

2020 Regional Transportation Improvement Program (RTIP)

Adopted: November 21, 2019



**Humboldt County Association of Governments (HCAOG)
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2020 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2020 RTIP)

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A. Overview and Schedule

Section 1. Executive 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) by December 15 of every odd numbered year for consideration and approval.

The Humboldt County Association of Governments (HCAOG), as the Regional Transportation Planning Agency for Humboldt County, has prepared this 2020 RTIP consistent with Caltrans Draft 2020 ITIP, the CTC's 2020 State STIP Guidelines and 2020 Fund Estimate (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 2020 FE period covers a five-year programming period, beginning at Fiscal Year (FY) 2020-21 and ending in FY 2024-25.

The 2020 FE was adopted by the CTC on August 14, 2019. According to the adopted FE, the Humboldt region has zero new programming capacity through the last year of the 2020 STIP (2024-25). This is due to a couple of reasons.

In December of 2017, HCAOG submitted the 2018 RTIP requesting \$1,801,000 for four projects under the Advanced Project Development Element (APDE) program. The APDE program was designed to program future 2020 STIP funds for environmental and design phases of projects. The 2018 RTIP included programming requests for APDE projects in Trinidad, Blue Lake, Fortuna and Garberville. All funding under the APDE program will be allocated by June of 2020.

In 2018, HCAOG was also successful in programming \$3,674,000 in future 2020 STIP funds for projects in McKinleyville, Arcata and Fortuna.

The 2020 FE shows \$2,140,000 for the Humboldt region for new capacity through the end of the county share period in 2027-28. This represents the maximum amount that the Commission may program in a county, other than advancing future shares. Of that amount, HCAOG is requesting to program \$166,000 for Planning, Programming and Monitoring funds for 2023-24 and 2024-25.

This is the second consecutive STIP cycle that the Eureka-Arcata 101 Corridor Improvement Project has significant cost increases amounting exceeding \$20 million. The region appreciates that Caltrans has recommending covering the latest \$20.7 million cost increase through the ITIP.

Section 2. General Information

- **Regional Agency Name**
Humboldt County Association of Governments
- **Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP).**

Regional Agency Website Link: <http://www.hcaog.net>

RTIP document link: [2020 RTIP](#)

RTP link: [VROOM](#)

- **Regional Agency Executive Director/Chief Executive Officer Contact Information**

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Section 3. Background of Regional Transportation Improvement Program (RTIP)

A. What is the Regional Transportation Improvement Program?

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan which guides a region's transportation investments over a 20 to 25

year period. The RTP is based on all reasonably anticipated funding, including federal, state and local sources. Updated every 4 to 5 years, the RTP is developed through a public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region.

B. Regional Agency’s Historical and Current Approach to developing the RTIP

Every project incorporated in the RTIP is included in HCAOG’s Regional Transportation Plan-Variety of Rural Options of Mobility (VROOM). The next RTP update is scheduled to be adopted in December 2021. It is HCAOG’s policy to engage public participation in the development of all planning and programming activities. The public is provided opportunities to participate in HCAOG Board and Committee meetings. HCAOG notices the meetings and makes agendas and minutes readily available to the public.

In years when funding is available, HCAOG solicits project programming requests from the Technical Advisory Committee (TAC), which includes representatives of the County, cities, federally recognized tribes, transit agencies, and the California Highway Patrol. Members of the public have opportunities to participate at public meetings and through correspondence. Recommendations for programming are forwarded from the TAC to the HCAOG Policy Advisory Committee, with final decision coming from the HCAOG Board. Due to the lack of available funding for the region, there was no solicitation. The RTIP was discussed at the August, September, October and November TAC meetings and at the HCAOG Board meetings in September and November.

Section 4. Completion of Prior RTIP Projects (Required per Section 68)

No projects in the region have been completed since the adoption of the last STIP (March 21, 2018).

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 14, 2019
Caltrans identifies State Highway Needs	September 15, 2019
Caltrans submits draft ITIP	October 1, 2019
CTC ITIP Hearing, North	October 8, 2019
CTC ITIP Hearing, South	October 15, 2019
CTC ITIP Hearing, Central	November 15, 2019
HCAOG adopts 2020 RTIP	November 21, 2019
Regions submit RTIP to CTC (postmark by)	December 15, 2019
Caltrans submits ITIP to CTC	December 15, 2019
CTC STIP Hearing, South	January 30, 2020
CTC STIP Hearing, North	February 6, 2020
CTC publishes staff recommendations	February 28, 2020
CTC Adopts 2020 STIP	March 25-26, 2020

B. Public Participation/Project Selection Process

The HCAOG Board receives an update on the Eureka-Arcata 101 Corridor Project at every monthly meeting. This is the region’s highest priority project and has been in the STIP since 2001. The Technical Advisory Committee has had the 2020 STIP Guidelines, Fund Estimate and RTIP discussion on monthly meetings from August through November. HCAOG notices the meetings and makes agendas and minutes readily available to the public.

Due to the zero-dollar fund estimate for the region for the 2020 STIP, HCAOG did not proceed with a solicitation for projects. That did not preclude discussions at meetings with respect to programming future year funding.

In years when funding is available, HCAOG solicits project programming requests from the Technical Advisory Committee (TAC), which includes representatives of the County, cities, federally recognized tribes, transit agencies, and the California Highway Patrol. Members of the public are included in discussions at public meetings. Recommendations for programming are forwarded from the TAC to the HCAOG Policy Advisory Committee, with final decision coming from the HCAOG Board.

C. Consultation with Caltrans District (Required per Section 17)

Caltrans District: 1

Although HCAOG did not receive a letter from District 1, we have been meeting with Caltrans regarding the current \$20,700,000 increase for the 101 Corridor Improvement project.

B. 2020 STIP Regional Funding Request

Section 6. 2020 STIP Regional Share and Request for Programming

A. 2020 Regional Fund Share Per 2020 STIP Fund Estimate

HCAOG’s Base Minimum Target: \$0

HCAOG’s Total Target: \$0

HCAOG’s Maximum Target: \$2,140,000

Planning Programming and Monitoring Target: \$455,000 for 20/21-23/24 (\$403,000 in 2018 STIP)
\$114,000 for 24/25

B. Summary of Requested Programming

Project Name and Location	Project Description	Requested RIP Amount
Planning, programming and monitoring	Funding for HCAOG staff to oversee, monitor, and manage projects that are funded in the STIP, to assist member agencies in preparing Project Study Reports and planning activities in order to qualify for STIP programming	\$166,000 Priority Project #1 (In addition to \$403,000 currently programmed)

Section 7. Overview of Other Funding Included With Delivery of Regional Improvement Program (RIP) Projects

The following projects are those currently programmed, with the exception of the \$20,716 cost increase to the Eureka-Arcata 101 Corridor Improvement Project, which is included in Caltrans 2020 ITIP. The projects in the table below are only those with funds programmed in the 2020 STIP cycle: 20/21 through 24/25.

Proposed 2020 RTIP	Total RTIP	Other Funding					Total Project Cost
		ITIP	RSTP/ CMAQ	Demo Funds	Local Funds	HIP Funds	
Planning, Programming and Monitoring (HCAOG)	569						- 569
Eureka-Arcata Corridor Improvement Project (Caltrans)	20,371	47,198		610			68,179
Downtown Trinidad Ped and Connectivity Improvements (City of Trinidad)	550				30		580
Old Arcata Road Rehabilitation and Pedestrian/Bikeway Improvements (Arcata)	2,538				745	841	4,124
Redwood Way Paving and Pedestrian Improvements (City of Fortuna)	1,150				350		1,500
Highland/Koster Rehabilitation (City of Eureka)	650				16		666
Hawthorne/Felt/14th Rehabilitation (City of Eureka)	650				16		666
							-
							-
							-
							-
							-
Totals	26,478	47,198	-	610	1,157	841	76,284

Section 8. Interregional Transportation Improvement Program (ITIP) Funding

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods in the State of California. As an interregional program, the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state's economic vitality. The ITIP is prepared in accordance with Government Code Section 14526, Streets and Highways Code Section 164 and the STIP Guidelines. Like the RTIP, the ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

The Eureka-Arcata 101 Corridor Improvement project has been allocated funding in the STIP since 2001. The latest \$20,716,000 cost increase was identified during the design phase and is due to the late discovery of extremely soft soil conditions at the site. The significant project cost was revised with a financial need of \$20.7 million. Most of the cost increases are related to the following items: structures foundation & walls, import borrow material, excavation, geotechnical measures, costs related to increase in construction seasons and traffic handling. This project has been the highest priority in the region. HCAOG is appreciative that the costs are proposed to be funded with Interregional Improvement Program funds.

Section 9. Projects Planned Within Multi-Modal Corridors (per Sections 11 and 20e)

The Eureka-Arcata 101 Corridor Improvement Project has been in development since the 1990's. The STIP project as proposed in 2013 did not sufficiently address multi-modal needs along the corridor. The City of Arcata and the County of Humboldt have been successful in securing funding, from multiple sources for the construction of the Humboldt Bay Trail, a separated bicycle and pedestrian trail. Humboldt Bay Trail North is completed and Humboldt Bay Trail South is expected to begin construction in 2021.

C. Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP

Section 10. Regional Level Performance Evaluation (per Section 19A of the guidelines)

HCAOG is not a Metropolitan Planning Organization and as such is allowed to use the Performance Monitoring Indicators identified in the Rural Counties Task Force's Rural and Small Urban Transportation Planning study dated June 3, 2015.

VROOM, HCAOG's Regional Transportation Plan, is a long-range planning document. It provides a course for future transportation investment in the region, with the goal of building and maintaining a multi-modal, safe and efficient, balanced transportation system. Per the RTP Guidelines, developed by the CTC, VROOM covers: roadway, pedestrian, and bicycle systems (in the Complete Streets Element), and Public Transportation, Aviation, Goods Movement, and Finance Elements. Plus, VROOM covers three additional (not required) elements: Commuter Trails, Tribal Transportation, and Emergency Transportation. HCAOG's overall goal is for

Humboldt County to have a comprehensive, coordinated and balanced multi-modal transportation system, so that people in the region can travel and move goods safely and efficiently by the modes that best suit the individual or business/industry, and society at large.

HCAOG works towards this effort by pursuing six main transportation objectives. Each agency determines which objectives apply to their respective proposed projects. Projects that meet the most objectives are the top priorities in the Complete Streets section of the RTP.

The RTP lists a long list of transportation performance measures that are related to each goal and objective. In alphabetical order, the goals are:

- Balanced Mode Share/Complete Streets
- Economic Vitality
- Efficient & Viable Transportation System
- Environmental Stewardship
- Equitable & Sustainable Use of Resources
- Safety

The 2020 RTIP does not propose new projects. That being said, we are thankful that the CTC Guidelines continue to support funding rehabilitation projects. There are no rehabilitation projects proposed that do not include ADA, pedestrian and/or bicycle facilities. Improvements for transit components are incorporated where necessary.

Safety at uncontrolled intersections along Highway 101 between Eureka and Arcata is the purpose and need of the most important project in the region. The Eureka-Arcata Corridor Improvement Project, its associate mitigation project and the linked Humboldt Bay Trail projects lead by the County and the Cities of Eureka and Arcata are the most important projects in HCAOG's STIP history. These are projects that the region has devoted the majority of STIP funding towards and one that has been supported by a board of regional elected officials serving a 19-year period.

A. Regional Level Performance Indicators and Measures (per Appendix B of the STIP Guidelines).

Table B1(a)			
Evaluation – Rural Specific Regional Level Performance Indicators and Measures			
Goal	Indicator/Measure	Current System Performance (Baseline)	Projected System Performance (indicate timeframe)
Congestion Reduction	Vehicle Miles Traveled per capita area, by facility ownership, and/o local vs tourist	9,100	Expected to decrease with non-motorized projects, no data available for projection.
	Peak Volume/Capacity Ratio or Thresholds (threshold volumes based on HCM 2010)	1.19 peak/avg ratio	No timeframe determined
	Commute mode share (travel to work or school) Journey to Work: drive alone, carpool, transit, walked Taxi, motorcycle, bicycle, other Worked at Home (ACS 5-yr 2017, Table B08101)	72.1% 9.1% 1.9% 6.7% 2.8% 7.4%	With the inclusion of bicycle and pedestrian components to every project, improvements are expected, no data available for projection
Transit	Total operating cost per revenue mile (2017 Triennial Performance Audit)	\$3.99 FY 2016 -8.08 % since 2013	Transit operators struggle with increasing cost, reduced ridership and less TDA funding.
Infrastructure Condition	Distressed lane-miles/total and percent, by jurisdiction 2017 Pavement Management Reports	Arcata 34.1/126.7 26.9% Blue Lake 5.6/14.5 39.2% Eureka 46.2/230.9 20.0% Ferndale 7.6/40.9 18.7% Fortuna 22.0/97.5 22.6% Rio Dell 12.2/28.5 42.8% Trinidad 0.8/5.8 13.1% County 660.3/1809 36.5%	Rehab projects remain a priority in the region. Senate Bill 1 funds are expected to slow the deterioration, but not make a significant decrease in the percentage of distressed lane miles.
	Pavement Condition Index (local streets and roads)	60 Average of 8 jurisdictions	Rehab projects remain a priority in the region. Senate Bill 1 funds are expected to slow the deterioration, but not turn it around.

Safety	Total accident cost per capita and VMT	\$2,601	Data access issue, no data available for projection.
Environmental Sustainability	Land Use Efficiency (total developed land in acres per population)	No data available for Humboldt in the FMMP	No data available for Humboldt in the FMMP

HCAOG is appreciative of the development and acceptance of performance indicators and measures that reflect rural areas. HCAOG also recognizes that there is still work to be done on accessing updated information and projecting system performance based on a set of proposed projects. HCAOG intends to request additional assistance from the Rural County Task Force to improve the reporting and projection capabilities of the region. In addition, a future Overall Work Program Element will be proposed to improve HCAOGs analysis capabilities for future reporting.

Overall, the regional needs far outweigh anticipated revenues, so the little funding that we do receive does not have a significant impact on baseline measures when taking rising costs of transportation implementation, operation and maintenance into account. STIP funding is our highest expected revenue source stated in the Financial Element of the RTP update, scheduled to be adopted in December 2017. The Humboldt region has done extremely well in the Active Transportation Program. We do expect improvements in the VMT, Mode Share and Safety measures but do not have the capability to provide quantitative projections.

Senate Bill 1 revenues are expected to slow the regional Pavement Condition Index but it is not enough to reverse the trend. HCAOG attempted to become a self-help county in November of 2016 but lost with only a 48.8% of voter support.

Section 11. Regional and Statewide Benefits of RTIP

Although no new projects are proposed in the 2020 RTIP, HCAOG’s RTP supports an overall balance between transportation modes and between the preservation of existing systems while developing new uses and/or systems. These principles are reflected in the adopted transportation policies guiding the RTP. These policies are intended to guide the development of an efficient, coordinated regional transportation system, and to improve the mobility of Humboldt County residents, visitors, and goods. HCAOG’s highest transportation goal is to provide a safe, balanced, coordinated and cost effective transportation system. The projects currently programmed in the STIP address safety, operational, needs while for the most part, providing or enhancing alternative transportation.

Since 1995, HCAOG has partnered with Caltrans District 1 on improving operations of State Highway 101 between Arcata and Eureka. HCAOG remains committed to the project, now in its 19th funding year and is appreciative of the continued assistance of Caltrans through the ITIP. Completion of the northern and southern sections of the Humboldt Bay Trail this year is momentous for the region. HCAOG’s previous action to fund preconstruction phases of the remaining gap in the trail is further progress of the most expensive and long-awaited corridor improvement in the region. HCAOG’s regional goals and policies reflect statewide goals. The following objectives found in the RTP support one another and are included in the proposed RTIP:

- Balanced Mode Share/Complete Streets
- Economic Vitality
- Efficient & Viable Transportation System
- Environmental Stewardship
- Equitable & Sustainable Use of Resources
- Safety

D. Performance and Effectiveness of RTIP

Section 12. Evaluation of Cost Effectiveness of RTIP (Required per Section 19)

The 2020 RTIP does not include new projects.

Section 13. Project Specific Evaluation (Required per Section 19D)

There are no new projects that have a \$15 million right-of-way and/or construction of the cost, or a total project cost is \$50 million or greater.

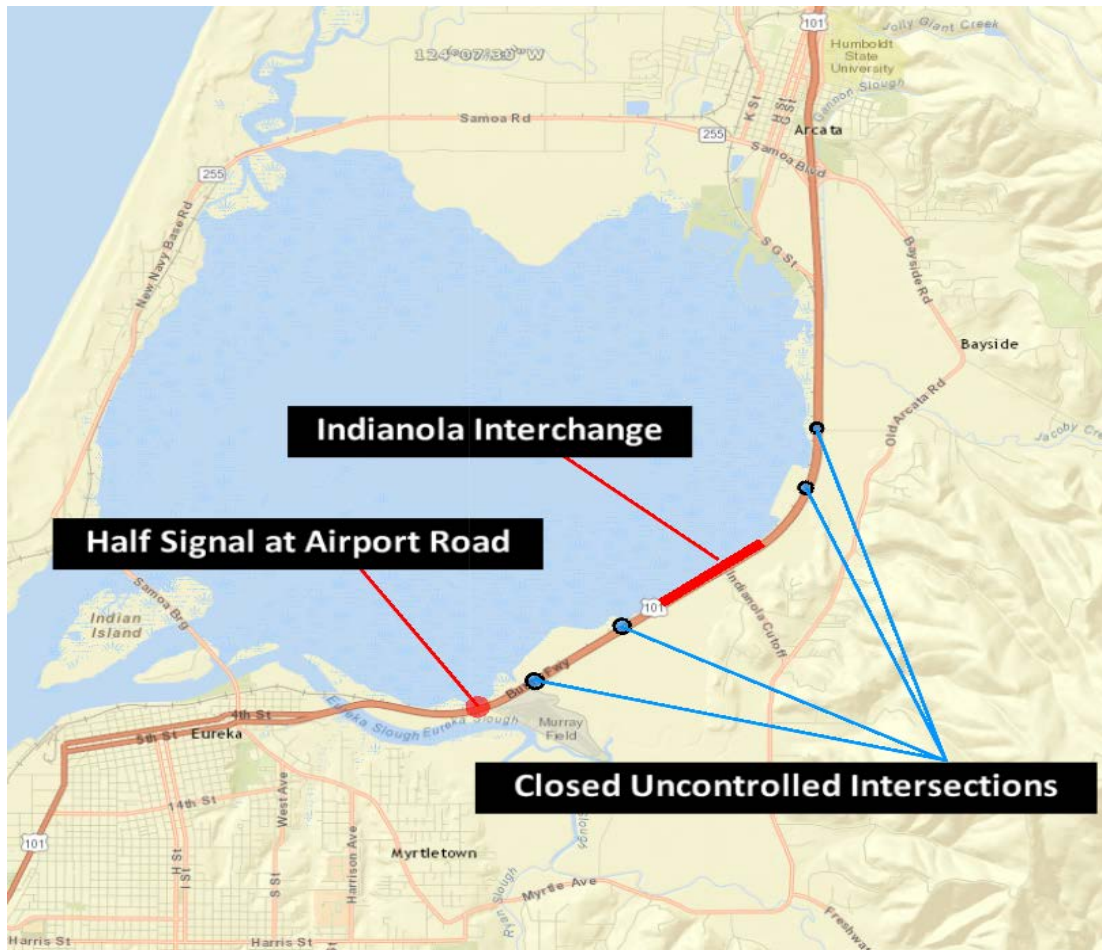
E. Detailed Project Information

Section 14. Overview of Projects Programmed with RIP Funding

Continuing Project: Caltrans, Eureka-Arcata Corridor Improvement Project

In partnership with the Caltrans, the HCAOG continues to support the Eureka-Arcata Corridor Improvement Project, and associated mitigation project on Highway 101. The project includes the construction of an interchange at the Indianola intersection, the installation of a half signal at Airport Road and the closure of all other uncontrolled intersections on the corridor. On completion, the project will (1) improve safety and reduce delays at intersections, (2) reduce operational conflicts, (3) resurface, restore, and rehabilitate the existing Highway 101, and (4) extend or construct right-turn acceleration and deceleration lanes. The most recent cost increase of \$20.7 million is dependent upon adoption of the 2020 ITIP.

[Link to Project Study Report:](#)



Continuing Project: City of Trinidad, Downtown Trinidad Pedestrian and Connectivity Improvements

The project has been a long time priority for the City of Trinidad and builds upon previous City projects to provide a complete accessible route through central Trinidad. The City's previous Gateway project provided an accessible route along Main Street and a portion of Trinity Street. This project will implement complete streets improvements by removing barriers and extending new accessible routes along portions of Patrick's Point Drive, Scenic Drive, and Trinity Street. The new accessible routes will provide direct connections to the Trinidad Library/Museum, Saunders Park, Trinidad Town Hall, Trinidad Elementary School and the Trinidad Bay overlook at Edwards Street. The project will also reduce conflicts and potential safety hazards between pedestrians and vehicles by formalizing and improving access to off-street parking areas. In addition, the project includes paving a deteriorated portion of Patrick's Point Drive. The City is contributing local funds to the Construction Phase of the project.

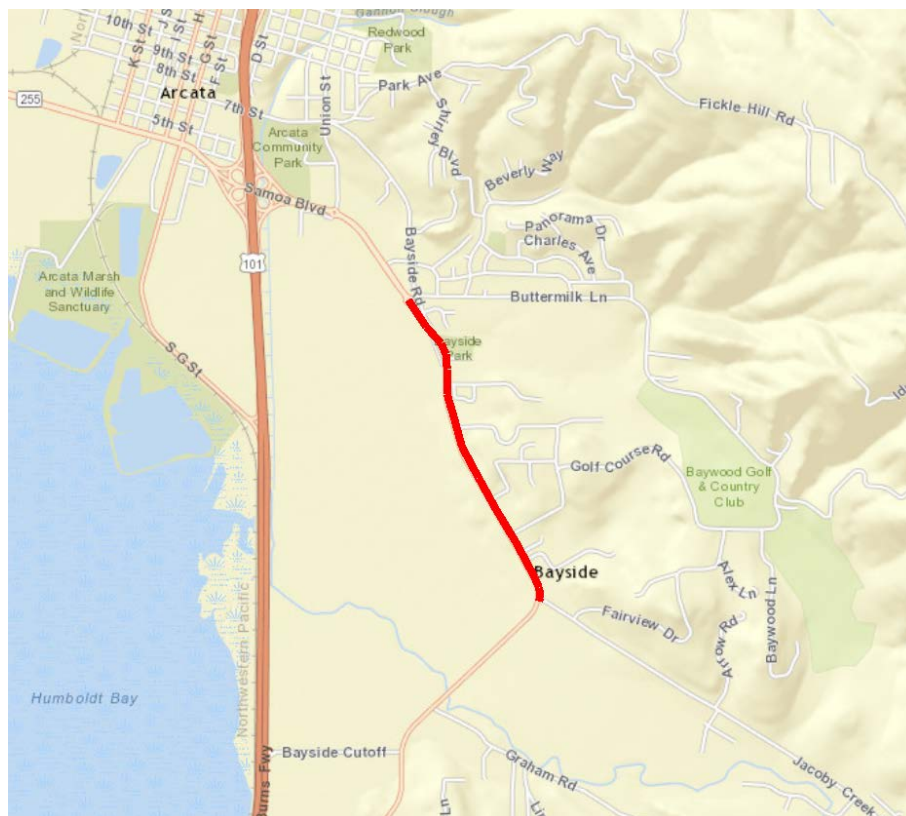
[Link to Project Study Report:](#)



Continued Project: City of Arcata, Old Arcata Road Rehabilitation and Pedestrian/Bikeway Improvements

This project proposed rehabilitating 5,900 feet of Old Arcata Road/ Samoa Boulevard from the Buttermilk Road Roundabout to Jacoby Creek Road. The project also includes widening and improvement to include Class 2 Bike lanes, improvement of pedestrian paths, and intersection safety improvements at Jacoby Creek Road through the implementation of a roundabout or channelization work. Old Arcata Road is a regionally significant arterial route for southern Arcata and the Bayside community. This road: (1) is part of an alternate north/south corridor to Highway 101, (2) provides access to unincorporated areas and roads, (3) provides access to important facilities such as Sunnybrae Middle School, Jacoby Creek Elementary School, and the Bayside Post Office, (4) includes important truck routes and also serves as an oversized load route and Highway 101 Alternative Route. The road is in need of rehabilitation, pedestrian and bicycle safety improvements and traffic calming. This project will complete the Old Arcata Road improvements within Arcata city limits.

[Link to Project Study Report:](#)



The City has committed local funds but was not successful in securing Active Transportation Program funds to fully fund the construction phase of the project. In 2019, HCAOG allocated \$841,250 in Highway Infrastructure Program (HIP) funds. These funds have been amended in to the FTIP. The City of Arcata has also increased their local fund contribution from \$400,000 to \$745,000 to make the project whole.

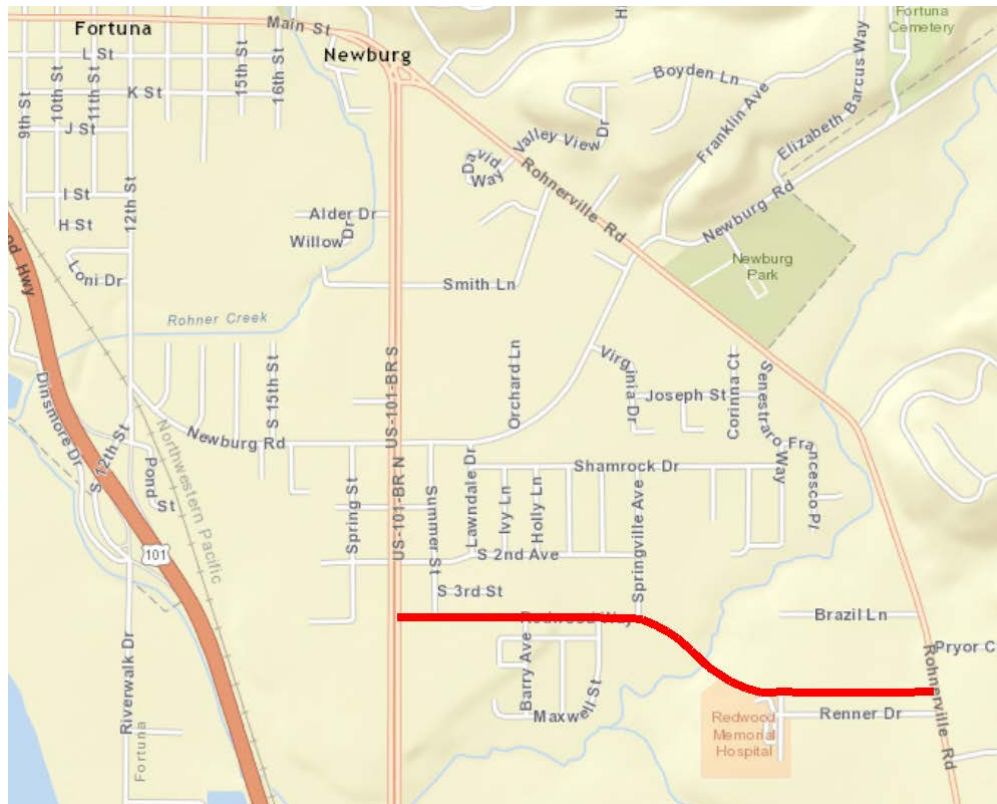
Continued Project: City of Fortuna, Redwood Way Paving and Pedestrian Improvements: Fortuna Boulevard to Rohnerville Road

This project includes widening of existing roadway to add bike lanes, addition of sidewalk on one side, dig-outs and overlay of failing roadway. The purpose of the project is to improve roadway surface and improve bicycle and pedestrian safety. Details are as follows:

- Digouts and overlay between Barry Ave and Rohnerville Road
- Widening to add bike lanes between Strongs Creek and Rohnerville Roads
- Addition of sidewalk on one side of roadway between Strongs Creek and Rohnerville Road
- New Striping
- Drainage improvements to accommodate widening.
- ADA upgrade of curb ramps throughout project limits

The City was not successful securing for Active Transportation Program funds for the project. The City of Fortuna will reduce the scope of work and apply for ATP funds in a future ATP cycle.

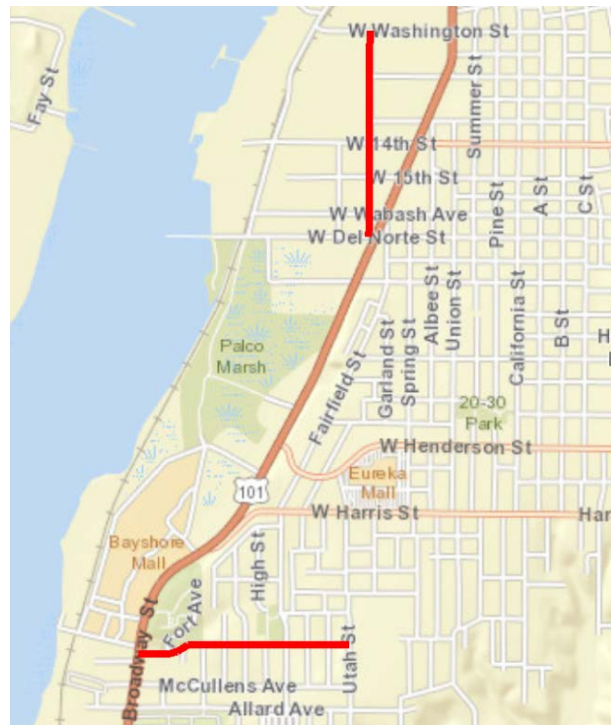
[Link to Project Study Report:](#)



Continued project: City of Eureka, Highland/Koster Rehabilitation

This road rehabilitation project was deleted from the 2016 STIP due to statewide funding shortfalls. The project includes improving ADA facilities. The requested funding will fund the construction phase of the project.

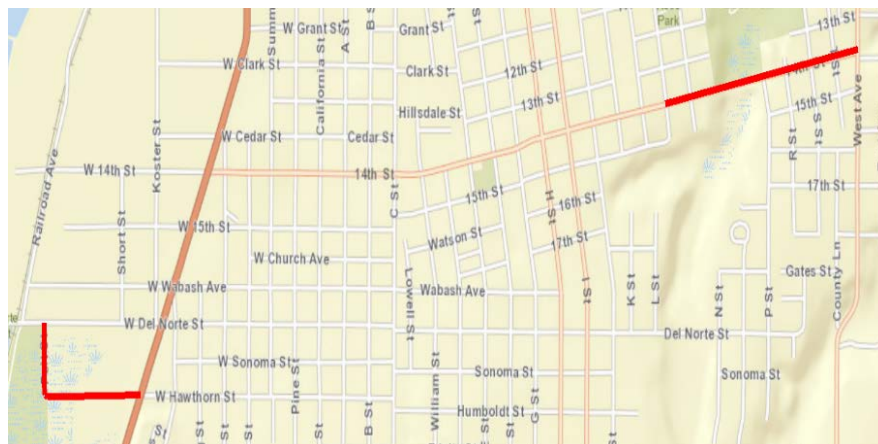
[Link to Project Study Report:](#)



Continued project: City of Eureka, Hawthorne/Felt/14th Street Rehabilitation

This road rehabilitation project was deleted from the 2016 STIP due to statewide funding shortfalls. The project includes improving ADA facilities and associated bike route pavement markings and signage. The requested funding will fund the construction phase of the project.

[Link to Project Study Report:](#)



F. Appendices

Section 15. Links to Projects Programming Request Forms

CALTRANS: [Eureka-Arcata Corridor Improvement Project](#)

CITY OF TRINIDAD: [Downtown Trinidad Pedestrian & Connectivity Improvements](#)

CITY OF ARCATA: [Old Arcata Road Rehabilitation and Pedestrian/Bikeway Improvements](#)

CITY OF FORTUNA: [Redwood Way Paving and Pedestrian Improvements: Fortuna Boulevard to Rohnerville Road](#)

CITY OF EUREKA: [Hawthorne/Felt/14th Street Rehabilitation](#)

CITY OF EUREKA: [Highland/Koster Rehabilitation](#)

HCAOG: [Planning, Programming and Monitoring](#)

Section 16. Board Resolution or Documentation of 2020 RTIP Approval.



HUMBOLDT COUNTY ASSOCIATION OF GOVERNMENTS
Regional Transportation Planning Agency
Humboldt County Local Transportation Authority
Service Authority for Freeway Emergencies
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www.hcaog.net

RESOLUTION 19-25

RESOLUTION OF THE HUMBOLDT COUNTY ASSOCIATION OF GOVERNMENTS ADOPTING THE 2020 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Humboldt County Association of Governments (HCAOG) is the designated Regional Transportation Planning Agency (RTPA) for Humboldt County; and

WHEREAS, on August 14th, the California Transportation Commission (CTC) adopted the 2020 State Transportation Improvement Program Fund Estimate (STIP FE) which provides Regional Improvement Program (RIP) fund targets to regional transportation planning agencies; and

WHEREAS, HCAOG, as the RTPA, is required to prepare, adopt and submit to Caltrans and the CTC a Regional Transportation Improvement Program (RTIP) by December 15, 2019, which requests programming of these funds; and

WHEREAS, the 2020 STIP FE does not identify any available program capacity for the Humboldt region in the five-year period covering 2020-21 through 2024-25; and

WHEREAS, the fund estimate allows for a total of \$569,000 in (PPM) funding to be programmed in the 2020 STIP; and

WHEREAS, a total of \$166,000 of PPM funds is requested out of future shares as there remains \$403,000 currently programmed; and

WHEREAS, HCAOG finds that the 2020 RTIP is consistent with HCAOG's Regional Transportation Plan Update; and

WHEREAS, the projects continued from the 2018 STIP, identified for funding in the proposed 2020 Regional Transportation Improvement Program and the Interregional Transportation Improvement Program are not anticipated to be impacted by implementation of the Safer Affordable Fuel Efficient Vehicles Rule Part One – One National Program which became effective on November 26, 2019; and

WHEREAS, all agencies and the California Department of Transportation requesting an allocation from the Commission after the SAFE rule's effective date of November 26, 2019, shall certify that to their best of their knowledge, the projects(s) requesting a funding allocation will not be impacted by the implementation of the Safer Affordable Fuel Efficient Vehicle Rule Part One – One Nation Program.

WHEREAS, HCAOG desires to program Federally funded projects approved by the CTC into the Federal State Transportation Improvement Program (FSTIP) in order to be eligible for

federal funding, and this RTIP will serve as the formal means whereby the approved projects will be added to the FSTIP by Caltrans; and

NOW, THEREFORE, BE IT RESOLVED that the HCAOG Board hereby adopts the 2020 RTIP, and directs staff to forward this resolution and the appropriate documentation to the California Department of Transportation and the CTC.

PASSED AND ADOPTED by the Humboldt County Association of Governments, in the City of Eureka, County of Humboldt, State of California, this 21st day of November 2019, by the following vote:

AYES: MEMBERS: Fennell, Johnson, Seaman, Jones, Avis,
West, Strahan
NOES: MEMBERS: None
ABSENT: MEMBERS: Ornelas
ABSTAIN: MEMBERS: None

Attest:


Christie Smith, HCAOG Executive Assistant


Estelle Fennell, HCAOG Chair

Section 17. Detailed Project Programming Summary Table

Humboldt																	
RIP Projects:																	
Agency	Rte	PPNO	Project	Total	Prior	19-20	20-21	21-22	22-23	23-24	24-25	R/W	Const	E&P	PS&E	R/W Sup	Con Sup
Caltrans	101	72	Eureka-Arcata Corridor Improvement	20,371	6,546		13,825					660	11,432	2,613	2,846	427	2,393
Caltrans*	101	2389	Eureka-Arcata Corridor-Mitigation	6,159	1,823	4,336						306	3,456	304	1,144	69	880
Trinidad	loc	2516	Downtown Trinidad Ped & Connectivity Improvements	550	100		450					15	435	40	60		
Arcata	loc	2509	Old Arcata Road Rehabilitation and Pedestrian/Bikeway Improvements	2,538	150		2388						2388		150		
Fortuna	loc	2511	Redwood Way Paving and Pedestrian Improvements	1,150			1150						1,150				
Eureka	loc	2373	Highland and Koster Rehabilitation	650			650						650				
Eureka	loc	2374	Hawthorne, Felt & 14th St Rehabilitation	650			650						650				
Humboldt COG	loc	2002P	Planning, programming and monitoring	569			155	100	100	100	114		569				
2020 STIP Programming				26,478	6,796	0	19,268	100	100	100	114	675	17,274	2,653	3,056	427	2,393
ITIP:																	
Caltrans	101	72	Eureka-Arcata Corridor Improvement	47,198	2,141		45,057						38,198		1,983	158	6,859
Caltrans*	101	2389	Eureka-Arcata Corridor-Mitigation	11,160	1,160							1,736	6,551	646	956	251	1,020
				47,198	2,141	0	45,057	0	0	0	0	0	38,198	0	1,983	158	6,859

* PPNO 2389 is the mitigation project associated with PPNO 72, not a part of the 2020 STIP

Section 18. 2020 County and Interregional Share Estimates

County and Interregional Share Estimates

The STIP consists of two broad programs, the regional program funded from 75 percent of new STIP funding and the interregional program funded from 25 percent of new STIP funding. The 75 percent regional program is further subdivided by formula into County Shares. County Shares are available solely for projects nominated by regions in their Regional Transportation Improvement Programs (RTIP).

The 2020 STIP Fund Estimate (FE) indicates that there is negative program capacity for the Public Transportation Account (PTA). This means that many of the transit projects currently programmed in the STIP will either have to be delivered with State Highway Account (SHA) funds, federal funds, or be unprogrammed.

The following tables display STIP county and interregional shares and targets for the 2020 STIP.

Table 1. Reconciliation to County and Interregional Shares

This table lists the net changes to program capacity from the 2020 STIP FE to the capacity used in the County and Interregional Shares. This table also separates the program capacity by PTA and SHA capacity. The table is based on Commission actions through June 30, 2019.

Table 2. Summary of Targets and Shares

This table takes into account all county and interregional share balances through the June 2019 Commission meeting, as well as new statewide STIP capacity. For each county and the interregional share, the table identifies the following target amounts:

- Base (Minimum): This is the formula distribution of new capacity available through the end of the share period 2023-24. This is the first priority for new programming, and it represents the minimum amount that will be programmed in each county. The calculation of this target is shown in Table 3.
- Total Target: This target is determined by calculating the STIP formula share of all new capacity through 2024-25. The calculation of this target is shown in Table 4.
- Maximum: This target is determined by estimating the STIP formula share of all available new capacity through the county share period that ends in 2027-28. This represents the maximum amount that the Commission may program in a county, other than advancing future shares, pursuant to Streets and Highways Code Section 188.8(j), to a county with a population of under 1 million. The calculation of this target is shown in Table 5.

Table 3. Calculation of New Programming Targets and Shares – Base (Minimum)

This table displays factors in the calculation of the Base (Minimum) Target.

- Net Carryover: These columns display the current share status, including STIP allocations and amendments through the June 2019 Commission meeting. Positive

numbers indicate unprogrammed shares, and negative numbers indicate shares that were advanced.

- 2020 STIP Target Through 2023-24: This section calculates the base (minimum). The base (minimum) is the formula distribution of new capacity available through 2023-24 adjusted for carryover balances and lapses.
 - Formula Distribution: This is the 2020 STIP share through 2023-24. It is the formula distribution of program capacity available through the county share period ending 2023-24. The amount distributed is the new capacity less the unprogrammed shares, lapses, and the decrease in advances.
 - Add Back 2017-18 & 2018-19 Lapses: This identifies the amount for projects lapsed in 2017-18 and 2018-19. These amounts are credited back in the 2020 STIP Fund Estimate to county and interregional shares for the four-year share period beginning 2020-21.
 - Net Share (Base): This is the 2020 STIP target through the county share period 2023-24. The Net Share is calculated by adding to the formula distribution the lapses and the unprogrammed balance or balance advanced. In cases where the distribution of new capacity (through 2023-24) is insufficient to cover prior advances (i.e., the Net Share would be less than zero), a zero appears in the Net Share column.
 - Net Advance: Numbers in this column represent advances against future capacity. This occurs when the distribution of new shares (through 2023-24) is insufficient to cover prior advances.

Table 4. Calculation of New Programming Targets and Shares - Total Target

This table displays factors in the calculation of the Total Target.

- Net Carryover: These columns display the current share status, including STIP allocations and amendments through the June 2019 Commission meeting. Positive numbers indicate unprogrammed shares, and negative numbers indicate shares that were advanced.
- 2020 STIP Target Through 2024-25: This section calculates the total target. The total target is the formula distribution of new capacity available through 2024-25 adjusted for carryover balances and lapses.
 - Formula Distribution: This is the 2020 STIP share through 2024-25. It is the formula distribution of program capacity available through 2024-25. The amount distributed is the new capacity less the unprogrammed shares, lapses, and the decrease in advances.
 - Add Back 2017-18 & 2018-19 Lapses: This identifies the amount for projects lapsed in 2017-18 and 2018-19. These amounts are credited back in the 2020 STIP Fund Estimate to county and interregional shares for the four-year share period beginning 2020-21.

- Net Share (Total Target): This is the 2020 STIP target through 2024-25. The Net Share (Total Target) is calculated by adding to the formula distribution the lapses and the unprogrammed balance or balance advanced. In cases where the distribution of new capacity is insufficient to cover prior advances (i.e., the Net Share would be less than zero), a zero appears in the Net Share column.
- Net Advance: Numbers in this column represent advances against future capacity. This occurs when the distribution of new shares (through 2024-25) is insufficient to cover prior advances.

Table 5. Calculation of New Programming Targets and Shares – Maximum

This table calculates the maximum amount that the Commission may program in a county, other than advancing future shares, pursuant to Streets and Highways Code Section 188.8(j), to a county with a population of under 1 million.

- Net Carryover: These columns display the current share status, including STIP allocations and amendments through the June 2019 Commission meeting. Positive numbers indicate unprogrammed shares, and negative numbers indicate shares that were advanced.
- 2020 STIP Share Through 2027-28: This section estimates the maximum target. This is the formula distribution of estimated new capacity available through 2027-28 adjusted for carryover balances and lapses.
 - Formula Distribution: This column estimates the STIP share of the estimated new capacity through the county share period ending in 2027-28. It is the formula distribution of estimated program capacity available through the county share period ending in 2027-28. The amount distributed is the new capacity less the unprogrammed shares, lapses, and the decrease in advances.
 - Add Back 2017-18 & 2018-19 Lapses: This identifies the amount for projects lapsed in 2017-18 and 2018-19. These amounts are credited back in the 2020 STIP Fund Estimate to county and interregional shares for the four-year share period beginning 2020-21.
 - Net Share (Maximum): This target is the STIP share of all available new capacity through the end of the county share period in 2027-28. This represents the maximum amount that the Commission may program in a county, other than advancing future shares, pursuant to Streets and Highways Code Section 188.8(j), to a county with a population of under 1 million. The Net Share (Maximum) is calculated by adding to the formula distribution the lapses and the unprogrammed balance or balance advanced. In cases where the distribution of new capacity is insufficient to cover prior advances (i.e., the Net Share would be less than zero), a zero appears in the Net Share column.
 - Net Advance: Numbers in this column represent advances against future capacity. This occurs when the distribution of new shares (through 2027-28) is insufficient to cover prior advances.

Table 6. Planning, Programming, and Monitoring (PPM) Limitations

State law provides that up to 5% of a county share may be expended for planning, programming, and monitoring (PPM). This limitation is applied separately to each four-year county share period.

- Total: This section identifies the shares for the 2020-21 through 2023-24 share period and for 2024-25, based upon the 2016, 2018 and 2020 Fund Estimates. These are the amounts against which the 5% is applied.
- 5% PPM Limitation: These are the PPM limitations for the 2020-21 through 2023-24 share period and for 2024-25.

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Table 1 - Reconciliation to County and Interregional Shares
(\$ in millions)

	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	5-Year Total	6-Year Total
Public Transportation Account (PTA)								
2020 FE PTA Target Capacity	\$15	\$15	\$10	\$0	\$0	\$0	\$25	\$40
Total 2020 STIP FE PTA Capacity	\$15	\$15	\$10	\$0	\$0	\$0	\$25	\$40
2018 STIP Program ¹	\$54	\$191	\$83	\$255	\$0	\$0	\$528	\$582
Extensions	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Advances	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Net PTA STIP Program	\$54	\$191	\$83	\$255	\$0	\$0	\$528	\$582
PTA Capacity for County Shares	(\$39)	(\$176)	(\$73)	(\$255)	\$0	\$0	(\$503)	(\$542)
Cumulative	(\$39)	(\$215)	(\$287)	(\$542)	(\$542)	(\$542)		
State Highway Account (SHA)								
2020 FE SHA Target Capacity	\$620	\$667	\$695	\$670	\$245	\$245	\$2,520	\$3,140
2020 FE TFA Available Capacity ²	\$20	\$28	\$0	\$0	\$0	\$0	\$28	\$48
Total 2020 STIP FE SHA Capacity	\$640	\$695	\$695	\$670	\$245	\$245	\$2,548	\$3,188
2018 STIP Program ¹	\$518	\$592	\$601	\$440	\$0	\$0	\$1,633	\$2,150
Extensions	\$26	\$10	\$0	\$0	\$0	\$0	\$10	\$36
Advances	(\$104)	\$0	(\$5)	\$0	\$0	\$0	(\$5)	(\$109)
Net SHA STIP Program	\$440	\$602	\$596	\$440	\$0	\$0	\$1,637	\$2,077
SHA Capacity for County Shares	\$201	\$93	\$99	\$230	\$245	\$245	\$911	\$1,112
Cumulative	\$201	\$294	\$393	\$623	\$867	\$1,112		
Total Capacity	\$162	(\$83)	\$26	(\$25)	\$245	\$245	\$408	\$569

Notes:

General note: Numbers may not add due to rounding.

¹ 2018 STIP as of June 30, 2019 (2019 Orange Book)

² TFA capacity represents unallocated, closeout savings available for STIP projects.

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Table 2 - Summary of Targets and Shares
(\$ in thousands)

County	2020 STIP Programming		
	Base Share Through 2023-24	Total Target through 2024-25	Maximum Estimated Share through 2027-28
Alameda	23,354	34,669	56,723
Alpine	29	366	1,023
Amador	4,288	5,053	6,544
Butte	1,278	3,542	7,955
Calaveras	417	1,332	3,114
Colusa	2,677	3,283	4,463
Contra Costa	28,506	36,263	51,352
Del Norte	0	0	0
El Dorado LTC	801	2,369	5,425
Fresno	40,754	49,294	65,937
Glenn	2,527	3,162	4,397
Humboldt	0	0	2,140
Imperial	0	3,195	11,062
Inyo	0	0	0
Kern	0	0	21,166
Kings	0	0	0
Lake	0	189	2,118
Lassen	4,907	6,356	9,180
Los Angeles	0	0	46,344
Madera	0	0	0
Marin	0	0	0
Mariposa	3,906	4,499	5,654
Mendocino	984	3,134	7,322
Merced	27,568	30,370	35,831
Modoc	146	920	2,427
Mono	4,224	6,566	11,130
Monterey	15,900	19,932	27,792
Napa	1,065	2,460	5,179
Nevada	2,040	3,239	5,577
Orange	0	6,960	48,111
Placer TPA	0	0	0
Plumas	2,229	3,094	4,778
Riverside	2,842	21,274	57,196
Sacramento	25,387	36,107	56,997
San Benito	0	0	0
San Bernardino	2,223	23,659	65,435
San Diego	0	18,409	65,652
San Francisco	4,171	9,918	21,118
San Joaquin	0	3,726	15,070
San Luis Obispo	0	3,070	11,399
San Mateo	3,353	9,201	20,600
Santa Barbara	0	251	9,615
Santa Clara	0	12,569	38,697
Santa Cruz	2,766	5,083	9,597
Shasta	1,107	3,583	8,408
Sierra	3,815	4,226	5,026
Siskiyou	5,410	7,112	10,429
Solano	6,750	10,261	17,105
Sonoma	0	545	8,955
Stanislaus	1,094	5,396	13,780
Sutter	8,233	9,222	11,149
Tahoe RPA	0	0	0
Tehama	651	1,912	4,370
Trinity	490	1,385	3,129
Tulare	0	0	10,340
Tuolumne	0	886	2,810
Ventura	61,193	68,307	82,172
Yolo	14,259	16,332	20,371
Yuba	13,545	14,304	15,783
Statewide Regional	324,889	516,975	1,037,947
Interregional	0	52,414	264,942
TOTAL	324,889	569,389	1,302,889

	New Capacity
Statewide SHA Capacity	1,111,601
Statewide PTA Capacity	(542,212)
Total STIP Capacity	569,389

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Table 3 - Calculation of New Programming Targets and Shares - Base (Minimum)
 (\$ in thousands)

County	Net Carryover		2020 STIP Share through 2023-24		
	Unprogrammed Balance	Balance Advanced	Formula Distribution	Net Share (Base)	Net Advance
Alameda	18,188	0	5,166	23,354	0
Alpine	0	(125)	154	29	0
Amador	3,939	0	349	4,288	0
Butte	0	(1,255)	1,034	1,278	0
Calaveras	0	0	417	417	0
Colusa	2,401	0	276	2,677	0
Contra Costa	24,969	0	3,537	28,506	0
Del Norte	0	(7,497)	258	0	(7,239)
El Dorado LTC	85	0	716	801	0
Fresno	36,856	0	3,898	40,754	0
Glenn	2,238	0	289	2,527	0
Humboldt	0	(5,625)	1,041	0	(4,584)
Imperial	0	(2,684)	1,843	0	(841)
Inyo	0	(19,437)	1,439	0	(17,998)
Kern	0	(18,015)	5,252	0	(12,763)
Kings	0	(11,482)	771	0	(10,711)
Lake	0	(1,253)	452	0	(801)
Lassen	3,991	0	662	4,907	0
Los Angeles	0	(186,954)	31,274	0	(155,680)
Madera	0	(8,730)	717	0	(8,013)
Marin	0	(25,337)	967	0	(24,370)
Mariposa	3,629	0	270	3,906	0
Mendocino	3	0	981	984	0
Merced	26,289	0	1,279	27,568	0
Modoc	0	(267)	353	146	0
Mono	3,005	0	1,069	4,224	0
Monterey	636	0	1,841	15,900	0
Napa	378	0	637	1,065	0
Nevada	1,492	0	548	2,040	0
Orange	0	(23,794)	9,639	0	(14,155)
Placer TPA	0	(25,528)	1,337	0	(24,191)
Plumas	1,835	0	394	2,229	0
Riverside	0	(5,572)	8,414	2,842	0
Sacramento	11,276	0	4,893	25,387	0
San Benito	0	(7,403)	339	0	(7,064)
San Bernardino	0	(7,562)	9,785	2,223	0
San Diego	0	(16,898)	11,066	0	(5,832)
San Francisco	1,548	0	2,623	4,171	0
San Joaquin	0	(4,751)	2,657	0	(2,094)
San Luis Obispo	0	(3,155)	1,951	0	(1,204)
San Mateo	683	0	2,670	3,353	0
Santa Barbara	0	(6,746)	2,193	0	(4,553)
Santa Clara	0	(6,957)	6,120	0	(837)
Santa Cruz	759	0	1,057	2,766	0
Shasta	0	(23)	1,130	1,107	0
Sierra	3,528	0	187	3,815	0
Siskiyou	4,633	0	777	5,410	0
Solano	5,147	0	1,603	6,750	0
Sonoma	0	(5,739)	1,970	0	(3,769)
Stanislaus	0	(870)	1,964	1,094	0
Sutter	7,781	0	452	8,233	0
Tahoe RPA	0	(2,305)	223	0	(2,082)
Tehama	0	0	576	651	0
Trinity	82	0	408	490	0
Tulare	0	(7,814)	2,434	0	(5,380)
Tuolumne	0	(744)	451	0	(101)
Ventura	57,946	0	3,247	61,193	0
Yolo	13,313	0	946	14,259	0
Yuba	12,481	0	347	13,545	0
Statewide Regional	249,111	(414,522)	149,343	324,889	(314,262)
Interregional	0	(107,418)	49,781	0	(56,637)
TOTAL	249,111	(521,940)	199,124	324,889	(370,899)
Statewide SHA Capacity				867,101	
Statewide PTA Capacity				(542,212)	
Total				324,889	

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Table 4 - Calculation of New Programming Targets and Shares - Total Target
(\$ in thousands)

County	Net Carryover		2020 STIP Share through 2024-25			
	Unprogrammed Balance	Balance Advanced	Formula Distribution	Add Back Lapses 2017-18 & 2018-19	Net Share (Total Target)	Net Advance
Alameda	18,188	0	16,481	0	34,669	0
Alpine	0	(125)	491	0	366	0
Amador	3,939	0	1,114	0	5,053	0
Butte	0	(1,255)	3,298	1,499	3,542	0
Calaveras	0	0	1,332	0	1,332	0
Colusa	2,401	0	882	0	3,283	0
Contra Costa	24,969	0	11,284	0	36,253	0
Del Norte	0	(7,497)	823	0	0	(6,674)
El Dorado LTC	85	0	2,284	0	2,369	0
Fresno	36,856	0	12,438	0	49,294	0
Glenn	2,238	0	924	0	3,162	0
Humboldt	0	(5,625)	3,321	0	0	(2,304)
Imperial	0	(2,684)	5,879	0	3,195	0
Inyo	0	(19,437)	4,691	0	0	(14,846)
Kern	0	(18,015)	16,758	0	0	(1,257)
Kings	0	(11,482)	2,458	0	0	(9,024)
Lake	0	(1,253)	1,442	0	189	0
Lassen	3,991	0	2,111	254	6,356	0
Los Angeles	0	(186,954)	99,782	0	0	(87,172)
Madera	0	(8,730)	2,287	0	0	(6,443)
Marin	0	(26,337)	3,086	0	0	(22,251)
Mariposa	3,629	0	863	7	4,499	0
Mendocino	3	0	3,131	0	3,134	0
Merced	26,289	0	4,081	0	30,370	0
Modoc	0	(267)	1,127	60	920	0
Mono	3,005	0	3,411	150	6,566	0
Monterey	636	0	5,873	13,423	19,932	0
Napa	378	0	2,032	50	2,460	0
Nevada	1,492	0	1,747	0	3,239	0
Orange	0	(23,794)	30,754	0	6,960	0
Placer TPA	0	(25,528)	4,265	0	0	(21,263)
Plumas	1,835	0	1,259	0	3,094	0
Riverside	0	(5,572)	26,846	0	21,274	0
Sacramento	11,276	0	15,613	9,218	36,107	0
San Benito	0	(7,403)	1,082	0	0	(6,321)
San Bernardino	0	(7,562)	31,221	0	23,659	0
San Diego	0	(16,898)	35,307	0	18,409	0
San Francisco	1,548	0	8,370	0	9,918	0
San Joaquin	0	(4,751)	8,477	0	3,726	0
San Luis Obispo	0	(3,155)	6,225	0	3,070	0
San Mateo	683	0	8,518	0	9,201	0
Santa Barbara	0	(6,746)	6,997	0	251	0
Santa Clara	0	(6,957)	19,526	0	12,569	0
Santa Cruz	759	0	3,374	950	5,083	0
Shasta	0	(23)	3,606	0	3,583	0
Sierra	3,528	0	598	100	4,226	0
Siskiyou	4,633	0	2,479	0	7,112	0
Solano	5,147	0	5,114	0	10,261	0
Sonoma	0	(5,739)	6,284	0	545	0
Stanislaus	0	(870)	6,266	0	5,396	0
Sutter	7,781	0	1,441	0	9,222	0
Tahoe RPA	0	(2,305)	713	0	0	(1,592)
Tehama	0	0	1,837	75	1,912	0
Trinity	82	0	1,303	0	1,385	0
Tulare	0	(7,814)	7,765	0	0	(49)
Tuolumne	0	(744)	1,438	192	886	0
Ventura	57,946	0	10,361	0	68,307	0
Yolo	13,313	0	3,019	0	16,332	0
Yuba	12,481	0	1,106	717	14,304	0
Statewide Regional	249,111	(414,522)	476,495	26,695	516,975	(179,196)
Interregional	0	(107,418)	158,832	1,000	52,414	0
TOTAL	249,111	(521,940)	635,327	27,695	569,389	(179,196)
Statewide SHA Capacity					1,111,601	
Statewide PTA Capacity					(542,212)	
Total					569,389	

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Table 5 - Calculation of Targets and Shares - Maximum
(\$ in thousands)

County	Net Carryover		2020 STIP Share through 2027-28			
	Unprogrammed Balance	Balance Advanced	Formula Distribution	Add Back Lapses 2017-18 & 2018-19	Net Share (Maximum)	Net Advance
Alameda	18,188	0	38,535	0	56,723	0
Alpine	0	(125)	1,148	0	1,023	0
Amador	3,939	0	2,605	0	6,544	0
Butte	0	(1,255)	7,711	1,499	7,955	0
Calaveras	0	0	3,114	0	3,114	0
Colusa	2,401	0	2,062	0	4,463	0
Contra Costa	24,969	0	26,383	0	51,352	0
Del Norte	0	(7,497)	1,925	0	0	(5,572)
El Dorado LTC	85	0	5,340	0	5,425	0
Fresno	36,856	0	29,081	0	65,937	0
Glenn	2,238	0	2,159	0	4,397	0
Humboldt	0	(5,625)	7,765	0	2,140	0
Imperial	0	(2,684)	13,746	0	11,062	0
Inyo	0	(19,437)	10,734	0	0	(8,703)
Kern	0	(18,015)	39,181	0	21,166	0
Kings	0	(11,482)	5,748	0	0	(5,734)
Lake	0	(1,253)	3,371	0	2,118	0
Lassen	3,991	0	4,935	254	9,180	0
Los Angeles	0	(186,954)	233,298	0	46,344	0
Madera	0	(8,730)	5,348	0	0	(3,382)
Marin	0	(25,337)	7,215	0	0	(18,122)
Mariposa	3,629	0	2,018	7	5,654	0
Mendocino	3	0	7,319	0	7,322	0
Merced	26,289	0	9,542	0	35,831	0
Modoc	0	(267)	2,634	60	2,427	0
Mono	3,005	0	7,975	150	11,130	0
Monterey	636	0	13,733	13,423	27,792	0
Napa	378	0	4,751	50	5,179	0
Nevada	1,492	0	4,085	0	5,577	0
Orange	0	(23,794)	71,905	0	48,111	0
Placer TPA	0	(25,528)	9,971	0	0	(15,557)
Plumas	1,835	0	2,943	0	4,778	0
Riverside	0	(5,572)	62,768	0	57,196	0
Sacramento	11,276	0	36,503	9,218	56,997	0
San Benito	0	(7,403)	2,530	0	0	(4,873)
San Bernardino	0	(7,562)	72,997	0	65,435	0
San Diego	0	(16,898)	82,550	0	65,652	0
San Francisco	1,548	0	19,570	0	21,118	0
San Joaquin	0	(4,751)	19,821	0	15,070	0
San Luis Obispo	0	(3,155)	14,554	0	11,399	0
San Mateo	683	0	19,917	0	20,600	0
Santa Barbara	0	(6,746)	16,361	0	9,615	0
Santa Clara	0	(6,957)	45,654	0	38,697	0
Santa Cruz	759	0	7,888	950	9,597	0
Shasta	0	(23)	8,431	0	8,408	0
Sierra	3,528	0	1,398	100	5,026	0
Siskiyou	4,633	0	5,796	0	10,429	0
Solano	5,147	0	11,958	0	17,105	0
Sonoma	0	(5,739)	14,694	0	8,955	0
Stanislaus	0	(870)	14,650	0	13,780	0
Sutter	7,781	0	3,368	0	11,149	0
Tahoe RPA	0	(2,305)	1,667	0	0	(638)
Tehama	0	0	4,295	75	4,370	0
Trinity	82	0	3,047	0	3,129	0
Tulare	0	(7,814)	18,154	0	10,340	0
Tuolumne	0	(744)	3,362	192	2,810	0
Ventura	57,946	0	24,226	0	82,172	0
Yolo	13,313	0	7,058	0	20,371	0
Yuba	12,481	0	2,585	717	15,783	0
Statewide Regional	249,111	(414,522)	1,114,082	26,695	1,037,947	(62,581)
Interregional	0	(107,418)	371,360	1,000	264,942	0
TOTAL	249,111	(521,940)	1,485,442	27,695	1,302,889	(62,581)
Statewide SHA Capacity					1,845,101	
Statewide PTA Capacity					(542,212)	
Total					1,302,889	

DRAFT 2020 STIP FUND ESTIMATE
Table 6 - Planning, Programming, and Monitoring (PPM) Limitations
(\$ in thousands)

County	Base				5% PPM Limitation		
	2016 STIP 20/21	2018 STIP 20/21 -22/23	2020 STIP 20/21 - 23/24	Total 20/21 - 23/24	2020 STIP FY 24/25	FY 20/21 - FY 23/24	FY 24/25
N Alameda	0	40,024	5,166	45,190	11,315	2,260	566
N Alpine	0	1,189	154	1,343	337	67	17
N Amador	0	2,701	349	3,050	765	153	38
N Butte	0	7,998	1,034	9,032	2,264	452	113
N Calaveras	0	3,229	417	3,646	915	182	46
N Colusa	0	2,137	276	2,413	606	121	30
N Contra Costa	0	27,372	3,537	30,909	7,747	1,545	387
N Del Norte	0	1,995	258	2,253	565	113	28
N El Dorado LTC	0	5,532	716	6,248	1,588	312	78
N Fresno	0	30,164	3,898	34,062	8,540	1,703	427
N Glenn	0	2,238	289	2,527	635	126	32
N Humboldt	0	8,053	1,041	9,094	2,280	455	114
S Imperial	0	14,315	1,843	16,158	4,036	808	202
S Inyo	0	11,100	1,439	12,539	3,152	627	158
S Kern	0	40,576	5,252	45,828	11,506	2,291	575
N Kings	0	5,961	771	6,732	1,687	337	84
N Lake	0	3,495	452	3,947	990	197	50
N Lassen	0	5,115	662	5,777	1,449	289	72
S Los Angeles	0	242,239	31,274	273,513	68,508	13,676	3,425
N Madera	0	5,547	717	6,264	1,570	313	79
N Marin	0	7,484	967	8,451	2,119	423	106
N Mariposa	0	2,092	270	2,362	593	118	30
N Mendocino	0	7,518	981	8,499	2,150	425	108
N Merced	0	9,894	1,279	11,173	2,802	559	140
N Modoc	0	2,730	353	3,083	774	154	39
S Mono	0	8,246	1,069	9,315	2,342	466	117
N Monterey	0	14,243	1,841	16,084	4,032	804	202
N Napa	0	4,927	637	5,564	1,395	278	70
N Nevada	0	4,236	548	4,784	1,199	239	60
S Orange	0	74,581	9,639	84,220	21,115	4,211	1,056
N Placer TPA	0	10,194	1,337	11,531	2,928	577	146
N Plumas	0	3,050	394	3,444	865	172	43
S Riverside	0	65,284	8,414	73,698	18,432	3,685	922
N Sacramento	0	37,903	4,893	42,796	10,720	2,140	536
N San Benito	0	2,623	339	2,962	743	148	37
S San Bernardino	0	75,654	9,785	85,439	21,436	4,272	1,072
S San Diego	0	85,625	11,066	96,691	24,241	4,835	1,212
N San Francisco	0	20,304	2,623	22,927	5,747	1,146	287
N San Joaquin	0	20,543	2,657	23,200	5,820	1,160	291
S San Luis Obispo	0	15,068	1,951	17,019	4,274	851	214
N San Mateo	0	20,661	2,670	23,331	5,848	1,167	292
S Santa Barbara	0	16,950	2,193	19,143	4,804	957	240
N Santa Clara	0	47,354	6,120	53,474	13,406	2,674	670
N Santa Cruz	0	8,182	1,057	9,239	2,317	462	116
N Shasta	0	8,760	1,130	9,890	2,476	495	124
N Sierra	0	1,449	187	1,636	411	82	21
N Siskiyou	0	6,008	777	6,785	1,702	339	85
N Solano	0	12,404	1,603	14,007	3,511	700	176
N Sonoma	0	15,238	1,970	17,208	4,314	860	216
N Stanislaus	0	15,197	1,964	17,161	4,302	858	215
N Sutter	0	3,493	452	3,945	989	197	49
N Tahoe RPA	0	2,032	223	2,255	490	113	25
N Tehama	0	4,453	576	5,029	1,261	251	63
N Trinity	0	3,158	408	3,566	895	178	45
S Tulare	0	18,805	2,434	21,239	5,331	1,062	267
N Tuolumne	0	3,486	451	3,937	987	197	49
S Ventura	0	25,110	3,247	28,357	7,114	1,418	356
N Yolo	0	7,320	946	8,266	2,073	413	104
N Yuba	0	2,681	347	3,028	759	151	38
Statewide	0	1,155,920	149,343	1,305,263	327,152	65,263	16,358

Note: Limitation amounts include amounts already programmed.