

**DEL NORTE LOCAL TRANSPORTATION COMMISSION  
MEETING AGENDA: TUESDAY, MAY 5, 2020 AT 4 PM**

Public Zoom Webinar Registration Link:

[https://us02web.zoom.us/webinar/register/WN\\_F\\_zG7Dx-Sv21uip-aMsXnA](https://us02web.zoom.us/webinar/register/WN_F_zG7Dx-Sv21uip-aMsXnA)

1. Call Meeting to Order
2. Pledge of Allegiance
3. Public comment period

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

4. Adjourn to the Policy Advisory Committee

**CONSENT AGENDA for POLICY and ADMINISTRATIVE**

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

**a) Minutes of April 7, 2020**

Staff recommendation: By consensus, accept minutes of April 7, 2020.

**b) 2020-21 Overall Work Program final**

TAC and Staff recommendation: By polled vote, adopt Resolution 2020 8 approving 2020-21 Overall Work Program.

**c) 2020 Economic and Demographic Profile**

TAC and Staff recommendation: By consensus, accept the 2020 Economic and Demographic Profile.

**d) Resolution authorizing and approving the certifications and assurances and authorized agent forms for the Low Carbon Transit Operations Program (LCTOP) for the *Bus Electrification Project***

Staff recommendation: By polled vote, adopt resolution 2020 11.

**e) Chamber of Commerce government membership**

Staff recommendation: By polled vote, authorize the expenditure of \$85 from the Office Operations/Work Element E1 for a DNLTC Chamber Membership.

**f) Service Authority for Freeway Emergencies (SAFE) System Report**

Staff recommendation: By consensus, accept the SAFE System Report.

**POLICY and ADMINISTRATIVE**

**g) Amend contract with Dokken Engineering to accommodate additional coordination with Caltrans for US Highway 199 at Elk Valley Cross Road**

Staff recommendation: Approve the three items below simultaneously with one vote to address the steps needed for a single change in the Overall Work Program.

1. TAC and staff recommendation: By polled vote, authorize the execution of Contract Amendment 2 with Dokken Engineering for the Elk Valley Cross Road Corridor Plan.
2. By polled vote, adopt resolution 2020 9, authorizing the funding strategy for additional consultant coordination with Caltrans for the US 199/Elk Valley Cross Road intersection.
3. By polled vote, adopt resolution 2020 10, amending the 2019-20 Overall Work Program to accommodate additional consultant coordination with Caltrans for the US 199/Elk Valley Cross Road intersection.

**h) Discussion items**

- Highway 199 at Elk Valley Cross Road
- Last Chance Grade: March 11 begins night closures for 5 days
- SAFE System call box theft

**5. Commissioner comments and reports**

**6. Action on the recommendations of the Policy Advisory Committee**

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

**7. Adjourn until the regular meeting on Tuesday, June 2, 2020 at 3 p.m.**

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

## CONSENT AGENDA ITEMS

DATE: MAY 5, 2020  
TO: DEL NORTE LOCAL TRANSPORTATION COMMISSION  
FROM: TAMERA LEIGHTON, EXECUTIVE DIRECTOR  
SUBJECT: CONSENT AGENDA ITEMS

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**a) Minutes of April 7, 2020**

Staff recommendation: By consensus, accept minutes of April 7, 2020.

**b) 2020-21 Overall Work Program final**

TAC and Staff recommendation: By polled vote, adopt Resolution 2020 8 approving 2020-21 Overall Work Program.

This work has been reviewed in detail in prior meetings. The Caltrans comments and resulting changes are minor.

**c) 2020 Economic and Demographic Profile**

TAC and Staff recommendation: By consensus, accept the 2020 Economic and Demographic Profile.

Accepting the work is usual and customary.

**d) Resolution authorizing and approving the certifications and assurances and authorized agent forms for the Low Carbon Transit Operations Program (LCTOP) for the *Bus Electrification Project***

Staff recommendation: By polled vote, adopt resolution 2020 11.

The LCTOP funding uses are vetted through the Redwood Coast Transit Authority. DNLTC's role is administrative only.

**e) Chamber of Commerce government membership**

Staff recommendation: By polled vote, authorize the expenditure of \$85 from the Office Operations/Work Element E1 for a DNLTC Chamber Membership.

This is a non-controversial and minor expenditure. The Chamber of Commerce provides outreach services for many transportation-related projects.

**f) Service Authority for Freeway Emergencies (SAFE) System Report**

Staff recommendation: By consensus, accept the SAFE System Report.

Acceptance of this report is usual and customary.

**DEL NORTE TRANSPORTATION COMMISSION  
REGULAR MEETING MINUTES: TUESDAY, APRIL 7, 2020 AT 3 PM**

Present: Commissioner Alex Fallman, City, Chair (3:15 PM)  
Commissioner Roger Gitlin, County  
Commissioner Gerry Hemmingsen, County  
Commissioner Chris Howard, County, Vice-Chairman  
Commissioner Blake Inscore, City  
Commissioner Heidi Kime, City  
Kevin Tucker, Caltrans, Policy Advisory Member

Absent: None

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

**1. CALL MEETING TO ORDER**

Chair Howard called the meeting to order at 3:00 p.m.

**2. PLEDGE OF ALLEGIANCE**

Commissioner Inscore led the Pledge of Allegiance

**3. PUBLIC COMMENT PERIOD**

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

The following person(s) addressed the Commission: None

**4. ADJOURN TO THE POLICY ADVISORY COMMITTEE**

Chair Howard adjourned as the Del Norte Local Transportation Commission and immediately reconvened as the Policy Advisory Committee at 3:02 p.m.

**CONSENT AGENDA**

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

**a) MINUTES OF MARCH 3, 2020**

Staff recommendation: By consensus, accept minutes of March 3, 2020.

**b) WASHINGTON BOULEVARD CULVERT REPLACEMENT**

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



**c) ADOPT RESOLUTION AUTHORIZING SIGNATURE AUTHORITY FOR THE REGIONAL SURFACE TRANSPORTATION PROGRAM (RSTP) EXCHANGE PROGRAM.**

Staff recommendation: By polled vote, adopt Resolution 2020 7 authorizing the director to execute annual federal apportionment exchange program and State Match Program agreements with the State of California, Department of Transportation as they are made to local agency-State agreement for Federal Aid Projects.

Public Comment: None

On a motion by Commissioner Gitlin, seconded by Commissioner Inscore, and unanimously carried the Del Norte Local Transportation Commission approved by consensus item 4 a-c.

**POLICY and ADMINISTRATIVE**

**d) DISCUSSION ITEMS**

- Letter request from Solid Waste Management Authority (attachment) – Tamera Leighton reviewed the letter from Del Norte County Solid Waste Authority requesting assistance from the Transportation Commission to complete a traffic analysis of the proposed site for their new facility. Tamera will work with District 1 on the project and doesn't believe it would require any outside consultants.
- Highway 199 at Elk Valley Cross Road – Tamera Leighton reported the planning document is being wrapped up and is expected to be completed in May.
- Last Chance Grade – Tamera Leighton reported that she is part of an advisory group that is evaluating communications, leadership and developing questionnaires.

**5. COMMISSIONER COMMENTS AND REPORTS**

Commissioner Hemmingsen commented on another accident at MP 16, the trailhead for Damnation Creek, which is less than three weeks from the last accident at that location. Policy Advisory Member Kevin Tucker stated there is no high friction treatment at that location, but Caltrans is discussing a barrier wall until a long-term solution can be found.

**6. ACTION ON THE RECOMMENDATIONS OF THE POLICY ADVISORY COMMITTEE**

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

On a motion by Commissioner Hemmingsen, seconded by Commissioner Inscore, and unanimously carried on a polled vote the Del Norte Local Transportation Commission approved items 4 a-c.

**7. ADJOURN UNTIL THE REGULAR MEETING SCHEDULED ON TUESDAY, MAY 5, 2020 AT 3 P.M.**

With no further business before the Commission, Chair Howard adjourned the meeting at 3:20 p.m., until the next regularly scheduled meeting on Tuesday, May 5, 2020, at 3:00 p.m.

Respectfully submitted

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Tamera Leighton, Executive Director

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 5<sup>th</sup> day of May 2020, by the following polled vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

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Chris Howard, Chair  
Del Norte Local Transportation Commission

ATTEST:

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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](http://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](http://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](mailto: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	\$ -	\$ -	\$ -
<b>TOTAL</b>	<b>\$ 75,186.00</b>	<b>\$ 75,186.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

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	
<b>TOTAL</b>	<b>\$ 36,000.00</b>	<b>\$ 26,000.00</b>	<b>\$ -</b>	<b>\$ 10,000.00</b>	

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																							
Task/Activity		Products	Schedule																				
1	Compile daily and monthly reports as necessary to provide quarterly progress reports and year-end packages for the current year Overall Work Program.	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																				
		<table><tr><th>Product B1 Estimate</th><th>Amount</th><th>RPA</th><th>STIP/PPM</th><th>TDA</th></tr><tr><td>DNLTC Staff Services</td><td>\$ 16,000</td><td>\$ 16,000</td><td>\$ -</td><td>\$ -</td></tr><tr><td>Consultant</td><td>\$ 20,000</td><td>\$ 10,000</td><td>\$ -</td><td>\$ 10,000</td></tr><tr><td>Total</td><td>\$ 36,000</td><td>\$ 26,000</td><td></td><td>\$ 10,000</td></tr></table>		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
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	\$ -
<b>TOTAL</b>	<b>102,500.00</b>	<b>\$ 90,000.00</b>	<b>2,500.00</b>	<b>\$ 10,000.00</b>	<b>\$ -</b>

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 and comments on RCTF projects	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 tool and year-end data report. July - June

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	\$ -	
<b>TOTAL</b>	<b>\$ 67,728.00</b>	<b>\$ -</b>	<b>\$ 67,728.00</b>	<b>\$ -</b>	

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	\$-	\$ -		\$ -
<b>Total</b>	<b>\$ 8,000</b>	<b>\$ -</b>	<b>\$ 8,000</b>	<b>\$ -</b>

**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	
<b>TOTAL</b>	<b>\$ 56,000.00</b>	<b>-</b>	<b>-</b>	<b>56,000.00</b>	

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
<b>Total</b>	<b>\$ 20,500</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 20,500</b>

**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.

<b>Task/Activity</b>	<b>Products</b>	<b>Schedule</b>
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.

<b>Task/Activity</b>	<b>Products</b>	<b>Schedule</b>
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
<b>TOTAL</b>	<b>\$ 26,000.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 26,000.00</b>

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](http://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.

<b>Task/Activity</b>		<b>Products</b>	<b>Schedule</b>
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
<b>A</b>	<b>Long Range Planning Coordination</b>					
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				
	<b>Total Work Element A</b>	<b>\$ 75,186.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 75,186.00</b>
<b>B</b>	<b>Overall Work Program Development</b>					
Product 1	Overall Work Program	\$ 26,000.00	\$ 10,000.00	\$ -	\$ -	
	<b>Total Work Element B</b>	<b>\$ 26,000.00</b>	<b>\$ 10,000.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 36,000.00</b>
<b>C</b>	<b>Information Dissemination</b>					
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				
	<b>Total Work Element C</b>	<b>\$ 90,000.00</b>	<b>\$ 10,000.00</b>	<b>\$ 2,500.00</b>	<b>\$ -</b>	<b>\$ 102,500.00</b>
<b>D</b>	<b>Regional Transportation Improvement Program (RTIP) Development</b>					
Product 1	Develop and Maintain TIP	\$ -	\$ -	\$ 8,000.00	\$ -	
Product 2	Project Representation	\$ -	\$ -	\$ 59,728.00	\$ -	
	<b>Total Work Element D</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 67,728.00</b>	<b>\$ -</b>	<b>\$ 67,728.00</b>
<b>E</b>	<b>Transportation Development Act Administration and Fiscal Management</b>					
Product 1	Office Operations	\$ -	\$ 20,500.00	\$ -	\$ -	
Product 2	Fiscal Management	\$ -	\$ 33,000.00	\$ -	\$ -	
Product 3	SSTAC Support	\$ -	\$ 2,500.00	\$ -	\$ -	
	<b>Total Work Element E</b>	<b>\$ -</b>	<b>\$ 56,000.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 56,000.00</b>
<b>F</b>	<b>SAFE: Service Authority for Freeway Emergencies</b>					
Product 1	Call Box System Maintenance & Reporting	\$ -	\$ -	\$ -	\$ 26,000.00	
	<b>Total Work Element F</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 26,000.00</b>	<b>\$ 26,000.00</b>
<b>G</b>	<b>2020 Regional Transportation Plan</b>					
Product 1	2020 Regional Transportation Plan	\$ 38,814.00	\$ -	\$ -	\$ -	
	<b>Total Work Element G</b>	<b>\$ 38,814.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 38,814.00</b>
<b>TOTAL LABOR AND EXPENSES</b>		<b>\$ 230,000.00</b>	<b>\$ 76,000.00</b>	<b>\$ 70,228.00</b>	<b>\$ 26,000.00</b>	<b>\$ 402,228.00</b>

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

## 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 capital 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.

Danven Lighten 4.12.2012  
Executive Director, DNLTTC      DATE

J.P. Allen 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	

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.

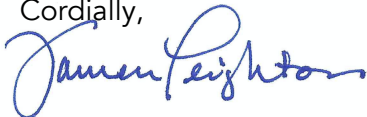
Added activity: Project initiation meeting with Technical Advisory Committee to identify key outputs and reports for electronic platform development for use on smartphones, tablets, and computers.

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

**DEPARTMENT OF TRANSPORTATION**

District 1, P.O. BOX 3700  
Eureka, CA 95501  
PHONE (707) 441-4554  
FAX (707) 445-6314  
TTY 711  
www.dot.ca.gov



*Making Conservation  
a California Way of Life.*

April 7<sup>th</sup>, 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 & 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

Ms. Tamera Leighton  
April 7<sup>th</sup>, 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](mailto:suresh.ratnam@dot.ca.gov) or at (707) 441-4542.

Sincerely,

A handwritten signature in black ink that reads "Suresh Ratnam". The signature is written in a cursive, flowing style.

Suresh Ratnam  
Transportation Planner  
Caltrans District 1 Regional Planning



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

Luke T. Scholl, Technical Writer

Adam Weaver, Research Assistant

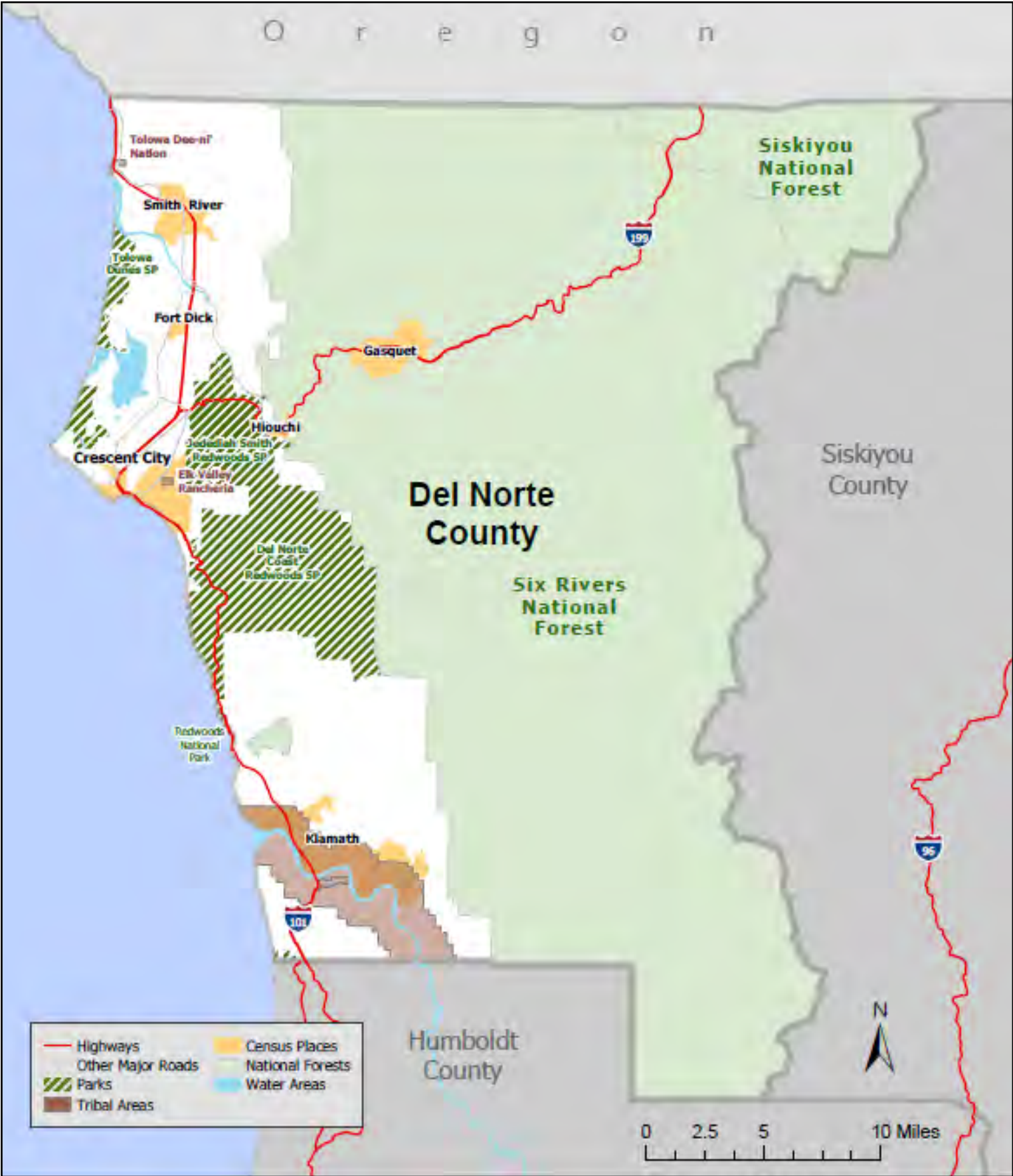
Duncan Young, Research Assistant

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.



Center for Economic Development  
California State University, Chico  
(530) 898-5403  
[www.cedcal.com](http://www.cedcal.com)



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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.

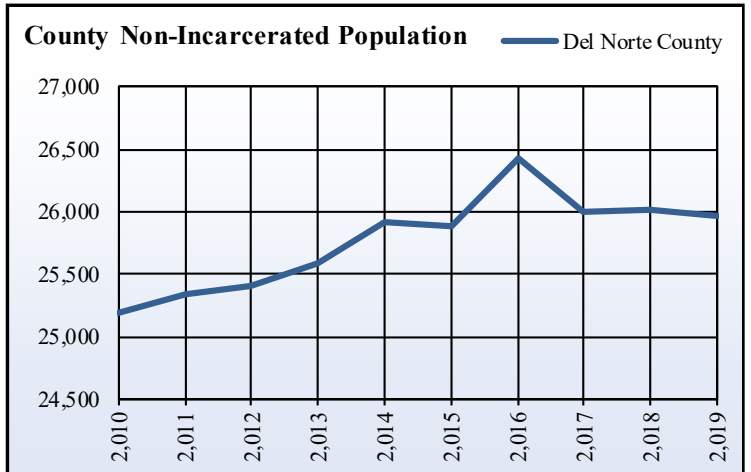
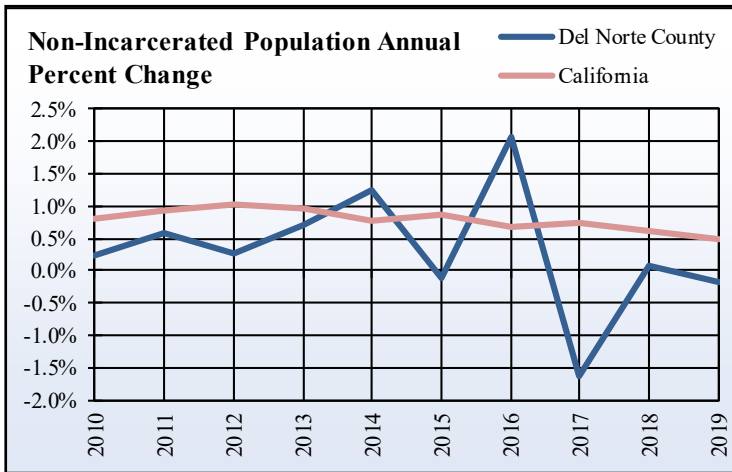
## How is it used?

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 %

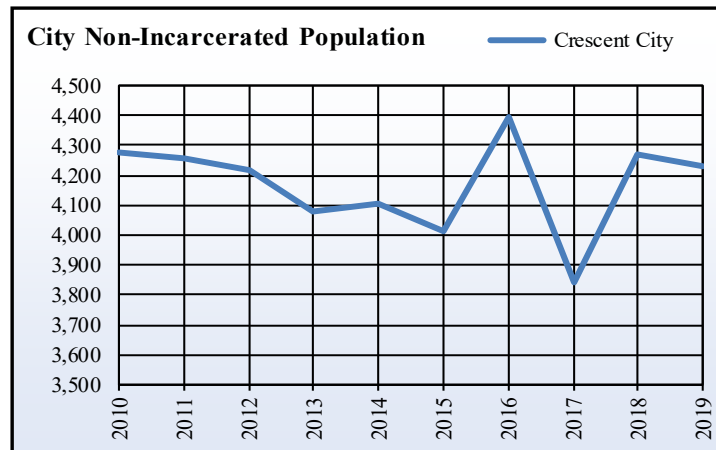
Source: California Department of Finance, Demographic Research Unit



## 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?

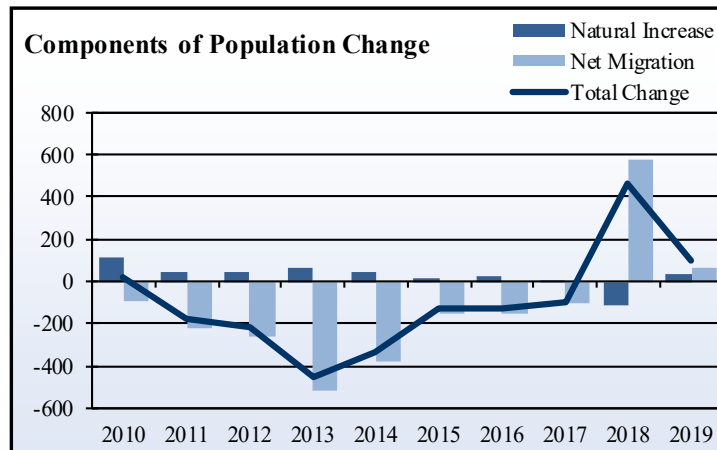
If population growth is primarily due to natural increase, then the county may be a place where many younger families are residing. If natural rate of change is negative (more deaths than births), then the population's age composition may be older. There are many potential motivations for people to move 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

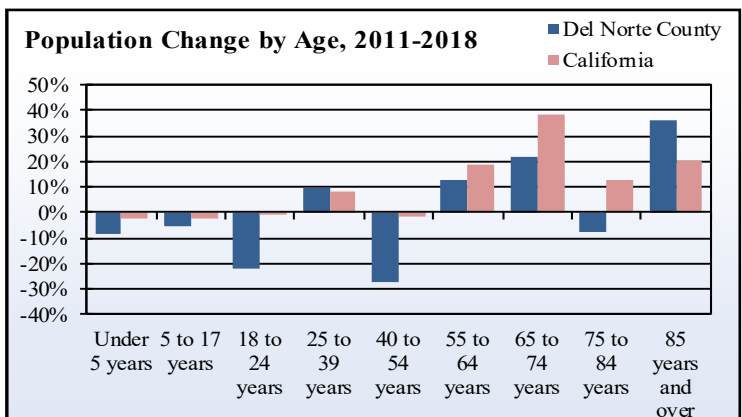
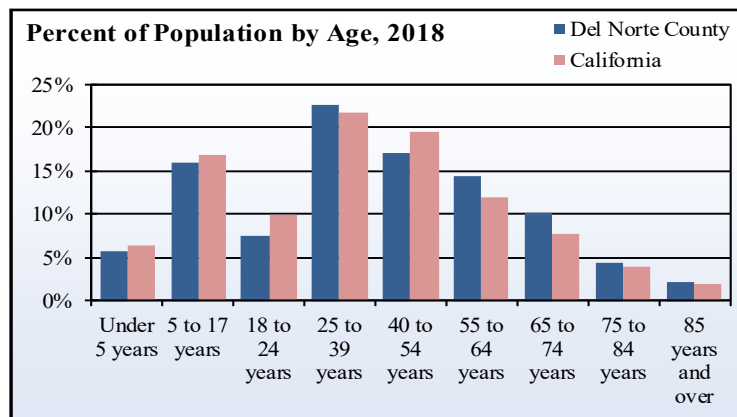
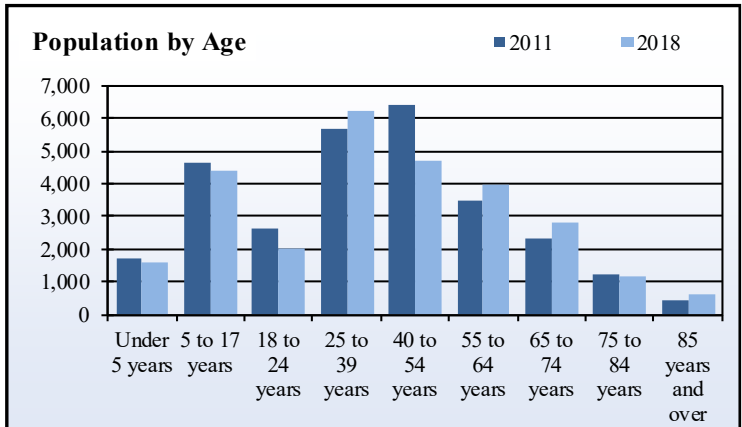
Age Range	2011	2018
Under 5 years	1,727	1,584
5 to 17 years	4,616	4,370
18 to 24 years	2,605	2,033
25 to 39 years	5,669	6,214
40 to 54 years	6,427	4,685
55 to 64 years	3,507	3,953
65 to 74 years	2,302	2,808
75 to 84 years	1,258	1,166
85 years and over	450	611

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?

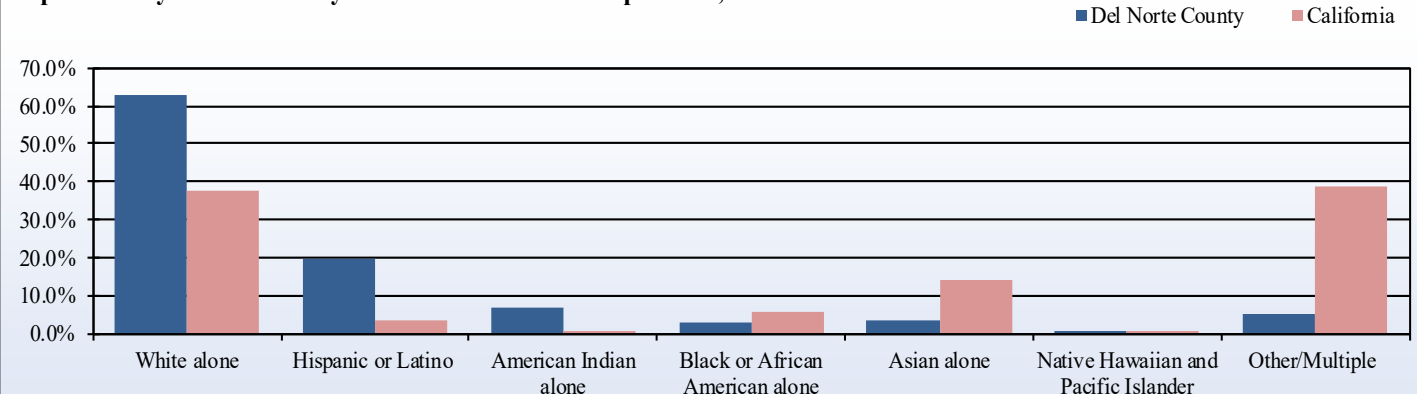
Data on population within racial and ethnic categories are often used by advertisers to target their marketing efforts towards particular groups and to estimate how profitable these efforts might be. Grant writers frequently use population data on racial and ethnic groups to secure funding for programs 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.

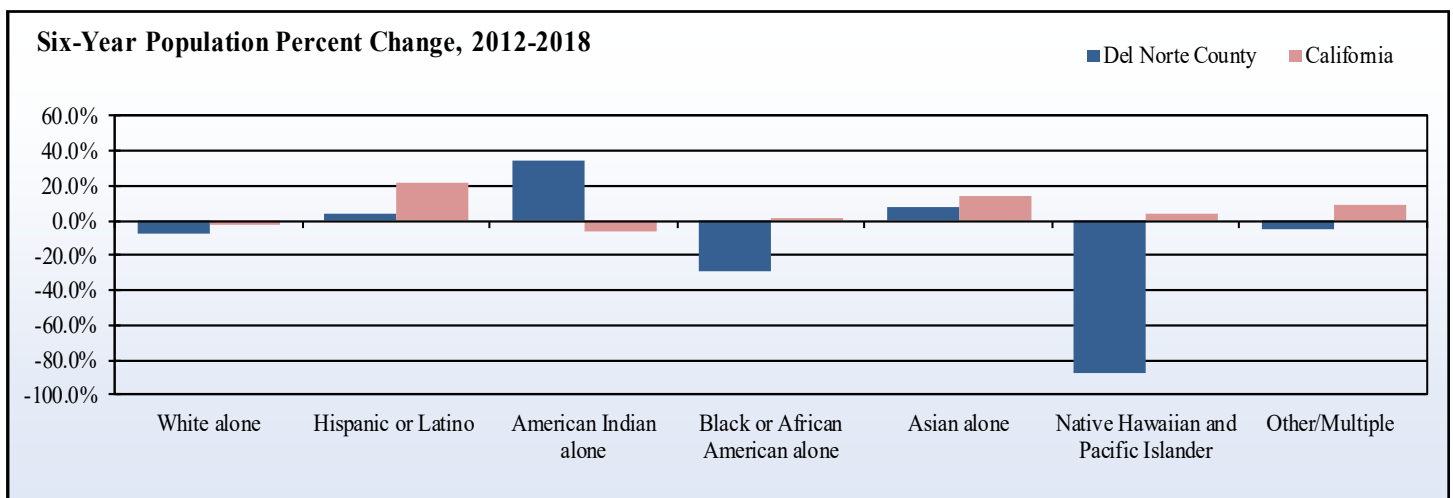
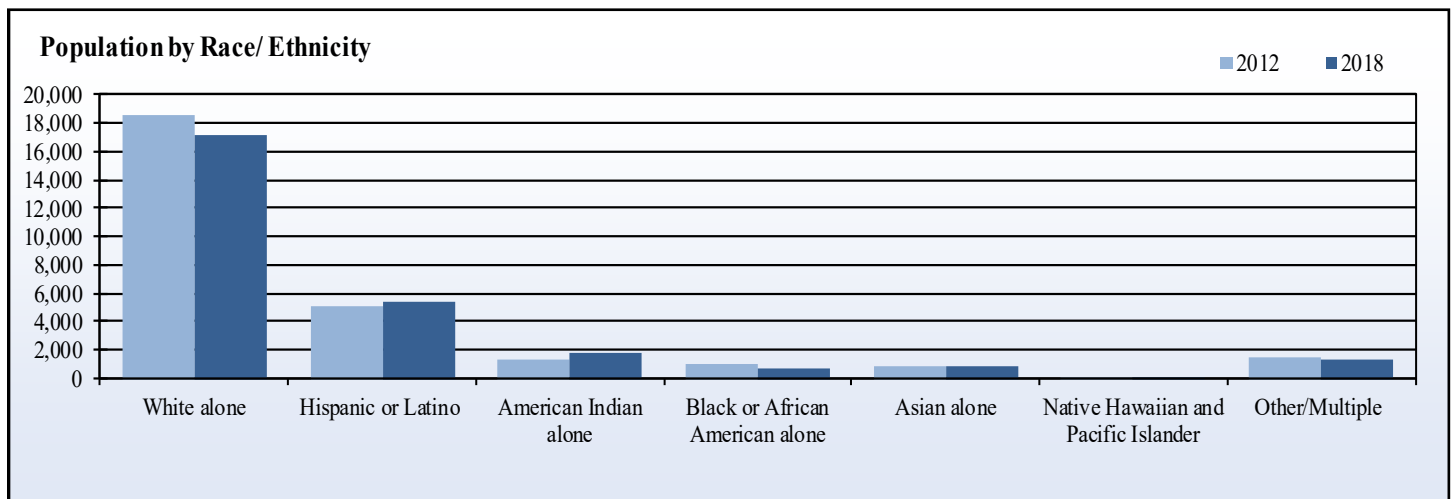
**Del Norte County Population by Race/Ethnicity**

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.

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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.

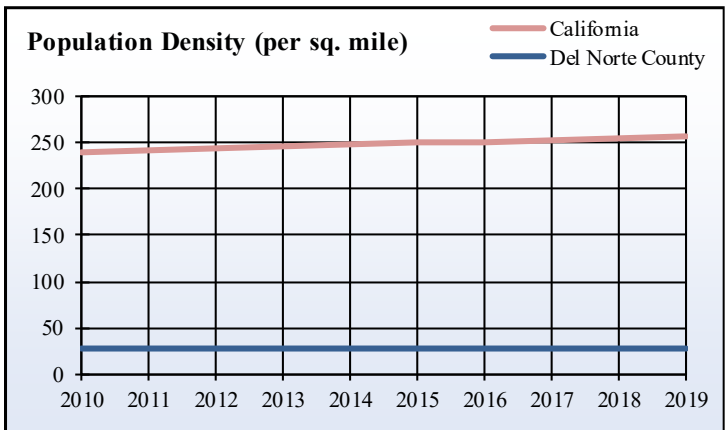
## How is it used?

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?

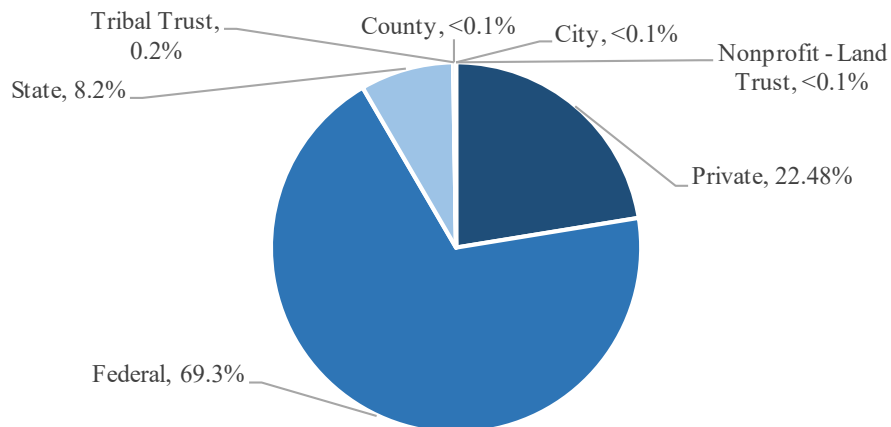
The data are used to show the extent to which nonlocal governmental organizations are in control of local land use. It also shows how much land area is not subject to property tax. This is important whenever state or federal governments threaten to eliminate or modify funding agreements that disburse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

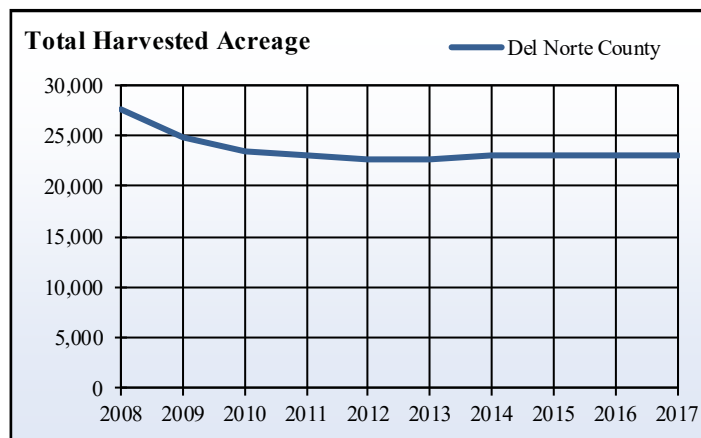
## How is it used?

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

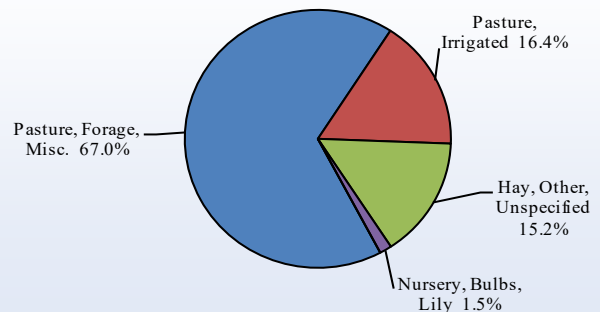


## Top Crops Harvested Acreage, Del Norte County

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

## Top Crops by Harvested Acreage





# 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

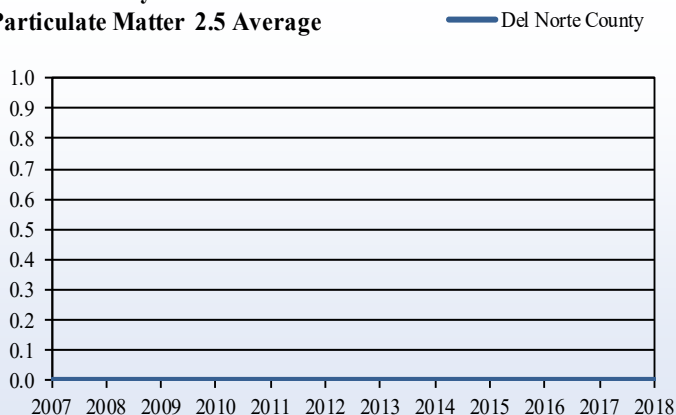
## What is it?

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).

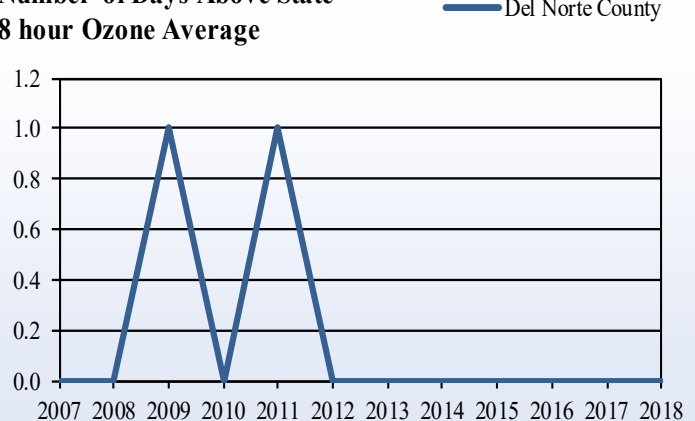
## How is it used?

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.

**Number of Days Above National  
Particulate Matter 2.5 Average**



**Number of Days Above State  
8 hour Ozone Average**



# 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?

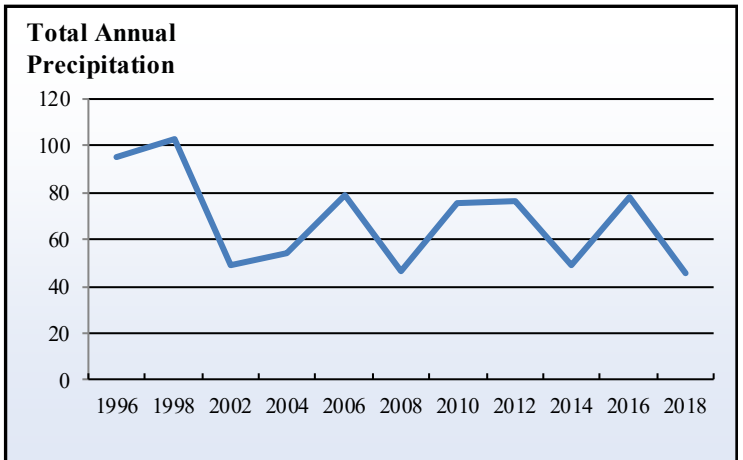
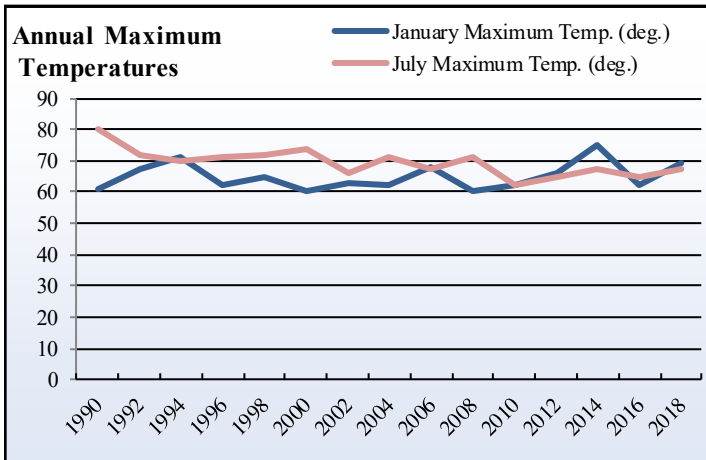
Historical climate data provide an accurate picture of a region's temperatures and precipitation during different seasonal periods of the year. Climate data can also give prospective residents and business owners a general idea of the weather patterns they can expect in a particular region throughout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



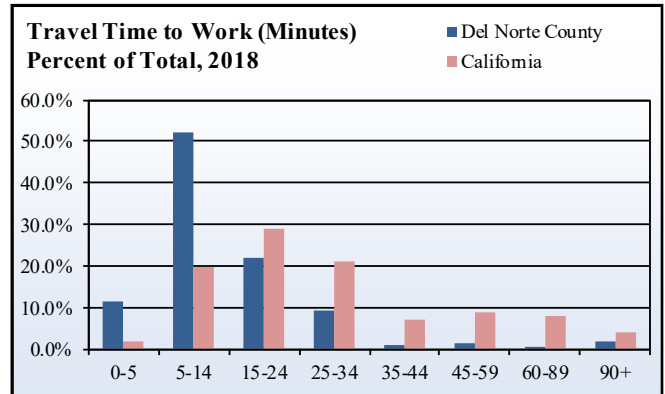
# Travel Time To Work

## 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?

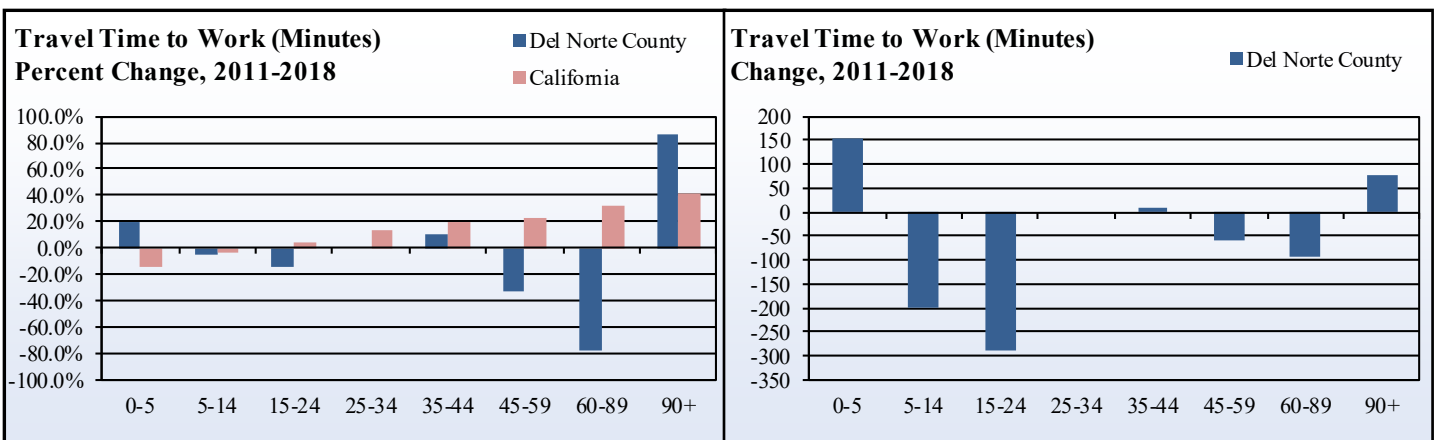
In urban, densely populated regions, increasing commute times often capture the push-pull dynamic between wages and housing costs as well-paying jobs become increasingly concentrated in cities that have higher costs of living. Long commute times could also indicate the need for improvements to transportation 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.

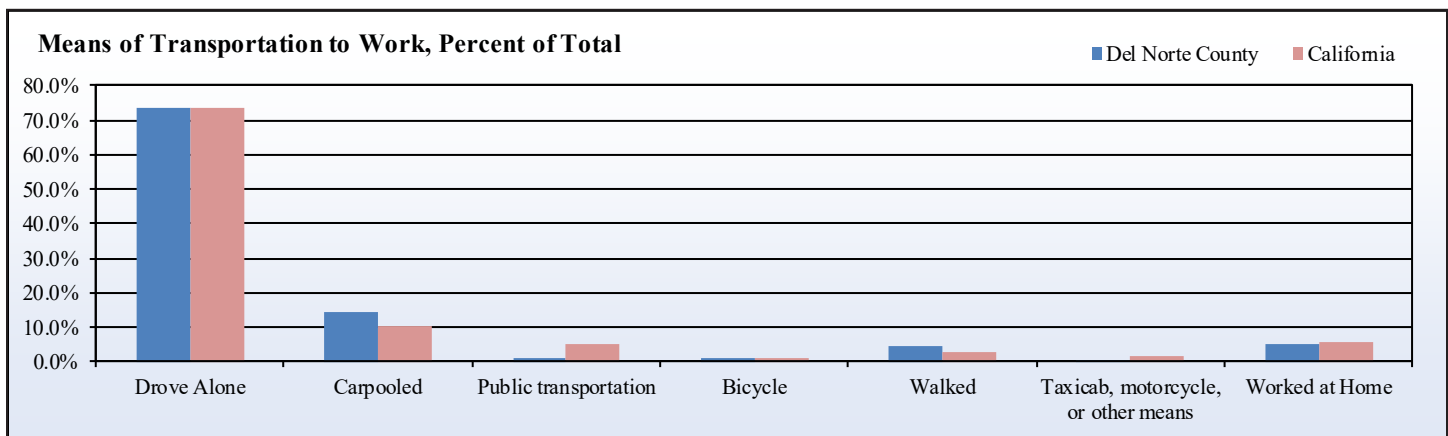
## How is it used?

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.

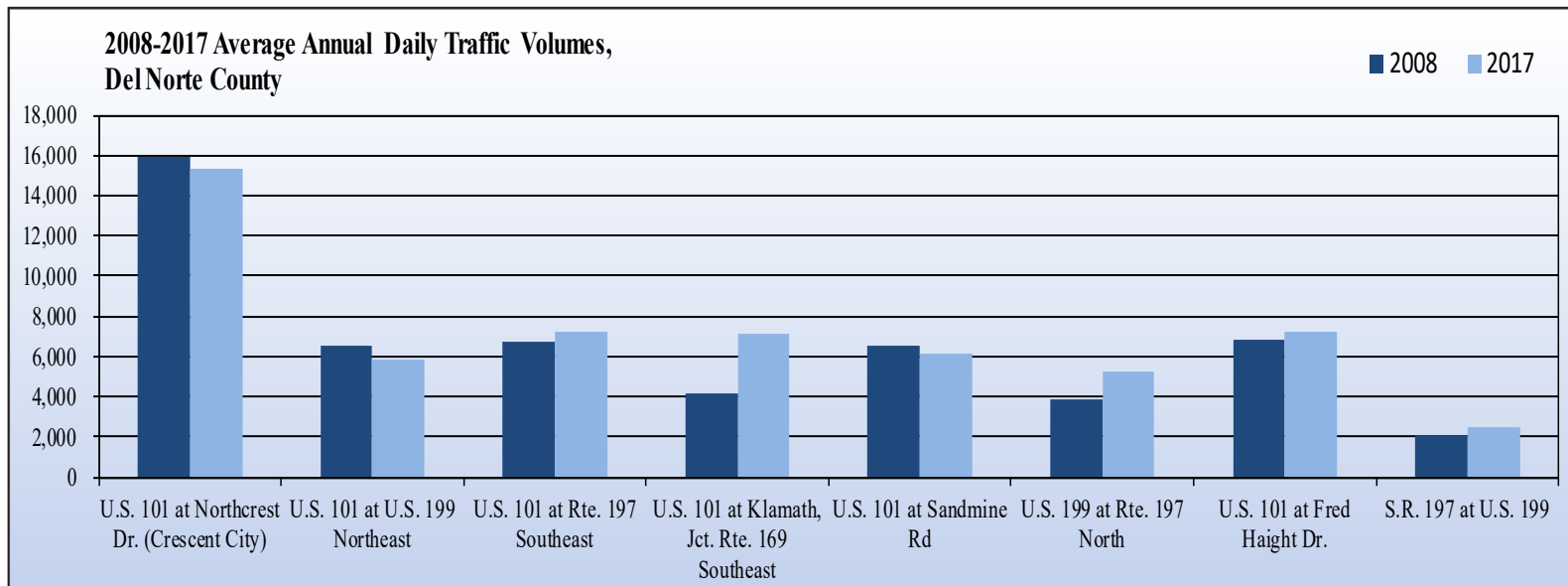
## How is it used?

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



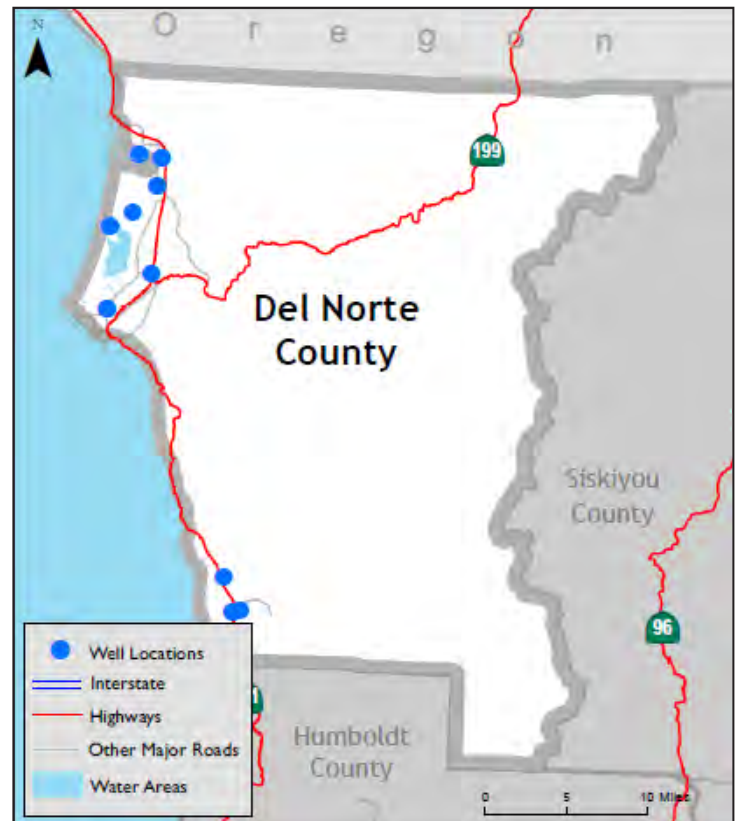
# Water Table Depth

## 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?

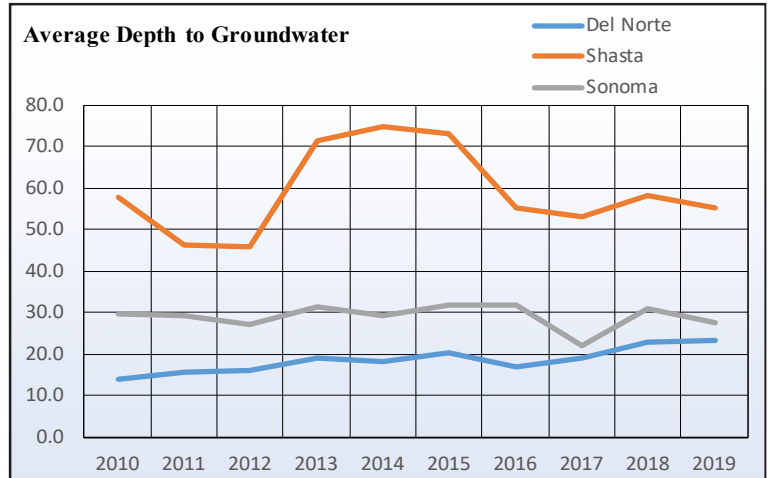
Water is scarce in many parts of California, and this scarcity creates tremendous pressure to both distribute the state's water resources equitably and to find methods for storing and delivering water efficiently. In many areas of the state, water is only plentiful during certain times of the year. Typically, 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



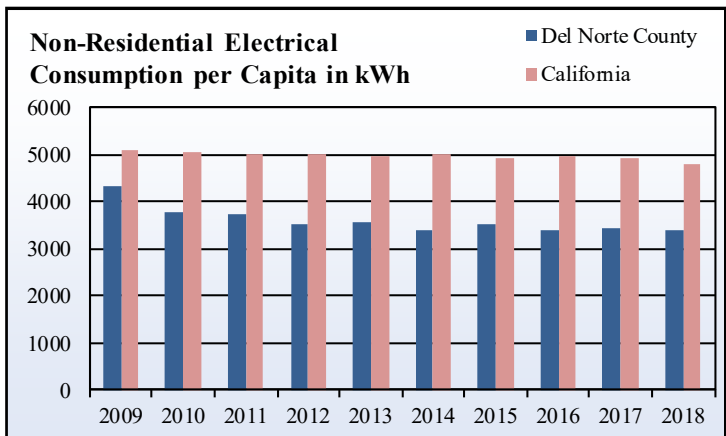
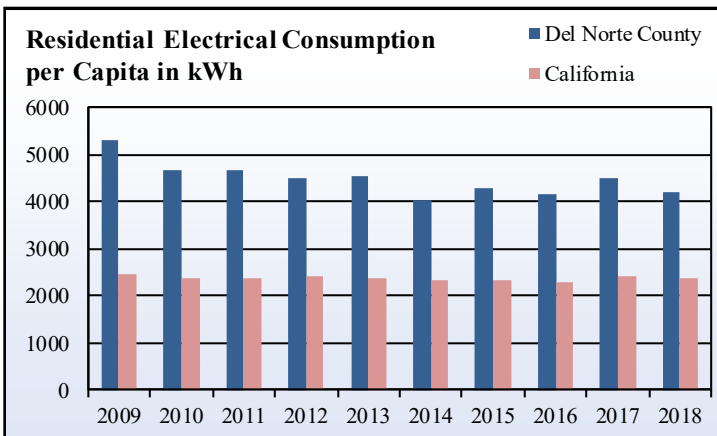
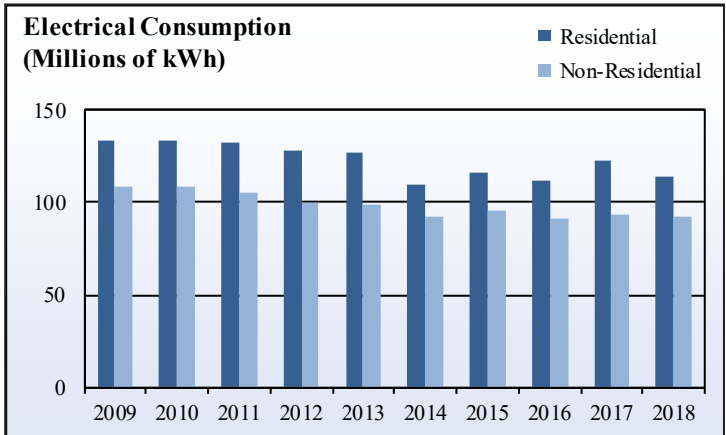
# Electricity Use

## 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.

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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.

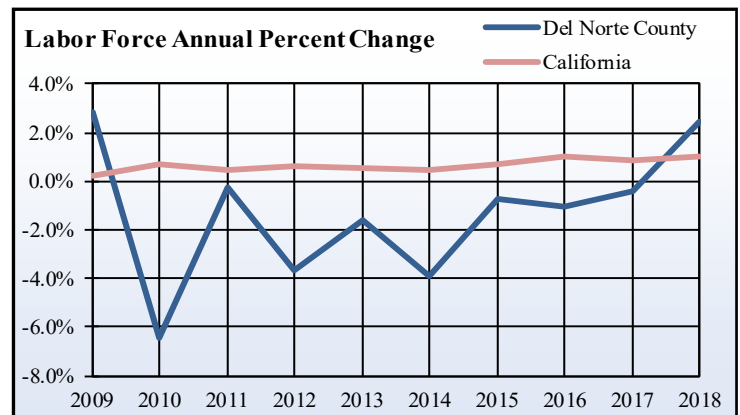
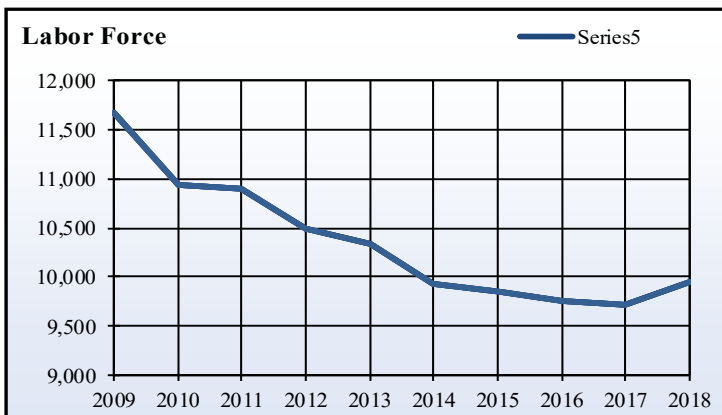
## How is it used?

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?

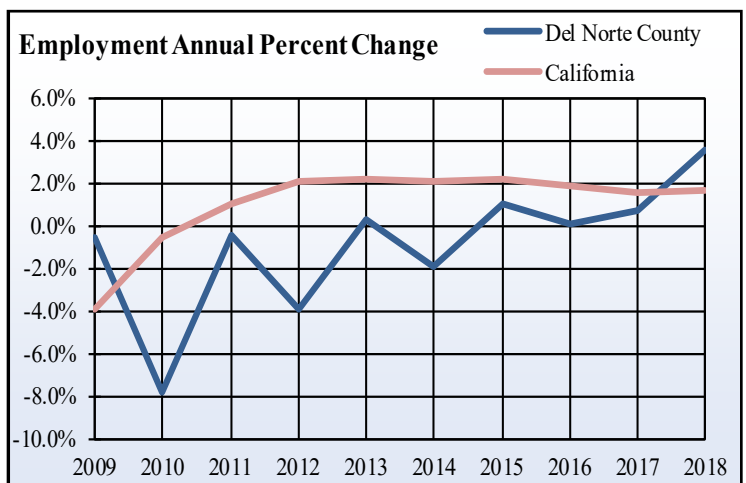
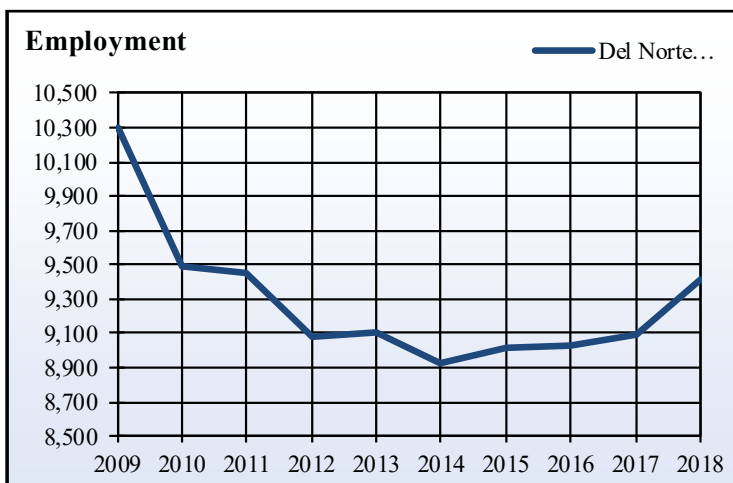
Employment is a primary indicator of the economic situation for workers in a county. Increasing employment means more potential jobs for workers; workers will generally have an easier time finding work in counties with higher employment totals. This is a primary indicator of the health of the economy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

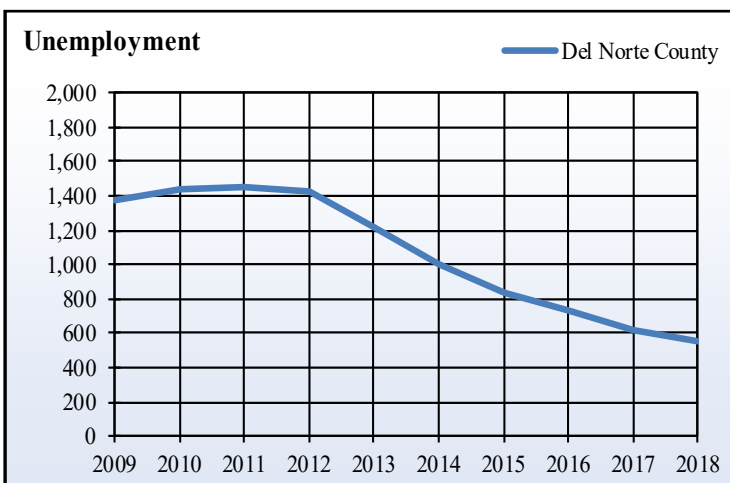
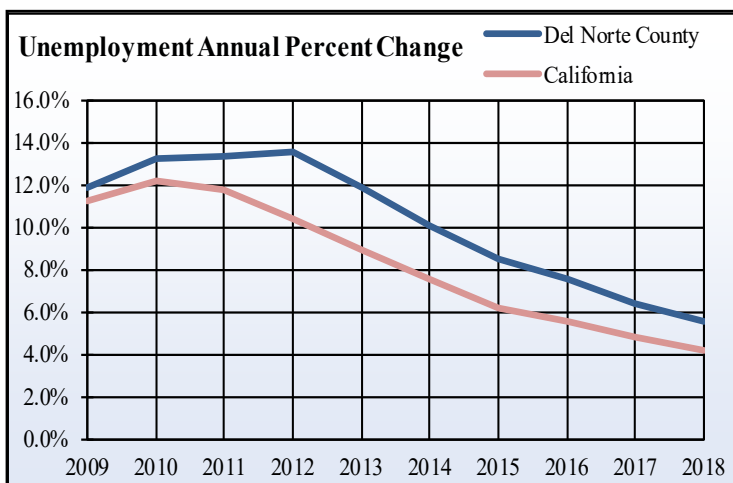
Although unemployment levels are often used as a primary measure of economic health, it is perhaps more accurate to view them as an indicator of recent economic disruptions than a holistic indicator of growth or decline, due to its direct connection to unemployment benefits provision. Sustained high 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	State	County	State
2009	1,380	11.8%	11.2%	38.0 %	53.4 %
2010	1,440	13.2%	12.2%	4.3 %	8.9 %
2011	1,450	13.3%	11.7%	0.7 %	- 4.1 %
2012	1,420	13.5%	10.4%	- 2.1 %	- 11.1 %
2013	1,220	11.8%	8.9%	- 14.1 %	- 14.4 %
2014	1,000	10.1%	7.5%	- 18.0 %	- 15.7 %
2015	840	8.5%	6.2%	- 16.0 %	- 17.3 %
2016	730	7.5%	5.5%	- 13.1 %	- 11.3 %
2017	620	6.4%	4.8%	- 15.1 %	- 12.7 %
2018	550	5.5%	4.2%	- 11.3 %	- 12.5 %

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.

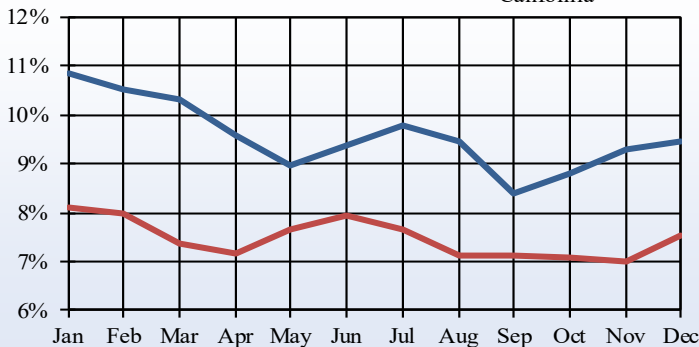
**Average Monthly Labor Statistics,  
2010-2019**

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*

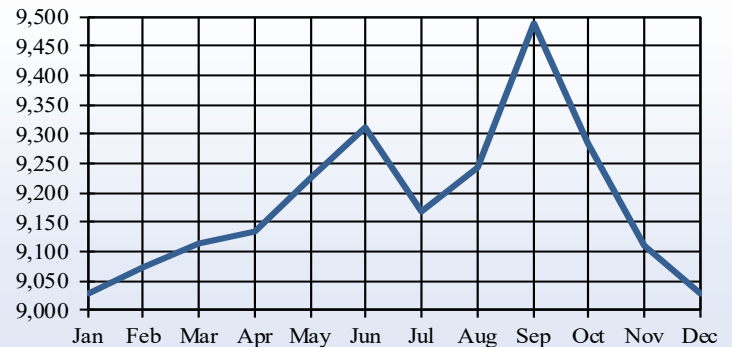
**Average Monthly Unemployment  
Rate, 2010-2019**

— Del Norte County  
— California



**Average Monthly Employment,  
2010-2019**

— Del Norte County



# 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?

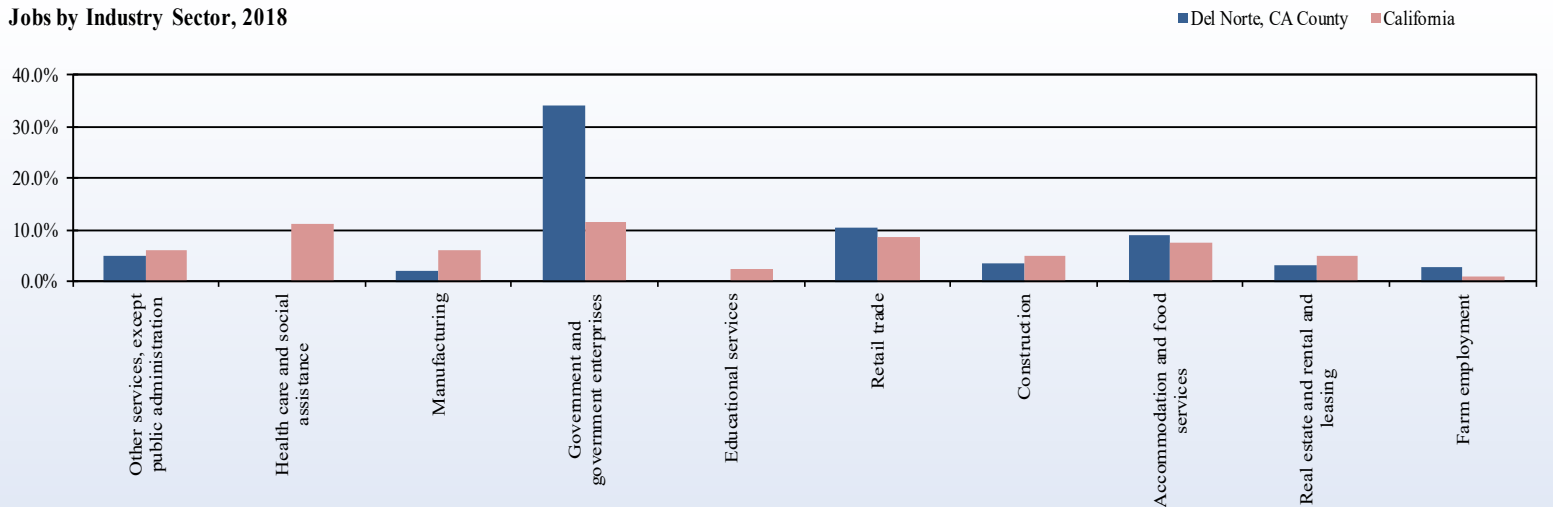
Jobs by industry is a useful measure of the economic diversity and potential resilience of the local economy, and is thus of great utility to local chambers of commerce and economic development organizations. A county with a large proportion of its jobs concentrated in a few industry sectors may be more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

**Jobs by Industry Sector, 2018**



# 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 industries<sup>1</sup>. 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.

<sup>1</sup>IMPLAN 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
<b>Total Effect</b>	<b>588.1</b>	<b>\$23,181,789.11</b>	<b>\$72,964,714.54</b>

*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.

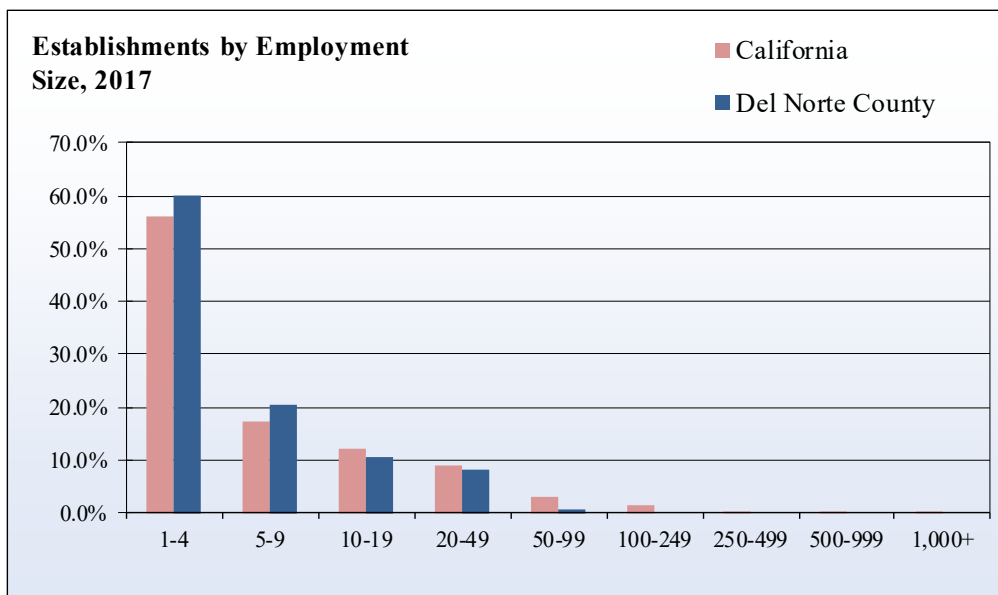
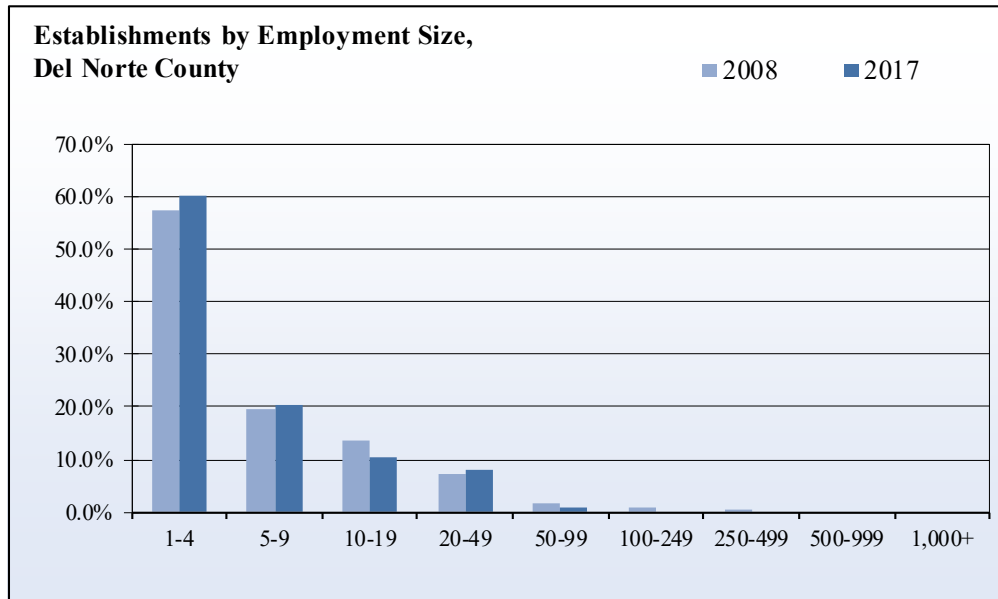
# Employment by Employment Size and Industry

## 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.

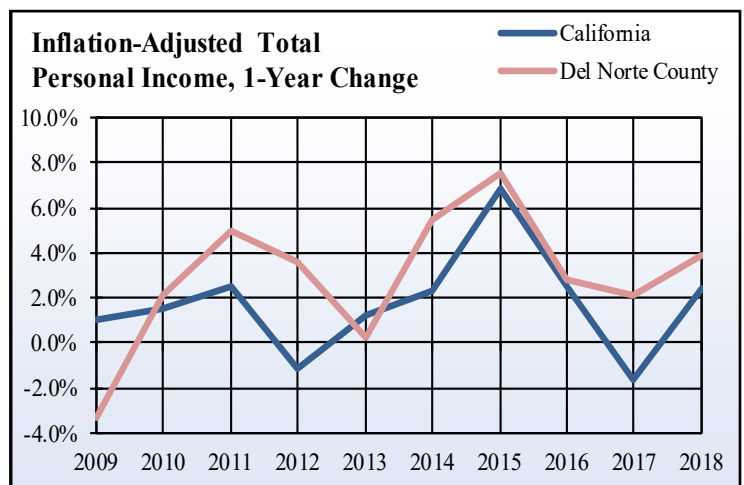
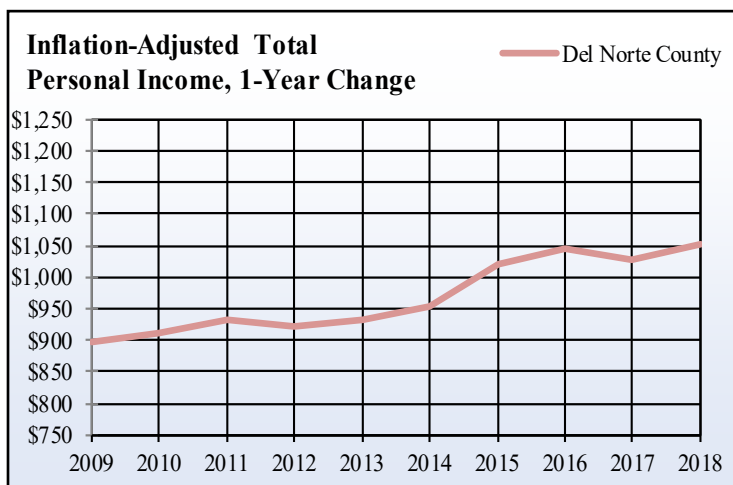
## How is it used?

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?

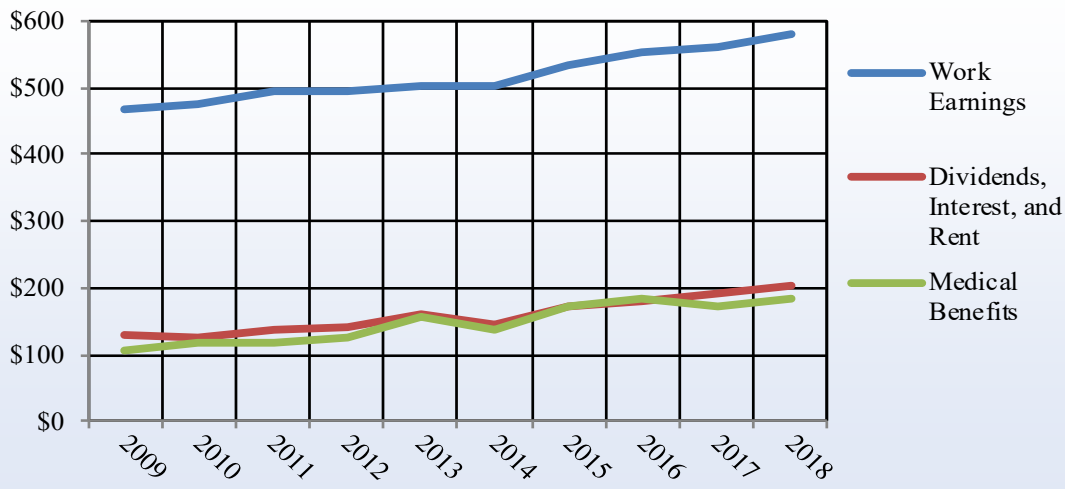
Understanding how income is earned in a county can provide important insights into the structure of a county's economy. If the largest proportion of income is from work earnings, then industry performance is likely to be driving economic growth. In contrast, if a high proportion of total personal income 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%
<b>Total Personal Income</b>	<b>100.0 %</b>	<b>100.0 %</b>	<b>2.7 %</b>	<b>3.8 %</b>

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

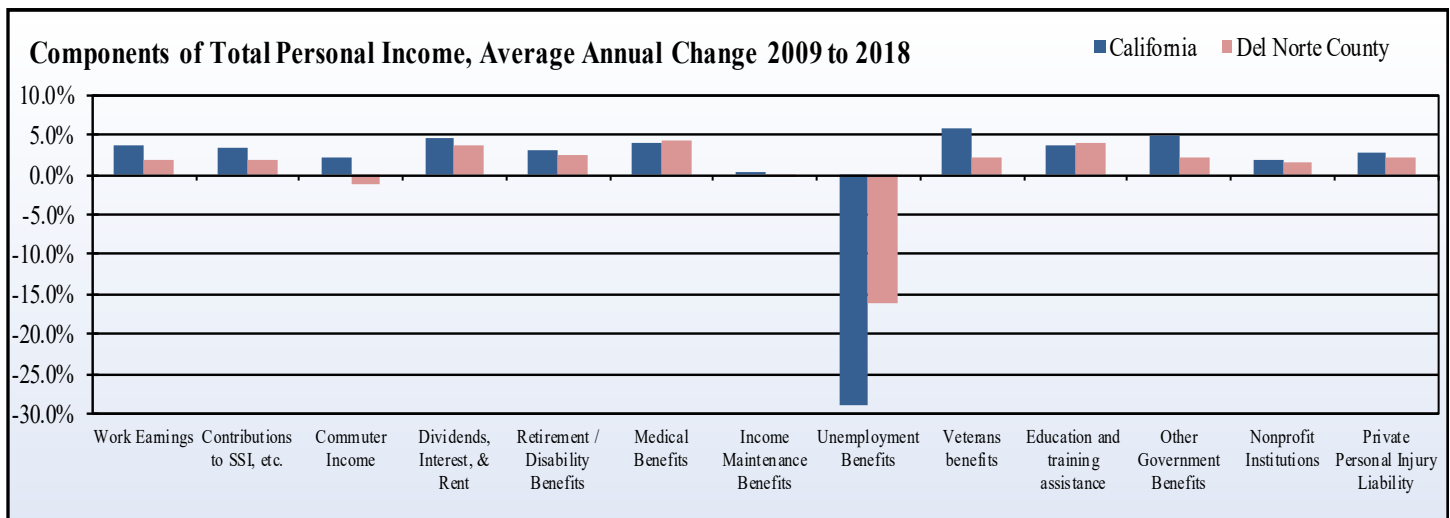
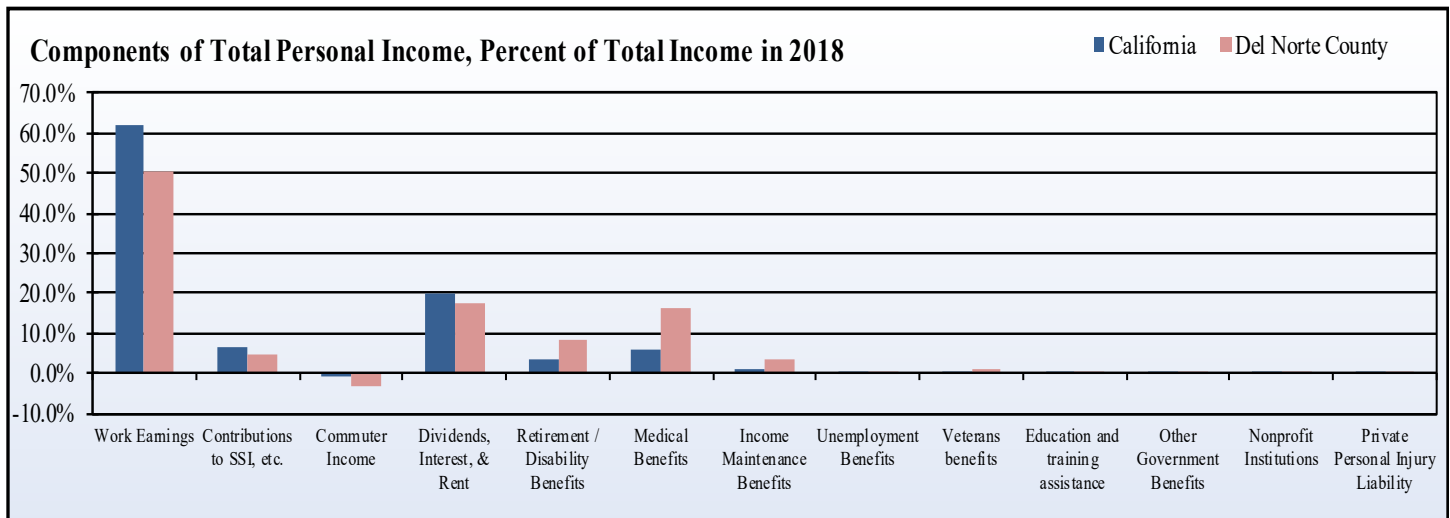
**Top Three Components of Total Personal Income, Del Norte County, (in Millions)**



### 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
<b>Total Personal Income</b>	<b>843.5</b>	<b>872.9</b>	<b>900.3</b>	<b>913.3</b>	<b>978.7</b>	<b>945.8</b>	<b>1,041.9</b>	<b>1,084.4</b>	<b>1,097.4</b>	<b>1,148.3</b>

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



# Per Capita Income

## What is it?

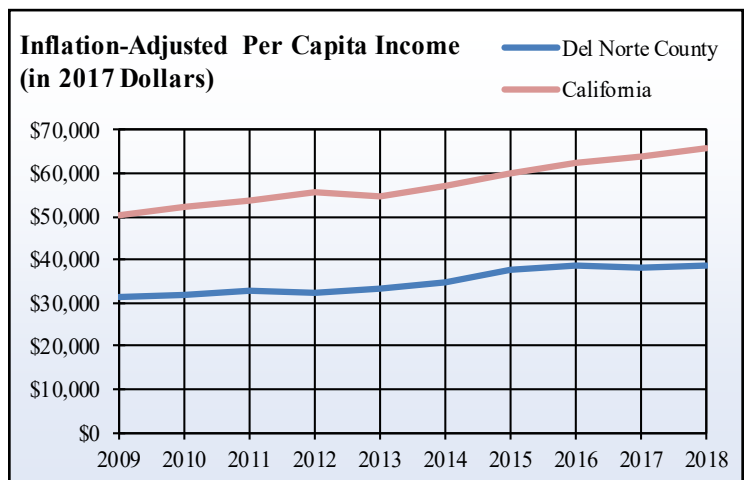
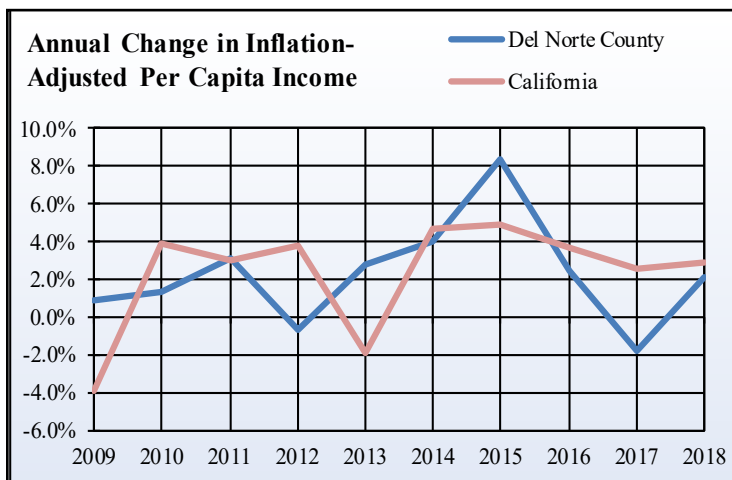
Per capita income is calculated by the U.S. Department of Commerce's Bureau of Economic Analysis by dividing its estimate of total personal income by the U.S. Census Bureau's estimate of total population.

## 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?

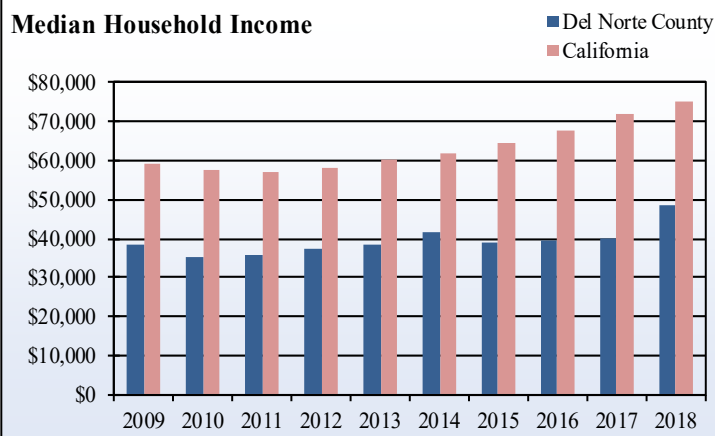
Median household income is a more useful measure of collective economic well-being than per capita income because it aggregates income levels within a basic unit of economic collaboration and decision making. Median income values are also less sensitive to fluctuations at the extreme high and low ends 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)**

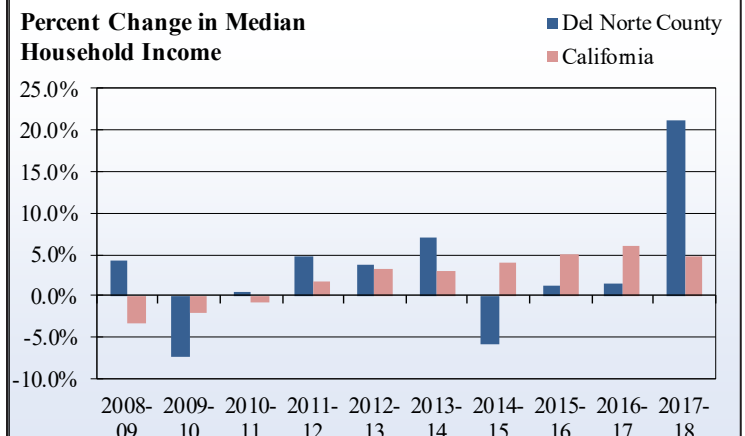
Year	County	California
2009	\$ 38,252	\$ 58,925
2010	\$ 35,438	\$ 57,664
2011	\$ 35,598	\$ 57,275
2012	\$ 37,305	\$ 58,322
2013	\$ 38,663	\$ 60,185
2014	\$ 41,419	\$ 61,927
2015	\$ 38,963	\$ 64,483
2016	\$ 39,458	\$ 67,715
2017	\$ 39,996	\$ 71,785
2018	\$ 48,518	\$ 75,250

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

**Median Household Income**



**Percent Change in Median Household Income**



# 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.

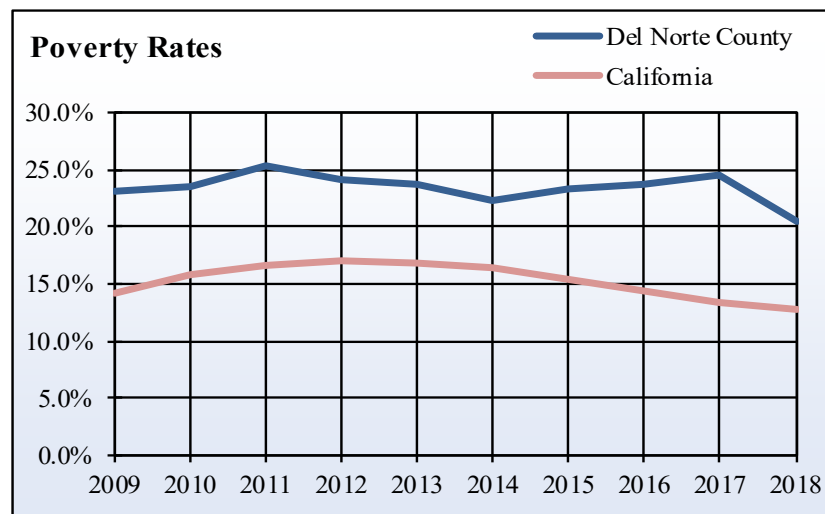
## How is it used?

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

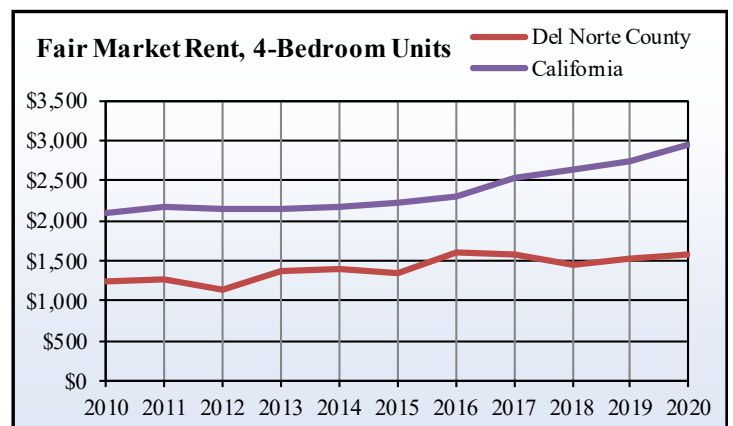
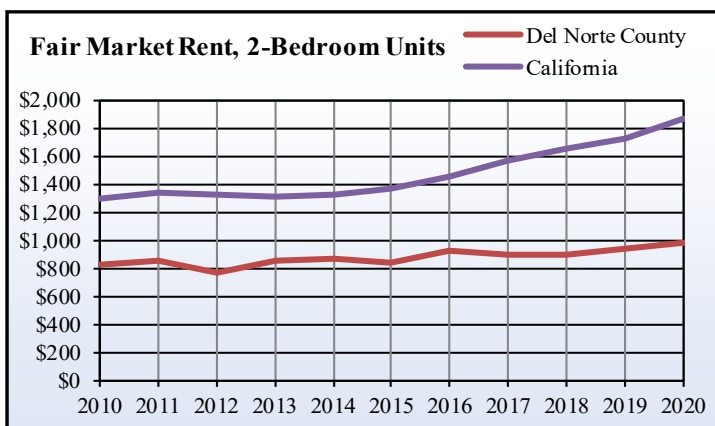
## How is it used?

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

### Fair Market Rent, Del Norte County

Year	0-Bedroom	1-Bedroom	2-Bedroom	3-Bedroom	4-Bedroom
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.

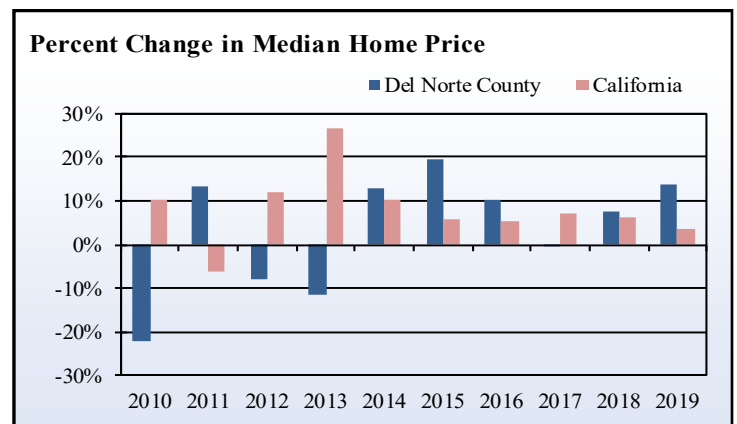
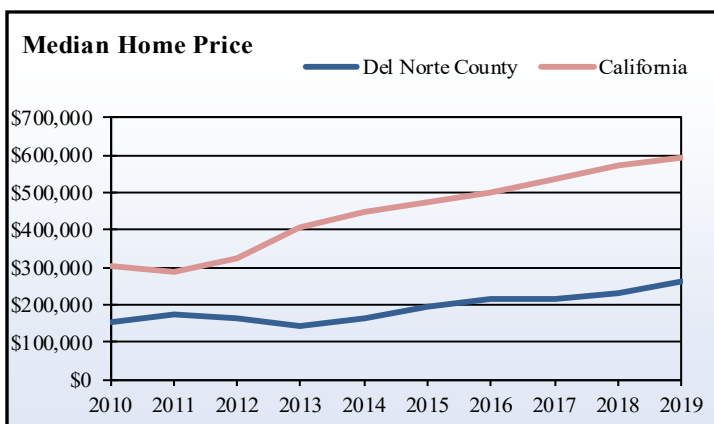
## How is it used?

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?

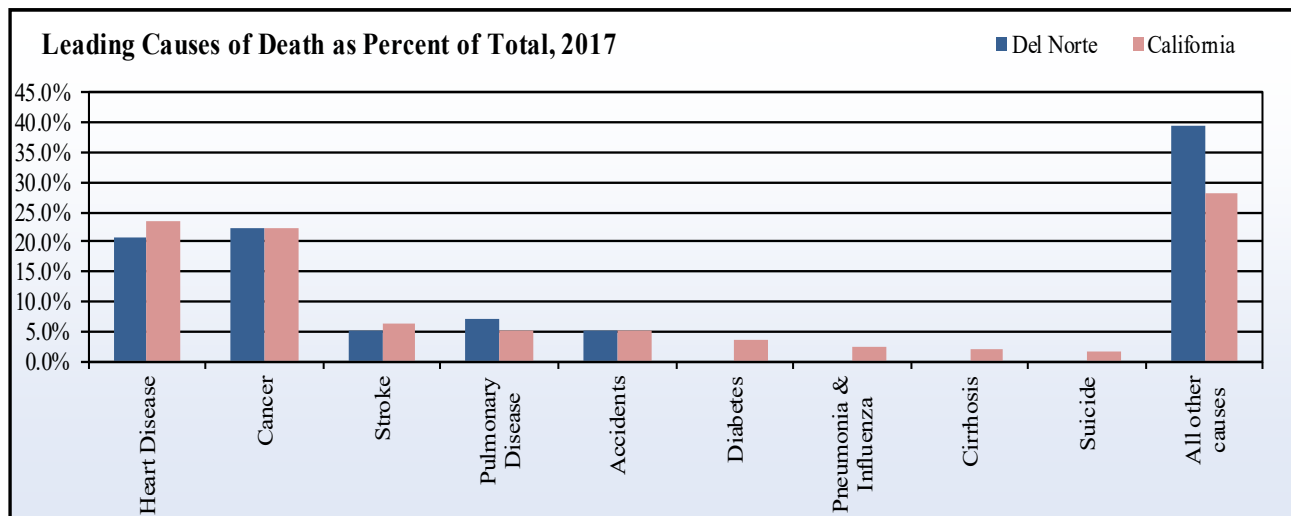
Cause of death statistics provide important insights into the overall health of a region, and can be used by health care practitioners and social service providers to coordinate disease prevention and educational efforts. If death rates for preventable causes are greater than those for other counties 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

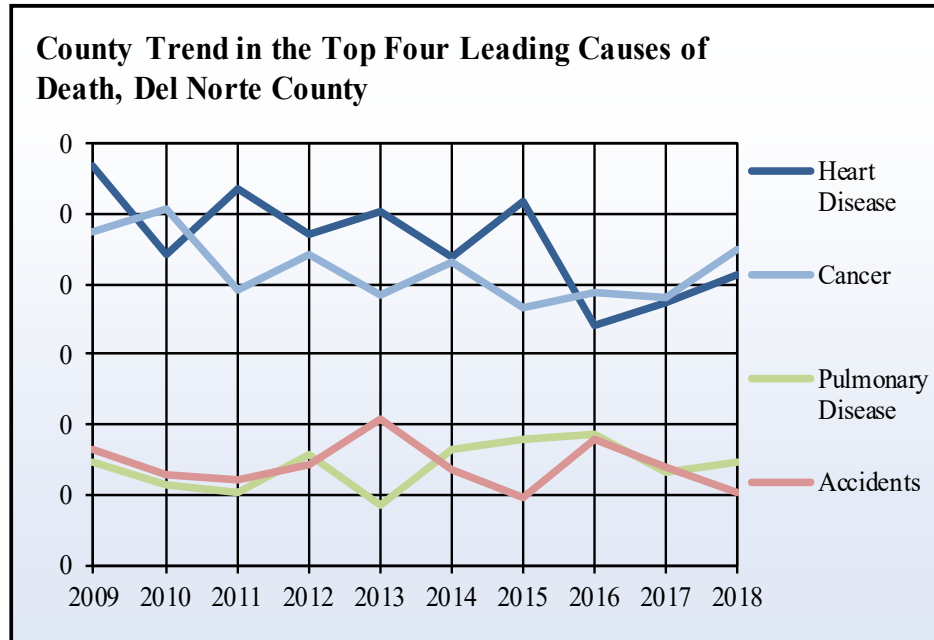


### Leading Causes of Death, Del Norte County

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**

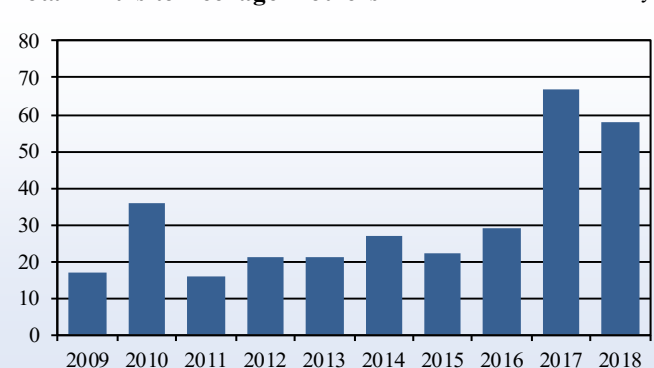
Year	Sum of Total population of Women 15-50	Sum of Total Birth Rate per 1000	Sum of Population of Women 15-19	Sum of Teen Birth Rate per 1000
2009	9,284,699	57	1,290,682	25
2010	9,455,708	57	1,356,560	25
2011	9,480,205	56	1,356,224	24
2012	9,510,236	56	1,351,094	24
2013	9,530,502	54	1,333,269	21
2014	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**

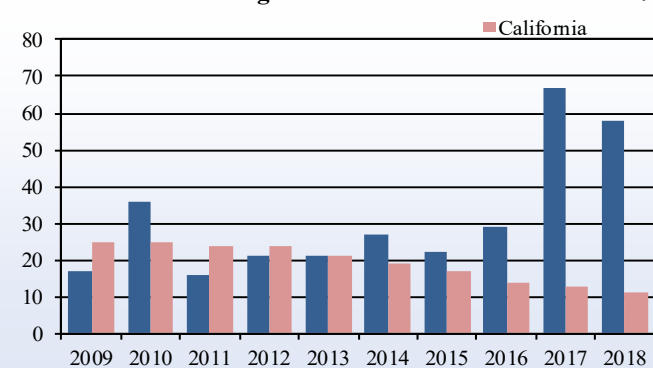
Year	Sum of Total population of Women 15-50	Sum of Total Birth Rate per 1000	Sum of Population of Women 15-19	Sum of Teen Birth Rate per 1000
2009	6,058	50	891	17
2010	5,581	62	900	36
2011	5,475	96	881	16
2012	5,391	71	902	21
2013	5,251	67	894	21
2014	5,193	98	738	27
2015	5,087	93	691	22
2016	5,141	93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

**Total Births to Teenage Mothers**



**Total Births to Teenage Mothers**



# 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?

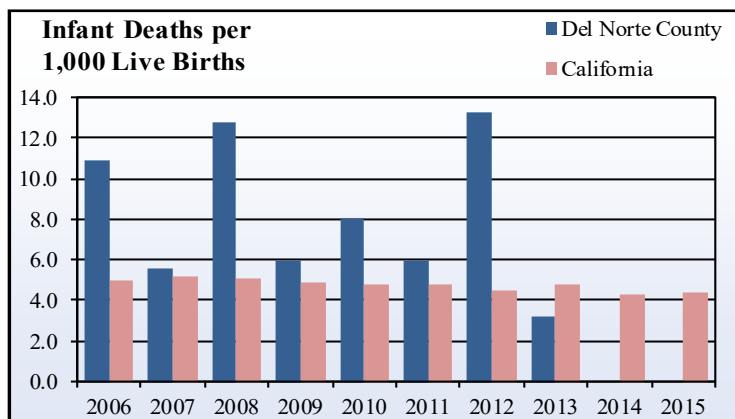
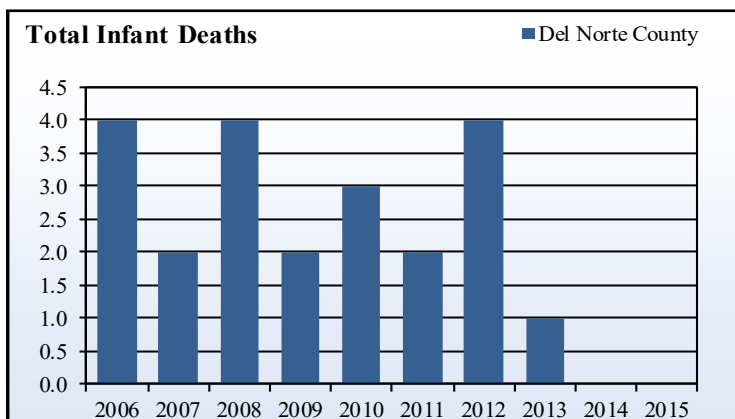
Infant mortality is an important indicator of the health and well-being of a population. Infant mortality rates represents many factors surrounding childbirth, including the health and socioeconomic resources of the mother and the level of access to and quality of the health services available to the 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?

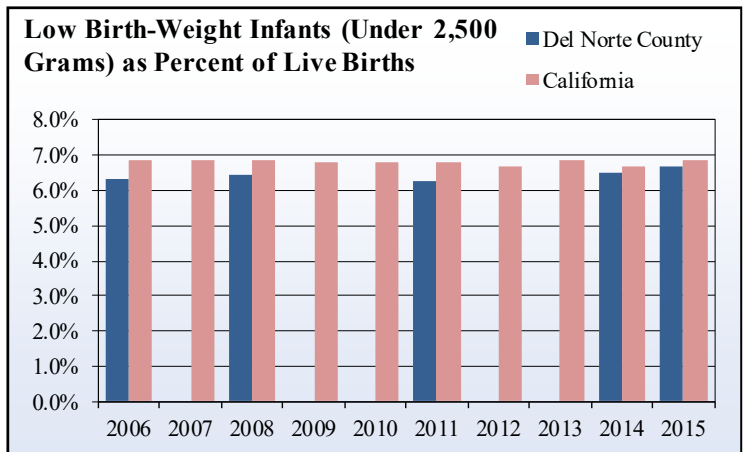
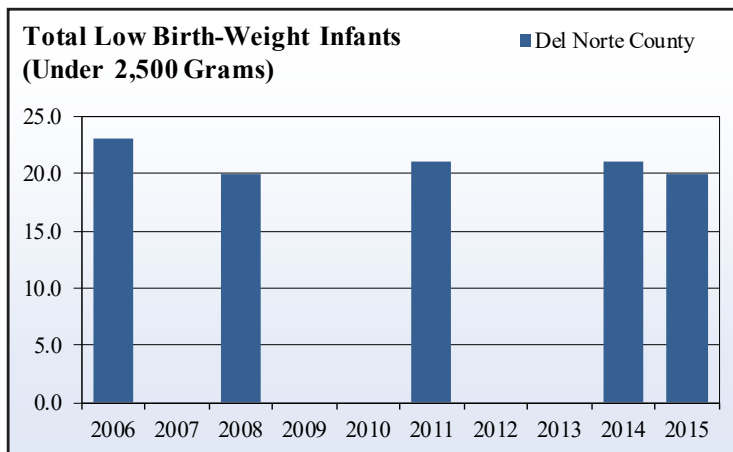
Pre-term birth is the leading cause of infant death in the U.S. Some pre-term babies require specialized care in a newborn intensive care unit. Women who are most likely to give birth pre-term include those who have had a previous premature birth, those pregnant with twins, triplets, or more, and those 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.

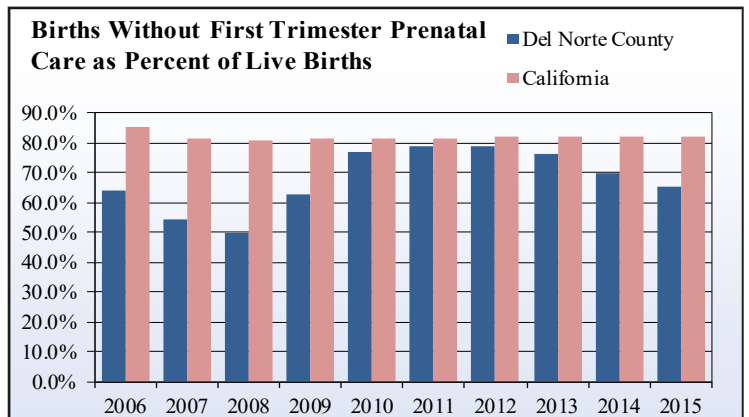
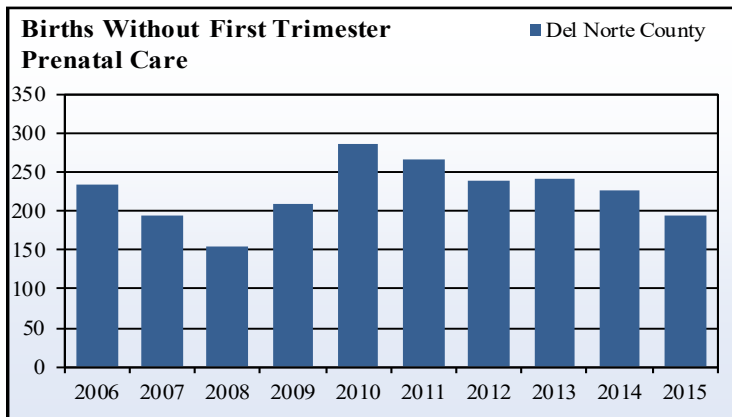
## How is it used?

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.

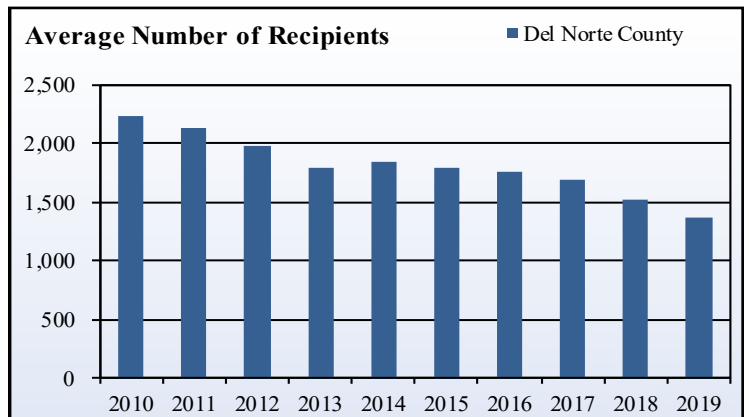
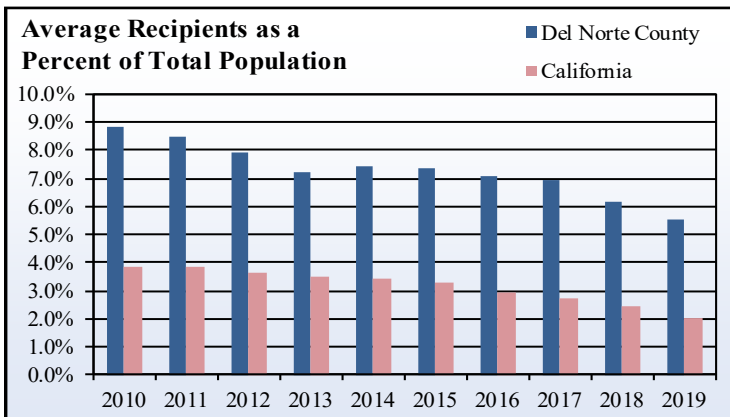
## How is it used?

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?

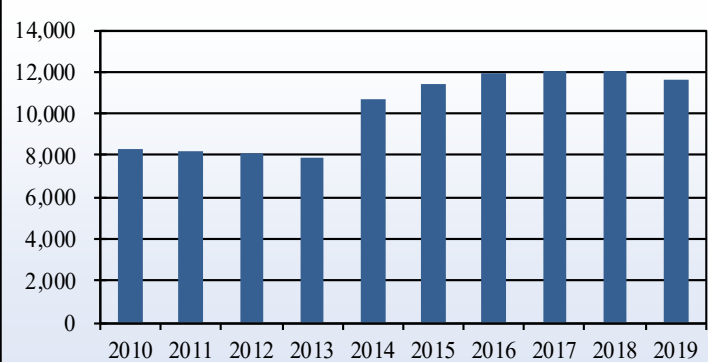
Data on Medi-Cal program recipients are helpful in determining the need for public medical assistance in a county. Similar to the CalWORKs caseload data, this indicator can also provide important insights into general economic hardship in a region by identifying needy individuals and families who may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

**Medi-Cal Users, Del Norte County**

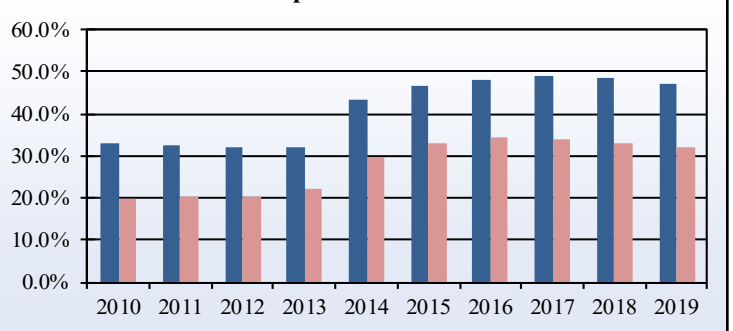
Year	Beneficiaries	Percentage of County Non-Incarcerated Population	California Beneficiaries	Percentage of California Population
2010	8,327	33.0 %	7,392,489	19.9 %
2011	8,215	32.6 %	7,590,581	20.3 %
2012	8,099	32.2 %	7,625,954	20.2 %
2013	7,935	31.9 %	8,468,988	22.2 %
2014	10,685	43.2 %	11,522,700	29.9 %
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

**Medi-Cal Beneficiaries**



**Medi-Cal Beneficiaries as Percent of Non-Incarcerated Population**



# 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.

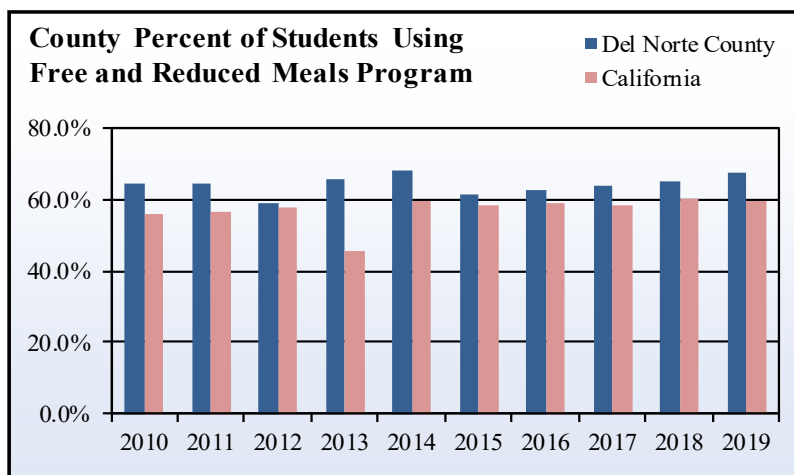
## How is it used?

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.

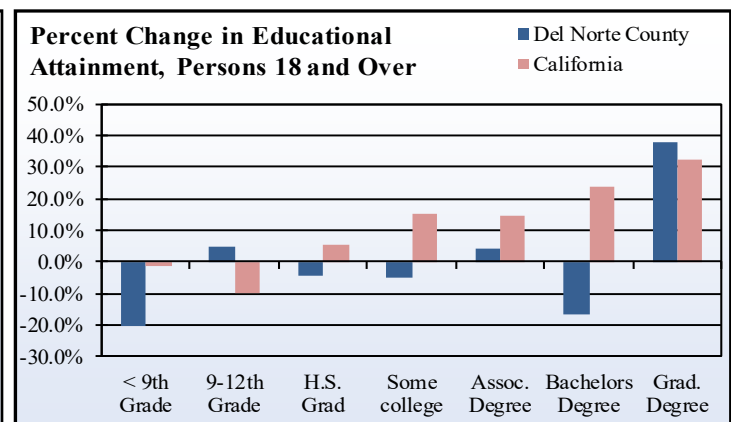
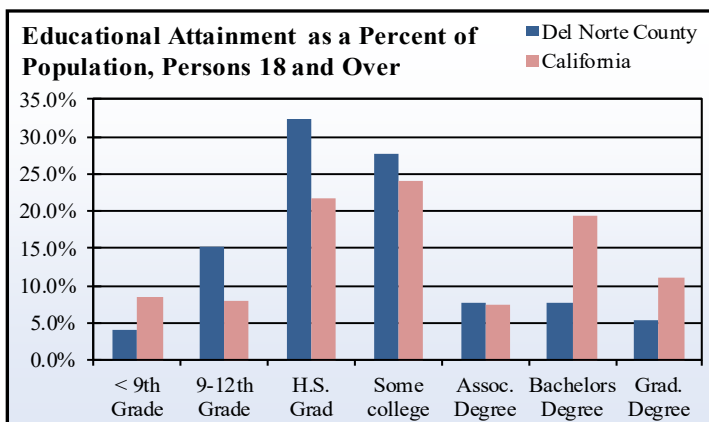
## How is it used?

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.

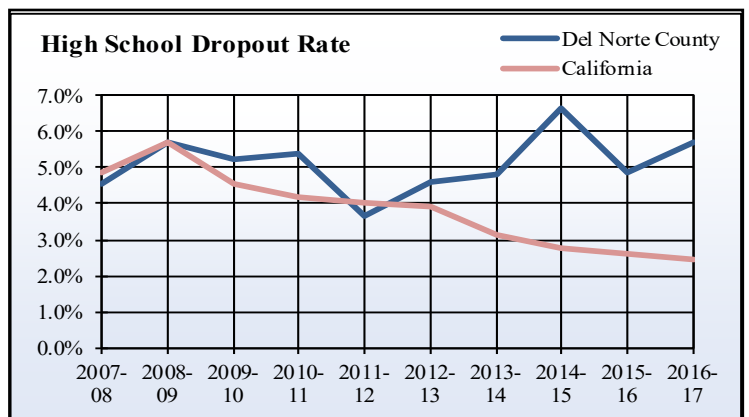
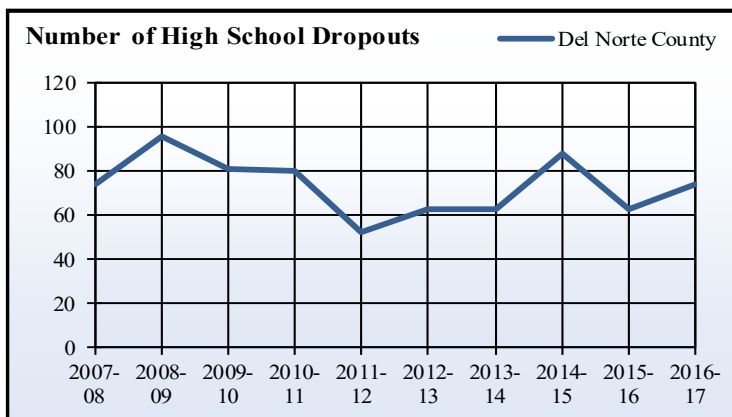
## How is it used?

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.

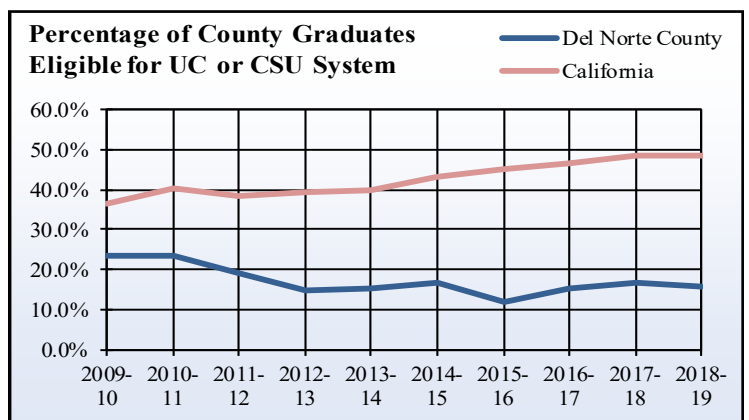
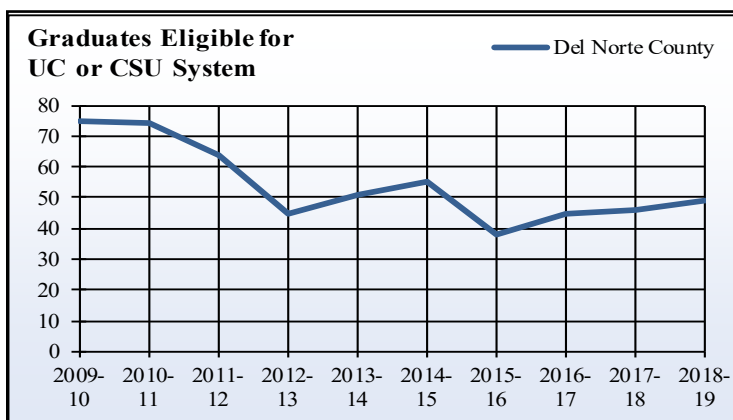
## How is it used?

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?

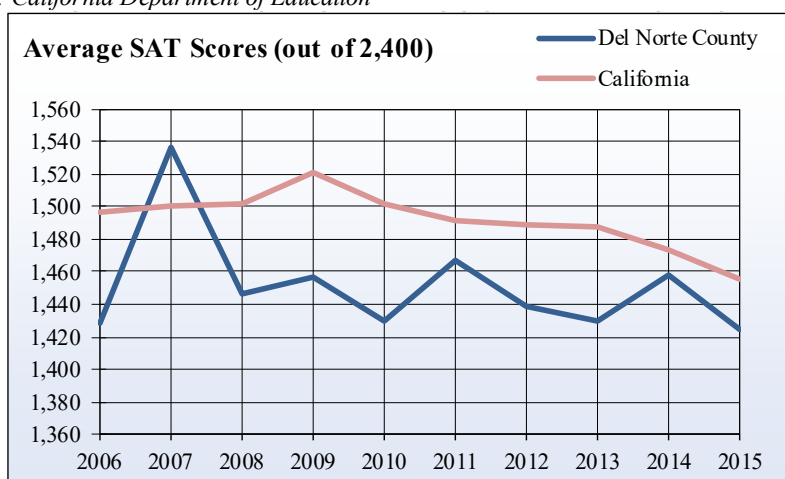
SAT scores are usually treated as an indicator of academic performance and college readiness for children in local schools, except where an exceptionally low or high percentage of students took the test. Because scores are standardized, test results provide a baseline for comparing student performance 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.

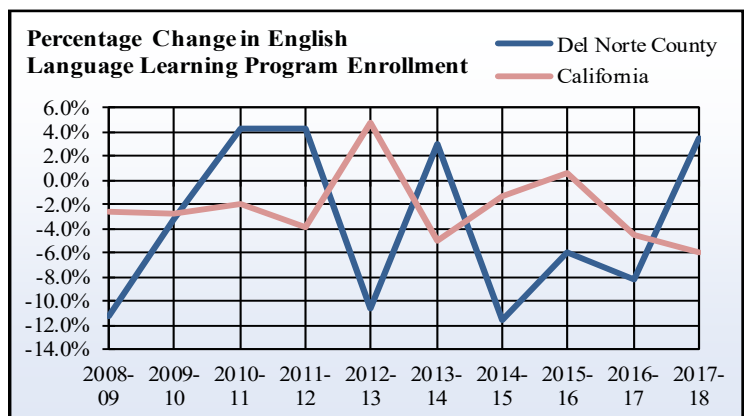
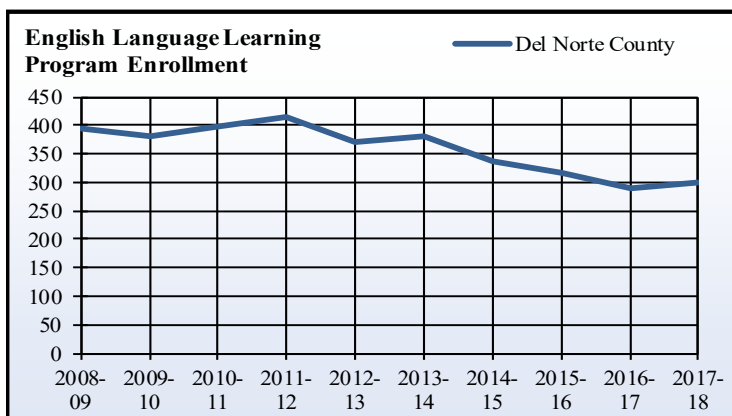
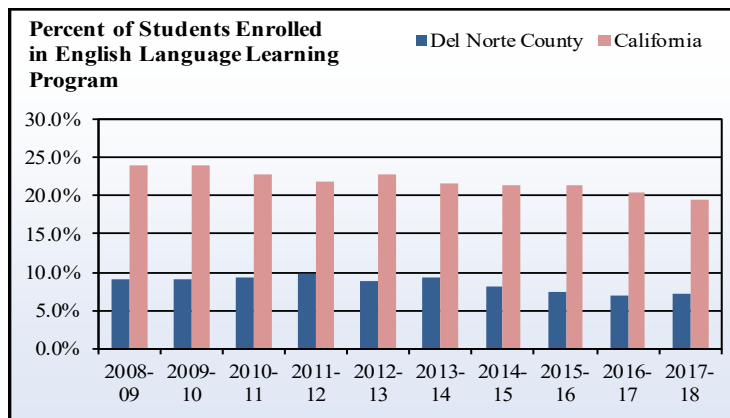
## How is it used?

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.

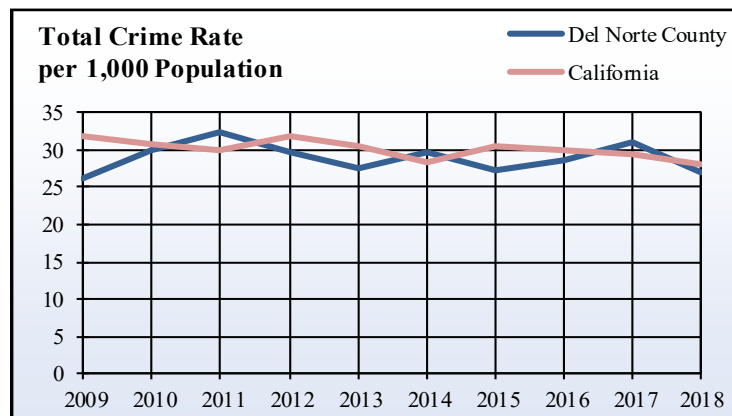
## How is it used?

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

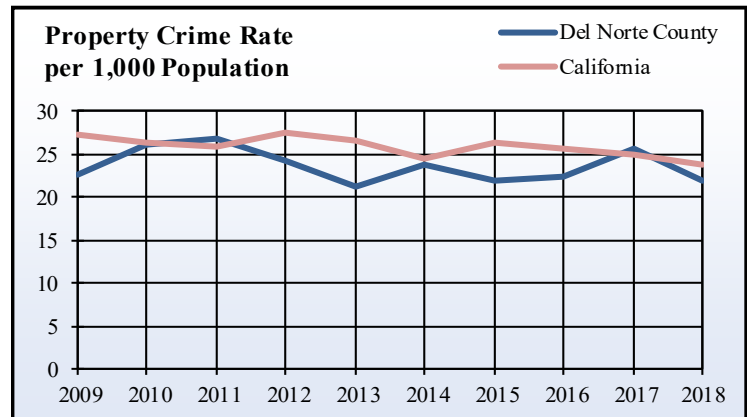
Source: California Department of Justice, Criminal Justice Statistics Center



## 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

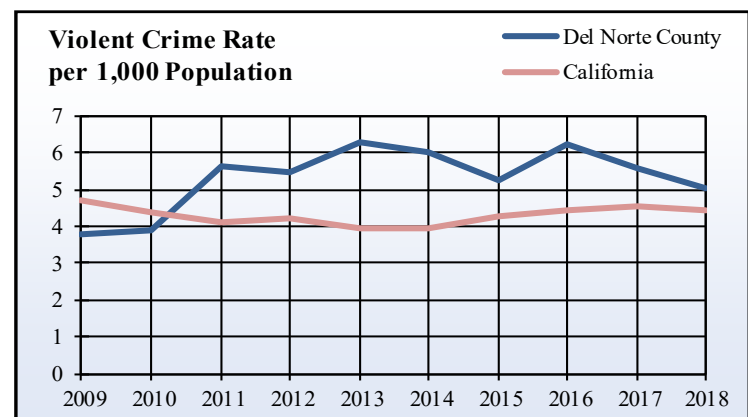
Source: California Department of Justice, Criminal Justice Statistics Center



## 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.

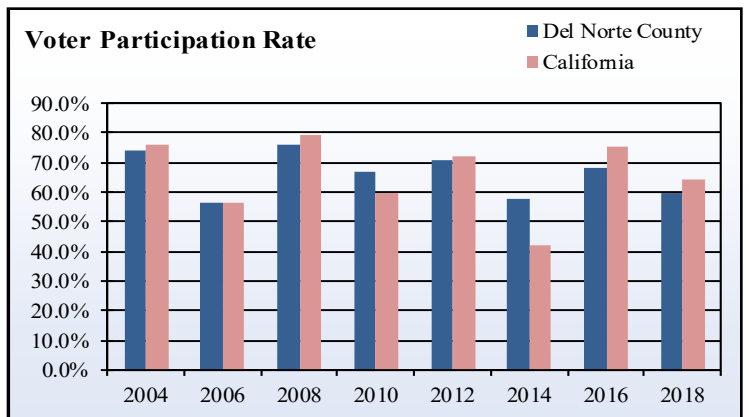
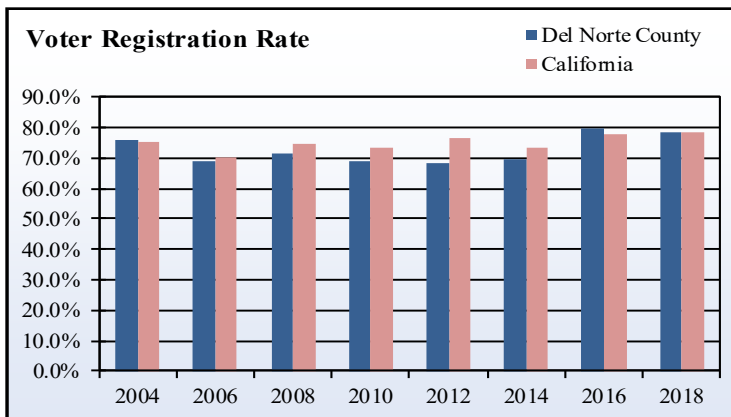
## How is it used?

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.

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# Agriculture Jobs

## What is it?

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

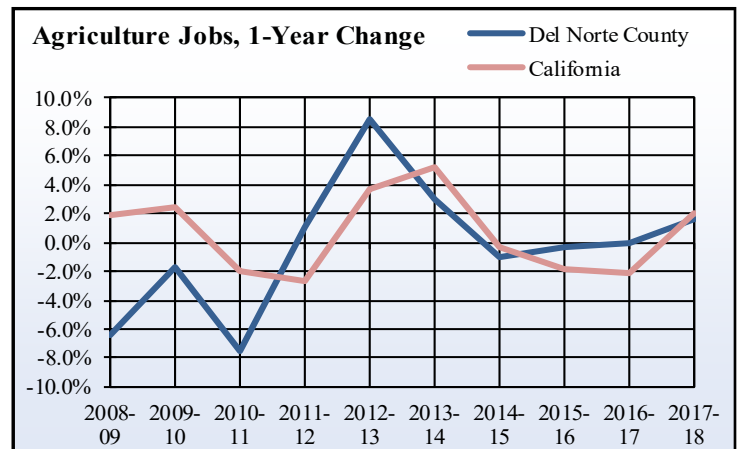
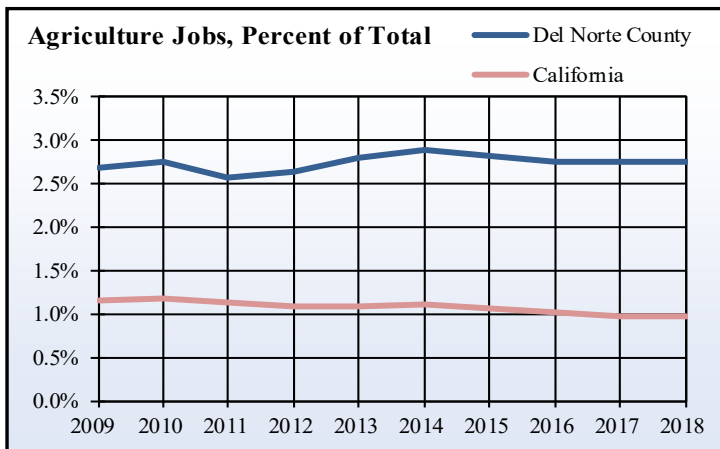
## How is it used?

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

**Agriculture Jobs, 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

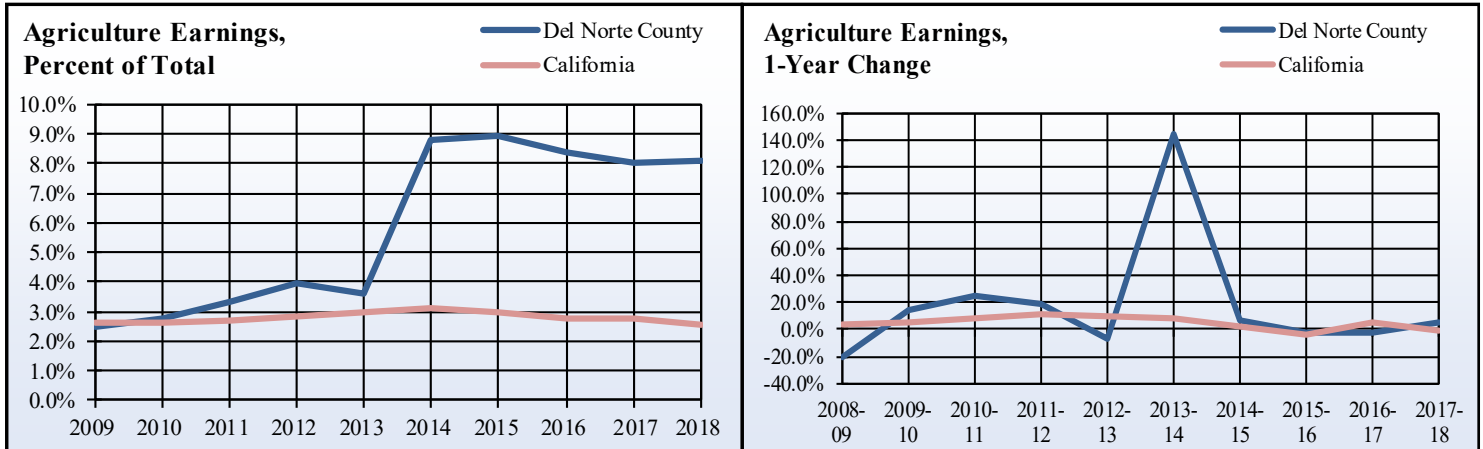


# Agriculture Earnings & Value

**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 %

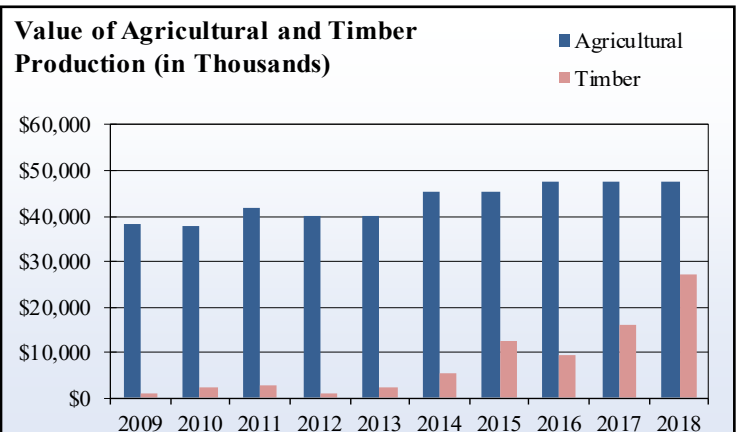
Source: U.S. Department of Commerce, Bureau of Economic Analysis



**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



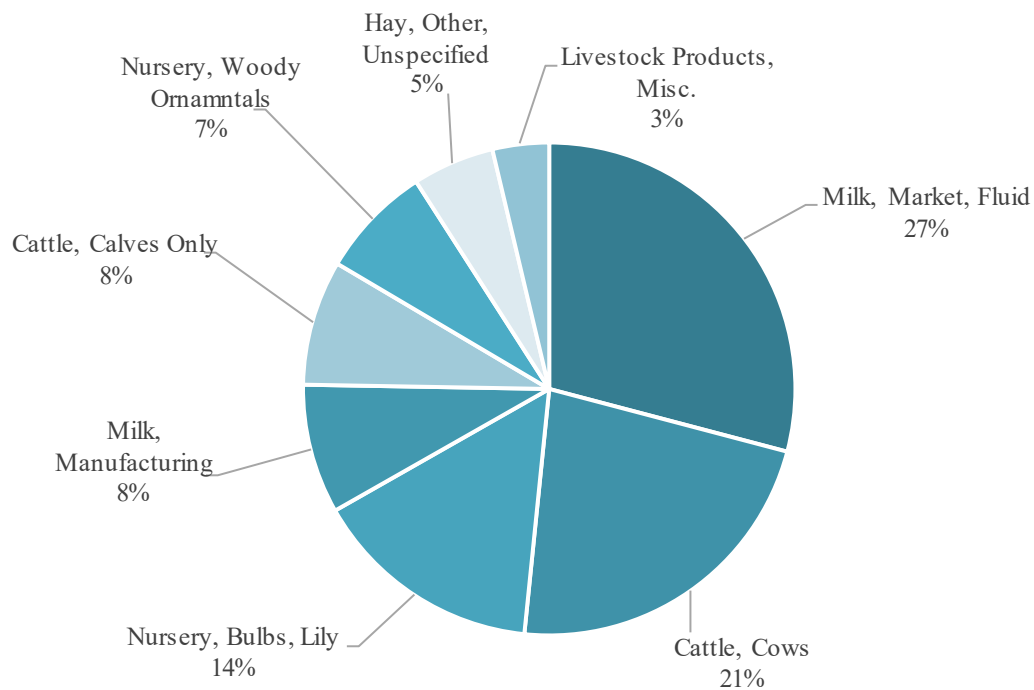
# Top Crops by Value

**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
<b>Total Value of Agriculture</b>	<b>\$ 47,644,000</b>

*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**

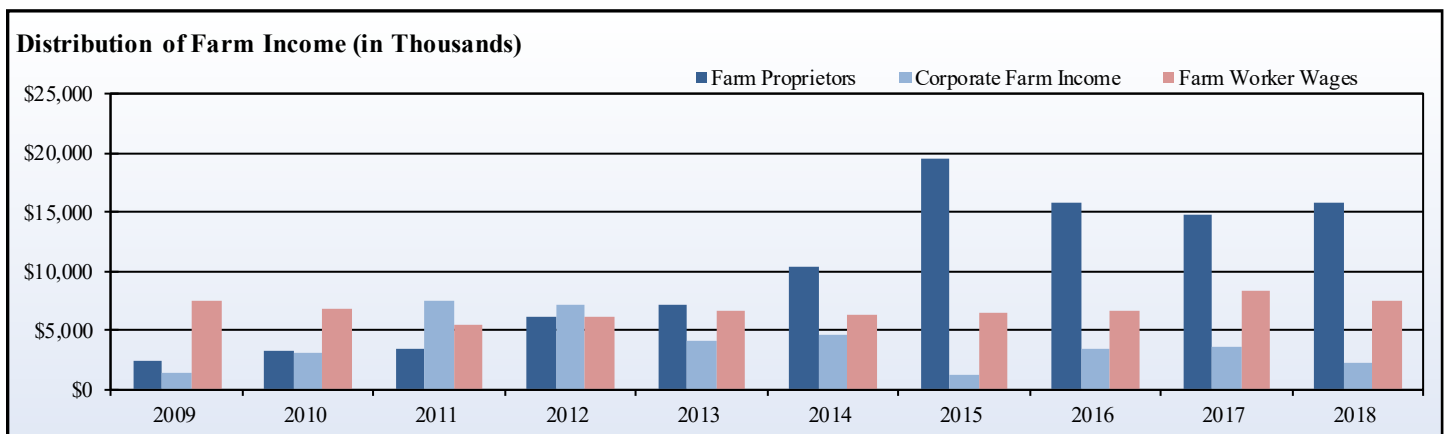
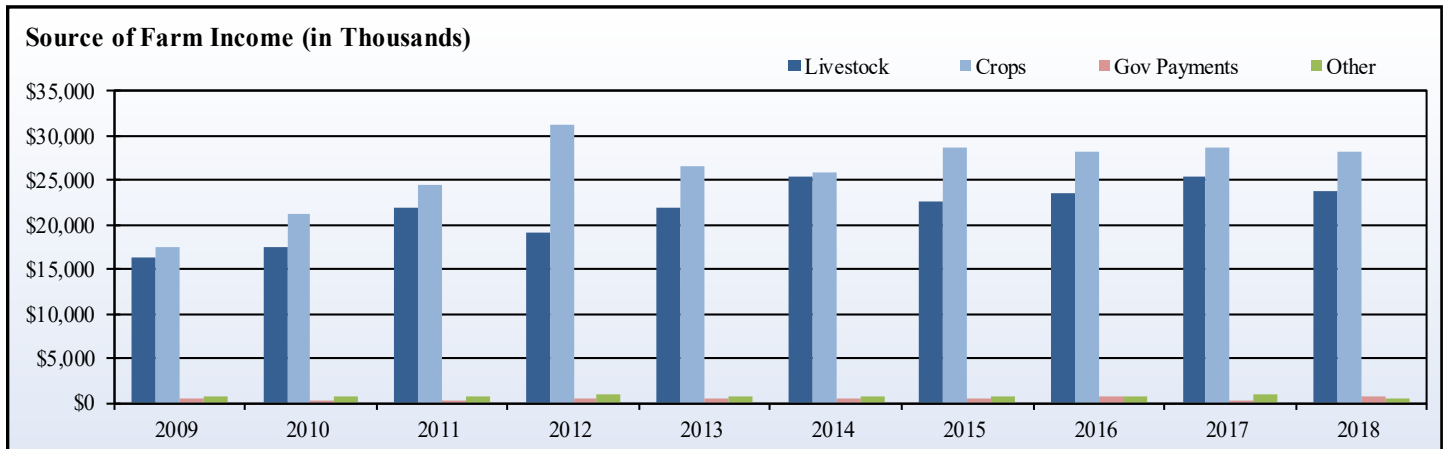
Year	Cash Receipts		Government Payments	Other Misc. Income
	Livestock	Crops		
2009	\$16,303	\$17,434	\$496	\$726
2010	\$17,498	\$21,226	\$86	\$645
2011	\$21,991	\$24,505	\$136	\$789
2012	\$19,203	\$31,335	\$409	\$958
2013	\$21,939	\$26,554	\$530	\$807
2014	\$25,515	\$25,834	\$521	\$744
2015	\$22,605	\$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

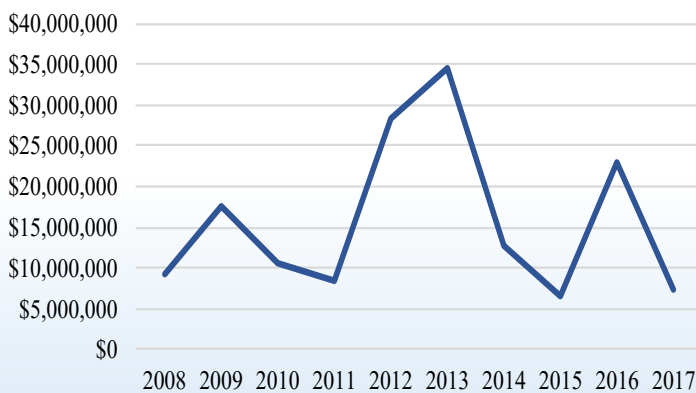
Source: National Marine Fisheries Service, National Ocean Economics Program  
 Note: (D) Withheld disclosure of confidential business data.

**Weight and Value of Commercial Fishing, Crescent City**

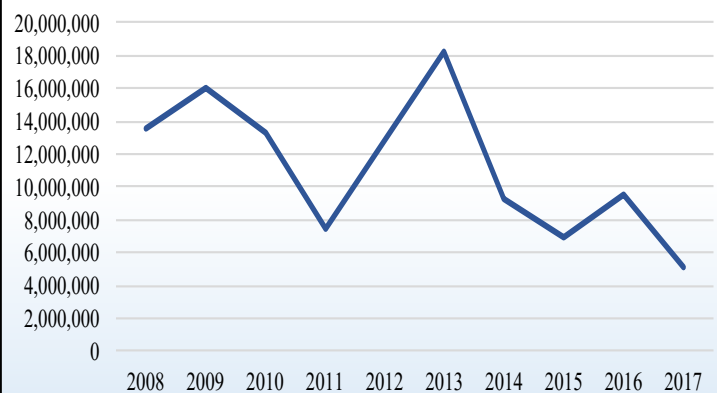
Year	Landing Weight (lbs.)	Landed Value
2008	13,600,000	\$9,300,000
2009	16,000,000	\$17,600,000
2010	13,300,000	\$10,600,000
2011	7,500,000	\$8,500,000
2012	12,800,000	\$28,300,000
2013	18,200,000	\$34,400,000
2014	9,300,000	\$12,800,000
2015	7,000,000	\$6,500,000
2016	9,500,000	\$22,900,000
2017	5,100,000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

Source: National Marine Fisheries Service, National Ocean Economics Program

**Landed Value of Commercial Fishing, Crescent City**



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



# Construction Jobs

## What is it?

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

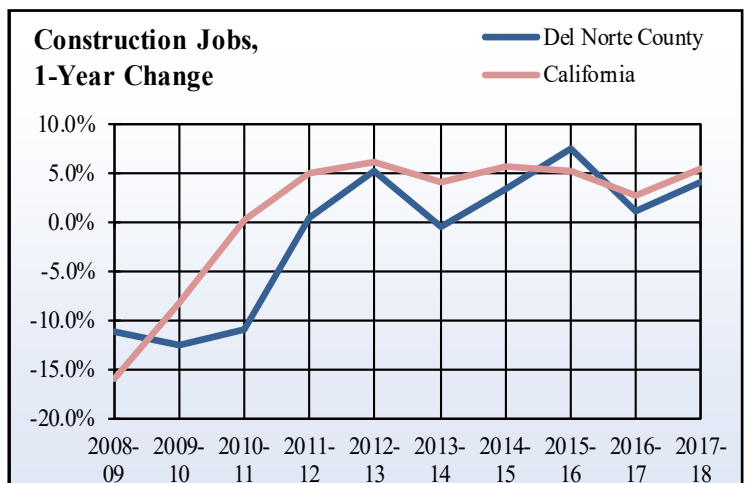
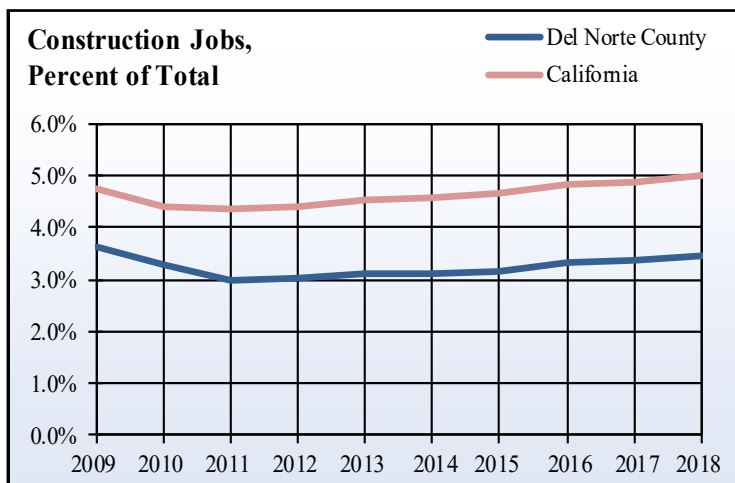
## How is it used?

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

**Construction Jobs, Del Norte County**

Year	County Jobs	Percent of Total		1-Year Change	
		County	California	County	California
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



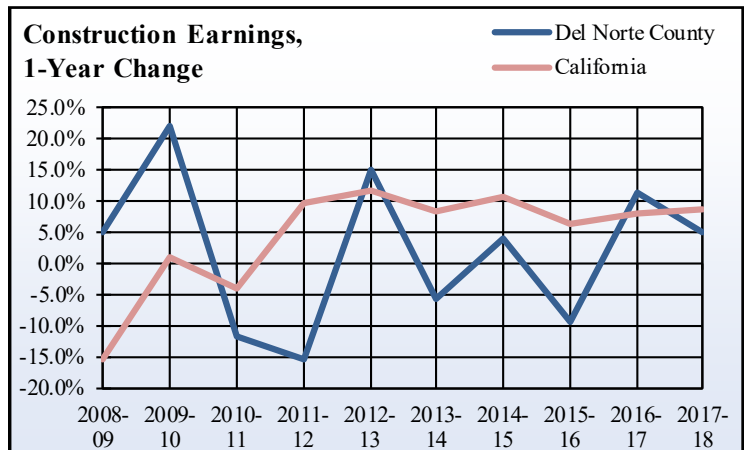
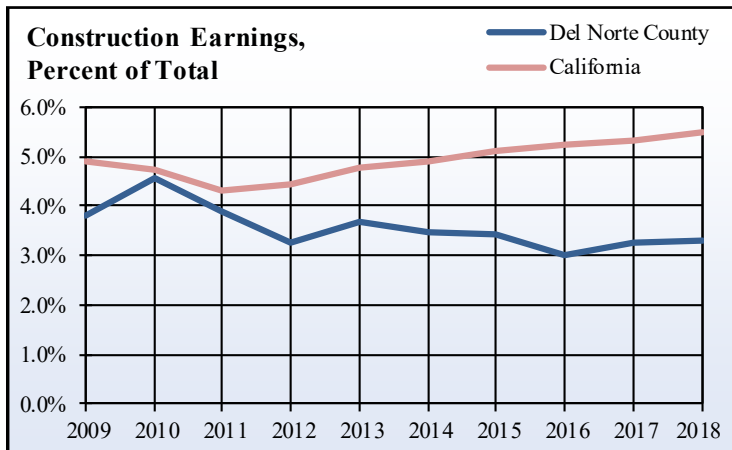


# Construction Earnings

**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**

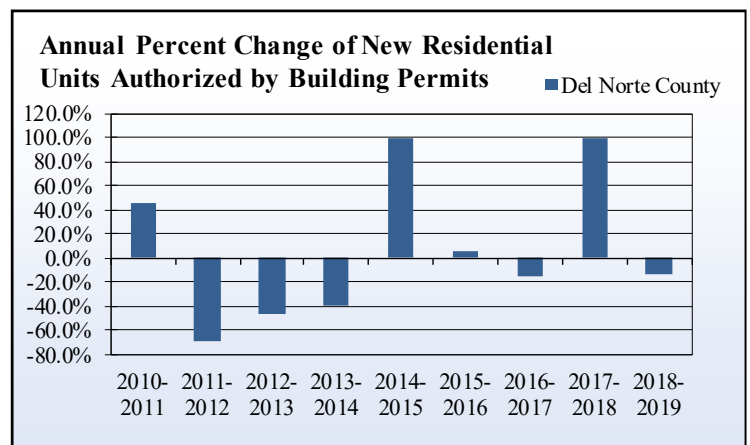
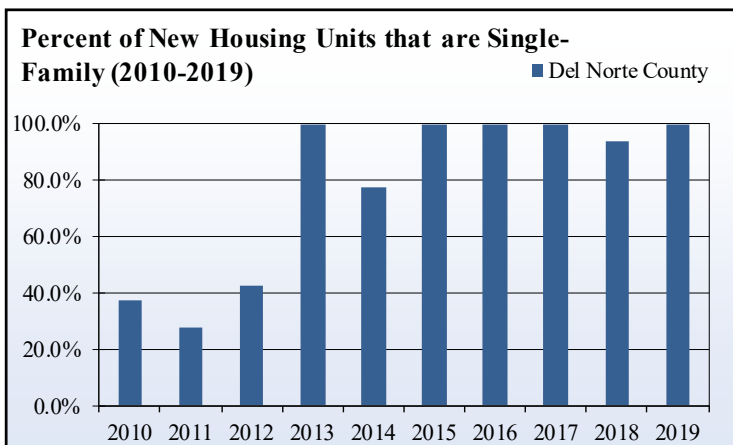
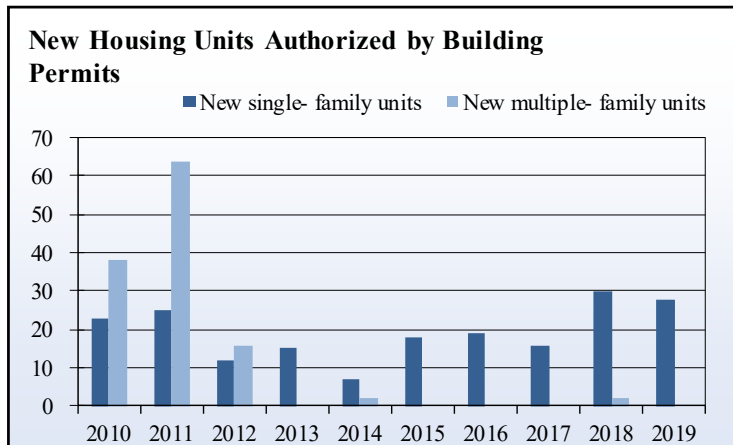
Year	New single-family units	New multiple-family units	Total new housing units	Percent of units single-family Del Norte County
2010	23	38	61	37.7 %
2011	25	64	89	28.1 %
2012	12	16	28	42.9 %
2013	15	0	15	100.0 %
2014	7	2	9	77.8 %
2015	18	0	18	100.0 %
2016	19	0	19	100.0 %
2017	16	0	16	100.0 %
2018	30	2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

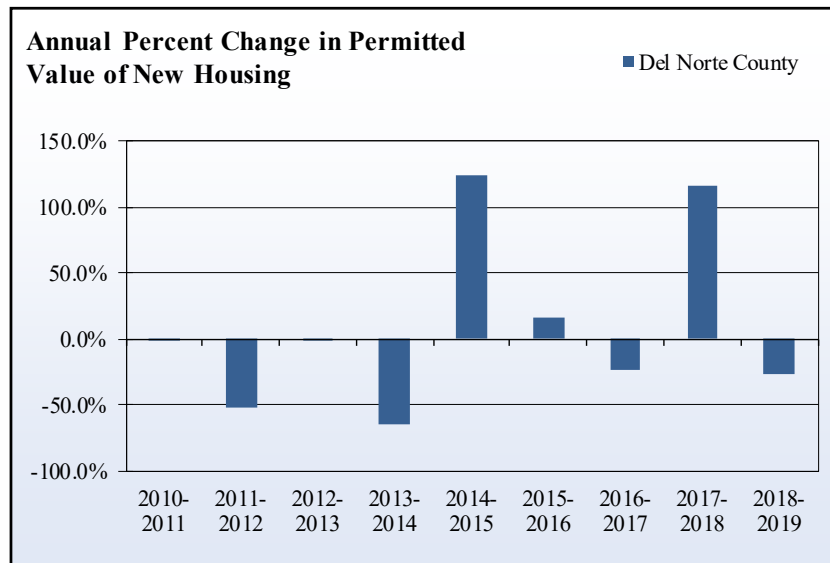
**Annual Percent Change in Permitted Value of New Housing Units, Del Norte County**

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 %

Source: CIRB and California Homebuilding Foundation (CHF)

**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



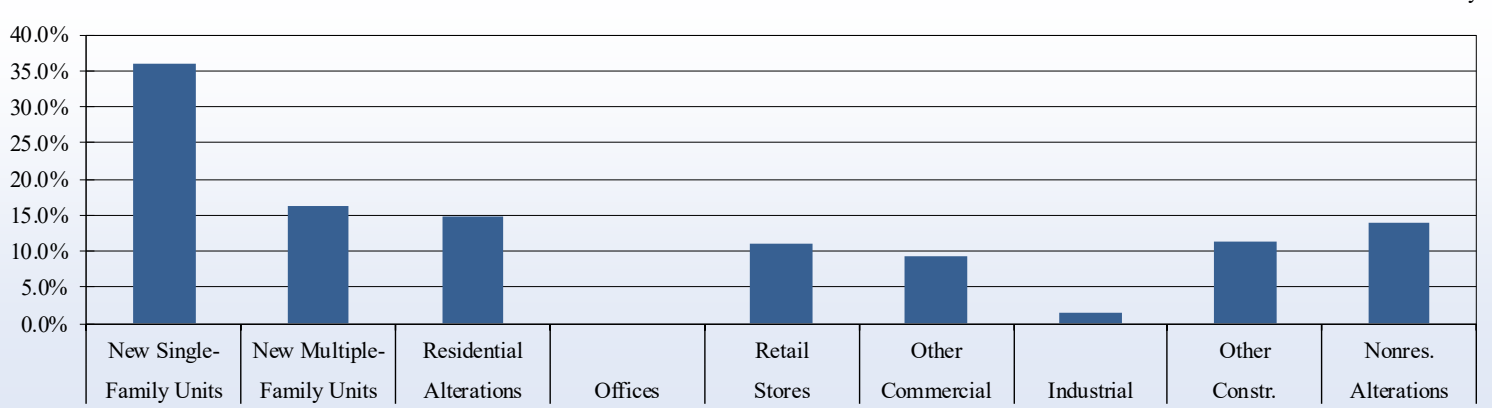
# Permitted Valued of New Construction

**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)

**Value of Construction Authorized by Building Permits (Percent of Total), 2010 - 2019**



**Total Permitted Value of New Construction (in Thousands)**



# 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?

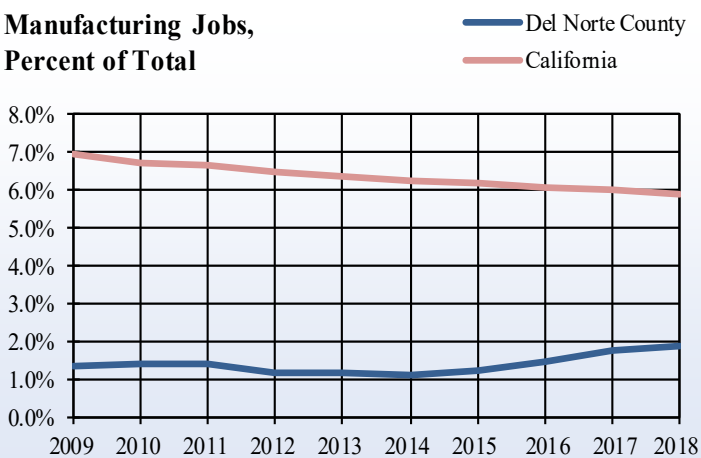
Manufacturing is usually an economic base industry, making it an important indicator of changes to a county's economy. Counties that have a solid manufacturing base of export goods benefit from the outside revenue that these businesses bring into the county.

### Manufacturing Jobs, Del Norte County

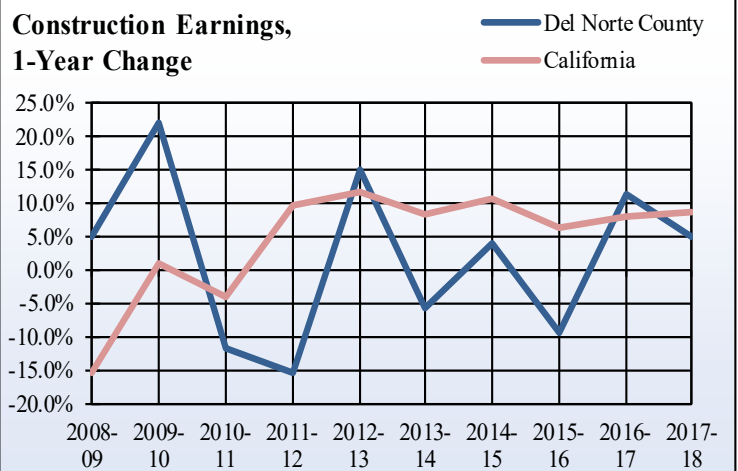
Year	County Jobs	Percent of Total		1-Year Change	
		County	California	County	California
2009	152	1.4 %	6.9 %	- 13.6 %	- 8.5 %
2010	148	1.4 %	6.7 %	- 2.6 %	- 3.9 %
2011	148	1.4 %	6.7 %	0.0 %	1.0 %
2012	124	1.2 %	6.5 %	- 16.2 %	0.8 %
2013	128	1.2 %	6.4 %	3.2 %	0.9 %
2014	116	1.1 %	6.2 %	- 9.4 %	1.2 %
2015	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 Jobs, Percent of Total



### Construction Earnings, 1-Year Change

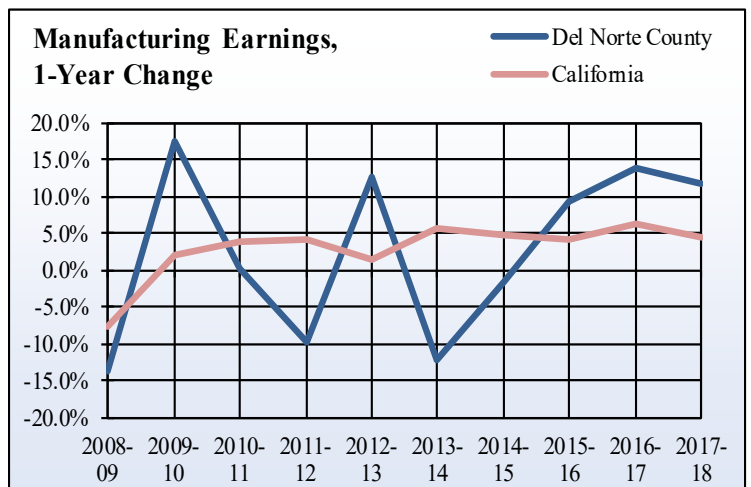
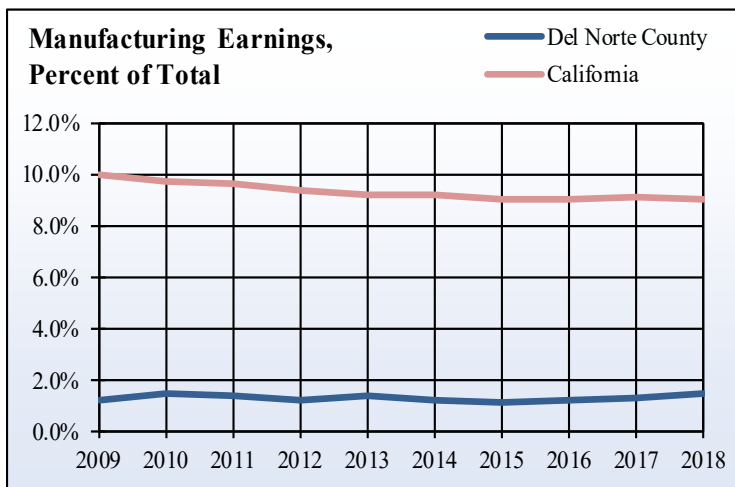


# Manufacturing Earnings

**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?

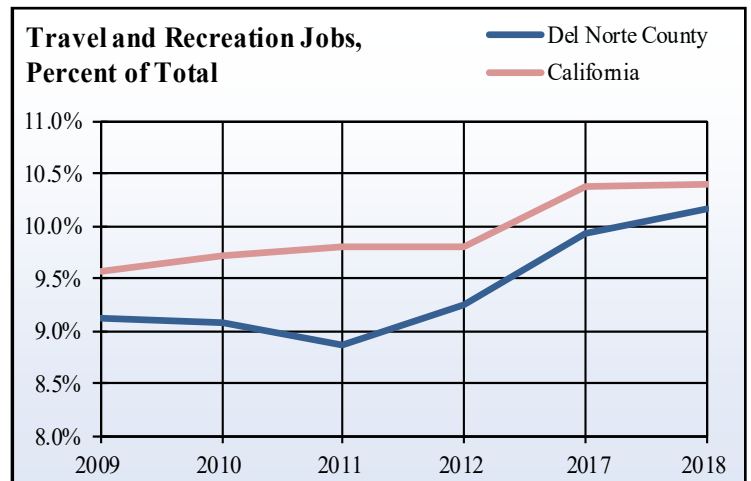
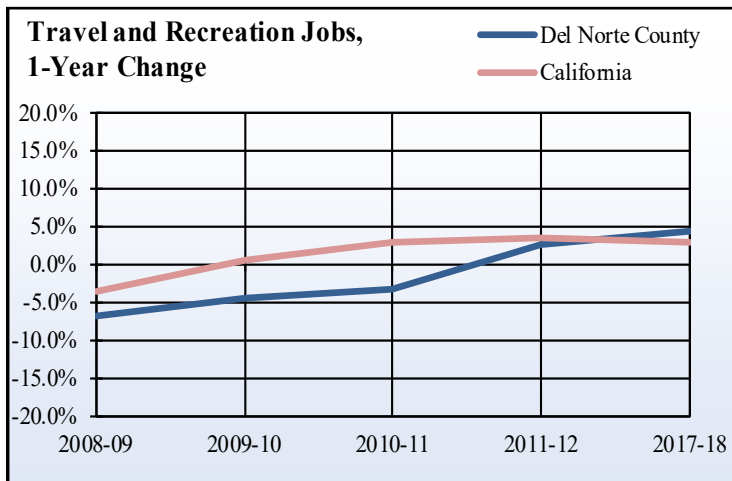
Visitor-serving industries are often an important economic base industry because they attract spending from outside of the area. This makes travel and recreation industry performance an important local economic indicator. Because the industry is generally dependent on others' discretionary income levels, 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

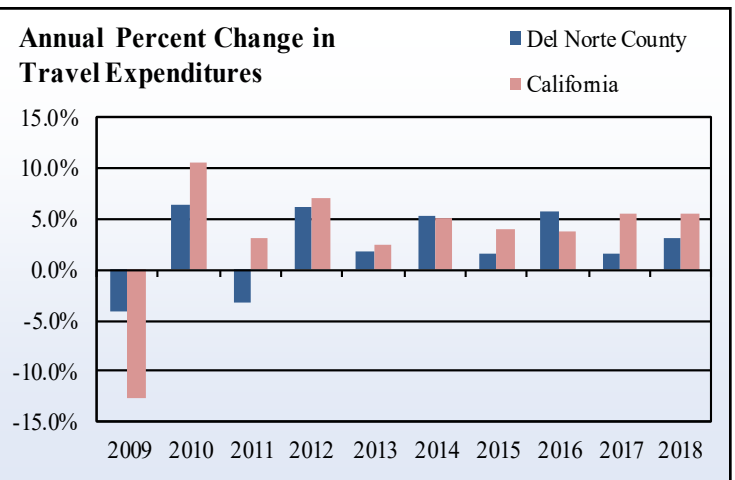
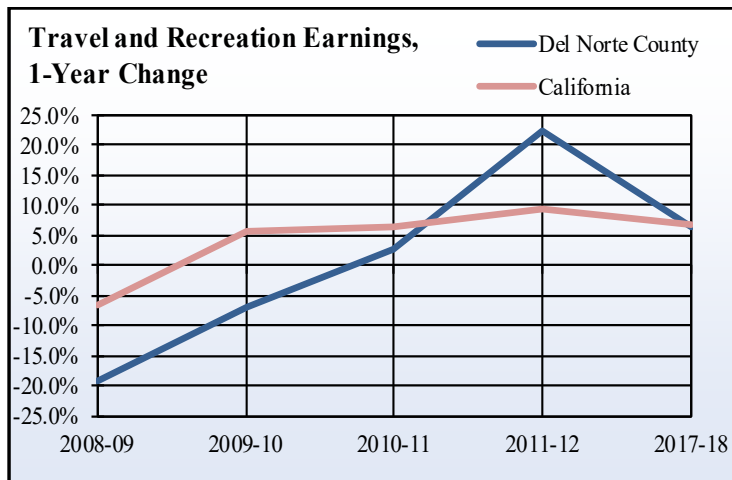
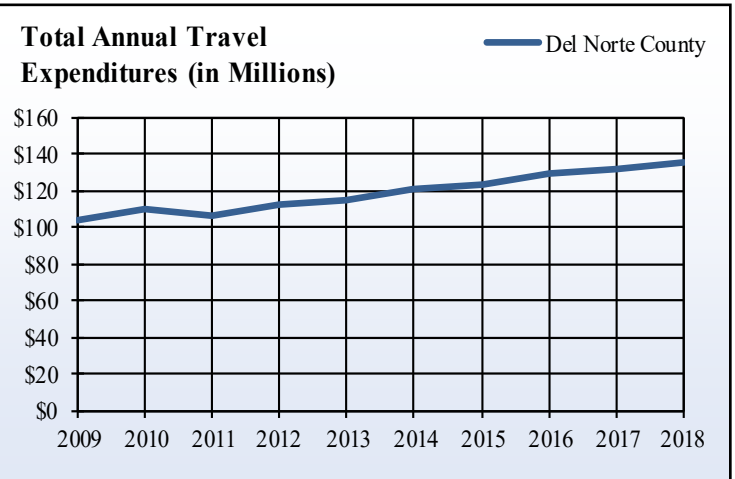
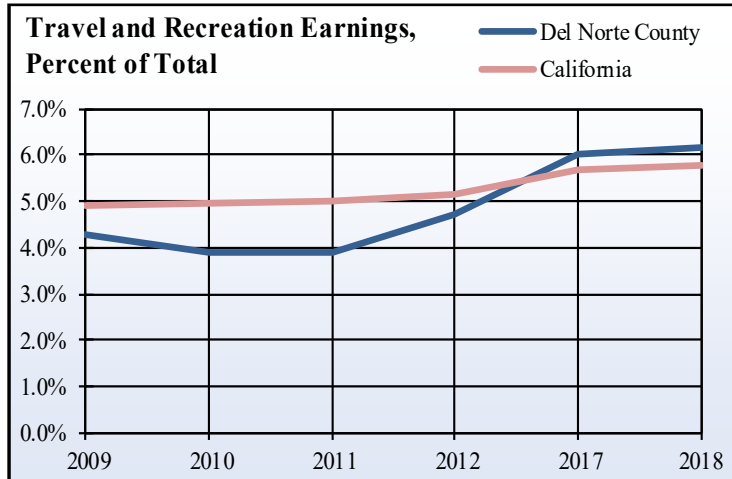
Note: (D) Withheld disclosure of confidential business data.

\* 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
2009	\$ 103.5	- 4.2 %	\$ 178,486	- 12.7 %
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.

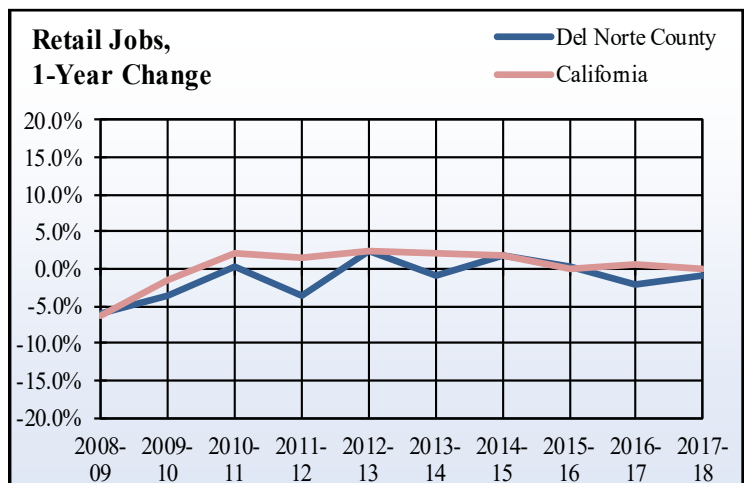
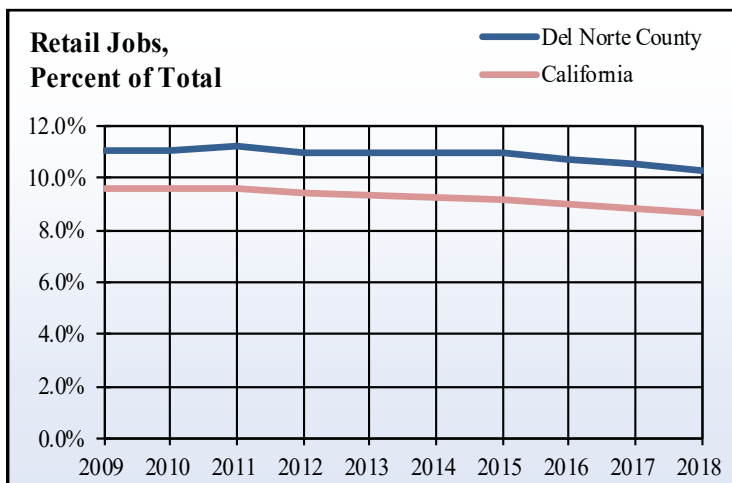
## How is it used?

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



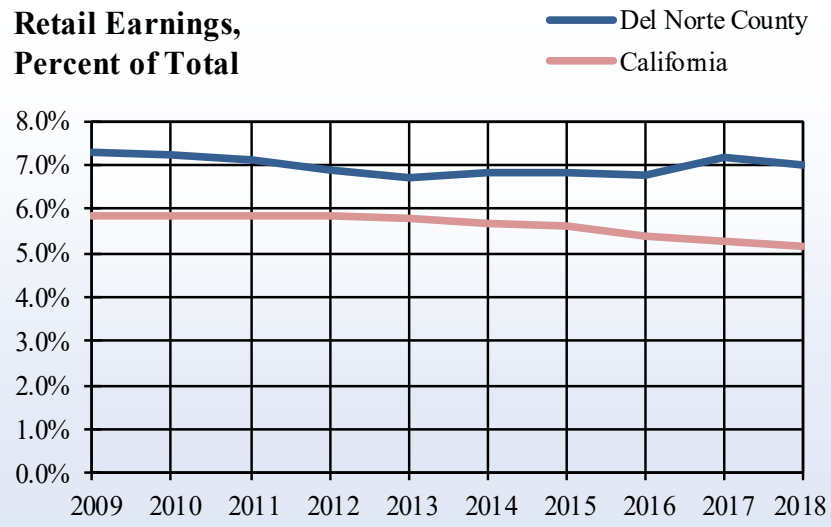
# Retail Earnings

**Retail Earnings (in Thousands), Del Norte County**

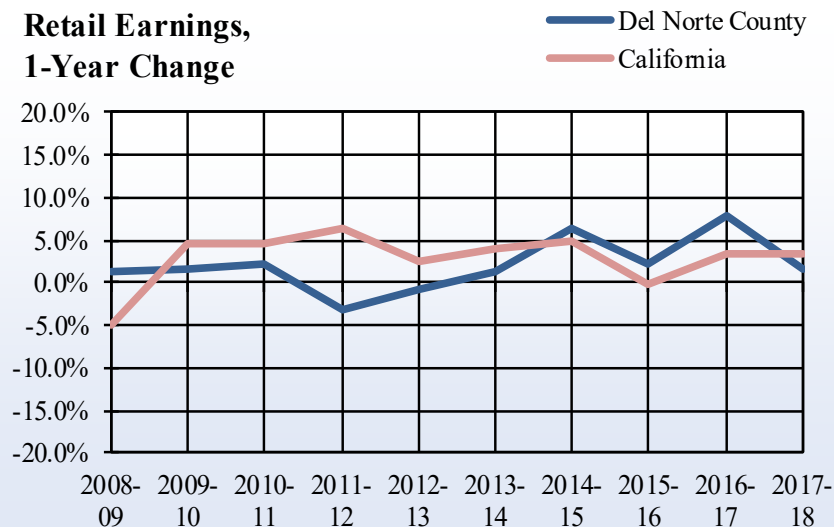
Year	County Earnings	Percent of Total		1-Year Change	
		County	California	County	California
2009	\$ 33,936	7.3 %	5.9 %	1.3 %	- 5.1 %
2010	\$ 34,455	7.2 %	5.9 %	1.5 %	4.5 %
2011	\$ 35,158	7.1 %	5.8 %	2.0 %	4.6 %
2012	\$ 34,082	6.9 %	5.8 %	- 3.1 %	6.3 %
2013	\$ 33,846	6.7 %	5.8 %	- 0.7 %	2.4 %
2014	\$ 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

**Retail Earnings,  
Percent of Total**



**Retail Earnings,  
1-Year Change**



# 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

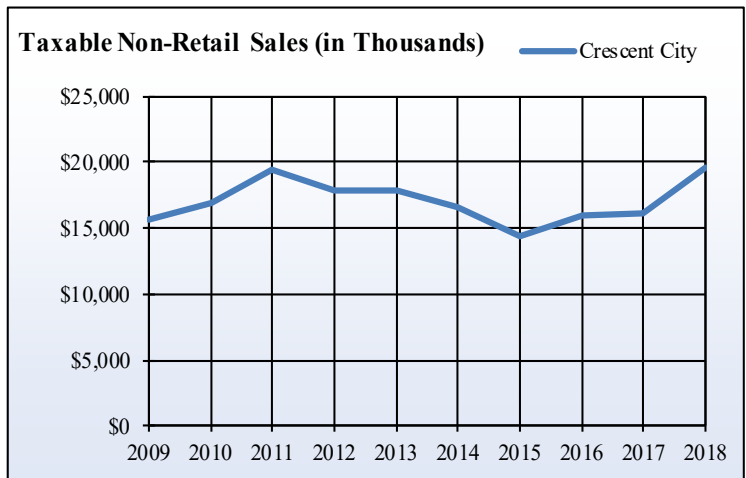
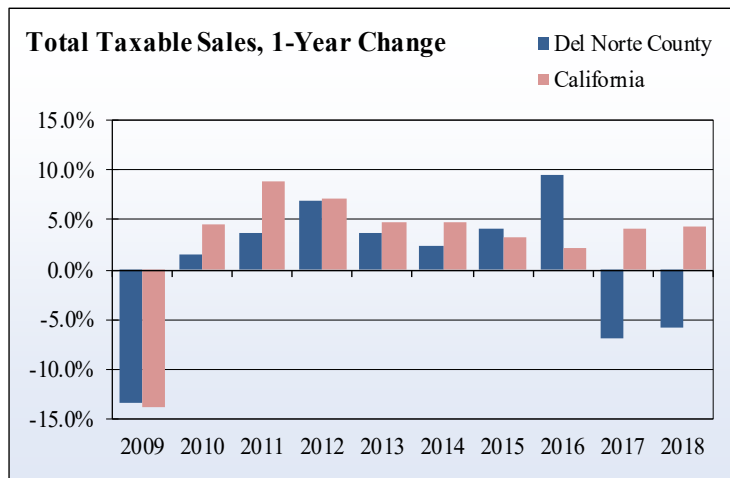
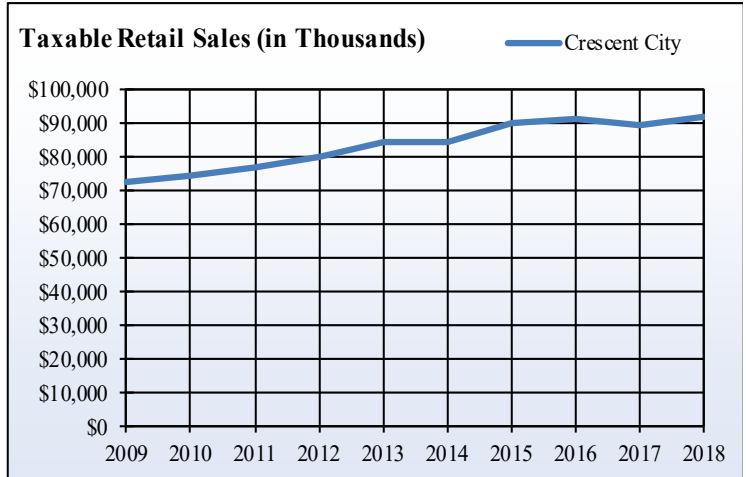
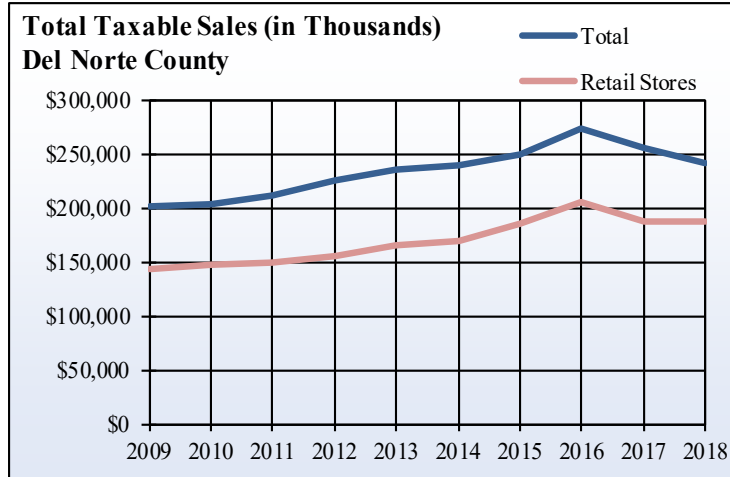
Source: California Board of Equalization

**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.*

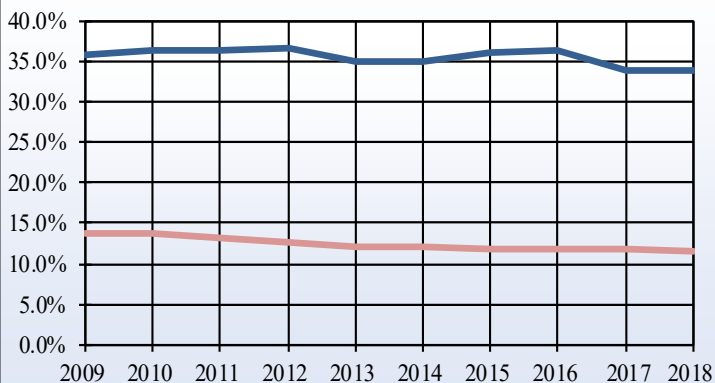
## All Government Worker Jobs, Del Norte County

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

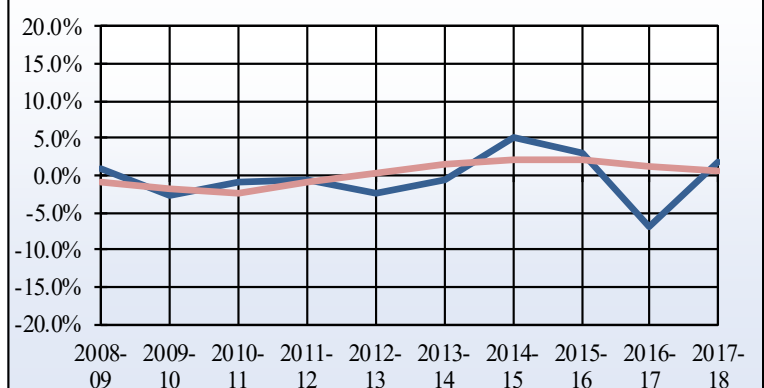
## All Government Jobs, Percent of Total

— Del Norte County  
— California



## All Government Jobs, 1-Year Change

— Del Norte County  
— California



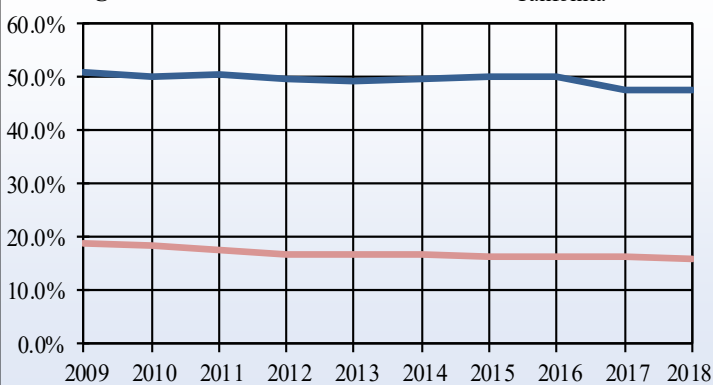
# Government Earnings

**Government Worker Earnings (in Thousands), Del Norte County**

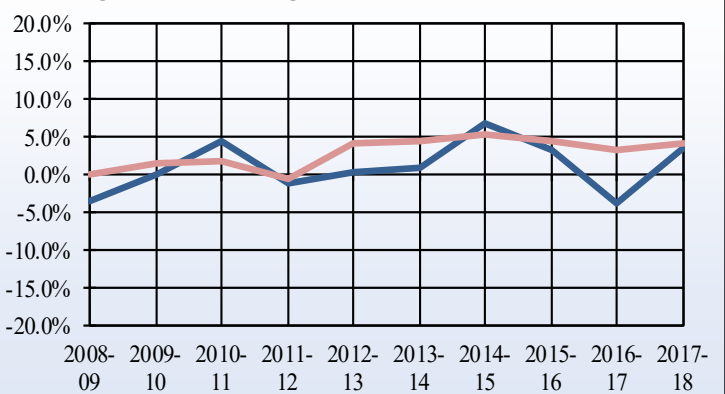
Year	County Earnings	Percent of Total		1-Year Change	
		County	California	County	California
2009	\$ 238,654	51.2 %	19.0 %	- 3.5 %	0.2 %
2010	\$ 238,592	50.1 %	18.5 %	- 0.0 %	1.4 %
2011	\$ 249,346	50.6 %	17.9 %	4.5 %	1.7 %
2012	\$ 246,895	49.8 %	16.7 %	- 1.0 %	- 0.6 %
2013	\$ 247,898	49.2 %	16.8 %	0.4 %	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

**All Government Worker Earnings, Percent of Total**



**All Government Worker Earnings, 1-Year Change**



# 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 %

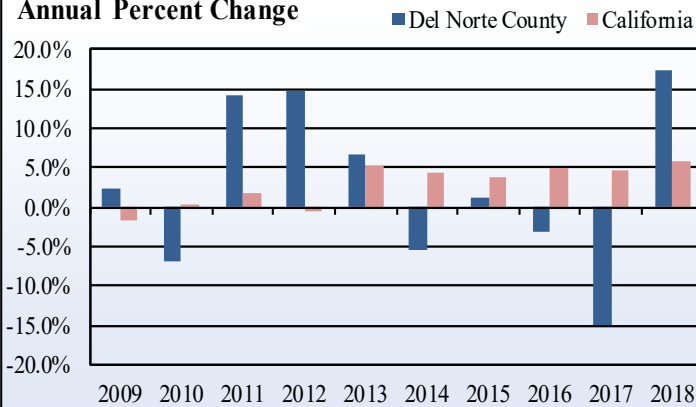
Source: California State Controllers Office, County Annual Reports

Government Revenue, Annual Percent Change

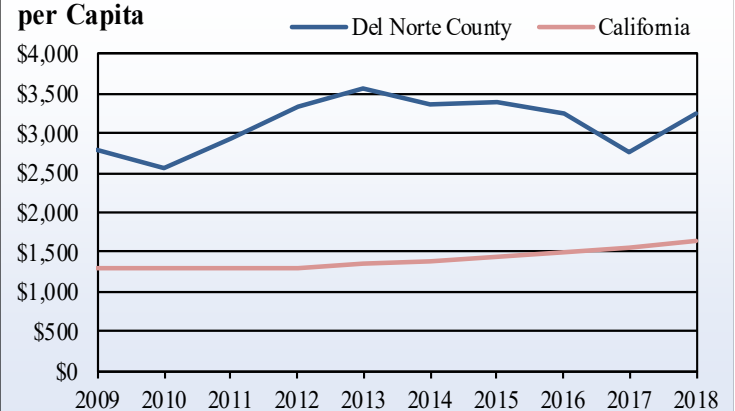
Year	Del Norte County		California
	Total	Percent Change	Percent Change
2009	\$ 59,020,052	2.4 %	- 1.7 %
2010	\$ 55,027,783	- 6.8 %	0.5 %
2011	\$ 62,879,802	14.3 %	1.8 %
2012	\$ 72,222,113	14.9 %	- 0.5 %
2013	\$ 77,119,662	6.8 %	5.2 %
2014	\$ 72,875,762	- 5.5 %	4.2 %
2015	\$ 73,740,418	1.2 %	3.9 %
2016	\$ 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

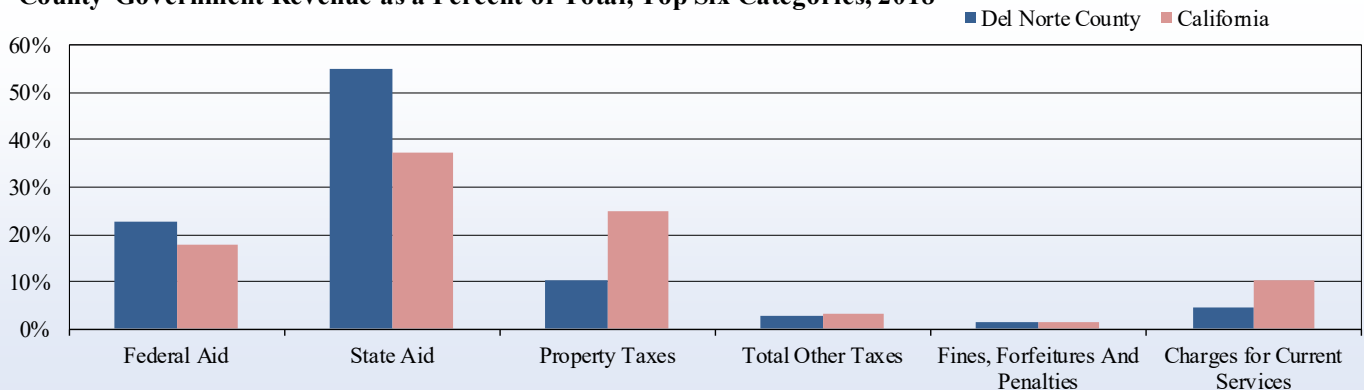
Government Revenue  
Annual Percent Change



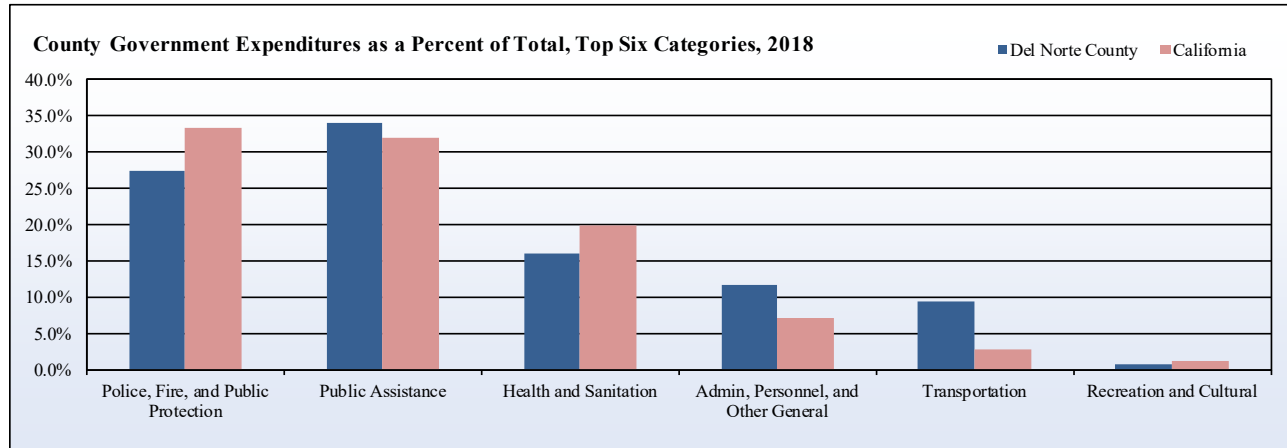
County Government Revenue  
per Capita



County Government Revenue as a Percent of Total, Top Six Categories, 2018



# Government Expenditures

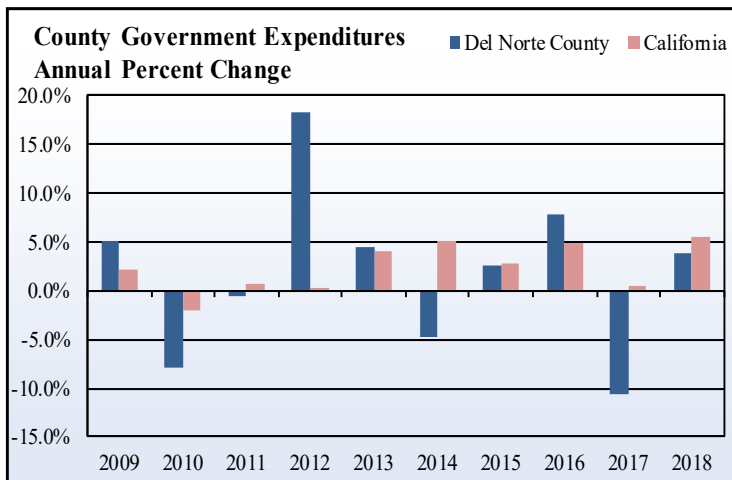


## County Government Expenditure, Del Norte County, Fiscal Year 2018

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 %
Tranfers Out	\$ 0	0.0 %	0.0 %
<b>Total of Expenditures</b>	<b>\$ 65,348,999</b>	<b>100.0 %</b>	<b>100.0 %</b>

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

The Center for Economic Development would like to thank the contributors of the photos. Many of the photos were cropped in the making on this booklet. If you would like to find out where the photos originated, please contact the Center for Economic Development at 530-898-4598.

Front Cover: David Berry

Page 4: Tamera Leighton

Page 12: David Berry

Page 60: Tamera Leighton

Page 83: Tamera Leighton

Back Cover: Commander George Leigh







RESOLUTION NO. 2020 11

DEL NORTE LOCAL TRANSPORTATION COMMISSION RESOLUTION AUTHORIZING  
THE CERTIFICATIONS AND ASSURANCES AND AUTHORIZED AGENT FORMS FOR THE  
LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP) FOR THE FOLLOWING PROJECT:  
*BUS ELECTRIFICATION PROJECT --\$52,066*

**WHEREAS**, the Del Norte County Local Transportation Commission is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) for transit projects; and

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

**WHEREAS**, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

**WHEREAS**, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

**WHEREAS**, the Del Norte County Local Transportation Commission wishes to delegate authorization to execute these documents and any amendments thereto to Tamara Leighton, Executive Director.

**WHEREAS**, the Del Norte County Local Transportation Commission wishes to implement the following LCTOP project(s) listed above,

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

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

**NOW, THEREFORE, BE IT FURTHER RESOLVED** by the Del Norte Local Transportation Commission that it hereby authorizes the submittal of the following project nomination and allocation request to the Department in FY 2019-2020 LCTOP funds:

*Project Name: Bus Electrification Project*

*Amount of LCTOP funds requested: \$52,066 FY 2019-20 funds*

*Short description of project: Plan and construct electric infrastructure for a charge station for zero emissions electric buses; contribute funding to cover cost of electrification of 1 approved bus.*

*Beneficiaries: Provide a healthier environment and transportation to general public, students and low-income residents of Del Norte County.*

*Contributing Sponsors: Del Norte Local Transportation Commission  
Redwood Coast Transit Authority*

PASSED AND ADOPTED by the Del Norte Local Transportation Commission, a Regional Transportation Planning Agency of the State of California on the 5th day of May 2020 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

---

Chris Howard, Chair  
Del Norte Local Transportation Commission

Attest:

---

Tamera Leighton, Executive Director  
Del Norte Local Transportation Commission



# CRESCENT CITY / DEL NORTE CHAMBER OF COMMERCE

1001 Front Street ▪ Crescent City CA 95531 ▪ [www.delnorte.org](http://www.delnorte.org)

PHONE 707.464.3174



Crescent City Del Norte County Chamber of Commerce

## MEMBERSHIP APPLICATION

### NEW MEMBER INFORMATION

Business Name:	Del Norte Local Transportation Commission
Owner / Manager:	Tamera Leighton
Physical Address:	
Mailing Address:	900 Northwest Drive #10
Phone:	707 465 3878
Toll Free:	
Email:	Tamera@DNLTC.org
Website:	DNLTC.org
# of Employees:	1
Referred by:	
Submission Date:	
Type of Business: (retail, restaurant, financial services, etc.)	Government
Brief Description: (used for new member welcome in social media & newsletter):	Del Norte Local Transportation Commission is the mandated Regional Transportation Planning Agency for Del Norte.

### 2019 - 2020 ANNUAL RATES

Small Business Membership	1 to 2 Employees - includes owner	\$ 100.00
	3 to 14 Employees	\$ 160.00
	15 to 30 Employees	\$ 270.00
Corporate Membership	Over 30 Employees	\$ 530.00
Charitable/Fraternal & Government	Non-Profit Service Clubs & Organizations & Government	→ \$ 85.00
Professional Associates	Independent Contractors & Licensed Professionals: Licensed Realtors, Hairstylists, Attorneys, etc. (working in an office owned by someone else & not considered an employee thereof)	\$ 100.00
Personal Membership	Non-Business Individuals only	\$ 75.00
Additional Business Membership	Must have initial full Business Membership w/ same ownership	\$ 50.00

Gold Level Website Advertising YEARLY RATE (rotating spot on main page of website)		
Total invoiced		\$

### IMPORTANT NOTICE:

Chamber of Commerce Membership dues may be tax deductible as an ordinary and necessary business expense.  
Dues paid to a Chamber are not a charitable tax deduction for Federal income tax purposes.



## **SERVICE AUTHORITY FOR FREEWAY EMERGENCIES (S.A.F.E.)**

### **2018/2019 ANNUAL EVALUATION REPORT**

Prepared by: Tamara Leighton, Executive Director  
Del Norte Local Transportation Commission  
Del Norte S.A.F.E.  
900 Northcrest Drive, PMB 16  
Crescent City, CA 95531  
[www.dnltc.org](http://www.dnltc.org)  
[Tamera@DNLTC.org](mailto:Tamera@DNLTC.org)

## **Del Norte S.A.F.E. Overview**

Del Norte County Service for Freeway Emergencies (SAFE) was developed based on the local county need for remote access to the public safety system. Del Norte Local Transportation Commission currently manages 26 call boxes along Highways 101, 199, and South Fork Smith River Road. Call box locations were chosen based on Annual Average Daily Traffic, accessibility and access to other emergency communication services.

The Del Norte Local Transportation Commission executive director concurrently provides the Del Norte S.A.F.E. call box system staff services and administers contracts with California Highway Patrol, CASE Systems, Inc., SAT COM Global and U.S. Cellular. California Highway Patrol receives all calls from Del Norte S.A.F.E. call boxes and dispatches the appropriate entity to deal with each individual problem. U.S. Cellular provides the cellular phone services for each call box in the system except for one satellite call box serviced by SAT COM Global. CASE Systems, Inc. monitors the system for mechanical problems and reports the problem to Del Norte S.A.F.E. Staff performs a visual check, tests the box function and takes a photo of any visible problems. CASE Systems performs necessary repairs. Of note, Box 427-121 on South Fork Road became unreliable because of poor cell reception, even with a special antenna. CASE Systems invoices Del Norte S.A.F.E. for services rendered. Funding for the S.A.F.E. system comes from Department of Motor Vehicles vehicle registration fees.

This S.A.F.E. report is prepared on an annual basis and its purpose is to track call volume and revenue and expenditures and to evaluate the effectiveness of the overall system. Del Norte S.A.F.E. has traditionally had among the highest per capita use in the State and while we've seen a decrease in 2018-19 call box use, the system overall is necessary in the Del Norte region.

This document is updated annually and includes the following reports:

1. Number of calls for Del Norte S.A.F.E.
2. Revenue and Expenditure: Unaudited.

## Call Box Use & Service for Del Norte S.A.F.E.

<i><b>Box ANI #</b></i>	<i><b>Sign Number</b></i>	<i><b>Phone Number</b></i>	<i><b>Location</b></i>	<i><b>2016-17 Calls</b></i>	<i><b>2017-18 Calls</b></i>	<i><b>2018-19 Calls</b></i>
796	101-123	498-7900	PM 12.25 N. Wilson Creek	14	21	15
797	101-227	498-7901	PM 22.6 Vista S. Hamilton	11	12	10
773	199-348	Satelite	PM 34.89 Southbound near Tunnel	Box installed July 2017	25	11
775	199-012	954-0964	PM 1.0 N. Kings Valley Road	6	5	4
776	199-32	498-2575	PM 3.0 N Walker Road	19	4	5
777	199-71	498-2651	PM 7.09 S. Myrtle Creek	8	4	2
778	199-108	954-0961	PM 10.81 S. Hardscrabble Creek	8	3	1
779	199-202	954-0962	PM 20.07 S Patrick Creek Camp	9	6	7
780	199-232	954-0963	PM 23.13 Narrows	11	8	1
781	199-262	954-0968	PM 26 Bar O Boys	26	24	19
782	199-326	954-0965	PM 32.6 Collier Rest Area	40	28	38
783	101-149	954-0966	PM 14.80 Rudsill Road	23	7	2
784	101-188	954-0967	PM 18.97 Top of Crescent Hill	22	11	9

785	101-367	954-0969	PM 36.53 Northbank Road	64	53	3
786	101-0007	498-8770	PM 0.53	10	5	8
787	101-0006	498-8771	PM .5	12	9	4
788	101-0082	498-8772	PM 8	4	0	4
789	101-0206	498-8773	PM 20.59	7	7	6
790	101-0304	498-8774	PM 30.48	4	1	0
791	101-0305	498-8775	PM 30.48	3	1	1
792	101-0345	498-8776	PM 34.36	7	2	0
793	199-0285	498-8783	PM 28.43	37	20	22
794	199-0164	498-8784	PM 16.49	1	8	3
795	199-0165	498-8785	PM 16.49	21	2	16
772	427-021	954-8431	PM 2.1 S Craigs Beach	11	5	6
SAT Box relocated July 2017	427-121	954-8173	PM 12.1 Rattlesnake Slide	1	Relocated	Relocated
774	427-143	954-8614	PM 14.4 GO Intersection	17	13	3
<b>Total Calls</b>				<b>396</b>	<b>284</b>	<b>200</b>



**DEL NORTE LOCAL TRANSPORTATION COMMISSION**  
**STATEMENT OF REVENUES & EXPENDITURES - SAFE FUNDS**  
**For the Year Ended June 30, 2019**

	<u>Amount</u>
<b>Ordinary Revenues/Expenses</b>	
<b>Revenues</b>	
Interest Income	\$ 949.93
SAFE Revenue	<u>24,737.68</u>
<b>Total Revenues</b>	<b>25,687.61</b>
<b>Expense</b>	
Auditors Office SAFE ASF Fee	123.74
System Services	12,968.48
DNLTC Consulting Staff	2,400.00
Total Work Element F	<u>15,368.48</u>
<b>Total Expense</b>	<b><u>15,492.22</u></b>
<b>Net Revenues over Expenses</b>	<b><u>\$ 10,195.39</u></b>
 <b>2018-19 Beginning Balance</b>	 <b>54,775.14</b>
<b>2018-19 Net Revenue over Expenses</b>	<b>10,195.39</b>
<b>2018-19 Fund Balance, End of Year</b>	<b>64,970.53</b>

**AMENDMENT NO. 2 TO THE AGREEMENT FOR CONSULTING SERVICES  
BY AND BETWEEN THE DEL NORTE LOCAL TRANSPORTATION COMMISSION  
AND DOKKEN ENGINEERING**

Pursuant to the Agreement for Consulting Services by and between Del Norte Local Transportation Commission (DNLTC) and Dokken Engineering ("Contractor") dated December 1, 2018 for Elk Valley Crossroad Corridor Plan, and amended on February 1, 2020 as for Time for Performance only, the parties hereto amend the Agreement for Time, Scope, and Cost per the attached letter:

Time for Performance: The services of Contractor will begin on or after December 1, 2018 and shall continue until June 30, 2020.

Scope: Task 11 – Caltrans Coordination for the Elk Valley Cross Road and US 199 intersection

- One field meeting at the intersection with Caltrans staff.
- Up to three (3) coordination phone calls with DNLTC, Del Norte County and Caltrans.
- Preparation of a technical memorandum documenting the coordination efforts, results of the field meeting with Caltrans staff and the proposed improvements (including maintenance items, near-term improvements, long-term improvements, and ultimate traffic control configuration for the intersection).
- 

Cost: Task 11 will not exceed \$10,920.00 for a total contract cost of \$89,969.00.

**DEL NORTE LOCAL TRANSPORTATION COMMISSION**  
A California Regional Transportation Planning Agency

\_\_\_\_\_  
*Tamera Leighton, Executive Director*

Dated: \_\_\_\_\_

**DOKKEN ENGINEERING**

\_\_\_\_\_  
*Richard Liptak*

Dated: \_\_\_\_\_

**Item G Staff Report**

**DATE: MAY 5, 2020**  
**TO: DEL NORTE LOCAL TRANSPORTATION COMMISSION**  
**FROM: TAMERA LEIGHTON, EXECUTIVE DIRECTOR**  
**SUBJECT: AMEND CONTRACT WITH DOKKEN ENGINEERING TO ACCOMMODATE  
ADDITIONAL COORDINATION WITH CALTRANS FOR US HIGHWAY 199 AT  
ELK VALLEY CROSS ROAD**

---

Staff recommendation: Approve the three items below simultaneously with one polled vote to address the steps needed for a single change in the Overall Work Program.

1. TAC and staff recommendation: By polled vote, authorize the execution of Contract Amendment 2 with Dokken Engineering for the Elk Valley Cross Road Corridor Plan.
2. By polled vote, adopt resolution 2020 9, authorizing the funding strategy for additional consultant coordination with Caltrans for the US 199/Elk Valley Cross Road intersection.
3. By polled vote, adopt resolution 2020 10, amending the 2019-20 Overall Work Program to accommodate additional consultant coordination with Caltrans for the US 199/Elk Valley Cross Road intersection.

**BACKGROUND:** The Elk Valley Cross Corridor Plan is incomplete because unexpected and additional coordination with Caltrans is needed. While the consultant, Dokken Engineering has completed the scheduled work, Caltrans has requested further consultation to reconcile the differences in data, interpretation, and recommendations.

**DISCUSSION:** The attached documents include the contract amendment, letter request from Dokken Engineering, authorizing resolution to award Regional Surface Transportation Funding, and an Overall Work Program Amendment resolution. Staff intends to use 2019-20 Regional Planning Assistance funding that is remaining in the 2019-20 OWP, but staff will not know if the funding is available until final invoices are submitted in July. The RSTP funding ensures fund availability in the unlikely case that RPA funding is insufficient. The submissions have been reviewed and approved by Caltrans Planning.

**WORK ELEMENT L Elk Valley Cross Rd Corridor Plan****2019-20 OWP Amendment 3**

Expenditures		Revenue by Fund Source			
Staff Allocations and Funding Requirements					
	Amount	RPA Carryover*	STIP/PPM	RPA	RSTP
DNLTC Staff	\$ 3,300	\$ -	\$ -	\$ 3,300.00	
County/Consultant	\$ 64,733	\$ 49,113	\$ 4,700	\$ -	\$ 10,920
<b>TOTAL</b>	<b>\$ 68,033</b>	<b>\$ 49,113</b>	<b>\$ 4,700</b>	<b>\$ 3,300.00</b>	<b>\$ 10,920.00</b>

\* This work element is funded with a State Regional Planning Assistance (RPA) Carryover Grant. \*\* 2019-20 RPA funding will be used per Resolution 2020 09 if available.

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

**Objective**

Complete a planning level study to determine community and regional needs along Elk Valley Cross Road from Lake Earl Drive to Elk Valley Drive considering collision data, safe crossings of US 101 and US 199 for all modes, shoulders, bicycle facilities, pedestrian facilities, sight distance, enforcement, and school zone improvements.

**Discussion**

Elk Valley Cross Road is an urban collector and includes a 1.0 mile west segment, a 0.4 mile mid segment, and a 0.2 mile east segment. The west and east segments are County maintained and the mid segment is maintained by Caltrans. Included in the mid segment are a two-way stop controlled at-grade intersection at US Highway 101 and another at US Highway 199. The Del Norte Local Transportation Commission has expressed concern regarding the accident rates and safety of the state highway crossings for all modes. Caltrans has reviewed the intersections and while there are injury and fatality accidents, the intersection does not qualify for Safety funding. Caltrans District 1 is now suggesting that DNLTC provide a planning document of Elk Valley Cross Road to formally document the public's concerns and to review the intersections at Elk Valley Cross Road from the local and regional planning perspective. Additionally, County staff has received several calls and comments from local residents along Elk Valley Cross Road expressing concerns about the deficiencies including lack of shoulders, bicycle facilities, pedestrian facilities, sight distance, enforcement, school zone improvements for Sunset High School and excessive speeds. While Elk Valley Cross Road is only 1.6 miles long, it crosses and connects three major collectors and two US Highways. From west to east beginning at Lake Earl Drive, it provides access to many residences and neighborhoods and Sunset High School. Then it crosses US Highway 101 and still provides access to several homes as it approaches US Highway 199. Continuing east, it crosses Parkway Drive and then Elk Valley Road. Because this cross road connects three major collectors and two US highways to Lake Earl Drive where Pelican Bay State Prison is located, the traffic during prison

**Previous Accomplishments**

Caltrans has performed a variety of safety analysis reports for the intersection of US Highway 199 and 101 at Elk Valley Cross Road. The Commonplace crowdsourcing platform is in place.

The Pebble Beach Drive Improvement Project Report was developed by the City of Crescent City. This Project Initiation Document included an infrastructure audit, data collection, community outreach, and conceptual design development.

**Product 1: Elk Valley Cross Road Corridor Plan**

Task/Activity	Products	Schedule
1 DNLTC and County will provide project administration: Establish methods for coordination, project status, and proper administration of grant funds. Schedule and hold project kickoff meeting with staff from Caltrans, DNLTC, and County regarding grant funds. Develop and submit quarterly reports to Caltrans. Develop and submit semi-annual invoices corresponding to the first and second half of each fiscal year. Develop and release a request for proposals for the project. Enter into an agreement with a Consultant. Prepare final documents and closeout project.	Agendas and notes, quarterly reports, invoices, request for proposals, executed agreement, closeout	July - June

2	County will initiate Coordination with Stakeholder Agencies: Develop a working relationship with stakeholder agencies beginning at project initiation, schedule and hold project kickoff meeting with staff from Caltrans, DNLTC, and County regarding the plan, schedule and hold project kickoff meeting with staff from Del Norte County Unified School District (DNCUSD), DNLTC, and County, establish one point of contact for each stakeholder agency, prepare meeting summary for both meetings with stakeholder agencies and distribute, complete walking tour of segments of Elk Valley Cross Road with appropriate stakeholder agencies.	Invite list, meeting agenda, sign-in sheet, contact information, meeting summary, comments, walking tour photographs and notes	July - October
3	Consultant will consider community input. This project is being driven by public comment received to date and will setup and maintain a project website with an option for email notification of community meetings and develop community input platform (e.g. Commonplace), identify affected properties for community outreach, hold community input meetings, gather community input via comment cards, surveys, and Commonplace, and analyze community input.	List of impacted parcel numbers, meeting agendas, notes, sign-in sheets, comment cards, surveys, Commonplace input and input analysis	January - June
4	Consultant will obtain and map existing conditions from field observations and collision reports. Summarize the existing condition data in the Plan.	Map and analyze traffic hazards, collision locations with injury severity, traffic generators, and existing	September - June
5	Consultant will obtain field data including intersection traffic volumes, intersection turning movements, and actual speeds to establish baseline field conditions.	Traffic volume analysis, turning movement counts and traffic speed	October - December
6	Consultant will determine community needs by considering public transit, active transportation, and County, Regional, and State planning efforts, including truck route needs, Pelican Bay State Prison, future growth, and goals in the Regional Transportation Plan and Caltrans planning documents.	Needs analysis for transit, active transportation, truck route, future growth, and regional goals.	November - January
7	Determine existing right-of-way constraints and consider impacts to nearby parcels that could result from securing the 60 foot right-of-way width designated in the County's General Plan.	Map of existing rights-of-way, copies of data with analysis and ambiguities noted. List of properties with analysis	January - February

8	Consultant will develop visuals, written descriptions, and cost estimates of conceptual improvements to assist with communication of project concepts proposed for consideration.	Conceptual roadway and intersection improvements with cost estimates	February - March
9	Develop a funding and implementation plan to begin the planning processes to identify potential funding sources for implementation of improvements along the corridor.	Funding and implementation strategy.	March - April
10	Develop the Elk Valley Cross Road Corridor Plan and circulate the document for thorough review and comment prior to adoption.	Preliminary draft, draft and final plan.	April - June
11	Contract Amendment 2: Coordination with Caltrans District 1, including a site visit, additional meetings.	Tech Memo	April - June

Product 1 Estimate	Amount	RPA Carryover	STIP/PPM	RPA	RSTP
DNLTC Staff Services	\$ 3,300		\$ -	\$ 3,300	
Consultant (RPA)/ County (PPM)	\$ 53,813	\$ 49,113	\$ 4,700	\$ -	\$ 10,920
<b>Total</b>	\$ 57,113	\$ 49,113	\$ 4,700	\$ 3,300	\$ 10,920

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

#### **Product 2: Klamath Beach Road Project Scoping**

<b>Task/Activity</b>	<b>Products</b>	<b>Schedule</b>
1 County of Del Norte will monitor progress toward completion of the scoping documents provided by the FHWA and will provide a copy of the final document to DNLTC.	Scoping Documents	October - June

Product 1 Estimate	Amount	RPA	STIP/PPM	TDA
DNLTC Staff Services	\$ -	\$-	\$ -	\$-
Products & Services	\$ -	\$-	\$ -	\$-
<b>Total</b>	\$ -	\$-	\$ -	\$-

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

RESOLUTION NO. 2020 9

**DEL NORTE LOCAL TRANSPORTATION COMMISSION RESOLUTION  
APPROVING ALLOCATION OF REGIONAL PLANNING ASSISTANCE AND REGIONAL  
SURFACE TRANSPORTATION PROGRAM FUNDING FOR ELK VALLEY CROSS ROAD  
PLANNING AND COORDINATION WITH CALTRANS DISTRICT 1**

**WHEREAS**, the Del Norte Local Transportation Commission in its official capacity as the designated Regional Transportation Planning Agency (RTPA), is allocating Regional Surface Transportation Program funds for eligible purposes; and

**WHEREAS**, the intersection of US Highway 199 at Elk Valley Cross Road is a high priority project with a collision rate far exceeding the statewide average for similar facilities; and

**WHEREAS**, the 2019-20 Overall Work Program Work Element L, Elk Valley Cross Road Corridor Plan, needs additional time and work for further coordination with Caltrans District 1; and

**WHEREAS**, the proposed planning work meets the Regional Planning Assistance fund requirements, which is the preferred funding for planning work; and

**WHEREAS**, US Highway 199 is on the State Highway System and Elk Valley Cross is a major collector, and the project meets the RSTP fund requirements; and

**WHEREAS**, the contract amendment 2 details the cost, scope and schedule for the needed additional work from Dokken Engineering, and

**NOW, THEREFORE, BE IT RESOLVED THAT** the Del Norte Local Transportation Commission hereby authorizes the director to sign contract amendment 2 with Dokken Engineering authorizing Task 11 for an amount not exceed \$10,920.00 to be funded with 2019-20 Regional Planning Assistance (RPA) carryover funding and with Regional Surface Transportation Program (RSTP) funding only if RPA carryover doesn't fully fund the work.

**PASSED AND ADOPTED** by the Del Norte Local Transportation Commission of Del Norte County, State of California on the 5th day of May 2020 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

---

Chris Howard, Chair  
Del Norte Local Transportation Commission

ATTEST:

---

Tamera Leighton, Executive Director  
Del Norte Local Transportation Commission

RESOLUTION NO. 2020 10

DEL NORTE LOCAL TRANSPORTATION COMMISSION RESOLUTION APPROVING  
AMENDMENT #3 OF THE 2019-20 OVERALL WORK PROGRAM

WHEREAS, the Del Norte Local Transportation Commission in its official capacity as the designated Regional Transportation Planning Agency, hereafter referred to as the RTPA, is responsible for the planning, allocating and programming of funds; and

WHEREAS, the 2019-20 Overall Work Program (OWP) identifies the activities and a schedule of work for regional transportation planning in Del Norte County, and is a requirement of the Memorandum of Understanding between Del Norte Local Transportation Commission and the California Department of Transportation; and

WHEREAS, the Del Norte Local Transportation Commission adopted the 2019-20 OWP at the May 7, 2019 meeting, amended it on December 3, 2019 and February 4, 2020; and

WHEREAS, all parties agree that additional coordination with the Caltrans Office of Traffic Safety is needed; and

WHEREAS, the expenditure detail and revenue summary are attached to this resolution; and

WHEREAS, Amendment #3 of the 2019-20 OWP makes the following change:

Work Element:	Purpose of change:	Action taken:
L 1	Adds funding to accommodate a contract amendment for further coordination with Caltrans District 1 for US Highway 199 at Elk Valley Cross Road	Funds additional consultant services to accommodate additional work.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED, that the Del Norte Local Transportation Commission hereby approves Amendment #3 of the 2019-20 Overall Work Program.

PASSED AND ADOPTED by the Del Norte Local Transportation Commission, a Regional Transportation Planning Agency of the State of California on the 5th day of May 2020 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

\_\_\_\_\_  
Chris Howard, Chair  
Del Norte Local Transportation Commission

Attest:

\_\_\_\_\_  
Tamera Leighton, Executive Director  
Del Norte Local Transportation Commission



Del Norte Local Transportation Commission  
Overall Work Program Expenditure Detail  
2019-20 OWP Amendment 3

Work Element	Description	Funding Sources	DNLTC	Consultant/ Other
A	Long Range Planning Coordination	RPA	\$ 32,000	\$ 5,900
		PPM		\$ -
		TDA	\$ -	\$ -
		Other/RSTP	\$ -	\$ -
<b>Total A</b>	<b>\$37,900</b>		<b>\$32,000</b>	<b>\$5,900</b>
B	Overall Work Program Development	RPA	\$ 14,000	\$ 10,000
		PPM	\$ -	\$ -
		TDA	\$ -	\$ 10,000
		Other	\$ -	\$ -
<b>Total B</b>	<b>\$34,000</b>		<b>\$ 14,000</b>	<b>\$ 20,000</b>
C	Public Participation and Information Dissemination	RPA	\$ 29,000	\$ 27,500
		PPM	\$ -	\$ 2,500
		TDA	\$ -	\$ 10,000
		Other:	\$ -	\$ -
<b>Total C</b>	<b>\$69,000</b>		<b>\$ 29,000</b>	<b>\$ 40,000</b>
D	Regional Transportation Improvement Program (RTIP) Development	RPA	\$ -	\$ -
		PPM	\$ 11,000	\$ 60,976
		TDA	\$ -	\$ -
		Other	\$ -	\$ -
<b>Total D</b>	<b>\$71,976</b>		<b>\$ 11,000</b>	<b>\$ 60,976</b>
E	Transportation Development Act Administration and Fiscal Management	RPA		\$ -
		PPM	\$ -	\$ -
		TDA	\$ 28,500	\$ 27,500
		Other	\$ -	\$ -
<b>Total E</b>	<b>\$56,000</b>		<b>\$ 28,500</b>	<b>\$ 27,500</b>
F	SAFE: Service Authority for Freeway Emergencies	RPA	\$ -	\$ -
		PPM	\$ -	\$ -
		TDA	\$ -	\$ -
		SAFE	\$ 6,000	\$ 20,000
<b>Total F</b>	<b>\$26,000</b>		<b>\$ 6,000</b>	<b>\$ 20,000</b>
G	2020 Regional Transportation Plan	RPA	\$ 5,000	\$ 30,814
		PPM	\$ -	\$ -
		TDA	\$ -	\$ -
		Other:	\$ -	\$ -
<b>Total G</b>	<b>\$35,814</b>		<b>\$ 5,000</b>	<b>\$ 30,814</b>
H	SB 743 Implementation Plan	RPA	\$ 5,000	\$ 63,500
		PPM		\$ -
		TDA	\$ -	\$ -
		Other:	\$ -	\$ -
<b>Total H</b>	<b>\$68,500</b>		<b>\$ 5,000</b>	<b>\$ 63,500</b>
I	Community and Stakeholder Engagement	RPA	\$ 4,000	\$ 36,000
		PPM	\$ -	\$ -
		TDA	\$ -	\$ -
		Other:	\$ -	\$ -
<b>Total I</b>	<b>\$40,000</b>		<b>\$ 4,000</b>	<b>\$ 36,000</b>
L	Elk Valley Cross Rd Corridor Plan	RPA	\$ 3,300	\$ -
		PPM	\$ -	\$ 4,700
		RSTP	\$ -	\$ 10,920
		Other: RPA Carryover	\$ -	\$ 49,113
<b>Total L</b>	<b>\$68,033</b>		<b>\$ 3,300</b>	<b>\$ 64,733</b>

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

2019-20 OWP Amendment 3

Work Element	Description	RPA	TDA	STIP PPM	SAFE/RSTP/RPA Grant	Work Element Total
<b>A</b>	<b>Long Range Planning Coordination</b>					
Product 1	Regional Transportation Plan Development	\$ 26,000.00	\$ -	\$ -	\$ -	
Product 2	Last Chance Grade Commission Update	\$ 4,000.00		\$ -	\$ -	
Product 3	2020 Economic and Demographic Profile	\$ 7,900.00	\$ -			
	<b>Total Work Element A</b>	<b>\$ 37,900.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 37,900.00</b>
<b>B</b>	<b>Overall Work Program Development</b>					
Product 1	Overall Work Program	\$ 24,000.00	\$ 10,000.00	\$ -	\$ -	
	<b>Total Work Element B</b>	<b>\$ 24,000.00</b>	<b>\$ 10,000.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 34,000.00</b>
<b>C</b>	<b>Information Dissemination</b>					
Product 1	Commission	\$ 28,000.00	\$ -	\$ -	\$ -	
Product 2	Partnerships and Planning Agreements	\$ 4,000.00	\$ 10,000.00	\$ 2,500.00	\$ -	
Product 3	Website & Crowdsourcing Information	\$ 24,500.00				
	<b>Total Work Element C</b>	<b>\$ 56,500.00</b>	<b>\$ 10,000.00</b>	<b>\$ 2,500.00</b>	<b>\$ -</b>	<b>\$ 69,000.00</b>
<b>D</b>	<b>Regional Transportation Improvement Program (RTIP) Development</b>					
Product 1	Develop and Maintain TIP	\$ -	\$ -	\$ 11,000.00	\$ -	
Product 2	Project Representation	\$ -	\$ -	\$ 60,976.00	\$ -	
	<b>Total Work Element D</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 71,976.00</b>	<b>\$ -</b>	<b>\$ 71,976.00</b>
<b>E</b>	<b>Transportation Development Act Administration and Fiscal Management</b>					
Product 1	Office Operations	\$ -	\$ 20,500.00	\$ -	\$ -	
Product 2	Fiscal Management	\$ -	\$ 33,000.00	\$ -	\$ -	
Product 3	SSTAC Support	\$ -	\$ 2,500.00	\$ -	\$ -	
	<b>Total Work Element E</b>	<b>\$ -</b>	<b>\$ 56,000.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 56,000.00</b>
<b>F</b>	<b>SAFE: Service Authority for Freeway Emergencies</b>					
Product 1	Call Box System Maintenance & Reporting	\$ -	\$ -	\$ -	\$ 26,000.00	
	<b>Total Work Element F</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 26,000.00</b>	<b>\$ 26,000.00</b>
<b>G</b>	<b>2020 Regional Transportation Plan</b>					
Product 1	2020 Regional Transportation Plan	\$ 35,814.00	\$ -	\$ -	\$ -	
	<b>Total Work Element G</b>	<b>\$ 35,814.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 35,814.00</b>
<b>H</b>	<b>SB 743 Implementation Plan</b>					
Product 1	SB 743 Implementation Plan	\$ 68,500.00				
	<b>Total Work Element H</b>	<b>\$ 68,500.00</b>				<b>\$ 68,500.00</b>
<b>I</b>	<b>Community and Stakeholder Engagement</b>					
Product 1	Engagement: Wonder Stump Road	\$ 40,000.00				
	<b>Total Work Element I</b>	<b>\$ 40,000.00</b>		<b>\$ -</b>		<b>\$ 40,000.00</b>
<b>L</b>	<b>Elk Valley Cross Rd Corridor Plan</b>					
Product 1	Elk Valley Cross Road Corridor Plan	\$ 3,300.00		\$ 4,700.00	\$ 60,033.00	
	<b>Total Work Element L</b>	<b>\$ 68,033.00</b>				
<b>TOTAL LABOR AND EXPENSES</b>		<b>\$ 266,014.00</b>	<b>\$ 76,000.00</b>	<b>\$ 79,176.00</b>	<b>\$ 86,033.00</b>	<b>\$ 507,223.00</b>