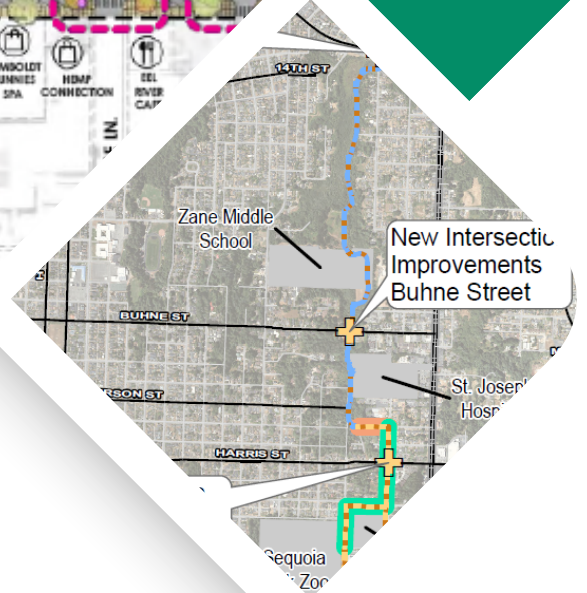




2024

REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM



Adopted:
XXXXX, 2023

Humboldt County Association of Governments
611 I Street, Suite B
Eureka, CA 95501
707-444-8208
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INSERT COVER LETTER

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 seven new projects and cover additional phases of a previously funded project (US 101 and Sunset Avenue 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 improve 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 in the event the

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: <http://www.agency.org/RTIP>
RTP link: <http://www.agency.org/RTP>

- **Regional Agency Executive Director/Chief Executive Officer 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 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 on western side of Greenwood	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>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>	
Trinity Street Pavement Rehabilitation in Trinidad	<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, once constructed, will extend the useful life of the roadway along one of the City of Trinidad's most well-traveled roads which includes Trinidad Elementary School, City Hall and many visitor-serving commercial businesses as well providing an essential connection to access coastal recreation areas and coastal views.</p>
Old Arcata Road, Rehabilitation and pedestrian/ bike improvements in Arcata	<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	<p>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</p>	<p>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.</p>

	side of the roundabout. This will provide pedestrians and cyclists with a separate path that crosses LK Wood Boulevard and accesses Sunset Avenue.	
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

Insert dates below – Regional agencies can add rows to the schedule – Rows included below should remain for consistency.

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 *Vroom 2022-2042* (VROOM). VROOM was developed with a robust outreach and community engagement plan. A variety of engagement platforms were used: online surveys, virtual community meetings, tabling at events such as farmers markets, food bank distribution, and community fairs. Additionally, an ad-hoc committee of community members was formed and ultimately developed the Safe and Sustainable Transportation Targets contained in VROOM. Chapter by chapter of VROOM was reviewed by the Social Service Technical Advisory Committee, the Technical Advisory Committee, and the Policy Advisory Committee and finally

approved by the HCAOG Board, all with opportunities for public comment. In these community outreach efforts among the highest priority areas was improving safety, improved connectivity for safely walking and biking, improving access to and frequency of public transit, and maintaining the road system in a state of good repair.

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

- City of Eureka 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 takes into account 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 Technical Advisory Committee, the HCAOG Policy Advisory Committee, and 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 vehicle miles 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 the trail users and pedestrians where no crossing existed before.	\$1,582,000
City of Fortuna, Kenmar Interchange Improvement Project	Install “dog bone” roundabouts on each side of US 101. The westerly roundabout accommodates traffic to and from the US 101 southbound offramp, Kenmar Road, and the southbound US 101 onramp. The easterly roundabout manages traffic from Kenmar Road, the southerly reach of Eel River Drive, and northbound US 101 on and offramps. The northern portion of Eel River Drive is realigned to cross the railroad and connect directly into the new roundabout located east of US 101. This	\$2,600,000

	project includes a separated bike and walking path with connections to potential trails (Strongs Creek Trail and Great Redwood Trail), as well as pedestrian facilities throughout the system. Project includes reconfiguring the park and ride facility to allow for a future bus stop.	
City of Eureka, Myrtle Ave Improvements (5 th to Harrison Ave) STATE ONLY FUNDS REQUESTED	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.	\$600,000
County of Humboldt, Redwood Drive Complete Streets STATE ONLY FUNDS REQUESTED	This project will rehabilitate Redwood Drive and provide parking/walking/biking improvements that follow the complete streets guidelines.	\$1,300,000
City of Arcata, US 101 & Sunset Interchange Project STATE ONLY FUNDS REQUESTED	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.	\$1,400,000
County of Humboldt Central Ave Bike Lane Surface Rehabilitation and Overlay STATE ONLY FUNDS REQUESTED	This project consists of pavement surface rehabilitation, overlay, and bike-lanes on an approximately 1.26 mile portion of Central Avenue.	\$1,189,000
City of Trinidad, Main Street Patricks Point Dr. and Westhaven Dr.	The project includes the following primary components:	\$800,000

<p>Pavement Rehabilitation</p> <p>STATE ONLY FUNDS REQUESTED</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>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>	

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.

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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						\$2,600,000
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	-	-	\$39,999,000	-	-	\$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 Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods in the State of California. As an interregional program, the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state's economic vitality. The ITIP is prepared in accordance with Government Code Section 14526, Streets and Highways Code Section 164 and the STIP Guidelines. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

HCOAG 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 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 pedestrian access at the interchange, where currently no pedestrian facilities exist. 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. Highway 101 divides the cities of Rio Dell, Fortuna, Eureka, Arcata, the Cher-Ae Heights Indian Community of the Trinidad Rancheria, and the community of Oric Highway 96 divides Hoopa Valley tribal lands. Highway 299 divides the community of Willow Creek and the City of Arcata. All of these could be considered for the Highways to Boulevards Conversion Pilot Program.

11. Complete Streets Consideration (per Section 26)

Every project that is included in the RTIP is asked to incorporate complete street project elements to the maximum extent feasible.

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 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 2017determined 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 pedestrian facilities to connect the Fortuna Boulevard with the Riverwalk area that is currently bisected by Highway 101, where no pedestrian facilities current exist. Pedestrian improvements would include a separated path that would provide and accessible walking and biking path. The project would also reduce congestion and improve level of service at existing interchange that currently operates at level of service F at Southbound off ramp, 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.
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 development 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. Due to water main upgrades portions of the pavement are relatively adequate while other sections are failing.
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	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.

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 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.</p>
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 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 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 not necessarily contribute to a change in land use efficiency. However, they 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.

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

Each RTIP shall include a project specific benefit evaluation for each new project proposed that estimates its benefits to the regional system from changes to the built environment, including, but limited to the items listed on page 9 of the STIP Guidelines. A project level evaluation shall be submitted for projects for which construction is proposed if:

- The total amount of existing and proposed STIP for right-of-way and/or construction of the project is \$15 million or greater, or
- The total project cost is \$50 million or greater.

HCAOG is not proposing any projects that require a project specific evaluation.

E. Detailed Project Information

Section 16. Overview of Projects Programmed with RIP Funding

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

Agency	Priority	Project	Total	Project Request 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									

F. Appendices

Section 17. Projects Programming Request Forms (Add cover page and map with each PPR)

Section 18. Board Resolution or Documentation of 2024 RTIP (Add cover page)

Section 19. Fact Sheet