

## Addendum to the 2006 Regional Transportation Plan Update for Humboldt County

### **The following revisions will be made to page IV-8:**

While the SR 8 inventory identifies specific projects in Humboldt County, these projects are not funded, and may never be funded. The projects identified include:

- Richardson Grove Bypass
- Eureka-Arcata Freeway Gap
- NWP Railroad damage repair

The project at Richardson's Grove was portrayed in SR 8 products, but has since been eliminated as a candidate in Caltrans *US 101 Route Concept Report* (October 2002) due to cost and environmental impacts. Although the Richardson Grove Bypass has been eliminated as a candidate project, the Caltrans *US 101 Route Concept Report* Route identifies Richardson Grove (PM 2.1/3.5) as being a STAA Truck Restriction Location. In addition, the area directly North of Richard Grove (PM R5.6/74.8) is reported as having collision rates greater than 1.5 times of the statewide average. (Source: Caltrans. October 2002. US 101 Route Concept Report.)

The Eureka-Arcata Freeway Gap is now referred to as the Eureka-Arcata corridor after its conversion to a safety corridor. The 2006 STIP has allotted \$2,613,000 towards P & E for the Eureka-Arcata corridor project. The 2006 STIP allocation does not cover the entire cost of the Eureka-Arcata corridor project. According to HCAOG staff, the current estimate for the project is between \$25 and \$30 million dollars. However, the total price tag for the corridor project will be determined at the outcome of the environmental review process. (Source: Caltrans. 2006 STIP)

The North Coast Railroad Authority (NCRA) released a *2006 Strategic Plan* that estimates \$106 million dollars will be needed to reopen the entire line. (Source: NCRA. 2006. Strategic Plan).

### **The following changes will be made to page I-3:**

In order to construct a profile of Humboldt County's future economic and demographic characteristics over the next 20 years, several planning resources were consulted. A review was made of relevant data published by the State Department of Finance's preliminary 20 year forecast for Humboldt County, California Department of Transportation (Caltrans) *Long Term Socio-Economic Forecasts by County*, and the Humboldt County *Building Communities Report*. For a description of the methodology used by the California Department of Finance to project population numbers for California's Counties, please see,

<http://www.dof.ca.gov/HTML/DEMOGRAP/ReportsPapers/Projections/P1/P1.asp>

For a description of the methodology used by the California Department of Transportation to project population, please see, <http://www.dot.ca.gov/hq/tpp/offices/ote/socio-economic.htm>.

**The following changes will be made to page II-119:**

Rail has the possibility to provide passenger rail service and excursion rail service, in addition to good movement. For these reasons the HCAOG Board will consider creating a separate section for rail transportation, independent of goods movement in future RTP updates.