

2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM



ADOPTED:

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INSERT COVER LETTER

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2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2022 RTIP)

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A. Overview and Schedule

Section 1. Executive Summary

The Humboldt County Association of Governments (HCAOG), as the Regional Transportation Planning Agency for Humboldt County, has prepared this 2022 RTIP consistent with Caltrans' Draft 2022 ITIP, the California Transportation Commission's (CTC) 2022 State Transportation Improvement Program (STIP) Guidelines and 2022 Fund Estimate (FE). The STIP FE is a biennial estimate of all resources available for the state's transportation infrastructure over the next five-year period, and establishes the program funding levels for the STIP and the State Highway Operation and Protection Program (SHOPP). The 2022 FE period covers a five-year programming period, beginning at Fiscal Year (FY) 2022-23 and ending in FY 2026-27.

The 2022 FE was adopted by the CTC August 18, 2021. According to the adopted FE, the Humboldt region has \$4,478,000 in new programming capacity through the last year of the 2022 STIP (2026-27). The CTC staff report indicates that programming in the 2022 STIP will be constrained by fiscal year, with most new programming in the two years added to the STIP, 2025-26 and 2026-27.

The Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA, HR 133) was enacted into law on December 27, 2020, and included transportation infrastructure funding to the States for suballocation. Of the total funds, 50% were distributed to regions based on the STIP formula. For HCAOG the CRRSAA STIP funds are \$1,334,595 (including Planning Programming & Monitoring (PPM) of \$63,552). All funds must be programmed no later than August 2023. The HCAOG Board voted to program the CRRSAA funds with the 2022 STIP cycle.

Table 1: Summary of CRRSAA and STIP funding

	Projects	PPM	Total
CRRSAA	\$1,271,043	\$63,552	\$1,334,595
2022 STIP	\$4,164,000	\$314,000	\$4,478,000
	\$5,435,043	\$377,552	\$5,812,595

Since 2001 HCAOG has been contributing regional shares (RIP shares) to the Caltrans Highway 101 Eureka/Arcata Corridor Project. This has been the biggest single investment HCAOG has ever made. Since the project's inception HCAOG has contributed more than \$24 million in RIP shares with the remainder of the project funds coming from the ITIP. The project is scheduled to begin construction in 2022. This cycle HCAOG is choosing not to program \$300,000 of the RIP share target and reserve that funding for an associated mitigation project (spartina removal on Tuluwat Island). The construction bids for this mitigation project exceeded the original estimate and Caltrans sought concurrence and acknowledgement from the HCAOG Board that additional RIP shares would be required to fully fund the construction. For this mitigation project, the Caltrans/ HCAOG funding is an 85%/15% split (ITIP/RTIP). We will not know the exact amount of

the overage until the project reaches the contract completion phase, so we have not programmed a specific amount now, but rather are “saving” these shares to be applied at the time of contract completion.

Available Funds for Projects	
CRRSAA	1,271,043
2022 STIP	4,164,000
Total:	\$ 5,435,043
Caltrans 101 Eureka/Arcata Corridor	(300,000)
Remaining Funds Available:	\$ 5,135,043

This STIP cycle HCAOG is pleased to put forth five new projects and cover additional phases of a previously funded project (Blue Lake Truck Route).

State only funds are requested for all but the Fortuna project as noted in the Summary of Requested Funding Table. Based on the Federal- Aid Project Funding Guidelines (State of California Department of Transportation, January 28, 2019, Sections II.A.1.c and II.A.2.d), the projects do not meet the thresholds of the Federal Aid funding level requirements for STIP Capital Outlay or Right of Way capital and are therefore qualified for state only funding.

An AB3090 agreement is requested for the Fortuna 12 Street US 101 interchange Modernization Project. The PA&ED phase of this project is proposed to be partially funded with CRRSAA and partially with traditional STIP funds. Because STIP funding is not guaranteed to be available in the early years of the STIP cycle, the AB3090 agreement will ensure that there is no interruption to completion of the PA&ED phase and will also ensure that the City of Fortuna receives reimbursement for programmed costs. Additionally, HCAOG has placed a high priority on this project so that if STIP funding becomes available sooner, the AB3090 agreement may not be needed.

Section 2. General Information

Insert contact information in the text fields below.

- **Regional Agency Name**
Humboldt County Association of Governments
- **Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP).**

Regional Agency Website Link: <https://www.hcaog.net>

RTIP document link: <http://www.agency.org/RTIP>

RTP link: <https://www.hcaog.net/documents/regional-transportation-plan-2021-update>

- **Regional Agency Executive Director/Chief Executive Officer Contact Information**

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- **RTIP Manager Staff Contact Information**

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- **California Transportation Commission (CTC) Staff Contact Information**

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Section 3. Background of Regional Transportation Improvement Program (RTIP)

A. What is the Regional Transportation Improvement Program?

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan which guides a region's transportation investments over a 20 to 25 year period. The RTP is based on all reasonably anticipated funding, including federal, state and local sources. Updated every 4 to 5 years, the RTP is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region.

B. Regional Agency's Historical and Current Approach to developing the RTIP

In years when funding is available, HCAOG solicits project programming requests from the Technical Advisory Committee (TAC), which includes representatives of the County, cities, federally recognized tribes, transit agencies, Caltrans, and the California Highway Patrol.

TAC members submit projects by filling out a programming request form. For each project proposed for funding a Project Study Report or equivalent must be submitted. The TAC members and the public have the opportunity to review the submitted materials prior to the TAC meeting. The TAC works collaboratively to review the submitted projects and develops recommendations for programming. TAC recommendations are forwarded to the HCAOG Policy Advisory Committee, with final decision coming from the HCAOG Board.

Section 4. Completion of Prior RTIP Projects (Required per Section 68)

Since the last STIP cycle several projects have been completed, as noted in the table below.

The projects include two rehabilitation projects in Eureka, a rehabilitation and complete street project in Fortuna, and complete street improvements in Trinidad. All of these projects have contributed to improved Americans with Disabilities Act (ADA) facilities, safer pedestrian and bicycle facilities, and improved road conditions.

Project Name and Location	Description	Summary of Improvements/Benefits
Eureka: Hawthorne, Feldt and 14 th Street Rehabilitation	Rehabilitation	Rehabilitation of highly travelled roadway. The project included improving ADA facilities and associated bike route pavement markings and signage.
Eureka: Highland Ave and Koster Street Rehabilitation	Rehabilitation	Rehabilitation of highly travelled roadway. Sidewalks were repaired or replaced and sidewalk gaps were filled. Truncated dome mats were installed.
Fortuna: Redwood Way, Fortuna Blvd-Rohnerville Road Improvements	Rehabilitation and Complete Streets	Widening of existing roadway to add bike lanes, addition of sidewalk on one side, dig-outs and overlay of failing roadway. ADA upgrade of curb ramps.
Trinidad: Downtown pedestrian and connectivity improvements	Complete Street Improvements	Complete streets improvements by removing barriers and extending new accessible routes along portions of Patrick's Point Drive, Scenic Drive, and Trinity Street.

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 18, 2021
Caltrans identifies State Highway Needs	September 15, 2021
Caltrans submits draft ITIP	October 15, 2021
HCAOG Call for STIP Projects	August 16, 2021
HCAOG TAC meeting to recommend STIP projects	October 7, 2021
CTC ITIP Hearing, North	November 1, 2021
HCAOG TAC meeting to review RTIP and make Recommendation to HCAOG Board	November 4, 2021
CTC ITIP Hearing, South	November 8, 2021
HCAOG adopts 2022 RTIP	November 18, 2021
Regions submit RTIP to CTC (postmark by)	December 15, 2021
Caltrans submits ITIP to CTC	December 15, 2021
CTC STIP Hearing, North	January 27, 2022
CTC STIP Hearing, South	February 3, 2022
CTC publishes staff recommendations	February 28, 2022
CTC Adopts 2020 STIP	March 23-24, 2022

B. Public Participation/Project Selection Process

It is HCAOG's policy to engage public participation in the development of all planning and programming activities. Every project incorporated in the RTIP is included in HCAOG's Regional Transportation Plan-Variety of Rural Options of Mobility (VROOM). The Current RTP was adopted in 2017¹. An RTP update is underway, with anticipated adoption in December 2021. The RTP process includes extensive public participation, with targeted outreach in addition to multiple committee and Board meetings.

During the development of the RTIP, the public is provided opportunities to participate in HCAOG Board and Committee meetings. HCAOG notices the meetings and makes agendas and minutes readily available to the public.

For this cycle the RTIP was discussed at the August, September, October, and November TAC meetings and at the HCAOG Board meeting in November.

C. Consultation with Caltrans District (Required per Section 17)

Caltrans District: 1

Although HCAOG did not receive a letter from District 1 to include as an attachment, we have been meeting with representatives regarding reserving \$300,000 for the Highway 101 mitigation project. Additionally, Caltrans representatives participate in our Policy Advisory Committee at the Board level and have a seat on the Technical Advisory Committee.

¹ The Rio Dell Neighborhood Connectivity Project was added to the 2017 RTP via HCAOG resolution 21-27. The project also is included in the draft RTP update, VROOM 2022-2042.

B. 2022 STIP Regional Funding Request

Section 6. 2022 STIP Regional Share and Request for Programming

A. 2022 Regional Fund Share Per 2022 STIP Fund Estimate

HCAOG Base Minimum Target:

HCAOG's Total Target: \$4,478,000 (includes \$482,000 of unprogrammed shares)

HCAOG's Maximum Target \$6,454,000

Planning Programming and Monitoring Target: \$314,000

Summary of CRRSAA and STIP funds:

	Target (minus PPM)	PPM	Total
CRRSAA	1,271,043	63,552	1,334,595
2022 STIP	4,164,000	314,000	4,478,000
	\$5,435,043	\$377,552	\$5,812,595

B. Summary of Requested Programming

The table below summarizes the project and funding requested, noting which projects the CRRSAA funds have been requested for. State only funds are requested for all projects except the City of Fortuna 12th street project.

Project Name and Location	Project Description	Requested RIP Amount \$1,000
HCAOG Planning, Programming and Monitoring	Funding for HCAOG staff to oversee, monitor, and manage projects that are funded in the STIP and to assist member agencies in preparing Project Study Reports and planning activities in order to qualify for STIP programming.	\$314
City of Fortuna: 12 th Street US 101 Interchange Modernization (Partial CRRSAA/ Partial RIP)	PA&ED phase of the modernization project to improve traffic, pedestrian, and bicycle operations at the 12th Street interchange with US 101 in Fortuna in Humboldt County. Proposed project components include a roundabout on 12th Street at the intersections with the northbound US 101 ramps, modifications to the US 101 on- and off-ramps, the realignment of Newburg Road, and widening the highway overcrossing bridge in order to accommodate non-motorized facilities.	\$725* \$225
City of Trinidad: Trinity Street, Road Rehabilitation (STATE ONLY FUNDS)	Rehabilitate and extend the useful life of the roadway pavement on Trinity Street.	\$272
City of Rio Dell Neighborhood Connectivity Improvement Project: Painter, Ireland, and Central Streets (Partial CRRSAA/ Partial RIP) (STATE ONLY FUNDS)	Infill sidewalk segments, install curb ramps, and install crosswalk striping to connect neighborhoods to the school and to main areas of town	\$38* \$819

<p>County of Humboldt: Myrtle Ave Rehabilitation, Overlay, and Bicycle Improvements (STATE ONLY FUNDS)</p>	<p>Preliminary engineering, environmental documentation, right of way and construction for an overlay project on Myrtle Avenue (F3K300). The project will overlay the existing roadway and upgrade the shoulders to current bicycle standards and provide new surfacing for the vehicle lanes. Portions of the roadway that show significant wear will be rehabilitated by grinding and replacing the asphalt.</p>	<p>\$910</p>
<p>City of Arcata: Improvements to Sunset Avenue/L K Wood Rd and Sunset Ave/ US 101 North (CRRSAA) (STATE ONLY FUNDS)</p>	<p>Replace the current intersections with a one lane roundabout constructed in the center of the current Sunset Avenue/LK Wood Boulevards and Sunset Avenue/US 101 North ramps intersection. The project will provide a Class IV bikeway along the southern side of the roundabout. This will provide pedestrians and cyclists with a separate path that crosses LK Wood Boulevard and accesses Sunset Avenue.</p>	<p>\$500*</p>
<p>City of Blue Lake: Truck Route Greenwood Ave Complete Streets Phase 1 (STATE ONLY FUNDS)</p>	<p>Traffic calming measures and pedestrian improvements on Greenwood Avenue to reduce vehicle speeds. Including the addition of mountable curbs, chokers, raised crosswalks and traditional crosswalks with bulb outs, a widened sidewalk on western side of Greenwood Avenue to provide safe access for school children, and planting of trees. In addition, road rehabilitation measures will be implemented to extend the useful life of the road section.</p>	<p>\$1,647</p>

*CRRSAA funding request

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Section 7. Overview of Other Funding Included With Delivery of Regional Improvement Program (RIP) Projects

The table below details which projects have additional funding sources. Several projects denoted by an * will be receiving CRRSAA funds. No projects require CTC approval for non-proportional spending.

Proposed 2022 RTIP	Total RTIP	Other Funding					Total Project Cost
		ITIP	STBG/CMAQ	Fund Source 1	Fund Source 2	Fund Source 3	
Planning, Programming and Monitoring (HCAOG)	314						314
City of Fortuna 12 Street US 101 Interchange Modernization	225			725*			950
City of Trinidad: Main St., Trinity Street, Patrick's Point Dr. Pavement Rehab.	272						272
City of Rio Dell Neighborhood Connectivity Improvement Project: Painter, Ireland, and Central Streets	819			38*	41		898
County of Humboldt: Myrtle Ave Rehabilitation, Overlay, and Bicycle Improvements	910						910
City of Arcata: Improvements to Sunset Avenue/L K Wood Rd and Sunset Ave/ US 101 North	0			500*	3,787		4,287
City of Blue Lake: Truck Route Greenwood Ave Complete Streets Phase 1	1,646			250**			1,897
Totals	4,186	-	-	1,513	3,828	-	9,528

Notes: *CRRSAA funds requested
**2017 STIP Cycle Funding

Section 8. Interregional Transportation Improvement Program (ITIP) Funding and Needs

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods in the State of California. As an interregional program, the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state's economic vitality. The ITIP is prepared in accordance with Government Code Section 14526, Streets and Highways Code Section 164 and the STIP Guidelines. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional

transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

No ITIP funding is requested this cycle. The Eureka-Arcata 101 Corridor Improvement project has been allocated funding in the STIP since 2001, with funding coming from both the RTIP and ITIP. The project is scheduled to begin construction in 2022. This project has been the highest priority in the region.

Other high priority interregional highway needs are safety and active transportation improvements along the Highway 101 corridor through Eureka.

Section 9. Projects Planned Within Multi-Modal Corridors

The primary corridors in the region are the US 101 Corridor and State Route 299. None of the projects proposed directly impact these corridors. The City of Fortuna's 12th Street project will improve pedestrian access at the 12th Street/101 North interchange and pedestrian access across the 12th Street bridge.

Section 10. Highways to Boulevards Conversion Pilot Program

HCAOG has not identified any state routes within the region that might be potential candidates for the highways to boulevards conversion pilot program.

C. Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP

Section 11. Regional Level Performance Evaluation (per Section 19A of the guidelines)

The Humboldt region does not have a Sustainable Communities Strategy or Alternative Planning Scenario. The region is not currently monitoring the performance measures listed in the RTIP template other than Pavement Condition Index on local streets and roads. However, as there are no large-scale local road rehabilitation projects included in the STIP programming for this region, this is not an effective way to evaluate the RTIP. As an alternative HCAOG has prepared the following evaluation of effectiveness of RTIP projects in achieving the goals and objectives of the RTP.

The current RTP is the 2017 VROOM (Variety in Rural Options of Mobility). The overall objectives in VROOM are as follows:

Overall Objectives

- Balanced Mode Share/ Complete Streets
- Economic Vitality
- Efficient and Viable Transportation System
- Environmental Stewardship
- Equitable and Sustainable Use of Resources
- Safety

With each of these objectives there are a suite of supporting policies. The following are excerpted from the Complete Streets Chapter of the RTP. Only those sections relevant to RTIP projects have been reproduced here.

OBJECTIVE: BALANCED MODE SHARE/ COMPLETE STREETS

- ◆ Maximize multi-modal access to the roadway system and eliminate barriers to non-motorized transportation.
- ◆ Expand and maintain a regional network of inter-connected pedestrian and bicycle facilities for active transportation.
- ◆ Support and implement projects and policies that increase biking and walking, especially for short trips, first/last mile transit trips, and school trips. {California Transportation Plan 2040}
- ◆ Create safe and effective walking and bicycling facilities that create neighborhood connectivity and continuity. {California Transportation Plan 2040}

Policy CS-1 HCAOG shall encourage and facilitate local jurisdictions, local Native American Tribes, Caltrans, and non-profits to individually and collaboratively plan, install, and maintain roads in Humboldt County to build a coordinated and balanced transportation system. (Also supports objectives: Efficient & Viable Transportation System, Economic Vitality)

Policy CS-4 HCAOG shall include Complete Streets improvements in regionally-funded transportation system projects to the extent feasible, as consistent with California Complete Streets Act of 2008 (AB 1358) and Caltrans Deputy Directive 64-R1. (Also supports objectives: Economic Vitality, Environmental Stewardship, Equitable & Sustainable Use of Resources, Safety)

OBJECTIVE: ECONOMIC VITALITY

Policy CS-5 HCAOG shall encourage and promote regional “complete streets” projects for the demonstrated economic benefits they bring to local businesses, markets, and property values.

OBJECTIVE: EFFICIENT & VIABLE TRANSPORTATION SYSTEM

- ◆ Maintain the roadway system in a condition that maximizes resources and uses, and minimizes disruptions and costs.

Policy CS-8 HCAOG will accelerate programming for regional projects that retrofit existing roads to provide safe and convenient travel by all users. (Also supports objective: Safety)

Policy CS-9 HCAOG supports a “fix it first” priority of protecting and preserving what we have first when allocating resources to roadways and other transportation assets.

OBJECTIVE: SAFETY

- ◆ Improve overall safety for motorists, bicyclists, pedestrians, and transit users on all county, city, and state highways and streets.

Policy CS-14 To advance Safe Routes to School and Safe Routes to Transit initiatives, HCAOG shall support jurisdictions to establish and maintain safe pedestrian paths and designated bikeways (Class I, II, or III) within one mile of all public schools and public transit connections. (Also supports objective: Complete Streets/Balanced Mode Share)

Policy CS-15 HCAOG supports roadway design standards that increase bicyclist and pedestrian safety and will work with local jurisdictions to help implement innovative designs and engineering projects that have been shown to improve bicyclist and pedestrian safety.

The table below lists each proposed project and which RTP objectives it supports. All projects included in this RTIP address at least one overall RTP objective. Multiple complete street policies are also furthered by each project.

2022 RTIP Projects in relation to RTP Complete Streets Objectives and Policies

Implementing Agency	Project	Primary Objectives Addressed	Policy	Discussion
City of Fortuna	12 Street US 101 Interchange Modernization	Complete streets, economic vitality and safety	CS-1, CS-4, CS-5, CS-8, CS-9, CS-15	<p>The project proposes to improve traffic, pedestrian, and bicycle operations at the 12th Street interchange with US 101. Proposed project components include roundabouts on 12th Street at the two intersections with the US 101 interchange, modifications to the US 101 on- and offramps, the realignment of Newburg Road, and widening the highway overcrossing bridge in order to accommodate non-motorized facilities.</p> <p>The project will:</p> <ul style="list-style-type: none"> •Simplify and improve navigation and traffic operations on 12th Street between Newburg Road and Riverwalk Drive, including the 12th Street/US 101 interchange; • Improve operations, reduce congestion, minimize conflicts, and improve safety at the 12th Street intersections; • Improve the local and regional bicycle and pedestrian facilities through the 12th Street/US 101 interchange area; and • Create a Gateway into central Fortuna that incorporates landscaping and wayfinding.
City of Trinidad	Trinity Street, Rehabilitation	Efficient and viable transportation system, Economic Vitality	CS-1, CS-4, CS-8, CS-9	<p>The project has been a longtime priority Trinity Street is the primary routes into and through the City of Trinidad and has the highest Average Daily Traffic (ADT). In recent years the pavement condition has significantly deteriorated on these roads and rehabilitation is needed to maintain the function of the system. Where previous projects in the area were focused on improving pedestrian accessibility through the downtown area, this project is focused on rehabilitating the failed roadway pavement and extending the useful life of the facility.</p>
City of Rio Dell	Neighborhood Connectivity Improvement Project: Painter, Ireland, and Central Streets	Complete streets	CS-1, CS-4, CS-5, CS-14, CS-15	<p>This project will increase pedestrian safety for several streets adjacent to the Rio Dell Elementary School, by providing sidewalks, driveways, and curb ramps in areas where there are no existing sidewalks available. The proposed new accessible routes will provide direct connections to the Rio Dell Elementary, the Library, Town Hall, and Downtown.</p>
County of Humboldt	Myrtle Ave Rehabilitation, Overlay, and Bicycle Improvements	Efficient and viable transportation system, Complete streets	CS-1, CS-4, CS-8, CS-9, CS-15	<p>This project will enhance safety for bicycles and vehicles by providing a safe bike lane connection between communities. The project will overlay the existing roadway and upgrade the shoulders to current bicycle standards and provide new surfacing for the vehicle lanes. Portions of the roadway that show significant wear will be rehabilitated by grinding and replacing the asphalt.</p>

City of Arcata	Improvements to Sunset Avenue/L K Wood Rd and Sunset Ave/ US 101 North	Complete Streets, Safety	CS-1, CS-4, CS-8, CS-15	The project will increase safety and reduce confusion at the Sunset Avenue/LK Wood Road and Sunset Avenue/US 101 Northbound Ramps Intersection. The current intersections will be replaced with a one lane roundabout constructed in the center of the current Sunset Avenue/LK Wood Boulevards and Sunset Avenue/US 101 North ramps intersection. A Class IV bikeway along the southern side of the roundabout will be provided.
City of Blue Lake	Truck Route Greenwood Ave Complete Streets Phase 1	Complete Streets, Efficient and viable transportation system, Economic Vitality, Safety	CS-1, CS-4, CS-5, CS-8, CS-9, CS-14, CS-15	The truck route is the primary access to commercial timberlands, several gravel mining operations, an asphalt batch plant, agricultural properties, and various businesses located in the City's business park, which are all located south of town. Currently, Blue Lake Elementary School is the most at-risk facility in terms of safety concerns along the truck route because of the school children accessing Blue Lake School, with no bike lanes, and a narrow sidewalk with utility poles located within the sidewalk. As the truck route continues from Greenwood onto Railroad Avenue, it nears the downtown area of Blue Lake where pedestrians are more active. The intersection of Railroad Avenue, Hatchery Road, and South Railroad Avenue is an expansive streetscape with undefined travel lanes and poorly located stop locations and crosswalk, making it complex for vehicles to navigate and unsafe for pedestrians and bicyclists, especially when mixed with truck traffic. This intersection now has an added crossing with the Annie and Mary Trail (separate project), increasing the complexity and need for an improved intersection allowing for multimodal harmony. There are complete street improvements planned for each section of the Blue Lake Truck Route as well as road rehabilitation and repair of storm drains.

Section 12. Regional and Statewide Benefits of RTIP

HCAOG's 2017 RTP supports an overall balance between transportation modes and between the preservation of existing systems while developing new uses and/or systems. These principles are reflected in the adopted transportation policies guiding the RTP. These policies are intended to guide the development of an efficient, coordinated regional transportation system, and to improve the mobility of Humboldt County residents, visitors, and goods. HCAOG's highest transportation goal is to provide a safe, balanced, coordinated, and cost-effective transportation system. The projects proposed are consistent with the RTP goals, objectives, and policies. Specifically, at the regional level, the projects will contribute to a more robust and safe active transportation system, as well as promoting economic vitality and contributing to an efficient and viable transportation system.

At statewide level, the projects proposed contribute to statewide benefits, and are consistent with efforts to promote mode shift and reduce vehicle miles travelled by providing safe active transportation networks. It is also consistent with the State' "fix-it first" approach to ensuring our transportation systems remain viable.

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D. Performance and Effectiveness of RTIP

Section 13. Evaluation of Cost Effectiveness of RTIP (Required per Section 19)

The region is not currently collecting quantitative data related to the cost effectiveness indicators listed in the RTP template other than Pavement Condition Index on local roads. Provide the following qualitative evaluation of the RTIP using the Rural Specific Cost Effectiveness Indicators.

Congestion Reduction: Although congestion reduction is not the primary goal for any of the RTIP proposed projects, two of the projects (12th Street/ US 101 Interchange Modernization, and Sunset Ave/LK Wood) involve roundabouts that will help reduce congestion. For the 12th Street project traffic modeling showed that many of the intersections were operating below a level of service (LOS) C (Fortuna's standard) for current conditions, with the LOS expected to significantly decline for full buildout over 20-years with no improvements to the intersections. For the Sunset/LK Wood Project the area performs at poorer level of service than the City's specified thresholds. Both projects include complete street elements that could also promote mode shift.

Infrastructure Condition: All the proposed projects will improve the infrastructure condition at the project locations. Three of the proposed projects specifically focus on improving the condition of infrastructure and include road rehabilitation (Trinity Street, Myrtle Ave, Blue Lake Truck Route). These projects located on locally and regionally important routes will incrementally improve the region's infrastructure condition.

Safety: Four of the proposed projects (12th Street/ US 101 Interchange Modernization, Sunset Ave/ LK Wood, Rio Dell Neighborhood Connectivity, Blue Lake Truck Route) have a safety focus. These projects will improve safety conditions for all modes, but especially for active transportation users.

Environmental Sustainability: Nearly all the projects in the RTIP will enhance environmental sustainability in the region's transportation system. New or enhanced pedestrian facilities will increase mode share for walking and biking. Improved intersections will decrease idling, and thereby, decrease greenhouse gas emissions. The rehabilitation projects will extend the life of the existing infrastructure.

Section 14. Project Specific Evaluation (Required per Section 19D)

A project level evaluation shall be submitted for projects for which construction is proposed if:

- The total amount of existing and proposed STIP for right-of-way and/or construction of the project is \$15 million or greater, or
- The total project cost is \$50 million or greater.

HCAOG is not proposing any projects that require a project specific evaluation.

E. Detailed Project Information

Section 15. Overview of Projects Programmed with RIP Funding

Agency	Project	Component	Prior	\$1,000				
				FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27
Fortuna	12 Street US 101 Interchange Modernization PRIORITY 1	PA&ED		725* 225				
Trinidad	Trinity Street, Rehabilitation PRIORITY 2	PA&ED		17				
		PS&E		19				
		CON			236			
Rio Dell	Neighborhood Connectivity Improvement Project: Painter, Ireland, and Central Streets PRIORITY 2	PA&ED		38*				
		PS&E			30			
		R/W			23			
		CON				766		
County of Humboldt	Myrtle Ave Rehabilitation, Overlay, and Bicycle Improvements PRIORITY 3	PA&ED			12			
		PS&E				25		
		R/W				3		
		CON				870		
Arcata	Improvements to Sunset Avenue/L K Wood Rd and Sunset Ave/ US 101 North	PA&ED		500*				
Blue Lake	Truck Route Greenwood Ave Complete Streets Phase 1 PRIORITY 3	PA&ED	110					
		PS&E	130	70				
		R/W		75				
		CON			1,502			
HCAOG	PPM PRIORITY 1			64*		100	100	114
	TOTAL PROPOSED NEW RIP PROGRAMMING			406	1,803	1,764	100	114
	TOTAL PROPOSED CRRSAA PROGRAMMING			1,733				
Previously Programmed								
County of Humboldt	McKinleyville, shoulder/PED safety Improvements	R/W	5					
		CON	265					
Arcata	Old Arcata Road Rehab & Ped/Bike improvements	PS&E	150					
Arcata	Old Arcata Road Rehab & Ped/Bike improvements	CON	2,388					
HCAOG	PPM				100	114		

Components: PA&ED: Environmental Studies and Permitting; PS&E: Design; R/W: Right of Way; CON: Construction

* CRRSAA funds requested

The CTC anticipates there will be little to no capacity for new projects until the later years of the STIP cycle. However, HCAOG has elected to request funding in the early years of the STIP cycle because all of the proposed projects are important and ready to be implemented. Our region will benefit from moving them forward as soon as possible. The priority ranking (1-3) in the Project column of the above table can be used to prioritize which projects to move forward sooner, in the

event some but not all of the program funds become available in the earlier years of the STIP cycle. This ranking is not applicable to the projects or portion of projects where CRRSAA funding is requested.

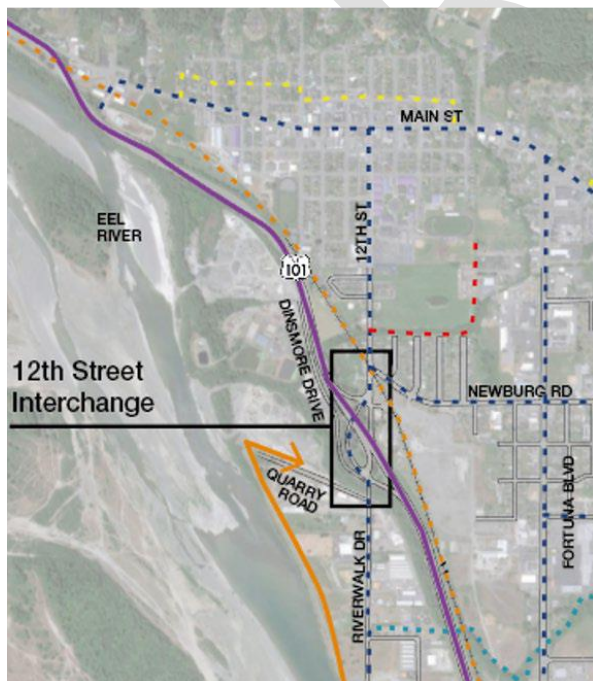
Individual Projects

New Project Fortuna: 12 St Interchange Modernization Project

The purpose of this project is to simplify and improve navigation and traffic operations on 12th Street between Newburg Road and Riverwalk Drive, including the 12th Street/US 101 interchange. The project will: improve operations, reduce congestion, minimize conflicts, and improve safety at the 12th Street intersections; improve the local and regional bicycle and pedestrian facilities through the 12th Street/US 101 interchange area; and create a Gateway into central Fortuna that incorporates landscaping and wayfinding.

The project is needed because: existing and future poor Level of Service (LOS) at the 12th Street intersections during peak hours as a result of closely spaced, stop-controlled intersections; there are no existing bicycle or pedestrian facilities resulting in a barrier to bicycle and pedestrian circulation and connectivity; and intersections lack directional legibility, making it difficult for visitors to access the City's existing amenities.

The PA&ED phase of the project is requested for funding with a portion of the funds coming from CRRSAA and a portion from the traditional STIP funding. The City is requesting to enter into an AB 3090 Agreement to ensure there is no interruption to the funding for the PA&ED phase.



[Link to Project Study Report.](#)

New Project Trinidad: Trinity Street Rehabilitation

The purpose of the project is to rehabilitate and extend the useful life of the roadway pavement on Trinity Street. The project is needed because portions Trinity Street are exhibiting signs of extreme pavement distress and failure. Trinity Street is a primary backbone of the City's transportation network and pavement failure would result in significant social and economic impacts to the community (including residents, businesses, and visitors). If the pavement condition is not rehabilitated soon, it will continue to deteriorate and ultimately require the entire roadway to be fully reconstructed.

The requested funding will cover the PA&ED, PS&E and the construction phases of the project.



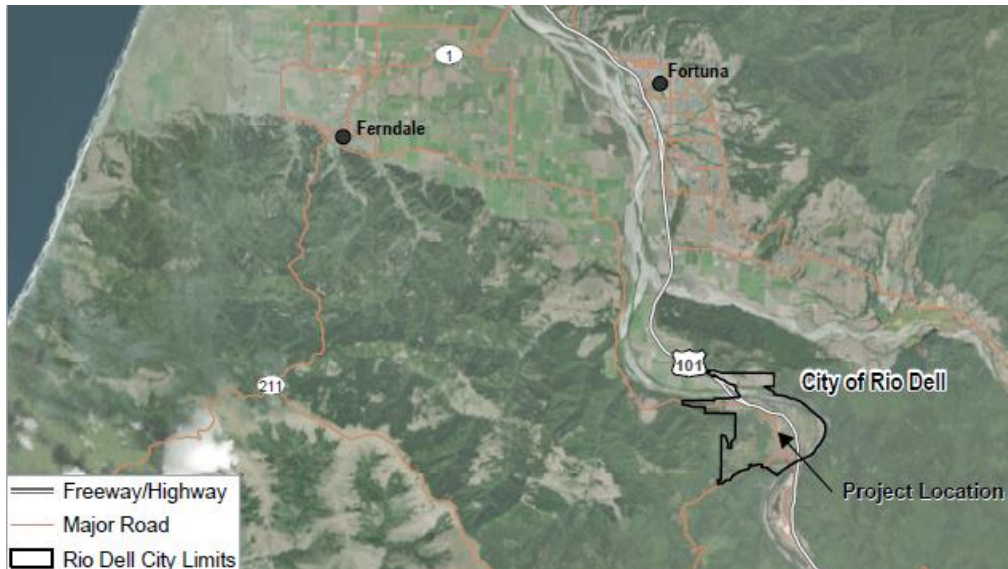
[Link to Project Study Report.](#)

New Project Rio Dell: Neighborhood Connectivity Project

This project will increase pedestrian safety for several streets adjacent to the Rio Dell Elementary School by providing sidewalks, driveways, and curb ramps in areas where there are no existing sidewalks available. The City of Rio Dell has undertaken a series of projects improving pedestrian travel throughout the community with a specific aim of improving connectivity with the central area of town and the school. Improved pedestrian path of travel increases safety for pedestrians and

provides a greater incentive for people to walk and ride bikes rather than to drive, which can help reduce vehicle traffic. The City is currently completing the design of several additional sidewalk segments to further develop pedestrian infrastructure in the City. The RTIP will fund additional work that is needed to infill sidewalk segments, install curb ramps, and install crosswalk striping to connect neighborhoods to the school and to main areas of town.

We are requesting that the PA&ED phase of the project be funded with CRRSAA and the PS&E and, right of way, and construction phases be funded through the traditional STIP.



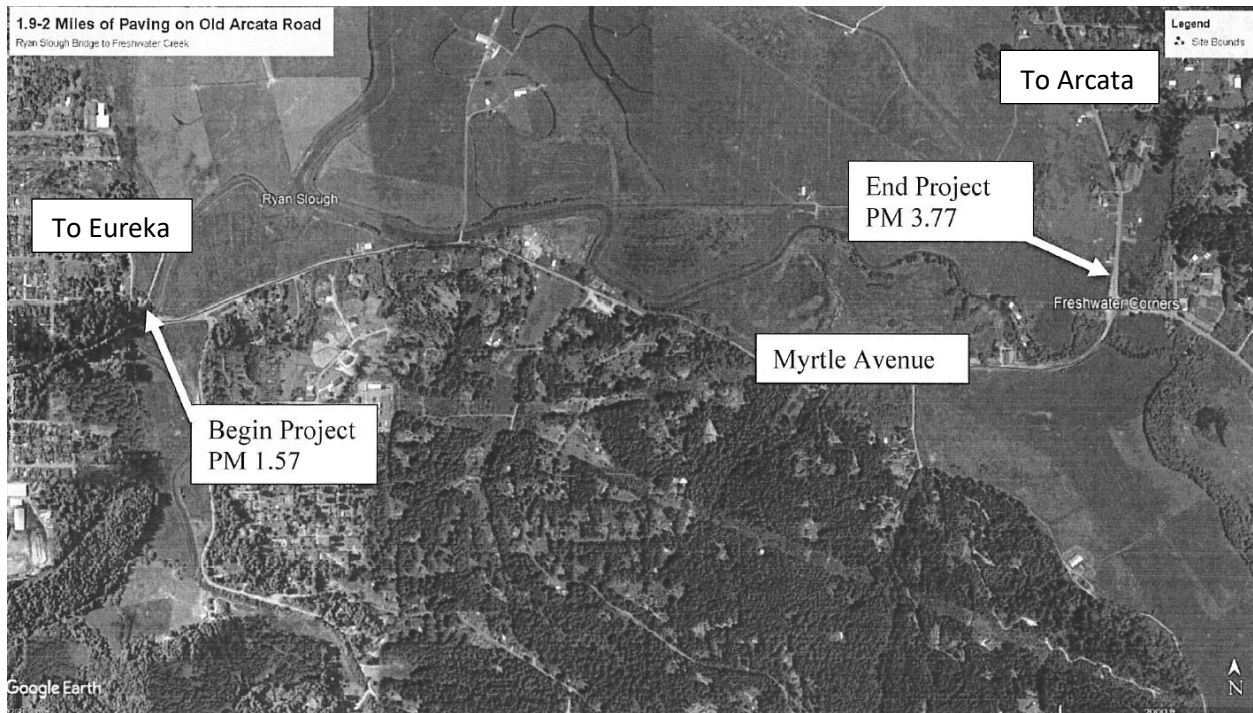
[Link to Project Study Report.](#)

New Project County of Humboldt: Myrtle Avenue Rehabilitation Overlay and Bicycle Improvements

The Myrtle Avenue traveled way is vulnerable to premature failure due to the unstable subgrade, high average daily trips, and truck use. Current counts in the reach addressed by this project are approximately 6,900 per day. The asphalt surfacing has areas with alligator cracking, which is evidence of excessive wear on the road.

This project will enhance safety for bicycles and vehicles by providing a safe bike lane connection between communities. The project will be able to address the pavement failures and upgrading the bike lanes to current standards with striping.

We are requesting funding from the traditional STIP for all phases of this project.

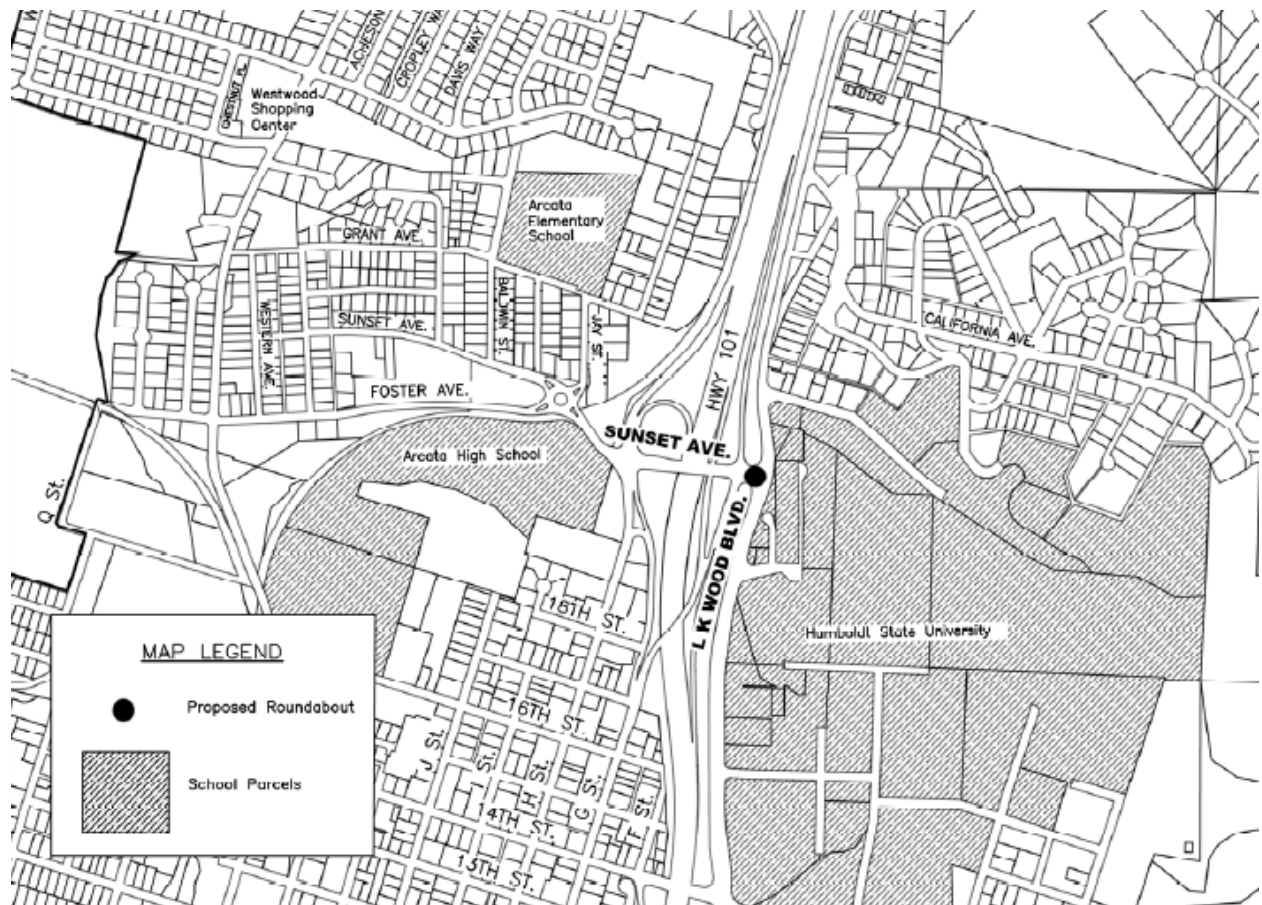


[Link to Project Study Report.](#)

New Project City of Arcata: Improvements to Sunset Avenue/LK Wood Rd and Sunset Avenue/ US 101 North (CRRSAA funding only)

The purpose of this project is to increase safety and reduce confusion at the Sunset Avenue/LK Wood Road and Sunset Avenue/US 101 Northbound Ramps Intersection. With the current configuration these intersections are within 150 feet of each other. Both intersections have collision rates higher than the state average. Additionally, Level of Service (LOS) was measured for each intersection and the project area was above City specified thresholds. Improvements to these intersections will result in safer modes of transportation for motorists, pedestrians and cyclists by improving collision rates. Additionally, it will improve the LOS.

Only CRRSAA funding is requested for the PA&ED phase of this project. The remainder of project funding will come from non-STIP sources.



[Link to Project Study Report.](#)

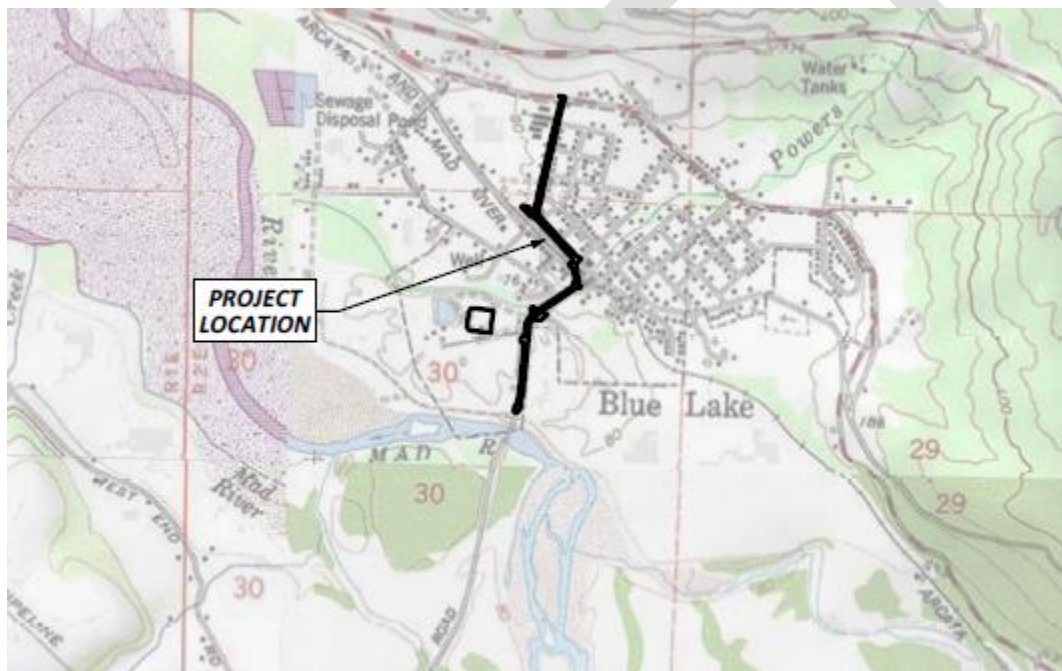
Continuing Project City of Blue Lake: Truck Route Greenwood Avenue Complete Streets Phase I

The City of Blue Lake’s primary truck route bisects the town and is the primary transportation corridor. The truck route is the primary access to commercial timberlands, several gravel mining operations, an asphalt batch plant, agricultural properties, and various businesses located in the City’s business park, which are all located south of town. Along the Greenwood section of the truck route is the Blue Lake Elementary School at one end, and Blue Lake City Hall and the Blue Lake Volunteer Fire Department’s primary fire station at the other end. Currently, Blue Lake Elementary School is the most at-risk facility in terms of safety concerns along the truck route because of the school children accessing Blue Lake School, with no bike lanes, and a narrow sidewalk with utility poles located within the sidewalk. The safety improvements that are needed will be combined with minor road rehabilitation projects throughout the truck route. To develop an all-encompassing project, areas with failed pavement and subgrade will be repaired. Several locations have broken, cracked, and rutted wheel paths that deteriorate further each year. Trucks leave Blue Lake Boulevard, turning on to Greenwood Avenue, immediately adjacent to Blue Lake Elementary School. From Blue Lake Boulevard, Greenwood Avenue is approximately 0.25 miles of straight downhill sloping road, a scenario that encourages excessive speeds through the school zone and residential area. As the truck route continues from Greenwood onto Railroad Avenue, it nears the downtown area of Blue Lake where pedestrians are more active. The intersection of

Railroad Avenue, Hatchery Road, and South Railroad Avenue is an expansive streetscape with undefined travel lanes and poorly located stop locations and crosswalk, making it complex for vehicles to navigate and unsafe for pedestrians and bicyclists, especially when mixed with truck traffic.

This intersection now has an added crossing with the Annie and Mary Trail (separate project), increasing the complexity and need for an improved intersection allowing for multimodal harmony. After the Railroad Avenue and Hatchery Road intersection, the truck route continues along Hatchery Road towards the Mad River Bridge, where the limits of this project end. Along Hatchery Road, there is a poorly located crosswalk that has poor site distance, failing sidewalks, failing sections of road, poor drainage, inadequate bike lanes, and roadway geometrics that encourage speeding.

This project is an ongoing project from the 2018 STIP funding Cycle. This request is for design of the entire route, right of way, and Phase 1 construction of the Greenwood section only.



[Link to Project Study Report.](#)

F. Appendices (to be added to final document)

Section 16. Projects Programming Request Forms (Provide Cover Sheet) – Regional Agencies will add their PPRs in this section for each project included in the RTIP, whether it is a project reprogrammed from the 2022 STIP, or a new project.

Section 17. Board Resolution or Documentation of 2022 RTIP Approval (Provide Cover Sheet) – Agencies will add their resolution or meeting minutes.

Appendices

Section 16. Projects Programming Request Forms

1. HCAOG
2. City of Fortuna
3. City of Trinidad
4. City of Rio Dell
5. County of Humboldt
6. City of Arcata
7. City of Blue Lake

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