 6.7 % | - 2.6 % | - 3.9 % |
| 2011 | 148 | 1.4 % | 6.7 % | 0.0 % | 1.0 % |
| 2012 | 124 | 1.2 % | 6.5 % | - 16.2 % | 0.8 % |
| 2013 | 128 | 1.2 % | 6.4 % | 3.2 % | 0.9 % |
| 2014 | 116 | 1.1 % | 6.2 % | - 9.4 % | 1.2 % |
| 2015 | 132 | 1.2 % | 6.2 % | 13.8 % | 1.8 % |
| 2016 | 159 | 1.5 % | 6.1 % | 20.5 % | 1.1 % |
| 2017 | 191 | 1.8 % | 6.0 % | 20.1 % | 0.4 % |
| 2018 | 210 | 1.9 % | 5.9 % | 9.9 % | 1.1 % |

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

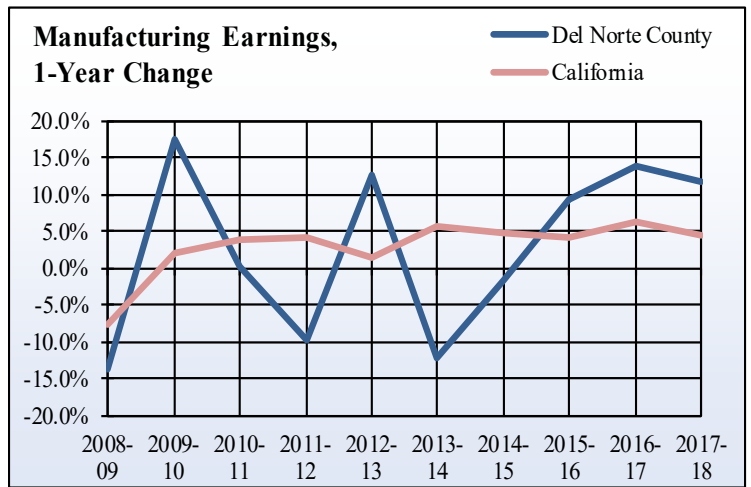
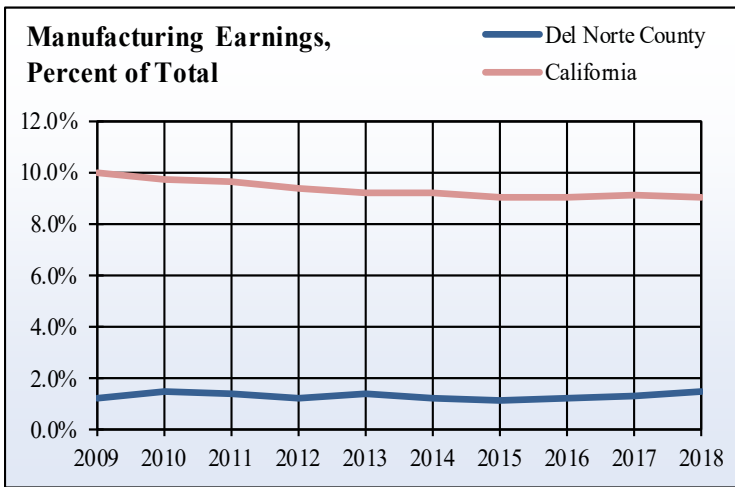


Manufacturing Earnings

Manufacturing Earnings (in Thousands), Del Norte County

| Year | County Earnings | Percent of Total | | 1-Year Change | |
|------|-----------------|------------------|------------|---------------|------------|
| | | County | California | County | California |
| 2009 | \$ 5,893 | 1.3 % | 10.0 % | - 13.9 % | - 7.7 % |
| 2010 | \$ 6,931 | 1.5 % | 9.7 % | 17.6 % | 2.0 % |
| 2011 | \$ 6,940 | 1.4 % | 9.6 % | 0.1 % | 3.7 % |
| 2012 | \$ 6,250 | 1.3 % | 9.4 % | - 9.9 % | 4.0 % |
| 2013 | \$ 7,042 | 1.4 % | 9.2 % | 12.7 % | 1.3 % |
| 2014 | \$ 6,181 | 1.2 % | 9.2 % | - 12.2 % | 5.5 % |
| 2015 | \$ 6,086 | 1.1 % | 9.1 % | - 1.5 % | 4.8 % |
| 2016 | \$ 6,647 | 1.2 % | 9.1 % | 9.2 % | 4.1 % |
| 2017 | \$ 7,565 | 1.3 % | 9.1 % | 13.8 % | 6.1 % |
| 2018 | \$ 8,450 | 1.5 % | 9.0 % | 11.7 % | 4.4 % |

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



Travel and Recreation Jobs

What is it?

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

How is it used?

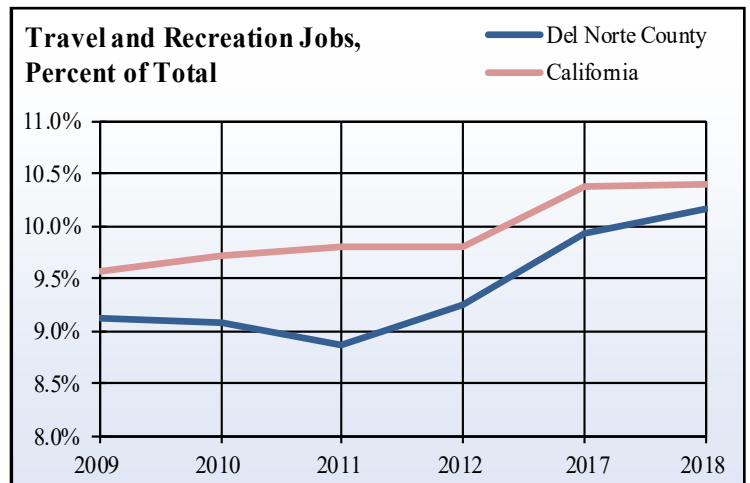
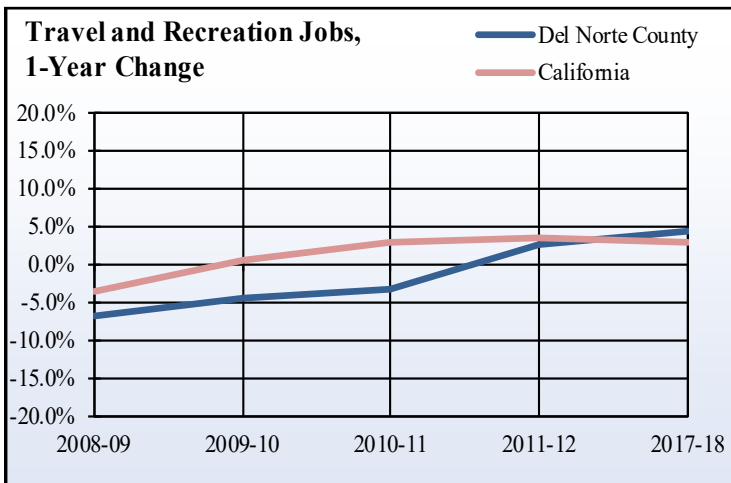
Visitor-serving industries are often an important economic base industry because they attract spending from outside of the area. This makes travel and recreation industry performance an important local economic indicator. Because the industry is generally dependent on others' discretionary income levels,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

Travel and Recreation Jobs, Del Norte County

| Year | County Jobs | Percent of Total | | 1-Year Change | |
|------|-------------|------------------|------------|---------------|------------|
| | | County | California | County | California |
| 2009 | 1,004 | 9.1 % | 9.6 % | - 6.9 % | - 3.7 % |
| 2010 | 959 | 9.1 % | 9.7 % | - 4.5 % | 0.6 % |
| 2011 | 928 | 8.9 % | 9.8 % | - 3.2 % | 2.7 % |
| 2012 | 952 | 9.2 % | 9.8 % | 2.6 % | 3.4 % |
| 2013 | (D) | 0.0 % | 9.9 % | n/a | 4.4 % |
| 2014 | (D) | 0.0 % | 10.1 % | n/a | 5.5 % |
| 2015 | (D) | 0.0 % | 10.2 % | n/a | 3.2 % |
| 2016 | (D) | 0.0 % | 10.3 % | n/a | 3.2 % |
| 2017 | 1,079 | 9.9 % | 10.4 % | n/a | 3.0 % |
| 2018 | 1,125 | 10.2 % | 10.4 % | 4.3 % | 2.8 % |

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

Note: (D) Withheld disclosure of confidential business data



Travel and Recreation Earnings & Expenditures

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

| Year | County Earnings | Percent of Total | | 1-Year Change | |
|------|-----------------|------------------|------------|---------------|------------|
| | | County | California | County | California |
| 2009 | \$ 20,026 | 4.3 % | 4.9 % | - 19.4 % | - 6.4 % |
| 2010 | \$ 18,650 | 3.9 % | 5.0 % | - 6.9 % | 5.6 % |
| 2011 | \$ 19,154 | 3.9 % | 5.0 % | 2.7 % | 6.4 % |
| 2012 | \$ 23,423 | 4.7 % | 5.2 % | 22.3 % | 9.2 % |
| 2013 | \$ 244 | 0.0 % | 5.2 % | - 99.0 % | 4.0 % |
| 2014 | (D) | n/a | 5.5 % | n/a | 11.6 % |
| 2015 | (D) | n/a | 5.4 % | n/a | 5.5 % |
| 2016 | (D) | n/a | 5.7 % | n/a | 9.0 % |
| 2017 | \$ 33,651 | 6.0 % | 5.7 % | n/a | 5.4 % |
| 2018 | \$ 35,811 | 6.2 % | 5.8 % | 6.4 % | 6.9 % |

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

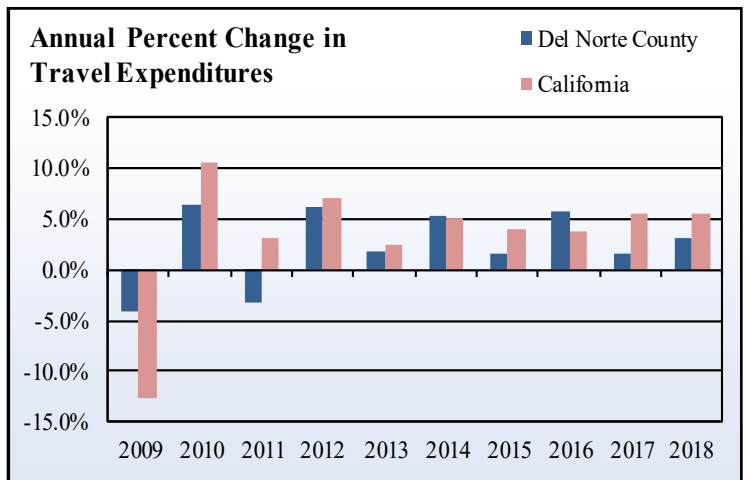
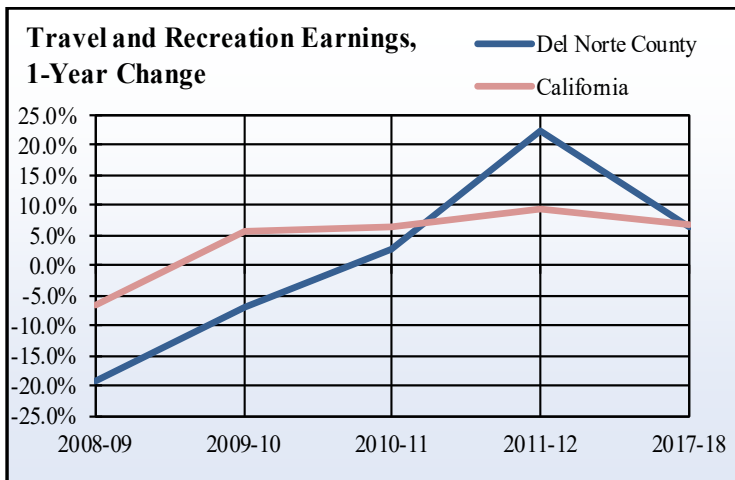
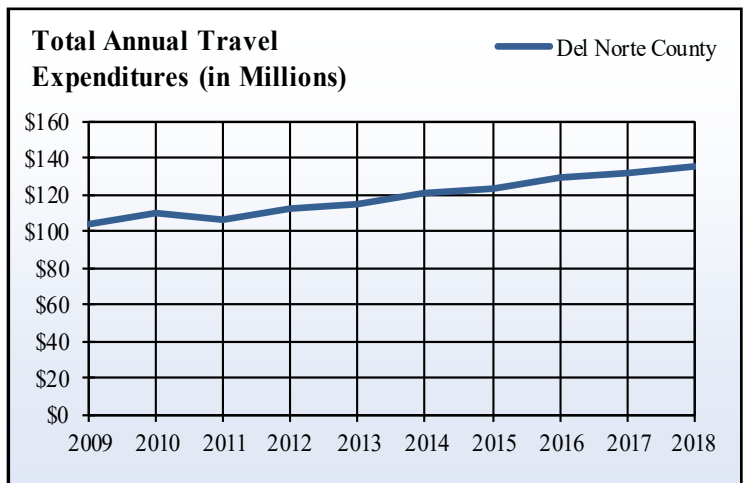
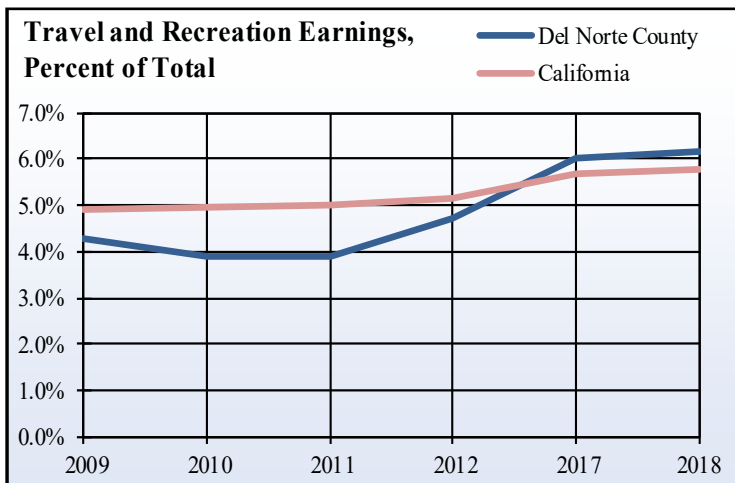
Note: (D) Withheld disclosure of confidential business data.

* The sharp decline in earnings in 2013 is due to data only being reported for scenic and sightseeing transportation services earnings

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

| Year | Expenditures in County | Annual percent change | Expenditure in California | Annual percent change |
|------|------------------------|-----------------------|---------------------------|-----------------------|
| | | | | |
| 2010 | \$ 110.0 | 6.3 % | \$ 197,422 | 10.6 % |
| 2011 | \$ 106.4 | - 3.3 % | \$ 203,663 | 3.2 % |
| 2012 | \$ 113.0 | 6.2 % | \$ 217,832 | 7.0 % |
| 2013 | \$ 115.0 | 1.8 % | \$ 223,384 | 2.5 % |
| 2014 | \$ 121.0 | 5.2 % | \$ 234,768 | 5.1 % |
| 2015 | \$ 123.0 | 1.7 % | \$ 243,892 | 3.9 % |
| 2016 | \$ 130.0 | 5.7 % | \$ 252,806 | 3.7 % |
| 2017 | \$ 132.0 | 1.5 % | \$ 266,640 | 5.5 % |
| 2018 | \$ 136.0 | 3.0 % | \$ 281,112 | 5.4 % |

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



Retail Jobs

What is it?

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

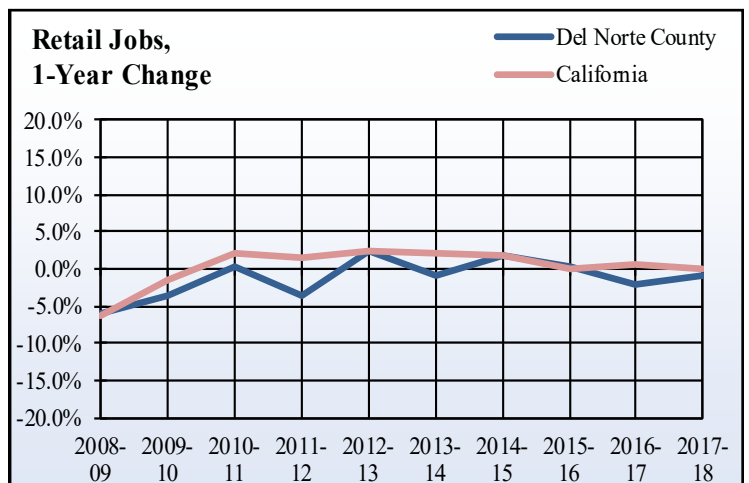
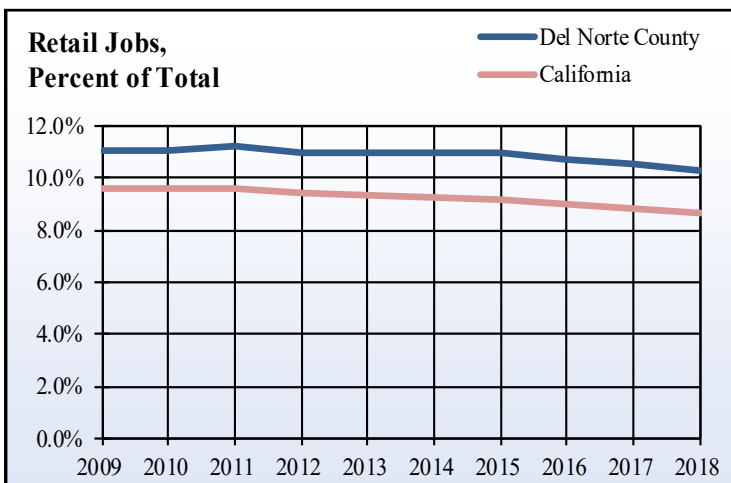
How is it used?

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

Retail Jobs, Del Norte County

| Year | County Jobs | Percent of Total | | 1-Year Change | |
|------|-------------|------------------|------------|---------------|------------|
| | | County | California | County | California |
| 2009 | 1,216 | 11.0 % | 9.6 % | - 6.0 % | - 6.2 % |
| 2010 | 1,171 | 11.1 % | 9.6 % | - 3.7 % | - 1.6 % |
| 2011 | 1,173 | 11.2 % | 9.6 % | 0.2 % | 2.2 % |
| 2012 | 1,131 | 11.0 % | 9.4 % | - 3.6 % | 1.6 % |
| 2013 | 1,158 | 11.0 % | 9.4 % | 2.4 % | 2.4 % |
| 2014 | 1,148 | 10.9 % | 9.3 % | - 0.9 % | 2.0 % |
| 2015 | 1,169 | 11.0 % | 9.2 % | 1.8 % | 1.8 % |
| 2016 | 1,173 | 10.8 % | 9.0 % | 0.3 % | 0.1 % |
| 2017 | 1,149 | 10.6 % | 8.9 % | - 2.0 % | 0.7 % |
| 2018 | 1,140 | 10.3 % | 8.6 % | - 0.8 % | - 0.1 % |

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

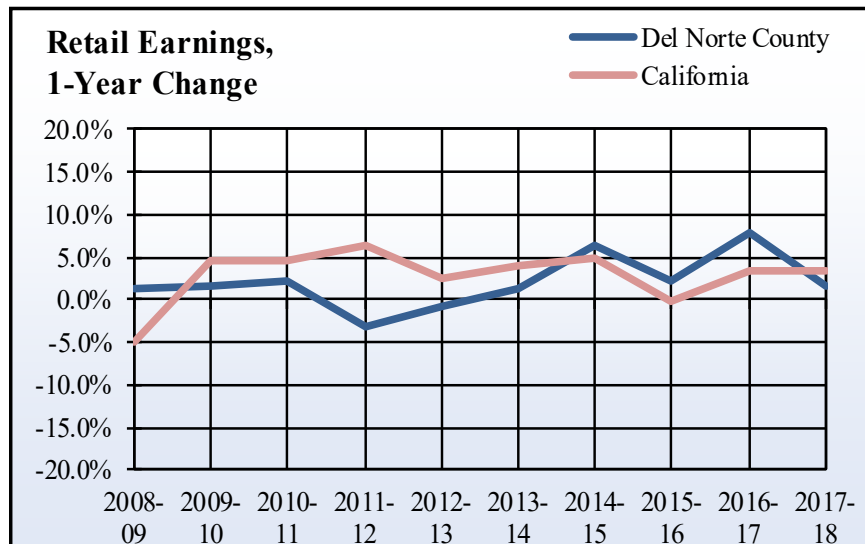
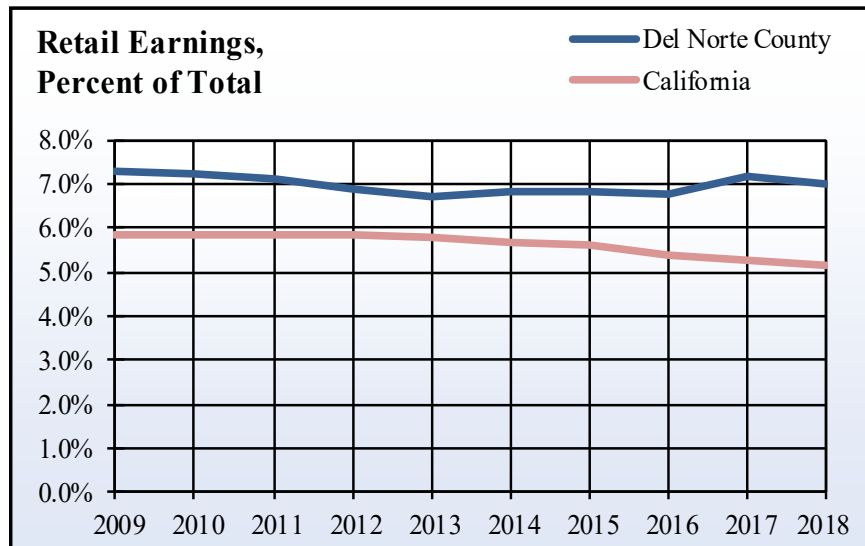


Retail Earnings

Retail Earnings (in Thousands), Del Norte County

| Year | County Earnings | Percent of Total | | 1-Year Change | |
|------|-----------------|------------------|------------|---------------|------------|
| | | County | California | County | California |
| 2009 | \$ 33,936 | 7.3 % | 5.9 % | 1.3 % | - 5.1 % |
| 2010 | \$ 34,455 | 7.2 % | 5.9 % | 1.5 % | 4.5 % |
| 2011 | \$ 35,158 | 7.1 % | 5.8 % | 2.0 % | 4.6 % |
| 2012 | \$ 34,082 | 6.9 % | 5.8 % | - 3.1 % | 6.3 % |
| 2013 | \$ 33,846 | 6.7 % | 5.8 % | - 0.7 % | 2.4 % |
| 2014 | \$ 34,262 | 6.8 % | 5.7 % | 1.2 % | 4.1 % |
| 2015 | \$ 36,398 | 6.8 % | 5.6 % | 6.2 % | 4.7 % |
| 2016 | \$ 37,207 | 6.7 % | 5.4 % | 2.2 % | - 0.3 % |
| 2017 | \$ 40,089 | 7.2 % | 5.3 % | 7.7 % | 3.2 % |
| 2018 | \$ 40,745 | 7.0 % | 5.1 % | 1.6 % | 3.5 % |

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



Taxable Sales

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

| Year | Retail Stores | Non-retail | Total |
|------|---------------|------------|------------|
| 2009 | \$ 143,318 | \$ 57,852 | \$ 201,170 |
| 2010 | \$ 146,562 | \$ 57,750 | \$ 204,311 |
| 2011 | \$ 150,361 | \$ 61,404 | \$ 211,765 |
| 2012 | \$ 155,894 | \$ 70,595 | \$ 226,489 |
| 2013 | \$ 165,518 | \$ 69,192 | \$ 234,710 |
| 2014 | \$ 168,720 | \$ 71,815 | \$ 240,535 |
| 2015 | \$ 185,956 | \$ 64,296 | \$ 250,252 |
| 2016 | \$ 205,210 | \$ 68,720 | \$ 273,930 |
| 2017 | \$ 187,696 | \$ 67,543 | \$ 255,239 |
| 2018 | \$ 188,200 | \$ 52,455 | \$ 240,654 |

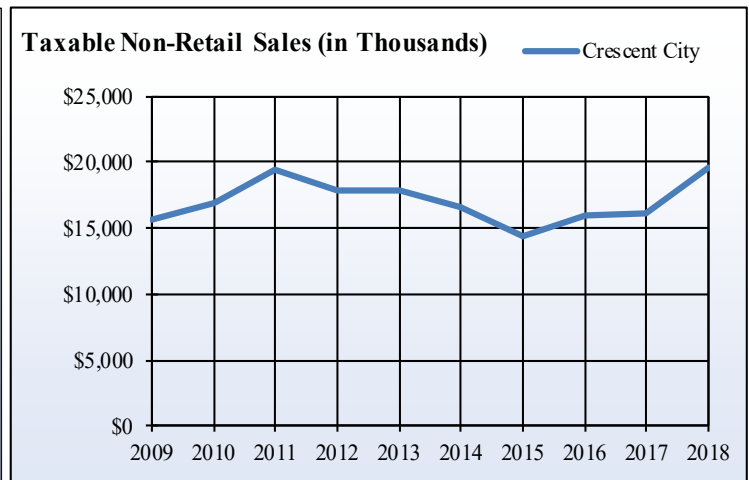
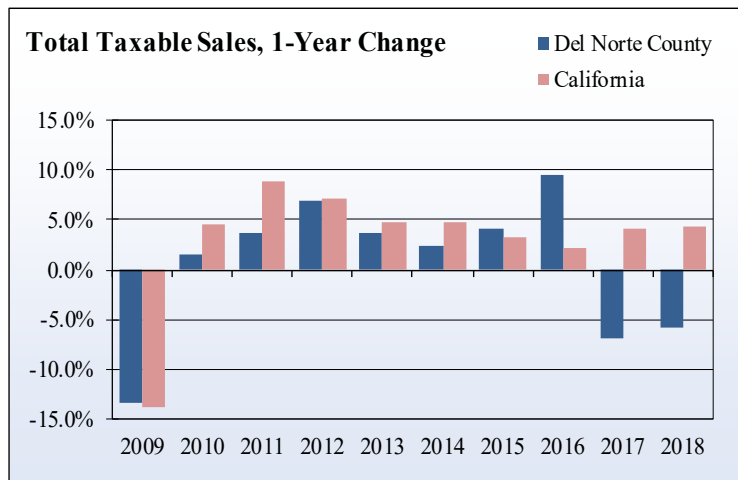
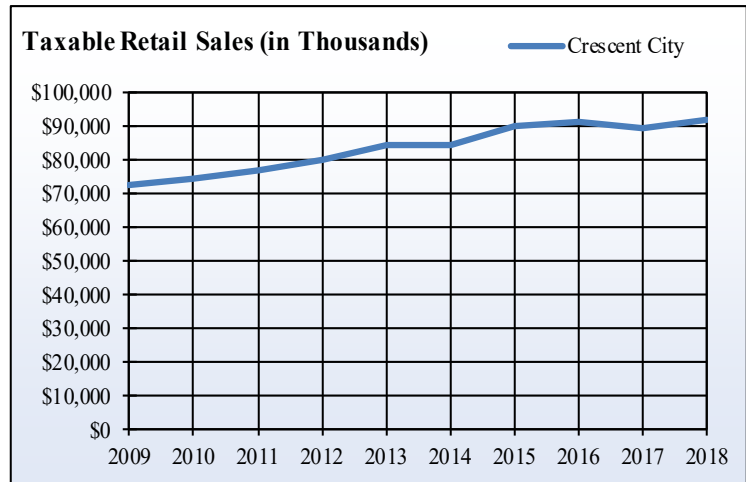
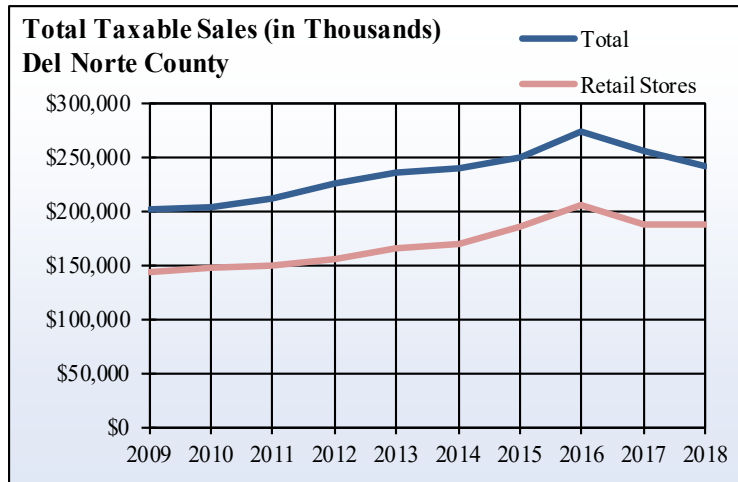
Source: California Board of Equalization

**Total Taxable Sales, Retail and Non-retail
(in Thousands), Crescent City**

| Year | Retail Stores | Non-retail | Total |
|------|---------------|------------|------------|
| 2009 | \$ 72,622 | \$ 15,657 | \$ 88,280 |
| 2010 | \$ 74,243 | \$ 16,854 | \$ 91,097 |
| 2011 | \$ 76,669 | \$ 19,388 | \$ 96,057 |
| 2012 | \$ 80,226 | \$ 17,892 | \$ 98,118 |
| 2013 | \$ 84,079 | \$ 17,838 | \$ 101,917 |
| 2014 | \$ 84,567 | \$ 16,554 | \$ 101,121 |
| 2015 | \$ 90,199 | \$ 14,388 | \$ 104,588 |
| 2016 | \$ 91,431 | \$ 15,916 | \$ 107,347 |
| 2017 | \$ 89,340 | \$ 16,126 | \$ 105,467 |
| 2018 | \$ 92,021 | \$ 19,656 | \$ 111,676 |

Source: California Board of Equalization

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



Government

What is it?

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

How is it used?

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

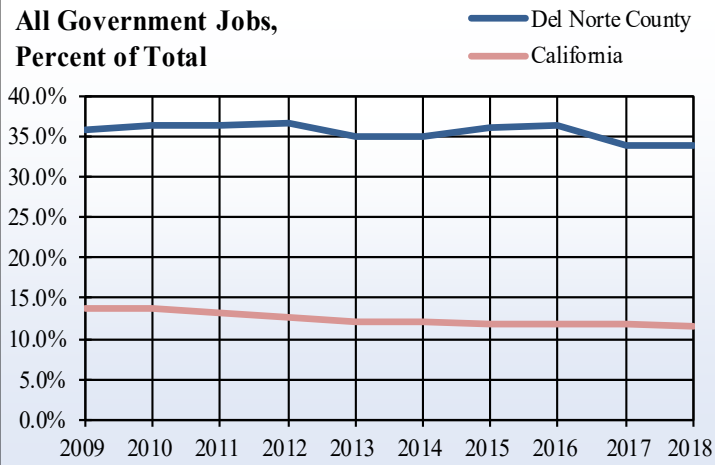
**Note: Government makes up a relatively large part of Del Norte County's economy because of the presence of Pelican Bay State Prison and the many State and National Parks found in the county.*

All Government Worker Jobs, Del Norte County

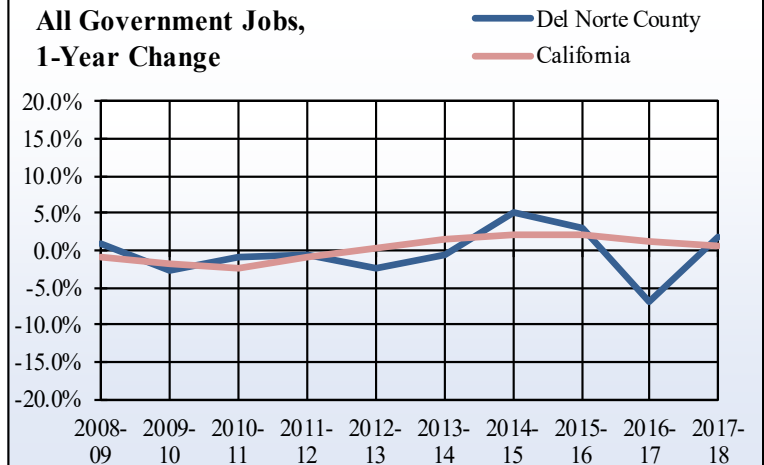
| Year | County Jobs | Percent of Total | | 1-Year Change | |
|------|-------------|------------------|------------|---------------|------------|
| | | County | California | County | California |
| 2009 | 3,942 | 35.8 % | 13.8 % | 1.0 % | - 1.0 % |
| 2010 | 3,836 | 36.3 % | 13.6 % | - 2.7 % | - 1.9 % |
| 2011 | 3,796 | 36.2 % | 13.1 % | - 1.0 % | - 2.3 % |
| 2012 | 3,776 | 36.6 % | 12.5 % | - 0.5 % | - 1.0 % |
| 2013 | 3,684 | 34.9 % | 12.2 % | - 2.4 % | 0.4 % |
| 2014 | 3,660 | 34.9 % | 12.0 % | - 0.7 % | 1.5 % |
| 2015 | 3,845 | 36.2 % | 11.9 % | 5.1 % | 2.0 % |
| 2016 | 3,963 | 36.3 % | 11.9 % | 3.1 % | 2.1 % |
| 2017 | 3,690 | 33.9 % | 11.8 % | - 6.9 % | 1.3 % |
| 2018 | 3,760 | 34.0 % | 11.6 % | 1.9 % | 0.7 % |

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

All Government Jobs, Percent of Total



All Government Jobs, 1-Year Change

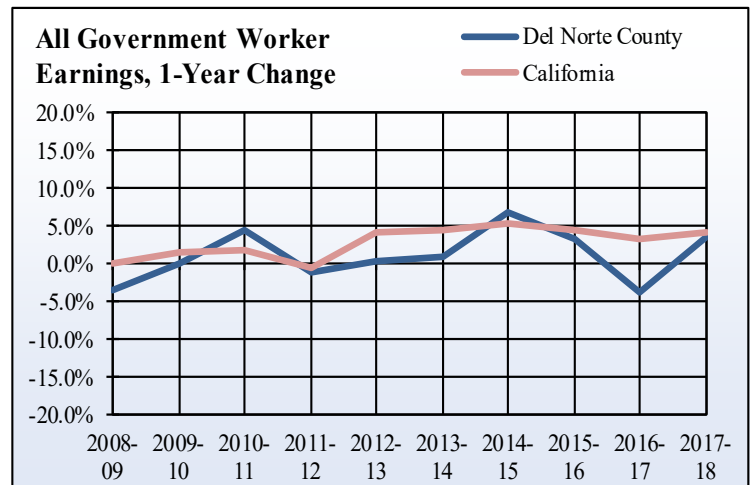
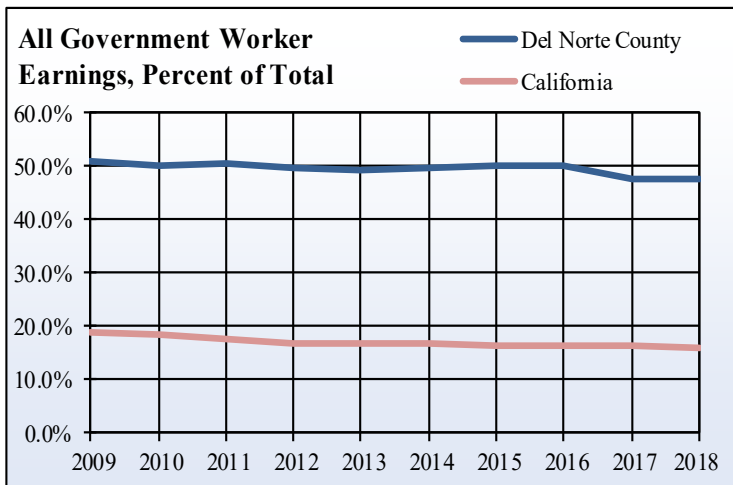


Government Earnings

Government Worker Earnings (in Thousands), Del Norte County

| Year | County Earnings | Percent of Total | | 1-Year Change | |
|------|-----------------|------------------|------------|---------------|------------|
| | | County | California | County | California |
| 2009 | \$ 238,654 | 51.2 % | 19.0 % | - 3.5 % | 0.2 % |
| 2010 | \$ 238,592 | 50.1 % | 18.5 % | - 0.0 % | 1.4 % |
| 2011 | \$ 249,346 | 50.6 % | 17.9 % | 4.5 % | 1.7 % |
| 2012 | \$ 246,895 | 49.8 % | 16.7 % | - 1.0 % | - 0.6 % |
| 2013 | \$ 247,898 | 49.2 % | 16.8 % | 0.4 % | 4.3 % |
| 2014 | \$ 250,325 | 49.7 % | 16.7 % | 1.0 % | 4.5 % |
| 2015 | \$ 267,824 | 50.3 % | 16.5 % | 7.0 % | 5.4 % |
| 2016 | \$ 276,626 | 50.1 % | 16.6 % | 3.3 % | 4.5 % |
| 2017 | \$ 266,390 | 47.5 % | 16.3 % | - 3.7 % | 3.4 % |
| 2018 | \$ 276,331 | 47.6 % | 16.0 % | 3.7 % | 4.2 % |

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



Government Revenue

County Government Revenue, Del Norte County, Fiscal Year 2018, (in thousands)

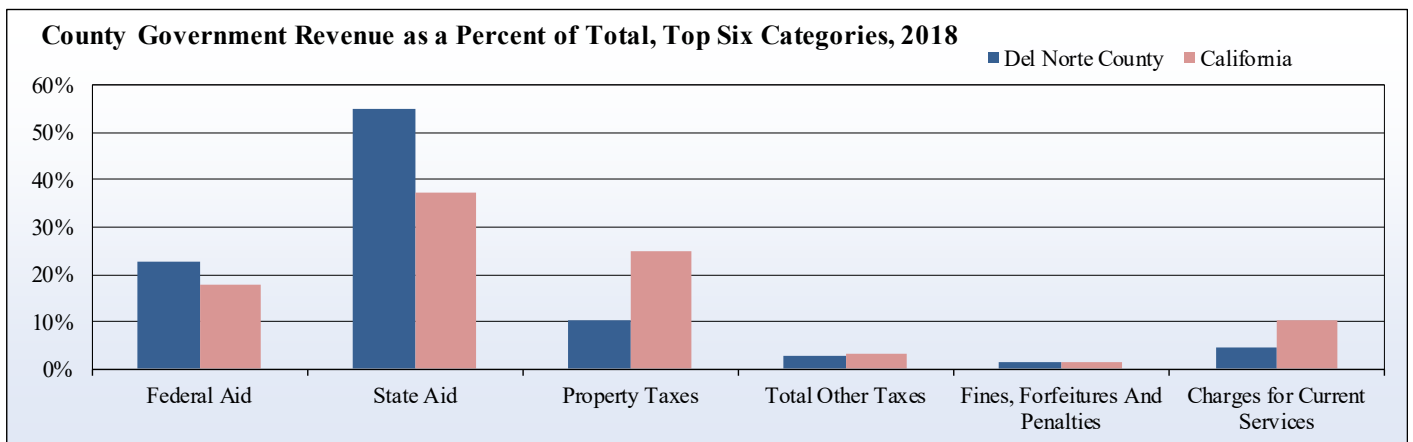
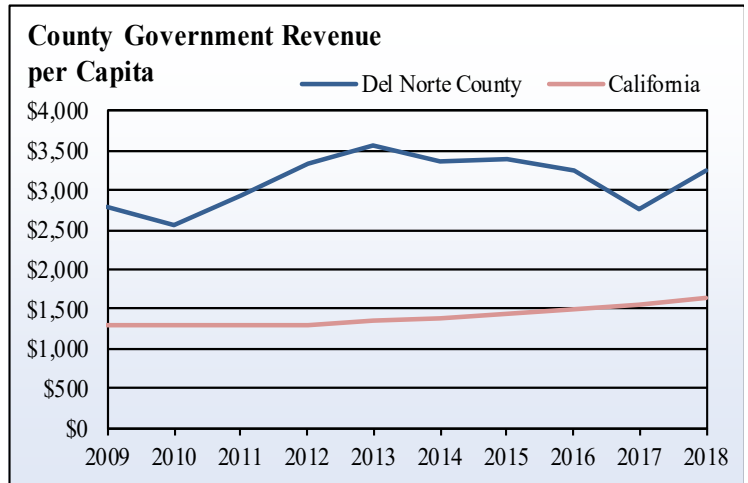
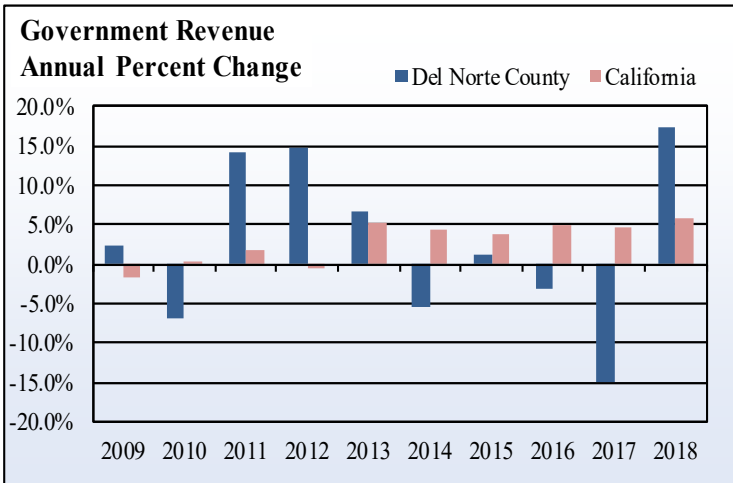
| Revenue Source | Del Norte County | | California |
|--|------------------|------------------|------------------|
| | Revenue | Percent of Total | Percent of Total |
| Federal Aid | \$ 16,308 | 22.9 % | 17.8 % |
| State Aid | \$ 39,305 | 55.1 % | 37.3 % |
| Property Taxes | \$ 7,221 | 10.1 % | 25.0 % |
| Total Other Taxes | \$ 1,969 | 2.8 % | 3.3 % |
| Fines, Forfeitures And Penalties | \$ 950 | 1.3 % | 1.3 % |
| Charges for Current Services | \$ 3,153 | 4.4 % | 10.3 % |
| Other Governmental Agencies | \$ 431 | 0.6 % | 1.1 % |
| Licenses, Permits, and Franchises | \$ 1,008 | 1.4 % | 1.1 % |
| Revenue From the Use of Money and Property | \$ 413 | 0.6 % | 1.0 % |
| Special Benefit Assessments | \$ - | 0.0 % | 0.06 % |
| Transfers In | \$ - | 0.0 % | 0.0 % |
| Total Miscellaneous Revenue | \$ 530 | 0.7 % | 1.6 % |
| Total Funding | \$ 71,299 | 100.0 % | 100.0 % |

Source: California State Controllers Office, County Annual Reports

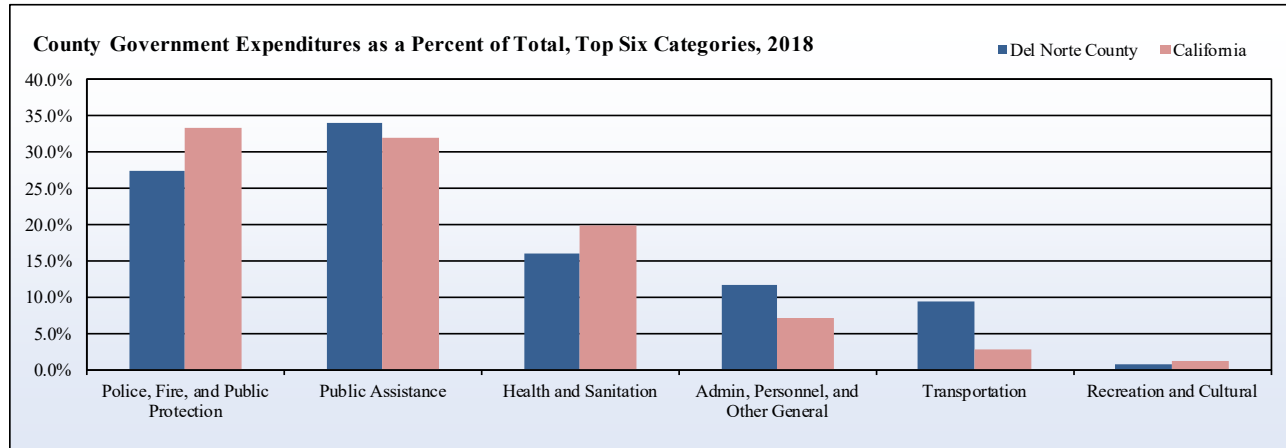
Government Revenue, Annual Percent Change

| Year | Del Norte County | | California |
|------|------------------|----------------|----------------|
| | Total | Percent Change | Percent Change |
| 2009 | \$ 59,020,052 | 2.4 % | - 1.7 % |
| 2010 | \$ 55,027,783 | - 6.8 % | 0.5 % |
| 2011 | \$ 62,879,802 | 14.3 % | 1.8 % |
| 2012 | \$ 72,222,113 | 14.9 % | - 0.5 % |
| 2013 | \$ 77,119,662 | 6.8 % | 5.2 % |
| 2014 | \$ 72,875,762 | - 5.5 % | 4.2 % |
| 2015 | \$ 73,740,418 | 1.2 % | 3.9 % |
| 2016 | \$ 71,391,189 | - 3.2 % | 4.8 % |
| 2017 | \$ 60,727,077 | - 14.9 % | 4.5 % |
| 2018 | \$ 71,299,268 | 17.4 % | 5.9 % |

Source: California State Controllers Office, County Annual Reports



Government Expenditures

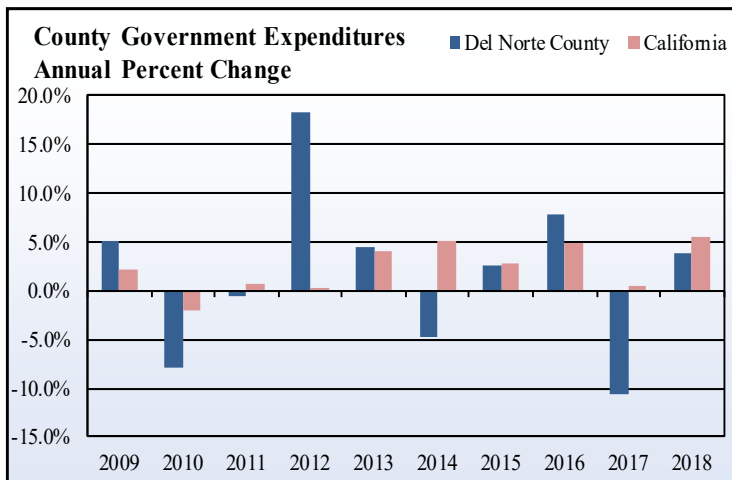


County Government Expenditure, Del Norte County, Fiscal Year 2018

| Expenditure Function | Del Norte County | Percent of Total Expenditures | California Average Percent of Total Expenditures |
|-------------------------------------|----------------------|-------------------------------|--|
| Police, Fire, and Public Protection | \$ 17,938,450 | 27.5 % | 33.4 % |
| Public Assistance | \$ 22,319,496 | 34.2 % | 31.9 % |
| Health and Sanitation | \$ 10,409,945 | 15.9 % | 20.0 % |
| Admin, Personnel, and Other General | \$ 7,674,783 | 11.7 % | 7.1 % |
| Transportation | \$ 6,118,648 | 9.4 % | 2.9 % |
| Recreation and Cultural | \$ 484,457 | 0.7 % | 1.2 % |
| Debt Service | \$ 390,377 | 0.6 % | 2.7 % |
| Education and Library | \$ 12,843 | 0.0 % | 0.9 % |
| Transfers Out | \$ 0 | 0.0 % | 0.0 % |
| Total of Expenditures | \$ 65,348,999 | 100.0 % | 100.0 % |

Source: California State Controllers Office, County Annual Reports

Del Norte County Government Expenditures, Annual Percent Change



| Year | Del Norte County | | California |
|------|------------------|----------------|----------------|
| | Total | Percent Change | Percent Change |
| 2009 | \$ 59,005,057 | 5.0 % | 2.2 % |
| 2010 | \$ 54,294,203 | -8.0 % | -2.0 % |
| 2011 | \$ 53,995,900 | -0.5 % | 0.7 % |
| 2012 | \$ 63,896,766 | 18.3 % | 0.0 % |
| 2013 | \$ 66,796,161 | 4.5 % | 4.0 % |
| 2014 | \$ 63,648,633 | -4.7 % | 5.1 % |
| 2015 | \$ 65,342,443 | 2.7 % | 2.9 % |
| 2016 | \$ 70,436,931 | 7.8 % | 4.8 % |
| 2017 | \$ 62,915,316 | -10.7 % | 0.4 % |
| 2018 | \$ 65,348,999 | 3.9 % | 5.5 % |

Source: California State Controller's Office, County Annual Reports

Photo Credits

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District 1 Active Transportation Plan Engagement & Development Process

April 2020



Vision and Goals

The need for the Caltrans Active Transportation (CAT) Plans is identified in *Toward an Active California: State Bicycle and Pedestrian Plan*. The CAT Plans support the vision and objectives of that plan:

Vision

By 2040, people in California of all ages, abilities, and incomes can safely, conveniently, and comfortably walk and bicycle for their transportation needs.

Objectives

| | |
|---------------|---|
| SAFETY | Reduce the number, rate, and severity of bicycle- and pedestrian-involved collisions. |
| MOBILITY | Increase walking and bicycling in California. |
| PRESERVATION | Maintain a high-quality active transportation system. |
| SOCIAL EQUITY | Invest resources in communities that are most dependent on active transportation and transit. |

Strategies

M1.1: Develop district-level plans to identify bicycle and pedestrian needs and priority projects on or parallel to and across the state highway system, with a focus on removing barriers, closing gaps, and building complete, comfortable networks that consider the context.

Develop District Bicycle and Pedestrian Plans that identify needs on state highways in cooperation with regional and local agencies. These plans will complement local and regional active transportation plans and existing networks by addressing challenges Californians face crossing and using the state highway system. Once completed, these plans can be incorporated into project scoping for maintenance, reconstruction, safety, and other projects, such as bridge replacements, consistent with Caltrans Complete Streets directive. This action will be completed in conjunction with or parallel to plans identified under S1.1. This action will be led by the Division of Transportation Planning.

S1.1: Develop equity focused plans at the regional or district level to proactively identify opportunities for safer highway crossings, including addressing personal safety.

Caltrans is committed to reducing the barriers that state highways can create for communities. Highway crossings that negatively impact disadvantaged communities will be identified and prioritized on a statewide scale. District staff will proactively work with communities to develop plans to improve identified crossings, including community engagement to inform the design. This action will be completed in

conjunction with or parallel to plans identified under M1.1. Creating safe crossing for pedestrians will be a focus, building on the \$10 million dedicated to pedestrian crossings in the latest Highway Safety Improvement Program Cycle and will identify needs for all Caltrans programs. This action will be led by the Division of Transportation Planning, the Division of Traffic Operations, metropolitan planning organizations, regional transportation planning agencies, and District staff.

How the District Will Use the Plan

This plan will be used by District staff to identify and prioritize complete street needs for either standalone projects and/or inclusion into other projects. The plan will also serve as a tool to transparently inform local development/intergovernmental review (LD/IGR) regarding potential project impacts or mitigations. The location-based needs identification process results in a comprehensive assessment of needs systemwide, ensuring Caltrans staff can access recommendations for every segment and intersection as upcoming projects are considered, programmed, and implemented.

Values

Data-driven: Use current best practices and research-supported methodologies to inform plan development.

Context-sensitive: Identify pedestrian and bicycle facilities that will achieve statewide goals while serving the needs and enhancing the character of local communities.

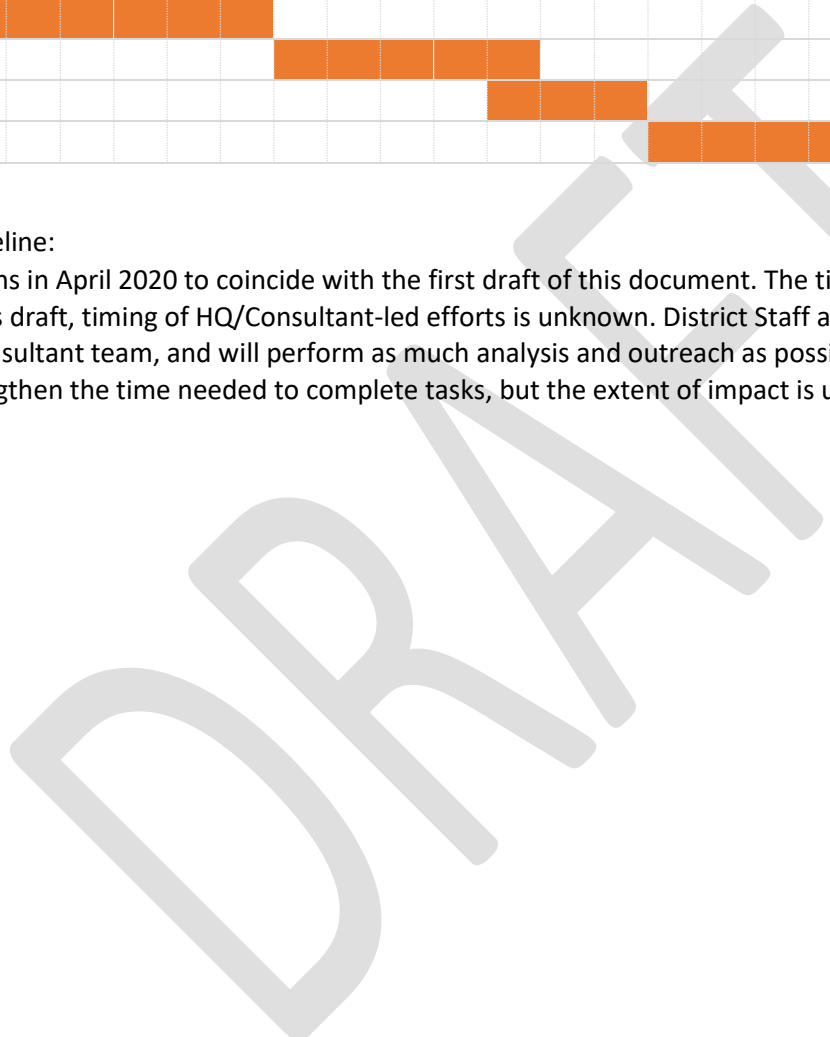
Meaningful participation: Keep the public involved in areas important to them. Involve the public in parts of the plan they can affect. Seek local and experience-based input. Be clear about how public involvement has shaped the plan.

Process Overview

| Months | A | M | J | J | A | S | O | N | D | J | F | M | A | M | J | J | A |
|---------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Existing Conditions | █ | █ | █ | █ | █ | █ | | | | | | | | | | | |
| Gap Analysis | | | | | | | █ | █ | █ | █ | █ | | | | | | |
| Prioritization | | | | | | | | | | | █ | █ | █ | █ | | | |
| Plan Development | | | | | | | | | | | | | | █ | █ | █ | █ |

Notes on the process timeline:

- The timeline begins in April 2020 to coincide with the first draft of this document. The timeline ends in August 2021 as an estimate.
- At the time of this draft, timing of HQ/Consultant-led efforts is unknown. District Staff and Regional Mobility Partners will prepare data for use by the consultant team, and will perform as much analysis and outreach as possible or practical in the meantime.
- COVID-19 will lengthen the time needed to complete tasks, but the extent of impact is unknown. The project team will be flexible.



Existing Conditions

The purpose of the existing conditions phase is to characterize conditions relating to active transportation on the State Highway System (SHS) and to understand available data metrics. This includes physical characteristics such as the presence walking and biking facilities and paved shoulders, as well as the condition of existing assets. This also includes operational information such as vehicle speeds and safety information such as pedestrian and bicyclist collisions.

The HQ/Consultant team proposes identifying user experience and needs in the gap analysis phase; however, District 1 is proposing to include those activities in the existing conditions phase because a) District staff can do some of the work ahead of the consultant team and b) input will inform the gap analysis phase. Analyses in the existing conditions phase are grouped by each of the four plan goal areas.

Safety

| Analyses | Deliverables | Data Sources | Public Participation | Note |
|--|---|--|----------------------|--|
| Locate pedestrian- and bicycle-involved collisions | Heat Maps Data tables Map locations by severity | SWITRS 2012-2016 | | Within 250 feet of the SHS |
| Identify crossing exposure Number of lanes | Maps Data tables | Caltrans Transportation System Network | | HQ/Consultant process identifies number of lanes as crossing exposure. See note below in this table. |
| Posted Vehicular Speed | Map Data table | Caltrans Transportation System Network | | |
| Vehicular ADT Volumes | Map Data table | Caltrans Transportation System Network | | |

| | | | | |
|---|------------------------------------|--|--|--|
| Identify crossing exposure | Map Data table | Results from above | | Recommendation for installing crosswalks and other pedestrian improvements is based on number of lanes, speed limits, and vehicular volumes. Suggestion: combine these three data sets into a measure of crossing exposure. Discussion: would need any modifications for bicycling? (source: https://www.fhwa.dot.gov/publications/research/safety/04100/04100.pdf) |
| Identify patterns in collision factors | Narrative Summary Data table | Caltrans Traffic Accident Surveillance and Analysis System | | This is an exploratory analysis. |
| Evaluate near misses | Narrative summary | Street Story | Street Story campaign | This is an exploratory analysis. How do near misses compare to reported collision types/factors? *See also Social Equity |
| Evaluate underreporting of collisions | Narrative summary | Street Story | Street Story campaign Regional Mobility Partners | This is an exploratory analysis. What kinds of collisions are underreported? Are there any demographic or geographic patterns in underreporting? Compare TIMS to TASAS *See also Social Equity |
| Blue = HQ/Consultant-identified process | | | | |
| Green = District addition | | | | |

Mobility

| Analyses | Deliverables | Data Sources | Public Participation | Note |
|---|-------------------------|--|---|--|
| Document locations where walking and/or bicycling are permitted along the SHS | Maps Data tables | Caltrans Transportation System Network | | Bicycling is allowed on all SHS in District 1 Pedestrians are prohibited on freeway segments except where there is no alternate route. |
| Identify sidewalk, crosswalk, and bicycle facility coverage on the SHS | Maps Data tables | Caltrans Active Transportation Asset Inventory Pilot | | |
| Establish baseline walking and bicycling rates | Heat maps Data table | California Statewide Travel Demand Model | | Discuss availability of data suitable for local performance monitoring. |
| Identify pedestrian short-trip (less than one mile) and bicycle short-trip (less than three miles) opportunity zones. | | California Statewide Travel Demand Model | | Also need to identify areas where there may be high demand for transportation bicycle trips longer than three miles (e.g. Eureka-Arcata corridor). |
| | | Public input | Map survey: ask people where they would like to walk or bike between. | This could also be conducted early in the gap analysis phase. |
| Establish land use contexts for use in selecting context-sensitive complete streets elements. | Maps | Regional Mobility Partners. Consider general plans/zoning. | | |
| Identify pedestrian and bicycle levels of traffic stress | Maps | BLTS Methodology PLTS Methodology Public Input | Verify/calibrate LTS analysis. | |

| | | | | |
|---|-------------------|--------------|--|---|
| Assess network connectivity | Maps | | | Suggestion: measure as number of low stress crossings per mile. Density of crossings needed may vary by land use context. |
| Understand local walk/bike trip barriers and decision making. | Narrative summary | Public input | Focus groups Survey Street Story | <p>Question ideas:</p> <ul style="list-style-type: none"> • Where do you want to walk or bike more? • What makes you choose this route? • What makes you like or not like this route? • What kinds of facilities are you happy/willing/unhappy/unwilling to walk or bike on? • What kind of bicyclist would you describe yourself as (strong and fearless, enthused and confident, interested but concerned, no way no how)? <p>*See also Social Equity focus groups</p> |
| Blue = HQ/Consultant-identified process | | | | |
| Green = District addition | | | | |

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Preservation

| Analyses | Deliverables | Data Sources | Public Participation | Note |
|---|-----------------------------|--|----------------------|--|
| Document highway types | Map Data table | Caltrans Transportation System Network | | |
| Document shoulder width and availability | Map Data table | Caltrans Transportation System Network | | |
| Identify sidewalk, bike lane, and crosswalk conditions | Example maps Data tables | Active Transportation Asset Inventory Pilot | | |
| Document areas where complete street features have maintenance agreements | Map Data table | | | |
| Identify complete street features maintenance considerations | Narrative summary | Caltrans Maintenance | | E.g.: Worker safety Equipment availability Maintenance co-ops Reporting maintenance, numbering trail PMs |
| Blue = HQ/Consultant-identified process | | | | |
| Green = District addition | | | | |

Social Equity

| Analyses | Deliverables | Data Sources | Public Participation | Note |
|---|-------------------|--|--|--|
| Identify disadvantaged communities | Map Data table | Caltrans Transportation System Network | | Discuss definition |
| Understand local walk/bike trip barriers and decision making. | Narrative summary | Public input | Focus groups Survey Street Story | Question ideas: <ul style="list-style-type: none"> • Where do you want to walk or bike more? • What makes you choose this route? • What makes you like or not like this route? • What kinds of facilities are you happy/willing/unhappy/unwilling to walk or bike on? • What kind of bicyclist would you describe yourself as (strong and fearless, enthused and confident, interested but concerned, no way no how)? |
| Evaluate near misses | Narrative summary | Street Story Stakeholder Interviews | Street Story campaign Stakeholder Interviews | Building on the evaluation done under the “Safety” element, look specifically into near misses occurring in disadvantaged areas or experienced by disadvantaged populations. |
| Evaluate underreporting of collisions | Narrative summary | Street Story Stakeholder Interviews | Street Story campaign Regional Mobility Partners Stakeholder Interviews | Building on the evaluation done under the “Safety” element, look specifically into underreporting of collisions in disadvantaged areas and by disadvantaged populations. |
| Identify proportion of collisions occurring in disadvantaged communities. | Data table | | | For performance monitoring/reporting and prioritization. |
| Identify proportion of complete streets | Data table | | | For performance monitoring/reporting and prioritization. |

| | | | | |
|---|--|--|--|--|
| funding in disadvantaged communities. | | | | |
| Blue = HQ/Consultant-identified process | | | | |
| Green = District addition | | | | |

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Schedule

| | Months | A | M | J | J | A | S |
|---|--------|---|---|---|---|---|---|
| Existing Conditions | | ■ | ■ | ■ | ■ | ■ | ■ |
| Locate pedestrian- and bicycle-involved collisions | | | ■ | | | | |
| Number of lanes | | | ■ | | | | |
| Posted vehicular speed | | | ■ | | | | |
| Vehicular ADT volumes | | | ■ | | | | |
| Identify crossing exposure | | | | ■ | | | |
| Identify patterns in collision factors | | | ■ | ■ | ■ | | |
| Evaluate near misses | | | | ■ | ■ | ■ | ■ |
| Evaluate underreporting of collisions | | | | ■ | ■ | ■ | ■ |
| Document locations where walking and/or bicycling are permitted along the SHS | | | ■ | | | | |
| Identify sidewalk, crosswalk, and bicycle facility coverage on the SHS | | ■ | | | | | |
| Establish baseline walking and bicycling rates | | ■ | ■ | | | | |
| Identify pedestrian short-trip and bicycle short-trip opportunity zones | | ■ | ■ | | | | |
| Establish land use contexts | | | ■ | ■ | | | |
| Identify PLTS & BLTS | | | | ■ | ■ | | |
| Assess network connectivity | | | | ■ | ■ | | |
| Understand local walk/bike trip decision making | | | | ■ | ■ | ■ | ■ |
| Document highway types | | | ■ | | | | |
| Document shoulder width and availability | | | ■ | | | | |
| Identify sidewalk, bike lane, and crosswalk conditions | | | | | | | |
| Document areas where complete streets features have maintenance agreements | | | | ■ | ■ | | |
| Identify complete streets features maintenance considerations | | | | ■ | ■ | | |
| Identify disadvantaged communities | | | ■ | ■ | | | |
| Understand local walk/bike trip decision making | | | | ■ | ■ | ■ | ■ |
| Identify proportion of collisions occurring in disadvantaged communities | | | | | ■ | | |
| Identify proportion of complete streets funding in disadvantaged communities | | | | | ■ | | |

Gap Analysis (Identify Location-Based Needs)

This task aims to identify gaps and barriers throughout the State Highway System, which in turn indicate location-based needs for bicycle and pedestrian infrastructure. These needs are identified from a data-driven, systemic perspective and are intended to address the user experience while traversing Caltrans facilities. This task builds on the data collected in the existing conditions phase and is fundamentally built around the level of traffic stress methodology.

| HQ/Consultant Process | District 1 Modification |
|---|--|
| Join all data provided by district staff on funded Caltrans projects, locally-identified planned facilities, and local projects. Locations with funded complete streets projects are not considered needs, while locations that have been identified in local plans as planned facilities are considered needs. | Continue considering funded projects a need until they are complete. |
| Calculate Level of Traffic Stress for people walking or bicycling along/across conventional state highways. | Perform LTS analysis in existing conditions phase. Do not limit LTS to conventional state highways; perform calculation for all areas where walking/biking is permitted. In this phase, use LTS, place types, and public input from existing conditions phase to identify preferred LTS and locate LTS gaps. |
| Calculate barrier permeability for freeways | |
| Identify sidewalk gaps along “main street” conventional highways. | Per the CAT Plan data framework, the default facility where walking is permitted is sidewalk. Not every main street wants a sidewalk (e.g. Orleans), and not every walkway need location is a main street (e.g. Covelo, Middletown, Manila). In place of this activity, suggest translating the LTS gap into a community-preferred facility type that will achieve desired LTS. |
| | Propose crossing facility types and locations to meet crossing needs. |
| | Review proposals with stakeholders and the public to ensure the type and location of facilities serve people walking and biking. |

Deliverables

The results of this analysis are contained in a GeoDatabase with multiple layers. The two primary layers indicating the needs are:

- Location_based_needs_lines: Linear needs along the State Highway System
- Location_based_needs_points: Point-based needs along the State Highway System, such as crossing improvements

These table are supplemented with three analysis-results tables that demonstrate the gaps & barriers:

- Highways: Merged highway data, including bicycle LTS evaluation
- Barriers_intersections: Merged intersection-level data, including LTS evaluations
- Barrier_permeability: Highway permeability analysis results

The analysis tables are included to help contextualize the location-based needs tables.

Schedule

| | Months | Pre | A | M | J | J | A | S | O | N | D | J | F |
|---|--------|-----|---|---|---|---|---|---|---|---|---|---|---|
| Gap Analysis | | | | | | | | | | | | | |
| Perform LTS gap analysis | | | | | | | | | | | | | |
| Propose facilities to close LTS gap | | | | | | | | | | | | | |
| Perform crossing needs analysis | | | | | | | | | | | | | |
| Propose facilities to meet crossing needs | | | | | | | | | | | | | |
| Receive Caltrans input on proposed facilities | | | | | | | | | | | | | |
| Receive Regional Mobility Partners & equity stakeholders input on proposed facilities | | | | | | | | | | | | | |
| Receive other stakeholder & public input on proposed facilities | | | | | | | | | | | | | |

Prioritization

The prioritization task for the Caltrans *District Level Active Transportation Plans* process will measure how well identified location-based needs align with the goals in *Toward an Active California*. A layered approach is employed to highlight the areas with the most pressing needs in each district. Needs will be prioritized using a base set of statewide location-based measures, and districts may select additional measures in collaboration with regional mobility partners. The prioritization task is not intended to rank projects for implementation, but rather to assess which projects may be best suited to move into Caltrans project development phases over time.

| HQ/Consultant Process | District 1 Modification | Note |
|--|---|---|
| District selects custom prioritization criteria (see list in table below). | Include regional mobility partners. | |
| Assign weights to prioritization criteria. | Include regional mobility partners and public input. | |
| Score location-based needs. | | Available inputs seem more suitable for identifying priority investment locations rather than projects. |
| Review results. | | Modifications to results need to be transparent. |
| | Add discussion on Asset Management. | |
| | Add discussion on evaluating project features/alternatives. | |

| Custom Prioritization Criteria Options | | | |
|---|---|---|---|
| Safety Crash density Weighted crash density Bike/Ped Safety Improvement Monitoring Program ranking Public input | Mobility Existing demand Potential demand (all short trips) Latent demand (Existing demand less potential demand) Destination density Level of traffic stress Network connectivity Barrier permeability Public input | Preservation Improvement of existing asset condition Lane-miles improved to “good” condition | Social Equity Low-income household density Non-white household density Zero-vehicle household density |

Deliverables

- Project list
- Map

Schedule

| | Months | Pre | A | M | J | J | A | S | O | N | D | J | F | M | A | |
|--|--------|-----|---|---|---|---|---|---|---|---|---|---|---|---|---|--|
| Prioritization | | | | | | | | | | | | | | | | |
| Select prioritization criteria | | | | | | | | | | | | | | | | |
| Assign weights to prioritization criteria | | | | | | | | | | | | | | | | |
| Score location-based needs | | | | | | | | | | | | | | | | |
| Review results | | | | | | | | | | | | | | | | |
| Add discussion on Asset Management | | | | | | | | | | | | | | | | |
| Add discussion on evaluating project features/alternatives | | | | | | | | | | | | | | | | |

