



**HUMBOLDT COUNTY ASSOCIATION OF GOVERNMENTS**  
**Regional Transportation Planning Agency**  
**Humboldt County Local Transportation Authority**  
**Service Authority for Freeway Emergencies**  
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**AGENDA ITEM 6a**  
**HCAOG Board Meeting**  
**June 16, 2025**

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**DATE:** June 12, 2025  
**TO:** Policy Advisory Committee (PAC)  
**FROM:** Brendan Byrd, Executive Director  
**SUBJECT:** **Authorize Executive Director to Submit Carbon Reduction Program  
Funding Allocation Requests for Local Agency Recommended Projects**

### **STAFF REPORT**

#### **Contents:**

- Staff's Recommended Action
- Staff Summary
- Carbon Reduction Program Eligible Project List
- Local Agency Funding Requests (Arcata, Blue Lake, Fortuna, HTA)

#### **Staff's Recommended Action:**

1. Introduce the item as an action item;
2. Allow staff to present the item;
3. Receive public comment;
4. Discuss item and consider making the motion:  
"I move that the PAC recommends that the HCAOG Board approve the Carbon Reduction Program local funding requests and programming strategy as recommended by the TAC and authorize the Executive Director to complete all necessary documentation."

#### **Staff Summary:**

The Carbon Reduction Program (CRP) was created by the Infrastructure Investment and Jobs Act (IIJA) and it allocates \$6.4 billion nationally over five years to reduce on-road transportation carbon dioxide emissions. California's apportionment is divided into 65% for Local CRP and 35% for State CRP, and as a result in 2023 HCAOG was notified that the regional funding share for the CRP was approximately \$1.2 million. IIJA also required that Caltrans develop a Carbon Reduction Strategy to outline how California will spend its CRP dollars on reducing transportation carbon emissions. The draft Carbon Reduction Strategy focuses on "Three Pillars": zero-emission vehicles

(ZEV) and infrastructure, active transportation, and rail and transit. All CRP funds must be spent in support of the Three Pillars.

In 2024 with TAC and HCAOG Board approval staff applied for CRP funds to conduct a Regional Zero Emission Vehicle (ZEV) Fleet Transition and Infrastructure Plan. HCAOG recently received funding authorization from Caltrans, and staff anticipate beginning project activities later this summer. As shown in the table below, this initial activity uses approximately \$270,000 of the total funding available to the region, which leaves approximately \$965,000 remaining for programming.

#### **Local Fund Apportionment Per Cycle**

	FFY 2022	FFY 2023	FFY 2024	FFY 2025	FFY 2026	Total 5-year projection
	\$247,068	\$252,009	\$244,556	\$244,556	\$244,556	\$1,232,745
Allocated:	\$247,068	\$20,000				
Balance remaining:	0	\$232,009	\$244,556	\$244,556	\$244,556	<b>\$965,677</b>

As discussed at the May 2024 HCAOG Board meeting, the TAC's previous recommendation to HCAOG staff was to reserve the remaining CRP funds for regional entities to pursue aligned projects that come out of the ZEV Plan. However, due to the uncertain nature of near-term federal funding cuts, Caltrans has advised HCAOG staff to obligate funding to projects as quickly as possible to avoid losing the funding altogether. Caltrans has indicated that obligated funding cannot be cut. With that direction HCAOG staff issued a call for projects to member agencies to use the remaining CRP funds with a funding request response deadline of May 22<sup>nd</sup>.

#### **Project Submittals:**

By the project proposal submission deadline HCAOG staff received four funding requests from local agencies. Each funding request is summarized below, and the full funding request from each agency is included as an attachment to the staff report. Each local agency has indicated that they are committed to providing the required local match, anticipated to be 11.47%. Additionally, it is anticipated that each project would either qualify for a NEPA categorical exclusion, has existing NEPA coverage, or is expected to have NEPA coverage soon. This step is key, given that NEPA coverage for the project is required prior to the funding being fully obligated. Lastly, staff reviewed the proposed projects against the Carbon Reduction Program Eligibility List (attached) and believe that each project activity is eligible for funding under this program.

- **City of Arcata** – requested **\$216,000** in total funding to supplement local funding for their bike share program for a period of 4-years.
- **City of Blue Lake** – requested **\$70,527** for the purchase of two zero emissions maintenance vehicles to replace older diesel vehicles.
- **City of Fortuna** – requested **\$185,000** to install ten vehicle charging stations at the City's Public Works corporation yard.
- **Humboldt Transit Authority (HTA)** – requested **\$200,000** to support their Service Bay Maintenance Project, which supports their Hydrogen Bus transition, and **\$765,677** to supplement the budget for their Liquid Hydrogen Fueling Station project.

As shown above, the four funding requests are seeking a total of \$1,437,204, which is approximately \$472,000 over the remaining funding amount available. The project proposals were

taken to the June 5th TAC meeting wherein staff asked the TAC for a recommendation on how to allocate the funding. Unanimously, the TAC recommended that the funding requests for Arcata, Blue Lake and Fortuna be funded in full, and that the remaining programming capacity beyond that be allocated to HTA (\$494,150).

With approval from the HCAOG Board the next step will be for staff to submit to Caltrans the Project Alignment Confirmation Form. This form and the approval from Caltrans is the final determination that the proposed project is consistent with the State's CRP Strategy, and that programming the project can move forward. However, given that this step happens after Board approval, there is a chance that any of the projects proposed could be determined ineligible for the program. This circumstance was also discussed at the TAC meeting, and as a result (and in the interest of getting the funding programmed as quickly as possible) staff and the TAC recommend that if an agency project is determined ineligible, the agency will be given one week to modify their project request for a different eligible project type, so long as the agency's new request stays within the approved funding amount. If an agency is unable to do so, any excess funding would be allocated to the projects proposed by HTA.

With all of these considerations in mind, staff is seeking a recommendation from the PAC to 1) approve the project funding allocations as recommended by the TAC, 2) authorize the Executive Director to execute all required documentation to program the funding and 3) authorize a local agency to propose a cost-equivalent CRP eligible project substitution if their initial project request is determined ineligible.