



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 7b
HCAOG Board Meeting
November 16, 2017

DATE: November 9, 2017
TO: HCAOG Policy Advisory Committee (PAC)
FROM: Marcella Clem, Executive Director
SUBJECT: **Draft 2018 Regional Transportation Improvement Program (RTIP)**

STAFF REPORT

Contents:

- Staff's Recommended Action
- Staff Summary
- Draft 2018 Interregional Transportation Improvement Program (ITIP) *
- Draft 2018 Regional Transportation Improvement Program (RTIP)

* available online at <http://www.hcaog.net/calendar/date/hcaog-board-meeting-62>

Staff's Recommended Action:

1. Introduce the item as an action item;
2. Allow staff to present the item;
3. Receive public comment;
4. Discuss item and consider making the motion:
"The PAC recommends that the HCAOG Board:
 - a. Adopt Resolution 17-20, adopting the 2018 RTIP for submittal to the California Transportation Commission (CTC);
 - b. Direct staff to delete projects that do not have an approved Project Study Report (PSR) or PSR equivalent and documentation of committed funds submitted to HCAOG by December 15, 2017, in adherence with the CTC guidelines;
 - c. Direct staff to hold programming RTIP funds for the Eureka-Arcata Corridor Mitigation project dependent on an agreement with Caltrans to develop a Memorandum of Understanding (MOU). The MOU will confirm agreements between HCAOG and Caltrans on all proposed proposed mitigation ratios and a fair share allocation of unused mitigation agreeage for future STIP projects and Humboldt Bay Trail.

Staff Summary:

The State Transportation Improvement Program (STIP) is comprised of two elements, a Regional Transportation Improvement Program (RTIP) and an Interregional Transportation Improvement Program (ITIP). Under Senate Bill 45, regional agencies are responsible for proposing projects with RTIP funds and the California Department of Transportation (Caltrans) is responsible for proposing projects with ITIP funds. Both RTIP and ITIP funded projects are submitted to the California Transportation Commission (CTC) for consideration and approval. HCAOG is required to submit a RTIP to the CTC for the 2018 STIP cycle by December 15, 2017, using the adopted Fund Estimate (FE).

On August 16, 2017, the CTC adopted the 2018 STIP FE. The STIP FE is a biennial estimate of all resources available for the State’s transportation infrastructure over the next five-year period, and establishes the program funding levels for the STIP and the State Highway Operation and Protection Program (SHOPP). The 2016 STIP FE period covers state Fiscal Years (FY) 2018-19 through FY 2022-23, with FY 2017-18 included as the base year.

The 2018 STIP FE includes applicable resources provided by Senate Bill 1 (SB1).

Funding targets available to HCAOG are as follows:

Planning, Programming and Monitoring (PPM) funds: **\$403,000** for 20-21 through 22-23

Total Target: \$7,024,000. PPM is subtracted from this amount leaving **\$6,621,000**

Maximum Target: \$10,698,000. Minus the PPM funds, leaving **\$10,295,000** available

Advanced Project Development Element (APDE): **\$1,801,000**

On October 13, 2017, Caltrans headquarters released their draft ITIP. Caltrans has recommended \$21,942,000 in funding for the Eureka-Arcata 101 Corridor Improvement and associated Mitigation projects. HCAOG’s request for the remaining \$3,872,000 in RTIP funds, to make up for the \$25,814,000 cost increase requested from Caltrans District 1, is included in the RTIP programming request detailed below.

The RTIP requests follows the funding priorities adopted by the CTC listed below:

1. Cost increases of currently programmed projects
2. Project/project components deleted in 2016
3. New Projects

The Technical Advisory Committee (TAC) has recommended the following programming.

Cost Increases (1st Priorities)

The only project with cost increases is the 101 Corridor Project. Caltrans District 1 has requested a total cost increase of \$25,814,000. With Caltrans recommendation for \$21,942,000 in the ITIP, HCAOG’s contribution amounts to \$3,872,000.

Eureka-Arcata Corridor Improvement Project	\$1,903,000
Eureka-Arcata Corridor Mitigation Project	<u>\$1,969,000</u>
	\$3,872,000

Deleted Projects (2nd Priorities)

In 2016 two rehabilitation projects in the City of Eureka were deleted from the STIP. These are requested to be reprogrammed in 2018 in addition to cost increases associated with the projects.

Highland/Koster Rehabilitation	\$650,000
Hawthorne/Felt/14 th Rehabilitation	<u>\$650,000</u>
	\$1,300,000

New Projects (3rd Priorities)

Eureka: Waterfront Drive G to J Connection	\$735,000
County of Humboldt: Central Avenue at Bella Vista Widening	\$300,000
Trinidad: Patrick's Point Drive, Scenic Drive and Trinity Street Improvements	<u>\$550,000</u>
	\$1,585,000

New Projects (4th Priorities-Alphabetical Order, not by priority)

Arcata: Old Arcata Road Improvements	\$2,388,000
Fortuna: Redwood Way from Fortuna Blvd to Rohnerville Rd	<u>\$1,150,000</u>
	\$3,538,000

These projects add up to \$10,295,000 meeting the maximum target.

APDE Projects

Trinidad Rancheria: Highway 101/Trinidad Area Access Improvement Project	\$775,000
County of Humboldt: Redwood Dr, Downtown Garberville Improvement Project	\$226,000
Blue Lake: Blue Lake Boulevard to Hatchery Road Improvement Project	\$250,000
Fortuna: Highway 101 Interchange Improvements-Kenmar and 12 th Street	<u>\$550,000</u>
	\$1,801,000

In order to be considered by the CTC, agencies must adhere to the following:

(Section 14 of the 2018 STIP Guidelines)

Project Study Reports. A new project may not be included in either an RTIP or the ITIP without a complete project study report (PSR) or, for a project that is not on a State highway, a PSR equivalent. This requirement applies to the programming of project development components as well as to right-of-way and construction. This requirement does not apply to the programming of project planning, programming, and monitoring funds. A PSR is a report that meets the standards of the Commission's PSR guidelines. For a transit project, the Commission's Uniform Transit Application is a PSR equivalent. A project study report equivalent will, at a minimum, be adequate to define and justify the project scope, cost and schedule to the satisfaction of the regional agency. Though a PSR or equivalent may focus on the project components proposed for programming, it must provide at least a preliminary estimate of costs for all components. The PSR, PSR equivalent, or Project Report must be submitted with the RTIP or ITIP, or a link may be provided to view the document electronically.

None of our agencies had PSR's prepared at the time of mailing for this staff report but have stated that they will meet the December 15, 2017 deadline. Staff has added a stipulation to the

recommended motion requiring adherence to the CTC guidelines in order to be included in the RTIP submittal to the CTC.

A final stipulation to the motion is to ensure agreement with Caltrans and HCAOG on mitigation ratios and a fair share allocation of unused mitigation agreeage for future STIP projects and Humboldt Bay Trail. TAC representatives from the County and the cities of Arcata, Eureka and Fortuna have volunteered to work with Caltrans on the Eureka-Arcata Corridor Improvement projects.