

Transportation Development Act (TDA)

Unmet Transit Needs Report of Findings FY 2017-18

DRAFT
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Executive Summary

The Humboldt County Association of Governments (HCAOG), is Humboldt's designated Regional Transportation Planning Agency (RTPA). As an RTPA, HCAOG is responsible for the administration of the Transportation Development Act (TDA) funds received for the Humboldt region. HCAOG's membership includes the cities of Arcata, Blue Lake, Eureka, Ferndale, Fortuna, Rio Dell, Trinidad, in addition to the County of Humboldt.

The purpose of the Unmet Transit Needs process is to ensure that all unmet transit needs meeting adopted criteria of being reasonable to meet, are given priority over non-transit uses, such as roads and bicycle and pedestrian uses when allocating Local Transportation Funds (LTF). If the HCAOG Board determines that there are unmet needs that are reasonable to meet, the affected jurisdiction must satisfy those needs before any TDA funds may be expended for non-transit purposes.

Each year, pursuant to the California State TDA, HCAOG must identify any unmet public transit need that may exist in Humboldt County. Public meetings are held to discuss transportation needs and hear concerns. HCAOG has established, by law, a Social Service Transportation Advisory Council (SSTAC), comprised of the transit-dependent, including disabled, elderly and low-income representatives. SSTAC members have worked with local agencies in developing unmet transit needs criteria, which are used in making project approval decisions. As mandated in Section 99238(c) of the TDA, the SSTAC is responsible for:

- (1) Annual participation in the identification of transit needs in the jurisdiction, including unmet transit needs that may exist within the jurisdiction of the council and that may be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services.
- (2) Annual review and recommended action by the transportation-planning agency for the area within the jurisdiction of the council, which finds, by resolution, that (A) there are no unmet transit needs, (B) there are no unmet transit needs that are reasonable to meet, or (C) there are unmet transit needs including needs that are reasonable to meet.
- (3) Advising the transportation-planning agency on any other major transit issues, including the coordination and consolidation of specialized transportation services.

The SSTAC recommendation:

The SSTAC forwarded a recommendation to the HCAOG Board that "there are no unmet transit needs that are reasonable to meet."

The HCAOG Board's finding:

To be added.

The finding has been made based on deliberation and consideration of comments generated during the unmet needs public participation process, and measured against the evaluative criteria established in the RTPA's adopted definitions for the terms "unmet transit need" and "reasonable to meet".

1. Transportation Development Act

The California State TDA was enacted in 1971 and became effective July 1, 1972. The TDA established state funding for local jurisdictions to work regionally to improve existing public transportation and coordinate regional public transportation. The TDA provides two funding sources:

1. *Local Transportation Fund* (LTF), which is derived from ¼ cent of the general sales tax collected statewide; and
2. *State Transit Assistance* (STA) fund, which is derived from the statewide sales tax on gasoline and diesel fuel. The STA fund was established in 1980. Statute requires that 50% of STA funds be allocated based on population, and 50% be allocated according to operator revenues from the prior year.

Together, these funds provide the revenue for developing and supporting public transportation systems in California.

The following TDA Articles, under Public Utilities Code Division 10, Part II, Chapter 4, direct how funds are distributed:

Article 3 allows for up to two percent of funds made available to counties and cities for facilities provided for the exclusive use of pedestrians and bicycles unless HCAOG finds that the money could be used to better advantage for the purposes stated in Article 4 (commencing with Section 99260) and Article 4.5 (commencing with Section 99275), or for local street and road purposes in those areas where the money may be expended for such purposes, in the development of a balanced transportation system.

Article 4 generally supports public transportation systems, research, and demonstration projects. Operators that provide both fixed-route and paratransit service are required to maintain a ratio of fare revenues to operating costs (farebox ratio) of 10% in non-urbanized areas.

Article 4.5 supports “community transit services” that “link intracommunity origins and destinations,” including services to the elderly or persons with disabilities. A Consolidated Transportation Service Agency (CTSA) is eligible for TDA funds under this Article. Although the Humboldt Transit Authority is the designated CTSA in Humboldt County, they do not receive funds under this Article. HCAOG’s current policy is to allocate STA funds for CTSA duties. A CTSA may file claims for STA funds for clearly defined and budgeted CTSA duties, approved by the HCAOG Board (PUC 99313 and 99314).

Article 8 is utilized by jurisdictions that do not have their own transit operations. Article 8 provides transit funds to pay a contractor to provide public transportation or special needs public transportation. Article 8 also provides funding for local streets and roads, and project, which are provided for use by pedestrians and bicycles (§99400(a)); and passenger rail service operations and capital improvements (§99400(b)). Article 8 only includes population-based STA funds.

Unmet Transit Needs Process

The TDA requires each transportation planning agency to annually identify the unmet transit needs of the jurisdiction and those needs that are reasonable to meet, before allocating any funds for any purpose *not* directly related to public transportation services or for facilities used exclusively by pedestrians and bicyclists (§99401.5).

The transportation planning agency is required to:

- (a) Consult with the social services transportation advisory council (SSTAC) established pursuant to Section 99238.
- (b) Identify the transit needs of the jurisdiction, including:
 1. Assessing the size and location of identifiable groups likely to be transit dependent or transit disadvantaged.
 2. Analyzing extent to which existing private and public transportation services are meeting transit demand.
 3. Analyzing potential alternative public transportation services and service improvements that would meet all or part of the transit demand.
- (c) Identify the unmet transit needs of the jurisdiction and those needs that are reasonable to meet, holding at least one public hearing (per Section 99238.5) to solicit public comments.

Following policy in its Regional Transportation Plan (RTP), HCAOG requests each member entity to conduct its own public hearing on unmet transit needs. Additional public comment opportunities were held at the McKinleyville Municipal Advisory Council and the Manila Community Services District meetings. These city and county hearings are in addition to HCAOG's required public hearing, and expands the level of public input. They provide local elected officials an opportunity to hear and respond directly to the expressed needs of their constituents. HCAOG notifies all persons or groups known to have an interest in transit related matters, including the federally recognized Native American Governments. HCAOG publishes a public notice(s) of the public hearings in the local newspaper(s).

The SSTAC, as mandated by the TDA, leads the process in soliciting input from transportation-dependent and transportation-disadvantaged persons, and in recommending a finding to the HCAOG Board. The SSTAC and the Board review public comments, and evaluate the most common requests against HCAOG's criteria for determining if an unmet transit need is reasonable to meet.

Definition and Criteria

In 2011, HCAOG adopted the following definitions for unmet transit needs.

Definition of "*unmet transit needs*"

Unmet transit needs are, at a minimum:

1. Trips requested from residents who do not have access to public transportation, specialized transportation, or private transport services or resources for the purpose of traveling to medical care, shopping, social/recreational activities, education/training, and employment; or

2. Proposed public transportation, specialized transportation, or private transport services that are identified in the following (but is not limited to): Transportation Development Plans, the Regional Transportation Plan, the Coordinated Public Transit–Human Services Transportation Plan.

Additionally, the HCAOG’s TDA Rules stipulate that, for this process, unmet transit needs do *not* include:

- ❖ improvements funded or scheduled for implementation in the next fiscal year.
- ❖ minor operational improvements or changes such as bus stops, schedules, and minor route changes.
- ❖ trips for purposes outside of Humboldt County.
- ❖ trips for primary or secondary school transportation.
- ❖ sidewalk improvements or street and road needs.

Definition of “*reasonable to meet*”

Unmet transit needs may be found to be **reasonable to meet** by means of the following criteria:

1. Pursuant to the requirements of Transportation Development Act (TDA) Statutes (Public Utilities Code Section 99401.5 (c)), a determination of needs that are reasonable to meet shall not be made by comparing unmet transit needs with the need for streets and roads, for the allocation of TDA funds. The fact that an identified transit need cannot be fully met based on available resources shall not be the sole reason for finding that a transit need is not reasonable to meet.
2. If a new, expanded or revised transit service fails to meet ridership or cost effectiveness standards after one full year of operation, reasonable efforts will be made and documented to rectify the situation during the following year of operation. If service has not met performance standards during the period required by the Transportation Development Act Statutes, and efforts to improve service productivity have been documented by the operator to be unsuccessful, the service will be subject to termination as not being reasonable to meet. Efforts to rectify the underperforming ridership may include but are not limited to increased outreach/marketing of service (newspaper placement), collaboration between organizations or agencies that work with potential ridership of the service and surveys documenting ways in which the service could be improved or made more attractive.
3. Evaluation of potential unmet needs shall be conducted by the TDA claimant that is expected to provide the new, expanded, or revised transit service. The TDA claimant shall review, evaluate, and indicate that the service is operationally feasible, including:
 - a. Forecast of anticipated ridership if service is provided.
 - b. Estimate of capital and operating cost for the provision of such services.
 - c. Determination if there are adequate roadways and selected turnouts to safely accommodate transit vehicles.
 - d. Determination that vehicles are currently available in the marketplace.
 - e. Determination if potential transit service duplicates existing services.

4. An unmet transit need, meeting the tests in criteria #3, may be determined *not reasonable to meet* only once based on an inability to initiate service within the coming fiscal year. The claimant(s) should use this time to plan, acquire vehicles, or submit additional information needed to begin service. If the service is not initiated in the next fiscal year and still meets the tests in criteria #3, it will be determined reasonable to meet.

After considering all available information compiled pursuant to the Unmet Transit Needs public participation process (§99401.5 (a), (b), and (c), above, HCAOG must adopt, by resolution, one of the following findings:

- (1) there are no unmet transit needs;
- (2) there are no unmet transit needs that are reasonable to meet; or
- (3) there are unmet transit needs, including needs that are reasonable to meet. (§99401.5(d))

Pursuant to subdivision 99401.5 (e), if HCAOG adopts a finding that there are unmet transit needs, including needs that are reasonable to meet, then the unmet transit need shall be funded before any allocation is made for other (non-transit) uses within the jurisdiction.

Local jurisdictions may decide to voluntarily fund needs that are determined not to be “reasonable to meet” from the jurisdiction’s TDA funds or other revenue sources.

2. Transit Dependent Demographics

The majority of the county’s population is centered adjacent to the State Highway 101 corridor serving many highly populated communities in the unincorporated area of the county and the cities of Arcata, Eureka, Fortuna, Rio Dell and Trinidad.

While all sectors of the community may utilize public and private transportation services, groups likely to be transit dependent or transit disadvantaged are those that are either unable to operate a vehicle or do not have access to a vehicle. Older citizens, persons with disabilities, and persons of limited means are more likely to be transit dependent and may require specialized transportation. For the purposes of this document, older citizens are considered to be individuals 65 years and older, and persons of limited means are those with incomes below the poverty threshold as defined by the federal government. The following tables (Tables 1, 2, and 3) list demographics for the region.

Table 1: Populations in Humboldt County 2015-16				
Jurisdiction	January 1, 2015	January 1, 2016	Change from 2015 to 2016	Percent of Countywide Population (2016)
Arcata	18,085	18,169	0.5%	13.4%
Blue Lake	1,278	1,287	0.7%	0.9%
Eureka	26,811	26,765	-0.2%	19.8%
Ferndale	1,435	1,434	-0.1%	1.0%
Fortuna	11,882	11,848	-0.3%	8.7%
Rio Dell	3,414	3,416	0.1%	2.5%
Trinidad	368	367	-0.3%	0.2%
Unincorporated	71,779	71,830	0.1%	53.1%
Countywide	135,052	135,116	0.04%	100.0%

Source: State of California. Department of Finance. E-1 Population Estimates for Cities, Counties, and the State, January 1, 2015 and 2016.

Table 2 provides the most current regional data summarizing income and age statistics. The percentage of persons below poverty level represents the percent of individuals who fall below the United States Department of Health and Human Services poverty thresholds. Humboldt’s two largest cities, Arcata and Eureka have the highest percentages of residents exceeding the countywide average. The percentages for the cities of Blue Lake, Fortuna, and Trinidad decreased from last year’s estimate. The cities of Arcata and Eureka are above the region wide average of 21.4%. Residents in these cities, in addition to adjacent unincorporated areas, are served by a Dial-A-Ride service.

Aging populations lose their ability to drive privately owned vehicles and have to rely on family, neighbors and volunteer driver programs for mobility. It is increasingly important to address multiple modes of transportation to prevent isolation, economic hardship and reduced quality of life of the expanding senior population. Blue Lake, Ferndale, Fortuna, Rio Dell, and Trinidad are above the region wide average of 15.0% for residents age 65 and over.

Table 2: Transit Dependent Indicators Income and Age

Jurisdiction	Population for whom poverty status is determined	Persons Below Poverty Level	Percentage below poverty level	Previous year percentage below poverty level	Population for whom age was determined	Persons 65 years and over	Percentage of persons 65 and over	Previous year percentage of persons 65 and over
Arcata	15,944	6,579	41.3%	37.1%	15,900	1,675	10.5%	8.5%
Blue Lake	1,307	241	18.4%	20%	1,227	209	17.0%	14.0%
Eureka	26,300	6,454	24.5%	23.5%	26,287	3,748	14.3%	13.5%
Ferndale	1,350	128	9.5%	6.7%	1,452	369	25.4%	26.0%
Fortuna	11,783	1,983	16.8%	19.4%	11,636	1,901	16.3%	16.5%
Rio Dell	3,378	563	16.7%	15.8%	3,371	563	16.7%	16.1%
Trinidad	219	13	5.9%	13.1%	236	71	30.1%	34.3%
Countywide	131,639	28,158	21.4%	20.8	131,318	19,691	15.0%	14.1%

Source: U.S. Census Bureau. 2010-2014 and 2011-2015 American Community Survey 5 -year Estimates: Poverty Status in the Past 12 Months (S1701) and Demographic and Housing Estimates (DP05)

Other factors that affect mobility are provided in Table 3. Mobility refers to the movement of people via multiple modes, including individual cars, transit, walking and cycling, among others. Mobility can be an important indicator of quality of life, as mobility is correlated with accessibility, which is the means at which individuals can reach their destinations. All cities, with the exception of Arcata have a percentage of people with a disability higher than the countywide percentage of 16.7%. The percentage for the city of Trinidad decreased from last year's estimate. All cities except Blue Lake and Fortuna have percentages of carless households higher than the county wide average of 8.1%. All cities with the exception of Ferndale are served by public transit.

Table 3: Other Factors That Affect Mobility: Disability Status and Carless Households

Jurisdiction	Civilian non institutionalized population	Population with a disability	Percentage with a disability	Previous year percentage with a disability	Percentage of carless households	Previous year percentage of carless households
Arcata	17,722	2,159	12.2%	11.9%	12.1%	11.8%
Blue Lake	1,310	237	18.1%	16.4%	0.0%	2.1%
Eureka	26,488	5,014	18.9%	18.4%	14.7%	12.5%
Ferndale	1,354	355	26.2%	24.9%	10.8%	9.8%
Fortuna	11,814	2,108	17.8%	17.5%	7.5%	8.5%
Rio Dell	3,385	733	21.7%	20.9%	13.5%	12.6%
Trinidad	219	43	19.6%	25.8%	13.4%	12.7%
Countywide	133,962	22,426	16.7%	16.3%	8.1%	7.4%

Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates: Selected Social Characteristics in the US (DP02) and Selected Housing Characteristics (DP04)

3. Existing Transit Service

Humboldt benefits from several public entities and private enterprises that provide transit services. Organizations that provide and/or fund transit services include municipalities, the County of Humboldt, tribal governments, social services, private businesses, and community-based/non-profit organizations. Mostly, transit services concentrate around the greater Humboldt Bay area, where population densities are higher and destinations are more compact.

The bulk of transit service is provided by fixed-route transit; that is, buses that stick to one route with fixed bus stops and schedules. Paratransit service, on the other hand, runs flexible routes usually with door-to-door service for their customers. Paratransit is more commonly known as Dial-A-Ride (or Dial-A-Lift) service. It is provided for persons with disabilities or health-related conditions that restrict them from using general public transportation. The Americans with Disabilities Act (ADA) requires all fixed-route public transportation systems to provide paratransit service. The Humboldt region only has two fixed route systems, the Arcata & Mad River Transit System (A&MRTS), and the Eureka Transit Service (ETS). Other transportation services range from taxis to volunteer-driver programs for taking patients to medical appointments.

The existing transit services within Humboldt County are listed below. Details of each transit service/program are described in Appendix A of this report.

Public Transit Fixed Routes:

Arcata & Mad River Transit System (A&MRTS) - Service within Arcata City Limits.

Blue Lake Rancheria Transit System (BLRTS) – Deviated fixed-route service in the City of Blue Lake to the Arcata Transit Center.

Eureka Transit Service (ETS) - Service within Eureka City Limits and unincorporated areas of the county.

Klamath-Trinity Non-Emergency Transportation (K/T NeT) – A deviated fixed route between Willow Creek and areas north along Highways 96 and 169, including Hoopa Valley, Weitchpec, and Orleans.

Redwood Transit System (RTS) – Operated by HTA. The primary intercity public transit system in the county. Fixed-route commuter service along the US 101 corridor, between the cities of Scotia and Trinidad.

Tish Non Village Service – Operated by HTA. A deviated fixed route serving the College of the Redwoods, Scenic and Loleta Drives, Tish-Non Village, Palmer Boulevard, and Fortuna 11th and N Street.

Southern Humboldt Intercity (SHI) – Operated by HTA. The Southern Humboldt Intercity provides limited service during peak travel times in the morning and afternoon, connecting Garberville and Eureka with stops including Briceland/Redway Drive, Phillippsville, Miranda, Myers Flat, Weott, Fortuna, and College of the Redwoods.

Southern Humboldt Local (SHL) – Operated by HTA. The Southern Humboldt Local transit system serves areas between Garberville and Weott providing deviated fixed-route service.

Willow Creek (W/C) Transit Service – Operated by HTA. Fixed-route service along Highway 299 between Willow Creek and the Arcata Transit Center.

Yurok Tribe Transit Service (YTTS) - The YTTS provides a demand responsive (Dial-A-Ride (DAR)) service in and around Klamath, Crescent City in Del Norte County, and to Weitchpec, Waitec, and Tulley Creek area in Humboldt County.

Paratransit and Medical Transportation Services:

City Ambulance of Eureka (CAE)
Fortuna Senior Services, Inc: Fortuna Senior Bus
Humboldt Medi-Trans

Social Service Transportation Providers:

Redwood Coast Regional Center
Humboldt Senior Resource Center: Adult Day Health Dial-a-Ride
County of Humboldt Health and Human Services Department (Social Services Branch)
K’ima:w Transportation Department
Adult Day Health Care of Mad River
Ferndale Senior Resource Center “Bridging the Gap”
Southern Trinity Health Services
Area 1 on Aging (AIAA) Volunteer Driver Program
Humboldt Community Access and Resource (HCAR) Center

Private Transit Providers:

Taxi and Shuttle Services

See Appendix A: “Existing Transit Operators & Services” for full descriptions of these programs.

4. Unmet Transit Needs Findings

The unmet transit needs process is necessary to evaluate how current transit services are meeting community needs. The HCAOG Board makes a finding based on testimony received, the recommendation of the Social Service Transportation Advisory Council (SSTAC), and HCAOG’s adopted definitions of “unmet transit needs” and “reasonable to meet.”

The HCAOG Board must make one of the following findings:

- (a) there are no unmet transit needs;
- (b) there are no unmet transit needs that are reasonable to meet; or
- (c) there are unmet transit needs, including needs that are reasonable to meet. (§99401.5(d))

The HCAOG’s TDA Rules stipulate that unmet transit needs *do not include minor or operational improvements or changes such as bus stops, schedules, and minor route changes.*

Previous Year Recap: FY 2016-17

In last year's UTN process, the HCAOG Board adopted findings of unmet transit needs that there are no unmet transit needs that are reasonable to meet.

The most frequent comments received in the 2016-17 cycle were in response to additional runs between Blue Lake and Arcata; new service to Fieldbrook, West Glendale, and Korbel; and concerns of overcrowding on RTS during peak hours. In response to overcrowding on RTS during peak hours, HTA has received grant funding for an electric bus and charging station. The new vehicle will be used to increase frequency during peak times (7 a.m. to 11 a.m. and 2 p.m. to 7 p.m.) from Monday through Friday. The vehicle will also be used for extended hours on Saturday nights. Service is anticipated to begin in early 2017.

In the 2016-17 cycle a survey was distributed to Blue Lake area residents in response to petitions received in 2015-16 requesting additional service in the Blue Lake area. The survey was sent to 2,230 residents in an approximate one-mile radius of Fieldbrook Road, Glendale Avenue, the City of Blue Lake, Korbel, and Murray Road to Central Avenue in McKinleyville. The survey was available in English and Spanish and available electronically on HCAOG's website.

A total of 123 responses to the survey were received. An analysis of the survey results was performed to address HCAOG's adopted evaluation criteria including a forecast of anticipated ridership, and an estimate of capital and operating costs, etc. Assessments were conducted with operational budget projections from the BLRTS and the Humboldt Transit Authority.

The Humboldt Transit Authority submitted an estimate for two a.m. round trips, and two p.m. round trips beginning in Glendale, along Fieldbrook and Murray Road to the McKinleyville Shopping Center with a forecasted farebox ratio of 13.3%.

The BLRTS submitted an estimate for a 10:00 am run to include City of Blue Lake, Korbel, Glendale, Fieldbrook Road, Murray Road to the McKinleyville Shopping Center, Arcata Transit Center with a forecasted farebox ratio of 14.4%.

An additional estimate was provided by BLRTS for a 5:00 pm run to include City of Blue Lake, Korbel, Glendale, Fieldbrook Road, Murray Road to the McKinleyville Shopping Center, Arcata Transit Center with a forecasted farebox ratio of 11.8%.

The first major finding required for transit needs to be qualified as "reasonable to meet" is a defensible estimate of anticipated ridership compared to the estimated cost of the service. This is referred to the farebox recovery ratio and indicates the percentage of operating costs covered by passenger fares. Section 6633.2 of the TDA states that the ratio of fare revenues to operating cost shall be at least 10% in non-urbanized areas, or up to 20% if determined by the transportation planning agency pursuant to its rules and regulations as adopted pursuant to section 6645. HCAOG has not adopted a percentage requirement higher than 10%.

New service to the Blue Lake area was not found reasonable to meet due to a number of considerations:

- Although forecasted farebox ratios exceeded the 10% threshold, a lesson learned with the previously implemented service to the Tish Non Village taught us that projecting ridership based on survey results did not accurately forecast actual ridership. The Tish

Non Village farebox recovery ratio was forecasted to be 12%. The current actual farebox recovery ratio for 2016-17 year to date is 4%.

- The Southern Humboldt Local System took four years to reach a 10% farebox recovery ratio.
- A Blue Lake Rancheria previous action to terminate day time service between 10:00 a.m. and 1:00 p.m. from Blue Lake to Arcata due to high costs.

It was recommended that a 30% estimated farebox be used to make a defensible finding for a new service being reasonable to meet.

New service on Old Arcata Road remains an unmet need that is reasonable to meet. The County of Humboldt cannot use LTF for non-transit purposes until that need is met.

Current Year - Fiscal Year 2017-18 Findings

HCAOG initiated the citizen participation process on October 13, 2016. Eleven public hearings were held throughout the county to receive public comment on unmet transit needs. An Unmet Transit Needs flyer, provided in Appendix D, was widely distributed in English and Spanish and made available on transit buses. A public notice was published in the Times Standard, and a public service announcement was distributed to the local media and transportation partners.

A summary of all comments heard at meetings or submitted to HCAOG are provided in Tables 4 and 5. The comments categorized as “operational” or “other” were determined as such based on guidance from HCAOG’s TDA Rules and Regulations last updated January 2016. The guidance states that unmet transit needs do *not* include:

- ❖ Improvements funded or scheduled for implementation in the next fiscal year.
- ❖ Minor operational improvements or changes such as bus stops, schedules, and minor route changes.
- ❖ Trips for purposes outside of Humboldt County.
- ❖ Trips for primary or secondary school transportation.
- ❖ Sidewalk improvements or street and road needs.

ID	Transit Svc	Responses	Table 4. Public comments/requests submitted via phone or written	UTN	Operational	Other
S.Gossman	County	x1	Bus service/stop near (in front of) the McKinleyville Federal Court House (Boeing Avenue, McKinleyville). Current airport bus stop is too far away from the Courthouse.	x		
A.Thomson	DAR	x1	DAR or specialized door-to-door service in Southern Humboldt. Caller area Bell Springs near Island Mountain, 40 minutes from Garberville.	x		
K.C. Chiloquin 1.27.16 caller J Kohler 9.7.16 John Kilda C.	RTS	x5	Later evening bus service to CR for classes that get out between 9:45 pm and 10:00 pm. (accommodate students return home, McKinleyville, Arcata area. Difference between CR classes and last RTS bus is about 15-20 minutes)	x		
K.C. Chiloquin	RTS	x1	More bus service due to overcrowding weekday, weekends, holiday schedule. Denied svc due to overcrowding. (incident: Eureka-McKinleyville, 9:30 am, Monday 2.15.16 holiday sched)	x		
K.C. Chiloquin	RTS ETS	x1	More bus service (earlier and later) on weekends, holidays (for people dependent on transit), RTS earlier service on weekends.	x		
K.C. Chiloquin	All	x1	Unified bus ticket for use between transit systems operating in Humboldt.		x	
K.C. Chiloquin W. Durham		x2	Eureka Transit buses should allow bikes, have bike racks, and allow bikes on the buses if bike racks become full.		x	
Kilda C.		x1	Request restroom near Country Club Market (Eureka)			x
T. Stewart John 9.7.16 W. Durham Ukn 1.27.16	ETS	x4	Later evening ETS bus service, extend later than 7:00 pm. Accommodate people employed at Bayshore Mall. Request buses run same late schedule as A&MRTS.	x		
R.Kime	ETS	x1	ETS bus service/stop at 2430 6th Street, request to accommodate County offices (Humboldt Plaza).	x		
K.Belschner	ETS	x1	Transit service to and from Humboldt County Library	x		
Unk 10.15.16		x1	Bus to Mendocino			x
S.Smith		x1	Lyft or Uber service			x
J. Yugi	RTS	x1	Stop at King Salmon or Humboldt Hill Road.	x		
N. Hernandez	WC	x1	Service request for Berry Summit Community (SR 299 & Titlow Hill)	x		

ID	Transit Svc	Responses	Table 4. Public comments/requests submitted via phone or written	UTN	Operational	Other
S.Klein Danny Vanilla Kerry Morgan Unk 10.15.16	SHI	x4	Saturday service to and from Southern Humboldt (Garberville) to Eureka.	x		
S.Klein Danny Vanilla	SHI	x2	Sunday service to and from Southern Humboldt to Eureka.	x		
Kerry Morgan	SHI	x1	Remove Redcrest bus – Add Founders Grove transit		x	
Kerry Morgan	SHI	x1	Increase stops to 5 minutes (for drivers)		x	
P. Connelly	SHI/SHL	x1	Relocate bus stop 70 feet north of Calico's Café, 808 Redwood Drive, Garberville		x	
T Stewart	RTS	x1	Add a stop at the Humboldt Area Foundation on Indianola Road Cut-Off	x		
T Stewart		x1	Public transit service to and around the City of Ferndale.	x		
Unk 11.2.16	RTS	x1	More bus service to/from Arcata and Eureka	x		
Kilda C.	RTS	x1	Later evening service for those attending classes at HSU.	x		
S.Cortez	DAR	x1	Dial-a-Ride service from Carlotta and Hydesville to Eureka.	x		
Unk 7.7.16	RTS		RTS bus driver failed to pick up rider (Eureka Co Op).		x	
Russell Mills	RTS	x1	Suggest bus going through Manila alternate between Manila and Old Arcata road on its way to Arcata and back. (New service on Old Arcata Road is an outstanding unmet meet reasonable to meet.)	x		
Penninsula Comm Collab	RTS	x6	Need for a transit route south of Highway 255 Bridge to serve Samoa/Manila. (request/support letter with 6 signatures)	x		
Stefan Thomsen	RTS	x1	More am buses to CR due to overcrowding.	x		
Stefan Thomsen	RTS	x1	Suggested transit option – use of articulated buses to avoid overcrowding on buses during CR peak times mainly during the morning.		x	
Sally Endsley	RTS	70	Additional Saturday service to CR for CR students living in dorms.	x		
Sally Endsley	RTS	70	Sunday bus service for CR students living in dorms.	x		

Entity Public Hearing	Transit Svc	Reponses	Table 5. Public Hearing and Public Meeting Comments/Requests	UTN	Operational	Other
Arcata	RTS	x1	Extend evening bus service between Trinidad and Scotia on Thursday, Friday, and Saturday nights. (The first Saturday of every month in 2017 RTS rides are free after 7:30 pm.)	x		
	RTS	x1	Add dedicated service between Arcata and Eureka to attend Arts Alive on Friday nights.	x		
		x1	Continue to pursue partnering with Greyhound, Amtrak and the Veterans Administrations van service between Arcata and the Bay Area to add additional transportation options along 101 corridor.			x
	A&MRTS	x1	Explore modifying current A&MRTS schedule to improve svc to Arcata Senior Center. Collaborate with the SSTAC to identify transportation options for the special needs community. Specifically, to provide transportation access to events like the Special Olympics and other organized events. Include activities/events on weekends.	x		
	A&MRTS	x1	Allow bicycles inside the bus if bicycle racks are full.		x	
Manila Community Svcs District	RTS	x3	More frequent public transportation on the Peninsula through Manila, Arcata to Eureka.	x		
	RTS	x1	Public transportation to Samoa.	x		
	RTS	x1	Public transportation to Fairhaven.	x		
	RTS	x1	Difficult to identify where bus stops are on Peninsula. Difficult to understand bus schedule.		x	
Blue Lake	BLRTS	x6	Weekend service in Blue Lake.	x		
	BLRTS	X5	Add Blue Lake service between 10 a.m. and 1 p.m.	x		
	BLRTS	x2	Add earlier BLRTS service for students and employment.	x		
	BLRTS	X3	Add later BLRTS service for students and employment.	x		
	RTS	x1	Late night bus service from Fortuna to Trinidad.	x		
Fortuna		x1	Support for funding consideration to AIAA Volunteer Driver Program to provide needed rides for the Eel River Valley.			x
HCAOG	RTS	x2	Weekend service from So Hum to Eureka (Avenue of the Giants to Garberville and Garberville to Eureka).	x		
Rio Dell	RTS	x1	Bus shelter at the bus stop at Davis Street off ramp and Highway 101 as well as other locations in Rio Dell when funds are available.		x	
Eureka Ferndale McMac Trinidad County of Humboldt		x0	The cities of Eureka, Ferndale, Trinidad, and the McKinleyville Municipal Advisory Committee did not receive any public comment regarding unmet transit needs.			

The full record of public comments received is provided in *Appendix B: Record of Public Comments Received via Telephone or Written*, *Appendix C: Record of Public Hearings and Testimony*, and *Appendix D Unmet Transit Needs Flyer*.

The most frequent comments in this cycle were in response to additional Saturday service to CR, and new Sunday service to CR. Additional comments were received for new service to Samoa/Manila; new weekend service between Southern Humboldt and Eureka; new and supplemental service to the Blue Lake area, and later evening service to CR. A summary of the most frequent comments is provided below:

Samoa Peninsula

A total of seven requests were received in support of new transit service to the town of Samoa, one request for service to Fairhaven, and three requests for more transit on the Peninsula through Manila, Arcata to Eureka.

A letter with supporting signatures was submitted from the Peninsula Community Collaborative regarding unmet transit needs on the Samoa Peninsula. The letter is included Appendix B. The Peninsula Community Collaborative is a resident-based community group comprised of residents of Manila, Samoa, and Fairhaven who meet monthly to support their goal to improve the well-being and safety for the Peninsula community. Six people signed the letter requesting bus service to the town of Samoa. The petition asked participants to list which town they reside in and travel to on the Peninsula. All six participants listed their residence as Manila. A speaker at the Manila Community Services District public hearing stated that there is no existing service to Samoa. Three requests suggested more transit service on the Peninsula through Manila, Arcata to Eureka.

New service to Samoa has not been demonstrated as warranted at this time based on the low number of requests. The SSTAC will continue to monitor requests for new service to Samoa as well as service along the Samoa Peninsula.

Southern Humboldt

Six requests were submitted for Saturday service, four for Sunday service, and one request for Dial-a-Ride or door-to-door service in Southern Humboldt. A few comments are generally submitted each year requesting weekend service to Southern Humboldt. In this cycle one emailed comment recommended two runs on Saturdays between Southern Humboldt and Eureka and Arcata, and to remove the Redcrest bus stop and add a stop at Founders Grove.

Weekend service to Southern Humboldt has not been demonstrated as warranted at this time based on the low number of requests. The SSTAC will continue to monitor requests for weekend service between Eureka and Southern Humboldt. The HTA will continue discussions with representatives from the Southern Humboldt community regarding weekend service between Southern Humboldt and Eureka.

Blue Lake

Six requests were received for weekend service in Blue Lake, five requests to add service runs between 10:00 am and 1:00 pm, two requests for an earlier am bus route, and three requests for a later (after 5:00 pm) bus route. Results from last year's survey are provided on pages 13-14 in the previous year's recap section. In last year's cycle the HCAOG Board took a reserved approach in determining what is reasonable to meet when relying on surveys. The extended and new service for the BLRTS was not found reasonable to meet last year.

Due to prior year surveys and discussion for Blue Lake area service, consideration of additional service for Blue Lake is not warranted at this time. There is no significant change to the prior year's request. The SSTAC will continue to monitor requests for service in this area.

Late night service to CR to accommodate students taking late classes

Five requests were received requesting later bus service to CR to accommodate students return home for classes that end at 9:45 or little after 10:00 pm. The last weekday evening RTS bus travelling northbound from CR is at 9:12 pm, and the last weekday evening RTS bus travelling southbound from CR is at 9:44 pm. Students comment that they are not permitted to leave class early to catch the bus, and that a bus pick up time of 15-20 minutes later, would allow transit dependent students to use transit to return home from late classes.

The current late night transit schedule was established to serve the late night class schedule. Late night class schedules can fluctuate from year to year making it difficult to accommodate all late night classes. Due to few requests and fluctuation of class schedules, change to the current late night transit schedule has not been demonstrated as warranted at this time. The SSTAC will continue to monitor CR requests and this issue.

CR – Additional Saturday service and new Sunday service

Sally Endlsey, a Student Senator from the Associated Students of the College of the Redwoods (ASCR) led a survey to identify student weekend transit needs. The survey was made available to students living in the school dorms, and students taking Saturday classes. The complete survey results and submitted letter are contained in Appendix B.

Currently public transportation service is provided to CR by the Redwood Transit System on Saturday with two am bus runs and two pm bus runs (noted below). No public transportation is provided on Sunday.

Northbound service at CR, 11:29 am, and 7:25 pm

Southbound service at CR, 11:09 am, and 7:10 pm

Sally Endlsey reported that many on campus residents do not have cars, and because of the limited public transportation stops at CR on Saturdays there are very few modes of transportation for students on the weekends. It was also noted that not having Sunday bus service prohibits students from attending religious services. Ms. Endsley reported that some campus residents

reported frustration as the RTS bus travels on both Saturday and Sunday on the nearby freeway, but does not stop at CR.

Two surveys were developed to gather information on student needs. One survey was distributed to students who reside in the dorms and a second survey to students who attend Saturday classes. Both surveys listed possible times that buses could stop at CR over the weekend based on the current RTS schedule. The survey asked students how often they would ride the bus each month for each possible time listed.

Eighty students responded to the survey. Table (6) below contains a summary of CR's survey results. The full student survey is included in Appendix B Record of Public Comments Received via Telephone or Written.

CR's survey results reflect requests for eight trips to CR on both Saturday and Sunday, four trips traveling northbound, and four trips traveling southbound.

- The survey results estimate that 121 Saturday northbound roundtrips are anticipated for an average of 1.51 trips per student.
- Saturday southbound estimates reflect that 103 southbound trips are anticipated for an average of 1.29 trips per student.
- Sunday northbound estimates reflect that 95 northbound trips would be anticipated for an average of 1.19 trips per student.
- Sunday southbound estimates reflect that 93 southbound trips are anticipated for an average of 1.16 trips per student.

Additional service to CR on Saturday and new Sunday service would require considerable adjustments to the existing established routes/schedules. A rough estimate of approximately 12 minutes would need to be added to current schedules for each additional stop at CR.

Ms. Endsley attended the January SSTAC meeting, presented CR survey results, and participated in discussion regarding weekend transit service to CR. Ms. Endsley reported that approximately 168 students live in the CR student residences. HTA indicated that ridership data for CR Saturday service is not routinely tracked. HTA did however conduct a recent tracking effort to document CR Saturday ridership. The numbers reported were low, and it was noted that the data was partly gathered during winter break.

The SSTAC discussed CR survey results indicating that more survey detail is needed to demonstrate that transit would be utilized by students on the weekend and which times would be most used. Survey results did not provide clear data to estimate ridership at requested times, or detail to determine which of the requested times would be most needed.

Table 6. College of the Redwoods Survey Results

- 80 students responded to the survey. Time options were comprised of possible times buses could stop at CR on weekends, based on the RTS’s current schedule. Students were asked to select how often they would ride the bus at the listed times. For the 16 possible listed times, over 25% of students want each bus to run four weekends a month. 30+% (in bold) of students want at least 11 of the listed bus times to run four weekends a month.
- 58.8% or 47 students indicated that they live on the CR campus.
- 26.3% or 21 students indicated they do not live on the CR campus.
- 15% or 12 students indicated that they live on the CR campus, but not during the summer semester.
- 87.9% or 70 students indicated that they want more bus service.
- 12.1% or 10 students indicated that they did not want more bus service.

	5x month		4x month		3x month		2x month		1x month		None		1x a semester	
	% of Responses	No. of Responses												
SATURDAY														
Northbound														
9:20 AM	6.3%	5	41.3%	33					13.8%	11	23.8%	19	15.0%	12
12:10 PM		*	43.8%	35	*				11.3%	9	18.8%	15	21.3%	17
2:40 PM		*	36.3%	29	*				16.3%	13	21.3%	17	21.3%	17
5:35 PM		*	30.0%	24	*		*		18.8%	15	27.5%	22	18.8%	15
Southbound														
10:15 AM		*	36.7%	29	*				16.5%	13	21.5%	17	19.0%	15
12:55 PM	5.0%	4	32.5%	26	*				17.5%	14	23.8%	19	20.0%	16
3:40 PM		*	33.8%	27	*		*		15.0%	12	23.8%	19	21.3%	17
6:15 PM		*	26.6%	21			*		21.5%	17	24.1%	19	22.8%	18
SUNDAY														
Northbound														
9:20 AM	*		31.3%	25					20.0%	16	22.5%	18	23.8%	19
12:10 AM	*		28.8%	23	*				18.8%	15	22.5%	18	26.3%	21
2:40 PM	*		31.3%	25	*				18.8%	15	23.8%	19	22.5%	18
5:35 PM	*		27.8%	22	*				15.2%	12	22.8%	18	30.4%	24
Southbound														
10:15 AM	*		25.3%	20	*				21.5%	17	24.1%	19	25.3%	20
12:50 PM	*		27.5%	22					23.8%	19	21.3%	17	25.0%	20
3:40 PM	*		32.9%	26	*				22.8%	18	20.3%	16	20.3%	16
5:35 PM	*		30.8%	25	*				16.7%	13	24.4%	20	24.4%	20

*-very low response, % not reported

The SSTAC offered the following suggestions to Ms. Endsley for consideration to demonstrate requested transit need and service:

- Inquiry to CR regarding a previously owned CR bus, that was to be used for student transit needs in between times that public transportation is provided.
- Would CR be willing to run their own vehicle for a period of time to demonstrate ridership, usage times, etc.
- Would CR be willing to contract for a smaller bus to provide service.
- Would CR be interested to contract with an agency to provide service for a period of time to demonstrate service need, ridership, usage times, etc.
- Conduct an additional survey.

Ms. Endsley indicated that she will contact CR staff and provide follow up information to the SSTAC. At the time of this report Ms. Endsley had not been able to contact CR staff, but noted that the CR Associated Student group will follow through on SSTAC suggestions and return to the SSTAC at a future date.

Weekend service to CR has not been demonstrated as warranted at this time. Ms. Endsley will provide additional information to the SSTAC. The SSTAC will continue to work with the CR Associated Student Group and will continue to monitor requests and any additional information provided.

RTS Overcrowding

At the January SSTAC meeting, the SSTAC directed staff to work with HTA to gather information on the frequency of overcrowded bus services reported in the UTN Report. Two comments were submitted in this cycle regarding overcrowded buses from McKinleyville to CR and one comment regarding overcrowded buses at the Bayshore Mall. HTA is planning to add an additional bus at peak times beginning in the Fall of 2017. Overcrowding has been reported in prior UTN cycles.

At the February meeting, the SSTAC reviewed information provided by HTA regarding RTS passenger capacity for bus service between HSU to CR, between McKinleyville to Fortuna, and between Trinidad to CR. The information indicated that during the period July through December 2016 multiple RTS buses operated at high levels with passengers standing. During discussion it was noted that data reflecting number of passengers entering and exiting at bus stops would be helpful to assess overcrowding. This additional data will be available for future review from on board surveys conducted as part of the current 5-year Transportation Development Plan (TDP) Update project.

As part of the current 5-year TDP Update, the SSTAC will work with the project consultant to develop a 5-year Strategic Plan to guide the Unmet Transit Needs process. The Strategic Plan will be incorporated into the TDP and will include formal strategic planning with the SSTAC to maximize the effectiveness of the annual Unmet Transit Needs process, enhance SSTAC members' knowledge and tools for engaging the public, gathering information, and making recommendations.

The first major finding required for a transit need to qualify as “reasonable to meet” is a defensible estimate of anticipated ridership compared to the estimated cost of the service. This is referred to as the farebox recovery ratio and indicates the percentage of operating costs covered by passenger fares. Since A&MRTS, ETS and RTS existed in the 1970’s their fareboxes are based on historical performance and are unique to each system. The required farebox ratio for the A&MRTS is 18.8%, for ETS is 22.4% and for RTS is 26.4%. For new transit routes, a 10% farebox ratio is required to maintain the system.

The outstanding operating costs, not funded by passenger fares, are subsidized by LTF funds allocated by HCAOG directly to the cities and county based on population. A finding of a transit need being reasonable to meet does not mean that HCAOG will fund the service, it means that HCAOG will require the county or affected city to appropriately prioritize the use of LTF funds in their jurisdiction. The finding that a transit need is reasonable to meet does not automatically mean that it will be implemented. If all LTF funds are already being used on transit services in the affected jurisdiction, or if there is not enough funding to pay for the need, it simply “waits” for LTF funds to increase enough for implementation.

Determining anticipated ridership has proven difficult to estimate for new service. With expanding transit needs region wide and limited LTF funds coming in, this part of the process is key to the best use of LTF funds. Estimating ridership using responses to a directed survey has proven difficult. Estimates for service on Saturdays and Sundays has been effective using an industry standard for predicting service based on weekday statistics. Anticipated operating costs are determined by the operator.

5. TDA Funds and Allocations

The Transportation Development Act provides State funding sources meant primarily for public transportation. The TDA funding comes through two sources, the Local Transportation Funds (LTF) and the State Transit Assistance (STA) funds. For this 2017-18 Report of Findings, the LTF allocations are provided for the last two years (FY 15-16 and 16-17). The LTF estimate for the 2017-18 year will not be released until February 2016.

For the 2016-17 fiscal year the Humboldt County region’s estimated share of LTF funds was less than the 2015-16 years share. For the fiscal year 2015-16, the jurisdictions were estimated to receive \$4,382,781 in LTF, which is an increase of \$46,172 more than what was allocated in FY 2014-2015.

Fiscal Years 2015-2016 and 2016-2017

Table 7 shows how LTF funds were allocated in the FY 2015-16 fiscal year; it also shows how the Cities and County projected they would apportion funds to transit and non-transit uses. The City of Ferndale expended all their LTF funds to non-transit purposes (streets and roads). The cities of Arcata, Eureka, Blue Lake, and the County expended all their LTF funds on transit. Other jurisdictions used funds for both transit and non-transit uses, as shown below.

Table 7: LTF Funds Allocated by Jurisdiction, FY 2015-16

Jurisdiction	Ending Balance 2014-15 Unrestricted (actual)	Apportioned 2015-16 LTF Funds (estimate)	Transit Use Article 4	Third Party Transit Use Article 8	Bike & Ped Use Article 8	Streets & Roads Use Article 8	Unclaimed Funds*
		\$	\$	\$	\$	\$	\$
Arcata	17,946	577,240	577,240				17,946
Blue Lake	1,257	40,720	9,595	31,125			1,257
Eureka	953,600	876,048	1,800,906				28,742
Ferndale	1,336	44,170				44,170	1,336
Fortuna	12,088	387,409	244,680		8,068	134,661	12,088
Rio Dell	3,287	108,945	48,365			60,580	3,287
Trinidad	2,183	11,751	13,450			25,243	2,183
County	70,726	2,336,498	2,172,425	100,576			134,223
Region Totals	1,062,423	4,382,781	4,866,661	131,701	8,068	264,654	201,062

*Funds remain in jurisdiction's account with County Auditor.

Table 8 reflects FY 2016-2017 LTF apportionments. These estimates are based on an estimate provided by the Humboldt County Auditor pursuant to Government Code Section 6620. The estimate includes those moneys anticipated to be deposited in the fund during the ensuing fiscal year. After close of the current fiscal year, the auditor reports any unrestricted balance which is the balance that is neither allocated, reserved, nor retained in the fund as an unallocated apportionment pursuant to Section 6655.1. The county auditor makes the estimate from such data as is available including those, which may be furnished by the State Board of Equalization.

Table 8: FY 2016-17 LTF Fund Apportionments

Jurisdiction	Population	% of Regional Population	2016-17 LTF Estimate	2014-15 End Balance	2016-17 Total Funds Available
Arcata	17,898	13.32%	576,264	17,946	594,210
Blue Lake	1,260	0.94%	40,568	1,257	41,825
Eureka	26,946	20.05%	867,584	953,600	1,821,184
Ferndale	1,369	1.02%	44,078	1,336	45,414
Fortuna	12,032	8.95%	387,396	12,088	399,484
Rio Dell	3,372	2.51%	108,569	3,287	111,856
Trinidad	363	0.27%	11,688	2,183	13,871
County	71,158	52.95%	2,291,083	134,223	2,361,809
Region Totals	134,398	100%	\$4,327,230	\$1,125,920	\$5,389,653

*Source: California Department of Finance, Report E-1.

List of Acronyms

A1AA	Area 1 Agency on Aging
A&MRTS	Arcata & Mad River Transit System
ADA	Americans with Disabilities Act
ADHC	Adult Day Health Care
BLRTS	Blue Lake Rancheria Transit System
BRBRR	Bear River Band of Rohnerville Rancheria
CAE	City Ambulance of Eureka
Caltrans	California Department of Transportation
CTSA	Consolidated Transportation Service Agency
DAR/DAL	Dial-A-Ride / Dial-A-Lift
ETS	Eureka Transit Service
FTA	Federal Transit Administration
HCAR	Humboldt Community Access and Resource Center
HSRC	Humboldt Senior Resource Center
HSU	Humboldt State University
HTA	Humboldt Transit Authority
JPA	Joint Powers Agreement or Agency
K/T Net	Klamath-Trinity Non-Emergency Transportation
LTF	Local Transportation Fund
PAC*	Policy Advisory Committee
PUC	(State) Public Utilities Code
RCRC	Redwood Coast Regional Center
RCT	Redwood Coast Transit
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
RTS	Redwood Transit System
SB	Senate Bill
SCC*	Service Coordination Committee
SHI	Southern Humboldt Intercity
SHL	Southern Humboldt Local
SHTS	Southern Humboldt Transit System
SRC	Senior Resource Center
SSTAC*	Social Service Transportation Advisory Council
STA Fund (STAF)	State Transit Assistance Fund
TAC*	Technical Advisory Committee
TDA	Transportation Development Act
TDP	Transit Development Plan
TTP	Tribal Transportation Program
UTN	Unmet Transit Need
W/C	Willow Creek Intercity Transit Service
YTTS	Yurok Tribe Transit Service

*HCAOG Committee