



## Application Checklist

### Directions:

1. Answer all the following questions. All answers should be "YES" or "N/A" before submitting your application.
2. Print, sign with a **wet** signature, and then scan this form to your computer.
3. If Caltrans is listed as a Co-Applicant, the Lead Applicant must coordinate with District Point of Contact **two weeks** prior to the submittal deadline to obtain Caltrans' Deputy District Director signature on the checklist.
4. Save this fully signed form and attach it to your Smartsheet form application in the "Attachments" section before application submittal.

### Checklist:

1. Have you attached Attachment A: Proposal Narrative to your application?



Yes

2. Have you attached Attachment B: Proposed Improvement Area Map to your application?



Yes

3. Have you attached Attachment C: Underserved Criteria Spreadsheet to your application?



Yes

4. Have you attached Attachment D: Summary Partnership Structure including supporting documentation (e.g., letter of support, MOU, Budget Letter, Community Advisory Boards, Work Plan, or Other applicable documents) to your application?



Yes

5. Have you attached any other materials that help demonstrate project need or viability (e.g., Board Resolutions, Project Renderings, Survey Results, Photos, etc.) to this application?

☒

Yes

☐

N/A (this is an optional attachment)

6. Are all applicable fields in the main Smartsheet form application complete and accurate?

☒

Yes

7. Will you attach this checklist to your application before submittal?

☒

Yes

**Lead Applicant:** Units of local government, Metropolitan Planning Organizations, local agencies, regional agencies, joint powers authorities, federally recognized Tribal governments, and transit agencies. The undersigned affirms that their agency will be the "Implementing Agency" for the project if funded with RC:H2B funds, unless the Lead Agency assigns a Co-Applicant to be an implementing agency for a particular phase or component, and they are the Lead contact officer authorized by their governing board with the authority to commit the agency's resources and funds. They are also affirming that the statements, including identified Co-Applicants, contained in this application package are true and complete to the best of their knowledge. **The application will not be accepted without the below signature.**



Lead Applicant Agency Contact Signature

9/6/2023

Date

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Lead Applicant Agency Contact Full Name

City Engineer

Lead Applicant Agency Contact Title

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Lead Applicant Agency Contact Phone

**Caltrans:** This portion is for any project that touches the State Highway System (SHS) or for only projects where Caltrans is the Co-Applicant/Right of Way owner, and Caltrans representative is signing that they on behalf of the ROW owner are aware of the applicant's proposal. The undersigned affirms that he/she is the Deputy District Director (DDD), or authorized designee to sign on behalf of the DDD of the respective district of Caltrans, and the statements contained in this application package are true and complete to the best of their knowledge. **The application will not be accepted without the below signature if project touches SHS and Caltrans is a Co-Applicant.**

*Brandon Larsen*

Caltrans DDD/authorized designee Signature

09/11/23

Date

Brandon Larsen

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## RC:H2B

### Attachment A: Proposal Narrative

#### REMOVING BARRIERS AND RECONNECTION

**1. What is the transportation barrier in the proposed improvement area, and how has it impacted the community and caused historical harm?**

The City of Arcata has made a commitment to the community to acknowledge that the lands they are located on are the unceded ancestral lands of the Wiyot tribe. The land that Arcata rests on is known in the Wiyot language as Goudi'ni, meaning "over in the woods" or "among the redwoods." Past actions by local, State and Federal governments removed the Wiyot and other Indigenous peoples from the land and threatened to destroy their cultural practices. The City of Arcata acknowledges the Wiyot community, their elders both past and present, as well as future generations. This Acknowledgment seeks to aid in dismantling the legacy narratives of settler colonialism. The City of Arcata believes that the opportunity to remove the barriers discussed in this application will aid in fulfilling this mission.

The City of Arcata lies at the confluence of the US 101, State Route (SR) 299 and SR 255 corridors, which serve both as the main streets of the North Coast and as the major interregional highways in Humboldt County. These three transportation facilities are also the transportation barriers of the city. All three proposed communities of benefit - Valley West, Arcata Cap, and Gateway - have been historically impacted by US 101, with Valley West additionally impacted by SR 299, and the Gateway additionally being impacted by SR 255.

The entirety of the US 101 corridor in the improvement area affects multiple USDOT Areas of Persistent Poverty and State-identified low-income communities. The project area is in Humboldt County Census Tracts 10, 11, 12, 13 and 105 and is identified as a Federal Area of Persistent Poverty, as described by the US Department of Transportation's (USDOT) Areas of Persistent Poverty & Historically Disadvantaged Communities Mapping Tool. Additionally, the project area is identified as a State disadvantaged community based on Income Disparity per the Priority Population Investment Map 4.0.

The US 101 corridor formerly ran along the G and H Street corridors within the City of Arcata serving as a Main Street, until the 1950s when the highway was converted to an expressway configuration by shifting the route east of the downtown core along a depressed grade while demolishing historic blocks of housing from 7<sup>th</sup>/D Street in the southeast corner of the City to Sunset Avenue/G Street in the north of the City.

The removal of housing in the core of Arcata near Cal Poly Humboldt State University resulted in students, staff and other residents being pushed to live further away from campus and services. Many relocated north to the Valley West Area, where US 101 and SR 299 prevents adequate access to/from the Cal Poly Humboldt campus and other key civic services in central Arcata. Subsequent modifications in the late 1970s/early 1980s brought the US 101 expressway up to full freeway standards resulting in several additional square blocks of housing being removed from the community (for a total of at least 15 square blocks of housing lost in both the expressway and freeway projects). The conversion of US 101 from a local main street to a full interregional freeway bisected the City of Arcata and severed the geographic ties between (1) what is now known as Cal Poly Humboldt University, (2) the forested areas east of the City which provide natural connections to historical Tribal lands, (3) the majority of the housing stock and community-focused businesses and services in downtown Arcata, and (4) the Humboldt Bay shoreline.

In the Valley West area, the US 101 and SR 299 freeways serve as major barriers to local travel such that many residents must choose to walk or bike on a longer, indirect route through uncontrolled interchanges or drive to access neighborhood retail, other services, and jobs.

In the Arcata Cap area, US 101 serves as a barrier between the university and the main residential and service areas, both inhibiting students living off-campus and students living on-campus from traversing either direction. There is a documented collision history along with public outreach to support the needs for connection in this area.

In the Gateway area of southern Arcata, the US 101 and SR 255 corridors intersect at a large cloverleaf interchange that provides no pedestrian connections and no high quality, low stress bicycle connections between central Arcata and the Sunny Brae neighborhood where a majority of the residential areas and services are located. The SR 255 corridor continues to divide central Arcata along Samoa Boulevard,



cutting off central Arcata from recreational areas along Humboldt Bay, the Arcata-to-Eureka regional bike trail, and businesses and residential areas to the south of Samoa Boulevard.

Data from the UC Berkeley Transportation Injury and Mapping System (TIMS) indicates a demonstrated collision history throughout the project area on US 101, and SR 299 and 255. For the ten-year period of 2013-2022, there have been 12 reported collisions involving pedestrians and bicyclists. Of those, two were fatal, two severe injury and the remaining eight were injury involved. Fatal and severe injury bicycle or pedestrian collisions accounted for more 33.34% of the total collisions. Reducing these collision numbers through the improvements in the Arcata Cap strongly supports the City's Local Road Safety Plan, Humboldt County Association of Governments (HCOAG) and the State's Vision 0 program.

The combination of the barriers posed by US 101, SR 299 and SR 255 contribute to a Humboldt County-wide mortality rate that is 33% higher than the Statewide average. The barriers to travel and access between residential areas, jobs, schools and services result in more people driving, which has adverse health outcomes and contributes to economic disparity as the North Coast region has some of the highest gasoline prices in the state, along with infrequent transit. The historical harms posed by the US 101, SR 299 and SR 255 corridors will be amplified as the enrollment of Cal Poly Humboldt is expected to double by 2030. This will result in the additional need for housing and transportation investments that bridge the physical, health and economic divides posed by these state highway facilities in a manner consistent with Federal and State transportation safe systems approaches.

**2. With a focus on transportation and community development solutions, how would the community like to be reconnected?**

The project area is comprised of three distinct communities that will be described throughout this application and are shown in detail in the attached maps. The three areas are: Valley West (northern portion of the project area which is separated by both US 101 and SR 299), the Arcata Cap (central portion of the project area and separated by US 101), and the Gateway (southern portion of the project area and separated by US 101 and SR 255) areas.

Data from City-led and University-led outreach efforts (as described in more detail under question 3) indicate the need for more robust, safer, and more affordable non-automobile solutions to better connect destinations within and between each improvement area. The solutions proposed below are intended to meet the desire for increased community connectivity, improve health and economic outcomes for all in the improvement areas, and improve the quantity, quality and flexibility of housing stock in the City of Arcata. The details of how the connections would look and function would be developed through the project engagement and involvement process as described later in this application.

In the Valley West area, the community indicated the need to bridge the gaps in the active transportation system due to the US 101 and SR 299 freeways. The requested improvements include new pedestrian and bicycle connections across US 101 and SR 299 that bisect the freeway segments between the Giuntoli Lane interchanges and the US 101/SR 299 system interchange. These connections will better connect areas of residential, employment, goods and services that are in the typical 5-minute walkshed and 15-minute bikeshed if not for the current barriers formed by the US 101 and SR 299 freeways. These connections will also facilitate regional pedestrian and bicycle connectivity by connecting to central Arcata and Cal Poly Humboldt through a high-quality connection to the Annie & Mary Rail Trail. This combination of local and regional multimodal connections over the US 101 and SR 299 freeways will increase the flexibility of the housing stock in the Valley West area. Feedback from students living in this area indicated that students felt they were forced to drive to campus due to a lack of high-quality pedestrian and bicycle infrastructure and long transit headways.

In the Arcata Cap improvement area, the community indicated a need to place a cap on top of the depressed grade section of the US 101 freeway and reclaim it for more community beneficial uses. The area identified included a minimum three-block stretch of freeway, from 14<sup>th</sup> Street to 17<sup>th</sup> Street, with possible extensions north of 17<sup>th</sup> Street and south of 14<sup>th</sup> Street depending on topography and community input and support. The area reclaimed within the freeway cap has numerous possibilities including a new centralized local/regional transit mobility hub that equally serves central Arcata and the Cal Poly Humboldt campus, higher density affordable/student-focused residential uses, improved multimodal connections and park/greenway uses to connect the existing wooded and other ecological areas. The freeway cap would reconnect the core of Arcata to the expanded Cal Poly Humboldt campus, thus reconnecting central Arcata's land use pattern and multimodal transportation grid between residences, jobs, education, and an area of significant ecological and recreational opportunities.

The combined Cap project area has significant ecological opportunities with the potential to protect, maintain, and enhance natural ecosystems in the region through connections to fragmented greenspaces, to maintain their natural ecological diversity and support tribal connection. Improvements could link ecosystem connectivity from the headwaters of Jolly Giant Creek in the Arcata Community Forest and through the campus as part of the landscape. Through the Cap area, the creek and natural ecosystem continues through the Arcata urban core downtown towards Samoa Boulevard where it becomes tidally influenced and its name changes to Butcher Slough and flows into Humboldt Bay at the Arcata Marsh near the Samoa project area. Jolly Giant Creek is a critical resource and provides habitat to threatened coho salmon as well as steelhead and cutthroat trout. Revitalizing the natural ecological systems would support fish habitat restoration, native riparian, and wetland plants ecosystems. In turn, these ecological systems can be a unique natural open space system supporting public health, as well as increasing local food sources and supporting tribal connections to indigenous ecological practices. In the Gateway area, the community has indicated a desire to substantially modify the US 101/SR 255 interchange to improve bicycle and pedestrian connectivity between Sunny Brae and central Arcata. The interchange is far overbuilt for historical and projected traffic demand, and repurposing of the space inside the interchange to accommodate housing and other land uses may be possible given the large radii of the cloverleaves. Simplifying the interchange will also allow for high-quality bicycle and pedestrian treatments that will connect east-west multimodal travel. Improved connections across SR 255, particularly along the historic US 101 route of G Street and H Street, are desired to complete the connection for central Arcata to the Humboldt Bay shoreline and the Arcata-to-Eureka regional trail. These connections would also promote economic vitality for residential and commercial areas that lie south of SR 255 and west of US 101 that are effectively cut off from the remainder of Arcata and have no multimodal improvements currently. The City of Arcata's recently approved Gateway Plan, includes a substantial amount of additional housing and commercial uses within the Gateway, therefor improving the connections in this area will be critical to promoting access to resources for the Sunny Brae area east of US 101. Implementing the proposed improvements throughout the project areas will respond to the community's clear desire to reconnect the Valley West, Arcata Cap, and Gateway areas with high quality non-automobile transportation options, partially reconnect a long-severed street grid in the core of Arcata, add affordable and student housing in a community that is undergoing a housing crisis, and reconnect the forest and greenspaces east of the city to the Humboldt Bay shoreline. A successful application through this program could work as a foundation for other funding programs, notably the federal RCN 2024 program.

**3. Describe the community engagement that was conducted to support the answer provided to items 1 and 2 above. Specifics encouraged.**

Recent community engagement has been undertaken by the City of Arcata for the General Plan Update and the Gateway Plan and by Cal Poly Humboldt for the Campus Physical Plan update. Feedback through the development of these plans has helped to shape this project and reinforced the need for connectivity across the freeway within Arcata, Valley West, the Gateway area, campus and the need for more affordable housing, jobs, and support for tribal groups.

With the philosophy of learning by doing and focus on social justice and sustainability, Cal Poly Humboldt has a strong public presence in Arcata and the region at large. During an extensive nine-month discovery and interpretation period, throughout 2022 & 2023, information was gathered from students, faculty, staff, and the community-at-large. An open community wide forum was held as well as two virtual forums with all three being well represented by students, residents, and community. Feedback received noted that the university was a strong anchor to the community and an excellent community wide resource with its open to the public theater programs, performing arts, music events, art shows, and library as well as providing access to the Arcata Community Forest. Various engagement methods were utilized to capture feedback and to meet people where they were, and to reach as many people as possible. The Cal Poly engagement team utilized tabling sessions, open forums, in-person workshops, tours, virtual workshops, presentations, online surveys, and small group listening sessions specifically targeted at the underserved groups.



Of note were 885 responses received in a survey titled, *MapMyHumboldt* where respondents were asked: where they felt unsafe, where it was hard to navigate as a pedestrian, what areas need improvements, to identify community and alumni spaces where they feel like they belong, and other questions. Respondents marked their answers on a map of the campus and immediate surroundings and left comments attached to their responses outlining their thoughts in greater detail. One of the most common responses to the survey questions centered around the Highway 101 border on the west side of campus and the complications it has caused in terms of growth, feelings of safety, micro transit access, and congestion. The respondents noted that the highway creates a barrier between campus and the downtown along with the perceptions of the highway being unsafe and inhospitable especially to pedestrians and bikers. The highway was also noted as responsible for the increase in perceived time to travel to downtown Arcata from campus.

During focus group meetings and listening sessions, many comments pertaining to connectivity with the City of Arcata and regional connectivity to other points of interest, primarily in Eureka and McKinleyville were stated. The lack of connectivity between the campus and downtown was additionally a common response. Arcata community members reported through the *MapMyHumboldt* survey, the primary points of interest around campus --including the Theatre Arts building, the athletic facilities, and the Redwood Forest -- are separated from the city by the freeway, making the community feel unwelcome and requiring them to drive or take public transit to these amenities.

In listening sessions held on campus, students repeatedly noted the need for better access to resources such as affordable food, housing, and the campus bookstore located downtown. Students felt the highway divides them from these relatively close amenities and forces them to take cars/buses to get there safely.

During the 13th California Indian Big Time & Social Gathering held at Cal Poly Humboldt, the planning team elicited community feedback about the need for the city and university to be better connected. In addition, the Northern California Indian Development Council led a dot-voting participatory engagement exercise, which showed that some of the top constraints in the community are lack of reliable transportation, lack of housing, better job options, mental health difficulties, and lack of childcare. This highlights a lack of connection. When asked, "Which improvements do you wish would happen in your tribal community over the next few decades?" top answers were the desire for better connectivity and transit to access jobs, local control over food, community gardens, support of sustainable food sources, strong community bonds, and affordable housing for their families.

In the last two years the City has completed extensive public engagement as a part of General Plan update and Gateway Plan planning. The most common theme to emerge from these meetings were the need for affordable housing, safe and accessible transportation, and creation of open space.

As a part of the City of Arcata's Draft Local Road Safety Plan (LRSP), the City conducted numerous public outreach events, surveys, and workshops throughout 2022 to discuss and receive feedback to community traffic safety concerns. Through this process, the City received many public responses of concern and comments regarding the project areas. These concerns and comments were enveloped into the Draft LRSP which is currently undergoing final review. Additionally, the City tabled at the 2022 North County Fair on the Arcata Plaza, the 2022 Cal Poly Humboldt Sustainable Transportation Fair and held a Local Road Safety Community Workshop in Nov. of 2022. Through these meetings, the public identified project areas in need of connectivity and safety improvements (such as crosswalks, sidewalks, walking path improvements, bike lanes and increased visibility, better road signage, and roadway safety measures). The City also posted a traffic safety survey and promoted use of StreetStory on a on its LRSP web page. From these surveys the public stated concerns within the project areas included: high traffic congestion, need for more signage, blind spots, lack of connectivity and unsafe intersections. The streets in the project areas were among the top eight highest-risk streets and areas listed by the community.

And more recently on July 24, 2023, project partners and community members conducted a walk audit of the Cap area with a transportation safety expert to initiate the Reconnect Arcata project. The group had robust discussion on the project initiation with discussions on potential project concept and plans for

future engagement. This group will continue to engage with the community and partners throughout the project implementation phases.

#### PARTNERSHIPS

**4. Use this space to explain (at a high-level) who your partners will be and how their perspectives relate to the historical harm caused by the transportation barrier?**

Arcata's division by freeway tells the story of systemic forces that have shaped the region's geography of access to opportunity since the 1950's. Improvements to the Arcata Cap, Valley West and Gateway will chart an equitable path forward to repair some of the historical harm.

The proposed Arcata Cap includes approximately five acres of land with numerous possibilities including new housing, mixed land uses, multimodal improvements, a transit hub and open space. The Cap project has the potential to reduce historical harm caused by the freeway by addressing community needs, including protecting Arcata residents from displacement, increasing Arcata's housing stock, new safe low-stress multimodal connections, expanding affordable housing and resources for the unhoused, uniting neighborhoods, and promoting neighborhood vitality, stability, and health. Partners will be wide reaching to reflect the diverse community in Arcata and greater North Coast region. Through a process of co-creation, community driven perspectives will be brought to bear on housing, displacement, economic generation, multimodal improvements, ecology, recreation, and tribal connectivity strategies with partners deeply rooted in communities. Anticipated partners are listed below along with how their perspective to the barrier.

**Affordable Housing Partners:** Housing advocacy groups including Rural Communities Housing Development Corporation and Student Advocacy Groups. These partners will address severe housing shortage and homelessness, current and past. Their experience and local knowledge will be critical.

**Anti-Displacement Partners:** Humboldt Tenant-Landlord Collaboration, Community Based Organizations (CBOs) such as Arcata House Partnership and Community United of North Arcata (CUNA). These partners will implement measures to avoid residents being priced out by putting in place policy with the City of Arcata, and programs to connect residents with affordable housing on the Arcata cap. Having worked for years with local experience will help to guide realistic goals.

**Economic Generation Partners:** Arcata Chambers of Commerce, Small Businesses, Arcata Mainstreet, Tribal Leadership. These partners will help create local jobs that are attainable for local communities, support small businesses, and provide economic generation opportunities. Understanding the local dynamics, business atmosphere and opportunities and constraints will help to form the improvements to the local economy.

**Ecological & Environmental Justice Partners:** Environmental Protection Organizations such as the Environmental Protection Information Center of Arcata (EPIC), Environmental Justice Groups, and the California Conservation Corps (CCC). These partners will assist with biodiversity initiatives, connecting forest, campus, downtown, and ocean to restore the rich habitat of the North Coast ecosystem. These groups have worked locally more many years and are familiar with the types of programs and projects that have been successful in the past in our unique region.

**Mobility, Recreation & Wellness Partners:** Transit Groups like the Humboldt Transit Authority, Bike Advocacy Organizations like the Humboldt Bay Bicycle Commuters Association, Urbanists, Tactical Urbanism Entities, and non-profits such as the Coalition for Responsible Transportation priorities that strive to improve multimodal connections throughout the transportation network. Their goals will be to support, advocate for, and facilitate improvements to the pedestrian, bicycle and transit network and other forms of mobility.

## COMMUNITY INVOLVEMENT, JUSTICE, AND PROSPERITY

### 5. How will the community and partners be involved in the reconnection process?

*5.i. Which perspectives will be targeted for ongoing involvement, and how do these perspectives tie back to the historical harm caused by the transportation barrier and/or to the needs of the community?*

All identified perspectives will be targeted for ongoing involvement as each will be integral to the success of the project. A brief description of some is discussed below with more details provided in response to question 6.

**Create Affordable Housing:** The building of the freeway in the 1950's and 1980's removed many housing units from Arcata's constrained inventory. Demand has continued to outpace the limited housing supply in Arcata as well as County wide. Housing continues to be of primary importance to the community as shown during the City's General Plan Update, the Housing Element, community engagement and Cal Poly Humboldt Campus Physical Plan update process. Housing advocates and the community will provide key input to this perspective.

**Address Displacement:** Improvements within the three areas – Valley West, Arcata Cap, and Gateway, —has the potential to increase displacement pressures to the community such increased land values leading to gentrification and rising rents creating displacement. The Humboldt County unhoused population is estimated at 1,700 people or 1% of population, displacement potential could lead to an increase in this count. The City of Arcata has anti-displacement policies, which are described in detail under question 14, that are place currently to reduce the potential of displacement. In addition, the families of those displaced when the Freeway was built in the 1950's and later expanded in the 1980's will be consulted and a process or restorative healing and reconciliation to address past harm will take place. One of the foundational goals of this project is to create opportunities for new low-income affordable housing. This will be one of the strongest deterrents to displacement. Although displacement potential is anticipated to be low, in part due to potential affordable housing development and that improvements are anticipated to occur in locations that are currently undeveloped, should displacement become a potential concern the project team will work collaboratively with all affected parties to remedy solutions to address the issue.

**Generate Economic Opportunities:** The Arcata Cap project has the potential to generate short term employment opportunities such as construction, operations as well as long-term jobs such as maintenance, small business, retail, college employment and management potential job opportunities. As the land adjacent to the highway increases in size through development of the cap, accessibility, and availability to the general public many opportunities will arise to incubate small businesses. Lack of transportation connections has likely caused economic impact, receiving input from business organizations will help to provide a robust project.

**Restore Ecological Corridor & Environmental Justice:** Healing the scar of the freeway and improving biodiversity connecting forest, campus, downtown, and ocean will restore the rich habitat of North Coast. Contributing to biodiversity will sustain opportunities for indigenous and tribal ecological knowledge to be maintained and respected. The barriers of this project contributed to reduced ecological connections. Receiving input from partners such as the tribes and environmental organizations will help to create a strong framework.

**Multimodal:** Providing safe connectivity through reducing historical collision numbers will be an important perspective to address. Involving all users of the transportation system will be key in connecting needs and desires to reduce the history of collisions and to develop useable supported improvements.

*5.ii. What milestones of the reconnection process would the community be meaningfully engaged on?*

Consistent with historical practice by the City and the desire for a successful publicly supported project, all communities in and around Arcata will be involved from the very start, throughout the entire process through project completion. In addition, mechanisms will be established for the community to be engaged

in ongoing stewardship and management of spaces after the project has been built out as part of ongoing restoration and healing. Further related details are discussed in response to question 6. To help ensure involvement throughout the project the project team is proposing a strategy outlined below along with fairly compensating community partners for their time, in alignment with six milestones:

1. **Launch**– During project initiation, the partners and community will facilitate ongoing engagement, surveys, reaching people “where they are” and generating interest to launch the project.
2. **Discover** – During the Discover Phase, the community will help provide insights into the challenges & opportunities based on their lived experiences. For example, understanding what types of activation and program would be most needed for children’s play areas and providing insights into mixed uses and housing typologies.
3. **Iterate and Refine**- Set a Strategic Direction – Community will contribute thoughts and preferences for a range of scenarios for land use, open spaces and multimodal improvements through interactive methods and extensive listening sessions.
4. **Document** – Opportunities to grow small businesses and incubate new business related to design and construction.
5. **Implementation**- Construction of the Cap and associated Infrastructure improvements will mean jobs, workforce development and skills training for the community.
6. **Stewardship** – Once the project has been built out, community members would have the opportunity to become ambassadors for the project to move the project into the future. For example, providing jobs for local community members to ensure the spaces are safe, welcoming, and clean to engender a sense of pride in the urban spaces.

*5.iii. What participatory planning methods do you intend to utilize to regularly involve the community meaningfully in the reconnection process?*

As noted above in 5.ii, successful community engagement is about deep listening to truth-telling of all community members, acknowledgement that their opinions are important and that their participation will help shape a meaningful outcome. Successful and meaningful engagement does not stop when the project is approved, it will continue through the development, implementation, completion, and post-completion phases. If community members and partners feel respected, understood, and committed to the success of the project, then the resultant effort will create thriving community supported solution. As such, the project will strive to utilize a transparent public discourse that:

- Establishes a Clear, Transparent, and Accessible Process
- Centers Building Trust, Mutual Respect, Physical and Psychology Safety
- Encourages Holding Space for Inclusive Dialogue and Healthy Debate
- Captures Community Feedback effectively and seamlessly from In-person to Online Tools

The process will allow time to listen deeply, ask questions and develop an equitable plan at the outset with community involvement so that the participatory planning process can be tailored to work best for community needs. The project team plans to utilize an expansive planning toolkit to allow for a variety of means for input. Including, at minimum, in-person and virtual town halls, setting up an interactive website and utilizing mobile applications, printed and virtual flyers and conducting extensive surveys. Additionally, as described below, the City and Project Team are proposing a dynamic engagement team to ensure successful engagement and involvement throughout the project life cycle.

6. **Going beyond involvement and outreach, the proposal should outline (just outline at this phase; no hard commitment necessary yet) a formal governance structure, program, or agreement that would be created to build the capacity for the lead agency to give community greater representation and voice in ongoing transportation and land use decision making with regards to the proposed improvement area.**

The City of Arcata in collaboration with the project team (Caltrans, CPH, HCAOG, HTA residents, schools, and businesses) will create a dynamic engagement team that will develop, allow and encourage a robust/seamless public involvement and outreach throughout the project life cycle. The structure of the dynamic engagement team will look similar to the following:



The project team will target and invite local partners such as: Cal Poly Humboldt, Arcata main street, Equity Arcata, Arcata House partnership, Humboldt County Association of Governments (HCOAG), EPIC, CUNA, CCC and other local non-profit organizations to be part of the dynamic engagement team. This team will consist of at least 3-5 members with the members being vetted based on experience within the community, creativity, diversity, availability, and commitment to the project success. The dynamic engagement team, through agreement or contract, will serve as an extension of the project team and closely work with the team to focus on and facilitate engagement, involvement and outreach tasks. Examples of potential tasks are listed below:

- Providing regular updates at the local standing public and community meetings regarding the project, receiving feedback and reporting back to the project team. Public meetings include, but not limited to the City Council, HCAOG, Planning commissions, City committee meetings which include the Transportation Safety Committee (TSC) along with community meetings such as Rotary club, Arcata Mainstreet, Cal Poly Humboldt Parking & Parking & Commuter Services.
- Working with community organizations and neighborhood advocates who currently organize within the project area to plan appropriate community engagement activities.
- Encourage fun and engaging methods like 3D modeling visualization and online participation through the City of Arcata's website, social media, and partner organizations' websites.
- Ensure Spanish interpretation is available at all public outreach and engagement events.
- Promote the project and public input opportunities through written and radio PSAs, press releases, social media, local blogs, and outreach via partner stakeholder groups.
- Solicit community involvement through direct interaction at key neighborhood and school events and gathering places.
- Meet with key community leaders and organizations within and adjacent the project area.
- Facilitate a community Walking Tour and Workshop of the project area.
- Compile community input on the project from a variety of sources including survey responses, verbal input, written input, comments on tabletop maps and workshop posters, etc. Provide a compilation and summary of community input to the project team.

To ensure dynamic engagement occurs throughout the project life cycle, the City team will develop an agreement/contract once funding award has been secured. The agreement/contract will describe in detail the responsibilities, duties and deliverables of the dynamic engagement team including the process for reaching consensus in cases where the project team and public are not in agreement. The core individuals of the dynamic engagement team may include members of the following groups including a methodology for reimbursing/incentivizing their time spent on the team:

- Cal Poly Humboldt Business or Engineering department: Students will closely work with the team to provide input and assist with dynamic engagement. This could be a paid internship position reimbursed via funding through the grant award.
- Arcata main street, Equity Arcata, Arcata House partnership, HCAOG, EPIC, CUNA, CCC and other local non-profit organizations: Any staff time dedicated as part of the project dynamic engagement team, would be reimbursed via funding through the grant award.

#### **AFFIRMATIVELY FURTHERING FAIR HOUSING AND ADDRESSING HOUSING NEEDS**

##### **7. Demonstrate understanding of existing access to opportunity within the proposed improvement area. Explain how they could be increased to within the proposed improvement area to connect to areas of high resource.**

The division of the City of Arcata and subsequent displacement of housing stock to unconnected areas (but for largely private automobile travel) in the City and to the County has fundamentally disrupted the connections between jobs, housing, healthcare, education and goods and services. Available transit services must navigate along a disrupted street grid to make connections between land uses, which results in inefficient travel times. The barriers to travel restrict access for some parts of Arcata to/from key high resource areas.

The Valley West area includes many origins and destinations including residential areas west of US 101, residential areas and goods/services between US 101 and SR 299, and employment east of SR 299. Laurel Tree Charter School is located between US 101 and SR 299, Pacific Union (K-8) School is located

west of US 101, and Mad River Community hospital is located west of US 101. These resources would be substantially better connected with the development of new bicycle/pedestrian connections across US 101 and SR 299 that offer more direct access on a more direct route versus the current access via Giuntoli Lane corridor. Partners providing support in these efforts include HCAOG, as the planning authority behind the Annie & Mary Rail Trail, has a history of delivering multimodal projects in the Arcata area. Similarly, project partner Caltrans District 1 is heavily invested in improving walking and bicycling in Humboldt County and would be a key player in permitting new grade separated crossings of US 101 and SR 299.

The Arcata Cap area, being located in the core of the project areas, contains most of the common goods and services, secondary education (Arcata High School), post-secondary education (Cal Poly Humboldt), community health resources, and major retail. Residential areas are evenly distributed along each side of the US 101 freeway, and thus the proposed freeway cap would connect the suite of resources available to the community by modes other than private automobile. The proposed provision of a mobility hub and regional/local transit station on the cap would provide equally good access to opportunities on either side of US 101, as well as to simplify operations for project partner Humboldt Transit Authority (HTA). HTA has expressed a desire to simplify operations to make regional and local transit substantially more competitive to private automobile driving. The freeway cap would also address emerging access and mobility needs for the increased enrollment at Cal Poly Humboldt that is projected to occur. With adjacent access to the growing university, the Arcata Cap is located and sized to have the potential to provide significant housing to address the student population as well as reducing VMTs and GHGs. Additionally, the Cap area is adjacent the Community Forest and Jolly Giant Creek providing the potential for expansion and reconnection of habitat corridors and greenspaces.

The Gateway area contains many residences, businesses, the Arcata Sports Complex, Sunny Brae Middle School, neighborhood retail, a Safeway grocery store, and recreation along Humboldt Bay. Additionally, the Gateway area is adjacent the Community Forest and Jolly Giant Creek providing for additional expansion and reconnection of habitat corridors and greenspace. Improving bicycle and pedestrian connections at the SR 255/US 101 interchange as desired by the community would remove the isolation from high resource areas in central Arcata faced by the Sunny Brae neighborhood. Other improvements along SR 255 focused on multimodal improvements will better connect the areas west of US 101 and south of SR 255 to resources.

As noted above, the three improvement areas include unique resources (healthcare, schools, etc.) that may not be found in other improvement areas. Therefore, the entirety of improvements along the corridor will improve access to unique high resource areas between each improvement area.

The proposed improvements will also benefit a substantial number of other communities outside the immediate improvement area and immediate areas of benefit. For example, improved HTA operations (combined with other regional transit investments) in Humboldt County will better connect the tribal lands of the Big Lagoon Rancheria, Trinidad Rancheria, Blue Lake Rancheria, Table Bluff Reservation (Wiyot Tribe), Rohnerville Rancheria, Hoopa Valley Reservation, and the Yurok Reservation with available and future resources in central Humboldt County via the regional/local transit hub. In addition to the tribal lands, these transit connections will also connect additional Census Tracts of Persistent Poverty and State Low-income Community Census Tracts via low cost, higher-quality public transportation. More than 95% of Humboldt County residents are served by transit lines that connect through the City of Arcata, and the layout of the US 101, SR 255 and SR 299 make Arcata the best choice for a major regional transit hub that connects almost all residents to major job centers, educational opportunities, and major commercial throughout the core of Humboldt County.

**8. Demonstrate understanding of the proposed improvements area's housing needs. Explain ideas for how the community reconnection and action would support these needed housing solutions.**

As noted above, the construction of the US 101 freeway from the 1950s through the 1980s in central Arcata removed at least 15 square blocks of housing from central Arcata. Under the City's current residential development pattern of about 10-15 units per square block, the construction of the US 101 freeway resulted in a minimum housing loss of 150-225 dwelling units. The Census Bureau estimates that the average household occupancy is 2.45 persons per household. Based on this, the construction of the US 101 freeway through central Arcata displaced approximately 360-550 persons today. Constructing just three square-blocks of housing on the Arcata Cap, at the City's maximum allowable



density of 32 units per acre, would house at least 392 people. With the potential for portions of the land to be developed by the university, the possibility for student housing would be even greater. The current standard for Cal Poly Humboldt student housing is approximately 315 square feet per student with the ability to construct up to six-stories tall. If 1.25 acres (of 5 acres proposed in the Cap area alone) of the Cap were to be developed for student housing, approximately 1000 students could be housed in just a portion of the Cap area. This would be a solution to the demonstrated housing need as well as a strong solution to any potential displacement possibilities.

### **Community-wide Housing Needs**

The City of Arcata's Housing Element (adopted 2019) goals address Housing Quality, Housing Quantity, Affordable Housing & Equal Housing Opportunity. Arcata's population was 18,398 in 2018. The population has been growing slowly, with 1,167 new residents added between 2010 and 2018. The current General Plan update assumes an annual growth rate of about 1.5% and projects a population increase of roughly 8,500 people over the next 20 years—bringing Arcata's population to about 27,500 by 2045. These estimates were prepared before the university was designated as Cal Poly Humboldt and staged for substantial expansion. The Cal Poly designation is estimated to double the student population within 7 years along with a corresponding increase in staff and faculty. Currently, only 2,100 students are housed on campus, and with very little room to develop additional on-campus housing more students will be housed off campus and must traverse the US 101. The university is currently partnering with motels to house students and has floated the concept of housing students on a barge in Humboldt Bay. The current university population is 5,858 students, 522 faculty, and 1,846 staff who will likely look to housing options in the outlying areas. Many of these people will opt to drive to campus due to lack of access to high quality transit service and lack of low stress multimodal options.

According to the US Census, in 2022 the number of occupied housing units in Arcata hit 92.5% with 57.3% being renter occupied. 7.5% of housing units were vacant. Median household income in Arcata is \$39,069. According to the US Census, the number of housing units built in Arcata:

1980-1999 = 1,658

2000-2009 = 859

2010-2019 = 315

2020-2021 = 0

Since the turn of the century, Arcata has built around 1,174 housing units, although the rate of development has slowed exponentially in the past decade mirroring the countywide housing shortage.

The state-established Regional Housing Needs Allocation (RHNA) period of Humboldt County is 2018 to 2027, with a Housing Element update due on August 31, 2019. Table 3-1 shows the City's adopted "fair share" allocation as provided by HCAOG for Arcata.

**TABLE 3-1. HUMBOLDT COUNTY REGIONAL HOUSING NEEDS ALLOCATION 2019–2027**

Jurisdiction	Very Low	Low	Moderate	Above Moderate	Total
Arcata	142	95	111	262	610

Housing is a major need in Arcata for new college students, people who are currently unhoused, living in cars, staying temporarily with friends or family and more recently, climate refugees. Home conditions and affordability pose challenges to those currently renting homes but spending significantly more than they can afford, or those in living less than satisfactory conditions, and wanting to move to Arcata but can't afford it.

Housing prices across the country have skyrocketed over the last few years, especially since the Covid-19 pandemic. A 2018 study titled; "Study of Student Basic Needs" identified nearly one of every five Cal Poly Humboldt students had experienced homelessness. Unhoused rates were highest among White, Black/African American, and Hispanic participants who identified as first-generation in the US. The same study showed those who are unhoused have higher academic concerns and lower GPAs than those who are housed.

Rural areas are not exempt from California's high housing costs and shortages. According to ApartmentFinder.com, the average rent for a studio apartment in Arcata is \$984 per month. For comparison, this is more expensive (by \$6) than the average rent for a studio apartment in Sacramento (a major urban area and State Capitol of CA). According to Zillow, the typical home value in Arcata is \$501,000; while it is \$518,000 in Sacramento. To put this into perspective, based on 2022 US census data, the City of Sacramento had a median household income of \$71,074 while the City of Arcata median household income was \$39,069, approximately 55% of Sacramento.

In development of the Cal Poly Humboldt Campus Plan, outreach noted housing concerns, vulnerabilities, and constraints were a constant point of discussion. Multiple students noted they lived in their cars currently or in the past or were often looking after someone who was doing so. The poor conditions of many of the housing options available in the city and on campus, the challenges for international students to secure housing, and the distance to campus from affordable housing options were other points of importance to students. As Cal Poly expects to see substantial growth in students and with the necessary faculty and staff, the pressure of building more housing is crucial. The university currently has multiple projects underway to develop more residential units, but even with these projections there is a strong unmet housing demand.

**Community reconnection and action supports these needed housing solutions:**

The proposed reconnection efforts have two main impacts on housing in the area. The first is the reintroduction of land previously enclosed by highway development. This proposed land would be available to provide necessary resources such as housing, greenspace, and multimodal enhancements for the community. This space is located in the center of the city and has significant potential for community development. The second main impact that reconnection will have on housing is the connection of areas that have been divided for the last seven decades. These communities will be able to form a joint identity once again, working to remove the stigmas and impacts that have been created to identify people who live 'on that side of the highway' or 'in the highway triangle up north'. These highways have defined the boundaries of areas in the community's mind, but they do not define the people.

**Valley West** – The Valley West area of Arcata is an area that is significantly transportation disadvantaged due to the presence of high-speed transportation barriers in the vicinity. While the formal boundary of Valley West extends further outside of the highways' bounds, it is typically defined by the informal border made by the two highways and Giuntoli Lane. This area has the potential for improved multimodal and high-quality transit improvements. The Valley West area currently houses a high number of college students who have expressed the desire for multimodal improvements through public outreach efforts. As it will continue to house college students, faculty and staff, providing improved multimodal connections will be critical in reducing VMTs, GHGs and collision numbers.

**Arcata Cap** – Is the central space and a potential location for additional student and/or community housing as well as open spaces, and recreation areas. Being located the closest to the university of the three spaces lends it as having the highest need for affordable housing while reducing VMTs.

**Gateway** – Redeveloping the land inside of the 255/101 interchange provides approximately 14 acres of land with the opportunity for many different uses. Improvements could include developing housing, community support centers, high quality greenspaces, transit hubs all to provide benefits to the city. This space is valuable and is underutilized in its current condition and provides potential opportunities for park and ride, electric vehicle improvements with shuttle bus connections to the downtown, campus and beyond.

**9. Identify local or regional agencies responsible for housing planning, advocacy and implementation that can support reconnection actions.**

The City of Arcata Community Development Department has a Housing Division that closely works with the local and regional housing advocacy partners to secure grants and provide program income to provide affordable housing opportunities and collaborates with Planning Division staff to assist developers of affordable and market rate housing projects. The housing division also assists with:

- Tenant-Based Rental Assistance ("TBRA")
- Substandard Housing
- Homeownership
- Mobile home Rent Stabilization Ordinance
- Housing Projects

- Multi-Family Housing
- Permanent Supportive Housing

The local partners include Arcata House Partnership (AHP), Rural Communities Housing Development Corporation (RCHDC), County of Humboldt Housing Authority and local contractors with whom the City had successfully completed multiple housing and development projects in Arcata. The AHP and RCHDC are nonprofit organizations that provide support and affordable housing in the City of Arcata to low-income households. This grant application is directly aligned with the City's goal of creating a more equitable community by improving access for existing low-income tenants as well as for future affordable housing development. The existing low-income tenants and community would greatly benefit from reduced barriers to mobility and accessibility.

The City also closely works with HCAOG, who is tasked with the region's transportation planning and programming, manages the Regional Early Action Planning (REAP) Program for housing, and is tasked with allocations for the County's Regional Housing Needs Allocation (RHNA) for each communities Housing Element. HCAOG is one of the project partners on this application and will be closely working the team to achieve set goals for the city and region.

## CLIMATE ACTION AND RESILIENCE

### **10. Demonstrate an understanding of the proposed improvement area's climate vulnerabilities and any existing local or regional climate mitigation targets.**

The north coast of California is particularly vulnerable to current extreme climate events and long-term climate change. Within the last year, Arcata was impacted by multiple nearby wildfires, high-intensity rain induced flooding, poor air quality, 611 earthquakes, including a 6.4 magnitude quake just 30 miles south of the city, temperature and sea level rise, powerful storms, and power outages. The area is also prone to more frequent high intensity storms, drought, mud, and rockslides. The effect of climate change on the area is expected to supply increased frequency and intensity of extreme storm events through the end of the century, an average daily max temperature rise of nearly 5 degrees in the next 30 years, and a 76% chance of having one or more 7.0+ magnitude earthquake in the next 20 years. Additionally, the north coast and Arcata will also be highly impacted by sea level rise. The City and County are currently developing plans on how to best address sea level rise. Some of the options that are being explored include, retreat, strengthening existing barriers, or raising/moving existing facilities.

Cal Poly Humboldt has taken an aggressive approach to mitigating the impacts of the climate change through their Climate Action Plan 2.0 (CAP) which emphasizes sustainable transportation, academics and research, carbon offsetting, and resilient ecosystems. Key points of the Cap include:

- Net zero emissions by 2045
- Foster sustainability and resilience into all parts of the university.
- Nearly free of fossil fuel use in the future
- All buildings, vehicles, and equipment on campus to be fully powered by carbon free energy that is either created on site or purchased. Any remaining carbon to be captured with carbon offsets or carbon sequestration.
- Protect biological and cultural diversity
- Prepare students with the knowledge and skills to go out and protect the climate vulnerable/constrained world of the future
- Make transportation accessible to all

The City of Arcata has additionally taken steps to address climate change through the development of a local Community Greenhouse Gas Reduction Plan (CGGRP) in 2006. To meet the goals, the CGGRP focuses on six action areas: energy efficiency, renewable energy, sustainable transportation, waste and consumption reduction, carbon sequestration and other methods, and cross-cutting approaches. The City's targets for climate mitigation include the goal of 90% clean energy by 2035 and a carbon neutral grid by 2045. The City also intends to create significant tidal wetland and marsh restoration along the Bay. On a larger scale, the City has taken a regional approach to address the climate crisis and is working with the local jurisdictions on the Humboldt Regional Climate Action Plan(CAP). The primary goal of the CAP is to reduce greenhouse gas (GHG) emissions from local

sources such as transportation. The proposed GHG reduction measures in the CAP build on a long history of Humboldt residents' actions on climate change. The City took an early lead in addressing GHG emissions in 2000 by establishing an Energy Committee and joined the International Council for Local Environmental Initiatives' (ICLEI) Cities for Climate Protection campaign.

Each of the three improvement areas are uniquely threatened by different climate vulnerabilities, as discussed below.

The Valley West area is located on the south bank of the Mad River, which has a history of major flooding events that are likely to be exacerbated by climate change. The Giuntoli Road corridor and interchanges with US 101 and SR 299 are particularly vulnerable as they are within 1,000 feet of the river channel. The river has reached designated flood stage at a gauge at the SR 299 bridge at least four times since 1953, with the 1964 flood cresting nearly nine feet over flood stage. Flooding along the Giuntoli Road corridor effectively results in the isolation of the central Valley West community and poses a substantial risk for future evacuations. The Mad River near the Valley West area is also under threat from potential tsunami river surge impacts. Sea level rise and increased flood risk will exacerbate the tsunami river surge potential and expand potential impact areas.

The Arcata Cap area is located immediately adjacent to moderate fire hazard severity zones and within five miles of high fire hazard severity zones. Given the high population density (in terms of population in residence and on-site population during the day), mass evacuations of western Arcata, including the Cal Poly Humboldt campus, may be necessary in a fire event. As climate change continues to exacerbate wildfire risk in California, and as evacuation planning tends to evacuate larger areas threatened by wildfire out of an abundance of caution, the severing of the street grid and bisection of Arcata by US 101 creates chokepoints for wildfire evacuation. As noted in the analysis of the 1991 Oakland Hills fire, 2018 Camp Fire, the 2023 Maui fire, and other fast-moving fires on the wildland-urban interface, bottlenecks in the evacuation system can result in increased danger to the evacuating public. These risks will only increase due to severity of droughts, frequency of dry lightning, and warmer overall temperatures.

The Gateway area is particularly susceptible to sea level rise and the threat of tsunami. The entire Gateway area south of SR 255 and west of Old Arcata Road is in a designated tsunami hazard zone. Data from the NOAA sea level rise maps indicate that much of the tsunami hazard zone will be inundated in a 2-foot sea level rise scenario, which would exacerbate the tsunami threat beyond the current hazard zone; the tsunami threat may then enter central Arcata and Sunny Brae itself.

**11. How will the proposal improve resilience to any climate vulnerabilities or reinforce progress towards meeting local or regional climate mitigation targets?**

The improvements recommended from this project will generally reduce GHGs and VMTs in support of the local, regional, and state Climate Action Goals. Improvements in each of the three project areas will additionally advance resilience to climate vulnerabilities throughout the region.

In the Valley West area, providing additional multimodal crossings of US 101 and SR 299 further away from the Mad River and the Giuntoli Road corridors will provide redundant connections in case of a major flood or tsunami river surge impacts requiring evacuation. Promoting walking and bicycling in lieu of private automobile travel will help to reduce VMT and GHGs, which will help reduce sea level rise and other climate change effects.

In the Arcata Cap area, the freeway cap project will provide more crossings of the US 101 freeway corridor that could be used by evacuees in a wildfire event. A central transit hub away from campus may be used to more efficiently evacuate students or other evacuees that do not have access to an automobile. The promotion of active modes of travel, increased high-quality transit and locating housing closer to areas of employment and education will reduce the need to automobile travel, which will also have climate benefits including reduction to VMTs and GHGs.

In the Gateway area, improved connections can be built to mitigate climate change effects and provide redundant evacuation routes in case of a tsunami event. The promotion of active modes of travel, increased high-quality transit and locating housing closer to areas of employment and education will reduce the need to automobile travel, which will also have climate benefits including reduction to VMTs and GHGs.

The City of Arcata (per the 2020 Census) has a nearly 70% driving trip mode share, which is very high for a city aligned on a street grid system with multiple resource hubs. Providing multimodal improvements that also connect to regional facilities will increase the amount of walking, bicycling and public transit

usage in and around the region, reduce regional VMTs in turn supporting the State's GHG reduction goals. As on-road transportation emissions make up as much as one-half of all attributable GHGs for the City of Arcata, reconnecting the street grid, providing new multimodal connections at several areas along the US 101, SR 299 and SR 255 corridors, and placing affordable housing near areas of high resources, jobs and educational opportunities, will drive the mode shift required for the City to meet its targets in its CAP.

#### **DISPLACEMENT AVOIDANCE**

##### **12. Demonstrate an understanding of known displacement vulnerabilities within the proposed improvement area. Consider the unhoused when responding to this item.**

Due to the scale of the transportation networks and the undeveloped space within them and the divide they have caused in the proposed improvement areas, the City of Arcata is in a unique position to reclaim primarily located land for use without displacement of any people in any of the three project areas.

Alternatives recommended by the study are unlikely to have a direct displacement effect and are anticipated to create access to and opportunities to develop new low-cost affordable housing. The freeway cap is expected to be located within the existing Caltrans right-of-way. Improvements to transit-supportive infrastructure are not likely to require expansion such that it displaces people. If by chance displacement becomes a possibility, even if remote, Caltrans and the study partners will work with the community to find alternative ways to avoid displacement.

Exploring low-income, student housing, or mixed-use development on the Arcata Cap will be a key feature of the study. The project study area is a logical location for affordable housing due to its proximity to multiple origins and destinations. This strategy supports the City of Arcata's General Plan Land Use Element which seeks to "encourage infill development". Specifics regarding displacement as related to each project area are discussed below.

In the Valley West area, there are multiple locations available to connect across the highways without disturbing developed, private, or commercial land. All potential connections in the area will align with sites that are undeveloped and will utilize public rights of way, Caltrans rights-of-way, and city-owned land.

In the Arcata Cap area, the current conditions include a highway that is located depressed from the adjacent streets with highway median zones that are steep, open and undeveloped. Being a freeway environment, it is not well suited for human activity, including any temporary shelters for people who are without a home. Therefore, there is no anticipated displacement expected in the area. The improvement area reconstruction would include native plantings to take the place of natural growth within the highway medians. Currently, the only locations where the team has identified potential human activity have been at both of the bridges at the boundary of the proposed cap. One being a pedestrian footbridge connecting the city to the Cal Poly Humboldt core campus and the other at 14th Street. These two pedestrian pathways would likely become part of the design of the highway cap and the development of the land above the cap would be designed to be inclusive and inviting to all potential users. If during the development of this project any displacement is likely to occur, the project team and partners would work toward a sustainable goal to address any situation. The expectation along the adjacent landscape is that any proposed land uses on the cap will be supported and promoted by the community, including those directly adjacent to the cap.

In the Gateway area, within the cloverleaf development at the intersection of US 101 and SR 255, there is no developed areas and no people living in this area as it is surrounded on all sides by high-speed vehicle lanes and does not supply any covered, relatively flat land reasonably distanced from cars for an unhoused person to develop a temporary shelter. Additional proposed bike lanes and other infrastructure in the area would not impede occupied land or displace anyone.

##### **13. Identity and explain economic, environmental, and public health burdens that may directly occur due to reconnection actions that may lead to long-term physical or economic displacement of low-income households, small businesses, the unhoused, and cultural spaces.**

The proposed reconnection actions should generally result in increased economic activity, an increase in housing supply, and improved public health outcomes through promoting active transportation. The provision of additional affordable and student housing on the freeway cap would offset increases in housing values associated with a more connected community. The proposed improvements would be

designed to lead to improved long-term economic conditions for low-income households, and improved business conditions by increasing connectivity for residents, employees, and visitors. Additional housing supply may be used to house the unhoused. Correspondingly, improvements to the project areas may enhance cultural spaces.

One potential environmental effect that will be considered in the planning and design of all facilities is wildlife connectivity and movement. As the proposed improvements will reconnect different ecological areas, wildlife may migrate between connected areas. Therefore, the design of project elements would take wildlife/human interactions into consideration to minimize interaction and impacts.

As noted previously, the proposed improvements would be designed to avoid economic, environmental, and public health burdens in both the near-term and long-term. However, should issues arise of the course of further public outreach, design, implementation, or stewardship, the City will collaborate with its partners on this project. The team will follow the best practices for anti-displacement planning as noted by Caltrans, with a careful eye on making sure that the additional affordable housing opportunities focus on alleviating historical harms in the community. The City of Arcata has a long history of adopting land use-related policies that provide incentives for the production of affordable housing and to provide tenants and homeowners protections to help them stay in their homes.

**14. Explain existing policies or plans that address displacement avoidance in your community or identify displacement avoidance mitigation programs or coordination that will result from the proposal.**

Meeting the housing needs of Arcata residents as well as the City's share of regional housing needs remains an important goal for the City of Arcata. As the population of the state continues to grow and pressure on resources increases, Arcata is focused on providing adequate housing opportunities while maintaining a high standard of living for all citizens in the community. The City's Housing Element (2019–2027) was created in compliance with State General Plan law and was certified by the California Department of Housing and Community Development (HCD) on January 28, 2020. One of the approved implementation measures of the housing element is the Residential Relocation and Anti-Displacement Program. As a part of this program, the City continues to implement its Residential and Business Anti-Displacement and Relocation Assistance Plan (Plan) (adopted Resolution No. 045-12), which provides financial assistance to low-income households of rental-occupied units who are permanently displaced when the City acquires a property, and to property owners who undertake repairs that require occupants to be temporarily relocated. The city will periodically review the Plan to ensure ongoing compliance with relocation and fair housing law, amending the Plan as necessary.

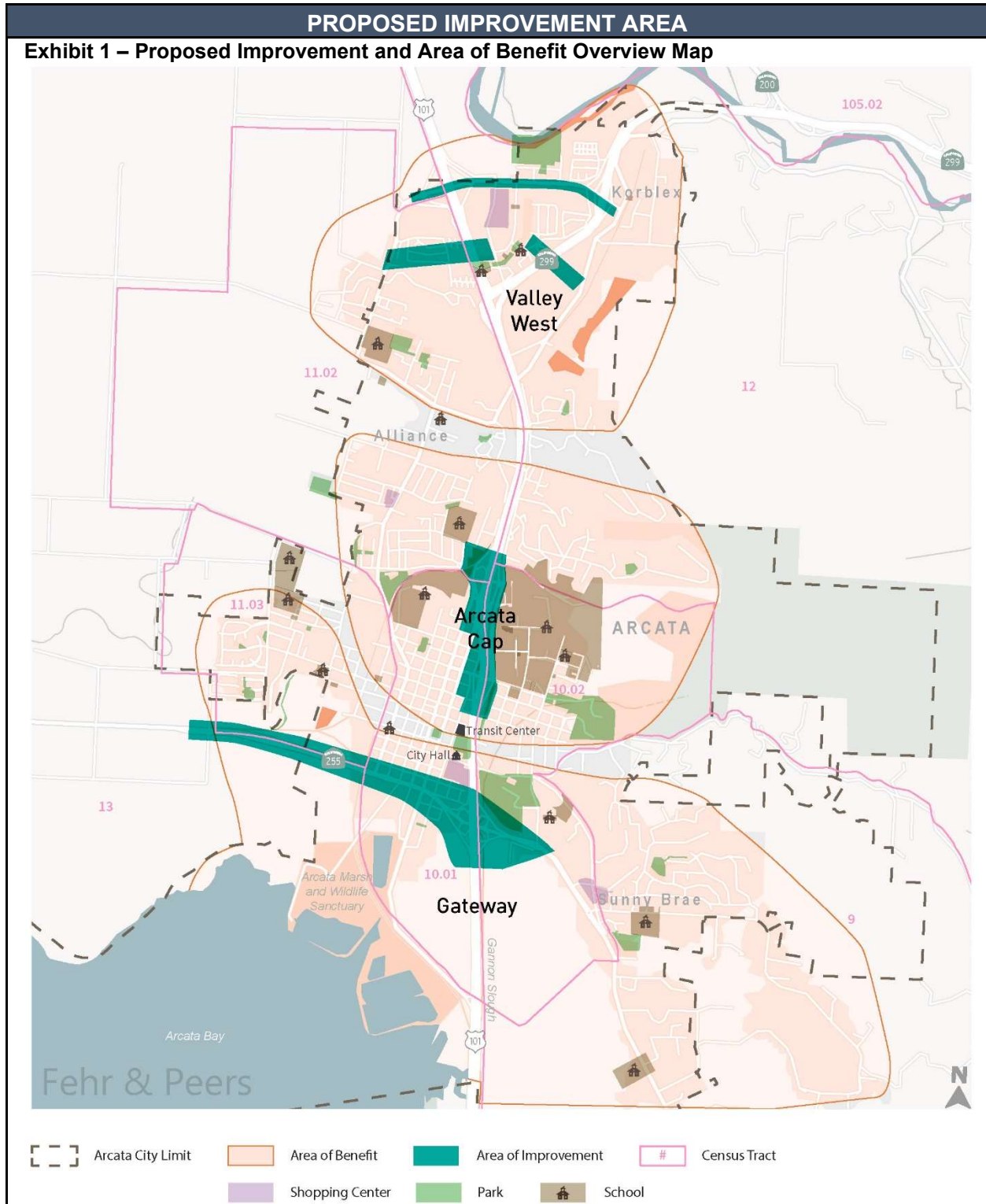
In accordance with Government Code, section 65915, subdivision (c)(3) and section 65590, article 10.7, the City will continue to require all developers to replace and/or finance the replacement of all low- and moderate-income housing lost as a result of their development on any sites in the Coastal Zone and on sites outside of the Coastal Zone that are identified in the site inventory when any new development (residential, mixed-use or non-residential) occurs on a site that has been occupied by or restricted for the use of lower-income households at any time during the previous five years. This requirement applies to non-vacant sites, vacant sites with previous residential uses that have been vacated or demolished. Outreach will occur to make the public aware of available assistance under the Plan, and the City will continue to review the Plan to ensure ongoing effectiveness and compliance with applicable regulations. Loss of affordable housing units will be mitigated by requiring new housing developments to replace all affordable housing units lost due to new development.

As a part of the proposal there is anticipated to be minimal chance of any displacement as most of the proposed housing project will be in the highway ROW that will be vacated as a part of the project. If there are any displacements due to warranted construction of infrastructures (utility, pedestrian bridges, etc.) that cannot be avoided, mitigation will be implemented per the adopted City's Residential Relocation and Anti-Displacement Program. In addition to relocation support encoded in state law, the City strives to support the re-housing of existing residents displaced by the redevelopment of properties containing existing residential uses.



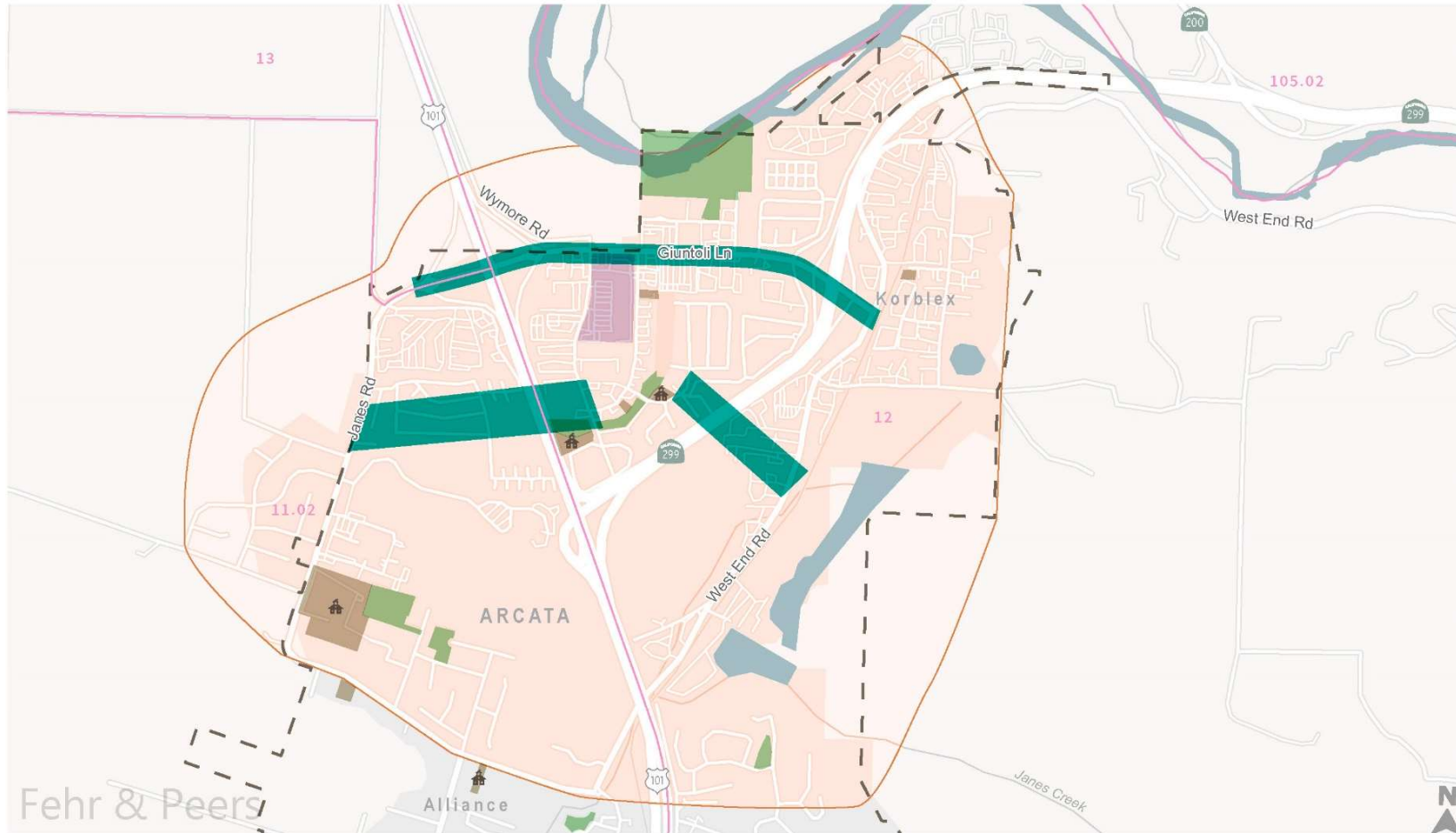
## RC:H2B

### Attachment B: Proposed Improvement Area Map



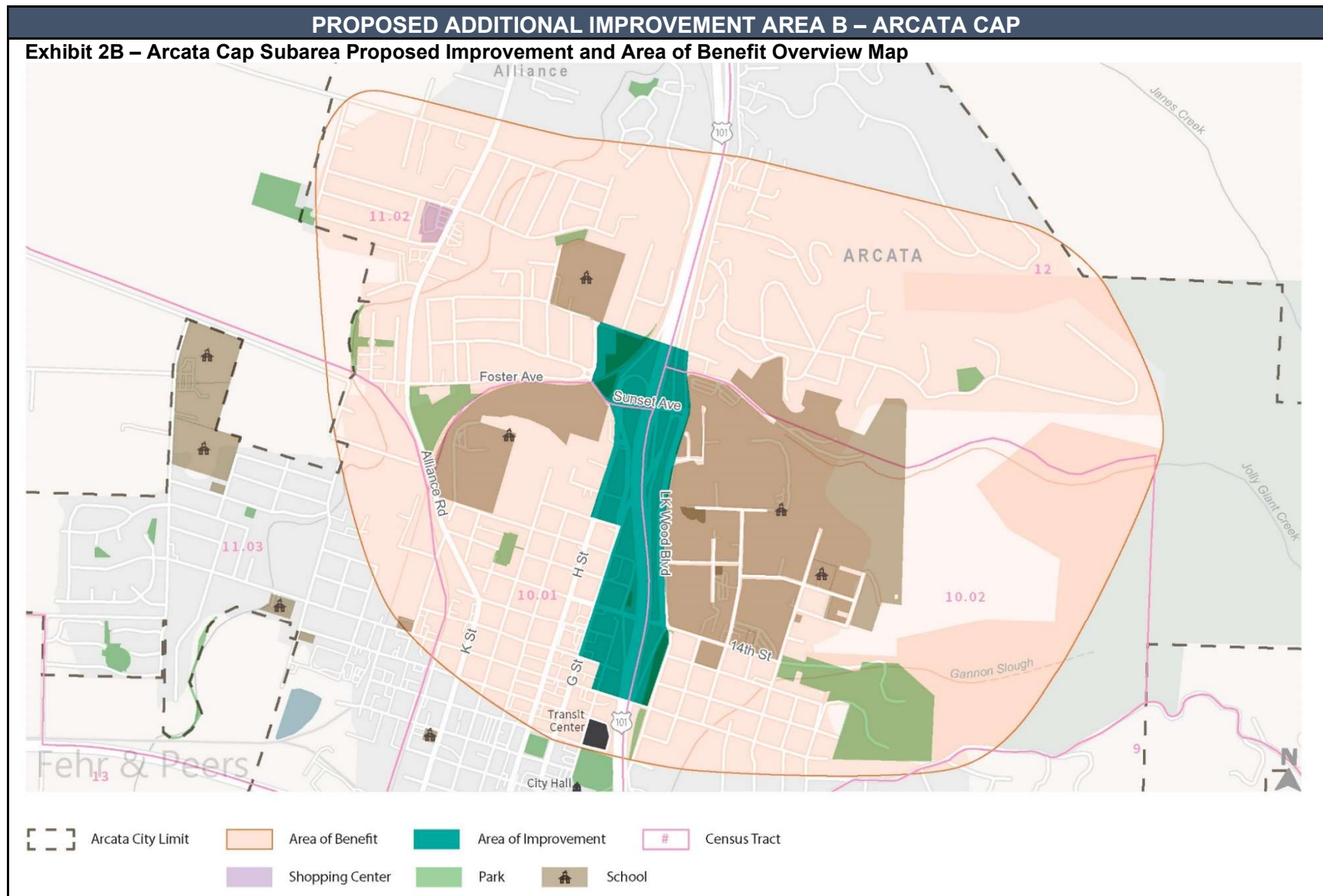
## PROPOSED ADDITIONAL IMPROVEMENT AREA A – VALLEY WEST

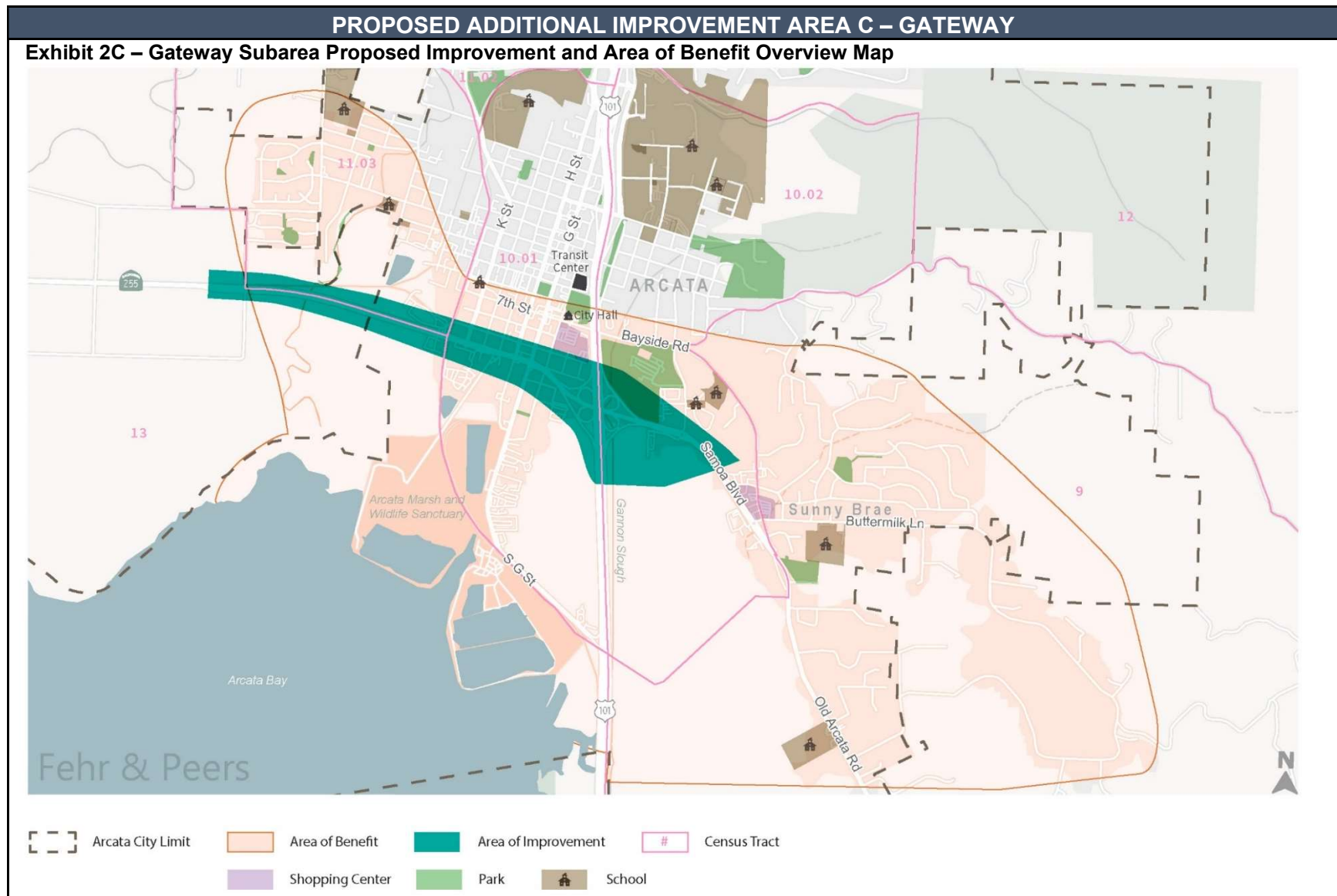
### Exhibit 2A – Valley West Subarea Proposed Improvement and Area of Benefit Overview Map



- |                           |                 |                     |                |
|---------------------------|-----------------|---------------------|----------------|
| [ - - ] Arcata City Limit | Area of Benefit | Area of Improvement | # Census Tract |
|                           | Shopping Center | Park                | School         |







<b>RC:H2B</b> <b>Attachment C: Determination of Underserved</b>	
Complete the Table below. Do not fill out or edit grey cells.	
Column (1): List out all census tracts within, whether in full or in part, the Proposed Improvement Area (PIA) boundary regardless of their underserved status. Column (2) and (3): If one state metric qualifies the census tract as underserved, select from the drop down options in Column (2) that qualifying metric. If two metrics qualify the census tract as underserved, select from the drop down options in Column (3) the additional metric for that census tract. If not underserved, leave column (2) and (3) blank for that census tract row. Note that a state metric is not required for the PIA to be eligible under this program, but more points will be awarded to those PIAs that identify multiple State metrics qualifying that PIA as underserved. Column (4): Select from the drop down options which federal metric qualifies that particular census tract as underserved. If census tract is not underserved based on a federal definition, leave column (4) blank for that census tract row. Column (5): Will auto-populate based on if a Federal criteria is selected. Column (6): Will auto-populate for the entire PIA based on whether state or federal metrics are selected in Columns (2) through (4).	
Provide proof of each of the metrics listed. Proof may be a screen shot from the various online tools, or may be in the form of data or tables as applicable. Save this form as a PDF, and attach PDF pages of the required proof to this form and label the full PDF "Attachment C: Determination of Underserved" and upload to your Smartsheet for application in the "Attachments" section at the end. This PDF document shall not exceed 15MB.	
See Benefit to Underserved Community, Defining "Underserved" section of the RC:H2B Program Guidelines for additional information on qualifying metrics for both the State and Federal criteria.	
<b>State Definitions</b> 1. Income disparity, Priority Population Investment 4.0 2. Healthy Places Index 3.0 3. CalEnviroScreen 4. Federally Recognized Tribal Lands	<b>Federal Definitions</b> 1. Historically Disadvantaged Community 2. Areas of Persistent Poverty 3. Other Federal Definitions

Proposed Improvement Area Criteria for Underserved						
For <b>Urban or Rural Grant</b> category, fill out rows under PIA "A". For <b>Corridor Grant</b> category, utilize rows under PIA "B" and "C" segments to fill out census tracts and provide associated metrics used for each PIA included in application. Do not delete any rows. Leave rows blank that do not apply to your proposal.						
*Add additional rows as necessary. Only insert rows between rows 15 and 16 for PIA "A" to ensure no loss of function to the pre-populated formulas. If adding rows ensure you carry down the formula in Column (5). For PIA "B" and "C" ensure any additional rows are added between rows 23-24 and 31-32 respectively*						
**Add additional Proposed Improvement Areas as necessary.**						
Census Tract Number (1)	Underserved Census Tract State Definition 1 (2)	Underserved Census Tract State Definition 2 (3)	Underserved Census Tract Federal Definition (4)	Census Tract Underserved? Federal Definition (5)	<sup>(1)</sup> PIA Qualification of Underserved (6)	
Proposed Improvement Area "A"						
					Total No. of Census Tracts within PIA:	0
					FEDERAL: No. of Disadvantage Census Tracts Required:	0
					FEDERAL: No. of Disadvantage Census Tracts:	0
					FEDERAL: PIA defined as Underserved?	
					STATE: % of potential underserved metrics	
Proposed Improvement Area "B" (corridor categories only)						
10.01	Income Disparity-Priority Population Investment 4.0		Areas of Persistent Poverty	Yes	Total No. of Census Tracts within PIA:	8
10.02	Income Disparity-Priority Population Investment 4.0		Areas of Persistent Poverty	Yes	FEDERAL: No. of Disadvantage Census Tracts Required:	4
12	Income Disparity-Priority Population Investment 4.0		Areas of Persistent Poverty	Yes	FEDERAL: No. of Disadvantage Census Tracts:	6
11.02	Income Disparity-Priority Population Investment 4.0		Areas of Persistent Poverty	Yes	FEDERAL: PIA defined as Underserved?	Yes
13	Income Disparity-Priority Population Investment 4.0				STATE: % of potential underserved metrics	43.8%
11.03	Income Disparity-Priority Population Investment 4.0		Areas of Persistent Poverty	Yes		
105.02	Income Disparity-Priority Population Investment 4.0		Areas of Persistent Poverty	Yes		
9						
Proposed Improvement Area "C" (corridor categories only)						
					Total No. of Census Tracts within PIA:	0
					FEDERAL: No. of Disadvantage Census Tracts Required:	0
					FEDERAL: No. of Disadvantage Census Tracts:	0
					FEDERAL: PIA defined as Underserved?	
					STATE: % of potential underserved metrics	

Notes:

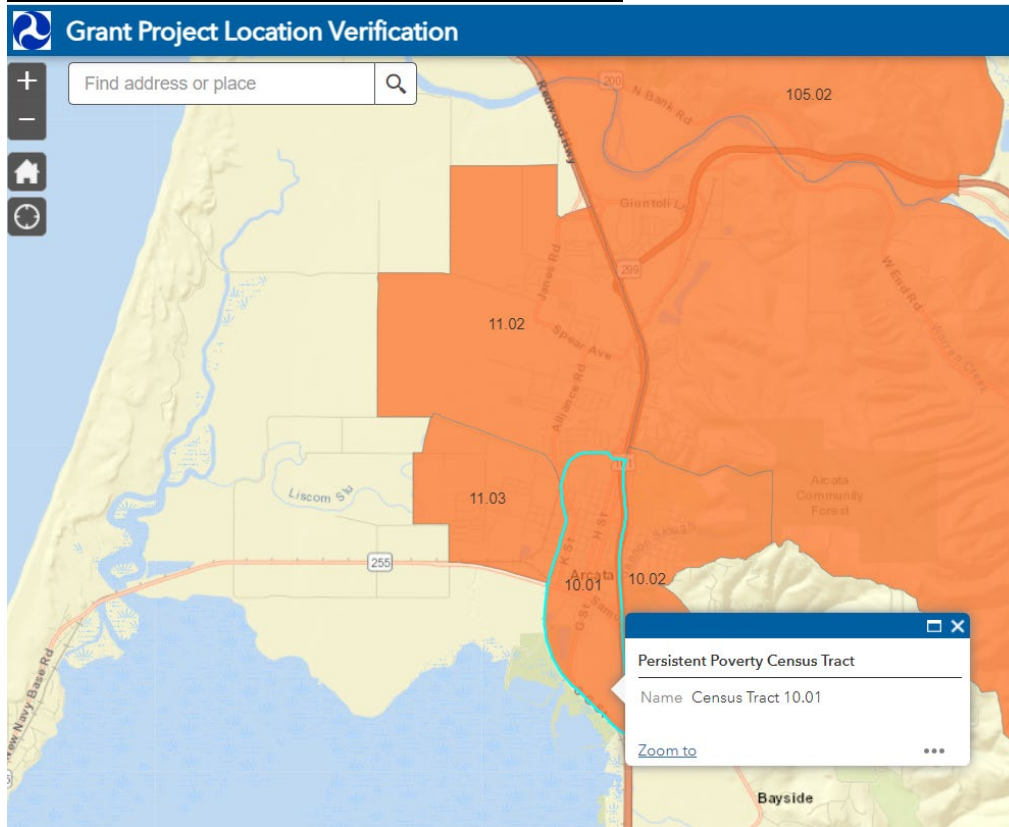
(1) If adding additional rows or copying and adding additional Proposed Improvement Areas ensure pre-populated formula cells are calculating correctly. Please reach out to RC:H2B team for assistance if needed. It is the applicants responsibility to confirm the pre-populated cells are populating accurate values and to notify the RC:H2B Team of any discrepancy in enough time to resolve prior to the submittal deadline.

(2) Averaged STATE percentage is the average of all the PIA "STATE: % of potential underserved metrics" percentages. This value will be used to determine the points assigned to the proposal in the Eligibility section of the Scoring and Evaluation Criteria Table (Table 2 in the RC:H2B Program Guidelines). Applications will receive points based on the following Averaged STATE percentage: 0%-49.5%=0 pts, 50%-74.9%=5 pts, and 75%-100%=10 pts.

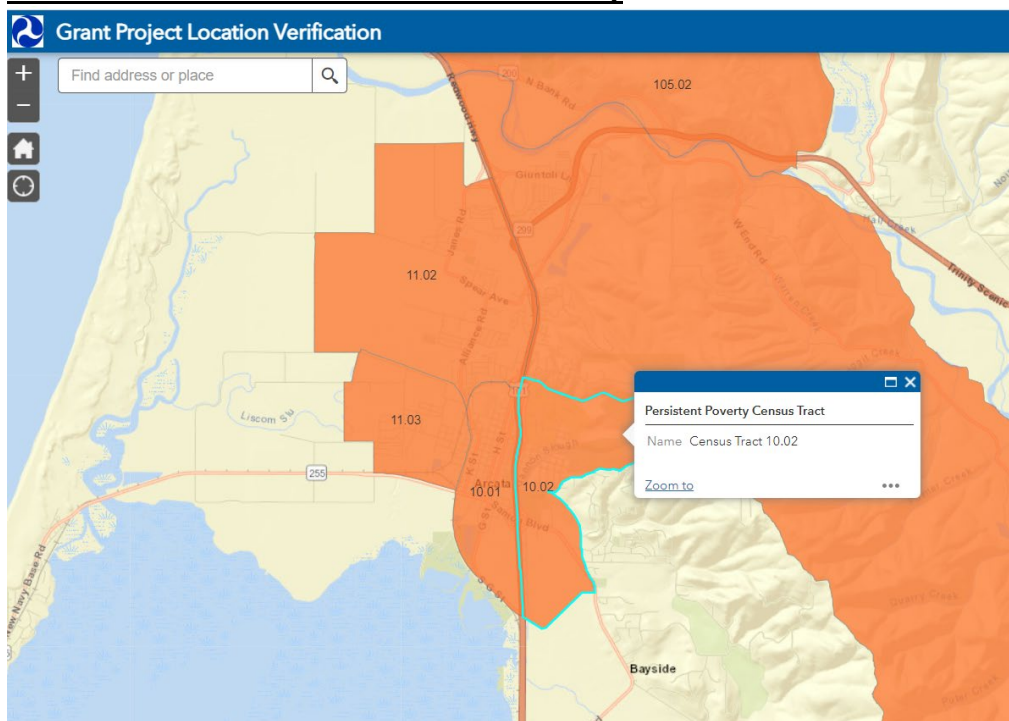
<sup>(2)</sup> Averaged STATE percentage:	43.8%
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## **Attachment C: Determination of Underserved**

### **Census Tract 10.01- Federal Persistent Poverty**



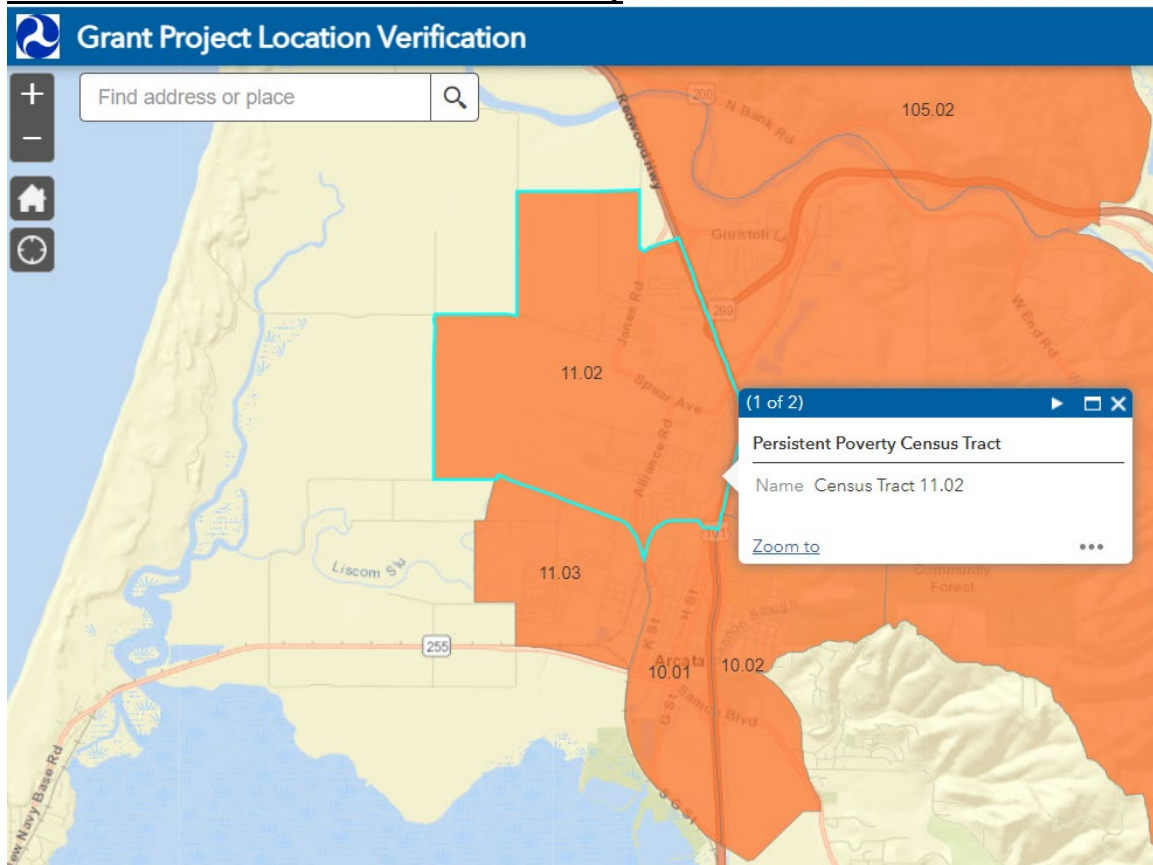
### **Census Tract 10.02- Federal Persistent Poverty**



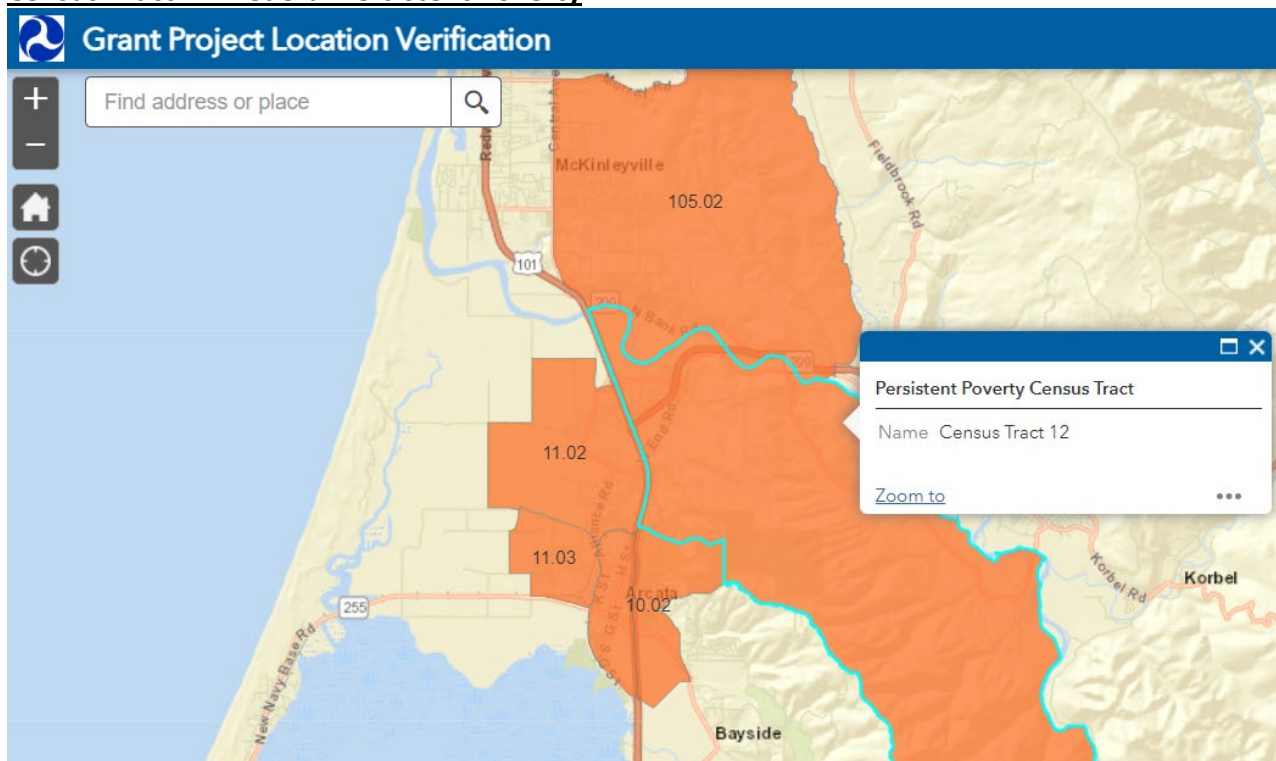


## Reconnecting Communities: Highways to Boulevards- Reconnecting Arcata- the Arcata Cap

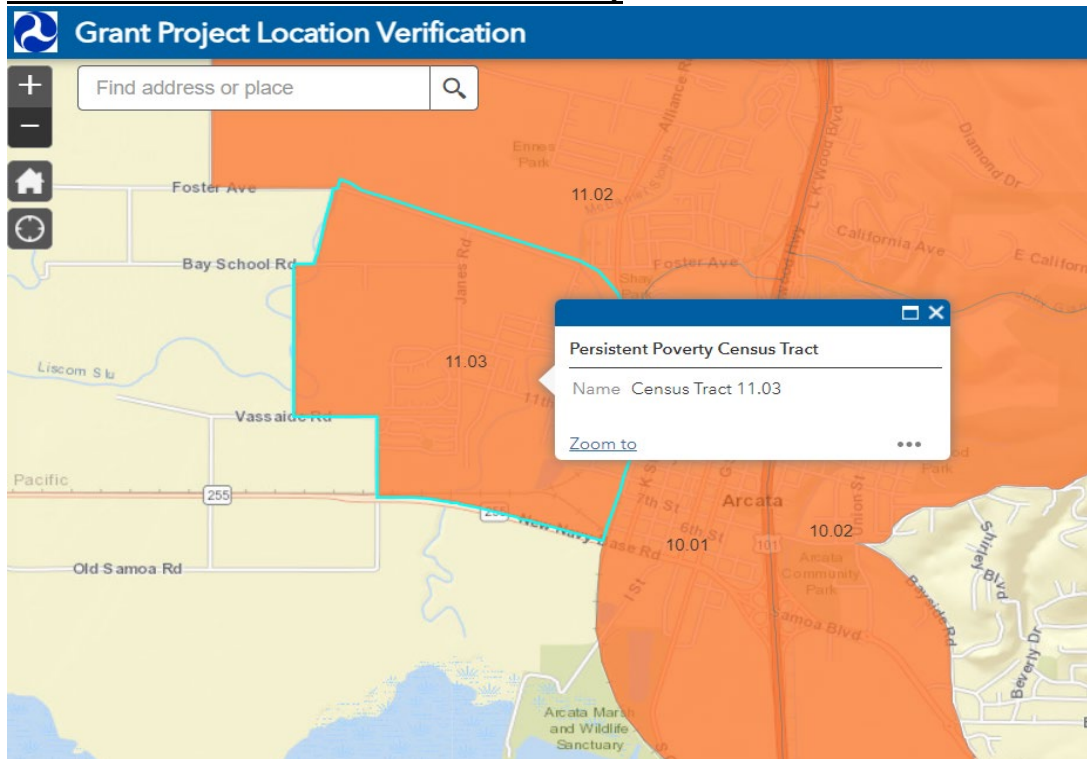
### Census Tract 11.02- Federal Persistent Poverty



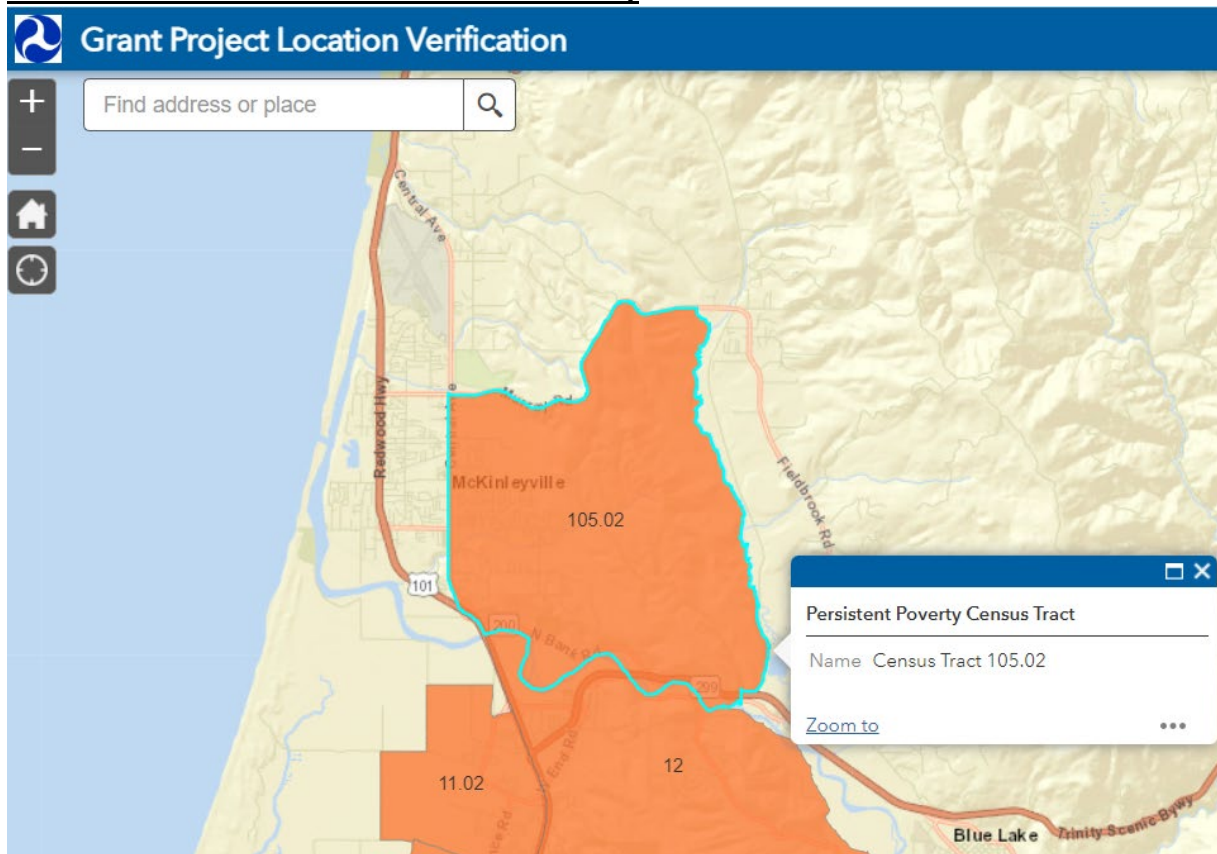
### Census Tract 12- Federal Persistent Poverty



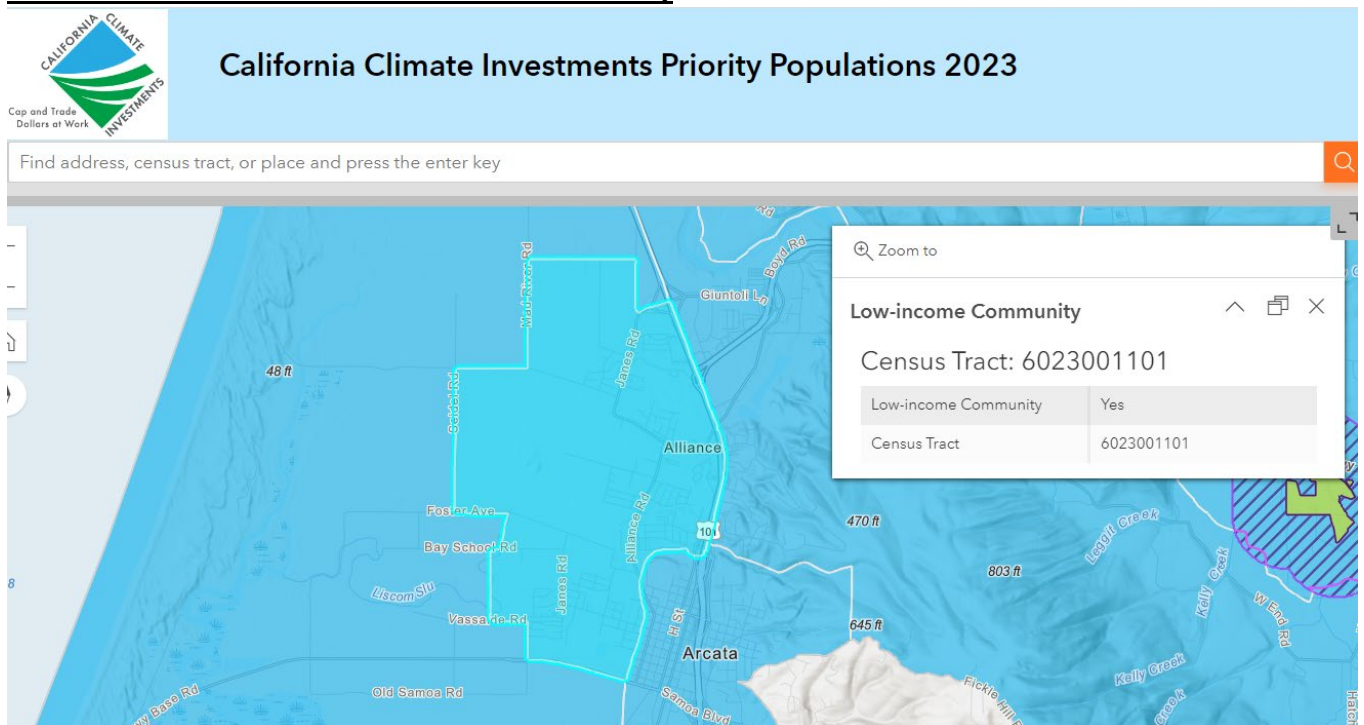
### Census Tract 11.03- Federal Persistent Poverty



### Census Tract 105.02- Federal Persistent Poverty



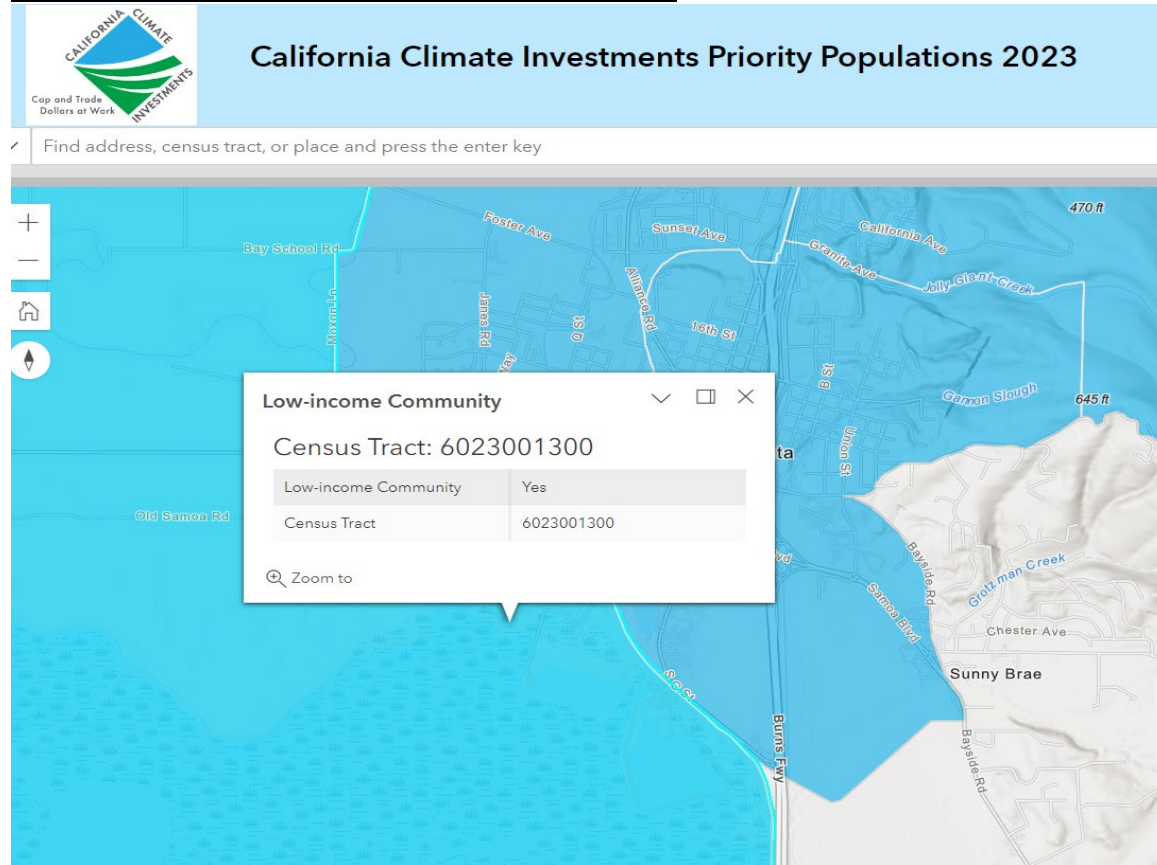
**Census Tract 10.01 & 10.02- State Low-income Community**



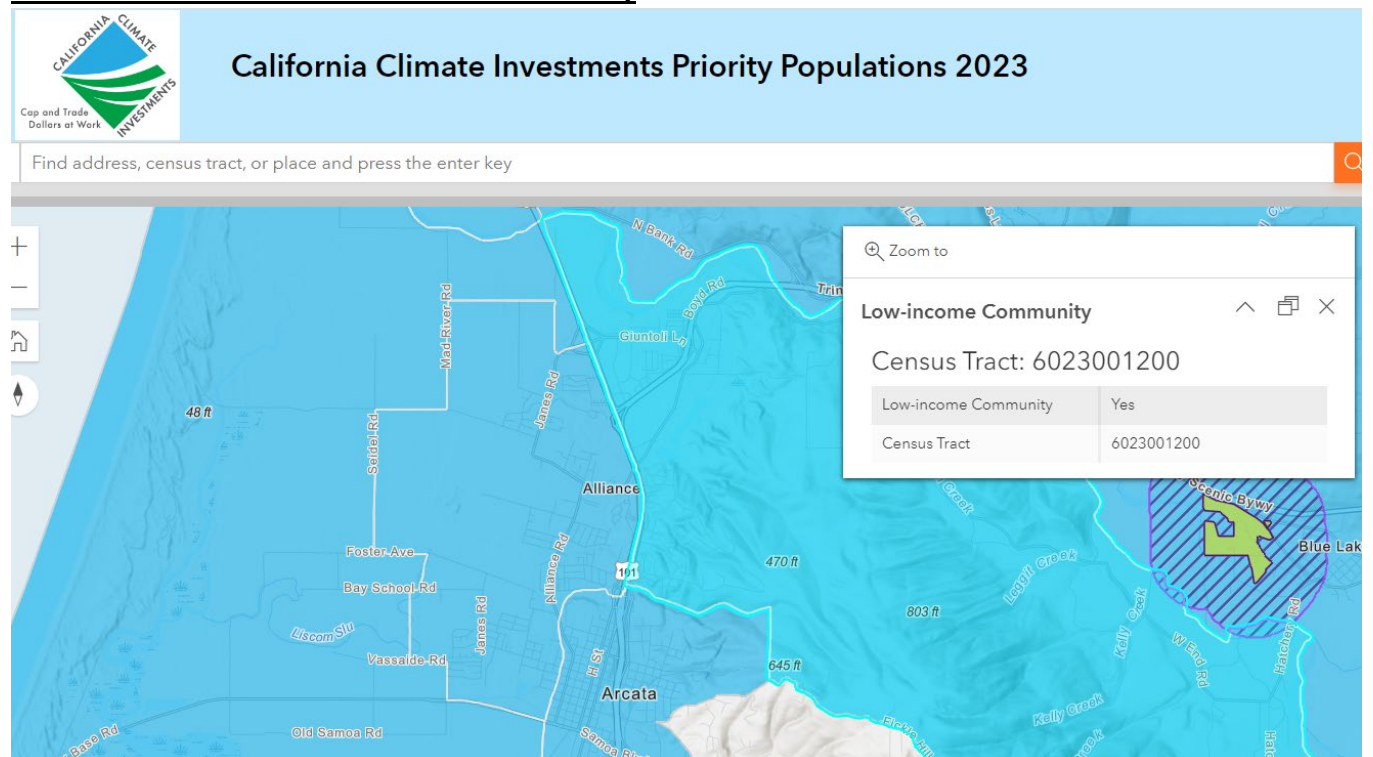


## Reconnecting Communities: Highways to Boulevards- Reconnecting Arcata- the Arcata Cap

### Census Tract 11.03- State Low-income Community



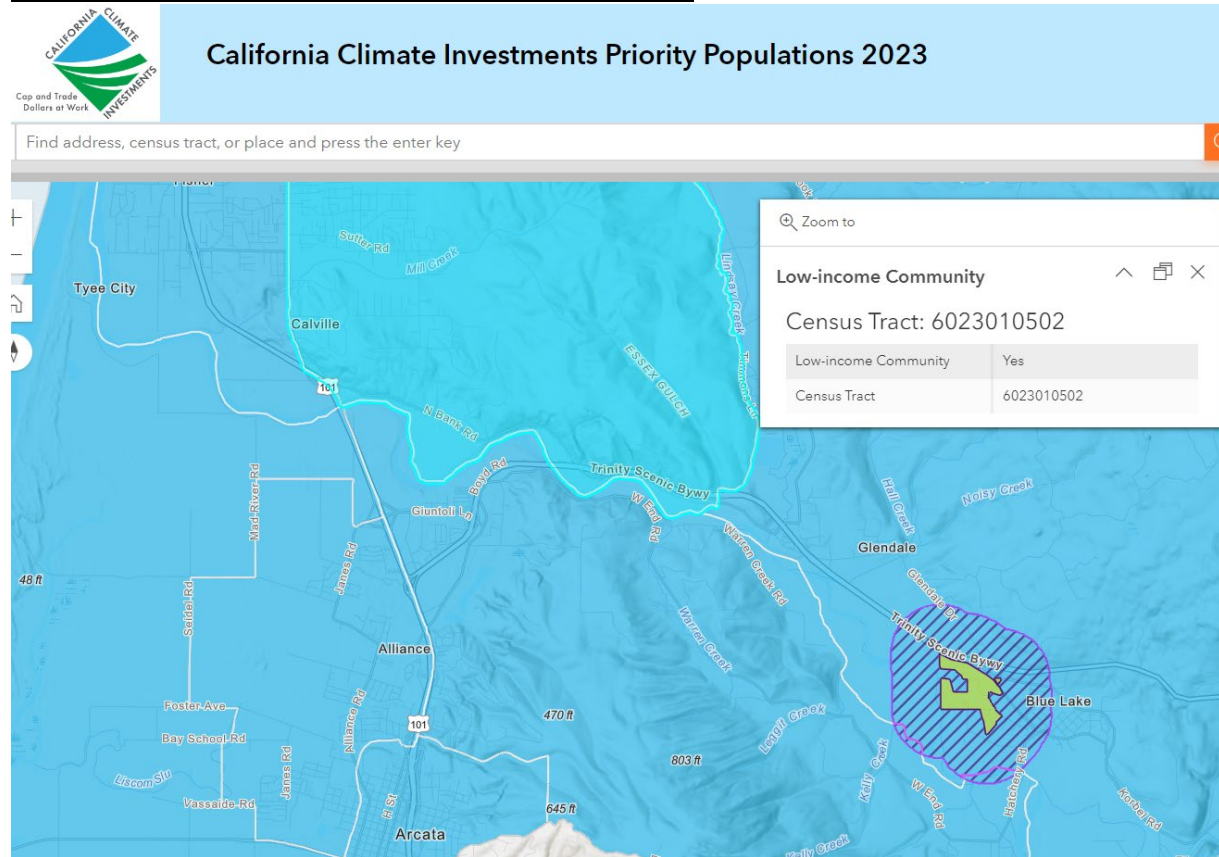
### Census Tract 12- State Low-income Community





## Reconnecting Communities: Highways to Boulevards- Reconnecting Arcata- the Arcata Cap

### Census Tract 105.02- State Low-income Community



### Census Tract 13- State Low-income Community



RC:H2B  
Attachment D: Summary Partnership Structure

Examples of partnering organization are local government agencies, nonprofits, CBOs, faith-based organizations, or Tribal governments that partner on a project by contributing funds or project development work such as project management, design, contract administration, volunteers for a project, or in-kind contributions. Non-profits can only apply as partners to this program. The RC428 program requires applicants to propose a nonprofit structure. Applicants may designate an unlimited number of partners. For each partner identified, complete the columns 1-5 in the table below.

Column (1): Enter the name of the partnering organization.

Column (1): Enter the name of the partnering organization.  
Column (2): Select the organization type from the drop down list that best reflects the partnering organization.

Column (2): Select the organization type from the drop down list that best reflects the partnering organization.

Column (3): Describe the role of the partnering organization in the community. Limit to 2-3 sentences.

Column (4): Select the document from the drop down list that demonstrates proof of active partnership between the applicants and partner.

Column (5): If "other" was selected in Column 4, provide the document type in the selected cell.

Provide the confirmation documents of each of the partnerships listed. **Save this form as a PDF, and attach PDF pages of the required confirmation to this form** and label the PDF "Attachment D: Summary Partnership Structure" and upload to your Smartsheet form application in the "Attachments" section at the end. This PDF document shall not exceed 15MB.

\*Space is provided at the bottom of this form to list out any co-applicants not included on the main application document. You do not need to duplicate co-applicants already listed in the main application. Just include those co-applicants that were not already listed in the application.

Additional Partnering Organization Information	
--	--

Partnering Organization Name (1)	Partnering Organization Type (2)	Partnering Organization Role (3)	Confirmation of Partnership Structure (4)	If "Other" on Column 4, provide document type (5)
Col Poly Humboldt	Other	Project involvement at every stage. Collaboration on public engagement, project development and project advancement. Supporting the goals of the project through the lens of the adjacent social and economic driver of the City of Arcata and higher education for the County.	Letter of Support	
Humboldt County Association of Governments (HC0AG)	Joint powers authorities	Project involvement at every stage. Collaboration on public engagement and data collection. Supporting the goals of the project through the lens of the Regional Transportation Agency.	Letter of Support	
Humboldt Transit Authority (HTA)	Other	Project involvement at every stage. As the Consolidated Transportation Service Agency for Humboldt County, HTA will be a key partner for helping to provide input, craft and implement improvements to the transit system.	Letter of Support	
Arcata House Partnership	Community-based organizations	Project involvement at every stage. Collaboration on public engagement and data collection. Supporting the goals of the project through the lens of the leading advocacy group for homeless and food insecure in Humboldt County.	Letter of Support	
Rural Communities Housing Development Corporation	Nonprofits and foundations	Project involvement at every stage. Collaboration on public engagement and data collection. Supporting the goals of the project through the lens of the leading non-profit organization providing affordable housing in the City of Arcata to low-income households.	Letter of Support	
Coalition For Responsible Transportation Priorities (CRTPI)	Nonprofits and foundations	As a non-profit organization whose mission is to promote transportation solutions that protect and support a healthy environment, CRTPI will be an important member of community advisory boards and or stakeholder groups.	Letter of Support	
Humboldt Bay Bicycle Commuters Association (HBBCA)	Community-based organizations	As a non-profit organization whose mission is to promote bicycle commuting solutions, HBBCA will be an important member of community advisory boards and or stakeholder groups.	Letter of Support	
Arcata Chamber of Commerce	Nonprofits and foundations	As the member organization serving the Arcata, Humboldt area, working as a catalyst to support business entrepreneurship, collaboration, and innovation while promoting a strong sense of community, the Chamber will be an important member of community advisory boards and or stakeholder groups.	Community Advisory Boards	
Wiyot Tribe	Tribal governments	The Wiyot Tribe will be a key partner and be involved at every stage of the project. The Tribe will additionally be an important member of community advisory boards and or stakeholder groups.	Community Advisory Boards	
Blue Lake Rancheria	Tribal governments	The Blue Lake Rancheria will be a key partner and be involved at every stage of the project. The Rancheria will additionally be an important member of community advisory boards and or stakeholder groups.	Community Advisory Boards	
Yurok Tribe	Tribal governments	The Yurok Tribe will be a key partner and be involved at every stage of the project. The Tribe will additionally be an important member of community advisory boards and or stakeholder groups.	Community Advisory Boards	
The Environmental Protection Information Center (EPIC)	Nonprofits and foundations	As the a grassroots non-profit environmental organization that advocates for the science-based protection and restoration of Northwest California's forests, rivers, and wildlife, EPIC will be an important member of community advisory boards and or stakeholder groups.	Community Advisory Boards	
Residents, Students and Public	Other	The public will plan an important role throughout the life of the project. The public will be engaged in a number of ways as identified in the public outreach plan and will also act as a partner will be an important member of community advisory boards and or stakeholder groups.	Community Advisory Boards	
California Conservation Corps (CCC)	Other	The CCC will be a key partner through providing support through community outreach and as a member of community advisory boards and or stakeholder groups.	Community Advisory Boards	
Community United of North Arcata (CUNA)	Nonprofits and foundations	As an Organization that identifies community needs in order to create services, outlets, and employment for parents, youth, and other community members who are in need of support, CUNA will be an important member of community advisory boards and or stakeholder	Community Advisory Boards	
Arcata Mainstreet	Nonprofits and foundations	As a small non-profit organization that works to create a vibrant downtown Arcata by fostering business vitality and providing opportunities for community events, Mainstreet will be an important member of community advisory boards and or stakeholder groups.	Community Advisory Boards	
Arcata Rotary	Community-based organizations	As a service club for our Humboldt County Community's service-minded leaders of all backgrounds, Rotary will be an important member of community advisory boards and or stakeholder groups.	Community Advisory Boards	

Alcaldía Rotativa			
Additional Co-Applicants not included in Main Application			

Additional Co-Applicants not included in main Application				
Co-Applicant Organization Name	Contact Person's Name and Title	Contact Information (email and phone number)	Agency Type	Will they act as an Implementing Agency? (Yes/No)
Caltrans	Brandon Larsen- Deputy District 1 Director	<a href="mailto:brandon.larsen@dot.ca.gov">brandon.larsen@dot.ca.gov</a> 707.496.4794	State DOT	Yes

# Letter of Support Table of Contents

<b><u>Page Number</u></b>	<b><u>Description</u></b>
1	Cal Poly Humboldt State University
2	Humboldt County Association of Governments (HCOAG)
3	Humboldt Transit Authority (HTA)
4	Arcata House Partnership
5	Rural Communities Housing Development Corporation
6	Coalition for Responsible Transportation Priorities (CRTP)
7	Humboldt Bay Bicycle Commuters Association (HBBCA)
8	Redwood Community Action Agency (RCAA)

August 25, 2023

Reconnecting Communities: Highways to Boulevards Program 2023

Tony Tavares  
Director  
California Department of Transportation  
1120 N Street  
Sacramento, CA 955814

Dear Director Tony Tavares:

Cal Poly Humboldt is pleased to support the City of Arcata's application for the Arcata Freeway Cap and Humboldt Area Transit Improvements Reconnecting Communities: Highways to Boulevards Program grant. Cal Poly Humboldt recently transitioned to a California Polytechnic University. This change delivered 12 new academic programs this Fall 2023 with many more planned to augment the needs of the State and Nation. These programs include expansion in engineering, technology, and applied sciences. Student enrollment is expected to grow quickly, with an expected enrollment increase of 50% within three years and 100% within seven years. We are working with our communities to meet short- and long-term housing and transportation needs, and are excited to partner with the City on exploring innovative solutions. Improving rural transit service throughout the region will help students reach the university campus. This effort is well-aligned with our goal of access and reducing equity gaps by attracting students from North Coast Tribal Communities. The Arcata Freeway Cap is a bold and exciting idea that will strengthen connections between the Cal Poly Humboldt campus and the Arcata core, by literally bridging the gap that divides us. We look forward to working with the City, partners and community members to explore how this space can best be used to meet community needs whether through park space, a mobility hub, housing, or other community space. We strongly urge you to fund this Reconnecting Communities: Highways to Boulevards Program application.

Sincerely,



Michael Fisher  
Associate Vice President  
Cal Poly Humboldt



**HCAOG**  
*Regional Transportation  
Planning Agency*

611 I Street, Suite B  
Eureka, CA 95501  
707.444.8208  
Fax: 707.444.8319  
www.hcaog.net

*Members:*

*City of Arcata  
City of Blue Lake  
City of Eureka  
City of Ferndale  
City of Fortuna  
City of Rio Dell  
City of Trinidad  
County of Humboldt*

September 12, 2023

Tony Tavares  
Director  
California Department of Transportation  
1120 N Street  
Sacramento, CA 955814

Dear Tony Tavares,

The Humboldt County Association of Governments (HCAOG) is pleased to support the City of Arcata's application for the Arcata Freeway Cap and Humboldt Area Transit Improvements Reconnecting Communities: Highways to Boulevards Program grant. Improving rural transit service throughout the region with expanded routes, increased trip frequency, faster travel times, and integrated services and networks aligns with policies in the Regional Transportation Plan.

As the Regional Transportation Planning Agency, HCAOG's goal is to facilitate a sustainable and balanced transportation system. We work with local and state agencies to advance strategies to reduce vehicle miles travelled (VMT), with a target to decrease regional per capita VMT 25% by 2030. HCAOG recognizes that one of the most powerful ways to shift how people move around is to focus on where they live in relation to everyday destinations. HCAOG strongly supports land use decisions to create places with a mix of uses, vibrant streetscapes, and easy multi-modal access to destinations.

We look forward to collaborating on data collection and public engagement to achieve synergistic planning outcomes. The Arcata Freeway Cap is a bold and exciting idea that will strengthen connections between the Cal Poly Humboldt campus and the Arcata core. We support this effort to maximize use of the public right of way in ways that support regional climate change, mode shift, and housing goals.

HCAOG enthusiastically supports Caltrans' application for the Reconnecting Communities: Highways to Boulevards Program. We urge you to give full consideration to this application.

Sincerely,

Beth Burks, AICP  
Executive Director



133 V Street  
Eureka, CA 95501

*A Public Entity Serving Humboldt County Since 1976*

Office: (707) 443-0826  
Fax: (707) 443-2032  
[www.hta.org](http://www.hta.org)

August 24, 2023

Re: Reconnecting Communities: Highways to Boulevards Program 2023

Tony Tavares  
Director  
California Department of Transportation  
1120 N Street  
Sacramento, CA 955814

Dear Director Tony Tavares:

As the Consolidated Transportation Service Agency for Humboldt County, Humboldt Transit Authority is pleased to support the City of Arcata's application for the Arcata Freeway Cap and Humboldt Area Transit Improvements Reconnecting Communities: Highways to Boulevards Program grant. Humboldt County's transit-dependent population percentage is higher than both state and national averages and is increasing. Providing robust service to Humboldt County's dispersed population is challenging. We look forward to partnering with the City to explore innovative ways—including bus rapid transit elements, first- and last-mile improvements, integrated transportation management systems, and mobility hub concepts—to connect rural and tribal communities with essential services, education, and employment in the Humboldt Bay area. Thank you for considering this application.

Sincerely,

Humboldt Transit Authority

DocuSigned by:  
  
CAFECEB161C0A4FC...

Greg Pratt  
General Manager



September 9, 2023

Reconnecting Communities: Highways to Boulevards Program 2023

Tony Tavares, Director  
California Department of Transportation  
1120 N Street  
Sacramento, CA 955814

Dear Director Tavares:

Arcata House Partnership is pleased to support the City of Arcata's application for the Reconnecting Arcata Project for Reconnecting Communities: Highways to Boulevards Program grant. This project will support much needed services and access to mobility throughout the city. The people we serve rely heavily on services such as public transportation, bicycle paths, sidewalks, and safe crossings.

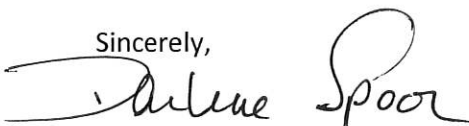
The proposed Reconnecting Arcata project will build on existing planning efforts with a focus on comprehensively addressing mobility and accessibility needs disrupted by three state highways—US 101, SR 255, and SR 299. Solutions will be driven by meaningful partner and public input, capitalizing on the momentum of diverse groups already engaged in hyperlocal planning efforts, and building their capacities. Early conversations support improvements such as a new transit center, a freeway cap and/or new freeway crossings, bike and pedestrian bridges and active transportation improvements.

The State Highway System (SHS) is the largest barrier to mobility through Arcata. It separates Arcata residents from the Cal Poly Humboldt campus; it surrounds low-income, BIPOC, and student-housing neighborhoods, which poses health risks and limits active transportation options; it disrupts ecological corridors between the Arcata Community Forest, the Mad River, and Humboldt Bay; and it hampers circulation in locations prime for development of affordable housing and mixed-use development.

The Project will also help build a more equitable community in the City of Arcata. The City of Arcata aspires to achieve its goal of having less than 50% of transportation beginning and ending within Arcata to be due to single-occupant motor vehicle usage. The Project could incentivize active transportation, to reduce vehicle miles traveled and green-house gas emissions, and to benefit the local economy.

We look forward to collaborating on data collection and public engagement to achieve synergistic planning outcomes. The Reconnecting Arcata is a bold and exciting idea that will strengthen connections between the Cal Poly Humboldt campus and the Arcata core. We support this effort to maximize use of the public right of way in ways that support regional climate change, mode shift, and housing goals. Thank you for considering this application.

Sincerely,



Darlene Spoor, Executive Director



# Rural Communities Housing

## DEVELOPMENT CORPORATION

499 Leslie St. Ukiah, CA 95482

(707) 463-1975

[www.rchdc.org](http://www.rchdc.org)

August 24, 2023

Tony Tavares  
Director  
California Department of Transportation  
1120 N Street  
Sacramento, CA 955814

Re: Reconnecting Communities: Highways to Boulevards Program 2023

Dear Director Tony Tavares:

Rural Communities Housing Development Corporation (RCHDC) is pleased to support the City of Arcata's application for the Reconnecting Arcata Project for Reconnecting Communities: Highways to Boulevards Program grant. RCHDC is a nonprofit organization that provides affordable housing in the City of Arcata to low-income households that would greatly benefit from reduced barriers to mobility and accessibility. This grant application is directly aligned with our goal of creating a more equitable community by improving access for our existing low-income tenants as well as for future affordable housing development.

The proposed Reconnecting Arcata project will build on existing planning efforts with a focus on comprehensively addressing mobility and accessibility needs disrupted by three state highways—US 101, SR 255, and SR 299. Solutions will be driven by meaningful partner and public input, capitalizing on the momentum of diverse groups already engaged in hyperlocal planning efforts, and building their capacities. Early conversations support improvements such as a new transit center, a freeway cap and/or new freeway crossings, bike and pedestrian bridges and active transportation improvements.

The State Highway System (SHS) is the largest barrier to mobility through Arcata. It separates Arcata residents from the Cal Poly Humboldt campus; it surrounds low-income, BIPOC, and student-housing neighborhoods, which poses health risks and limits active transportation options; it disrupts ecological corridors between the Arcata Community Forest, the Mad River, and Humboldt Bay; and it hampers circulation in locations prime for development of affordable housing and mixed-use development.

*This institution is an equal opportunity provider and employer.*





## Rural Communities Housing DEVELOPMENT CORPORATION

499 Leslie St. Ukiah, CA 95482

(707) 463-1975

[www.rchdc.org](http://www.rchdc.org)

The Project will also help build a more equitable community in the City of Arcata. The City of Arcata aspires to achieve its goal of less than 50% of transportation beginning and ending within Arcata to be due to single-occupant motor vehicle usage. The Project could incentivize active transportation, to reduce vehicle miles traveled and green-house gas emissions, and to benefit the local economy.

We look forward to collaborating on data collection and public engagement to achieve synergistic planning outcomes. The Reconnecting Arcata is a bold and exciting idea that will strengthen connections between the Cal Poly Humboldt campus and the Arcata core. We support this effort to maximize use of the public right of way in ways that support regional climate change, mode shift, and housing goals. Thank you for considering this application.

Sincerely,

DocuSigned by:

*Daniel McIntire*

F49C5F1655CD42D...

Dan McIntire

Chief Operations Officer

Rural Communities Housing Development Corporation

*This institution is an equal opportunity provider and employer.*





September 11, 2023

Tony Tavares, Director  
California Department of Transportation  
1120 N Street  
Sacramento, CA 955814

**RE: Reconnecting Communities: Highways to Boulevards Program 2023**

Dear Director Tavares:

The Coalition for Responsible Transportation Priorities (CRTP) is pleased to support the City of Arcata's application for the Reconnecting Arcata Project for Reconnecting Communities: Highways to Boulevards Program grant.

CRTP is a non-profit organization whose mission is to promote transportation solutions that protect and support a healthy environment, healthy people, healthy communities and a healthy economy on California's North Coast. While state highways play an important role in regional and interregional transportation, they pose major challenges where they pass through our North Coast communities. In Arcata, these challenges come in the form of high-traffic "surface street" corridors like SR 255 that are dangerous and uncomfortable for people to use while walking, biking or rolling, as well as high-speed freeways like US 101 and SR 299 that divide neighborhoods, limit safe travel routes, and take up huge amounts of valuable space in the middle of town that could otherwise be used to meet important needs like housing production.

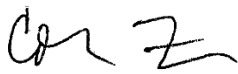
In fact, the State Highway System (SHS) is the largest barrier to mobility through Arcata. It separates Arcata residents from the Cal Poly Humboldt campus; it surrounds low-income, BIPOC, and student-housing neighborhoods, which poses health risks and limits active transportation options; it disrupts ecological corridors between the Arcata Community Forest, the Mad River, and Humboldt Bay; and it hampers circulation in locations prime for development of affordable housing and mixed-use development.

The proposed Reconnecting Arcata project will build on existing planning efforts to address these challenges, with a focus on mobility and accessibility needs. The City of Arcata has already begun outreach to CRTP and other stakeholders for early input on project concepts, and we look forward to pursuing these ideas in greater detail when funding is awarded. Early conversations have covered topics including a new transit center, a freeway cap and/or new freeway crossings, bike and pedestrian bridges and active transportation improvements.

The Project could also help build a more equitable community in the City of Arcata and help the city achieve its long-term goal of a vehicular mode share under 50%. The Project could incentivize active transportation, to reduce vehicle miles traveled and green-house gas emissions, and to benefit the local economy.

Reconnecting Arcata is a bold and exciting idea that will strengthen connections between the Cal Poly Humboldt campus, the Arcata core, and other key areas of the city. We support this effort to maximize use of the public right of way in ways that support regional climate change, mode shift, and housing goals. Thank you for considering this application.

Sincerely,

A handwritten signature in black ink, appearing to read 'Colin Fiske'.

Colin Fiske  
Executive Director  
Coalition for Responsible Transportation Priorities  
[colin@transportationpriorities.org](mailto:colin@transportationpriorities.org)



Our goal: To improve and encourage bicycle commuting

P.O. Box 9054, Eureka, California 95502-9054

September 11, 2023

Tony Tavares, Director

California Department of Transportation

1120 N Street

Sacramento CA 95814

Dear Mr. Tavares,

The Humboldt Bay Bicycle Commuters Association (HBBCA) is pleased to support the City of Arcata's grant application for the Reconnecting Arcata Project under the "Highways to Boulevards Program." The intent of the project is consistent with our Association's goal "to improve and encourage bicycle commuting."

The proposed project will build on existing planning efforts with a focus on comprehensively addressing mobility and accessibility needs disrupted by three state highways within the City—US 101 and 299 freeways and SR 255. The City is committed to meaningful partner and public input, capitalizing on the momentum of diverse groups already engaged in its planning efforts. The many areas of focus for the effort includes enhanced bike accommodations, which we are particularly interested in.

The City considers the State Highway System the biggest barrier to mobility through Arcata, as it separates Arcata residents from the Cal Poly-Humboldt campus and student housing neighborhoods, which creates safety risks and limits active transportation options; and it hampers circulation in locations prime for development of affordable housing.

The Project will also help build a more equitable community in the City. The City aspires to achieve a goal of "less than 50% of transportation trips, beginning and ending in the City, being accomplished by single-occupant motor vehicles." The Project will incentivize active transportation options to reduce vehicle miles traveled and resulting environmental impacts.

We look forward to collaborating on this important planning effort which will optimize use of public right of ways that support regional climate change, mode shift, and housing goals.

Sincerely,

A handwritten signature in blue ink, appearing to read "Rick Knapp".

Rick Knapp, President



# Redwood Community Action Agency

## ADMINISTRATION Information & Referral

(707) 269-2001

September 19th, 2023

## COMMUNITY SERVICES

(707) 269-2052

AmeriCorps Programs

(707) 269-2047

TOOTH Program

(707) 269-2076

PACT Program

(707) 269-2013

Tony Tavares

Director

California Department of Transportation

1120 N Street

Sacramento, CA 95814

## RE: Reconnecting Communities: Highways to Boulevards Program

## ENERGY AND

## ENVIRONMENTAL SERVICES

(707) 444-3831

Weatherization, Ext. 204

Home Energy Assistance Program

(HEAP) Info (707) 444-3834

General Contractor

License #466777

Dear Director Tony Tavares:

Redwood Community Action Agency (RCAA) is pleased to support the City of Arcata's application for the Reconnecting Arcata Project for Reconnecting Communities: Highways to Boulevards Program grant. RCAA works directly with community members, civic groups, and local jurisdictions to enhance neighborhood safety by implementing projects to improve roadway conditions for all users. In addition, RCAA works with Humboldt County, schools, and parents to encourage more children to walk and bicycle to school safely and coordinates Humboldt County Safe Routes to School Task Force meetings. Therefore, RCAA is enthused to support The City of Arcata's application for this grant because we see how this project could drastically improve roadway safety by addressing hazardous conditions caused by the State Highway System.

## NATURAL RESOURCES

## SERVICES

(707) 269-2061

Landscape Contractor

License # 518874

The proposed Reconnecting Arcata project will build on existing planning efforts with a focus on comprehensively addressing mobility and accessibility needs disrupted by three state highways—US 101, SR 255, and SR 299. Solutions will be driven by meaningful partner and public input, capitalizing on the momentum of diverse groups already engaged in hyperlocal planning efforts, and building their capacities. Early conversations support improvements such as a new transit center, a freeway cap and/or new freeway crossings, bike and pedestrian bridges and active transportation improvements.

## AFFORDABLE RENTALS

Managed by: Rural Communities

Housing Development Corp.

(707) 826-7312

The State Highway System (SHS) is the largest barrier to mobility through Arcata. It separates Arcata residents from the Cal Poly Humboldt campus; it surrounds low-income, BIPOC, and student-housing neighborhoods, which poses health risks and limits active transportation options; it disrupts ecological corridors between the Arcata Community Forest, the Mad River, and Humboldt Bay; and it hampers circulation in locations prime for development of affordable housing and mixed-use development.

## YOUTH SERVICES BUREAU

24-Hour Youth & Family Hotline

(707) 444-CARE

YSB Administration

Launch Pad TLP

Our House Emergency Shelter

(707) 443-8322

Raven Street Outreach Program

(707) 443-7099

ZURETTI GOOSBY

Board President

VAL MARTINEZ

Executive Director

A Catalyst For Change

Equal Opportunity Housing Provider / EOE

904 G Street \* Eureka, CA 95501 \* (707) 269-2001 \* Fax (707) 445-0884 \* [www.rcaa.org](http://www.rcaa.org)

The Project will also help build a more equitable community in the City of Arcata. The City of Arcata aspires to achieve its goal of less than 50% of transportation beginning and ending within Arcata to be due to single-occupant motor vehicle usage. The Project could incentivize active transportation, to reduce vehicle miles traveled and green-house gas emissions, and to benefit the local economy.

We look forward to collaborating on data collection and public engagement to achieve synergistic planning outcomes. The Reconnecting Arcata is a bold and exciting idea that will strengthen connections between the Cal Poly Humboldt campus and the Arcata core. We support this effort to maximize use of the public right of way in ways that support regional climate change, mode shift, and housing goals. Thank you for considering this application.

Sincerely,



Lorey Keele  
Acting Executive Director  
Redwood Community Action Agency  
(707) 269-2058



# California State Senate

## SENATOR MIKE MCGUIRE

MAJORITY LEADER

NORTHERN CALIFORNIA'S SECOND SENATE DISTRICT

September 15, 2023



Tony Tavares, Director  
California Department of Transportation  
1120 N Street  
Sacramento, CA 95814

### **RE: Reconnecting Communities: Highways to Boulevards Program**

Dear Director Tavares:

I am writing to express my strong support of the City of Arcata's application to the Reconnecting Communities Program. This project is aligned with California's goals for transportation solutions that truly serve our communities. This project is worth every penny of critical funding.

The Reconnecting Arcata project will build on existing planning efforts with a focus on addressing mobility and accessibility needs that are currently disrupted by three state highways: US 101, SR 255, and SR 299. Solutions will be driven by public input which so far includes recommendations for a new transit center, a freeway cap and/or new freeway crossings, bike and pedestrian bridges, and active transportation improvements.

The State Highway System (SHS) is the largest barrier to mobility throughout Arcata. It separates Arcata residents from the Cal Poly Humboldt campus; it surrounds low-income, BIPOC, and student-housing neighborhoods, posing health risks and limiting active transportation options; it disrupts ecological corridors between the Arcata Community Forest, the Mad River, and Humboldt Bay; and it hampers development of affordable housing and mixed-use projects. Addressing these physical and socio-economic barriers will help build a more equitable Arcata.

The Reconnecting Arcata project is a bold and exciting idea that will strengthen connections between the Cal Poly Humboldt campus and the hub of Arcata. I wholeheartedly support this effort and hope to see its successful implementation. If our office can be of any assistance, please do not hesitate to call us at (707) 445-6508.

Warmest regards,

A handwritten signature in black ink, appearing to be "Mike McGuire", written in a cursive style.

MIKE MCGUIRE  
Senator



Figure 1. Bridging across Highway 101, connecting the divided halves of the city of Arcata.







Figure 2. An illustration of the potential activity on the highway cap. Refer to the image on the previous page for the dashed outline placing this image in its context.

