

2024 State Transportation Improvement Program (STIP)

Fact Sheet

Executive Summary

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

The following projects have been selected for their regional benefits.

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

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

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

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

Benefits

At the regional level the projects will contribute to a more robust and safe active transportation system, as well as promoting economic vitality and contributing to an efficient and viable transportation system. Given the level of funding available in the RTIP, it is difficult to fully fund transformative, large-scale projects. However, jurisdictions within our region do an exceptional job of leveraging other funding sources such as the Active Transportation Program, or local tax revenue, to make large strides forward. Examples include the Bay to Zoo trail and the Myrtle Avenue Improvement project. For projects that have earlier project components funded such as the interchange improvement projects, RTIP funding allows these projects to become competitive for grant sources that can fund construction. The RTIP continues to be an important source of funding to maintain rural roads.

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

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

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

At statewide level, the projects proposed contribute to statewide benefits, and are consistent with efforts to promote mode shift and reduce vehicle miles travelled by providing safe active transportation networks. It is also consistent with the State's fix-it first approach to ensuring our transportation systems remain viable.

Goals and Objectives

The Regional Transportation Plan is the *VROOM 2022-2024 (Variety in Rural Options of Mobility)*, was adopted in January 2022. The overall goal:

“HCAOG’s goal is for Humboldt County to have a carbon-neutral, multimodal, transportation system that is comprehensive, safe, sustainable, and equitable so that people in the region can travel and move goods by the modes that best suit the individual or business/ industry, and society at large.”

The overall objective:

“Program all transportation funds based on multi-modal transportation goals and objectives, and needs and priorities as established in the Regional Transportation Plan.”

The action plan contained in the Complete Streets and Connected Communities chapter includes a list of Capital Projects that work to achieve one or more of the following objectives:

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

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

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

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

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

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

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