



# Funding Consistency Analysis

DRAFT September 2023

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## Introduction

The most recent Regional Transportation Plan (RTP) update, Variety in Rural Options of Mobility (VROOM) 2022-2042, was adopted by the HCAOG Board in January 2022. Included with the Financial Element of the Plan was an action item to conduct a funding consistency analysis.

From VROOM 2022-2024:

**Funding Consistency Analysis:** HCAOG staff will prepare a report for review by the TAC and the Board on the history of projects funded with HCAOG discretionary funding sources and the project benefits achieved in relation to RTP priorities including fix-it-first and the Safe and Sustainable Transportation Targets. HCAOG will track annually the benefits of the projects in relation to RTP priorities. Based on the results of this tracking, staff will work with the TAC and Board to explore if and how a ratings program for projects would be beneficial in meeting RTP priorities.

The impetus for adding this action item to the financial element was to respond to public comments and concerns raised that the list of regional projects in the Complete Streets Project Table (Attachment A) would not be sufficient to meet the Safe and Sustainable Transportation Targets (Attachment B), and that some projects may be incompatible with the overall objectives and the Safe and Sustainable Transportation Targets.

This analysis fulfils the obligation for staff to report to the TAC and Board on the history of projects funded with HCAOG discretionary funding sources. This analysis includes funding sources for capital improvements and those that fund special projects such as studies and plans.

### **Capital Improvement Projects Included in the VROOM**

Historically, and including the most recent update, the list of capital projects is developed by collaborating with the Technical Advisory Committee (TAC). HCAOG staff requests that each TAC member submit for their jurisdiction a list of regionally significant projects that they would like to advance in the next 20 years. Short term (1-5 years) and long-term 5-20 years) projects that are constrained (known funding source) and unconstrained (unknown funding source) are included. Each entity indicates which objectives of the RTP the project supports. Road projects are included in the Complete Streets Element while transit related projects are included in the in the Public Transportation Element.

Specific to road projects, in the most recent VROOM update the objectives included:

- Mode shift- Does the project help get people out of their cars and using active transportation (biking, walking, or transit)?
- Lowers Vehicle Miles Travelled: Does the project have the effect of lowering the number of vehicles miles travelled in personal vehicles?
- Access to destinations: Does the project create improved access to essential destinations
- Vision Zero- Does the project improve safety and help realize the goal of zero deaths on our road systems?
- Fix it First : Does the project preserve the existing system in a state of good repair?

To develop the Complete Streets Project Table, HCAOG staff asks TAC members to submit their project lists and self-report which objectives the projects meet. They can select more than one objective.

## Discretionary Funding Programs

### ***State Transportation Improvement Program (STIP)***

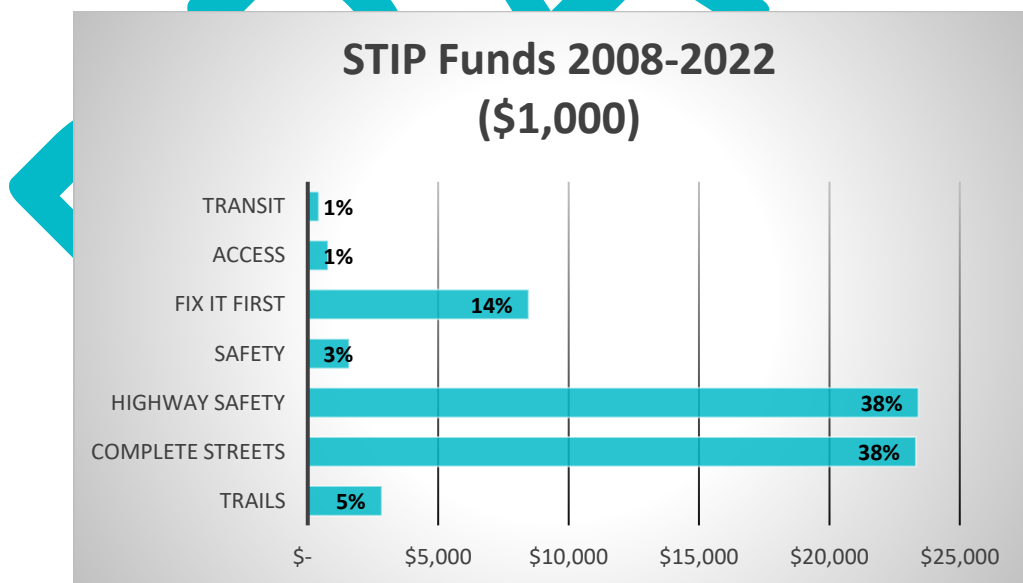
The State Transportation Improvement Plan (STIP) is the most significant discretionary funding program that HCAOG administers in terms of capital improvements. Biennially in odd numbered years HCAOG receives a fund estimate from the California Transportation Commission. There are two portions of the STIP that HCAOG has discretion over. There is the Regional Transportation Improvement Program (RTIP), which provides funds for transportation infrastructure projects, and Planning, Programming and Monitoring funds which can be used for special studies or HCAOG administration.

### ***Regional Transportation Improvement Program***

After receiving the STIP share estimate, staff submits a call for project to the HCAOG Technical Advisory Committee. TAC members submit projects for funding consideration and then TAC makes recommendations to the HCAOG Board about which regionally significant projects should be funded. Projects proposed for funding through the RTIP must be documented as needs in the Regional Transportation Plan. Once approved by the Board, the RTIP goes to the California Transportation Commission for approval and inclusion in the State Transportation Improvement Program (STIP).

### ***History of RTIP Projects (2008- present)***

A complete list of RTIP projects funded between 2008 and 2023 is included in Attachment C. Many projects meet multiple RTP priorities and have multiple benefits. For reporting purposes, HCAOG assigned one priority area based on the general purpose and largest benefit of the project. From 2008-2022, HCAOG has programmed \$60,851,000 through the RTIP.



Complete streets projects and trails, which have been implemented by a number of agencies, make up 43% of the projects that have been programmed in the STIP funds. These projects promote active transportation and meet HCAOG priorities for mode shift and lowering vehicle miles travelled. Since 2008, the biggest investment in a single project has been highway safety improvements, which is the 101 Eureka/Arcata Corridor project. This investment, along with other safety investments, accounts for 41% of

the region's STIP funds and support Vision Zero priorities. Fix-it-First projects, which include road rehabilitation, have accounted for 14% of STIP funding. Nominal amounts of funding (approximately 1% each) have gone to access and transit projects.

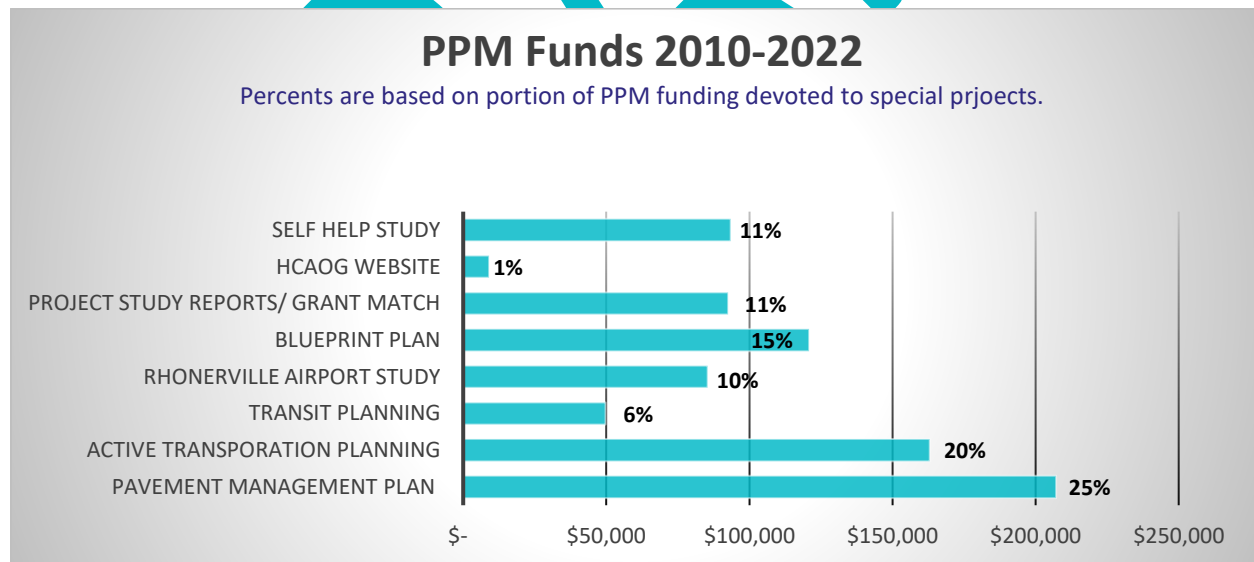
### **Planning (PPM)**

The STIP includes Planning, Programming and Monitoring funds (5% of the overall shares) that HCAOG has discretion over.

The funds can cover costs of:

- Regional transportation planning, including developing and preparing the regional transportation plan.
- Project planning, including the developing project study reports or major investment studies, conducted by regional agencies or by local agencies in cooperation with regional agencies.
- Program development, including preparing RTIPs and studies supporting them.
- Monitoring the implementation of STIP projects, including project delivery, timely use of funds, and compliance with State law and the Commission's guidelines.

Historically, HCAOG has used PPM funds to cover staffing costs related to administering qualifying activities, as well as a variety of special studies. Each year from 2010 to 2022, between \$80,000 and \$203,000 of PPM funds have been programmed, totaling \$1,924,001. Of these funds 57% (\$1,102,902) have been put towards staffing costs, while 43% (\$821,099) of these funds have been spent on special projects. The special projects have included a variety of efforts that support VROOM priorities. A full list of special projects is found in Attachment D. General uses are summarized in the chart below.



The most significant special study completed with PPM funds in terms of costs is pavement management plan. This plan is updated every four years and is an important tool for maintaining our local road system. This falls within the Fix it First priorities.

Active transportation was the next largest investment with PPM funding a number of efforts, most notably the Regional Bike Plan.

### ***Transportation Development Act- Local Transportation Funds***

HCAOG is responsible for allocating Transportation Development Act (TDA) funds to cities, the County and transit operators. The TDA provides a state funding source for use by local jurisdictions at the regional level to improve existing public transportation and encourage regional public transportation coordination. The TDA provides two funding sources, Local Transportation Funds and State Transit Assistance Funds. While 100% of State Transit Assistance Funds go to transit activities, Local Transportation Funds are used for a variety of transportation programs. The HCAOG TDA Rules, adopted by the HCAOG Board, specify the uses of TDA funds in order of priority. While overall uses of TDA funds must be consistent with the Act, there is also discretion exercised in creating the local rules. Because far more discretion is applied to the Local Transportation Funds, these will be discussed further.

### ***Local Transportation Fund (LTF)***

HCAOG receives an average of \$4.7 million per year in LTF. The adopted HCAOG TDA Rules specify the priorities and uses for these funds. A portion of these funds is taken “off the top” for HCAOG administration and planning purposes (LTF priorities 1 & 2). HCAOG uses LTF as a major source of funding for our operational budget, generally between \$400,000- \$500,000 annually. The TDA allows for 2% of the remaining funds to be put towards projects for the exclusive use of bicyclists and pedestrians (LTF priority 3). Each year an average of \$95,000 is set aside for Pedestrian and Bicycle Facilities. Next, Humboldt Transit Authority, which is the designated Community Transit Service Agency, receives 5% of the remaining funds for consolidated transit services and supplemental dial-a-ride (LTF Priority 4). In 2023, approximately \$252,000 went for these purposes.

After priorities 1-4 are met, the remaining funds are distributed to the County and the cities based on relative populations. This fund is allocated to provide public transportation services, but can be used for streets and road purposes if HCAOG determines through the Unmet Transit Needs process that “there are no unmet transit needs that are reasonable to meet” based on adopted definitions and criteria (LTF Priorities 5 and 6).

From fiscal year 2018-19 to fiscal year 2022-23 funds available for Priorities 5 and 6 averaged approximately \$5.1 million. Of these funds approximately 86% went for transit purposes, while the remaining funds were used on streets and roads. The streets and roads funds may be used at the discretion of the receiving jurisdiction. Funds are often used for general maintenance purposes. The City of Fortuna has a policy to set aside some of their funds specifically for bike and pedestrian projects.

While many of the TDA priorities are set by statute, HCAOG does have discretion over including the use of funds for streets and road purposes.

### ***Other Discretionary Funding Sources***

Occasionally other discretionary funding sources become available. Examples include the Highway Improvement Program (HIP), Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) and the Carbon Reduction Program (CRP). The focus of these programs is influenced by legislative priorities at the state and federal level. These sources are either one time funding opportunities or available for a specified number of years. With these funding sources HCAOG generally has a high level of discretion in choosing individual projects within the requirements of each program.

## Conclusion

This analysis was prepared to provide an overview of the historical uses of HCAOG discretionary funding sources. In terms of dollars spent, complete streets/active transportation projects that increase mode shift from private vehicles and have the potential to reduce vehicle miles travelled have been the largest investments. The largest single investment has been the Arcata/Eureka Corridor highway safety project.

This analysis serves as the baseline. Next steps are to continue monitoring what priorities discretionary funds are being spent on, and report annually to the TAC and Board, and to explore if and how a ratings program for projects would be beneficial in meeting RTP priorities.

Whether or not a ratings program is adopted, this information can inform future discussions and decisions as discretionary funding opportunities become available. Possible outcomes of this reporting and subsequent discussions could include a different approach to how projects are included in the Regional Transportation Plan, formal guidance on spending when new discretionary funding opportunities become available, new ways of assessing how projects achieve VROOM priorities, and other approaches generated by TAC or Board input. There is also the opportunity to use this reporting as a baseline for other relevant VROOM action items and targets. For example, the Safe and Sustainable Transportation Target to increase by 10% by 2023, and by 25% by 2028 regional discretionary funding set aside for permanent infrastructure, pop-ups, pilots, or other projects for active transportation.

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# Attachment A

VROOM 2022-2042

Variety in Rural Options of Mobility

Table Streets-4 Complete Streets Projects for Cities, County, Tribes –Short-Term & Long-Term

PROJECT AGENCY AND LOCATION	Short/Long Term	Mode Shift	Lowers VMT	Access	Vision Zero	Fix it first	PROJECT DESCRIPTIONS	Funding Source	Implementation Year(s)	Project Cost (\$000)
<b>HCAOG</b>										
Low-traffic-stress and connectivity analysis of bike and ped network	ST	X					Analyze network in the Greater Humboldt Bay Area by FY 2023/24, and countywide by 2026	RPA, LTF	2023-2026	\$250
<b>HCAOG ST Subtotal = \$250</b>								<b>Constrained = \$250</b>		
<b>CITY OF ARCATA</b>										
Old Arcata Road; Buttermilk to Jacoby Creek Road	ST	X	X	X			Rehabilitation, pedestrian-bicycle and calming improvements, gateway at Jacoby Creek Road	STIP, Measure G, ATP	2022-24	\$4,124
Residential streets citywide	ST		X				Annual residential streets improvement program (see City's PMP)	Measure G	2022-31	\$3,000
Hwy 255 at Hwy 101 – Roundabouts	ST	X	X				Convert cloverleaf intersection to 2 roundabouts, pedestrian-bicycle access across bridge (non-existent), add transit park-and-ride, remove 1 mile paved roadway (mitigation)	Not funded	2022-31	\$8,000
Hwy 101 at Sunset and L.K Wood Boulevard – Roundabout	ST	X	X	X			Convert 5-way intersection to roundabout and create safer segregated bicycle/pedestrian facilities	Not funded; City match	2022-31	\$3,500
Guintoli Lane-Hwy 299 intersections, Valley West and Valley East to West End Road	ST		X				Rehab, restripe and improve level of service (roundabouts or channelization). Potential bus park-and-ride at Wymore Road	Measure G, grant funds* (TBD)	2022-31	\$2,200
Annual Roadway Improvements Project (based on city PMP)	ST		X				Principally on city bus routes; arterial and collectors (refer to City PMP)	Measure G, grant funds* (TBD)	2022-24	\$10,000
South G street Beautification Project ( South of Samoa 255 to Arcata wastewater treatment plant)	ST	X	X				Rehabilitation, pedestrian-bicycle and traffic calming improvements	Measure G, grant funds* (TBD)	2022-2031	\$3,000
Samoa Gateway Improvements Project ( From L street to V street)	LT	X	X	X			Rehabilitation, pedestrian-bicycle, traffic calming improvements and gateway to Arcata	Measure G, grant funds* (TBD)	2022-2031	\$3,000
West End Road Improvements (Giuntoli Lane to City Limits)	ST	X	X	X			Rehabilitation, pedestrian-bicycle, traffic calming improvements and gateway to Arcata	Measure G, grant funds* (TBD)	2022-2031	\$2,000
8th and 9th Street Improvements	ST	X	X				Bicycle and Pedestrian Enhancements and Street Beautification	Infrastructure Improvements Grant	2022-2031	\$1,500
<b>Arcata ST Subtotal = \$34,327</b>								<b>Constrained = \$7,124</b>		
<b>Arcata LT Subtotal = \$3,000</b>								<b>Unconstrained = \$30,203</b>		
<b>Subtotal = \$37,327</b>										

<sup>1</sup> Short-term is 0-10 years; long-term is 11-20 years. Projects with unknown implementation years are listed as long-term.

PROJECT AGENCY AND LOCATION	Short/ Long Term	Mode Shift	Lowers VMT	Access	Vision Zero	Fix it first	PROJECT DESCRIPTIONS	Funding Source	Implementatio n Year(s)	Project Cost (\$000)
<b>CITY OF BLUE LAKE</b>										
South Railroad Avenue from Chartin Way to Broderick Lane	ST				X	X	Repave, rehab and reconstruction	Not funded	2025/26	\$1,150
Greenwood Road/Railroad Ave/G Street/ Hatchery Road, from Blue Lake Boulevard to Mad River Bridge	ST	X		X	X	X	Rehab and reconstruction with pedestrian improvements, bike lane striping, signage, and traffic calming	Not funded	2022/23	\$3,380
Hartman Lane/G Street, from Blue Lake Boulevard to Railroad Avenue	ST				X	X	Rehab and reconstruct with pedestrian improvements	Not funded	2020/21	\$1,400
I Street, from Blue Lake Boulevard to First Avenue	ST	X			X	X	Rehab and reconstruct with pedestrian improvements	Not funded	2023/24	\$1,200
First Ave from Greenwood Ave to I Street	ST				X	X	Rehabilitation and reconstruction with pedestrian improvements	Not funded	2024/25	\$1,500
Acacia Dr from Blue Lake Blvd to Railroad Ave	ST				X	X	Rehabilitation and reconstruction with pedestrian improvements	Not funded	2027/28	\$2,480
Rymar Ave from Blue Lake Blvd to Railroad Ave	ST				X	X	Rehabilitation and reconstruction with pedestrian improvements	Not funded	2028/29	\$1,720
Railroad Ave from H St to Blue Lake Blvd	ST	X		X	X	X	Rehabilitation and reconstruction with pedestrian improvements	Not funded	2029-30	\$3,630
<b>Blue Lake ST Subtotal = \$16,460</b>								<b>Constrained = \$0</b>		
<b>Blue Lake LT Subtotal = \$0</b>								<b>Unconstrained= \$16,460</b>		
<b>Subtotal = \$16,460</b>										
<b>CITY OF EUREKA</b>										
Broadway Multimodal Corridor – Northern Section (Hawthorn to 4 <sup>th</sup> )	LT	X		X	X		Street reconfiguration, Class IV bike facility, pedestrian crossings, transit improvements	Not Funded	2032	\$72,000
Broadway Multimodal Corridor – Middle Section (Truesdale to Hawthorn)	LT	X		X	X		Street reconfiguration, Class IV bike facility, pedestrian crossings, transit improvements	Not Funded	2032	\$98,000
North Gateway of Eureka	LT	X			X		Beautification, bike/ped facilities, traffic calming	Not funded	2032	\$2,350
South Gateway of Eureka	ST	X			X		Beautification, bike/ped facilities, traffic calming	Partially with Caltrans SHOPP	2023/24	\$2,015
Harrison Ave from Harris St to Myrtle Ave	ST	X			X		Two-way left-turn lane, bike lanes, bus pullouts	Not funded	2023/24	\$2,390
Harris Street from H Street to J Street	ST			X	X		Signalization and signalization modifications	Not funded	2023/24	\$835
Henderson Street from I Street to Fairfield Street	ST	X			X	X	Road rehabilitation, ADA, bicycle lanes, bus pullouts, storm drains	Not funded RMRA	2021/22	\$796
Myrtle Ave from 5 <sup>th</sup> St. to Harrison Ave	ST	X			X		Street configuration improvements, ADA, bicycle facility	Not funded	2023/2024	\$600

PROJECT AGENCY AND LOCATION	Short/Long Term	Mode Shift	Lowers VMT	Access	Vision Zero	Fix it first	PROJECT DESCRIPTIONS	Funding Source	Implementation Year(s)	Project Cost (\$000)
C Street Bike Boulevard	ST	X			X		Bike Boulevard and pedestrian improvements	Not funded	2023/2024	\$1,250
M Street Bike Boulevard	ST	X					Bike Boulevard and pedestrian improvements	Not funded	2023/2024	\$520
Eureka East/West Bike Boulevard	ST	X					Bike Boulevard and pedestrian improvements	Not funded	2024/2025	\$1,275
Bay to Zoo Trail	ST	X					Class I & III trail, pedestrian crossing improvements	Not funded	2023/2024	\$7,800
Cooper Gulch Trail (first slough)	ST	X					Class I & III trail, pedestrian crossing improvements	Not funded	2023/2024	\$1,560
Eureka Loop Trail	ST	X					Class I & III trail, pedestrian crossing improvements	Not funded	2024/2025	\$10,800
Wabash Ave Improvements	ST	X				X	Road rehabilitation, ADA, pedestrian improvements, bicycle facility	Not funded	2023/24	\$650
Hawthorn Street from Broadway to Felt, Felt St. from Hawthorn to Del Norte, and 14th St. from Broadway to West Avenue	ST					X	Road rehabilitation, ADA, bicycle facility	STIP	2021/22	\$650
Highland Avenue from Broadway to Utah Street and Koster Street from Del Norte to Washington Street	ST					X	Road rehabilitation, ADA	STIP	2021/22	\$650
6th and 7th Streets from-Myrtle Avenue to Broadway	ST	X			X	X	Road rehabilitation, ADA, bike lanes, bus pullouts	HSIP	2021/22	\$1,058
H & I Street Corridors	ST					X	Road rehab, ADA, bicycle facility and bus pullouts	HSIP	2022/23	\$2,110
Citywide	ST	X	X	X			Improve transit stop pullouts	Not funded	2024/25	\$610
Walnut Drive at Hemlock Street	ST				X		Traffic signalization	Not funded	2023/24	\$360
Citywide	ST	X	X	X	X		Bicycle facilities per <i>Humboldt Regional Bicycle Plan 2017</i>	Not funded	2023/24	\$3,870
Citywide	ST	X	X	X	X		Ped improvements per <i>Humboldt Regional Pedestrian Plan 2008</i> , and other reports	Not funded	2023/24	\$1,000
<b>Eureka ST Subtotal = \$40,799</b>								<b>Constrained = \$4,468</b>		
<b>Eureka LT Subtotal = \$172,350</b>								<b>Unconstrained = \$208,681</b>		
<b>Total = \$213,149</b>										
<b>CITY OF FERNDALE</b>										
Rose Avenue/Herbert Street – East City limits to Main Street	ST	X	X	X			Class II bike path	Not funded	2024	\$26
5th Street: Van Ness Ave to Ocean Ave	ST	X	X	X			Class II bike path	Not funded	2024	\$16
Arlington Avenue - 5th Street to Main St	ST	X	X	X			Class II bike path	Not funded	2024	\$22
Ocean Ave - West City limits to East City limits	ST	X	X	X			Class II bike path	Not funded	2024	\$25
Wildcat Road - Ocean Avenue to south City limits	LT	X	X	X			Class III bike path	Not funded	TBD	\$1
Main Street: Ocean Avenue to north City limits	LT	X	X	X			Class III bike path	Not funded	TBD	\$38
Van Ness Avenue: 5th Street to Main St	LT	X	X	X			Class III bike path	Not funded	TBD	\$1

PROJECT AGENCY AND LOCATION	Short/ Long Term	Mode Shift	Lowers VMT	Access	Vision Zero	Fix it first	PROJECT DESCRIPTIONS	Funding Source	Implementatio n Year(s)	Project Cost (\$000)
Shaw Avenue: Ocean Avenue to Berding	LT	X	X	X			Class III bike path	Not funded	TBD	\$37
Ocean Avenue: Strawberry Lane heading east towards trailhead	LT	X	X	X			Multipurpose trail (Class 1 bike path)	Not funded	TBD	\$36
5th Street: Van Ness to Ocean Avenue	LT	X	X	X			Multipurpose trail (Class 1 bike path)	Not funded	TBD	\$174
Lincoln Street - Grant Avenue to East City limits	LT	X	X	X			Multipurpose trail (Class 1 bike path)	Not funded	TBD	\$12
Ocean Avenue - Craig Street to Russ Park trailhead	LT	X	X				New sidewalk	Not funded	TBD	\$98
5th Street - Arlington Avenue to Fairview North and piece on Arlington Avenue	LT	X	X	X			Curb and gutter and new sidewalk	Not funded	TBD	\$54
Berding Street-Rose Avenue to Lewis St	LT			X			New sidewalk (Ped 2)	STIP	TBD	\$50
Rose Avenue - Berding to Herbert Street	LT			X			New sidewalk (Ped 2)	STIP	TBD	\$147
Main Street - North City limits to Arlington Avenue; citywide	LT			X	X		Misc. ADA improvements	Not funded	TBD	\$150
Main Street - Arlington Avenue to Ocean Avenue (Caltrans)	LT			X	X		Misc. ADA improvements		TBD	\$600
Francis Street - Ocean Avenue to Ferndale Public Works Building	LT				X		Roadway rehabilitation	Not funded	TBD	\$80
Berding Street - Herbert Street to Eugene	LT				X		Roadway rehabilitation	Not funded	TBD	\$1,400
<b>Ferndale ST Subtotal = \$89</b>								<b>Constrained</b>	<b>= \$0</b>	
<b>Ferndale LT Subtotal = \$2878</b>								<b>Unconstrained</b>	<b>= \$2,967</b>	
<b>Subtotal = \$2,967</b>										
<b>CITY OF FORTUNA</b>										
Rohnerville Road: Newell St. to Redwood Way	ST	X		X	X	X	Reconstruct w/ sidewalk and bike lanes	Not funded	2022/2023	\$4,500
Fortuna Boulevard: Redwood Way to Kenmar Road	ST	X		X	X	X	Overlay w/ bike lane improvements	Not funded	2021/2022	\$2,000
U.S. 101/12th Street northern interchange onramps, Dinsmore Drive	ST	X	X	X	X	X	Reconfigure interchange to include roundabout and bike/pedestrian facilities	Not funded	2022/2023	\$14,000
U.S. 101/Riverwalk Drive southern interchange Improvements	ST	X	X	X	X	X	Reconfigure interchange to include roundabout and bike/pedestrian facilities	Not funded	2022/2023	\$12,000
U.S. 101/Kenmar Road Interchange Improvements	ST	X	X	X	X	X	Reconfigure interchange to add two roundabouts and bicycle/pedestrian facilities	STIP	2022/2023	\$6,500
South Fortuna Boulevard/Ross Hill Road/Kenmar Road	ST	X		X	X		Pedestrian improvements including adding sidewalk, bike lane and retaining wall	Not Funded	2024/2025	\$600
Thelma and Ross Hill Road	ST			X	X		Install roundabout	Not Funded	2025/2026	\$660
Various locations: Riverwalk Drive, Fortuna Boulevard, Rohnerville Road	ST	X	X	X	X		Strong's Creek Trail Phase 1-Class I bike lane through Fortuna and Class II bike lanes on city streets	Not Funded	2026/2027	\$4,600

PROJECT AGENCY AND LOCATION	Short/ Long Term	Mode Shift	Lowers VMT	Access	Vision Zero	Fix it first	PROJECT DESCRIPTIONS	Funding Source	Implementatio n Year(s)	Project Cost (\$000)	
							<b>Fortuna ST Subtotal = \$44,860</b>	<b>Constrained = \$ 6,500</b>			
							<b>Fortuna LT Subtotal = \$0</b>	<b>Unconstrained = \$38,360</b>			
							<b>Subtotal = \$44,860</b>				
<b>CITY OF RIO DELL</b>											
Wildwood Avenue from Eagle Prairie Bridge to Davis Street	LT	X			X	X	Transportation enhancement project adding raised center median and striped bike lanes	State Transp. Enhancement	TBD	\$589	
The Avenues Area, from Elko Street to Atlanta Street	LT	X			X	X	Full roadway rehabilitation to improve pedestrian safety and accommodate emergency response vehicles	Not funded	TBD	\$500	
2nd Avenue., Davis Street to Columbus Street	LT				X		Maintenance paving project including 2" overlay and striping	Not funded	TBD	\$106	
Ogle Avenue, Spring Street to Creek Street	LT				X		Road reconstruction and drainage improvements	Not funded	TBD	\$1,000	
Monument Road, Dinsmore Ranch Road to Redwood Lane	LT				X		Drainage improvements including new inlets, valley gutter, ditch and storm piping	Not funded	TBD	\$149	
Riverside Drive, Eagle Prairie Road to Fern Street	ST				X		Maintenance paving project including 2" overlay, with drainage improvements, and striping	Not funded	2022/2023	\$357	
Northwestern Ave, north entrance to south entrance, Humboldt Rio Dell Business Park	LT				X	X	Centerline and edge striping, centerline monument, drainage, road elevation repair	Not funded	TBD	\$300	
Ireland Ave., Davis St. to Painter Street and Dixie Street, 4th Avenue to Davis	LT	X			X		Maintenance paving (2" overlay), striping, and bikeway signage	Not funded	TBD	\$100	
Monument Road at Dinsmore Ranch Road	ST				X		Replacement of a failing timber post retaining wall	FEMA	2022	\$1,000	
Bellevue Avenue, Spring Street to 300 ft east and 750 ft east of Creek Street to 100 ft west of Creek Street	LT				X		Maintenance paving project, including 2" overlay and striping.	Not funded	TBD	\$112	
Elm Street–Pacific to Wildwood Ave; Orchard Place–Cherry Ln to Orchard St; Cedar Street–Pacific to Wildwood Ave; View Street–Douglas St to Kelly St	LT				X		Maintenance paving project, including 2" overlay and striping.	Not funded	TBD	\$109	
Blue Slide Road – City limits to Creek Street	LT				X		Drainage work, and chip seal	Not funded	TBD	\$100	
Wildwood Avenue, Center to Eagle Prairie Bridge	LT				X		Slurry seal and striping	Not funded	TBD	\$250	
Sequoia Avenue at Dean Creek Bridge	LT				X		Bridge inspection and engineering report	Not funded	TBD	\$50	
W. Painter Street–Pacific Ave–Butcher Street—Rio Dell Ave–W. Center St–Townsend St	ST				X		Maintenance paving project, including 2" overlay and striping	Not funded	2022	\$95	
Davis Street, Gunnerson Lane to Edwards Drive and Edwards Drive from Water Treatment Plant to Davis Street	LT	X	X	X	X	X	Sidewalk, Class III bikeway and Class I bike and pedestrian path along Eel River gravel bar, including two trailheads	Not funded	TBD	\$1,800	

PROJECT AGENCY AND LOCATION	Short/ Long Term	Mode Shift	Lowers VMT	Access	Vision Zero	Fix it first	PROJECT DESCRIPTIONS	Funding Source	Implementatio n Year(s)	Project Cost (\$000)
Bellevue Ave., Painter St., Ireland St., Center St., and Davis St.	ST	X	X		X		Improve sidewalk, ADA crossings and curb ramps, and crosswalks.	Not funded	TBD (ST)	\$1,715
Eel River bar, Davis Street to Eeloa Avenue	ST	X	X	X	X		Class I bike and pedestrian path along Eel River bar, including two trailheads	Not funded ATP/Prop 68	2025/26	\$947
Railroad ROW, Eagle Prairie Bridge to Northwestern Avenue	ST	X	X	X	X		Class I bike and pedestrian path next to railroad tracks	Not funded	2027/28	\$2,394
							<b>Rio Dell ST Subtotal = \$6,508</b>	<b>Constrained = \$1,000</b>		
							<b>Rio Dell LT Subtotal = \$5,165</b>	<b>Unconstrained = \$10,673</b>		
							<b>Subtotal = \$11,673</b>			
<b>CITY OF TRINIDAD</b>										
Downtown Trinidad: Patrick's Point Drive (Main St to Janis Ct), Scenic Drive (Main St to Saunders Shopping Center driveway), Trinity Street (Edwards St to Main St)	ST	X	X		X		Pedestrian & connectivity improvements: sidewalks, driveways & curb ramps, crosswalks, signage, striping, and pavement repair (ADA). (1,200 feet ped/bike facilities)	RTIP	2020/2021	\$580
Edwards St, Main St	ST	X	X		X		Crossing Enhancements	HSIP	2021/22	\$250
Stagecoach Rd, Frontage Rd, Westhaven Dr	ST				X		Edgeline and Centerline Striping	HSIP	2021/22	\$133
Scenic Dr, Patrick's Point Dr	ST				X		Guardrail Upgrades	HSIP	2021/22	\$417
Patrick's Point Drive	ST				X		Rehabilitation	Not funded	2025/26	\$161
Main Street (south side of road)	ST	X	X		X		Sidewalks, driveways & curb ramps	Not funded	2026/27	\$452
Main St, Trinity St*, Westhaven Dr	ST				X		Rehabilitation	Not funded*	2026/27	\$732
*Trinity St. recommended for STIP funding										
Edwards Street	ST				X		Rehabilitation	Not funded	2028/29	\$575
Frontage Road	ST				X		Rehabilitation	Not funded	2030/31	\$475
Parker Creek Drive	LT				X		Reconstruction	Not funded	2031/32	\$241
Edwards Street to Ewing Street	LT	X	X		X		Sidewalks, driveways & curb ramps	Not funded	2032/33	\$801
Edwards Street	LT			X	X		Retaining wall	Not funded	TBD	\$1,500
							<b>Trinidad ST Subtotal = \$1,541</b>	<b>Constrained = \$963</b>		
							<b>Trinidad LT Subtotal = \$4,776</b>	<b>Unconstrained = \$5,354</b>		
							<b>Subtotal = \$6,317</b>			

PROJECT AGENCY AND LOCATION	Short/ Long Term	Mode Shift	Lowers VMT	Access	Vision Zero	Fix it first	PROJECT DESCRIPTIONS	Funding Source	Implementation Year(s)	Project Cost (\$000)
<b>COUNTY OF HUMBOLDT</b>										
Honeydew Bridge	ST			X	X		Replace existing bridge	HBP	TBD	\$6,600
Central Avenue	ST	X	X	X	X	X	Shoulder widening & overlay	Not funded	TBD	\$900
Harris & Hall	ST			X	X		Safety improvements	Not funded	TBD	\$500
McKinleyville Avenue Extension	ST	X	X	X	X		Connect to School Road	Not funded	TBD	\$1,500
Garberville downtown	ST					X	Vehicle, pedestrian and bicycle improvements	Not funded	TBD	\$8,000
Hoopa Downtown Corridor Project	ST	X	X	X	X	X	Context sensitive modifications (County portion only)	Not funded	TBD	\$500
Manila Hwy 255 from Dean St/Pacific Ave intersection to Carlson Ave intersection	ST	X	X	X	X		Construct Class I multi-use path, intersection ped and bike improvements, new street lighting	ATP	2019/20	\$1,360
Humboldt Bay Trail South (Eureka to Bracut segment)	ST	X	X	X	X		Rail with Trail Class I multi-use trail	ATP, SHOPP, Coastal Conservancy	2022/23	\$16,400 (CON only)
Myrtle Ave. at Freshwater Road	ST		X	X	X		Intersection improvement	Not funded	TBD	\$1,900
Central Avenue, McKinleyville	ST	X	X	X	X		Shoulder widening	Not funded	TBD	\$800
Central Avenue, McKinleyville	ST			X	X		Synchronize traffic signals	Not funded	TBD	\$1,800
Annie & Mary Trail: Blue Lake to Glendale (Chartin Road to Glendale Drive)	ST	X	X	X	X		Construct Class I multi-use trail	Not funded	TBD	\$8,794
Hammond Trail Bridge–Mad River	ST	X	X	X	X	X	Replace existing bridge	Not funded	TBD	\$8,000
Hammond Trail: Clam Beach to Scenic Drive	LT	X	X	X	X		Class I, II, and III (0.3 miles). (Interagency coordination with City of Trinidad)	Not funded	2027/28	\$2,200
Annie & Mary Trail: Glendale Bridge	LT	X	X	X	X		Rehabilitate or replace railroad bridge to establish Class I trail	Not funded	TBD	\$5,000
Little River Trail: Moonstone Beach to Clam Beach	LT	X	X	X	X		Construct Class I multi-use trail	Not funded	TBD	\$9,900
Humboldt Bay Trail: Elk River to King Salmon	LT	X	X	X	X		Construct Class I multi-use trail	Not funded	TBD	\$2,400
Humboldt Bay Trail: King Salmon to Fields Landing	LT	X	X	X	X		Construct Class I multi-use trail	Not funded	TBD	\$1,800
Humboldt Bay Trail: Fields Landing to Humboldt Bay Nat'l Wildlife Refuge/College of the Redwoods	LT	X	X	X	X		Construct Class I multi-use trail	Not funded	TBD	\$2,800
Humboldt Hill to Thompkins Hill	LT	X	X	X	X		Connector road	Not funded	TBD	\$2,000
Harris to Fern Street, Cutten	LT	X	X	X	X		Connector road	Not funded	TBD	\$2,000
Alderpoint/Mattole/Maple Creek	LT			X	X	X	Reconstruct rural routes	Not funded	TBD	\$100,000
Bell Springs Road	LT			X	X	X	Improve with Mendocino County	Not funded	TBD	\$10,000
Briceland/Shelter Cove Roads	LT			X	X	X	Reconstruction/safety improvements	Not funded	TBD	\$10,000
Fern Street, Cutten	LT	X	X	X	X		Complete connection	Not funded	TBD	\$1,000
Bald Hills Road	LT			X	X	X	Pave Surface	Not funded	TBD	\$6,000
New Navy Base Road, SR 255 to Humboldt Bay	LT	X	X	X	X	X	Reconstruct roadway from SR 255 to Humboldt Bay	Not funded	TBD	\$1,500

PROJECT AGENCY AND LOCATION	Short/ Long Term	Mode Shift	Lowers VMT	Access	Vision Zero	Fix it first	PROJECT DESCRIPTIONS	Funding Source	Implementatio n Year(s)	Project Cost (\$000)
Herrick & Elk River Intersection	LT			X	X		Signalize	Not funded	TBD	\$1,500
Fairfield, Meyer, Eureka	LT			X	X	X	Route improvement	Not funded	TBD	\$1,000
Ridgewood Drive/Avalon Drive	LT	X	X	X	X		Pedestrian improvements	Not funded	TBD	\$1,000
Willow Creek Sidewalks	LT	X	X	X	X		Pedestrian improvements	Not funded	TBD	\$1,000
Hatchery Road	LT	X	X	X	X	X	Shoulders	Not funded	TBD	\$750
Central Avenue/Bella Vista	LT	X	X	X	X	X	Widen shoulder, striping	Not funded	TBD	\$300
Myrtle Avenue, Freshwater Rd to Pigeon Point Rd	LT	X	X	X	X	X	Shoulder widening	Not funded	TBD	\$2,000
Myrtle Avenue, Ryan Slough to Freshwater Rd.	LT			X		X	Reconstruction	Not funded	TBD	\$5,000
Rohnerville Airport to Hwy 36	LT			X			New road	Not funded	TBD	\$5,000
Redwood Drive	LT	X	X	X	X	X	Pedestrian improvements	Not funded	TBD	\$2,500
Airport Road at Redwood Coast/Arcata-Eureka Airport	LT	X	X	X	X		Install sidewalk	Not funded	TBD	\$380
Scenic Drive	LT			X	X		Road Reconstruction	Not funded	TBD	\$15,000
Patrick's Point Drive	LT			X	X		Road Reconstruction	Not funded	TBD	\$10,000
<b>Humboldt County ST Subtotal = \$ 57,054</b>								<b>Constrained = \$ 24,360</b>		
<b>Humboldt County LT Subtotal = \$202,030</b>								<b>Unconstrained = \$234,724</b>		
<b>Subtotal = \$259,084</b>										
<b>HOOPA VALLEY TRIBE</b>										
SR 96	ST	X	X	X	X		Downtown traffic calming & safety enhancements	Partially funded	TBD – ST	\$4,400
SR 96	ST	X	X	X	X		Reservation-wide safety enhancements; SR2S & pedestrian walk	Not funded	TBD – ST	\$12,500
SR96, Trinity River Bridge	ST	X	X	X	X		Safety enhancement; cantilevered walkway	Not funded	2022-25	\$12,500
Bair Ranch Road, Humboldt County Road	LT			X		X	Reconstruction of roadway for emergency access	Not funded	TBD	\$750
On SR96 at Blue Slide	LT			X		X	New bridge crossing the Trinity River to K'ima:w Medical Center	Not funded	2022-35	\$45,000
Tish Tang Road from SR 96 to Medical Center & Hoopa Airport	LT			X		X	Reconstruct Tish-tang (county road)	Not funded	2022-35	\$6,500
<b>Hoopa ST Subtotal = \$30,150</b>								<b>Constrained = \$0</b>		
<b>Hoopa LT Subtotal = \$51,500</b>								<b>Unconstrained= \$81,650</b>		
<b>Subtotal = \$81,650</b>										
<b>KARUK TRIBE</b>										
Karuk Tribe/Caltrans: SR 96, Orleans	ST	X	X	X	X	X	Streetscapes/Dip Improvement Project: roadway rehab, ped-bike- transit improvements, landscaping	FHWA TTP Safety funds/ATP (not funded)	2024-25	\$1,167

PROJECT AGENCY AND LOCATION	Short/ Long Term	Mode Shift	Lowers VMT	Access	Vision Zero	Fix it first	PROJECT DESCRIPTIONS	Funding Source	Implementation Year(s)	Project Cost (\$000)	
Karuk Tribe/Caltrans: Tishawniik Hill, Camp Creek Rd to Asip Rd	ST	X	X	X	X		Class I trail (detour project) and Class II bikeway	FHWA TTP Safety funds/ATP (not funded)	2026-27	\$1,545	
							<b>Karuk Tribe ST Subtotal = \$2,712</b>	<b>Constrained = \$0</b>			
							<b>Karuk Tribe LT Subtotal = 0</b>	<b>Unconstrained = \$2,712</b>			
							<b>Subtotal = 2,712</b>				
<b>TRINIDAD RANCHERIA</b>											
US 101-Trinidad Area Access Improvements Project, HUM 101-98.4/100.7 and Cherae Lane	LT	X	X	X			New interchange with local connections to Scenic Drive and Westhaven Drive, with pedestrian access	FHWA TTP funds, STIP, grants (not funded)	2025-2035	\$32,500	
							<b>Trinidad Rancheria ST Subtotal = \$0</b>	<b>Constrained = \$0</b>			
							<b>Trinidad Rancheria LT Subtotal = \$32,500</b>	<b>Unconstrained = \$32,500</b>			
							<b>Subtotal = \$32,500</b>				

<sup>1</sup> Short-term is 0-10 years; long-term is 11-20 years. Projects with unknown implementation years are listed as long-term.

<b>City, County, &amp; Tribes' Complete Streets Short-Term</b>	<i>subtotal</i>	<i>\$242,452</i>
<b>City, County, &amp; Tribes' Complete Streets Long-Term</b>	<i>subtotal</i>	<i>TBD + \$466,497</i>
<b>Funded (Constrained) Projects = \$ 44,665</b>		
<b>Not funded (unconstrained) projects = TBD + \$664,284</b>		
<b>TOTAL</b>	<b>TBD</b>	<b>+ \$708,949</b>

# Attachment B

VROOM 2022-2042

Variety in Rural Options of Mobility

Table *Renew-3* **Safe & Sustainable Transportation Targets**

PERFORMANCE MEASURE	REGIONAL TARGET	METRIC	AVAILABLE DATA SOURCES (">" sources are available now)	DATA SCHEDULE
<b>Reduce GHG emissions in Air District (NCUAQMD)</b>	Reduce on-road transportation-related fossil fuel consumption in Humboldt County. <sup>1</sup>	~ Transportation fuel sales (gasoline/diesel sales in gallons).	> CA Energy Commission, CA Annual Retail Fuel Outlet Report Results (CEC-A15: by county).	Every 4 years
<b>Percent Mode Shift</b>	<ul style="list-style-type: none"> <li>Increase the percentage of all trips, combined, made by walking, biking, micro-mobility/matched rides, and transit to at least 30% by 2030 and 40% by 2050.</li> </ul>	<ul style="list-style-type: none"> <li>~ # of miles of protected bikeways and sidewalks, &amp; % of good intersections on arterials and collectors, and spacing/gaps between those intersections.</li> <li>~ % of all road miles that are connection nodes at Low Traffic Stress levels 1 or 2.</li> <li>~ # of barriers [TBD] to low-stress bike/ped transportation between major residential areas and major destinations (identified by network analysis)</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Potential data source: <a href="http://www.bts.gov/browse-statistical-products-and-data/trips-distance/explore-us-mobility-during-covid-19-pandemic">www.bts.gov/browse-statistical-products-and-data/trips-distance/explore-us-mobility-during-covid-19-pandemic</a></li> <li>~ Conduct an LTS Network and Connectivity Analysis</li> <li>&gt; Bikeable App (on Google Play)</li> <li>&gt; Data from People for Bikes</li> <li>&gt; Local count data</li> </ul>	Every 4 years
	<ul style="list-style-type: none"> <li>Double transit trips (including mobility on demand trips) by 2025, and again by 2030, and again by 2040.</li> </ul>	<ul style="list-style-type: none"> <li>~ # of transit boardings</li> <li>~ # of transit trips</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Transit operators' ridership data</li> <li>&gt; U.S. Census</li> </ul>	Annually Every 4-5 years
	<ul style="list-style-type: none"> <li>Complete a Low-Traffic-Stress and connectivity analysis of the bike and ped network in the Greater Humboldt Bay Area by FY 2023/24, and countywide by 2026.</li> </ul>	Yes/No (completed or not)	~ Conduct an LTS Network and Connectivity Analysis	Every 4 years
<b>Reduce Vehicle Miles Travelled (VMT) by Car<sup>1</sup></b>	<ul style="list-style-type: none"> <li>Reduce VMT per capita by at least 25% by 2030, and 40% by 2050. (VMT includes zero-emission trips)</li> </ul>	<ul style="list-style-type: none"> <li>~ VMT/population</li> <li>~ VMT/ #households</li> <li>&gt; Ratio between the number of light vehicles registered to residents of Humboldt County vs. the number of households or licensed drivers.</li> </ul>	<ul style="list-style-type: none"> <li>&gt; State DOT data, e.g. <a href="#">California Public Road Data (PRD)</a>, derive statistical information from Caltrans' Highway Performance Monitoring System (HPMS).<sup>2</sup></li> <li>~ Apply a correction factor for Humboldt County (TBD).</li> <li>&gt; Registration data from Department of Motor Vehicles (DMV).</li> </ul>	4 years
<b>Zero-Emission Vehicle Infrastructure</b>	(i) ZEV Charging Sites Evaluation Plan: By 2025 evaluate priority of feasible public-charging spaces throughout region. Priority will value equity. Study may be multi-phased,	(i) ~ Completion of charging-sites evaluation plan.	(i) Presence/absence of completed plan.	(i) Target year

PERFORMANCE MEASURE	REGIONAL TARGET	METRIC	AVAILABLE DATA SOURCES (">" sources are available now)	DATA SCHEDULE
	first at community or TAZ/census block level, and second at neighborhood and station location level.			
	(ii) Policies: • 80% of jurisdictions adopt pro-EVCS and electrical upgrade policies and building codes by 2022, and 100% by 2025.	(ii) ~ Number of jurisdictions with building codes that require installing "EV-ready" electrical wiring or EVCS in new development and major remodels. ~ ~ Number of jurisdictions with building codes that require electrical panel upgrades for residential alteration permits, and 200A utility panel ratings for all new residential units. ~ Amount of funding dispensed to subsidize and incentives EVCS.	(ii) > Agencies' adopted policies, building codes. > Agencies' annual budgets.	(ii) Annually
	(iii) ZEV Fueling Infrastructure: • By 2025, install a total of 1,394 public chargers, including 42 DC Fast Chargers (DCFC). <sup>3</sup> • By 2030, install a total of 3,560 EVCS of which 127 are DCFC. • 100% of households without off-street parking have access to public fast-chargers within ¼ mile of their home by 2035. • Equity performance measure: EVCS are equitably installed in MF residential areas and higher density/lower income areas. • For employee parking lots and MF residential parking of spaces* (or more), 25% of spaces have electric vehicle charging stations by 2025, 35% by 2035, and 50% by 2050. • In Humboldt County, by 2024 hydrogen fuel is available for public	(iii) ~ Number of AC/DC chargers per household at the transportation analysis zone (TAZ) or census block level. <i>Related metrics as possible:</i> ~ Number of chargers per household without off-street parking ~ Public AC chargers/population (or per registered vehicles) ~ Public DC chargers/population (or per registered vehicles) at (TAZ) or census block level. ~ Coverage of fast chargers located in (1) high density areas and (2) adjacent to corridors with high traffic volumes (e.g., coverage of chargers per acre or linear ½-mile). ~ Counts by jurisdiction: # of electric vehicle charging stations at qualifying work sites and MF residences. *For parking lots with excess capacity, use average utilization of spaces.	(iii) > Building permits > Alternative Fueling Station Locator (by National Renewable Energy Laboratory) – public and private non-residential alternative fueling stations. <a href="https://developer.nrel.gov/docs/transportation/alt-fuel-stations-v1/">https://developer.nrel.gov/docs/transportation/alt-fuel-stations-v1/</a> <a href="https://afdc.energy.gov/stations/#/find/nearest">https://afdc.energy.gov/stations/#/find/nearest</a> > Plugshare.com app. (Count the number of stations) ~ Manual counts; surveys.	(iii) 4 or 5 years

PERFORMANCE MEASURE	REGIONAL TARGET	METRIC	AVAILABLE DATA SOURCES (">" sources are available now)	DATA SCHEDULE
	<p>transit and long-haul commercial fleet vehicles, with green hydrogen fuel available as much and as soon as possible.</p> <ul style="list-style-type: none"> <li>In Humboldt County, by 2030 there is sufficient hydrogen fueling infrastructure and green hydrogen fuel available to enable inter-county travel of medium and heavy-duty fuel-cell EVs.</li> </ul>	<p>~ Coverage of hydrogen fueling infrastructure countywide.</p>		
<p><b>Percentage of Zero-Emission School Buses &amp; Public Fleet Vehicles</b></p>	<p>i) • 100% of public buses and school buses are zero-emission by 2030.</p> <p><u>Note: Innovative Clean Transit Regulation:</u><sup>4</sup></p> <ul style="list-style-type: none"> <li>&gt; By 2026, 25% of new transit vehicle procurement must be ZEBs;</li> <li>&gt; By 2029 "nearly all," and after 2040 100%, of the new bus procurement must be ZEBs.</li> </ul> <p>(ii) Each governmental agency starts converting fleet vehicles to zero-emission by 2022, with interim targets to meet the State's year-2035 goals:</p> <ul style="list-style-type: none"> <li>• 25% of public fleet passenger cars, SUVs, and forklifts are zero-emission by 2025, and 50% by 2030.</li> </ul>	<p>(i) ~ Survey the fleet inventory of public transit vehicles and school buses.</p> <p>(ii, iii) ~ Survey the fleet inventory of each jurisdiction (local, regional, state, Native American governments).</p>	<p>~ Develop a baseline of vehicle fleets in local area.</p> <p>&gt; Follow reporting from transit agencies to State.</p> <p>&gt; Transit Development Plan</p>	<p>Every 2 to 4 years, and target years.</p>

PERFORMANCE MEASURE	REGIONAL TARGET	METRIC	AVAILABLE DATA SOURCES (">" sources are available now)	DATA SCHEDULE
	<ul style="list-style-type: none"> <li>30% of public fleet medium-duty and pick-up trucks are zero-emission by 2030.</li> <li>(iii) 100% of public fleet work vehicles are zero emission by 2036 (with government incentives and technology available and subsidized).</li> </ul>			
<b>Efficiency &amp; Practicality in Locating New Housing</b>	<ul style="list-style-type: none"> <li>i) By 2021/22, start identifying top locations to survey/track for their access to essential destinations (i.e. study trip origin-destinations).</li> <li>ii) By 2023 have baseline "connectivity scores" for 40% or more of cities' and county's buildable parcels, including infill development.</li> <li>iii) Starting by 2022, 80% of all new permitted housing units are in places with safe, comfortable, and convenient access to employment, shopping, and recreation by walking, biking, rolling, or transit.</li> <li>iv) Starting by 2022, all new housing contributes to a countywide reduction in per capita VMT from cars.</li> <li>v) By 2023/24, all jurisdictions have adopted GP/zoning incentives for building in "highly connected" areas and for other climate-friendly housing-development.</li> </ul>	<ul style="list-style-type: none"> <li>i) Presence of start-up/initial progress.</li> <li>ii) Percentage of buildable parcels with baseline "connectivity scores." Track outcomes for underserved communities to gage success in investment equity.</li> <li>iii) Walkscore, Bikescore, and transit score within ¼ or ½ mile radius of new housing. Track outcomes for underserved communities to gage success in investment equity.</li> <li>iv) Estimated VMT per capita from new housing.</li> <li>v) Number of jurisdictions with adopted General Plan/zoning incentives for GHG-friendly building/development (aligned with Climate Action Plan policies and measures).</li> </ul>	<ul style="list-style-type: none"> <li>i) ~ Survey/report from HCAOG</li> <li>ii) &gt; Travel time API (application programming interface), combined with General Plan Housing Elements. &gt; Apps such as "15-Minute Neighborhood<sup>5</sup> (if needed, overlay maps with data from apps that score local roads for non-driver safety (e.g. Walkscore, Bikescore). (Open-source apps and data will only increase from now to 2035.)</li> <li>iii) Same as above (ii).</li> <li>iv) ~ Survey local jurisdictions' housing permits: VMT analyses from CEQA assessments, Climate Action Plans, VMT models, and other sources.</li> <li>v) ~ Survey of adopted plans, codes.</li> </ul>	Every 2 to 4 years
<b>Convenient Access to Destinations</b>	<ul style="list-style-type: none"> <li>i) By 2035, 60% of the county's population—equitably distributed regionwide—live in homes/</li> </ul>	<ul style="list-style-type: none"> <li>• Within urbanized clusters, the range of essential destinations that people can get to, in 25 minutes or less, by biking, walking, or</li> </ul>	> Travel time API (application programming interface)	Every 5-years

PERFORMANCE MEASURE	REGIONAL TARGET	METRIC	AVAILABLE DATA SOURCES (">" sources are available now)	DATA SCHEDULE
	<p>apartments/dorms where they can safely, comfortably, and conveniently travel to everyday destinations by walking, biking, rolling, or transit/micro-transit, and 80% do by 2050. "Safe, comfortable and convenient travel" means people are able to travel:</p> <ul style="list-style-type: none"> <li>▪ from home to work within 20 minutes in urbanized areas or within 35 minutes outside urban areas, without riding in a private car;</li> <li>▪ from home to essential non-work destinations (e.g., school, local shopping, transit connections) within 15 minutes in urbanized areas or within 30 minutes outside urban areas, without riding in a private car.</li> </ul>	<p>transit. Track outcomes for underserved communities to gage success in investment equity.</p> <ul style="list-style-type: none"> <li>• Availability of transit trips within 150% of driving time. Track outcomes for underserved communities to gage success in investment equity.</li> </ul> <p>{ ❖ Note: Meeting these targets may require meeting higher targets under Percent Mode Shift (e.g., public transit trip frequency and coverage).TBD.}</p>		
<p><b>Vision Zero</b></p>	<p>i) Maintain zero traffic fatalities per year, or decrease the number of traffic fatalities in the cities and unincorporated county by 50% each year until achieved.</p> <p>ii) Maintain zero bicyclist fatalities per year, or decrease the number of bicyclist fatalities in the cities and unincorporated county by 50% each year until achieved.</p> <p>iii) Decrease by 25% each year the number of people seriously injured in traffic collisions in the cities and unincorporated county.</p>	<p>i, ii) Number of traffic-related deaths, and number of people walking or bicycling who are killed in collisions. Track outcomes for underserved communities to gage success in investment equity.</p> <p>iii) Total number of people seriously injured in traffic collisions, and number of people walking or bicycling who are seriously injured in collisions. Track outcomes for underserved communities to gage success in investment equity.</p>	<p>&gt; Statewide Integrated Traffic Records System (SWITRS)</p> <p>&gt; Transportation Injury Mapping System (TIMS)</p> <p>&gt; StreetStory</p>	<p>Annually</p>

PERFORMANCE MEASURE	REGIONAL TARGET	METRIC	AVAILABLE DATA SOURCES (">" sources are available now)	DATA SCHEDULE
		*Map crash, injury, fatality hotspots—priority safety spots; include intersections/facilities with designs that are hotspot-prone. Careful with noise in data.		
<b>Active Transportation Education</b>	i) Five percent more of school classrooms get multi-modal education by 2023, and 10% more by 2025.  ii) Increase the number of programs that actively promote and incentivize multi-modal travel, targeted to employers with over 20 employees, and government agencies. Expand the reach of such programs each year.  iii) Increase active-transportation marketing and education campaigns for the general public. Reach at least two new communities biannually.	i) Percentage of classrooms receiving multi-modal transportation safety education. (Later data may indicate number of lessons, hours, or days.)*  ii) Number of entities engaged.*  iii) Number of communities engaged.*  *Track outcomes for underserved communities to gauge success in investment equity.	~ School surveys (and/or data from grant reporting)	(i) Target years.  (ii) Bi-annual  (iii) Bi-annual
<b>Invest in Complete Streets</b>	i) Increase by 10% by 2023, and by 25% by 2028, regional discretionary funding set aside for permanent infrastructure, pop-ups, pilots, or other projects for active transportation.  ii) Secure new funding sources at the regional level and/or the city/county level to benefit active transportation and transit.	i) Percentage of regional discretionary funding. Track outcomes for underserved communities to gauge success in investment equity.  ii) Presence/absence of grant awards or new funding mechanisms (e.g. bonds, transportation sales tax, user fees, mitigation funds).	> HCAOG funding budget  > Survey of regional and local jurisdictions	Bi-annual

<sup>1</sup>Consistent with RCEA's *Repower Humboldt* goals:

- ✦ "Work with other local public entities to reduce vehicle miles traveled in Humboldt County by at least 25% by 2030."
- ✦ "By 2030 reduce GHG emissions from transportation by over 65% through reductions in VMT, improved vehicle efficiency, the adoption of electric vehicles, and, where determined to be an effective emissions-reduction strategy, the use of biofuels as a bridge to a full transition to zero-emissions vehicles."
- ✦ "Accelerate the adoption of electric vehicles, with a target of over 6,000 electric vehicles on the road in Humboldt County by 2025 and 22,000 vehicles by 2030."
- ✦ "Develop public, workplace, and residential EV charging infrastructure necessary to support these county-wide electric vehicle targets."

## Attachment C

Regional Transportation Improvement Program Project Table

<b>Jurisdiction</b>	<b>Project</b>	<b>RTIP Year</b>	<b>Amount (\$k)</b>	<b>Primary Funding Purpose/ Priority Area</b>
Arcata	Foster Ave to Sunset	2008	762	Complete Street
Eureka	Waterfront between G and J	2008	2648	Complete Street
County	School Road (Roundabout)	2008	600	Complete Street
Hoopa Valley Tribal Council	Hoopa Downtown improvements	2008	475	Complete Street
Rio Dell	Wildwood Ave to State 283	2008	852	Complete street
County	Walnut Drive/ Hemlock	2008	450	Complete Street
Caltrans	Eureka/ Arcata Corridor	2008	3,549	Highway Safety
County	Myrtle Ave/ Freshwater Roundabout	2008	200	Safety
County	Walnut/ Fern Traffic Signal System	2008	427	Safety
Blue Lake	I Street Ped improvements	2010	150	Complete Street
County	School Road (Fisher to Salmon)Ave	2010	622	Complete Street
County	Sidewalks Redway School	2010	450	Complete Street
County	Myrtle/ Harris/ Harrison/ Lucas sidewalks	2010	581	Complete Street
Eureka	Sidewalks near Washington School	2010	180	Complete Street
Fortuna	Rohnerville Rd Widening Redwood way to Jordan Street	2010	771	Complete Street

<b>Jurisdiction</b>	<b>Project</b>	<b>RTIP Year</b>	<b>Amount (\$k)</b>	<b>Primary Funding Purpose/ Priority Area</b>
Rio Dell	Wildwood Ave Downtown Pedestrian Streetscape	2010	589	Complete Street
Arcata	Foster Ave to Sunset	2010	2331	Complete Street
County	Redwood Drive (Redway)	2010	629	Rehabilitation/Road Improvement
County	Herrick	2010	292	Rehabilitation/Road Improvement
County	Humboldt Hill	2010	898	Rehabilitation/Road Improvement
County	Union Street/ Sea Ave	2010	2252	Rehabilitation/Road Improvement
County	Central Ave (101 to Bartow)	2010	254	Rehabilitation/Road Improvement
County	RR Crossing	2010	93	Rehabilitation/Road Improvement
Eureka	RR Crossing	2010	40	Rehabilitation/Road Improvement
Fortuna	Rohnerville Rd Widening Newburg to Strongs Creek	2010	300	Rehabilitation/Road Improvement
Fortuna	RR Crossing	2010	30	Rehabilitation/Road Improvement
Trinidad	Azalea Av/ Pacific Ave	2010	423	Rehabilitation/Road Improvement
Arcata	Old Arcata Road Safety Improvements	2012	800	Complete Street
Arcata	Samoa Gateway Phase II	2012	234	Complete Street

<b>Jurisdiction</b>	<b>Project</b>	<b>RTIP Year</b>	<b>Amount (\$k)</b>	<b>Primary Funding Purpose/ Priority Area</b>
County	Central Ave Ped Safety	2012	750	Complete Street
County	Red Cap Road Bike & Ped	2012	420	Complete Street
Ferndale	Ped improvements Phase II	2012	250	Complete Street
Fortuna	Ross Hill Safety Project	2012	800	Safety
Arcata	Rails with Trail Phase I	2012	608	Trail
Eureka	Waterfront Coastal Trail	2012	230	Trail
Blue Lake	Railroad Ave	2014	252	Complete Street
Fortuna	Sidewalks Rohnerville Rd for Jordan to Loop	2014	204	Complete Street
County	Humboldt Bay Trail	2014	2000	Trail
Caltrans	Eureka/ Arcata Corridor	2016	16,000	Highway Safety
Trinidad Rancheria	Highway 101/ Trinidad Access Improvement	2018	775	Access
Arcata	Old Arcata Road Safety Improvements	2018	2388	Complete Street
Blue Lake	BL BLVD to Hatchery Rd	2018	250	Complete Street
County	Central Ave Bella vista to Mill Creek	2018	300	Complete Street
County	Vehicle / bike/ Ped improvements Garberville	2018	226	Complete Street

<b>Jurisdiction</b>	<b>Project</b>	<b>RTIP Year</b>	<b>Amount (\$k)</b>	<b>Primary Funding Purpose/ Priority Area</b>
Eureka	Waterfront between J (prior bike and ped project)	2018	735	Complete Street
Fortuna	Highway 101 interchange improvements Kenmar and 12th	2018	550	Complete Street
Trinidad	Downtown Trinidad- Patricks Point Drive Scenic to Trinity Street	2018	550	Complete Street
Caltrans	Eureka/ Arcata Corridor	2018	1,903	Highway Safety
Caltrans	Eureka/Arcata Corridor Mitigation	2018	1969	Highway Safety
Blue Lake	Truck Route, Complete Streets	2022	1647	Complete Street
Arcata	Sunset LK Wood	2022	500	Complete Street
Rio Dell	Neighborhood Connectivity	2022	857	Complete Street
Fortuna	12th Street/US 101 Interchange Modernization	2022	950	Complete Street

## Attachment D

### Planning, Programming and Monitoring Project List

Total PPM	Staff time	Projects	
FY 2023-24			
100,000	70,656	29,344	Local Match set aside
FY 2022-23			
100,000	71,746	28,255	Pavement Management Update
FY 2021-22			
100,000	89,658	10,342	Pavement Management Update
FY 2020-21			
155,000	75,000	80,000	Pavement Management Update
FY 2019-20			
80,000	80,000		
FY 2018-19			
80,000	80,000		
FY 2017-18			
160,000	85,150	74,850	Rohnerville Airport Study
FY 2016-17			
203,000	85,984	7,000	Fortuna Downtown Project
		19,219	Regional Bicycle Plan Update
		21,498	Pavement Management Update
		10,800	SR2S Toolkit
		39,400	Local Funding Self Sufficiency Tax
		8,500	Humboldt County Bike Online Map
		10,599	Rohnerville Airport Study
FY 2015-16			
100,000	71,300	15,700	Alternative Transportation Funding Study
		6,500	Pavement Management Update
		6,500	Human Services Transportation Plan
FY 2014-15			
118,000	10,448	47,000	Local Funding Self Sufficiency Tax
		60,552	Pavement Management Update
FY 2013-14			
150,000	117,500	6,500	Blue Print
		5,000	SR2S Toolkit
		7,000	Self Help Funding
		14,000	Park and Ride Study
FY 2012-13			
175,000	161,500	13,500	Transit Intelligence Program
FY 2011-12			
200,000	75,500	47,000	Blueprint
		32,500	Annie & Mary Trail
		40,000	SR2S Toolkit
		5,000	Regional Bike Plan Update
FY 2010-11			
203,000	28,460	63,220	Project Study Reports
		35,000	Regional Bicycle Plan Update
		67,320	Blue Print
		9,000	HCAOG Website