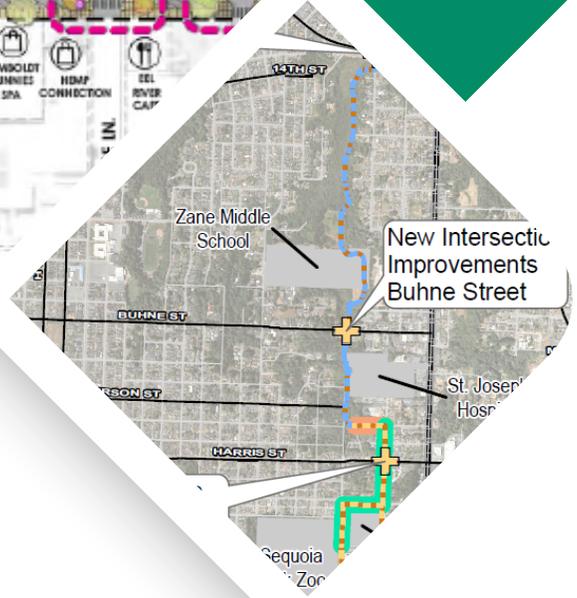




2024

REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM



Adopted:
November 16, 2023

Humboldt County Association of Governments
611 I Street, Suite B
Eureka, CA 95501
707-444-8208
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*Regional Transportation
Planning Agency*

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Members:

*City of Arcata
City of Blue Lake
City of Eureka
City of Ferndale
City of Fortuna
City of Rio Dell
City of Trinidad
County of Humboldt*

December 13, 2023

Tanisha Taylor
Executive Director
California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

**RE: Humboldt County Association of Governments 2024 Regional
Transportation Improvement Program (RTIP)**

Dear Executive Director Taylor,

The Humboldt County Association of Governments (HCAOG) is submitting the Regional Transportation Improvement Program, approved by the HCAOG Board on November 16, 2023.

The Humboldt region has worked collaboratively to put forward a suite of projects for this State Transportation Improvement Program cycle that include a range of benefits with a focus on safety for the most vulnerable road users. HCAOG is pleased to put forth eight new projects and cover additional phases of 2 previously funded projects. The selected projects, once constructed, will improve safety, provide new multimodal facilities, and improve the pavement condition at the selected locations. Highlights include a new Class 1 multi use Bay to Zoo Trail through the City of Eureka, a complete street project that will completely revitalize Redwood Drive, the main street of the unincorporated community of Garberville, and interchange improvements that will provide safe access for pedestrians and cyclists where none existed before.

We appreciate the opportunity to put STIP funds to good use to benefit the people of our region.

Please contact me at beth.burks@hcaog.net or 707-444-8208 if you have questions or need any additional information.

Sincerely,

Beth Burks, AICP
Executive Director

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2024 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2024 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 2024 RTIP consistent with Caltrans' Draft 2024 ITIP, the California Transportation Commission's (CTC) 2024 State Transportation Improvement Program (STIP) Guidelines and 2024 Fund Estimate (FE).

This STIP cycle HCAOG is pleased to put forth eight new projects and cover additional phases of a previously funded project (US 101 and Sunset Avenue Interchange, Kenmar Interchange). 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 Class 1 multi use Bay to Zoo Trail through the City of Eureka, and interchange improvements that will improve safety and provide access for pedestrians and cyclists at two locations. The suite of projects also offers approximately 3.31 miles of rehabilitated lane miles, approximately 2.16 miles of new on-street bike lanes and nearly a mile of improved sidewalks.

This year we are requesting to program \$1.7 over our target shares, but well below the maximum shares identified in the 2024 STIP Fund Estimate. Projects have been ranked by priority.

State only funds are requested for all but the Bay to Zoo Trail and Kenmar Interchange Improvement projects 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 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: https://www.hcaog.net/sites/default/files/final_2024_rtip.pdf
RTP link: <https://www.hcaog.net/documents/regional-transportation-plan-vroom-2022-2042>

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

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- **California Department of Transportation Headquarter 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, 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 a 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).

Construction has commenced on two major projects, the Old Arcata Road project and the Indianola undercrossing. Both of these projects are currently on schedule but have multi-year construction timelines.

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.
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 progressing. 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.
Greenwood, Railroad and Hatchery Road Improvements in Blue Lake	R/W was funded. The project includes 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	Right of Way is progressing and allocation for construction will be requested soon. 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 become part of the Great Redwood Trail).

	<p>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>(Construction funds were programmed in the 2022 STIP but have not yet been requested for allocation)</p>	
<p>Trinity Street Pavement Rehabilitation in Trinidad</p>	<p>STIP funds have been allocated for PS&E. The project will rehabilitate and extend the useful life of the roadway pavement on Trinity Street.</p>	<p>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.</p>
<p>Old Arcata Road, Rehabilitation and Pedestrian/ Bike Improvements in Arcata</p>	<p>STIP funds have been allocated for PS&E and Construction (CON) since the last 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.</p>	<p>PS&E was completed since the last STIP Cycle. This project is currently under construction.</p> <p>The project will improve safety for non-motorized and motorized users, increase the use of active modes of transportation, and rehabilitate deteriorated roadway pavement.</p> <p>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</p>

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 is requested in this STIP (2024) cycle to continue progress on this project.
Rio Dell Neighborhood Connectivity Project	The E&P was allocated in the last 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 crosswalk striping to connect neighborhoods to the school and to main areas of town.	E&P is nearing completion. This project will increase pedestrian safety for several streets adjacent to the Rio Dell Elementary School.

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 16-17, 2023
Caltrans identifies State Highway Needs	September 15, 2023
Caltrans submits draft ITIP	October 15, 2023
CTC ITIP Hearing, South	November 1, 2023
CTC ITIP Hearing, North	November 8, 2023
Regional Agency adopts 2024 RTIP	RTPA Board Approval Date
Regions submit RTIP to CTC	December 15, 2023
Caltrans submits ITIP to CTC	December 15, 2023
CTC STIP Hearing, North	January 25, 2024
CTC STIP Hearing, South	February 1, 2024
CTC publishes staff recommendations	March 1, 2024
CTC Adopts 2024 STIP	March 21-22, 2024

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 known as *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 TAC, 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 Bay to Zoo Trail- The city has held community meetings, sent press releases to local media outlets, and given presentations promoting and discussing the Bay to Zoo Trail project with the general public. The project has been presented to the Eureka City Council and the Planning Commission as well. The project design considers feedback received during public engagement activities.
- City of Arcata US 101 & Sunset Avenue Interchange Project- The City conducted many public outreach events, surveys, and workshops in 2022 to discuss community traffic safety concerns and received many public responses of concern regarding the intersection of LK Wood & Sunset Ave. and the general project area. The public identified LK Wood & Sunset Ave. intersection as an area in need of crosswalks, sidewalks and walking path improvements, bike lanes and increased visibility, better road signage, and roadway safety measures. The city also posted a traffic safety survey and promoted use of StreetStory on a Local Road Safety Plan web page, from these surveys the public stated concerns over the project area's: high traffic congestion, need for more signage, blind spots, and unsafe intersections. The Arcata High School zone, LK Wood Blvd. and Sunset Ave. were among the top eight highest-risk streets and areas listed by the community. The biking community also expressed concerns over space for bicyclists' safe use of roundabouts, which we will incorporate into our final design plans. Similarly, LK Wood and Sunset Ave. were among the public's comments for areas in need of improvements at the Annie and Mary trail connection community outreach event. An additional public engagement event will be held before the end of the year (2023) to specifically receive feedback on the preliminary designs.
- County of Humboldt- Garberville Redwood Drive Complete Streets- Community meetings were held in 2019 with community and stakeholders in Garberville for the complete streets project. The design concept has been created in consultation with the community.
- City of Fortuna Kenmar Interchange- There was an extensive community engagement and workshop phase for this project as part of the City's 2016 complete streets connectivity study. The project has also gone through the CEQA process and associated noticing and public hearings.

The final point of community engagement has been during the development of this RTIP. The RTIP has been reviewed by the TAC, the HCAOG Policy Advisory Committee, and

the Board at noticed public meetings. At the TAC meeting we received several public comments. There was a major public showing of support for the Garberville Redwood Drive Complete Street project which saw many community members speak on the importance of including the project in the RTIP and the transformational effect it could have on the community.

We also received comments during this process that it would be beneficial to have an independent scoring or ranking of the STIP projects and that the projects did not do enough to lower vehicles mile travelled or reduce automobile dependency.

The TAC took these 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. 2024 STIP Regional Funding Request

Section 6. 2024 STIP Regional Share and Request for Programming

A. 2024 Regional Fund Share Per 2024 STIP Fund Estimate

2024 STIP Programming		
\$ in thousands		
Base (Minimum)	Total Target	Maximum
Share through 2027-28	Share through 2027-28	Estimated Share through 2031-32
6,478	9,297	34,882

B. Summary of Requested Programming –

Project Name and Location	Project Description	Requested RIP Amount
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.	\$1,582,000

<p>City of Fortuna, Kenmar Interchange Improvement Project</p>	<p>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 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.</p>	<p>\$2,600,000</p>
<p>City of Eureka, Myrtle Ave Improvements (5th to Harrison Ave) STATE ONLY FUNDS REQUESTED</p>	<p>Improvements to bike lanes and to ADA facilities as well as maintenance of failing roadway on Myrtle Avenue between 5th Street and Harrison Avenue. 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.</p>	<p>\$600,000</p>
<p>County of Humboldt, Redwood Drive Complete Streets STATE ONLY FUNDS REQUESTED</p>	<p>This project will rehabilitate Redwood Drive and provide parking/walking/biking improvements that follow the complete streets guidelines.</p>	<p>\$1,300,000</p>
<p>City of Arcata, US 101 & Sunset Interchange Project STATE ONLY FUNDS REQUESTED</p>	<p>The current intersections will be replaced with two traffic calming multiple-legged single-lane roundabouts, on the east and west sides of Sunset Avenue and US 101 on and off ramp interchanges. The project is focused on bicycle and pedestrian safety with the addition of a protected class IV bikeway, new sidewalks, new signage, accessible improvements, improved lighting, sustainable landscaping and improved site lines/visibility, with significantly reduced bike and pedestrian crossing conflict points.</p>	<p>\$1,400,000</p>

<p>County of Humboldt Central Ave Bike Lane Surface Rehabilitation and Overlay</p> <p>STATE ONLY FUNDS REQUESTED</p>	<p>This project consists of pavement surface rehabilitation, overlay, and bike-lanes on an approximately 1.26 mile portion of Central Avenue.</p>	<p>\$1,189,000</p>
<p>City of Trinidad, Main Street Patricks Point Dr. and Westhaven Dr. Pavement Rehabilitation</p> <p>STATE ONLY FUNDS REQUESTED</p>	<p>The project includes the following primary components:</p> <ul style="list-style-type: none"> • 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 • Westhaven Drive: Overlay concrete surfacing, and thermoplastic pavement striping and markings <p>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 failed roadway pavement and extending the useful life of the facility.</p>	<p>\$800,000</p>
<p>County of Humboldt, Hubbard Lane</p> <p>STATE ONLY FUNDS REQUESTED</p>	<p>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.</p>	<p>\$800,000</p>

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, Bay to Zoo Trail	\$1,582,000			\$8,999,000 ¹			\$10,581,000
City of Fortuna, Kenmar Interchange Improvement Project	\$2,600,000			\$25,000,000 ⁴			\$27,600,000
City of Eureka, Myrtle Ave Improvements (5 th to Harrison Ave)	\$600,000			\$3,400,000 ²			\$4,000,000
County of Humboldt, Redwood Drive Complete Streets	\$1,300,000			\$9,500,000 ³			\$10,800,000
County of Humboldt Central Ave Bike Lane Surface Rehabilitation and Overlay	\$1,189,000						\$1,189,000
City of Arcata, US 101 & Sunset Interchange Project	\$1,400,000			\$18,000,000 ⁴			\$19,400,000
City of Trinidad, Main Street Patricks Point Dr. and Westhaven Dr. Pavement Rehabilitation	\$800,000						\$800,000
County of Humboldt, Hubbard Lane	\$800,000						\$800,000
	\$10,271,000	-	-	\$39,899,000	-	-	\$50,170,000

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

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

The purpose of the 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.

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 State Highway Operation and Protection Program (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) 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 City of Fortuna's Kenmar Interchange Improvement Project will provide separated bicycle and pedestrian access at the interchange, where currently no pedestrian facilities exist. Additionally, the Kenmar project would provide safe access for the future Great Redwood Trail. The City of Arcata's US 101 & Sunset Avenue project will improve pedestrian access at the interchange.

Section 10. Highways to Boulevards Conversion Pilot Program

There are several communities divided by state routes throughout Humboldt County. of the Trinidad Rancheria, and the community of Orick. Highway 96 divides Orick Heights, Indian Falls, and the community of Orick. Highway 299 divides the community of Willow Creek and the City of Arcata.

Several State Routes also divide communities and in many cases prevent safe pedestrian access. These include: State Route (SR) 283 (Business Route through Rio Dell), SR 211 (From US 101

to Ferndale, with no pedestrian or bicycle facilities), SR 200 (Connects Highway 101 to Highway 299 with no pedestrian or bicycle facilities), and SR 255 (Alternate route from Eureka to Arcata along the Samoa Peninsula, lacking pedestrian or bicycle facilities). In the case of SR 255 the community has already created a shared vision for safe mobility in the area and some active transportation projects have been implemented. However, there is much work to be done to fully implement the community's vision and improve safety in the area.

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.

This cycle we have one project, the Bay to Zoo Trail that is entirely an active transportation project. All projects with the exception of the two rehabilitation projects will provide improved facilities, or facilities where none currently exist, and safety benefits for pedestrians and/or cyclists. There will be nearly a mile of improved sidewalk, and approximately 2.6 miles of new bike lanes, in addition to the entirety of the Bay to Zoo Trail separated multi-use path. The interchange improvement projects will greatly improve safety for pedestrians and cyclists at these important locations.

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.

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

Implementing Agency	Project	Primary Complete Street Objectives Addressed	Policy	Discussion
City of Arcata	US 101& Sunset Ave Interchange Project	Mode Shift, Vision Zero, Improved Access.	S-1, S-3, S-7, S-9, S-11	<p>The project area is centrally located in the City of Arcata and provides a critical transportation path, linking the west and east sides of central and downtown Arcata. The current conditions of the Sunset Avenue and 101 interchange provide minimal bicycle and pedestrian safety protections and is a source of confusion for drivers, especially those new to the area. The project will calm traffic, increase vehicle, pedestrian, and bicycle safety, reduce confusion, and promote non-motorized travel and environmental sustainability in the project area. The project will also increase the intersections vehicle capacity and reduce traffic congestion. Additionally, the project will potentially reduce the number of vehicle related fatalities and injury severity by addressing community identified and data assessed collision risk factors in the project area. The current intersection configuration has these intersections within 150 feet of each other. A traffic study performed by W-Trans in 2017 determined that both intersections have collision rates higher than the state average. A Level of Service (LOS) was measured for each intersection and these intersections operate below the acceptable levels. Improvements to these intersections will result in safer modes of transportation for all users by reducing the collision rates. Additionally it will improve the circulation of flow for all modes of transportation.</p>

City of Fortuna	Kenmar Interchange Improvement Project	Mode Shift, Vision Zero, Improved Access	S-1, S-3, S-7S-9, S-11	The project would provide many key benefits in the City of Fortuna and beyond. Most notably, the project includes various complete streets elements including a separated Class I bike/ped facility, ADA compliant pedestrian facilities, Class II and III bike lanes, and connections for the future Strongs Creek Trail and Great Redwood Trail (both planned as Class I facilities in the area). This project would encourage mode shift and VMT reduction by removing a major barrier to the non-motorized transportation network, effectively allowing residents and visitors to Fortuna the opportunity to explore/access both sides of the city without a vehicle. The project would also include a number of standard safety countermeasures with proven crash reduction factors, which will significantly increase safety for all users of the interchange, and address one of the areas within the city with the highest number of safety related issues and complaints as noted in the City's Local Road Safety Plan. Lastly, the project would significantly improve vehicle congestion by improving the level of service. Reducing vehicle congestion, in addition to the anticipated mode shift, helps the regional goal of lowering GHG emissions.
City of Eureka	Bay to Zoo Trail	Mode Shift, Vision Zero, Improved Access	S-1, S-3, S-7, S-9, S-11	This project will enable more active transportation options for residents of the city. By providing a safe, separated trail for walking and biking, this project will significantly increase the number of non-motorized trips, improve safety, enhance public health, and promote community vitality.
County of Humboldt	Hubbard Lane Surface Rehabilitation	Fix it First	S-6, S-9	Hubbard Lane is a vital connection between Myrtle Avenue and Harris Street in the urban area of Myrtle town Eureka. Current counts are approximately 5,500 vehicles per day. Completion of a large apartment complex and a senior housing

				<p>development has added additional traffic.</p> <p>The County has completed improvements to the intersection with Myrtle Avenue. A traffic signal was added, significant private development has occurred along Hubbard Lane, and increased use by public users make this an essential route for multiple users. Due to water main upgrades portions of the pavement are relatively adequate while other sections are failing.</p>
County of Humboldt	Central Avenue Surface Rehab and Overlay	Mode shift, Vision Zero, Improved Access, Fix it First	S-1, S-3, S-6, S-9, S-11	<p>This project will improve safety for drivers and cyclists by resurfacing the roadway and widening shoulders. Class II bike lanes require 6' of shoulder width for traffic speeds over 40 mph. Currently, cyclists need to use the vehicle lanes to ride comfortably.</p>
County of Humboldt	Redwood Drive Complete Streets	Mode shift, Vision Zero, Fix it First	S-1, S-3, S-6, S-9, S-11	<p>This project will rehabilitate Redwood Drive and provide parking/walking/biking improvements that follow the complete streets guidelines.</p> <p>Redwood Drive has the highest average daily traffic load in Southern Humboldt. Current are approximately 9,800 vehicles per day. An average of 5 accidents occurs annually on this stretch of road, making it one of the higher accident zones in the County road system.</p> <p>The Garberville portion of Redwood Drive is characterized by pedestrian and vehicular congestion, deteriorating roadway surface, insufficient pedestrian facilities, higher speeds due to on/off ramps, and a business hub for much of the greater southern Humboldt area.</p>
City of Eureka	Myrtle Avenue Improvement 5th to Harrison Ave	Mode shift, Vision Zero, Fix it First	S-1, S-3, S-6, S-7, S-9, S-11	<p>The purpose of the Myrtle Avenue Improvement Project is to maintain failing roadway and improve bike lanes as well as to improve ADA facilities on Myrtle Avenue between 5th Street and Harrison Avenue. The project will address bicycle safety, by providing buffered bike lanes where standard bike lanes had been in the existing</p>

				condition. Safety will also be addressed with the inclusion of truncated domes at curb ramps. Vehicle safety will also be increased by maintaining the failing asphalt roadway.
City of Trinidad	Main Street Patricks Point Dr. and Westhaven Pavement Rehabilitation	Mode Shift, Fix it First	S-1, S-6	<p>The purpose of the project is to rehabilitate and extend the useful life of the roadway pavement on Main Street, Patrick’s Point Drive, and Westhaven Drive, and to improve pedestrian accessibility in downtown Trinidad.</p> <p>Portions of Main Street, Patrick’s Point Drive, and Westhaven Drive are exhibiting signs of extreme pavement distress and failure. These streets are the 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). The existing sidewalk on the south-side of Main Street is very narrow (~3.5’± wide) and does not conform with accessibility standards.</p>

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 Bay to Zoo trail and the Myrtle Avenue Improvement 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 the 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.

Although congestion reduction is not the primary goal for any of the RTIP proposed projects, the interchange projects involve roundabouts that will help reduce congestion by increasing the efficiency and capacity of the intersections. Both projects include complete street elements that can also promote mode shift. The Bay to Zoo Trail promotes mode share, specifically an opportunity to use the trail to get to Zane Middle School or Washington Elementary. 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 failing on approximately 3.31 miles of road 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 the primary focus of the Myrtle Avenue and interchange improvement projects. Safety is also central to the Redwood Drive and Central Avenue projects. 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 Interchange Improvement project, interchange improvements including multimodal access 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 in Appendix Section 20.

Agency	Priority	Project	Total	Project Requests totals by Fiscal Year					Project Request Totals by Component			
				24-25	25-26	26-27	27-28	28-29	E&P	PS&E	RoW	CON
HCAOG	1	Planning, Programming and Monitoring	\$ 285,000				\$ 143,000	\$ 142,000				\$ 285,000
Arcata	2	US 101& Sunset Ave Interchange Project	\$ 1,400,000	\$ 1,400,000					\$ -	\$ 1,300,000	\$ 100,000	
Fortuna	2	Kenmar Interchange Improvement Project	\$ 2,600,000	\$ 2,600,000						\$ 2,000,000	\$ 600,000	
Eureka	1	Bay to Zoo Trail	\$ 1,582,000	\$ 558,000	\$ 1,024,000				\$ 82,000	\$ 376,000	\$ 100,000	\$ 1,024,000
County	4	Hubbard Lane Surface Rehabilitation	\$ 800,000		\$ 5,000	\$ 795,000			\$ 5,000	\$ 54,000	\$ 5,000	\$ 736,000
County	3	Central Avenue Surface Rehab and Overlay	\$ 1,189,000		\$ 5,000	\$ 47,000	\$ 1,137,000		\$ 5,000	\$ 42,000	\$ 5,000	\$ 1,137,000
County	2	Redwood Drive Complete Streets	\$ 1,300,000		\$ 1,250,000	\$ 50,000			\$ 50,000	\$ 1,200,000	\$ 50,000	\$ -
Eureka	2	Myrtle Avenue Improvement 5th to Harrison Ave	\$ 600,000	\$ 600,000								\$ 600,000
Trinidad	3	Main Street Patricks Point Dr. and Westhaven Pavement Rehabilitation	\$ 800,000	\$ 90,000	\$ 710,000				\$ 43,000	\$ 47,000		\$ 710,000
			\$ 10,556,000									

Target (includes PPM)	\$ 9,297,000
Requested	\$ 10,556,000
	\$ (1,259,000)

Max Target	\$ 34,882,000
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F. Appendices

Section 17. Projects Programming Request Forms

1. HCAOG
2. US 101 & Sunset Ave Interchange Project
3. Kenmar Interchange Improvement Project
4. Bay to Zoo Trail
5. Hubbard Lane Surface Rehabilitation
6. Central Avenue Surface Rehab and Overlay
7. Redwood Drive Complete Streets
8. Myrtle Avenue Improvement 5th to Harrison Ave
9. Main Street Patricks Point Dr. and Westhaven Pavement Rehabilitation

Amendment (Existing Project) YES NO Date 11/07/2023 15:23:49

Programs LPP-C LPP-F SCCP TCEP STIP Other

District	EA	Project ID	PPNO	Nominating Agency	
01		0122000001	2002P	Humboldt County Association of Governments	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Humboldt County					
				MPO	Element
				NON-MPO	Local Assistance
Project Manager/Contact			Phone	Email Address	
Marcella Clem			707-444-8208	marcella.clem@hcaog.net	

Project Title

Planning, Programming and Monitoring

Location (Project Limits), Description (Scope of Work)

Planning, programming and monitoring

Component	Implementing Agency
PA&ED	
PS&E	
Right of Way	
Construction	Humboldt County Association of Governments

Legislative Districts

Assembly: 2 Senate: 2 Congressional: 2

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		
Circulate Draft Environmental Document Document Type		
Draft Project Report		
End Environmental Phase (PA&ED Milestone)		
Begin Design (PS&E) Phase		
End Design Phase (Ready to List for Advertisement Milestone)		
Begin Right of Way Phase		
End Right of Way Phase (Right of Way Certification Milestone)		
Begin Construction Phase (Contract Award Milestone)		
End Construction Phase (Construction Contract Acceptance Milestone)		
Begin Closeout Phase		
End Closeout Phase (Closeout Report)		

Date 11/07/2023 15:23:49

Purpose and Need

NHS Improvements YES NO Roadway Class Reversible Lane Analysis YES NO
Inc. Sustainable Communities Strategy Goals YES NO Reduce Greenhouse Gas Emissions YES NO

Project Outputs

Category	Outputs	Unit	Total

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change

District	County	Route	EA	Project ID	PPNO
01	Humboldt County			0122000001	2002P

Project Title
 Planning, Programming and Monitoring

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									Humboldt County Association of Gov
R/W									
CON	3,868	100	122	114				4,204	Humboldt County Association of Gov
TOTAL	3,868	100	122	114				4,204	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	3,868	100	122	114	143	142		4,489	
TOTAL	3,868	100	122	114	143	142		4,489	

Fund #1:	RIP - National Hwy System (Committed)								Program Code
	Existing Funding (\$1,000s)								20.30.600.670
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Humboldt County Association of Gov
PS&E									\$98 CON voted 07/16/98
R/W SUP (CT)									\$131 CON voted 08/31/99
CON SUP (CT)									\$104 CON voted 07/01/00
R/W									\$107 CON voted 07/02/01
CON	3,804	100	122	114				4,140	\$110 CON voted 06/26/03
TOTAL	3,804	100	122	114				4,140	\$100 CON voted 02/26/04
									\$110 CON voted 11/03/05
									\$411 CON voted 10/12/06

Proposed Funding (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	3,804	100	122	114				4,140	
TOTAL	3,804	100	122	114				4,140	

Fund #2:	RIP - COVID Relief Funds - STIP (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.010.817
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Humboldt County Association of Gov \$64 CON voted 08/17/22
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	64							64	
TOTAL	64							64	

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	64							64	
TOTAL	64							64	

Fund #3:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					143	142		285	
TOTAL					143	142		285	

Complete this page for amendments only

Date 11/07/2023 15:23:49

District	County	Route	EA	Project ID	PPNO
01	Humboldt County			0122000001	2002P

SECTION 1 - All Projects

Project Background

PPM funds for 2024 STIP Cycle

Programming Change Requested

Add PPM funds to additional STIP years.

Reason for Proposed Change

New PPM funding with this STIP cycle.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

PPM funds for 2024 STIP cycle.

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST (PPR)
 PRG-0010 (REV 08/2020)

PPR ID
 ePPR-5021-2022-0001 v1

Amendment (Existing Project) YES NO Date 11/17/2023 12:03:14

Programs LPP-C LPP-F SCCP TCEP STIP Other

District	EA	Project ID	PPNO	Nominating Agency
01	0L650	0122000144	2579	Humboldt County Association of Governments

County	Route	PM Back	PM Ahead	Co-Nominating Agency
Humboldt County	101			

MPO		Element
NON-MPO		Capital Outlay

Project Manager/Contact	Phone	Email Address
Netra Khatri	707-825-2173	nkhatr@cityofarcata.org

Project Title

Improvements to Sunset Ave./L K Wood Blvd. and Sunset Ave./US101 Northbound Ramps Intersections

Location (Project Limits), Description (Scope of Work)

The project is located in Arcata, CA. within the City of Arcata's, and Caltran's Right-of-Way at the intersection of Sunset Avenue, LK Wood Boulevard & US 101 Northbound Ramp, and the intersection of Sunset Avenue, H Street, G Street & US 101 Southbound Ramp. The project area is adjacent to Cal Poly Humboldt and in close walking distance of Arcata High School, Arcata Elementary School, the Arcata Skateboard Park, Shay Park, Larson Park.

The current intersections will be replaced with two traffic calming multiple-legged single-lane roundabouts, on the east and west sides of the Sunset Avenue and US 101 on and off ramp interchanges. The project is focused on bicycle and pedestrian safety with the addition of a protected class IV bikeway, new sidewalks, new signage, accessible improvements, improved lighting, sustainable landscaping and improved site lines/visibility, with significantly reduced bike and pedestrian crossing conflict points.

Component	Implementing Agency
PA&ED	City of Arcata
PS&E	City of Arcata
Right of Way	City of Arcata
Construction	City of Arcata

Legislative Districts

Assembly: 2 Senate: 2 Congressional: 2

Project Milestone	Existing	Proposed
Project Study Report Approved	09/10/2021	
Begin Environmental (PA&ED) Phase	01/01/2022	01/01/2022
Circulate Draft Environmental Document Document Type CE	10/15/2022	10/15/2024
Draft Project Report	12/01/2022	03/01/2024
End Environmental Phase (PA&ED Milestone)	12/12/2022	03/01/2024
Begin Design (PS&E) Phase	01/03/2023	07/01/2024
End Design Phase (Ready to List for Advertisement Milestone)	12/31/2023	06/30/2025
Begin Right of Way Phase	04/15/2023	01/01/2025
End Right of Way Phase (Right of Way Certification Milestone)	12/31/2023	06/30/2025
Begin Construction Phase (Contract Award Milestone)	05/01/2024	04/01/2026
End Construction Phase (Construction Contract Acceptance Milestone)	12/30/2025	04/01/2028
Begin Closeout Phase	01/01/2026	12/01/2028
End Closeout Phase (Closeout Report)	06/30/2026	06/30/2029

Date 11/17/2023 12:03:14

Purpose and Need

The Sunset Ave./LK Wood Blvd. intersection and the Sunset Ave./US 101 Northbound Ramps intersection are directly next to each other (~150 ft) and cause confusion for all user types (motorists, cyclists, pedestrians, etc.) due to the current configuration.

The Sunset Ave./ US 101 Northbound Ramps is a four-legged intersection with the off- and on- ramps forming the south and north legs of the intersection. The southern off-ramp leg also acts as a connection between G Street and Sunset Avenue. The off-ramp is stop controlled and has a crosswalk that connects Sunset Avenue to LK Wood Blvd. The western leg has an eastbound left turning lane to access the northbound on-ramp.

The Sunset Avenue/ LK Wood Boulevard intersection is an all-way stop, tee intersection. It is located less than 150 feet east of the Sunset Avenue/US 101 northbound ramps intersection and is owned and operated by Humboldt State University. It has a left turn lane at its western leg. A crosswalk is across the southern leg and originally crossed the right-turn lane from Sunset Ave. to LK Wood Boulevard. In 2019, the intersection was slightly improved by adding raised islands along the pedestrian crosswalk, redoing and adding high-visibility striping along the bike lanes, and slightly changing the configuration of eastbound Sunset Avenue motorists accessing southbound LK Wood Blvd. The new configuration created two eastbound lanes along Sunset Ave. between the intersections, with the additional lane being a right turn lane to access LK Wood Boulevard. This blocked the lane that originally crossed the crosswalk and reduced the two adjacent yield lanes that accessed LK Wood Boulevard to only one lane coming from US 101 northbound off-ramp/G Street.

The City of Arcata expects population growth and new housing developments to impact traffic conditions throughout the city. W-Trans Traffic Study examined the Level of Service (LOS) at various Arcata intersections to determine current and projected traffic operation. LOS is ranked between A and F, with LOS A being free flow conditions and LOS F being forced flow or breakdown conditions. Between the City of Arcata, Caltrans, and Humboldt State University, minimal operation was allowed to be LOS D. This low LOS was due to Arcata and Humboldt State University favoring pedestrian and cyclist access and safety over vehicle traffic. For current conditions, the Sunset Avenue/LK Wood Boulevard intersection was the only intersection that scored below the minimum LOS. W-Trans preceded to analyze future traffic operations at each intersection into 2036. Analysis was provided for future operation with and without the proposed developments. With the new developments in place, the LOS is expected to decrease as more traffic is expected at the two intersections. Projections into the future show that population growth will also further decrease the LOS of the intersections due to more users.

The project proposes installing a five-legged, one-lane roundabout that is centered between the current Sunset Avenue/LK Wood Blvd. and Sunset Avenue/US 101 North ramps intersections. The roundabout will access Sunset Avenue, LK Wood Blvd. and the US 101 on- and off-ramps. The G Street connection will be closed and vehicles on G Street can access the project area by way of the Sunset Ave./US 101 South ramps and G/H Streets intersection. The US 101 off-ramp will have an additional turnoff lane prior to arriving at the roundabout that accesses southbound LK Wood Blvd. The proposed roundabout estimates to have an improved LOS rating of LOS C. The LOS is analyzed assuming future population projections and that all the developments are in place. Additionally, 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. Cyclists remaining on LK Wood will share the roundabout with motorists.

NHS Improvements <input type="checkbox"/> YES <input type="checkbox"/> NO	Roadway Class 2	Reversible Lane Analysis <input type="checkbox"/> YES <input type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input type="checkbox"/> YES <input type="checkbox"/> NO Reduce Greenhouse Gas Emissions <input type="checkbox"/> YES <input type="checkbox"/> NO		

Project Outputs

Category	Outputs	Unit	Total
Operational Improvement	Intersection / Signal improvements	EA	2
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Miles	0.25
Active Transportation	Crosswalk	EA	6
ADA Improvements	Install new detectable warning surface	SQFT	192

Date 11/17/2023 12:03:14

Additional Information

This project is aligned with Humboldt County's Association of Governments (HCAOG) Regional Transportation Plan (SCS) goals and objectives as follows:

- Goal 1) Balanced Mode Share/ Complete Streets - The project will maximize multi-modal access to the roadway system in the project area, with reduced conflict points between peds, bikes and vehicles; will expand interconnected bike and ped. facilities; and will create safer walking and biking facilities promoting biking and walking in the project area.
- Goal 2) Economic Vitality - The project is complete streets focused, which has demonstrated economic benefits to local businesses, markets and property values.
- Goal 3) Efficient and Viable Transportation Systems - The project will retrofit the existing roadway to provide safer and more convenient travel for all users.
- Goal 4) Environmental Stewardship - The project will add additional landscaping to the area and will promote ped and biking activities in and around the project area, reducing greenhouse gas emissions.
- Goal 5) Equitable and Sustainable use of Resources - The project will transform the area to a complete streets model, through equitable and sustainable use of resources, by promoting multi-modal travel and connecting communities with safer and accessible travel options for all users.
- Goal 6) Safety- The project will address community safety concerns for the interchange area, and will add additional safety features such as roundabouts, shortened ped. crossings, reduced conflict points, a separated ped and bike path, lighting and signage.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Accessibility	Optional	Number of Destinations Accessible by Mode	Number	0	0	0

District	County	Route	EA	Project ID	PPNO
01	Humboldt County	101	0L650	0122000144	2579

Project Title

Improvements to Sunset Ave./L K Wood Blvd. and Sunset Ave./US101 Northbound Ramps Intersections

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)	500							500	City of Arcata
PS&E		262						262	City of Arcata
R/W SUP (CT)									City of Arcata
CON SUP (CT)									City of Arcata
R/W		25						25	City of Arcata
CON				3,500				3,500	City of Arcata
TOTAL	500	287		3,500				4,287	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)	500							500	
PS&E		262	1,300					1,562	
R/W SUP (CT)									
CON SUP (CT)									
R/W		25	100					125	
CON									
TOTAL	500	287	1,400					2,187	

Fund #1:	RIP - COVID Relief Funds - STIP (Committed)	Program Code
		20.XX.075.600

Existing Funding (\$1,000s)									Funding Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)	500							500	Humboldt County Association of Gov \$500 PAED voted 08/17/22
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	500							500	

Proposed Funding (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)	500							500	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	500							500	

Fund #2:	Future Need - Future Funds (Uncommitted)								Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Future funds will be a combination of local and state/federal funds.
PS&E		262						262	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		262						262	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		262						262	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		262						262	
Fund #3:	Future Need - Future Funds (Uncommitted)								Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Future funds will be a combination of local and state/federal funds.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W		25						25	
CON									
TOTAL		25						25	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W		25						25	
CON									
TOTAL		25						25	

Fund #4:		Future Need - Future Funds (Uncommitted)							Program Code	
		Existing Funding (\$1,000s)							FUTURE	
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency	
E&P (PA&ED)										
PS&E									Future funds will be a combination of local and state/federal funds.	
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON				3,500				3,500		
TOTAL				3,500				3,500		
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Fund #5:		RIP - STIP (Committed)							Program Code	
		Existing Funding (\$1,000s)								
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency	
E&P (PA&ED)									City of Arcata	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)									STIP for PSE	
PS&E			1,300					1,300		
R/W SUP (CT)										
CON SUP (CT)										
R/W			100					100		
CON										
TOTAL			1,400					1,400		

Complete this page for amendments only

Date 11/17/2023 12:03:14

District	County	Route	EA	Project ID	PPNO
01	Humboldt County	101	0L650	0122000144	2579

SECTION 1 - All Projects

Project Background

The project is located in Arcata, CA. within the City of Arcata's, and Caltran's Right-of-Way at the intersection of Sunset Avenue, LK Wood Boulevard & US 101 Northbound Ramp, and the intersection of Sunset Avenue, H Street, G Street & US 101 Southbound Ramp. The project area is adjacent to Cal Poly Humboldt and in close walking distance of Arcata High School, Arcata Elementary School, the Arcata Skateboard Park, Shay Park, Larson Park.

The current intersections will be replaced with two traffic calming multiple-legged single-lane roundabouts, on the east and west sides of the Sunset Avenue and US 101 on and off ramp interchanges. The project is focused on bicycle and pedestrian safety with the addition of a protected class IV bikeway, new sidewalks, new signage, accessible improvements, improved lighting, sustainable landscaping and improved site lines/visibility, with significantly reduced bike and pedestrian crossing conflict points.

Prior PA&ED phase was funded via STIP, and will be completed by early 2024.

Programming Change Requested

Reason for Proposed Change

Additional fund request for PSE phase of the project

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

This amendment is to the existing ePPR to add funding for PS&E phase.

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Amendment (Existing Project) <input type="checkbox"/> YES <input type="checkbox"/> NO				Date	11/13/2023 14:00:44
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
01		0119000036	2512	City of Fortuna	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Humboldt County	101	59.200	59.700		
			MPO	Element	
			NON-MPO	Capital Outlay	
Project Manager/Contact			Phone	Email Address	
Brendan Byrd			707-725-1469	bbyrd@ci.fortuna.ca.us	

Project Title

Kenmar Road Interchange Improvements

Location (Project Limits), Description (Scope of Work)

Interchange between Kenmar Road and Highway 101. 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 norther portion of Eel River Drive is realigned to cross the railroad and connect directly into the new roundabout located east of US 101. This project includes a separated bike and walking path with connections to potential trails, as well as pedestrian facilities throughout the system.

Component	Implementing Agency
PA&ED	City of Fortuna
PS&E	City of Fortuna
Right of Way	City of Fortuna
Construction	City of Fortuna

Legislative Districts

Assembly:	2	Senate:	2	Congressional:	2
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Project Milestone	Existing	Proposed
Project Study Report Approved	12/11/2017	
Begin Environmental (PA&ED) Phase	07/01/2019	07/01/2019
Circulate Draft Environmental Document Document Type ND/MND		03/20/2023
Draft Project Report		10/02/2023
End Environmental Phase (PA&ED Milestone)		02/29/2024
Begin Design (PS&E) Phase		08/30/2024
End Design Phase (Ready to List for Advertisement Milestone)		08/27/2027
Begin Right of Way Phase		08/30/2024
End Right of Way Phase (Right of Way Certification Milestone)		08/27/2027
Begin Construction Phase (Contract Award Milestone)		
End Construction Phase (Construction Contract Acceptance Milestone)		
Begin Closeout Phase		
End Closeout Phase (Closeout Report)		

Date 11/13/2023 14:00:44

Purpose and Need

Reduce congestion and improve level of service at existing interchange that currently operates at Level of Service F at southbough offramp, and Level of Service E at Eel River Drive and is projected to operate at a future level of service F at most ramps and cross streets. The project also would provide pedestrian facilities to connect the Fortuna Blvd. with the Riverwalk area that is currently bisected by Highway 1010, where no pedestrian facilities currently exist.

NHS Improvements <input type="checkbox"/> YES <input type="checkbox"/> NO	Roadway Class 1	Reversible Lane Analysis <input type="checkbox"/> YES <input type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input type="checkbox"/> YES <input type="checkbox"/> NO	

Project Outputs			
Category	Outputs	Unit	Total
State Highway Road Construction	Pedestrian/Bicycle facilities miles constructed	Miles	0.1
State Highway Road Construction	Operational improvements	EA	1

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change

Fund #2:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									City of Fortuna
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		2,000,000						2,000,000	
R/W SUP (CT)		100,000						100,000	
CON SUP (CT)									
R/W		500,000						500,000	
CON									
TOTAL		2,600,000						2,600,000	

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Date 11/13/2023 14:00:44

District	County	Route	EA	Project ID	PPNO
01	Humboldt County	101		0119000036	2512

SECTION 1 - All Projects

Project Background

Programming Change Requested

Reason for Proposed Change

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Amendment (Existing Project) <input type="checkbox"/> YES <input type="checkbox"/> NO				Date	11/13/2023 13:53:45
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
01		0123000153	2595	City of Eureka	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Humboldt County					
				MPO	Element
				NON-MPO	Local Assistance
Project Manager/Contact			Phone	Email Address	
Jesse Willor			707-441-4194	jwillor@eurekaca.gov	

Project Title

Bay to Zoo Trail

Location (Project Limits), Description (Scope of Work)

In the City of Eureka from the Eureka Waterfront Trail near the east end of Tydd Street to Hemlock Street. Construction of 2 miles of class 1 trail, including boardwalks, bridges and trail connections. Installation of 0.5 miles of bike boulevard. Construction of a roundabout at the intersection of Myrtle Avenue and McFarland.

Component	Implementing Agency
PA&ED	City of Eureka
PS&E	City of Eureka
Right of Way	City of Eureka
Construction	City of Eureka

Legislative Districts

Assembly:	2	Senate:	2	Congressional:	2
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Project Milestone	Existing	Proposed
Project Study Report Approved	06/01/2022	
Begin Environmental (PA&ED) Phase		08/01/2024
Circulate Draft Environmental Document	Document Type	
Draft Project Report		04/04/2025
End Environmental Phase (PA&ED Milestone)		08/01/2025
Begin Design (PS&E) Phase		08/02/2024
End Design Phase (Ready to List for Advertisement Milestone)		08/01/2025
Begin Right of Way Phase		08/02/2024
End Right of Way Phase (Right of Way Certification Milestone)		08/01/2025
Begin Construction Phase (Contract Award Milestone)		01/01/2026
End Construction Phase (Construction Contract Acceptance Milestone)		01/01/2028
Begin Closeout Phase		01/01/2028
End Closeout Phase (Closeout Report)		08/01/2028

Date 11/13/2023 13:53:45

Purpose and Need

The Bay to Zoo Trail creates approximately two miles of Class 1 Bike Trail through a green belt of inner Eureka consisting of a unique combination of habitats ranging from salt marsh and birch wetlands to a pacific temperate rain forest.

The project will transform one of the City's busiest streets with the installation of the City's first roundabout at the new trail crossing. After approximately two miles of Class 1 bike trail, the Trail enters local City streets for approximately 0.5 mile as a bike boulevard culminating at the City's Sequoia Park and Zoo. As a Safe Routes to School project, the Bay to Zoo Trail will connect neighborhoods with Zane Middle School, the only middle school in the City of Eureka.

Key to the project is that the trail will be located within disadvantaged residential areas, thereby connecting residents to essential services, transit stops, and medical services. Some of these residents (~8%) are without access to motorized transportation. The Bay to Zoo Trail provides more than two and a half miles of new pedestrian and bicycle access, a new roundabout to increase safety at the busiest street crossing while also increasing the overall quality of life for residents of the City of Eureka and is the City's top transportation project.

There have been 51 bicyclist/pedestrian-involved collisions in this project area in 11 years (TIMS/Crossroads). The lack of bicycle and pedestrian facilities and narrow roadways limit non-motorized travel through the project area due to safety concerns.

This project presents a great opportunity to enable a major mode shift through Eureka. By providing a safe, separated facility for walking and biking this project will significantly increase the number of non-motorized trips, improve safety, enhance public health, and promote community vitality.

NHS Improvements <input type="checkbox"/> YES <input type="checkbox"/> NO	Roadway Class NA	Reversible Lane Analysis <input type="checkbox"/> YES <input type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input type="checkbox"/> YES <input type="checkbox"/> NO	

Project Outputs

Category	Outputs	Unit	Total
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Miles	2
Active Transportation	Crosswalk	EA	3
ADA Improvements	Repair/upgrade curb ramp	EA	11
Active Transportation	Sidewalk miles	Miles	0.26
ADA Improvements	Repair existing sidewalk	LF	264
Active Transportation	Crossing Island	EA	2
Active Transportation	Bicycle lane-miles	Miles	0.85
ADA Improvements	Install accessible pedestrian signal	EA	3

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Safety	Optional	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	51	0	51
Accessibility	Optional	Number of Destinations Accessible by Mode	Number	15	0	15

District	County	Route	EA	Project ID	PPNO
01	Humboldt County			0123000153	2595
Project Title					
Bay to Zoo Trail					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									City of Eureka
PS&E									City of Eureka
R/W SUP (CT)									City of Eureka
CON SUP (CT)									City of Eureka
R/W									City of Eureka
CON									City of Eureka
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)	118	82						200	
PS&E		376						376	
R/W SUP (CT)									
CON SUP (CT)									
R/W		625						625	
CON			9,380					9,380	
TOTAL	118	1,083	9,380					10,581	

Fund #1:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									Caltrans District 1
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)		82						82	
PS&E		376						376	
R/W SUP (CT)									
CON SUP (CT)									
R/W		100						100	
CON			1,024					1,024	
TOTAL		558	1,024					1,582	

Fund #2:	ATP - Active Transportation Program (ST-ATP) – SB1 (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Caltrans District 1
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	118							118	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W		525						525	
CON									
TOTAL	118	525						643	
Fund #3:	ATP - Active Transportation Program (FED-ATP) – SB1 (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Caltrans District 1
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			8,356					8,356	
TOTAL			8,356					8,356	

Amendment (Existing Project) <input type="checkbox"/> YES <input type="checkbox"/> NO				Date	11/17/2023 09:13:18
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
01				Humboldt County Association of Governments	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Humboldt County				Caltrans District 1	
				MPO	Element
				NON-MPO	Local Assistance
Project Manager/Contact			Phone	Email Address	
Tony Seghetti			707-445-7377	TSeghetti@co.humboldt.ca.us	

Project Title

Surface Rehabilitation on Hubbard Lane (3k370 & 3K375)

Location (Project Limits), Description (Scope of Work)

Description:
 This project consists of pavement surface rehabilitation on Hubbard Lane. This Project Study Report (PSR) establishes the schedule and budget for the preliminary design, project development, environmental documentation, and right of way, and construction needed to rehabilitate the asphalt surfacing on Hubbard Lane.

Location:
 Hubbard Lane (3K370) from the westerly terminus (Post Mile 0.00) at Myrtle Avenue to the easterly terminus (Post Mile 0.27) at Harris Avenue.

Component	Implementing Agency
PA&ED	Humboldt County
PS&E	Humboldt County
Right of Way	Humboldt County
Construction	Humboldt County

Legislative Districts

Assembly:	2	Senate:	2	Congressional:	2
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Project Milestone	Existing	Proposed
Project Study Report Approved	10/06/2023	
Begin Environmental (PA&ED) Phase		04/01/2026
Circulate Draft Environmental Document Document Type CE		07/01/2026
Draft Project Report		08/01/2026
End Environmental Phase (PA&ED Milestone)		09/01/2026
Begin Design (PS&E) Phase		09/01/2026
End Design Phase (Ready to List for Advertisement Milestone)		11/01/2026
Begin Right of Way Phase		10/01/2026
End Right of Way Phase (Right of Way Certification Milestone)		11/01/2026
Begin Construction Phase (Contract Award Milestone)		06/01/2027
End Construction Phase (Construction Contract Acceptance Milestone)		12/31/2027
Begin Closeout Phase		
End Closeout Phase (Closeout Report)		

Date 11/17/2023 09:13:18

Purpose and Need

Hubbard Lane is a vital connection between Myrtle Avenue and Harris Street in the urban area of Myrtle town Eureka. Current counts in the reach addressed by this project study report are approximately 5,500 vehicles per day. Completion of a large apartment complex has added additional traffic.

The County has completed improvements to the intersection with Myrtle Avenue. A traffic signal was added, significant private development has occurred along Hubbard Lane, and increased use by public users make this an essential route for multiple users. HCSD has upgraded water mains which has left portions of good pavement and other sections that show excessive amounts of wear.

NHS Improvements <input type="checkbox"/> YES <input type="checkbox"/> NO	Roadway Class NA	Reversible Lane Analysis <input type="checkbox"/> YES <input type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input type="checkbox"/> YES <input type="checkbox"/> NO	

Project Outputs

Category	Outputs	Unit	Total
Pavement (lane-miles)	Local road - rehabilitated Miles	Miles	0.54

Date 11/17/2023 09:13:18

Additional Information

The roadway has existing sidewalks that have been upgraded to current ADA standards within the last 10 years. Bike Lanes could be added, but parking would need to be eliminated on one side of the roadway. As part of the Preliminary Engineering phase, a bike lane study and parking analysis will be developed.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
System Preservation Pavement	Optional	Pavement Condition Index	Index	100	45	55
			Rating	Good	Poor	

District	County	Route	EA	Project ID	PPNO
01	Humboldt County				

Project Title
 Surface Rehabilitation on Hubbard Lane (3k370 & 3K375)

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									Humboldt County
PS&E									Humboldt County
R/W SUP (CT)									Humboldt County
CON SUP (CT)									Humboldt County
R/W									Humboldt County
CON									Humboldt County
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)			5					5	
PS&E				54				54	
R/W SUP (CT)									
CON SUP (CT)									
R/W				5				5	
CON				736				736	
TOTAL			5	795				800	

Fund #1:	RIP - State Cash (Uncommitted)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)			5					5	
PS&E				54				54	
R/W SUP (CT)									
CON SUP (CT)									
R/W				5				5	
CON				736				736	
TOTAL			5	795				800	

Amendment (Existing Project) <input type="checkbox"/> YES <input type="checkbox"/> NO				Date	11/17/2023 09:14:49
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
01				Humboldt County Association of Governments	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Humboldt County				Caltrans District 1	
				MPO	Element
				NON-MPO	Local Assistance
Project Manager/Contact			Phone	Email Address	
Tony Seghetti			707-445-7377	TSeghetti@co.humboldt.ca.us	

Project Title

Surface Rehabilitation and Overlay on Central Avenue (A4L800)

Location (Project Limits), Description (Scope of Work)

Description:
 This project consists of pavement surface rehabilitation, overlay, and bike-lanes on Central Avenue. This Project Study Report (PSR) establishes the schedule and budget for the preliminary design, project development, environmental documentation, and right of way, and construction needed to rehabilitate and overlay the asphalt surfacing.

Location:
 Central Avenue (A4L800) from the southerly terminus (Post Mile 3.87) at Grange Avenue to the northerly terminus (Post Mile 5.13) at Highway 101.

Component	Implementing Agency
PA&ED	Humboldt County
PS&E	Humboldt County
Right of Way	Humboldt County
Construction	Humboldt County

Legislative Districts

Assembly:	2	Senate:	2	Congressional:	2
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Project Milestone	Existing	Proposed
Project Study Report Approved	10/06/2023	
Begin Environmental (PA&ED) Phase		04/01/2026
Circulate Draft Environmental Document Document Type CE		07/01/2026
Draft Project Report		08/01/2026
End Environmental Phase (PA&ED Milestone)		09/01/2026
Begin Design (PS&E) Phase		09/01/2026
End Design Phase (Ready to List for Advertisement Milestone)		11/01/2026
Begin Right of Way Phase		10/01/2026
End Right of Way Phase (Right of Way Certification Milestone)		11/01/2026
Begin Construction Phase (Contract Award Milestone)		06/01/2027
End Construction Phase (Construction Contract Acceptance Milestone)		12/31/2027
Begin Closeout Phase		
End Closeout Phase (Closeout Report)		

Date 11/17/2023 09:14:49

Purpose and Need

This project will improve safety for drivers and cyclists by resurfacing the roadway and widening shoulders. Class II bike lanes require 6' of shoulder width for traffic speeds over 40 mph. Currently, cyclists need to use the vehicle lanes to ride comfortably.

NHS Improvements YES NO Roadway Class NA Reversible Lane Analysis YES NO
Inc. Sustainable Communities Strategy Goals YES NO Reduce Greenhouse Gas Emissions YES NO

Project Outputs

Category	Outputs	Unit	Total
Pavement (lane-miles)	Local road - rehabilitated Miles	Miles	2.52
Active Transportation	Bicycle lane-miles	Miles	2.52

Date 11/17/2023 09:14:49

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
System Preservation Pavement	Optional	Pavement Condition Index	Index	100	47	53
			Rating	Good	Poor	

District	County	Route	EA	Project ID	PPNO
01	Humboldt County				

Project Title

Surface Rehabilitation and Overlay on Central Avenue (A4L800)

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									Humboldt County
PS&E									Humboldt County
R/W SUP (CT)									Humboldt County
CON SUP (CT)									Humboldt County
R/W									Humboldt County
CON									Humboldt County
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)			5					5	
PS&E				42				42	
R/W SUP (CT)									
CON SUP (CT)									
R/W				5				5	
CON					1,137			1,137	
TOTAL			5	47	1,137			1,189	

Fund #1: RIP - State Cash (Uncommitted) Program Code

Existing Funding (\$1,000s)									Funding Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)			5					5	
PS&E				42				42	
R/W SUP (CT)									
CON SUP (CT)									
R/W				5				5	
CON					1,137			1,137	
TOTAL			5	47	1,137			1,189	

Amendment (Existing Project) YES NO Date 11/17/2023 09:15:40

Programs LPP-C LPP-F SCCP TCEP STIP Other

District	EA	Project ID	PPNO	Nominating Agency	
01				Humboldt County Association of Governments	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Humboldt County				Caltrans District 1	
				MPO	Element
				NON-MPO	Local Assistance
Project Manager/Contact			Phone	Email Address	
Tony Seghetti			707-445-7377	TSeghetti@co.humboldt.ca.us	

Project Title

Garberville Redwood Drive (6B105) - Complete Streets

Location (Project Limits), Description (Scope of Work)

Description:
 This project consists of the preliminary engineering, environmental documentation, right of way, plans, specifications, and estimate, of pavement repair on Redwood Drive from the southerly terminus (Post Mile 0.00) at SH101 to the SH101 on-ramp at the north end of Garberville (Post Mile 0.50). This Project Study Report (PSR) establishes the schedule and budget for the preliminary design, project development, environmental documentation, and right of way, of the complete streets on Redwood Drive in the community of Garberville.

Location:
 Redwood Drive (6B105) from the southerly terminus (Post Mile 0.00) at SH101 to the SH101 onramp at the north end of Garberville (Post Mile 0.50).

Component	Implementing Agency
PA&ED	Humboldt County
PS&E	Humboldt County
Right of Way	Humboldt County
Construction	Humboldt County

Legislative Districts

Assembly: 2 Senate: 2 Congressional: 2

Project Milestone	Existing	Proposed
Project Study Report Approved	10/06/2023	
Begin Environmental (PA&ED) Phase		07/01/2025
Circulate Draft Environmental Document Document Type CE		10/01/2025
Draft Project Report		11/01/2025
End Environmental Phase (PA&ED Milestone)		12/01/2025
Begin Design (PS&E) Phase		12/01/2025
End Design Phase (Ready to List for Advertisement Milestone)		01/01/2027
Begin Right of Way Phase		01/01/2027
End Right of Way Phase (Right of Way Certification Milestone)		07/01/2027
Begin Construction Phase (Contract Award Milestone)		
End Construction Phase (Construction Contract Acceptance Milestone)		
Begin Closeout Phase		
End Closeout Phase (Closeout Report)		

Date 11/17/2023 09:15:40

Purpose and Need

Redwood Drive in Garberville is subject to premature failure due to the unstable subgrade, high ADT, and high truck use. This project will rehabilitate Redwood Drive and provide parking/walking/biking improvements that follow the complete streets guidelines.

Redwood Drive has the highest average daily traffic load in Southern Humboldt. Current counts in the reach addressed by this project study report are approximately 9,800 vehicles per day.

An average of 5 accidents occurs annually on this stretch of road, making it one of the higher accident zones in the County road system.

The County has completed improvements on other nearby sections of Redwood Drive including a bridge project over Bear Gulch which replaced a narrow, functionally obsolete concrete arch bridge with a wider bridge and capable of handling the growth of motorist, pedestrian and bicyclist usage. The Garberville portion of Redwood Drive is characterized by pedestrian and vehicular congestion, deteriorating roadway surface, insufficient pedestrian facilities, higher speeds due to on/off ramps, and a budding business hub for much of the greater southern Humboldt area.

NHS Improvements <input type="checkbox"/> YES <input type="checkbox"/> NO	Roadway Class NA	Reversible Lane Analysis <input type="checkbox"/> YES <input type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input type="checkbox"/> YES <input type="checkbox"/> NO	

Project Outputs

Category	Outputs	Unit	Total
Pavement (lane-miles)	Local road - rehabilitated Miles	Miles	0.94
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Miles	0.59
Active Transportation	Bicycle lane-miles	Miles	0.26
Active Transportation	Sidewalk miles	Miles	0.77
Active Transportation	# Signs, lights, greenway, or other safety / beautification	EA	68
Active Transportation	Crosswalk	EA	13
Active Transportation	Crossing Island	EA	3
ADA Improvements	New sidewalk	LF	636
ADA Improvements	Repair existing sidewalk	LF	3,404
ADA Improvements	New curb ramp installed	EA	16
ADA Improvements	Repair/upgrade curb ramp	EA	18
ADA Improvements	Modify driveway	LF	814
ADA Improvements	New crosswalk	LF	169
ADA Improvements	Modify crosswalk	LF	354
ADA Improvements	Remove obstructions	EA	6
ADA Improvements	Install new detectable warning surface	SQFT	636

Date 11/17/2023 09:15:40

Additional Information

Conceptual plans have been previously developed and presented in a public meeting.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Safety	Optional	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	0	1	-1
Accessibility	Optional	Number of Destinations Accessible by Mode	Number	30	15	15
System Preservation Pavement	Optional	Pavement Condition Index	Index	100	50	50
			Rating	Good	Fair	

District	County	Route	EA	Project ID	PPNO
01	Humboldt County				

Project Title
 Garberville Redwood Drive (6B105) - Complete Streets

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									Humboldt County
PS&E									Humboldt County
R/W SUP (CT)									Humboldt County
CON SUP (CT)									Humboldt County
R/W									Humboldt County
CON									Humboldt County
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)			50					50	
PS&E			1,200					1,200	
R/W SUP (CT)									
CON SUP (CT)									
R/W				50				50	
CON									
TOTAL			1,250	50				1,300	

Fund #1: RIP - State Cash (Uncommitted) Program Code

Existing Funding (\$1,000s)									Funding Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)			50					50	
PS&E			1,200					1,200	
R/W SUP (CT)									
CON SUP (CT)									
R/W				50				50	
CON									
TOTAL			1,250	50				1,300	

Amendment (Existing Project) <input type="checkbox"/> YES <input type="checkbox"/> NO				Date	11/14/2023 12:48:21
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
01				City of Eureka	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Humboldt County					
				MPO	Element
				NON-MPO	Local Assistance
Project Manager/Contact			Phone	Email Address	
Jesse Willor			707-441-4194	jwillor@eurekaca.gov	

Project Title

Myrtle Avenue Improvements 2024

Location (Project Limits), Description (Scope of Work)

In the City of Eureka on Myrtle Avenue from 6th Street to Harrison Avenue. Construct buffered bike lanes.

Component	Implementing Agency
PA&ED	City of Eureka
PS&E	City of Eureka
Right of Way	City of Eureka
Construction	City of Eureka

Legislative Districts			
Assembly:	2	Senate:	2
		Congressional:	2

Project Milestone	Existing	Proposed
Project Study Report Approved	09/25/2023	
Begin Environmental (PA&ED) Phase		09/25/2023
Circulate Draft Environmental Document Document Type CE		12/21/2023
Draft Project Report		02/22/2024
End Environmental Phase (PA&ED Milestone)		02/22/2024
Begin Design (PS&E) Phase		09/25/2023
End Design Phase (Ready to List for Advertisement Milestone)		12/21/2023
Begin Right of Way Phase		
End Right of Way Phase (Right of Way Certification Milestone)		
Begin Construction Phase (Contract Award Milestone)		05/15/2024
End Construction Phase (Construction Contract Acceptance Milestone)		10/31/2024
Begin Closeout Phase		09/26/2024
End Closeout Phase (Closeout Report)		12/26/2024

Date 11/14/2023 12:48:21

Purpose and Need

The purpose of the proposed project is to improve roadway conditions on Myrtle Avenue. Improvements include water main repair, storm drainage repair, grind and inlay paving, overlay paving and buffered bike lane striping and signage.

NHS Improvements YES NO Roadway Class NA Reversible Lane Analysis YES NO
Inc. Sustainable Communities Strategy Goals YES NO Reduce Greenhouse Gas Emissions YES NO

Project Outputs

Category	Outputs	Unit	Total
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Miles	1

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	1.5	0	1.5

District	County	Route	EA	Project ID	PPNO
01	Humboldt County				

Project Title
 Myrtle Avenue Improvements 2024

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									City of Eureka
PS&E									City of Eureka
R/W SUP (CT)									City of Eureka
CON SUP (CT)									City of Eureka
R/W									City of Eureka
CON									City of Eureka
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	3,400	600						4,000	
TOTAL	3,400	600						4,000	

Fund #1:	RIP - State Cash (Uncommitted)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									Caltrans District 1
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		600						600	
TOTAL		600						600	

Amendment (Existing Project) <input type="checkbox"/> YES <input type="checkbox"/> NO				Date	11/07/2023 15:52:36
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
01				City of Trinidad	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Humboldt County					
				MPO	Element
				NON-MPO	Local Assistance
Project Manager/Contact			Phone	Email Address	
Eli Naffah			707-677-3876	citymanager@trinidad.ca.gov	

Project Title

Main Street, Patrick's Point Drive, and Westhaven Drive Pavement Rehabilitation

Location (Project Limits), Description (Scope of Work)

In Trinidad, on Main Street, Patrick's Point Drive, and Westhaven Drive. Replace non-accessible sidewalks, driveways and curb ramps, rehabilitate asphalt concrete pavement, and install signage, striping and pavement markings.

Component	Implementing Agency
PA&ED	City of Trinidad
PS&E	City of Trinidad
Right of Way	City of Trinidad
Construction	City of Trinidad

Legislative Districts

Assembly:	2	Senate:	2	Congressional:	2
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Project Milestone	Existing	Proposed
Project Study Report Approved	09/25/2023	
Begin Environmental (PA&ED) Phase		08/31/2024
Circulate Draft Environmental Document Document Type CE		12/31/2024
Draft Project Report		12/31/2024
End Environmental Phase (PA&ED Milestone)		02/28/2025
Begin Design (PS&E) Phase		04/30/2025
End Design Phase (Ready to List for Advertisement Milestone)		10/31/2025
Begin Right of Way Phase		
End Right of Way Phase (Right of Way Certification Milestone)		
Begin Construction Phase (Contract Award Milestone)		12/31/2025
End Construction Phase (Construction Contract Acceptance Milestone)		12/31/2026
Begin Closeout Phase		01/01/2027
End Closeout Phase (Closeout Report)		06/30/2027

Date 11/07/2023 15:52:36

Purpose and Need

The purpose of the project is to rehabilitate and extend the useful life of the roadway pavement on Main Street, Patrick’s Point Drive, and Westhaven Drive, and to improve pedestrian accessibility in downtown Trinidad. Portions of Main Street, Patrick’s Point Drive, and Westhaven Drive are exhibiting signs of extreme pavement distress and failure. These streets are the 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). The existing sidewalk, driveways and curb ramps on the south-side of Main Street are very narrow, and do not conform with accessibility standards.

NHS Improvements <input type="checkbox"/> YES <input type="checkbox"/> NO	Roadway Class NA	Reversible Lane Analysis <input type="checkbox"/> YES <input type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input type="checkbox"/> YES <input type="checkbox"/> NO	

Project Outputs

Category	Outputs	Unit	Total
Pavement (lane-miles)	Local road - rehabilitated Miles	Miles	0.5
ADA Improvements	Repair/upgrade curb ramp	EA	2
ADA Improvements	Modify driveway	LF	90
ADA Improvements	Repair existing sidewalk	LF	300
ADA Improvements	Modify crosswalk	LF	30

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
System Preservation Pavement	Optional	Pavement Condition Index	Index	95	25	70
			Rating	Good	Poor	

District	County	Route	EA	Project ID	PPNO
01	Humboldt County				

Project Title
 Main Street, Patrick's Point Drive, and Westhaven Drive Pavement Rehabilitation

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									City of Trinidad
PS&E									City of Trinidad
R/W SUP (CT)									City of Trinidad
CON SUP (CT)									City of Trinidad
R/W									City of Trinidad
CON									City of Trinidad
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)		43						43	
PS&E		47						47	
R/W SUP (CT)									
CON SUP (CT)			90					90	
R/W									
CON			620					620	
TOTAL		90	710					800	

Fund #1:	RIP - State Cash (Uncommitted)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									Humboldt County Association of Gov
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		43						43	
PS&E		47						47	
R/W SUP (CT)									
CON SUP (CT)			90					90	
R/W									
CON			620					620	
TOTAL		90	710					800	

Section 18. Board Resolution or Documentation of 2024 RTIP



HUMBOLDT COUNTY ASSOCIATION OF GOVERNMENTS
Regional Transportation Planning Agency
Humboldt County Local Transportation Authority
Service Authority for Freeway Emergencies
611 I Street, Suite B
Eureka, CA 95501
(707) 444-8208
www.hcaog.net

RESOLUTION 23-23

RESOLUTION OF THE HUMBOLDT COUNTY ASSOCIATION OF GOVERNMENTS AMENDING THE 2022 REGIONAL TRANSPORTATION PLAN

WHEREAS, the Humboldt County Association of Governments (HCAOG), in its official capacity as the designated Regional Transportation Planning Agency (RTPA), is responsible for preparing and implementing the Humboldt County Regional Transportation Plan (RTP); and

WHEREAS, on January 20, 2022, *VROOM 2022-2042*, was adopted by the HCAOG Board and this document is the current RTP; and

WHEREAS, the County of Humboldt has requested an amendment to *VROOM 2022-2042*, limited to adding the Hubbard Lane Rehabilitation Project to the project list in the Complete Streets Project Table (Table *Streets-4*); and

WHEREAS, the Hubbard Lane Rehabilitation Project has the primary purpose of maintaining Hubbard Lane in a state of good repair, also known as a fix-it-first project; and

WHEREAS, the Hubbard Lane Rehabilitation Project is consistent with the *VROOM 2022-2042* specifically,

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.

WHEREAS, the public has had the opportunity to give input on the proposed amendment at the HCAOG Technical Advisory Committee meetings on October 5, 2023, and November 2, 2023, and at the HCAOG Board meeting on November 16, 2023.

NOW, THEREFORE, BE IT RESOLVED, that Humboldt County Association of Governments, as the RTPA, finds that the County of Humboldt’s proposed Hubbard Lane Rehabilitation Project conforms to the goals and objectives of the adopted Regional Transportation Plan.

NOW, THEREFORE, BE IT FURTHER RESOLVED, that HCAOG approves amending its 2022 Humboldt County Regional Transportation Plan (*VROOM 2022-2042*) to include the County of Humboldt’s Hubbard Lane Rehabilitation Project.

PASSED AND ADOPTED by the Humboldt County Association of Governments, in the City of Eureka, County of Humboldt, State of California, this 16th day of November 2023, by the following vote:

AYES: MEMBERS: Johnson, Jones, Madrone, Bergel, Atkins-Salazar,
Fix-Becker, West
NOES: MEMBERS: none
ABSENT: MEMBERS: Orr
ABSTAIN: MEMBERS: none

Attest:



Beth Burks, HCAOG Executive Director



Mike Johnson, HCAOG Chair



HUMBOLDT COUNTY ASSOCIATION OF GOVERNMENTS
Regional Transportation Planning Agency
Humboldt County Local Transportation Authority
Service Authority for Freeway Emergencies
 611 I Street, Suite B
 Eureka, CA 95501
 (707) 444-8208
 www.hcaog.net

RESOLUTION 23-24
RESOLUTION OF THE HUMBOLDT COUNTY ASSOCIATION OF GOVERNMENTS
ADOPTING THE 2024 REGIONAL TRANSPORTATION IMPROVEMENT
PROGRAM

WHEREAS, the Humboldt County Association of Governments (HCAOG) is the designated Regional Transportation Planning Agency (RTPA) for Humboldt County; and

WHEREAS, on August 16, 2023, the California Transportation Commission (CTC) adopted the 2024 State Transportation Improvement Program Fund Estimate (STIP FE) which provides Regional Improvement Program (RIP) fund targets to regional transportation planning agencies; and

WHEREAS, HCAOG, as the RTPA, is required to prepare, adopt and submit to Caltrans and the CTC a Regional Transportation Improvement Program (RTIP) by December 15, 2023, which requests programming of these funds; and

WHEREAS, the 2024 Fund Estimate identified a new programming target for the Humboldt County Region of \$9,297,000, which includes \$285,000 of Planning, Programming, and Monitoring (PPM) funding, with a maximum programming limit of \$34,882,000;

WHEREAS, the HCAOG Technical Advisory Committee recommended the following projects, programming amounts, and priority be included in the 2024 RTIP at the meeting on November 2, 2024:

Agency	Priority	Project	Total
HCAOG	1	Planning, Programming and Monitoring	\$ 285,000
Arcata	2	US 101 & Sunset Ave Interchange Project	\$ 1,400,000
Fortuna	2	Kenmar Interchange Improvement Project	\$ 2,600,000
Eureka	1	Bay to Zoo Trail	\$ 1,582,000
County	4	Hubbard Lane Surface Rehabilitation	\$ 800,000
County	3	Central Avenue Surface Rehab and Overlay	\$ 1,189,000
County	2	Redwood Drive Complete Streets	\$ 1,300,000
Eureka	2	Myrtle Avenue Improvement 5th to Harrison Ave	\$ 600,000
Trinidad	3	Main Street Patricks Point Dr and Westhaven Pavement Rehabilitation	\$ 800,000
Total:			\$ 10,556,000

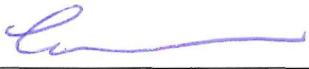
WHEREAS, HCAOG finds that the 2024 RTIP is consistent with HCAOG's Regional Transportation Plan (*VROOM 202-2042*); and

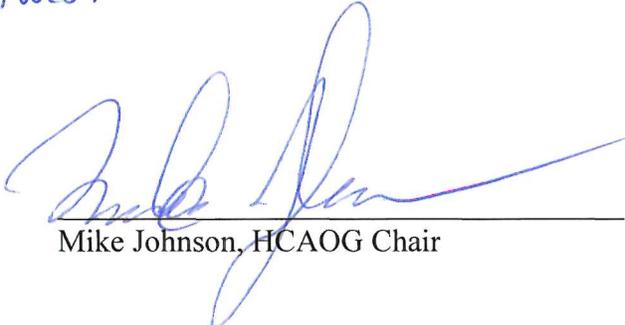
WHEREAS, HCAOG desires to program Federally funded projects approved by the CTC into the Federal State Transportation Improvement Program (FSTIP) in order to be eligible for federal funding, and this RTIP will serve as the formal means whereby the approved projects will be added to the FSTIP by Caltrans.

NOW, THEREFORE, BE IT RESOLVED that the HCAOG Board hereby adopts the 2024 RTIP, and directs staff to forward this resolution and the appropriate documentation to Caltrans and the CTC.

PASSED AND ADOPTED by the Humboldt County Association of Governments, in the City of Eureka, County of Humboldt, State of California, this 16th day of November 2023, by the following vote:

AYES: MEMBERS: Johnson, Jones, MacDore, Bergel, Atkins-Salazar,
Fisk-Becker, West
NOES: MEMBERS: none
ABSENT: MEMBERS: Orr
ABSTAIN: MEMBERS: none

Attest: 
Beth Burks, HCAOG Executive Director


Mike Johnson, HCAOG Chair

Section 19. Fact Sheet

2024 State Transportation Improvement Program (STIP)

Fact Sheet

Executive Summary

The Humboldt region has worked collaboratively to put forward a suite of projects this STIP cycle that include a range of benefits with a focus on safety for the most vulnerable road users. HCAOG is pleased to put forth eight new projects and cover additional phases of 2 previously funded projects (US 101 and Sunset Avenue Interchange, Kenmar Interchange). The selected projects, once constructed, will improve safety, provide new multimodal facilities, and improve the pavement condition at the selected locations. Highlights include a new Class 1 multi use Bay to Zoo Trail through the City of Eureka, a complete street project that will completely revitalize the Redwood Drive, the main street of the unincorporated community of Garberville, and interchange improvements that will improve safety and provide access for pedestrians and cyclists. The suite of projects also offers approximately 3.31 miles of rehabilitated lane miles.

The following projects have been selected for their regional benefits.

Agency	Priority	Project	Total	Phases	FY Years
HCAOG	1	Planning, Programming and Monitoring	\$ 285,000	CON	27-28, 28-29
Arcata	2	US 101& Sunset Ave Interchange Project	\$ 1,400,000	PS&E, RoW	24-25
Fortuna	2	Kenmar Interchange Improvement Project	\$ 2,600,000	PS&E, RoW	24-25
Eureka	1	Bay to Zoo Trail	\$ 1,582,000	E&P, PS&E, RoW, CON	24-25, 25-26
County	4	Hubbard Lane Surface Rehabilitation	\$ 800,000	E&P, PS&E, RoW, CON	25-26, 26-27
County	3	Central Avenue Surface Rehab and Overlay	\$ 1,189,000	E&P, PS&E, RoW, CON	25-26, 26-27, 27-28
County	2	Redwood Drive Complete Streets	\$ 1,300,000	E&P, PS&E, RoW	25-26, 26-27
Eureka	2	Myrtle Avenue Improvement 5th to Harrison Ave	\$ 600,000	CON	24-25
Trinidad	3	Main Street Patricks Point Dr. and Westhaven Pavement Rehabilitation	\$ 800,000	E&P, PS&E, CON	24-25, 25-26
			\$ 10,556,000		

The Fund Estimate identified a new programming target for the Humboldt County Region of \$9,297,000. This cycle we are requesting to program \$1.7 Million over our target shares, but well below the maximum shares identified in the 2024 STIP Fund Estimate. Projects have been ranked by priority. For the priority ranking included in the RTIP, projects have been bundled in a 1-4 priority ranking. The priority takes into consideration the number of complete street objectives the project met, and if the project was already initiated and waiting on funding to move to the next phase.

Because our Regional Transportation Improvement Program (RTIP) funds are so limited, early phases of larger projects are typically funded in hopes of attracting grant funding sources for the construction phase. This is true for the interchange improvement projects, and the Redwood Drive Complete Street project. In the case of the Bay to Zoo trail we are using RTIP funds to provide complete funding for a project that is primarily funded with Active Transportation Program funds.

Rehabilitation projects are also included reflecting a fix it first priority and the challenges with accessing funding to maintain regionally significant roadways.

Benefits

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 Bay to Zoo trail and the Myrtle Avenue Improvement 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.

Safety is a high priority, particularly for vulnerable road users and 82% of the funds requested are for projects that benefit mode shift and improve safety for active transportation. None of the projects are for expansion, although some will improve circulation at intersections and interchanges.

Equity has been considered in the development of these projects. Each of the projects are in equity priority census blocks as defined in the Regional Transportation Plan. These census blocks have households with low incomes (80% or less than the statewide median household income), and at least 3 of the following variables:

1. Poverty – where 45% or more of population lives at 200% or less of the federal poverty.
2. Unemployed – Census block groups where 20% or more of the labor force is unemployed.
3. Elderly – where 10% or more of population is aged 75 or older.
4. Young – 20% or more of population is under age 18.
5. Linguistic isolation – where 5% or more of households have no one over 14 who speaks English only or speaks English very well.
6. Limited mobility-vehicle access – where 40% or more of housing units with 0-1 vehicles
7. Limited mobility-active transportation – Smaller block groups without bike facilities access within ½ mile radius.
8. Limited mobility-transit – Smaller block groups without transit access within ½ mile radius.
9. Housing cost burden – where 20% or more of occupied housing units pay more than 50% of household income in housing costs.

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's fix-it first approach to ensuring our transportation systems remain viable.

Goals and Objectives

The Regional Transportation Plan is the *VROOM 2022-2024 (Variety in Rural Options of Mobility)*, 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

The following table summarizes the Complete Streets and Connected Communities objectives met by each project:

Implementing Agency	Project	Primary VROOM Complete Street Objectives Addressed
City of Arcata	US 101& Sunset Ave Interchange Project	Mode Shift, Vision Zero, Improved Access.
City of Fortuna	Kenmar Interchange Improvement Project	Mode Shift, Vision Zero, Improved Access
City of Eureka	Bay to Zoo Trail	Mode Shift, Vision Zero, Improved Access
County of Humboldt	Hubbard Lane Surface Rehabilitation	Fix it First
County of Humboldt	Central Avenue Surface Rehab and Overlay	Mode shift, Vision Zero, Improved Access, Fix it First
County of Humboldt	Redwood Drive Complete Streets	Mode shift, Vision Zero, Fix it First
City of Eureka	Myrtle Avenue Improvement 5th to Harrison Ave	Mode shift, Vision Zero, Fix it First
City of Trinidad	Main Street Patricks Point Dr. and Westhaven Pavement Rehabilitation	Mode Shift, Fix it First

As noted in the table, nearly every project focuses on safety for vulnerable road users. Mode shift to active transportation, improved multi-modal access to essential destinations, and fix-it-first (road rehabilitation) are also high priorities in the suite of projects. These projects align closely with statewide goals.

The RTIP projects are aligned with the California Transportation Plan 2050 Goals, specifically Safety (provide a safe and secure transportation system, Accessibility (improve multimodal mobility and access to destinations for all users), Quality of Life and Public Health

(Enable vibrant, healthy communities, and Infrastructure (maintain a high-quality, resilient transportation system)).

The CAPTI Investment Framework supports working within the fix-it- first approach to achieve several guiding principles, several of which are supported with our region's RTIP projects. These include making safety improvements to reduce fatalities and severe injuries of all users towards zero, investing in networks for safe and accessible bicycle and pedestrian infrastructure, and promoting projects that do not significantly increase passenger vehicle travel.

Section 20. Project Maps

City of Arcata

US 101 & Sunset Ave Interchange Project

Legend

- 📍 Cal Poly Humboldt Library
- 🌳 Diamond trail start
- 🏥 HSU Campus Health Center
- 🌳 Park
- 📍 Project location
- 🏛️ The Arcata Veterans Memorial Building
- 📍 The J Parking Lot



Murphy's Markets Inc

Canill Park

Blondies Food & Drink

Trailerlash

Arcata Elementary School

Larson Park

Granite Ave

Sylvia St

Humboldt Hemp Wick

Shay Park

Arcata Skate Park

The J Parking Lot

Jolly Giant Commons

Creekview Apartments

Moon Cycles

Greenwood Cemetery Association

Woodridge Apartments

The Depot at Cal Poly Humboldt

HSU Campus Health Center

Cal Poly Humboldt Library

Redwood Bowl

Arcata High School

Arcata Community Pool

Student Recreation Center

Kinesiology and Athletics Building

The Pond

Northtown Coffee

Stars Hamburgers

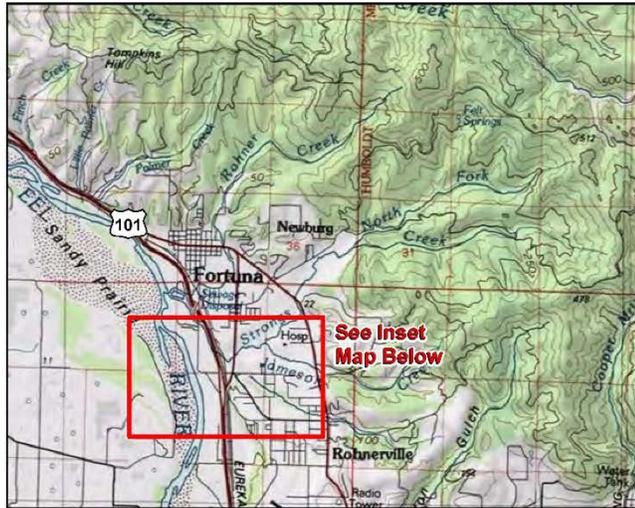
Arcata Veterans Memorial Building

Lady Anne Victorian Inn

Redwood Curtain Disc Golf Co

1000 ft

City of Fortuna: Kenmar Interchange Improvement Project



 Project Area

Paper Size 8.5" x 11" (ANSI A)
 0 200 400 600 800,000
 Feet
 Map Projection: Lambert Conformal Conic
 Horizontal Datum: North American 1983
 Grid: NAD 1983 StatePlane California I FIPS 0401 Feet

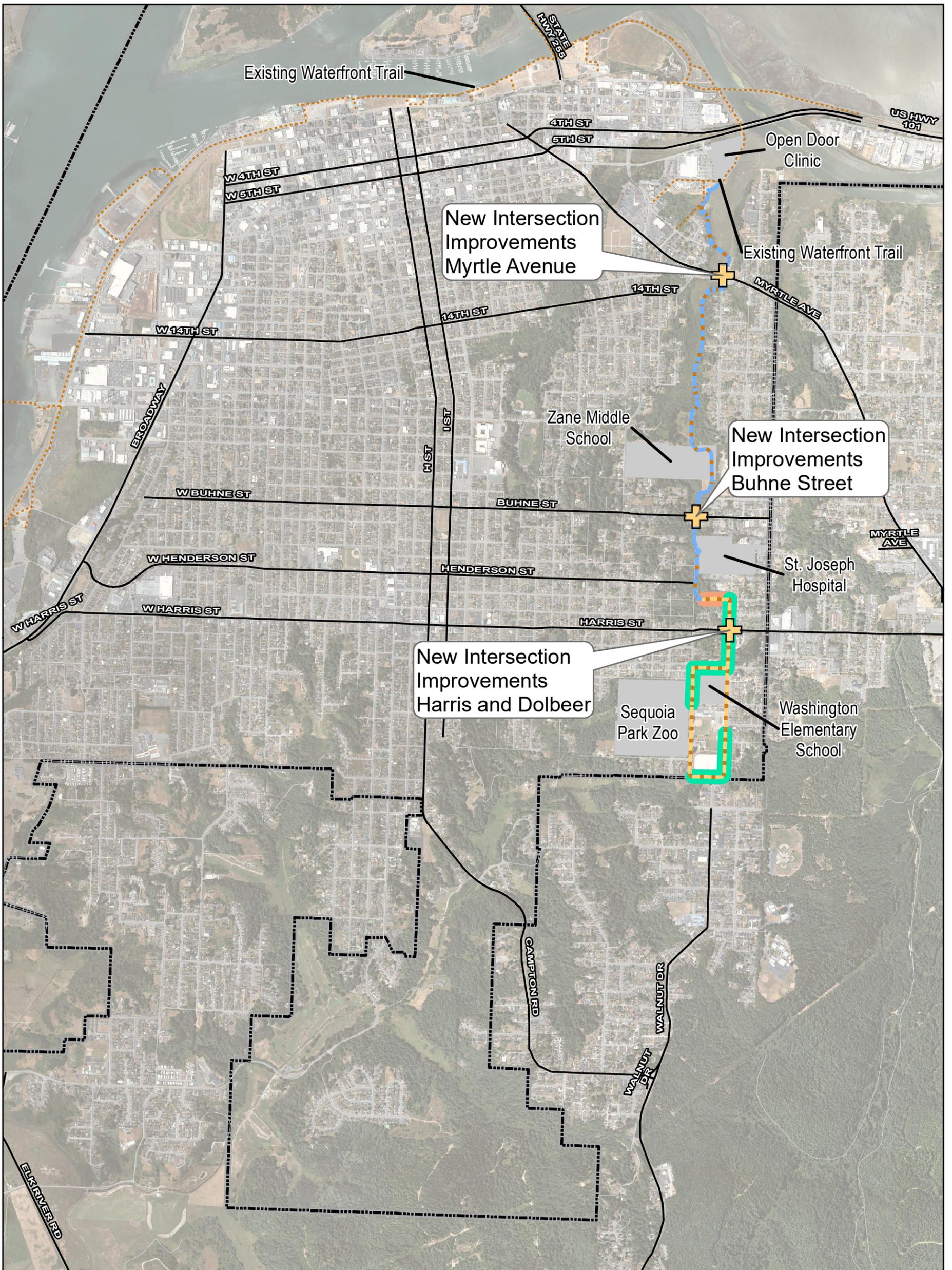


City of Fortuna
 Kenmar Road Interchange Improvements

Job Number | 11109149
 Revision | A
 Date | 06 Dec 2017

Vicinity Map

Figure 1



New Intersection Improvements Myrtle Avenue

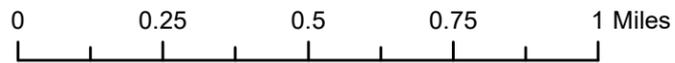
New Intersection Improvements Buhne Street

New Intersection Improvements Harris and Dolbeer

-  New Intersection Improvements
-  Existing Trails
-  Proposed Class 1 Trail
-  Major Streets
-  Proposed Class 3 Trail
-  Minor Streets
-  Sidewalk Expansion
-  Areas of Interest
-  New Sidewalk
-  Eureka City Limits



1:20,000



City of Eureka Bay to Zoo Trail Cycle 6 ATP Grant Application Project Location Map



County of Humboldt

Hubbard Lane Surface Rehabilitation

Legend

-  Hubbard Ln
-  Humboldt Bay Fire Station 5
-  McKay Community Forest
-  Myrtle Avenue Market & Deli
-  Pavement Rehabilitation
-  Yurok Tribe 'Aa-wok Bonnie Green Site



Vicinity Map

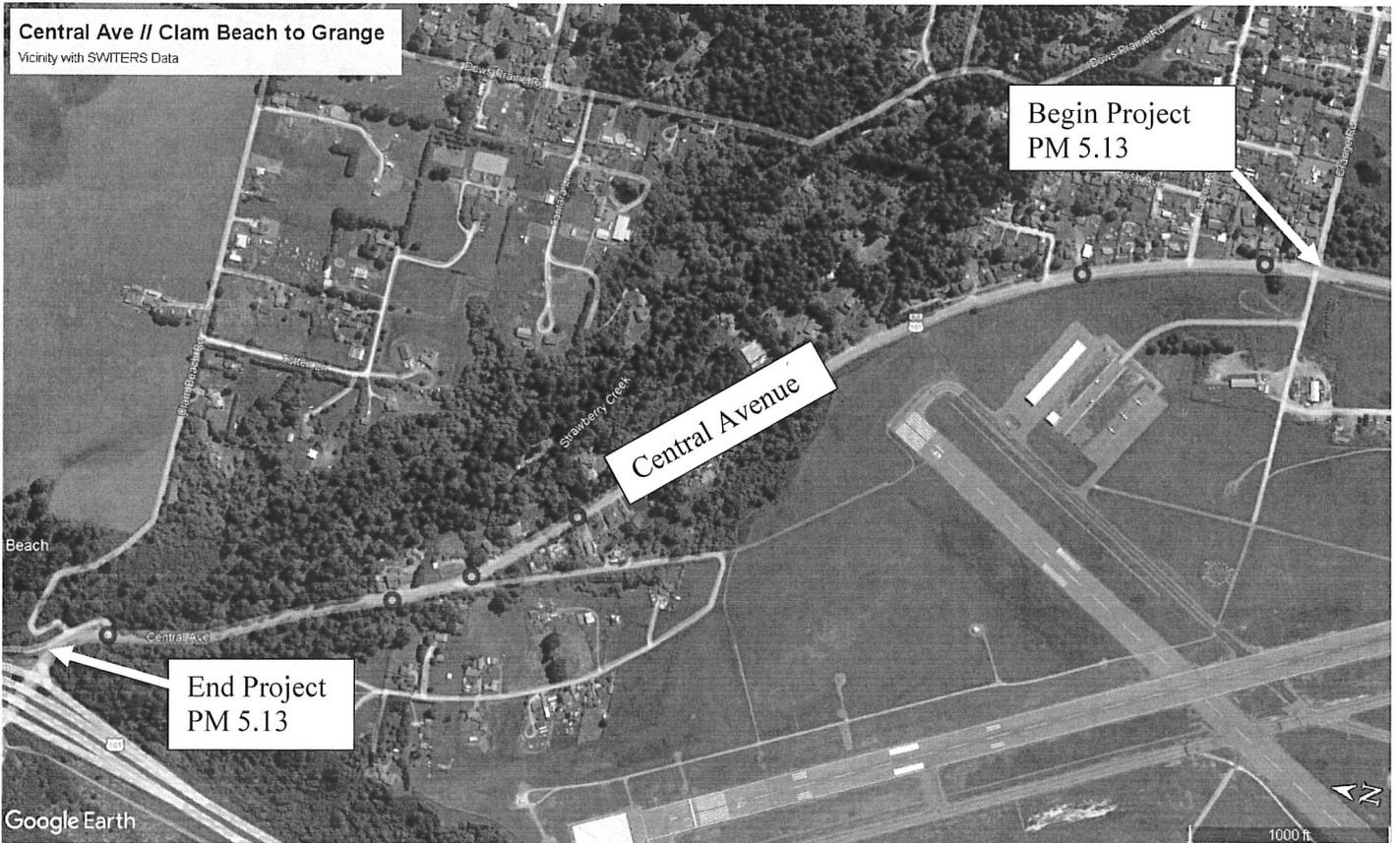
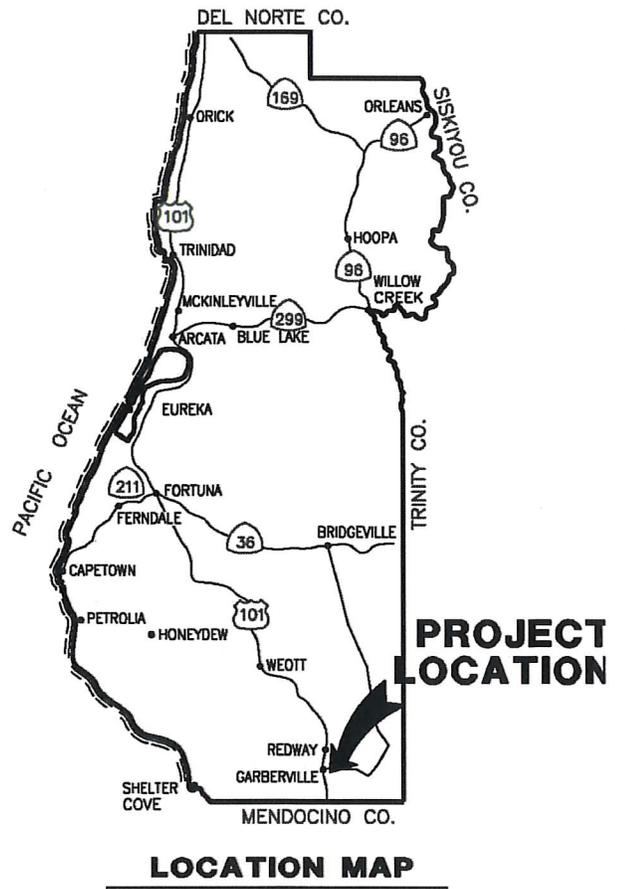
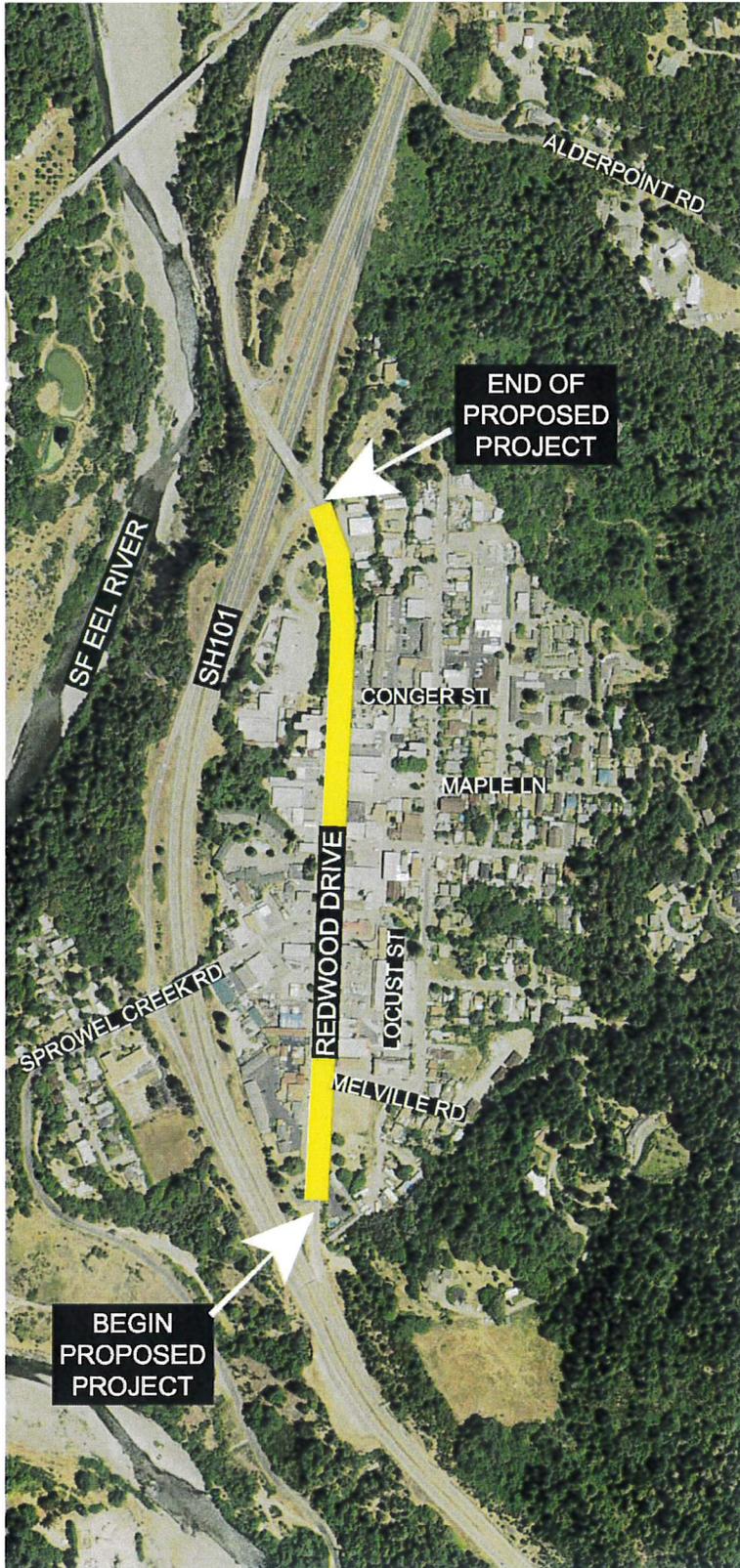


FIGURE 1 – PROJECT LOCATION MAP



City of Eureka

Myrtle Avenue Improvement 5th to Harrison Ave

Legend

-  Eureka Dog Park
-  Eureka Municipal Auditorium
-  Feature 2
-  Shoreline RV Park



City of Trinidad

Main Street Patricks Point Dr. and Westhaven Pavement Rehabilitation

- ### Legend
- College Cove Falls
 - New Paving
 - Trinidad Bay Memorial Park
 - Trinidad Museum
 - Trinidad State Beach

