



HUMBOLDT COUNTY ASSOCIATION OF GOVERNMENTS
Regional Transportation Planning Agency
Humboldt County Local Transportation Authority
Service Authority for Freeway Emergencies
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AGENDA ITEM 8a
TAC Meeting
August 5, 2021

DATE: July 27, 2021
TO: Technical Advisory Committee (TAC)
FROM: Beth Burks, Executive Director
SUBJECT: **Draft State Transportation Improvement Program (STIP) Fund Estimate and Guidelines**

STAFF REPORT

Contents:

- Staff Summary
- 2024 Draft STIP and Interregional Share Estimates
- 2024 Draft STIP Guidelines
- 2024 Draft RTIP Project Candidate Form

Discussion Item:

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

Staff Summary:

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

The following schedule lists the major milestones for development and adoption of the 2024 STIP:

| | |
|---|--------------------------|
| CTC adopts Fund Estimate & Guidelines | August 16-17, 2023 |
| Caltrans identifies State highway needs | September 15, 2023 |
| Caltrans submits draft ITIP | October 15, 2023 |
| CTC ITIP hearing, North | November 2023 |
| Regions submit RTIPs | December 15, 2023 |
| Caltrans submits final ITIP | December 15, 2023 |
| CTC STIP hearing, North | January 25, 2024 |
| CTC publishes staff recommendations | March 1, 2023 |
| CTC adopts STIP | March 21-22, 2024 |

The 2024 STIP fund estimate indicates that Humboldt’s draft estimate for the Total Target is \$9,297 for program capacity available through 2028-2029. Of this, \$426,000 is the limit HCAOG can program for Planning, Programming and Monitoring (PPM) funds for the last three years of the STIP (2025-2026, 2026-27, and 2028-29). This leaves \$8,871,000 available for programming. During the last STIP Cycle HCAOG chose to not program \$300,000 of the RIP share target and reserve that funding for an associated mitigation project (spartina removal on Tuluwat Island). These funds have not been programmed yet, so they will need to be reserved.

| Available Funds for Projects | |
|--|--------------------|
| Total 2024 RIP Target | \$9,297,000 |
| Planning, Programming, and Monitoring | (426,000) |
| Caltrans 101 Eureka/Arcata Corridor | (300,000) |
| Remaining Funds Available for Projects: | \$8,571,000 |

The CTC also provides every region a maximum target for new programming capacity through the end of the county share period in 2027-2028. For Humboldt this estimate is **\$34,882,000**. This represents a maximum amount that the CTC may program. The maximum is not guaranteed to be programmed. The CTC can fund between the target and maximum shares when other regions do not program to their target. Any funds programmed above the target come out of future shares.

It is important to note that these funds are estimates and may change before the final approval at the August CTC meeting.

Changes to STIP Guidelines:

For the 2024 STIP the draft Guidelines include the following changes from the prior cycle:

Section 23- Community Engagement- This is a new section that requires regions to document and reflect community engagement activities that influenced the program of projects. Regions can choose to do STIP specific outreach or rely on outreach done for the specific project and the Regional Transportation Plan (RTP).

Section 26 and 41- Active Transportation- Added language that would require regions, to the extent feasible, to incorporate complete streets elements on highway and local road projects.

Candidate Projects and Consistency with the Regional Transportation Plan:

All projects programmed in the RTIP must be included in the Regional Transportation Plan. Additionally, HCAOG's RTP includes an action item in the Finance chapter to conduct a Funding Consistency Analysis.

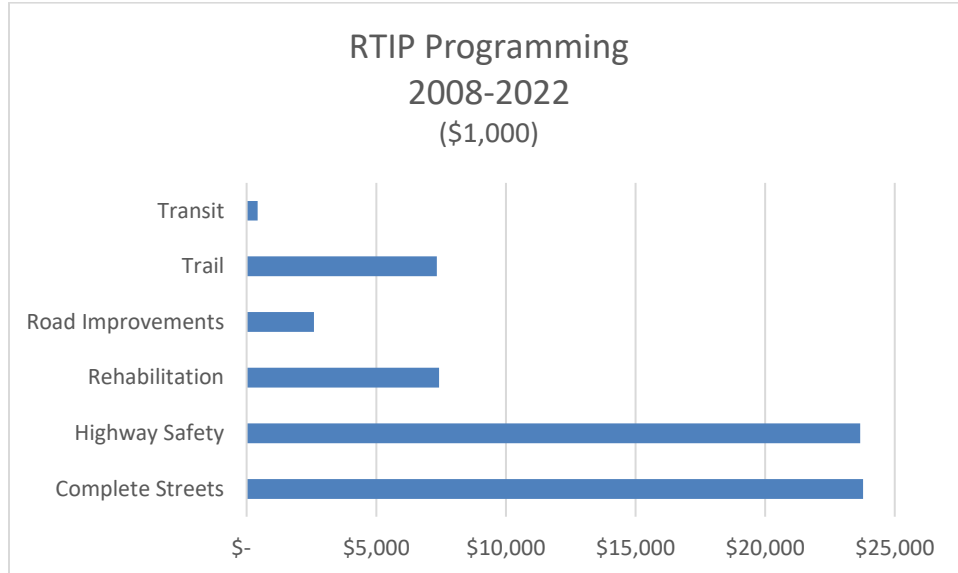
***Funding Consistency Analysis:** HCAOG staff will prepare a report for review by the TAC and the Board on the history of projects funded with HCAOG discretionary funding sources and the project benefits achieved in relation to RTP priorities including fix-it-first and the Safe and Sustainable Transportation 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.*

In addition to the Funding Consistency Analysis action item, the Safe and Sustainable Transportation Targets include a target to:

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

The STIP is the largest source of discretionary funding that HCAOG is responsible for programming. HCAOG is in the process of preparing the full funding consistency analysis report and a draft will be available at the next TAC meeting.

The uses for the STIP funds from 2008 to 2022 are described in the chart below:



Since 2008, the vast majority of the STIP funds have gone to highway safety improvements, which is the 101 Eureka/Arcata Corridor project, and a variety of complete streets projects led by various agencies. If we add trails (which consists of contributions to the Bay Trail), complete streets/ active transportation has been the biggest category of investments for STIP projects.

A draft project candidate form is attached to this staff report. The only changes from the prior cycle are made in red and reflect the changes to the STIP Guidelines. Additional changes can be considered.

Staff would like to discuss the RTIP process with the TAC and receive guidance on the following:

1. Initial thoughts on if and how a ratings program would assist in meeting RTP priorities.
2. Ways to quantify if we are increasing regional discretionary funding set aside for permanent infrastructure, pop-ups, pilots, or other projects for active transportation by 10% consistent with the target from the RTP.
3. Changes to project candidate form and other recommendations related to determining which projects to include in the 2024 RTIP.

Based on TAC discussion/direction a formal plan for RTIP project solicitation will be brought back in August.