



REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

2026

ADOPTED NOVEMBER 20, 2025

BY THE HUMBOLDT COUNTY
ASSOCIATION OF GOVERNMENTS

611 I STREET, SUITE B
EUREKA, CA 95501

INSERT COVER LETTER

2026 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2026 RTIP)

Table of Contents

	<u>Page Number</u>
<u>Cover Letter</u>	
A. <u>Overview and Schedule</u>	
Section 1. Executive Summary	1
Section 2. General Information	1
Section 3. Background of Regional Transportation Improvement Program (RTIP)	2
Section 4. Completion of Prior RTIP Projects	3
Section 5. RTIP Outreach and Participation	5
B. <u>2024 STIP Regional Funding Request</u>	
Section 6. 2024 STIP Regional Share and Request for Programming	7
Section 7. Overview of Other Funding Included in Delivery of RTIP Projects	10
Section 8. Interregional Transportation Improvement Program (ITIP) Funding/Needs.	11
Section 9. Multi-Modal Corridors - Projects Planned Within the Corridor	11
Section 10. Highways to Boulevards Conversion Pilot Program	11
Section 11. Complete Streets Consideration	12
C. <u>Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP</u>	
Section 12. Regional Level Performance Evaluation	12
Section 13. Regional and Statewide Benefits of RTIP	17
D. <u>Performance and Effectiveness of RTIP</u>	
Section 14. Evaluation of the Cost Effectiveness of RTIP	17
Section 15. Project Specific Evaluation	18
E. <u>Detailed Project Information</u>	
Section 16. Overview of Projects Programmed with RIP Funding	18
F. <u>Appendices</u>	
Section 17. Project Programming Request (PPR) Forms	
Section 18. Board Resolution or Documentation of 2026 RTIP Approval	
Section 19. Fact Sheet	
Section 20. Project Maps	

This page is left blank.

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 2026 RTIP consistent with Caltrans' Draft 2026 ITIP, the California Transportation Commission's (CTC) 2026 State Transportation Improvement Program (STIP) Guidelines and 2026 Fund Estimate (FE).

This STIP cycle HCAOG is pleased to put forth four new projects and cover additional phases of a previously funded project (Blue Lake Truck Route Project). The selected projects will improve safety, provide new multimodal facilities, and improve the pavement condition at the selected locations. These projects have been selected for their regional benefits. Highlights include a new Bike Boulevard through the City of Eureka, and interchange/interchange improvements that will improve safety and provide access for pedestrians and cyclists at two locations.

This year we are requesting to program \$666,000 over our target shares, but well below the maximum shares identified in the 2026 STIP Fund Estimate. Projects have been ranked by priority.

State only funds are requested for all projects. 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 requesting State Only Funding 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.

Section 2. General Information

- **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:** <http://www.hcaog.net>
RTIP document link: <http://www.agency.org/RTIP>
RTP link: <http://www.agency.org/RTP>
- **Regional Agency Executive Director/Chief Executive Officer Contact Information**

Name	Brendan Byrd
Title	Executive Director
Email	Brendan.byrd@hcaog.net
Telephone	707-444-8208
- **RTIP Manager Staff Contact Information**

Name	Brendan Byrd
Title	Executive Director
Address	611 I Street, Suite B

City/State Eureka, CA
Zip Code 95501
Email brendan.byrd@hcaog.net
Telephone 707-444-8208

- **California Department of Transportation Headquarter Staff Contact Information**

Name Sudha Kodali
Title Chief, Division of Financial Programming
Address Department of Transportation. Mail Station 82. P.O. Box 942874
City/State Sacramento, CA
Zip Code 94274
Email sudha.kodali@dot.ca.gov
Telephone 916-216-2630

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

Name Kacey Ruggiero
Title Assistant Deputy Director
Address 1120 N Street
City/State Sacramento, CA
Zip Code 95814
Email Kacey.Ruggiero@catc.ca.gov
Telephone 916-707-1388

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, the project must be included in the Regional Transportation Plan (*VROOM*). If a project is not included, an amendment to *VROOM* can be considered if the project meets at least one of the Complete Streets & Connected Communities chapter action plan objectives. TAC members complete a project request form and submit a Project Study Report or equivalent. The TAC members and the public have the opportunity to review the submitted materials prior to the TAC meeting. The TAC reviews public comment and then 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 78)

Since the last STIP cycle several project phases have been completed or are in progress. Most programming since the last cycle went towards earlier project phases such as environmental studies and permits (E&P), plans specifications and estimates (PS&E), or right of way (R/W), and Construction.

A full description of progress since the last STIP cycle is provided in the table below.

Project Name and Location	Description	Summary of Improvements/Benefits
Route 101 Eureka-Arcata Corridor Improvement	This is a safety improvement project partially funded with RIP and partially funded with ITIP. Project includes multiple safety measures throughout the 101 corridor, with the most significant being the Indianola Undercrossing.	Currently under construction with a 3-year construction schedule. The project will improve safety by reducing turning movements at uncontrolled intersections. The project also provides a pedestrian and cyclist connection to the Humboldt Bay Trail. Construction is anticipated to be completed in the summer of 2026.
Route 101/12 Street Interchange Modernization in Fortuna	STIP funds were allocated for E&P of this project. 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.	The E & P phase is near completion, and the environmental documentation was completed in 2025. This phase of the project is anticipated to be fully completed in 2026. The modernization project will improve traffic, pedestrian, and bicycle operations and safety at the 12th Street interchange with US 101 in Fortuna in Humboldt County.
City of Fortuna, Kenmar Interchange Improvement Project	Install “dog bone” roundabouts on each side of US 101. The westerly roundabout accommodates traffic to and from the US 101 southbound offramp, Kenmar Road, and the southbound US 101 onramp. The easterly roundabout manages traffic from Kenmar Road, the southerly reach of Eel River Drive, and northbound US 101 on and offramps. The northern portion of Eel River Drive is realigned to cross the railroad and connect directly into the new roundabout located east	In the previous STIP cycle this project was funded for PSE and ROW. The project is currently in the engineering design and ROW phase and the funding has been allocated. Construction funding has not been identified for the project. The project will improve traffic, pedestrian and bike connectivity, and safety at the interchange with HWY 101. The project will also connect to the future Great Redwood Trail.

	of US 101. This project includes a separated bike and walking path with connections to potential trails (Strongs Creek Trail and Great Redwood Trail), as well as pedestrian facilities throughout the system. Project includes reconfiguring the park and ride facility to allow for a future bus stop.	
City of Eureka, Bay to Zoo Trail	This new trail segment, bike and sidewalk improvements will connect the existing Eureka Waterfront Trail in the north of Eureka with the Sequoia Park Zoo located in the southern edge of the city and transform one of the city's busiest streets (Myrtle Avenue) with the installation of the city's first roundabout at the new trail crossing. The roundabout will increase safety for trail users and pedestrians where no crossing existed before.	STIP funds were allocated in the previous STIP cycle for E&P, PSE, ROW, and CON. The project is currently in the design phase. Once completed, the project will provide safety improvements and a class 1 trail through the City of Eureka.
City of Eureka, Myrtle Ave Improvements (5 th to Harrison Ave)	Improvements to bike lanes and to ADA facilities as well as maintenance of failing roadway on Myrtle Avenue between 5th Street and Harrison Avenue.	The project was completed in 2025. This segment of roadway is approximately 1 mile in length. Shifting to buffered bike lanes increases cyclist safety and the is intended to increase the comfort level and therefore their use. Improvements to 6th and 7th bike lanes, in 2024 (not part of this project) will include shifting those bike lanes to buffered bike lanes as well. This shift is intended to make the facilities safer and more comfortable to use, which should increase their use, as well as the use on Myrtle.
Greenwood, Railroad and Hatchery Road Improvements in Blue Lake	R/W and construction was funded. The project includes traffic calming measures and pedestrian improvements on Greenwood Avenue to reduce	The project was fully completed in 2024. Benefits include increased pedestrian safety, and are especially beneficial to Blue Lake Elementary School, and City Hall with access to the Annie and Mary Trail (which will

	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.	become part of the Great Redwood Trail).
Trinity Street Pavement Rehabilitation in Trinidad	STIP funds have been allocated for PS&E and CON. The project will rehabilitate and extend the useful life of the roadway pavement on Trinity Street.	This project has been completed. The project includes replacing non-accessible sidewalks, driveways, and curb ramps; pavement rehabilitation; and signage, striping and pavement marking improvements on Main Street, Patrick's Point Drive, and Westhaven Drive, within the City of Trinidad. Main Street, Patrick's Point Drive, and Westhaven Drive are the primary routes into and through the City of Trinidad. In recent years the pavement condition has significantly deteriorated on these roads and rehabilitation is needed to maintain the function of the system and extend the useful life of the facility. In addition, sidewalk, curb ramp and driveway improvements are needed to eliminate accessibility barriers.
City of Trinidad, Main Street Patricks Point Dr. and Westhaven Dr. Pavement Rehabilitation	The project includes the following primary components: • Main Street: Replace asphalt concrete surfacing, non-compliant sidewalks and curb ramps, and thermoplastic pavement striping and markings. • Patrick Points Drive: Replace asphalt concrete surfacing, and thermoplastic pavement striping and markings	The project is currently in PSE, with the CON phase anticipated in the summer of 2026. Main Street, Trinity Street, Patrick's Point Drive, and Westhaven Drive are the primary routes into and through the City of Trinidad. In recent years the pavement condition has significantly deteriorated on these roads and rehabilitation is needed to maintain the function of the system. Where several previous projects in the area were focused on improving pedestrian accessibility through the downtown area, this project is primarily focused on rehabilitating the

	Westhaven Drive: Overlay concrete surfacing, and thermoplastic pavement striping and markings	failed roadway pavement and extending the useful life of the facility.
Old Arcata Road, Rehabilitation and Pedestrian/ Bike Improvements in Arcata	STIP funds have been allocated for PS&E and Construction (CON) since the 2022 STIP cycle. This project includes rehabilitating 5,900 feet of Old Arcata Road/ Samoa Boulevard from the Buttermilk Road Roundabout to Jacoby Creek Road. The project also includes widening and improvement to include Class 2 Bike lanes, improvement of pedestrian paths, and intersection safety improvements at Jacoby Creek Road through the implementation of a roundabout or channelization work.	The project was fully completed in 2025. The project will improve safety for non-motorized and motorized users, increase the use of active modes of transportation, and rehabilitate deteriorated roadway pavement. Additional benefits include enhanced heightened driver awareness of the community, filling an existing gap for non-motorized travel between the Jacoby Creek School and Jacoby Creek Road and the installation of a new roundabout at the intersection of Old Arcata Road and Jacoby Creek Road
Route 101NB/ Sunset Ave & Sunset Ave and LK Wood Blvd. Ramp improvement	STIP funds have been allocated for E&P. Project will 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.	This project will improve safety for cyclists and pedestrians at one of the main access points to Cal Poly Humboldt. Funding for PS&E and R/W was requested in the 2024 STIP cycle to continue progress on this project. The project is still currently in the design phase. The project was also successful in obtaining a USDOT RAISE grant, and is expected to go to construction in 2026.
Rio Dell Neighborhood Connectivity Project	The E&P was allocated in the 2022 STIP cycle. Right of Way and Construction is programmed but has not yet been allocated. The project will infill sidewalk segments, install curb ramps, and install	E&P has been completed, and construction is anticipated to begin in 2026. This project will increase pedestrian safety for several streets adjacent to the Rio Dell Elementary School.

	crosswalk striping to connect neighborhoods to the school and to main areas of town.	
County of Humboldt, Hubbard Lane	This project consists of pavement surface rehabilitation on Hubbard Lane. The roadway has existing sidewalks that have been upgraded to current ADA standards within the last 10 years. As part of the Preliminary Engineering phase, bike lane study and parking analysis will be developed, as well as a drainage analysis to review the drainage infrastructure that currently prevents Hubbard Lane from being serviced by transit.	Initial allocations for this project were requested in 2025. This project will provide fix it first benefits to a key transportation corridor in the County and the City of Eureka.
County of Humboldt Central Ave Bike Lane Surface Rehabilitation and Overlay	This project consists of pavement surface rehabilitation, overlay, and bike-lanes on an approximately 1.26 mile portion of Central Avenue.	Initial allocations for this project were requested in 2025. This project will improve multimodal access and provide fix it first benefits to a key transportation corridor in the County
County of Humboldt, Redwood Drive Complete Streets	This project will rehabilitate Redwood Drive and provide parking/walking/biking improvements that follow the complete streets guidelines.	Initial allocations for this project were requested in 2025. This project would provide significant non-motorized benefits to the 'gateway' main street area entering Humboldt County.

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 14-15, 2025
Caltrans identifies State Highway Needs	September 15, 2025
Caltrans submits draft ITIP	October 15, 2025
CTC ITIP Hearing, South	October 30, 2025
CTC ITIP Hearing, North	November 7, 2025
Regional Agency adopts 2026 RTIP	RTPA Board Approval Date
Regions submit RTIP to CTC	December 15, 2025
Caltrans submits ITIP to CTC	December 15, 2025
CTC STIP Hearing, North	January 28, 2026
CTC STIP Hearing, South	February 5, 2026

CTC publishes staff recommendations	February 27, 2026
CTC Adopts 2026 STIP	March, 2026

B. Community Engagement

Community engagement has happened at several touchpoints in the development of this RTIP including the development of the Regional Transportation Plan, outreach of individual projects, and the development of this RTIP.

First, projects that are included in the RTIP must be consistent with the Regional Transportation Plan, locally this is *Vroom 2022-2042* (VROOM). VROOM was developed with a robust outreach and community engagement plan. A variety of engagement platforms were used: online surveys, virtual community meetings, tabling at events such as farmers markets, food bank distribution, and community fairs. Additionally, an ad-hoc committee of community members was formed and ultimately developed the Safe and Sustainable Transportation Targets contained in VROOM. Chapter by chapter of VROOM was reviewed by the Social Service Technical Advisory Committee, the Technical Advisory Committee, and the Policy Advisory Committee and finally approved by the HCAOG Board, all with opportunities for public comment. In these community outreach efforts among the highest priority areas was improving safety, improved connectivity for safely walking and biking, improving access to and frequency of public transit, and maintaining the road system in a state of good repair.

Community outreach has also occurred in the development of individual projects. Outreach for the larger projects proposed in this RTIP is summarized below:

- City of Eureka Hawthorne and Humboldt Bike Boulevard- This project came into being as a result of a Bike Master Plan that the City recently completed in 2024. The plan included a robust public outreach campaign. This project was identified in the plan as one of the City's top 3 priorities.
- City of Arcata SAMSIP- Arcata performed extensive public outreach for their SAMSIP project, including hosting two community meetings, posting a survey, establishing a social pinpoint map, and forming a project task force with community members and stakeholders.
- City of Blue Lake Truck Route Phase II – This project was initially brought forward by the Community of Blue Lake through an initial walkability assessment lead by the residents of Blue Lake. Since then, the project has been considered at several public meetings, and Phase I of the project was completed in 2024.
- City of Ferndale Francis Street – This project was identified as a priority through Ferndale's public City Council process. This project was submitted to HCAOG along with a resolution by the City Council requesting funding for the project, and inclusion in the 2022 RTIP.
- City of Fortuna Kenmar, Ross Hill Road, and South Fortuna Boulevard Intersection Improvement Project- The City of Fortuna developed this project over several years. Early engagement on this project came out of the City's Kenmar Interchange project, which is has also been STIP funded in recent previous cycles. The City also identified this project as a priority in their 2021 Local Road Safety Plan, which was publicly circulated, included a project stakeholder task force, and was approved by the City Council. Lastly, the City led and developed a project study report, which was presented to the Council at public meetings multiple times.

The final point of community engagement has been during the development of this RTIP. The RTIP has been reviewed by the Technical Advisory Committee (TAC), the HCAOG Policy Advisory Committee, and Board at noticed public meetings. The TAC and the PAC took comments into consideration during their deliberations.

Consultation with Caltrans District (Required per Section 20)

Caltrans District: 1

A representative from Caltrans District 1 sits on the HCAOG TAC. Caltrans receives the same project solicitation as the rest of the TAC members and has an opportunity to bring projects forward at that time. This cycle, Caltrans has not requested any programming.

B. 2026 STIP Regional Funding Request

Section 6. 2026 STIP Regional Share and Request for Programming

A. 2024 Regional Fund Share Per 2026 STIP Fund Estimate

2026 STIP Programming	
\$ in thousands	
Total Target	Maximum
Share through 2030-31	Estimated Share through 2031-32
2,523	5,293

B. Summary of Requested Programming –

Project Name and Location	Project Description	Requested RIP Amount
City of Arcata – South Arcata Multi-Modal Safety Improvement Project (SAMSIP) State Only Funding Requested	Update existing interchange control to roundabout. Established a new class I trail connecting Arcata across highway 101. Traffic calming and multi-modal improvements along Samoa Boulevard. Funding request would cover project activity through PA&ED.	\$700,000
Blue Lake Truck Route Phase II State Only Funding Requested	Roadway rehabilitation, sidewalk and pedestrian crossing improvements. The funding request covers activity through construction.	\$625,000
City of Eureka Hawthorn and Humboldt Bike Boulevard State Only Funding Requested	Roadway rehabilitation and conversion of existing roadway to class III bicycle boulevard. Funding request would cover activity through construction.	\$750,000

City of Ferndale Francis Street Roadway Improvements State Only Funding Requested	Roadway rehabilitation of Francis Street in between Main Street and the park, sidewalk infill and ADA curb ramp upgrades. Funding request to cover work through construction.	\$425,000
City of Fortuna Kenmar and Ross Hill Road Intersection Improvements State Only Funding Requested	Convert existing signalized intersection to roundabout. Sidewalk and bicycle facility gap closures and improvements. Funding request to cover work through PA&ED.	\$500,000

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

The projects presented in this RTIP are a combination of those fully funded by regional improvement program shares, and those that will be funded in combination with other sources. None of the projects will require Commission approval for non-proportional spending allowing for the expenditure of STIP funds before other funds (sometimes referred to as sequential spending). Other funding sources are noted in the notes section of the following table.

Proposed 2024 RTIP	Total RTIP	Other Funding					Total Project Cost
		ITIP	STBG/CMAQ	Fund Source 1	Fund Source 2	Fund Source 3	
City of Eureka, Hawthorne and Humboldt Bike Boulevard	\$750,000			\$450,000 ²			\$1,200,000
City of Fortuna, Kenmar and Ross Hill Road Intersection Improvement	\$500,000			\$8,100,000 ⁴			\$8,600,000
City of Blue Lake Truck Route Phase II	\$625,000			\$2,143,000 ^{1,3}			\$2,768,000
City of Ferndale Francis Street Project	\$425,000						\$425,000
City of Arcata SAMSIP	\$700,000			\$35,000,000 ⁴			\$35,700,000
	\$3,000,000	-	-	\$45,693,000	-	-	\$48,693,000

Notes: ¹Active Transportation Program, ² City of Eureka Tax Measure/Local Funds, ³Will request future STIP funding, ⁴State Highway to Boulevards, or Federal Reconnecting Communities, or USDOT BUILD

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.

HCAOG is not requesting any ITIP funding 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. This project has been the highest priority in the region for two decades and finally began construction in 2023. Construction is anticipated to be complete in 2026.

Other high priority interregional highway needs are safety and active transportation improvements along the Highway 101 corridor through Eureka. Highway 101 serves as the City of Eureka's "main street" (Broadway and 4th and 5th). Due in part to high vehicular travel volumes and lack of convenient and safe facilities for the movement of pedestrians, bicycles, and public transit, this corridor has a significant crash history and in particular ones involving pedestrians and bicyclists that needs attention and correction. Caltrans D1, the City of Eureka and other partners have made progress on implementing changes, notably with the funding of the Broadway Complete Streets project through the SHOPP but much work remains to improve the safety of this corridor.

Additionally, there is a theme of the most pressing regional projects that appear in the RTIP, many involve interchange improvements (US 101 & Sunset Ave Interchange Project, Kenmar Interchange Improvement Project, and SAMSIP) or are located on routes that were former State Highways (Central Avenue Surface Rehab and Overlay, Redwood Drive Complete Streets). The legacy and ongoing impacts caused by the State Highway system continue to create issues that our local financial resources are insufficient to adequately address. These impacts include safety, maintenance, and disconnected communities with limited to non-existent multimodal facilities. Improvements to these facilities tend to be among the region's highest priorities and highlight the need for state partnership in improving them.

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 only project proposed this STIP cycle that impact the Highway corridors are the City of Eureka's Bicycle Boulevard project (which crosses Broadway in Eureka), and Arcata's SAMSIP project (which is along State Route 255, and crosses the US 101).

Section 10. Highways to Boulevards Conversion Pilot Program

There are several communities divided by state routes throughout Humboldt County. Highway 101 divides the cities of Rio Dell, Fortuna, Eureka, Arcata, the Cher-Ae Heights Indian Community of the Trinidad Rancheria, and the community of Orick. Highway 96 divides Hoopa Valley tribal lands. Highway 299 divides the community of Willow Creek and the City of Arcata. All of these could be considered for the Highways to Boulevards Conversion Pilot Program.

11. Complete Streets Consideration (per Section 26)

Every project that is included in the RTIP is asked to incorporate complete street project elements to the maximum extent feasible. Each project under consideration in this RTIP includes complete streets elements.

The City of Ferndale's project includes sidewalk infills and ADA curb ramp improvements leading from downtown to the City's community park facility. The City of Blue Lake's project includes traffic calming, pedestrian, and crosswalk improvements near the City's trail facility. Fortuna and Arcata's project include bicycle and pedestrian infill improvements, and help close gaps through key intersections/interchanges in those communities. Eureka's bicycle boulevard project is a critical east-west connection that will connect the City's Bay Trail with other bicycle boulevards on C, H, and I Street.

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

Section 12. Regional Level Performance Evaluation (per Section 22A 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 the 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 the effectiveness of RTIP projects in achieving the goals and objectives of the Regional Transportation Plan (RTP).

The current Regional Transportation Plan is the *VROOM (Variety in Rural Options of Mobility)* 2022-2024, which was adopted in January 2022. The overall goal:

"HCAOG's goal is for Humboldt County to have a carbon-neutral, multimodal, transportation system that is comprehensive, safe, sustainable, and equitable so that people in the region can travel and move goods by the modes that best suit the individual or business/ industry, and society at large."

The overall objective:

"Program all transportation funds based on multi-modal transportation goals and objectives, and needs and priorities as established in the Regional Transportation Plan."

The action plan contained in the Complete Streets and Connected Communities chapter includes a list of Capital Projects that work to achieve one or more of the following objectives:

- Mode shift to active transportation
- Lowering vehicle miles traveled from cars and trucks
- Improving access to essential destinations by walking, biking, and/or public transportation
- Vision Zero, with the goal to eliminate all traffic deaths and severe injuries
- Fix-it-First priority for keeping existing investments in a "state of good repair" over building new infrastructure

These objectives are part of the Safe and Sustainable Transportation Targets included in VROOM. Generally speaking, it is expected that projects that will meet the most objectives/targets will be the top priorities.

The supporting policies relevant to these objectives include:

POLICY STREETS-1. Multi-modal safety & functionality: HCAOG shall encourage and facilitate local jurisdictions, local Native American Tribes, Caltrans, and non-profits to individually and collaboratively plan, design, install, and maintain roads in Humboldt County to build a transportation system that emphasizes safety over speed, and emphasizes multi-modal functionality over convenience for single-occupancy automobiles.

POLICY STREETS-3. Complete Streets improvements 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-R2.

POLICY STREETS-6. Fix it first for safety: HCAOG will accelerate programming for regional projects that retrofit existing roads to provide safe and convenient travel by all users. HCAOG supports a “fix it first” priority of protecting and preserving existing roadways and other transportation assets, with priority for communities that have been underinvested in or have borne disproportionate levels of harm from transportation infrastructure.

POLICY STREETS-7. Global Warming Solutions: HCAOG shall carry out policies and program funding for projects that will help achieve the goals of the Global Warming Solutions Act (California Assembly Bill 32 (2006) and Senate Bill 32 (2016)). This shall include supporting efforts to reduce non-renewable consumption and air pollution, such as projects that increase access to alternative transportation and renewable fuels, reduce congestion, reduce single-occupancy (motorized) vehicle trips, and shorten vehicle trip length, and reduce greenhouse gas emissions.

POLICY STREETS-9. Equity programming for roads and trails: HCAOG shall promote equity, cost effectiveness, safety and active transportation in programming and allocating funds to regionally significant roadway and trail projects.

POLICY STREETS-11. Vision Zero: HCAOG adopts the Vision Zero commitment to support policy, strategies, and roadway design standards that have been shown to be most effective in improving safety, with the goal of eliminating all traffic fatalities and severe injuries in Humboldt, while increasing safe, healthy, equitable mobility for all users.

2026 RTIP Projects in relation to RTP Complete Streets Objectives and Policies

Implementing Agency	Project	Primary Complete Street Objectives Addressed	Policy	Discussion
City of Arcata	SAMSIP	Mode Shift, Access, Vision Zero	S1, S3, S7, S9, S11	The project will have meaningful benefits to non-motorized users through a host of project improvements. The separated Class I trail will provide a safe and accessible route connecting both east and west Arcata. Traffic calming measures along Samoa Boulevard will provide additional safety benefits for motorized and non-motorized users alike. Improving the highway crossing with a Class I facility will also promote further non-motorized use, which can lead to the ability to provide meaningful mode shift.
City of Blue Lake	Truck Route Phase II	Mode Shift, Access, Vision Zero, Fix it First	S1, S3, S6, S11	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.
City of Eureka	Hawthorn and Humboldt Bike Boulevard	Mode Shift, Access, Vision Zero, Lowers VMT	S1,S3, S6,S7,S11	This project will provide a safer facility for bicycle users in Eureka, and will represent the first in many east-west connections that connect several of the City's existing bicycle facilities. Including traffic calming features will help promote use, which can lead to expanded mode shift and a reduction in VMT. Additionally, the traffic calming features will also benefit pedestrian and motorized users. Lastly, the project will rehabilitate the roadway itself, making for a more robust piece of infrastructure within the city.
City of Ferndale	Francis Street Rehabilitation Project	Access, Fix it First	S3, S6	The project will fix a failing, aging section of roadway that is current a critical route connecting downtown Ferndale to their public park facility. Additionally, the project will provide ADA curb ramps and sidewalk infills, making walking to and from these key destinations safe and more accessible to all users.
City of Fortuna	Kenmar and Ross Hill Road Intersection Improvement Project	Mode Shift, Access, Vision Zero, Fix it First	S1,S3, S6, S9,S11	This project will address a number of existing deficiencies with the current intersection configuration. Currently there are no connecting non-motorized facilities at this intersection, save for north-south bike lanes. This project will provide class II bike lanes along all legs of the roundabout, and full sidewalk connections on all legs. Pedestrian

				crossings will be shortened to single lane crossings, where now the few crossings that exist span 3-4 lanes. Pedestrian refuges and RRFB's would also be provided at crossings. Vehicular safety would be improved through the installation of the roundabout, which are shown through the safe streets approach to provide a reduction in serious collisions. The project will also help to provide more robust access options to all users, helping connect the east and west Fortuna through the Kenmar Road/Kenmar Interchange area.
--	--	--	--	--

Section 13. Regional and Statewide Benefits of RTIP

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. Given the level of funding available in the RTIP, it is difficult to fully fund transformative, large-scale projects. However, jurisdictions within our region do an exceptional job of leveraging other funding sources such as the Active Transportation Program, or local tax revenue, to make large strides forward. Examples include the Hawthorn Bike Boulevard project. For projects that have earlier project components funded such as the interchange improvement projects, RTIP funding allows these projects to become competitive for grant sources that can fund construction. The RTIP continues to be an important source of funding to maintain rural roads.

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.

D. Performance and Effectiveness of RTIP

Section 14. Evaluation of Cost Effectiveness of RTIP (Required per Section 22B)

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. The following information is provided related to the rural cost effectiveness indicators.

Congestion Reduction

Indicator/Measures: Change in vehicle miles travelled per capita, change in peak volume or capacity, change in commute mode share to school or work.

Fortuna's intersection projects involves a roundabout that will help reduce congestion by increasing the efficiency and capacity of the intersections. This project include complete street elements that can also promote mode shift. Arcata's SAMSIP project promotes mode share, specifically an opportunity for non-motorized users to better access east and west Arcata without a vehicle. The City of Eureka's project will be another can can promote mode shift and VMT

reductions, by further providing a holistic transportation network that makes non-motorized options less stressful and more available. Projects with active transportation features can contribute to mode shift and have the potential to reduce vehicle miles travelled, however even combining all projects, there is not likely to be a measurable difference in Vehicle Miles Traveled (VMT) throughout the region as a result of these projects.

Infrastructure Condition

Indicator/Measures: Change in distressed lane miles, change in PCI

All the proposed projects will improve the infrastructure condition at the project locations. Overall the projects will improve the PCI from poor or failing to good condition. The projects are located on locally and regionally important routes and will incrementally improve the region's infrastructure condition.

Safety

Indicator/ Measures: Change in Total accident cost per capita and VMT

Although HCAOG does not keep totals on accident costs per capita and VMT, safety, especially for pedestrians and cyclists, is a focus for a number of proposed projects, including Arcata's SAMSIP, Eureka's Bike Boulevard, Blue Lake's Truck Route, and Fortuna's Kenmar Interchange. In a region that has the unfortunate distinction of being among the worst ranked in the State for pedestrian safety these are important safety upgrades.

Environmental Sustainability

Indicator/ Measures Change in Land Use Efficiency (total developed land in acres per population)

The projects will contribute to environmental sustainability by enhancing pedestrian facilities that will increase mode share for walking and biking. The rehabilitation projects will extend the life of the existing infrastructure.

In the case of the Kenmar and Ross Hill Road Intersection Improvement project, improvements including multimodal access and congestion reduction are needed to facilitate infill redevelopment of an adjacent former mill site. Redevelopment of that site will increase jobs (new commercial developments) and housing on the currently vacant land that is centrally located within the City of Fortuna. The project will contribute to increased land use efficiency.

Section 15. Project Specific Evaluation (Required per Section 22D)

Each RTIP shall include a project specific benefit evaluation for each new project proposed that estimates its benefits to the regional system from changes to the built environment, including, but limited to the items listed on page 9 of the STIP Guidelines. 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 16. Overview of Projects Programmed with RIP Funding

Maps for individual projects can be found following the PPR's in Appendix Section 17.

Agency	Priority	Project Title	Total Funding Request	Project Requests totals by Fiscal Year					Project Request Totals by Component			
				26/27	27/28	28/29	29/30	30/31	PA&ED	PS&E	ROW	CON
HCAOG	1	Planning, Programming, and Monitoring	\$ 189,000				\$ 94,000	\$ 95,000				\$ 189,000
Arcata	4	South Arcata Multi-Modal Safety Improvements Plan (SAMSIP)	\$ 700,000	\$ 700,000					\$ 700,000			
Blue Lake	1	Blue Lake Truck Route - Phase II	\$ 625,000	\$ 625,000								\$ 625,000
Eureka	2	Hawthorn and Humboldt Bike Boulevard	\$ 750,000	\$ 750,000								\$ 750,000
Ferndale	3	Francis Street - Francis Creek to Eugene Street	\$ 425,000	\$ 425,000					\$ 4,640	\$ 34,800		\$ 385,560
Fortuna	5	Kenmar/Roass Hill Road Intersection Improvements	\$ 500,000	\$ 500,000					\$ 500,000			
Total			\$ 3,189,000									
		Total Target (includes PPM)	\$ 2,523,000									
		Requested	\$ 3,189,000									
		Difference	\$ (666,000)									
		Max Target (includes PPM)	\$ 5,293,000									

F. Appendices

Section 17. Projects Programming Request Forms

Section 18. Board Resolution or Documentation of 2026 RTIP (Add cover page)

Section 19. Fact Sheet

Section 20. Project Maps