



**HUMBOLDT COUNTY ASSOCIATION OF GOVERNMENTS**  
**Regional Transportation Planning Agency**  
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**AGENDA ITEM NO 9a**  
**HCAOG Board Meeting**  
**April 20, 2017**

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DATE: April 13, 2017  
TO: HCAOG Policy Advisory Committee  
FROM: Marcella Clem, Executive Director  
SUBJECT: **Transportation Funding Legislation Summary**

### **INFORMATIONAL REPORT**

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- Staff Summary
- League of California Cities \$5.2 Billion Transportation Funding Deal Summary

**Staff Summary:**

On April 7<sup>th</sup>, the California State Legislature passed a landmark road repair and transportation investment package totaling \$5.24 billion per year. Approximately \$8,952,258 per year will be invested in the Humboldt region. The attached document, provided by the League of California Cities provides a detailed summary of the legislation. Highlights are provided below:

**Fix it First, Local Streets and Transportation annual allocation:**

- \$1.5 billion in “Fix-It-First” local road repairs, including fixing potholes. (These funds cannot be used for anything other than road repair and rehabilitation.)
- \$750 million to improve local public transportation.
- \$200 million to support local “self-help” communities that are making their own investments in transportation improvements (Humboldt is not eligible for these funds).
- \$100 million for the Active Transportation Program (a highly competitive statewide grant program).
- \$25 million in local transportation planning grants for Metropolitan Planning Agencies. (Humboldt is not eligible for these funds.)

Estimates for the Humboldt region are provided on the next page. Senate Bill 1 (SB1) funds are in addition to traditional transportation funding. Staff has provided actual revenues from 2015-16. It is important to note that both Highway User Transportation Account (HUTA) funds received by local governments have been in decline. The 2017-18 estimates are less than the 2015-16 actual revenues provided. Similarly, the State Transit Assistance (STA) funds are also

in decline. In 2015-16, actual revenues for Humboldt County were \$206,266 less than the estimate provided by the State Controller’s Office.

SB1 Local Streets and Roads Maintenance Estimates		SB 1 estimated funds are in addition to traditional transportation revenue. 2015-16 revenues are actual revenues received in the region. Both HUTA and Public Transit funds have dedined since 2015-16. The 2015-16 regional transit funds are low because the actual revenues for that year were \$206,266 less than the State Controller's Estimate.	2015-16 HUTA Revenues	
City of Arcata	\$416,000		\$405,509.00	
City of Blue Lake	\$29,000		\$33,727.88	
City of Eureka	\$622,000		\$613,488.30	
City of Ferndale	\$33,000		\$36,188.22	
City of Fortuna	\$273,000		\$274,489.17	
City of Rio Dell	\$78,000		\$80,541.35	
City of Trinidad	\$8,000		\$13,934.52	
County of Humboldt	\$6,000,000		\$4,724,798.08	
<b>TOTAL</b>	<b>\$7,459,000</b>		<b>\$6,182,676.52</b>	
Public Transit		2015-16 STA Revenues		
City of Arcata	\$11,960	\$11,016.00		
City of Eureka	\$36,169	\$32,906.00		
City of Fortuna	\$752	\$691.00		
Humboldt Transit Authority	\$78,702	\$72,289.00		
<b>TOTAL</b>	<b>\$127,583</b>	<b>\$116,902.00</b>		
Regional Funds		2015-16 Regional Funds		
STIP	\$600,000	\$1,100,000.00		
Transit Funds	\$765,675	\$474,695.00		
<b>Annual Total</b>	<b>\$8,952,258</b>	<b>\$7,874,274</b>		

**Fix it First, State Highways and Transportation Infrastructure annual allocation:**

- \$1.5 billion in “Fix-it –First” highway repairs
- \$400 million in bridge and culvert repairs
- \$300 million to improve trade corridors
- \$250 million to reduce congestion on major commute corridors
- \$140 million in other transportation investments, including \$275 million for highway and intercity-transit improvements
- \$25 million freeway service patrol

Other bipartisan reforms include:

- Constitutional amendment to prohibit spending the funds on anything but transportation. This legislation will be on the June 2018 ballot for voter approval.
- Inspector General to ensure Caltrans and any entities receiving state transportation funds spend taxpayer dollars efficiently, effectively and in compliance with state and federal requirements.

- Provision that empowers the California Transportation Commission to hold state and local government accountable for making the transportation improvements they commit to delivering.
- Authorization for the California Transportation Commission to review and allocate Caltrans funding and staffing for highway maintenance to ensure those levels are reasonable and responsible.
- Authorization for Caltrans to complete earlier mitigation of environmental impacts from construction, a policy that will reduce costs and delays while protecting natural resources.
- Requirement for Caltrans to consider “complete streets” in all non-freeway highway projects.