



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 8a
TAC Meeting
October 16, 2025

DATE: October 9, 2025
TO: HCAOG Policy Advisory Committee (PAC)
FROM: Brendan Byrd, Executive Director
SUBJECT: **2026 State Transportation Improvement Program (STIP) Funding and Project Selection for the Regional Transportation Improvement Program (RTIP)**

STAFF REPORT

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Staff's Recommended Action:

1. Introduce the item as a discussion item;
2. Allow staff to present the item;
3. Receive public comment;
4. Discuss item and provide staff direction as appropriate.

Staff Summary:

The STIP is a biennial five-year plan adopted by the California Transportation Commission (CTC) for future allocations of state transportation funds for road and transit improvements. Each new STIP adds two new years to the prior programming commitments. The STIP is composed of two sub elements: the Regional Transportation Improvement Program (RTIP) and the Interregional Transportation Improvement Program (ITIP). Each Regional Transportation Planning Agency, including HCAOG is required to submit an RTIP to the CTC by December 15th of every odd numbered year for inclusion in the STIP. The 2026 STIP cycle includes Fiscal Years 2026-27 through 2030-31.

Funding availability

The total target for Humboldt for the 2026 STIP cycle is \$2,523,000. This target includes \$189,000 of Planning, Programming, and Monitoring funds which come to HCAOG, leaving \$2,334,000 remaining for programming projects.

Available Funds for Projects	
Total 2026 RIP Target	\$2,523,000
Planning, Programming, and Monitoring	(189,000)
Remaining Funds Available for Projects:	\$2,334,000

The CTC also provides every region with a maximum target for new programming capacity through the end of the share period in 2031-32. For Humboldt this estimate is **\$5,293,000**. This represents the maximum amount that the CTC may program in a county. The CTC can fund between the target and maximum shares when other regions do not program to their target. Any funds programmed above the target come out of future shares.

As for funding availability, currently the CTC projects that there will be no new programming capacity in the STIP in the next three (3) fiscal years (26/27 – 28/29). Therefore, projects programmed during the 2026 STIP cycle will need to be programmed in 29/30, or 30/31 for the target programming amount.

Agency Requests for Funding

HCAOG issued a call for projects and received eight (8) requests from six (6) jurisdictions. The projects, total costs, and costs by phase are summarized in the table below. Additionally, each project includes the applicable ‘RTP Priorities’ for each project (i.e. Fix it First, Mode Shift, etc.). The requests exceed the target available for projects by \$5,059,906.

The TAC reviewed and considered recommendations for funding at the October 2nd, 2025, meeting. The draft funding recommendations which will be included in the draft 2026 Regional Transportation Improvement Program (which will be considered by the Board in November) are shown in the table below. As shown, the TAC is recommending funding the majority of the recommended projects across the region, and to achieve that goal each TAC member agency came prepared to modify their funding request. Staff will note that even with the reduced funding recommendations, each agency will be able to deliver the entire phase of work proposed. Additionally, the TAC is also recommending that HCAOG program projects in the 2026 RTIP above the target amount of \$2.334 million. As recommended, programming to a total of \$3 million this cycle would result in a reduction in 2028 STIP capacity by approximately \$650,000. The TAC and HCAOG staff recommend this level of ‘over programming’, given that if it is not performed then one or two entire projects would have to be removed from the RTIP.

As shown below, the biggest proposed differences between the funding requests and the recommended award come from the projects submitted by the City of Trinidad and the City of Blue Lake. For Trinidad, in recent years HCAOG through the STIP has made some significant investments in Trinidad, and with this funding cycle being smaller than usual the TAC recommends allocating funding for other small local agency projects (Ferndale and Blue Lake). Regarding Blue Lake’s reduction, it was recognized that to complete the entire remainder of the Truck Route project it would take the entire cycle’s programming capacity (and some beyond that), therefore the City’s TAC representative came prepared to further phase their project.

Agency	Project Title	RTP Priorities ¹	PA&ED	PSE	CON	Total Funding Request	Draft TAC Recommended Funding
Arcata	South Arcata Multi-Modal Safety Improvements Plan (SAMSIP)	MS, A, VZ, FF	\$1,140,000			\$1,140,000	\$700,000
Blue Lake	Blue Lake Truck Route – Phase II	MS, A, VZ, FF			\$2,768,000	\$2,768,000	\$625,000
Eureka	Hawthorn and Humboldt Bike Boulevard	MS, VMT, A, VZ			\$850,000	\$850,000	\$750,000
Ferndale	Shaw Avenue, Main Street to Berding Street	FF	\$8,114	\$81,150	\$606,301	\$695,565	-
Ferndale	Francis Street – Francis Creek to Eugene Street	FF	\$5,797	\$57,963	\$417,338	\$481,098	\$425,000
Ferndale	Ocean Avenue – Main Street to Portuguese Hall	FF	\$3,477	\$34,778	\$210,998	\$249,243	-
Fortuna	Kenmar/Ross Hill Road Intersection Improvements	MS, A, VZ, FF	\$550,000			\$550,000	\$500,000
Trinidad	Edwards Street Pavement Rehabilitation	FF	\$15,000	\$35,000	\$610,000	\$660,000	-
Total						\$ 7,393,906	\$3,000,000

¹ MS = Mode Shift, VMT = Lowers VMT, A = Access to Destinations, VZ = Vision Zero, FF = Fix it First

Next Steps

The TAC will consider recommending approval of the draft RTIP at their November meeting. The draft RTIP will then come to the Board in the same month for adoption. Staff will note that as part of adopting the draft RTIP, HCAOG staff will also be drafting a resolution to amend the 2022 Regional Transportation Plan (RTP). It is a requirement that any project funded through the STIP be listed in the most recent RTP, and currently the projects recommended for funding for the Cities of Ferndale and Eureka are not. Staff will note that RTP amendments to include new projects are not uncommon (especially given that the RTP is only formally updated every four years), and that most recently the County was granted an amendment in 2024, and Rio Dell in 2022.