

5. PUBLIC TRANSPORTATION ELEMENT

EXISTING TRANSIT SYSTEM

The “passenger transit mode” in Humboldt County is exclusively bus and van. There is no passenger rail, subway, or ferry service. The region provides public transportation via transit buses and paratransit (complementary as required by law, as well as supplemental). Local public transit is augmented by social service organizations and non-profits that offer transportation services to eligible populations.

Households near public transit drive an average of 4,400 fewer miles than households with no access to public transit. This equates to a household reduction of 223 gallons of gasoline per year.

– American Public Transportation Association, 2012

INTERREGIONAL TRANSIT

Interregional transit services move people into and out of Humboldt County. Two national services serve Humboldt County: Greyhound Bus Lines and Amtrak Thruway Motorcoach. The Greyhound schedule runs between Arcata (Intermodal Transit Center) and San Francisco; Greyhound connecting buses are available in Oakland and San Francisco. The Amtrak Thruway bus route runs from McKinleyville to the Martinez Train Station, where passengers board connecting trains (e.g., trains to Emeryville connect to a shuttle bus that stops in San Francisco). Greyhound and Amtrak buses run seven days a week.

Redwood Coast Transit (RCT) is Del Norte County’s public transit system. RCT provides bus service between Arcata and Smith River, Del Norte County, weekdays and Saturdays. The RCT bus runs along the U.S. 101 corridor. Scheduled bus stops in Humboldt County include Redwood National Park, Klamath, Orick Post Office, Trinidad Park and Ride, and the Arcata Transit Center.

Humboldt Transit Authority’s Willow Creek Transit System can connect passengers from Arcata and Willow Creek to Trinity Transit of Trinity County for destinations further inland. Trinity Transit will take passengers east to Weaverville, and further east to Redding in Shasta County.

REGIONAL TRANSIT SYSTEM

Within Humboldt, various transit routes connect to one or another transit systems at major transfer points. These transit “hubs” include downtown Eureka (4th & H Street), the Bayshore Mall in Eureka, and the Intermodal Transit Center in Arcata (commonly referred to as the Arcata Transit Center). In Eureka, bus stops at the Bayshore Mall, as well as the area of 3rd/4th/5th and H Street, provide connections between Redwood Transit System (RTS), Southern Humboldt Intercity (SHI), and Eureka Transit System (ETS) buses. The Arcata Transit Center is a central transfer facility where, in addition to inter-regional buses, many local bus

systems stop, including RTS, Willow Creek Transit System, Arcata & Mad River Transit System (A&MRTS), Blue Lake Rancheria Transit System (BLRTS), and RCT of Del Norte County. Humboldt County’s public transit and paratransit service areas are mapped on Figures: 5.1a, 5.1b, 5.1c, and 5.1d (see Maps Tab).

The RTS commuter bus makes multiple stops in and near Fortuna, allowing potential connections between Fortuna Transit and RTS. The Willow Creek Transit System connects to two other transit services, potentially taking passengers from Arcata and Willow Creek to destinations further east/northeast. From Willow Creek, the Klamath-Trinity Non-emergency Transit (KT NeT) connects passengers to the Hoopa Reservation and Orleans, and to connections to eastern counties (described above in Interregional Transit).

PUBLIC TRANSIT SERVICES

Details on regional transit operators (e.g., transit organizations, services areas, fleets, fares, passenger volumes, etc.) can be found in the following HCAOG plans, which are incorporated by reference:

- *Report of Findings for Unmet Transit Needs* (HCAOG prepares this report annually);
- *Humboldt County Transit Development Plan 2017-2022* (HCAOG, 2017) (or most current); and
- *Humboldt County Coordinated Public Transit–Human Services Transportation Plan* (HCAOG, 2016).

Humboldt Transit Authority (HTA)

The Humboldt Transit Authority (HTA) is a joint powers authority (JPA), established in 1975 by a joint powers agreement signed by Humboldt County and the cities of Arcata, Eureka, Fortuna, Rio Dell and Trinidad. HTA is funded primarily through fares and Transportation Development Act (TDA) funds from the JPA members. Table *Transit-1* below shows what percentage the HTA members pay HTA for their respective transit service(s).

Table *Transit-1*. Humboldt Transit Authority (HTA) Shared-Cost Assessments*

HTA Member	RTS	So. Hum Intercity	So. Hum Local	Tish Non-Village	Willow Creek	Eureka Transit	Arcata DAR/DAL
County of Humboldt	50.00%	100%	100%	100%	100%	27%	60%
City of Arcata	14.35%						40%
City of Fortuna	9.93%						
City of Rio Dell	2.80%						
City of Trinidad	0.31%						
Total	100.00%	100%	100%	100%	100%	100%	100%

*Adopted by the HTA Board of Directors on June 20, 2012. HTA is a Joint Powers Authority (JPA).

HTA operates and maintains the Redwood Transit System (RTS), the Willow Creek Transit Service, and Southern Humboldt Intercity, Southern Humboldt Local, and the Tish Non-Village Transit

(TNVT). The HTA serves as the Consolidated Transportation Service Agency (CTSA) for Humboldt County (as of July 1, 2016), and in that capacity coordinate paratransit services. Also, under contract, HTA operates and maintains the Eureka Transit System, and provides paratransit (Dial-A-Ride and Dial-A-Lift) administrative services for the region.

Redwood Transit System (RTS)

HTA operates Redwood Transit System (RTS), which is the primary intercity public transit system in the county. The RTS line is a fixed-route commuter service, along the U.S. 101 corridor, between the cities of Scotia and Trinidad. Key trip origins and destinations include HSU, College of the Redwoods, the Arcata Transit Center, Downtown Eureka and the Bayshore Mall. RTS runs seven days a week.

Southern Humboldt Intercity

HTA operates Southern Humboldt Intercity, which provides fixed route service between Garberville and Eureka with stops including Briceland/Redway Drive, Phillipsville, Miranda, Myers Flat, Weott, Fortuna, and College of the Redwoods. The Intercity system runs on weekdays during morning and afternoon peak-travel times.

Southern Humboldt Local

HTA operates the Southern Humboldt Local, which provides deviated fixed-route service in areas between Garberville and Miranda. Service runs during weekday peak-travel times (morning and afternoon).

Tish Non Village Transit

HTA operates the TNVT, which began service in July 2015. TNVT is a deviated fixed-route with stops at College of the Redwoods, Scenic and Loleta Drive, Tish Non-Village, Fernbridge, Palmer Boulevard, and Fortuna (11st & N Street). TNVT runs weekdays only.

Willow Creek Transit System

HTA also operates the fixed-route Willow Creek Transit System along State Route 299, between Willow Creek and the Arcata Transit Center. The Willow Creek bus runs weekdays and Saturdays.

Eureka Transit Service (ETS)

The Eureka Transit Service (ETS) has been operating since January 1976. The City of Eureka contracts HTA to operate ETS. ETS has four fixed-route lines on weekdays and three fixed-route line on Saturdays. Currently the buses run loop routes with service primarily within the City of Eureka, and also some adjacent areas of the unincorporated County. The City of Eureka is studying (circa 2017-2018) the feasibility of changing ETS buses to line routes.

Arcata & Mad River Transit System (A&MRTS)

The Arcata City Council initiated A&MRTS in 1975, and operates it through the Building & Engineering Department. A&MRTS provides fixed-route transit service within the Arcata city limits; service two routes run weekdays and one (combined) route runs Saturdays. Its hub is the Intermodal Transit Center, a.k.a. the Arcata Transit Center). A&MRTS contracts HTA to maintain its fleet vehicles.

Short-range Recommendation:
 Support technologies and capital improvements that increase convenience and competitiveness of public transit and rail, thereby making transit and rail preferred mode alternatives. This includes real-time transit information and trip planning tools, universal payment systems, as well as cost-effective infrastructure improvements optimizing reliability and connectivity between systems.

– California Transportation Plan
 2040

Blue Lake Rancheria Transit System (BLRTS)

The Blue Lake Rancheria Transit System (BLRTS) began operating in 2002, and is operated by the Blue Lake Rancheria, a federally recognized tribe in Humboldt County. The service is offered in partnership with the City of Blue Lake, which provides partial funding through its TDA fund allocation. Funding sources for operations are also provided through grant funding awarded via the Tribal Transportation Program administered by FTA, and other tribal funds.

The BLRTS operates a deviated fixed-route service, on weekdays, between Blue Lake/Glendale and the Arcata Transit Center. The BLRTS offers call stops at the Mad River Community Hospital, United Indian Health Services, and Erickson Court, Arcata. Passengers must call ahead for service to the call stop locations. The BLRTS service provides over 1,300 trips per month.

Klamath Trinity Non-Emergency Transportation (K-T NeT)

K-T NeT is a non-profit, community-based organization in the Klamath Trinity that began transit operations in January of 2003. K-T NeT’s service area encompasses Willow Creek and areas north along Highway 96. K-T NeT provides fixed-route service and cannot provide door-to-door service. The service operates from 6 a.m. to 7 p.m. weekdays, between Willow Creek, Hoopa Valley, and Weitchpec. In addition, on Tuesdays and Wednesdays, the route expands service to Orleans. On Saturdays, service runs between Hoopa and Willow Creek in the morning (9:00 a.m. to 11:40 a.m.) and evening (6:15 p.m. to 6:45 p.m.).

KT-NeT’s service between Hoopa and Willow Creek is funded with TDA funds from Humboldt County. The Hoopa-Orleans service is funded by an FTA grant for intercity bus programs (per FTA §5311f).

K-T NeT enables connections each weekday to two other bus services in the community of Willow Creek. One is a connection to the Willow Creek Transit bus (Willow Creek to Arcata). The second is a connection to Trinity Transit that serves communities in Trinity County including Weaverville. Flag stops are not permitted due to the narrow two-lane roads, which do not allow for safe pullovers. KT-NeT service is scheduled to meet the Willow Creek and Trinity Transit buses with minimal wait times for passengers.

Yurok Tribal Transit Service (YTTS)

The Yurok Tribe Transportation Department, under direction from the Yurok Tribal Council, operates YTTS, which is a demand-responsive public transportation service. The YTTS operates weekdays, providing service in and around Klamath, Crescent City, Weitchpec, Wautec, and Tulley Creek areas. The Yurok Tribes offers this as a Dial-a-Ride service, scheduling trips based upon community needs (i.e., requests for pick-up). The YTTS will provide service for work-commute trips from Klamath to Crescent City in Del Norte County. They offer this service dependent upon scheduling availability, weekdays between 8:30 a.m. and 5 p.m., and when there is a minimum of three passengers.

Additionally, the YTTS has implemented a seasonal River Ferry providing transportation between Wautec and Klamath. Tribal Transportation grants and FTA grants fund ferry service.

PUBLIC PARATRANSIT SERVICES

The Americans with Disabilities Act (ADA) defines a disabled person's right to equal participation in transit programs. If public bus service is provided, it must comply with ADA requirements to provide "complementary" paratransit. Paratransit is origin-to-destination transportation for people with disabilities who cannot use the bus all or some of the time. Paratransit must serve destinations within a 3/4-mile of all public fixed-route bus service (49 CFR 37.131). Some public transit providers (and towns, cities, and counties) provide a non-ADA paratransit-like service, sometimes called dial-a-ride or dial-a-lift (DAR/DAL) service. Typically, this service is provided to both senior citizens and people with disabilities.

Paratransit services in Humboldt County are operated by the HTA, BLRTS, City Ambulance of Eureka, and the City of Fortuna. Paratransit providers that were not described above are described briefly below.

"A missed medical trip can affect a person's quality of life and can result in a need for more costly care. Compared with the cost of health care, the cost of providing transportation for access to health care can be small."

—J. Hough & J. Mattson

City Ambulance of Eureka (CAE)

City Ambulance of Eureka provides emergency and non-emergency medical transportation, taxi cab, shuttle, and DAR/DAL services. Within HCAOG's region, City Ambulance provides service for areas in the City of Arcata, City of Eureka, and areas in the unincorporated County of Humboldt.

Fortuna Transit

The City of Fortuna operates Fortuna Transit (formerly called Fortuna Senior Bus), which is demand-responsive, curb-to-curb, weekday transport service for seniors aged 50 and older or disabled persons who are unable to drive. The Fortuna Transit service area is within Fortuna city limits; however, in 2015 Fortuna Transit implemented a monthly service to major shopping centers in Eureka (e.g. Bayshore Mall). The City's Parks and Recreation Department administers and operates Fortuna Transit.

OTHER TRANSPORTATION PROVIDERS

Community and social service organizations throughout Humboldt County also provide transportation services aside from public transit and paratransit. Most provide DAR, DAL, and/or non-emergency medical transportation services. Refer to the “Report of Findings for FY 2017-18 Unmet Transit Needs” (HCAOG 2017, or most current) for brief summaries of these organizations’ transportation services:*

- Adult Day Health Care of Mad River
- Area One Agency on Aging (A1AA)
- Bridgeville Community Center Van
- County of Humboldt Health and Human Services
- Ferndale Senior Resource Center “Bridging the Gap”
- Humboldt Community Access and Resource Center (HCAR)
- Humboldt Medi-Trans
- Humboldt Senior Resource–Adult Day Care Center
- K’ima:w Transportation Department of the K’ima:w Medical Center, Hoopa Valley
- Redwood Coast Regional Center
- Southern Trinity Health Services

*Services/service providers are also described in: *Humboldt County Transit Development Plan 2017-2022* (HCAOG 2017a), and *Humboldt County Coordinated Public Transit–Human Services Transportation Plan* (HCAOG, 2016).

GOAL, OBJECTIVES, & POLICIES

The public transit objectives and policies are developed to achieve broad transit goals and meet the transit needs identified in this element. These goals and objectives are both short- and long-range, and are the foundation of the transit projects identified in the Action Plan below. The goals, policies and objectives are consistent with the Financial Element, specifically identifying project and program areas that should be included in the Regional Transportation Plan in order to leverage funding, as a result of shifting funding priorities at the federal level.

GOAL: Achieve an integrated and sustainable multimodal transportation system that provides public transportation options for all users traveling in Humboldt County. Transit and paratransit users have options for affordable, reliable and efficient transit service that effectively meets their local and regional mobility needs.

OBJECTIVES: The policies listed in the Public Transportation Element will help meet the RTP’s main objectives (listed in alphabetical order):

- ❖ Balanced Mode Share/Complete Streets
- ❖ Economic Vitality
- ❖ Efficient & Viable Transportation System (includes Preserving Assets)
- ❖ Environmental Stewardship
- ❖ Equitable & Sustainable Use of Resources
- ❖ Safety

OBJECTIVE: BALANCED MODE SHARE/COMPLETE STREETS

- ◆ Specific Public Transportation Objective: *Expand and improve local and interregional transit services to improve mobility for people in Humboldt County.*

Policy PT-1 To grow and meet transit demand, fund programs to increase trip frequency. Prioritize programs with the highest potential to increase ridership and reduce the number of single occupancy vehicle trips made in Humboldt County. *(Also supports objectives: Efficient & Viable Transportation System, Environmental Stewardship)*

Policy PT-2 HCAOG shall support transit providers in Humboldt County in coordinating local, intercity, and interregional transportation alternatives, including with regional providers in neighboring counties. *(Also supports objectives: Efficient & Viable Transportation System, Environmental Stewardship)*

Policy PT-3 HCAOG shall support paratransit providers to maintain a zero trip-denial rate (defined by ADA) for ADA-eligible registrants and ensure that ADA complementary paratransit is capable of serving all confirmed ADA-eligible trips within the ADA service area. *(Also supports objectives: Efficient & Viable Transportation System, Environmental Stewardship)*

Policy PT-4 HCAOG encourages city, county, and tribal governments to pursue transit-friendly development. HCAOG encourages designs to facilitate effective transit service, such as strategically increasing densities, mix of land uses, building transit-oriented development within major transit corridors, and making it convenient to walk and bike to transit and other destinations (California Transportation Plan 2040 (Goal 5, Strategy P2-S5)). HCAOG will provide information on transit-oriented development, as requested. HCAOG encourages member and committee agencies to have transit operators actively participate in the planning and review process for new developments. *(Also supports objectives: Efficient & Viable Transportation System, Environmental Stewardship)*

Policy PT-5 HCAOG supports designs and projects to enhance pedestrian access to bus stops and bicycle facilities at bus stops. *(Also supports objectives: Safety, Economic Vitality)*

Policy PT-6 HCAOG encourages transit providers to promote and accommodate bicycles on transit vehicles, and to provide secure bicycle parking facilities at transit stops and transportation centers.

OBJECTIVE: EFFICIENT & VIABLE TRANSPORTATION SYSTEMS

- ◆ Specific Public Transportation Objective: *Maximize operating efficiency and productivity without lowering service quality.*
- ◆ Specific Public Transportation Objective: *Ensure that transit systems meet minimum performance standards.*

Policy PT-7 Develop local funding sources to afford expanding service to meet demand. Potential sources include but are not limited to: parking fees, transportation sales tax, employer contributions, local gas sales tax, impact fees, local vehicle impact fee, and cost-sharing quotas. *(Also supports objectives Equitable & Sustainable Use of Resources)*

Policy PT-8 HCAOG shall evaluate and consider requests for extending service hours, expanding service area, and adding service frequency, based on the potential of the new service(s) to meet minimum productivity standards or better.

Policy PT-9 HCAOG shall facilitate transit service operators to use advanced technology such as vehicle location systems, dispatch and scheduling software, and safety and security systems. {"California Transportation Plan 2025" Strategy}

One person switching from driving to public transit can reduce daily carbon emissions by 20 pounds, or 4,800 less pounds in a year.

— American Public Transportation Association, 2012

Policy PT-10 HCAOG shall work to ensure ongoing service monitoring and evaluation, and short- and long-term planning. For each public transit operator and entity, HCAOG shall maintain a current transit development plan. HCAOG will follow and promote recommendations to improve system performance and sustainability whenever feasible.

Policy PT-11 HCAOG shall complete periodic performance audits of public transit services. Measure productivity based on performance measures identified in HCAOG's adopted *Regional Transportation Plan* and *Transit Development Plan*.

OBJECTIVE: ENVIRONMENTAL STEWARDSHIP

Specific Public Transportation Element objective:

- ◆ *Coordinate long-range transit planning with land use policy, environmental policy, and development projects to help achieve a balanced transportation system.*

Policy PT-12 Support transitioning transit fleets to alternative fuels that will help decarbonize California's transportation system and reduce greenhouse gas emissions.

OBJECTIVE: EQUITABLE & SUSTAINABLE USE OF RESOURCES

Specific Public Transportation Element objective:

- ◆ *HCAOG's priority is to make transit service as affordable and convenient as possible for Humboldt's primary transit users, who are low-income households, youth, seniors, students, and persons with disabilities.*

Policy PT-13 HCAOG shall disseminate information on federal and state funding and help eligible agencies apply for funds.

Policy PT-14 HCAOG shall advocate for and support initiatives to increase federal and state transportation funds allocated for public transit services.

Policy PT-15 HCAOG shall help promote integrated social services and public transportation services, including specialized transportation programs for the county's disabled and elderly population. *(Also supports objectives: Efficient & Viable Transportation System, Environmental Stewardship)*

83% of older Americans acknowledge public transit provides easy access to things they need in everyday life.

— American Public Transportation Association, 2012

NEEDS ASSESSMENT

Humboldt's public transit needs are assessed on a regular basis. HCAOG's Social Services Technical Advisory Council (SSTAC), Service Coordination Committee (SCC), and Technical Advisory Committee (TAC) review transit needs throughout the year. Local transit providers are members of these committees. HCAOG consulted with the committees for them to update, review, and disseminate drafts of the Public Transportation Element, and other chapters of the RTP.

Annually, HCAOG assesses transit needs through the Unmet Transit Needs (UTN) Process, which includes public meetings at both the local jurisdictional level and, by HCAOG, at the RTPA level. The HCAOG Board adopts a report of findings, which reports if there are "unmet transit needs" and if they are "reasonable to meet."¹

In 2015, the HCAOG Board made a jurisdictional finding based on the UTN process, that there were two unmet transit needs that were reasonable to meet. They made that finding for new transit service along Old Arcata Road within the unincorporated County. Since then, the County of Humboldt has been setting aside transit funding towards saving enough to initiate the service. However, it is still inconclusive whether this new service would be financially sustainable. The second finding was for bus service to Tish Non-Village in Loleta. The County of Humboldt then began allocating funds to add Tish Non-Village service stops to the Redwood Transit Service route; the service began in July, 2015. In 2016, the HCAOG Board's UTN finding was that for the FY 2016-17 there were no unmet transit needs that were reasonable to meet.

¹ See UTN Report of Findings for definitions and annual findings. Available at www.hcaog.net/projects.

Every five years, HCAOG updates the *Transit Development Plan* (TDP), which assesses efficiency of the major transit systems and recommends a regional capital improvement plan. The latest update is the *Humboldt County Transit Development Plan 2017-2022* (described further below). HCAOG assesses needs in the *Coordinated Public Transit-Human Services Transportation Plan for Humboldt County* (Coordinated Plan) (HCAOG, 2016). The needs summarized below have been identified by these committees and plans. The *UTN Report of Findings*, *TDP*, and *Coordinated Plan* are incorporated into VROOM by reference.

TRANSIT SURVEYS & INTERVIEWS

Transit surveys were done in 2017 (March/April) as part of the update to HCAOG’s five-year *Transportation Development Plan*. Ridership information was collected in surveys on-board the transit buses as well as from an on-line community survey. The onboard passenger surveys were conducted over two weeks on all local transit systems. Trained surveyors conducted on-board surveys on HTA’s and A&MRTS’s busier routes, while self-help survey supplies were provided to passengers on less busy routes.

The online community survey garnered 242 valid responses online, plus 37 additional responses from printed versions that passengers filled out on the BLRTS buses. The majority of the respondents had used RTS (73%), and over half had used ETS (53 percent), and/or A&MRTS (50%). Most of the online survey respondents were 23-45 years old (43%) or 46-61 (30%), 29 answered that they were CR students and 35 said they were HSU students. The majority (66%) had one to two available vehicles in their household; 17 percent had no vehicle available. When asked about limiting disabilities, 24 answered that they have a disability that limits their use of fixed route buses.

A \$1 investment in rural transit returns \$1.20 in transportation cost savings and mobility benefits. This estimate, however, did not include the local economic activity and therefore may be conservative.

– National Center for Transit Research, 2014

There were 954 passengers who took the on-board survey. College and high school students constitute the bulk of riders much of the local transit systems. Surveys indicated the same, with 62% of the respondents using HSU’s Jack Pass on A&MRTS, 33% on RTS, and 34% on the county-wide system. The table below shows how the on-board respondents answered the car and driver’s license questions. The US Census data shows that 3.2% of Humboldt County’s overall population (135,064) does not have an automobile (see Table *Intro-4*, Chapter 1-Introduction).

Table *Transit-3*, below, shows how the transit riders traveled to and from the bus on which they took the survey. The majority walked (86%). ETS had the highest number of riders (65 out of 402) who transferred to or from another bus. The ETS surveys also had the only responses that a rider took a taxi to the bus (one response), and that a rider used a wheelchair to travel to and from the bus (one response each).

COORDINATED PUBLIC TRANSIT–HUMAN SERVICES TRANSPORTATION PLAN

The *Humboldt County Coordinated Public Transit–Human Services Transportation Plan*, or Coordinated Plan (HCAOG 2016), also assesses service needs of the regional public transit/paratransit system.

Table Transit-2. Onboard Transit Surveys – Transit Dependency

Service	Car Available?				Driver's License?			
	Yes		No		Yes		No	
	#	%	#	%	#	%	#	%
A&MRTS	69	33%	143	67%	166	73%	60	27%
ETS	7	4%	177	96%	77	40%	115	60%
Fortuna Transit	3	11%	24	89%	6	22%	21	78%
RTS Mainline	64	18%	292	82%	198	50%	196	50%
So. Humboldt	3	11%	24	89%	14	50%	14	50%
Tish Non-Village	2	50%	2	50%	3	75%	1	25%
Willow Creek	0		2	100%	2	67%	1	33%
K-T NeT	2	14%	12	86%	8	53%	7	47%
County-wide	150	18%	676	82%	474	53%	415	47%

Source: LSC 2017

Table Transit-3. Onboard Transit Surveys – Travel Mode To and From Buses

Service		Travel Mode						Total
		Walk	Drive	Bike	Ride in car	Transfer	Other	
A&MRTS	To bus:	227	1	0	1	4	2	235
	From bus:	212	1	0	0	2	1	216
ETS	To bus:	159	1	2	4	41	2	211
	From bus:	161	1	0	1	24	3	191
RTS	To bus:	333	11	19	27	14	4	408
	From bus:	334	5	16	10	15	4	384
Southern Humboldt	To bus:	22	2	0	4	1	2	31
	From bus:	26	1	1	2	0	0	30
Tish Non-Village	To bus:	1	0	1	2	1	0	5
	From bus:	4	0	1	0	0	0	5
Willow Crk	To bus:	1	0	0	1	1	0	3
	From bus:	2	0	0	0	0	0	2
K-T NeT	To bus:	12	1	0	3	1	0	17
	From bus:	13	0	0	0	1	0	14
County-wide	To bus:	755	16	22	42	63	10	910
	From bus:	752	8	18	13	42	8	842
Total by mode		1,507 (86%)	24 (1%)	40 (2%)	55 (3%)	105 (6%)	18 (1%)	1,752 (100)

Source: LSC 2017

HCAOG assesses service needs through public outreach to stakeholders including social service agencies, the SSTAC, and transit operators, and by researching relevant transportation plans and efforts around the county. The stakeholders identified these service gaps and unmet transportation needs during the planning process:

- Service to the Humboldt Bay area from unserved/underserved communities.
- Later evening fixed-route public transit services.
- Sunday fixed-route transit services.
- Improved bus stop amenities and access.
- Additional Dial-a-Ride/Dial-a-Lift services.
- Improved frequency on Redwood Transit System and less wait time to connect with other buses.
- Shared resources between human service transportation providers.
- Additional senior-specific transportation.
- Enhanced awareness of existing transportation services.
- Improved or new transportation in tribal areas.

Stakeholders who participated in the 2016 update of the Coordinated Plan determined the highest ranked strategies for Humboldt County to be:

- Provide dial-a-ride services in rural areas of the county not presently served.
- Provide specialized medical trips (e.g., chemotherapy, dialysis) into Eureka.
- Establish and staff a mobility management program to advance coordination efforts within the county.
- Provide fare subsidies to lower the cost of dial-a-ride trips.
- Support, maintain, evaluate, and strengthen transportation services.

TRANSIT DEVELOPMENT PLAN (TDP) SERVICE RECOMMENDATIONS

The Transit Development Plan (TDP) is a short-range plan and is updated every five years. HCAOG adopted the current version, *Humboldt County Transit Development Plan 2017-2022*, in November 2017. The 2017 update recommends service alternatives for the Arcata & Mad River Transit System (A&MRTS, City of Arcata); Southern Humboldt Intercity, Willow Creek Transit Service, and Eureka Transit Service (all operated by Humboldt Transit Authority). The respective jurisdictions have discretion for prioritizing the TDP recommendations. As the TDP notes, the appropriate alternative(s) will depend on how an agency chooses to balance “the desire for ridership growth and the financial realities of available operating funding.”

The *Transit Development Plan 2017-2022* recommends the following alternatives, based on projected performance measures for productivity, and depending on many factors including funding availability.

For A&MRTS – “Best” alternatives would be:

- starting weekday service at 6:00 a.m. while HSU is in session;
- serving the Community Center on demand; and
- serving South G Street on an existing route

And a “reasonably good” option could be a the shuttle service between the downtown core and the HSU campus.

The TDP analysis indicated that, overall, the following alternatives were the better candidates to carry forward as recommendations:

For Redwood Transit Service (RTS) –

- Start a Eureka-Arcata Express service;
- Expand later Saturday RTS Mainline service; and
- Eliminate Tish Non-Village service.

For Willow Creek Transit Service – Add service to Blue Lake (on-demand stops).

For Southern Humboldt Transit – Convert service to intercity trips only.

The TDP analysis found that the following alternatives had less potential to be effective than those noted above:

- Starting service on Old Arcata Road through provision of a separate route.
- Running RTS Mainline service later hours on Sundays.
- Extending RTS Mainline to serve College of the Redwoods on Saturdays

The TDP analyzed scheduling options for Eureka Transit Service (ETS) in response to common requests for longer service hours. The TDP did not analyze other alternatives because the City of Eureka was re-evaluating ETS’s existing loop-route system, versus a line-route system.

ACTION PLAN: PROPOSED PROJECTS

For a list of short- term and long-term projects for regional public transportation, see Table *Transit-4*, below. Funded and unfunded projects are listed.

Short-term projects are predominantly for capital projects (bus fleet inventory). In addition to capital projects, the region’s multi-modal balance would benefit from expanded transit and paratransit services. In 2012, the region was fortunate to get service expanded to Sundays on two bus systems, the RTS commuter line and the Willow Creek Transit System. Based on current funding forecasts, however, the region will not have funds to add any significant new services in the short-term. In the long-term, if there is sufficient funding, the region will work to implement projects, such as service expansions, that area currently unconstrained (unfunded).

Land use patterns and transit productivity are interdependent. The destinations and land uses that individuals, institutions, and municipalities choose will influence the level of transit mobility our region can achieve.

Table Transit-4. Regional Projects for Public Transportation

Operator / Agency	Short or Long Term ¹	Description	Funding Source	Implementation Year(s)	Cost in Year of Expenditure ² (\$000)
Eureka	ST	Bus Replacement (2)	5311	2019	1,000
Eureka DAR/L	ST	Van replacement (3)	5310	2019	255
Eureka	ST	Bus Replacement (3)	5311	2021	1,500
Eureka	ST	Bus replacement (2)	5311	2026	1,000
Eureka	LT	Eureka Intermodal Transit Center	Not funded	TBD	14,000
Arcata	ST	Bus replacement (2)	5311	2017	380
Arcata	ST	Bus replacement (2)	5311	2026	380
Arcata	ST	Pursue unmet transit needs requests for service to Arcata Marsh and service on Sundays (annual cost)	Not funded	2023-33	90 annually (x10 years)
Arcata DAR	ST	Van replacement (2)	5310	2022	170
Fortuna Transit		Bus replacement	5310	2019	200
HTA	ST	RTS bus replacement (2)	5311	2024	1,000
HTA	ST	RTS bus replacement (5)	5311	2026	2,500
HTA	ST	RTS bus replacement (4)	5311	2027	2,000
HTA	ST	RTS bus replacement (1)	5311	2029	500
HTA	ST	So Hum bus replacement (5)	5311(f)	2022	950
HTA	ST	So Hum bus replacement (1)	5311(f)	2023	190
HTA	ST	Willow Creek bus replacement (1)	5311(f)	2020	190
HTA	ST	Willow Creek bus replacement (1)	5311(f)	2022	190
HTA	ST	RTS increased frequency & late night service	Not funded	2018	400 annually (x20 years)
HTA	ST	Bus parking restructuring		2018-2021	750
HTA	ST	Additional maintenance bays		2018-2021	500
HTA	ST	Solar photovoltaic system		2020-2025	1,000
HTA	ST	Feeder bus lines to McKinleyville and Fortuna to connect to RTS commuter line	Not funded	2023-33	538 annually (x10 years)

Table continues on next page.

VROOM... Variety in Rural Options of Mobility

Operator / Agency	Short or Long Term ¹	Description	Funding Source	Implementation Year(s)	Cost in Year of Expenditure ² (\$000)	
HTA	ST	Park-and-Ride lots with multi-modal facilities (e.g. bike lockers, bus shelter), located near transit stops (6)	Not funded	2023-33	600	
K-T NeT	ST	Intelligent Transportation System application/equipment	5311(f)	2018-2027	38	
K-T NeT	ST	Relocate bus stop/bus shelter	Not funded	2014-2027	50	
K-T NeT	ST	Bus replacement	5311(f)	2020-2024	90	
K-T Net	ST	Bus replacement	Not funded	2027-2030	90	
K-T NeT	ST	Van for existing Saturday route	Not funded	2018-2027	65	
K-T Net	ST	Increased frequency	Not funded	2018-2027	32 annually (x10 years)	
Blue Lake Rancheria	ST	BLRTS bus replacement	Tribal Transp'n Program Discretionary Funds (Grant)	2027	120	
City Ambulance of Eureka	ST	Expand service hours and to Sundays	Not funded	2023-33	not available, TBD	
					<i>Short-Term Total</i>	<i>\$30,308+TBD</i>
					<i>Long-Term Total</i>	<i>\$14,000</i>
					Regional Projects–Funded (Constrained) Subtotal	\$14,903
					Regional Projects–Unfunded (Unconstrained) Subtotal	\$29,405+TBD
					PUBLIC TRANSPORTATION PROJECTS TOTAL	\$44,308+TBD

¹ Short-term (ST) is in the next 1 to 10 years; long-term (LT) is in the next 11 to 20 years.

² Assumes 2% annual inflation.

*Annual cost

PERFORMANCE MEASURES

Some performance measures are specifically required for public transit and paratransit. For example, transit agencies must track performance for federal reporting requirements (the National Transit Database), for documenting compliance with the Americans with Disabilities Act (ADA), and for some federal and state grant applications.

In addition to meeting reporting requirements, performance measures should be used to gauge transit goals, policies, operations, budgeting, and funding. Performance measures will help identify public transportation benefits and needs for the agency, passengers, and the community.

Table Transit-5. Regional Transit Service Performance Measures

Performance Goal	Performance Measure	Standard
Safety & Security	• Miles between preventable accidents	Target > 500,000; minimum > 100,000
	• Passenger injuries per 100,000 miles	Less than 1
	• Security-related incidents per 1,000 passengers	
Service Quality Reliability	• Average system peak headway	
	• Percentage of on-time departures (on-time defined as within 5 minutes of scheduled time).	Goal is 100%; minimum performance level is 90% peak and 94% off-peak.
	• DAR/DAL: Maximum wait time	< 30 minutes
	• Number of service refusals on demand-response service	Goal is 0; minimum performance is < 1 per day
	• Service span	
	• Number of complaints (compliments) per 1,000 boardings	
Cost Effectiveness	• Increased frequency and reliability of transit service per \$1,000 invested. <i>(from STIP/RTIP Guidelines)</i>	
	*• Operating subsidy per passenger	Targets \$1.75-\$12 depending on system, \$20 (KT NeT, DAR); maximum \$2.50-\$4, \$10, \$15, or \$25
	*• Farebox recovery ratio	Targets 12%-40%, minimum 10%-26% (depending on system)
	• Operating cost per passenger (boarding)	
	• Operating cost per passenger-mile	
	• Operating cost per service area capita	
	• Operating ratio	

(continued on next page)

Table Transit-5. Regional Transit Service Performance Measures (cont'd)

Performance Goal	Performance Measure	Standard
Cost Efficiency	*• Operating cost per vehicle service hour	
	*• Operating cost per vehicle service mile	
	• Operating cost per peak vehicle in service	
	• Vehicle miles (hours) per revenue mile (hour)	
Use & Productivity	• Percentage of capacity used by subscription trips	< 50% per hour
	*• Passengers per vehicle service hour	
	*• Passengers per vehicle service mile	
	• Passengers per employee FTE	
	*• Annual total passengers	
	• Annual passenger miles	
	• Average trip length	
	• Annual passengers per service area capita	
	• Ridership per capita (annual)	
	• Ridership by market segment	
Increase In Ridership	*• Projected versus actual ridership.	
	• Increase in ridership correlated to new services or new areas served.	
	• Increase in ridership correlated to frequency and reliability of transit service.	
	• Increased ridership per \$1,000 invested. <i>(from STIP/RTIP Guidelines)</i>	
Maintenance	• Miles between service calls	
	• Road calls per monthly mileage	
	• Maintenance cost as % of operating cost	
Transit Investment/ System Preservation	• Average vehicle fleet age	
	• Spare ratio	
	• Local/State/Federal revenue	
	• Operating funding per capita	
	• Capital funding per capita	

* Performance measures that are currently reported in the 5-Year *Transportation Development Plan*

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