



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 6b
TAC Meeting
October 2, 2025

DATE: September 24, 2025
TO: Technical Advisory Committee (TAC)
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

Contents:

- Staff's Recommended Action
- Staff Summary
- Project Funding Requests

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 TAC direct staff to include candidate projects, as discussed, in the 2026 RTIP and return for further review at the November 6, 2025, meeting."

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.

This item is an action item to discuss which projects will be included in the 2026 RTIP. Once staff receive directions on which projects to include, next month the entire RTIP will be presented to the TAC for consideration of a recommendation to the Board.

Funding availability

The total target for the 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.

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.) A compilation of the project request forms and accompanying Project Study Reports is also attached. The requests exceed the target available for projects by \$5,059,906.

Note that each project component proposed (project approval and environmental documentation, plans, specifications & estimates, right of way, and construction) must be fully funded to be considered. However, not all project components need to be proposed. For example, the STIP may fully fund the engineering design for a project but not fund additional components.

The TAC will need to recommend which projects or portions of projects to include in the 2026 RTIP. One potential option to increase available funds is to program above the target. Anything programmed above the target would come out of future year’s shares.

Agency	Project Title	RTP Priorities ¹	PA&ED	PSE	CON	Total Funding Request
Arcata	South Arcata Multi-Modal Safety Improvements Plan (SAMSIP)	MS, A, VZ, FF	\$1,140,000			\$ 1,140,000
Blue Lake	Blue Lake Truck Route – Phase II	MS, A, VZ, FF			\$2,768,000	\$ 2,768,000
Eureka	Hawthorn and Humboldt Bike Boulevard	MS, VMT, A, VZ			\$850,000	\$ 850,000
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
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
Trinidad	Edwards Street Pavement Rehabilitation	FF	\$15,000	\$35,000	\$610,000	\$ 660,000
Total						\$ 7,393,906

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

Project Priority

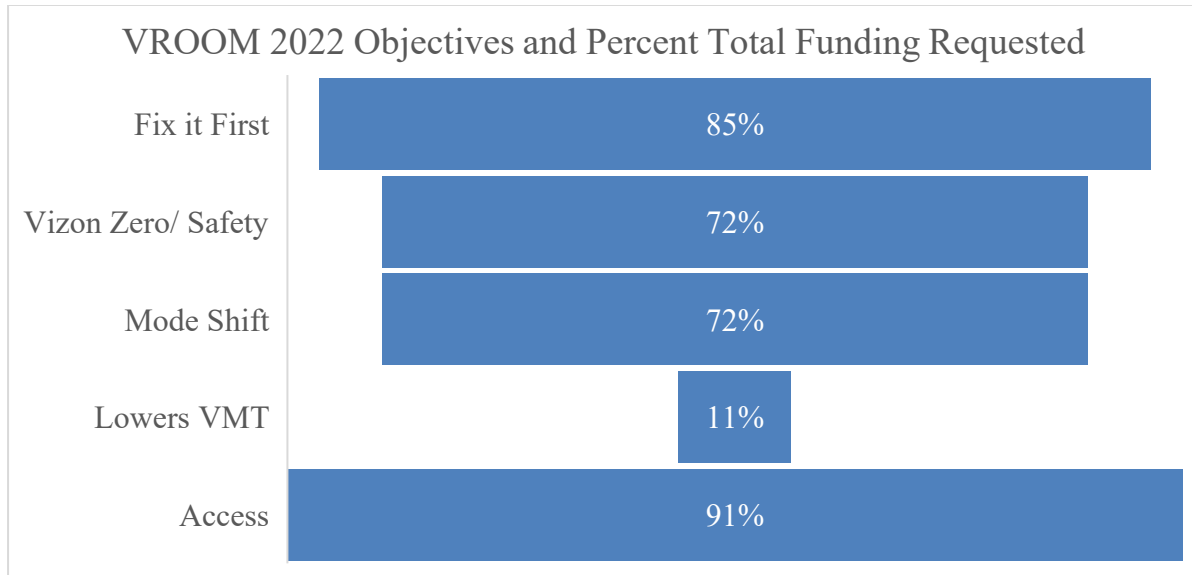
Each RTIP must be based on the regional transportation plan (VROOM 2022) and a region wide assessment of transportation needs and deficiencies.

VROOM 2022 includes a list of regionally significant capital projects (presented in Table *Streets-4 Complete Steets Projects for Cities, County, Tribes, Short-Term & Long-Term*). This table is developed by collaborating with the Technical Advisory Committee (TAC). Each TAC member submits a list of regionally significant projects within their jurisdiction that they would like to advance in the next 20 years. Short term (1-5 years) and long-term (5-20 years) projects that are constrained (known funding source) and unconstrained (unknown funding source) are included. Each entity indicates which objectives of the RTP the project supports.

The objectives include:

- Mode shift to active transportation;
- Lowering vehicle miles traveled (VMT) from cars and trucks;
- Access to essential destinations by walking, biking, and/or public transportation;
- Vision Zero, the goal to eliminate all traffic deaths and severe injuries; and/or
- Fix-It-First priority for keeping existing investments in a “state of good repair” over building new infrastructure.

The chart below summarizes the percentage of the total funding requested that benefits each objective. For the purposes of this chart the entirety of the project funding request was used for calculating each objective. Because most projects benefit multiple objectives the total of all categories exceeds 100%.



Of the projects submitted, four are currently included in VROOM 2022. This includes the projects proposed by Arcata, Blue Lake, Fortuna, and Trinidad. The projects proposed by Eureka and Ferndale are not currently in VROOM 2022. To include this project in the RTIP, VROOM 2022 would need to be amended. Lastly, the chart above shows that only 11% of the proposed projects would lower VMT. This is based on the self-certification each agency provided for their respective project. However, it should be noted Arcata, Blue Lake, and Fortuna’s proposed projects include

a significant portion of non-motorized improvements in areas that have substandard or no non-motorized access, therefore these projects could work to replace some current vehicle trips with non-motorized alternatives.

Safe and Sustainable Transportation Targets

There is a Safe and Sustainable Transportation Target to:

- i) Increase by 10% by 2023, and by 25% by 2028, regional discretionary funding set aside for permanent infrastructure, pop-ups, pilots, or other projects for active transportation.

The STIP is the largest source of discretionary funding that HCAOG is responsible for programming. From 2008-2022 forty-three percent (43%) of STIP funds were spent on projects that included significant complete street improvements that supported active transportation. In 2024, 65% of the funds programmed were for projects that benefit mode shift to active transportation. This year, 72% of project fund requests are for projects with significant active transportation elements.

Action Requested

Staff requests that the TAC discuss and provide directions on which projects or portions of projects to include in the 2026 RTIP.