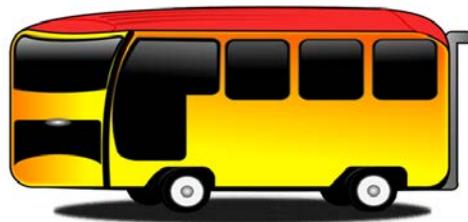


Transportation Development Act
(TDA)
Unmet Transit Needs Report of Findings
FY 2016-17

**Adopted
March 2016**



Public Transit



Humboldt County Association of Governments (HCAOG)
611 I Street, Suite B
Eureka, CA 95501
(707) 444-8208
debra.dees@hcaog.net



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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:

The RTPA does find that consistent with the TDA Report of Findings for the 2016-17 year, there are no unmet transit needs that are reasonable to meet.

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 Humboldt Community Access and Resource Center (HCAR) is the designated CTSA in Humboldt County, they do not receive funds under this Article. HCAOG’s current policy is to allocate up to 20% of STA funds.

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. An additional meeting was held at the McKinleyville Municipal Advisory Council. 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 committees 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 2014-15

Jurisdiction	January 1, 2014	January 1, 2015	Change from 2014 to 2015	Percent of Countywide Population (2015)
Arcata	17,842	17,898	0.3%	13.3%
Blue Lake	1,263	1,260	-0.2%	0.9%
Eureka	27,052	26,946	-0.4%	20.0%
Ferndale	1,370	1,369	-0.1%	1.0%
Fortuna	11,994	12,032	0.3%	9.0%
Rio Dell	3,378	3,372	-0.2%	2.5%
Trinidad	364	363	-0.3%	0.3%
Unincorporated	71,527	71,158	-0.5%	52.9%
Countywide	134,790	134,398	-0.3%	100.0%

Source: State of California. Department of Finance. E-1 Population Estimates for Cities, Counties, and the State, January 1, 2014 and 2015.

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 Fortuna and Ferndale decreased from last year's estimate. The cities of Arcata and Eureka are above the region wide average of 20.8%. 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. Ferndale, Fortuna, Rio Dell, and Trinidad are above the region wide average of 14.1%. 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	15,900	5,900	37.1%	33.7%	17,679	1,502	8.5%	8.2%
Blue Lake	1,227	246	20.0%	13.8%	1,258	176	14.0%	8.0%
Eureka	26,287	6,186	23.5%	22.1%	27,039	3,644	13.5%	12.9%
Ferndale	1,452	98	6.7%	7.3%	1,456	378	26.0%	23.0%
Fortuna	11,636	2,256	19.4%	20.2%	11,863	1,956	16.5%	18.8%
Rio Dell	3,371	532	15.8%	15.3%	3,373	542	16.1%	10.1%
Trinidad	236	31	13.1%	9.6%	236	81	34.3%	23.8%
Countywide	131,318	27,325	20.8%	19.7%	134,876	19,076	14.1%	13.3%

Source: U.S. Census Bureau. 2010-2014 and 2008-2012 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 16.3%. The percentages for the cities of Blue Lake, Fortuna, and Rio Dell decreased from last year's estimate. The percentages for the city of Fortuna for the persons 65 years and older decreased from last year's estimate. All cities except Blue Lake have percentages of carless households higher than the county wide average of 7.4%. 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 no institutional 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	17,631	2,091	11.9%	11.3%	11.8%	11.3%
Blue Lake	1,258	206	16.4%	16.9%	2.1%	1.9%
Eureka	26,550	4,891	18.4%	17.0%	12.5%	10.2%
Ferndale	1,456	362	24.9%	18.4%	9.8%	6.1%
Fortuna	11,766	2,063	17.5%	18.6%	8.5%	8.3%
Rio Dell	3,373	706	20.9%	21.0%	12.6%	7.9%
Trinidad	236	61	25.8%	22.4%	12.7%	0.0%
Countywide	133,758	21,853	16.3%	15.5%	7.4%	7.0%

Source: U.S. Census Bureau. 2010-2014 and 2008-2012 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 public transportation systems to provide paratransit service. 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 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) - Two deviated fixed routes 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 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 Transit System (SHTS) – Operated by HTA. Intercity and local transit service in the southern portions of the county. The Southern Humboldt Intercity service runs between Garberville and Eureka with stops including Briceland/Redway Drive, Phillipsville, Miranda, Myers Flat, Weott, Fortuna, and College of the Redwoods. The Southern Humboldt Local Transit System provides deviated fixed-route service in areas between Garberville and Miranda.

Willow Creek Transit Service (WCTS) – 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, Weitchpec, Wautec, and Tulley Creek areas.

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 2015-16

In last year's UTN process, the HCAOG Board adopted findings of unmet transit needs, including needs reasonable to meet. The needs identified were new services on Old Arcata Road and to the Tish Non Community Village. Funded by the County of Humboldt, HTA was able to provide service to the Tish Non Village on July 6, 2015. The system provides a deviated route service which serves the Loleta, the Tish Non Village, Palmer Boulevard, and Fortuna 11th and N Street. The service operates Monday-Friday. Ridership analysis used to determine that the service was reasonable to meet in the last UTN process estimated 30 riders per day, but actual ridership, from inception through November, is only 15 riders per day. Tish Non farebox recovery ratio for July through November 2015 is only 3.68% where 11.82% was projected.

The farebox ratio requirement for new service is 10%. Exemptions from the ratio requirements for services provided to new areas or along new routes apply until the end of the second full fiscal year of operation. If a claimant fails to meet a required ratio for a fiscal year, its TDA funding level will be reduced by the amount of required revenues that was not maintained. There is an exception if it is the first time that the claimant has ever failed to meet the required ratio. If the claimant's actual fare revenues proved to be less than the required 10 percent, its TDA eligibility would not be increased to make up the difference. Efforts will be made to ensure that the requirements of Criteria #2 provided below are met.

Criteria #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.

The need identified for new service on Old Arcata Road remains an unmet need pending available TDA funds. The County of Humboldt will not be eligible to use TDA funds for non-transit uses until this need is met.

In response to transit needs that were identified as potential needs in the FY 2015-16 UTN cycle, the SSTAC directed staff to gather ridership and operating costs for the following needs:

- **Extended morning and evening service between Eureka and Arcata**

In December 2014, the SSTAC reviewed ridership data for extended (early) morning and (late) evening service between Trinidad and Scotia. Ridership information solely between Eureka and Arcata was not available for review. Ridership for the larger system showed peak usage between 7 a.m. and 9 a.m., and 3 p.m. and 5 p.m. There was an approximate 50% reduction in ridership between 5:30 a.m - 7 a.m. and the 7 a.m. - 9 a.m. time frame and an approximate 75% ridership reduction between the 7 p.m. - 9 p.m. and the 9 p.m. - 11 p.m. timeframe. Based on the information provided, the SSTAC determined that due to low ridership in the early am and late pm hours, adding more service would not be warranted. Similar comments were received this cycle as well. In response to overcrowding during commute times, HTA has applied for grant funding for a Zero Emissions Bus Capital Lease and an Electric Bus Charging Station. If approved, HTA expects the bus to be in operation in early 2017. The bus will be used to increase frequency during peak times (7 a.m. to 11 a.m. and 2 p.m. to 7 p.m.) Monday through Friday. The vehicle will also be used for extended hours on Saturday nights. HCAOG has applied for the same program to fund the additional evening hours on Saturdays. The SSTAC will continue to monitor this issue.

- **Additional service to Manila**

In December 2014, the SSTAC reviewed ridership data for the Manila service area. For a two-week period in November 2014, there were only 19 out of 5,935 riders accessing service in Manila. The data reflected a low ridership count, performing significantly below the required farebox recovery ratio. The SSTAC determined that due to low ridership, additional service would not be warranted at this time. The SSTAC will continue to monitor service along the Manila route.

- **New service to Bridgeville**

At the April 2015 SSTAC meeting, staff reported that the Bridgeville Community Center ended public transportation service in 2013. Requested ridership and operation information was not submitted by the Bridgeville Community Center.

Currently the Southern Trinity Health Services (STHS) provides regularly scheduled public transportation service to Bridgeville. STHS is a medical facility in the community of Mad River, Trinity County. They provide transportation services from the southern portion of Trinity County and the southeastern portion of Humboldt County serving the communities of Bridgeville, Dinsmore, Hayfork, Hettenshaw Valley, Mad River, Ruth, Swains Flat and Zenia. The STHS provides a “Day-in-Town (Eureka/Fortuna)” service on Wednesdays. The service arrives and services the Eureka/Fortuna area with stops dependent on rider needs. Reservations are requested so that the route can be determined ahead of time. The SSTAC reviewed ridership data of passengers coming to the coast on STHS. In FY 2014-15, only 48 trips were made. The

data does not track trip starting points, which would have indicated if trips had begun in either Trinity or Humboldt County.

A1AA provides a Volunteer Driver Program offering rides to medical and health-related appointments. The service covers transportation on Highway 36 as far as Carlotta and from the Eel River Valley to Trinidad. Passengers must be over the age of 50, with limited resources and comply with the Program Passenger Guidelines. Preference is given to those who are disabled or frail. The SSTAC determined that they will continue to monitor requests for service in this area. An A1AA is seeking additional funding to provide more service in the area.

- **Extended service to College of the Redwoods (CR) on Saturday and new service on Sunday**

This request was in response to a letter from a CR representative submitted on behalf of CR students. The SSTAC directed staff to contact the representative to work with staff and the student body regarding CR's interest to conduct a student driven survey to determine ridership needs. On a related issue, the HTA and CR has negotiated half price monthly student passes.

- **Extended trips Monday-Friday and weekends between Blue Lake and Arcata**

Petitions, as well as public comments, were received in the FY 2015-16 UTN cycle for additional trips in the morning, afternoon, and evening between Blue Lake and Arcata. The SSTAC directed staff to work with the Blue Lake Rancheria and the City of Blue Lake to provide ridership and operating costs for the existing Blue Lake Transit System. Information provided for this request is included below in current year findings.

- **New Service Monday-Friday and weekends for the Glendale, Fieldbrook and Korbel areas**

The SSTAC and staff developed a survey to determine how many residents in the Glendale, Fieldbrook, and Korbel area would regularly use public transit if funding were available to provide service. Discussion of this need and survey results is included below in current year findings and in Appendix D.

Current Year - Fiscal Year 2016-17 Findings

HCAOG initiated the citizen participation process on October 16, 2015. Ten public hearings were held throughout the county to receive public comment on unmet transit needs. An Unmet Transit Needs flyer, provided in Appendix E, 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 T5. The comments categorized as "operational" or "other" were determined as such based on guidance from HCAOG's TDA Rules and Regulations last updated December 2015. 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.

**Table 4: Summary of comments submitted via telephone or written
(full comments provided in Appendix C)**

Table 4: Summary of comments submitted (full comments provided in Appendix C)					
Public Comments/requests submitted via Phone or Written			UTN	Operational	Other
Transit Svc					
County	x2	Transit service on Hwy 36. Services needed in Hydesville, Carlotta.	X		
County	x1	Transit service in Loleta to provide transit service for the Wiyot Tribe.	X		
RTS	x1	Safety concern - northbound stop at School Rd in McKinleyville. If bus were to stop at sign, the back door opens at the bushes. Drivers pull up farther to open door. Its snug for a wheelchair to get off bus.		X	
County	x1	Transit service to Samoa.	X		
RTS	x1	More transit service by RTS to cut down on carbon footprint. (Ludwig) duplicate comment - Recorded in HCAOG's Public Hearing			X
RTS/ A&MRTS	x1	Transit service on weekends and holidays. McKinleyville/Arcata service is inadequate.	X		
RTS	x1	More frequent service in am rush hour (8:00 am) - too crowded. Disabled riders having to stand.		X	
RTS	x1	More frequent service, with more efficient connections from McKinleyville to CR. Overcrowding in AM McKinleyville to CR.		X	
RTS	x1	Express bus - McKinleyville, Arcata, Eureka going straight to CR.		X	
Tish Non	x1	Speaker suggested that if there were concerns regarding low ridership on the Tish Non service that a suggestion could be to expand to include Ferndale, weave thru Fortuna, cover Redwood Memorial Hospital, Kenwood, Campton Heights, out to Rohnerville Rd to Hydesville, and possibly Carlotta.		X	
Tish Non	x1	Better connections/service in Loleta. The bus does not work out to take you places. Currently can only go to CR and 11th & N Streets. Before July 2015 schedule chg could go either Eureka or Fortuna on one bus. Now have to make multiple connections and time consuming.		X	
RTS	x1	Overcrowding on CR bus.		X	
RTS	x1	Bus shelter or bench at McKinleyville Ave, near Parkside on west side of street.		X	
A&MRTS	x1	More frequent service. HSU student.		X	
ETS	x1	Request ETS Red Route begin at Henderson Center (to make trip shorter and safer). Have 20 min walk in early am 6:30 to catch bus E & Del Norte (dark unsafe). If began at Henderson Ctr could catch at Senior Ctr, shorter safer walk.		X	
County	x1	Weekend service (Saturday and/or Sunday) between Garberville and Eureka.	X		
RTS	x1	Call in/pick up stops for Scotia & Rio Dell at Hwy 101 exits in-bound (northbound). Been told Scotia & Rio Dell Hwy 101 exits that people can exit bus, but to ride north have to ride farther south to then catch the bus again to go north.		X	
All Systems	x1	Ride card compatibility for all transit systems serving in Humboldt. Orick resident. Rides Redwood Coast Transit and other transit systems in Humboldt. Suggest a fare box that reads stored ride cards. One card, same fare, for all systems.		X	
ETS	x1	ETS Sunday service. No ETS Sunday service makes RTS Sunday service limited in usefulness.	X		
DAR	x1	Request something done for high cost of paratransit.		X	
DAR	x1	Paratransit to take cash payments instead of using tickets.		X	
DAR	x1	Implement a system so the DAR driver calls (calls for or telephones) the passenger to alert that DAR has arrived. Especially needed for a visually impaired passenger.		X	
All Systems	x1	Automated bus announcements need modification. Helpful to announce the street the bus is traveling on first, then announce the intersection near the stop. This helps orient a passenger, especially a visually impaired passenger. Additionally adding the phrase near side or far side stop also helpful for orientation. Also helpful to include phrase "next stop is" to alert that an announcement is coming.		X	
All Systems	x1	Request for better bus shelters (to shelter from bad weather) .		X	

Table 5: Summary of comments heard at public meetings
(full comments provided in Appendix B)

Table 5: Summary of comments heard at public meetings						
(full comments provided in Appendix B)						
Entity			Public Hearing and Public Meeting Comments/Requests	UTN	Operational	Other
Arcata	RTS	x1	Extend bus service between McKinleyville, Arcata, Eureka, and CR on Thursday, Friday, Saturday nights.	X		
			Duplicate comment (Sawatsky) - Recorded in HCAOG's Public Hearing.			
		x1	Look into partnering with Veterans Administration van service between Eureka and bay area to add additional options.		X	
		x1	Conduct ridership survey to assess HSU ridership needs. Coordinate with HSU.			X
		x1	Add evening intercity bus to bay area allowing passengers to maximize travel. Add stops along SR 101 Corridor.		X	
		x1	Add Greyhound to Google Transit.		X	
Blue Lake	BLRTS	x1	More frequent service on BLRTS.		X	
	BLRTS/ RTS	x1	Better connection between BLRTS and RTS.		X	
	BLRTS	x3	Extend B Lake service to include a 6:00 pm run.	X		
	BLRTS	x4	Earlier am Blue Lake service.	X		
	BLRTS	x3	Mid day service in Blue Lake (fill mid day service gap 10 am-1 pm)	X		
Eureka			Information that AIAA developed a local resource guide entitled "HumBus: the Local Transit Guide to Rural Humboldt County, California.			X
Ferndale		x1	Transit service in Ferndale. (Senior citizen commentor)	X		
Fortuna		x1	Funding consideration to support AIAA's Volunteer-Driver Program for residents of the Eel River Valley/Redway.			X
Rio Dell	RTS	x1	Transit service at Hwy 101 Exit #671 (Pepperwood), and at Fortuna Hospital, going both directions.		X	
Trinidad		x1	Support for the Little River Trail to improve bike/ped access connecting Scenic Drive to Crannell Exit.			X
County of Humboldt			Duplicate comment (Ludwig) - Recorded in HCAOG's Public Hearing.			
			Duplicate comment (Sawatsky) - Recorded in HCAOG's Public Hearing.			
		x1	Request for funding consideration to support AIAA's Volunteer-Driver Program.			X
		x1	More affordable transportation.		X	
HCAOG	ETS	x2	(Ludwig) Extend ETS Saturday svc to include a 6:00 pm run instead of 5:00 pm being the last. Noticed riders begin a trip on the last run and cannot complete their trip and get stuck at transit facility. This does not seem to happen on the weekdays, as it runs later.	X		
	RTS	x2	(Ludwig) Add a trip around 6:01 pm on the weekday RTS southbound route to alleviate overcrowding. The 6:34 pm bus leaving the Arcata Transit Center and its earlier run both receive heavy usage. Adding a 6:01 pm trip in between the two existing runs would alleviate overcrowding, and may not need to operate the whole length of the route. From HSU Library to CR would probably be good as that part was noticed heavy use from last stop in Arcata (Hth & 6th) to first stop in Eureka (U St).		X	
	RTS	x1	(Ludwig) Add a trip around 2:06 pm on the Saturday RTS southbound route to alleviate overcrowding. The 2:52 pm bus leaving the Arcata Transit Center and its earlier run both receive heavy usage. Adding a 2:06 pm trip in between the two existing runs would alleviate overcrowding, and may not need to operate the whole length of the route, probably only from Valley West to Bayshore Mall.		X	
		x1	Information that AIAA published a local resource guide with overview of Humboldt County's public and private transit system.			X
		x1	(Sawatsky) Increase public transit to help supplement limited airline options. Possible shuttle to Redding, Sacramento, and the bay area to transport passengers with flights in and out of the area.			X
McMAC		x1	Transit service in Fieldbrook to McKinleyville.	X		
		x1	CR bus stop safety concern in evenings.		X	
		x1	Concern that Mad River Adult Day Health Care experiencing difficulties getting clients to and from services.		X	

The most frequent comments were in response to additional runs between Blue Lake and Arcata and overcrowding on RTS during peak hours. As mentioned previously, HTA has applied for grant funding for an electric bus and charging station. If approved, HTA expects the bus to be in operation in early 2017. The bus 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. This new service will address the five comments regarding overcrowding and the comment regarding carbon footprint reduction. HCAOG staff has worked with the BLRTS to provide estimates of anticipated ridership and operating costs.

The BLRTS currently provides service three hours in the morning from 7 a.m. to 10 a.m., and five hours in the afternoon from 1 p.m. to 6 p.m. No service is provided from 10 a.m. to 1 p.m. The BLRTS began service in 2000 and at that time provided a 10:00 am and 11:00 am run. The 10:00 am and 11:00 am runs were discontinued in 2008 due to low ridership. In addition to request last cycle, this year five speakers submitted testimony amounting to four request for midday service, four requests for a 6 a.m. service, three requests for a 6 p.m. service, and one request for additional service overall. Ridership and Vehicle Service Hour information, provided by BLRTS is provided in Table 6.

Table 6: Blue Lake Rancheria Transit Service Ridership and Vehicle Service Hour Estimates

Month 2015	Total Passengers	Free Monthly <i>Healthy Family</i> Riders	Fare Revenue Passengers
July	1,806	500	1,306
August	1,666	446	1,220
September	1,758	584	1,174
October	1,887	651	1,236
November	1,512	513	999
December	1,326	419	907
Six month total	9,955	3,113	6,842
Average Riders/month			1,140
Average Riders/day (21 day average)			54
Average Riders/service run			7
Operating Cost per Vehicle Service Hour \$112,758(2014 Operating budget) divided by 2056 (annual service hours)			\$54.84

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 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%.

The financial transaction statement, provided by BLRTS submitted with the claim for State Transit Assistance Funds, disclosed a farebox recovery ratio (fare revenue/operating costs) of

10.0% for the 2013–14 fiscal year. A draft financial transaction statement submitted for the purposes of this report for FY 2014–15 estimates a farebox ratio 15.7%. Although ridership increased by 3,374 in the time period, the fare revenue shows an increase of \$7,522. It is unknown how many of those rides were discounted or free. The Healthy Family passes assist economically disadvantaged citizens within Blue Lake and the neighboring communities of Korbel, Glendale Drive, and Hatchery Road by providing donated transit bus passes on a monthly basis for use on the Blue Lake Rancheria Transit System. The Blue Lake Rancheria donates the passes to the Blue Lake Family Resource Center for disbursement. The regular fare for the system is \$1.65. In the same period, operating cost increased by \$11,570.

As shown in Table 6, there are 7 riders on average per hour. While this number could be used in Tables 7a and 7b to estimate ridership for an additional transit trip, the average number on the existing system does not reflect the amount of new riders that would use the service if offered at different hours. The new riders will increase fare revenues, not current riders choosing a different time for travel. The survey for new service on Fieldbrook Road to McKinleyville provides some interesting information. Survey results for the Blue Lake area (zip code 95525), provided in Appendix D reveals that destination points for the majority of those respondents are Arcata, Eureka and McKinleyville, all destinations reachable on existing transit systems. Question 6 asked respondents to list the top four times of the weekday they would use transit. Of the 47 people that responded, 11 indicated that they would not use the service. The following is a summary of projected use, not currently provided by the transit system:

6:00 am	4	6:00 pm	8
6:30 am	0	6:30 pm	1
10:00 am	13	7:00 pm	6
10:30 am	0	7:30 pm	0
11:00 am	3	8:00 pm	9
11:30 am	0	8:30 pm	0
12:00 pm	3	9:00 pm	2
12:30 pm	0	9:30 pm	0
		10:00 pm	3

Since the question asked for the *top four* times of use, the data provided is not direct ridership estimates. It is also unknown if the 13 responses for 10:00 am service would be new riders or existing riders on earlier runs preferring a later travel time. In light of the actual ridership of the Tish Non Village service compared to estimated ridership and farebox recovery, staff recommends using an estimate of six riders for a new 10 am run, and four riders for a new 6 pm run. These estimates can be modified upon SSTAC recommendation. Tables 7a and 7b have been developed to assist the SSTAC in the discussion of a new run on BLRTS for 10 am. The Operating Costs per Vehicle Service Hour is a bare minimum estimate. It accounts only for the time from pickup to drop off, no deadhead time or driver breaks are included. It also does not take inflation or increased wear and tear on the vehicle into account. Based on information provided, the operating costs increased by 11% between 2013-14 and 2014-15. Vehicle service hour increased from \$49.22 in 2013-14 to \$54.84 in 2014-15.

Table 7a: Evaluation Criteria for Potential Service-Blue Lake to Arcata

Potential service:	Deviated route bus service Monday-Friday 10 am run, City of Blue Lake to Arcata	
Transit Operator:	Blue Lake Rancheria Transit System	
a. Forecast of anticipated ridership if service is provided.	See Table 6b	
b. Estimate of capital and operating cost for providing such service	See Table 6b	
c. Do adequate roadways and turnouts exist to accommodate transit vehicles?	Yes.	
d. Are necessary vehicles available in the marketplace?	Yes	
e. Does potential transit service duplicate existing service	No	

Table 7b: Estimated Cost and Ridership of Potential Service

Anticipated Operating Cost	Anticipated Ridership	Estimated Cost Per Ride	Estimated Revenue	Anticipated Farebox Ratio
\$54.84/day (1 hour) \$1,151.64/month \$13,819.68/year	6 passengers per hour	\$1.44 (avg fare)	\$8.64/day \$181.44/month \$2,177.28/year	15.8%
6 passengers x 21 days per month = 126 passengers per month \$1.44 x 6 passengers/day x 21 days/month = \$181.44 monthly revenue Farebox Ratio: Estimated revenue \$2,177.28 divided by estimated costs \$13,819.68 = 15.8%				
Monthly Projected Cost		Annual Projected Cost		
\$1,151.64		\$13,819.68		
Anticipated Operating Costs only include the estimated cost from passenger pick up to drop off.				
Additional cost – bus stop signs and/or shelter(s) – \$ 0				

Although the projected farebox ratio exceeds the 10% threshold, HCAOG staff is not assured of its accuracy. It was calculated on the best information available. In light of the low farebox recovery for the new service to the Tish Non Village, the fact that the Southern Humboldt Local System took four years to reach a 10% farebox recovery ratio, and Blue Lake Rancheria’s previous decision to terminate day time service from Blue Lake to Arcata, staff recommends a reserved approach in making a finding of the service being “reasonable to meet”. Staff recommends a 30% estimated farebox to be able to make a defensible finding for a new service being reasonable to meet.

Other unmet needs, not discussed in the Prior Year Recap section of this report, submitted this year were requested only once or twice:

- A representative from the Wiyot Tribe contacted HCAOG inquiring an additional bus stop in Loleta serving the Wiyot community. A survey may have been undertaken but has not been submitted for this unmet transit needs cycle.

- A representative of the Council of the Blind submitted comments for improvements to automated bus announcements and concern regarding the high cost of paratransit. HTA has formed a committee looking at the announcement issue. HCAOG and HTA are working on a recommendation to consolidate the DAR service into one provider and will assess user costs and rider notification.
- There was one comment suggesting coordination with the Veterans Administration to improve service options between Eureka and the Bay area. HTA will contact the Veterans Administration on this issue.

In response to comments received last year for new service to Fieldbrook, Western Glendale and Korbel, a survey was distributed to gather information to determine how many residents in those areas would regularly use public transit (bus or dial-a-ride). The survey was sent to 2,230 residents in an approximate 1 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 were received. A summary of the survey results is provided in Table 8 and detailed results are provided in Appendix E.

Table 8: Summary of Survey

	95519 Zip Code Fieldbrook, Glendale, McKinleyville 72 Responses	95525 Zip Code Blue Lake 47 Responses	95550 Zip Code Korbel 3 Responses	95521 Zip Code West End Rd 1 Response
Monday-Friday Service				
Estimated trips per day	52 one way trips per day	42 one way trips per day	5 trips per day	0 trips per day
Topmost travel times	am: 8, 9, 10 pm: 2, 5	am: 7, 10 pm: 4, 8	am: 6, 8	
Topmost Destinations	Arcata, Eureka McKinleyville	Arcata, Eureka McKinleyville	HSU	
Saturday Service				
Estimated trips on Saturday	39 trips per Saturday	39 trips per Saturday	2 trips per Saturday	0 trips per Saturday
Topmost travel times	am: 9, 10, 11 pm: 2	am: 9, 10 pm: 2, 4	am: 7, 8 pm: 3, 4	
Topmost Destinations	Arcata, Eureka McKinleyville	Arcata, Eureka McKinleyville	Arcata	

Surveys were sent to residents in a 1 mile radius of Fieldbrook Road, Glendale Avenue, the City of Blue, the town center of Korbel, and Murray Road to Central Avenue in McKinleyville.

As mentioned previously, of the 47 responses in the 95525 (Blue Lake) zip code area, all but one respondent indicated destinations that are served by the current system. The BLRTS connects to RTS at the Arcata Intermodal Facility. Transit service for a new system serving Fieldbrook Road could be provided by either BLRTS or HTA. Operating cost for this new service has been provided by HTA and the BLRTS. HTA’s cost estimate for two a.m. and two p.m. runs,

Monday through Friday, is provided in Tables 9a and 9b. BLRTS's cost estimate for a 10:00 am and a 5:00 p.m. run, Monday through Friday, is provided in Tables 10a, 10b, 11a, and 11b. The 5:00 p.m. run incorporates the existing service from Blue Lake to Arcata extending the travel time by approximately one hour.

Table 9a – Evaluation Criteria for HTA Potential Service to Fieldbrook, Glendale (Monday–Friday)

Potential service:	Deviated route bus service on Monday-Friday Two a.m. round trips, and two p.m. round trips beginning in Glendale, along Fieldbrook and Murray Road to the McKinleyville Shopping Center	
Transit Operator:	Humboldt Transit Authority	
f. Forecast of anticipated ridership if service is provided.	See Table 9b	
g. Estimate of capital and operating cost for providing such service	See Table 9b	
h. Do adequate roadways and turnouts exist to accommodate transit vehicles?	Unknown	
i. Are necessary vehicles available in the marketplace?	Yes	
j. Does potential transit service duplicate existing service	No	

Table 9b - Estimated Cost and Ridership of Potential Service

Anticipated Operating Cost	Anticipated Ridership	Estimated Cost Per Ride	Estimated Revenue	Anticipated Farebox Ratio
\$587.67/day \$12,341.07/month \$148,092.84/year	52 passengers/day	\$1.50	\$78.00/day \$1,638.00/month \$19,656/year	13.3%
52 passengers x 21 days per month = 1092 passengers per month \$1.50 x 52 passengers/day x 21 days/month = \$1,638.00 monthly revenue Farebox Ratio: Estimated revenue \$19,656 divided by estimated costs \$148,092.84= 13.3%				
Monthly Projected Cost		Annual Projected Cost		
\$12,341.07		\$148,092.84		
Expenditures include: Fuel, tires, vehicle maintenance, vehicle insurance, vehicle registration, personnel and administrative costs.				
Additional cost – 2 Vehicles needed at \$125,000 each, Bus stop planning, signs and shelters				

**Table 10a - Evaluation Criteria for 10:00 a.m. BLRTS Potential Service to
Fieldbrook, Korbel, Glendale
(Monday–Friday)**

Potential service: Deviated route bus service on Monday-Friday 10:00 am run to include City of Blue Lake, Korbel, Glendale, Fieldbrook Road, Murray Road to the McKinleyville Shopping Center, Arcata Transit Center	
Transit Operator: Blue Lake Rancheria Transit Service (BLRTS)	
k. Forecast of anticipated ridership if service is provided.	See Table 10b
l. Estimate of capital and operating cost for providing such service	See Table 10b
m. Do adequate roadways and turnouts exist to accommodate transit vehicles?	Unknown
n. Are necessary vehicles available in the marketplace?	Yes
o. Does potential transit service duplicate existing service	No

Table 10b - Estimated Cost and Ridership of Potential Service

Anticipated Operating Cost	Anticipated Ridership	Estimated Cost Per Ride	Estimated Revenue	Anticipated Farebox Ratio
\$109.68/day \$2,303.28/month \$27,639.36/year	11 passengers/day	\$1.44	\$15.84/day \$332.64/month \$3,991.68/year	14.4%
11 passengers x 21 days per month = 231 passengers per month \$1.44 x 11 passengers/day x 21 days/month = \$332.64 monthly revenue Farebox Ratio: Estimated revenue \$3,991.68 divided by estimated costs \$27,639.36 = 14.4%				
Monthly Projected Cost		Annual Projected Cost		
\$2,303.28		\$27,639.36		
Expenditures include: Fuel, tires, vehicle maintenance, vehicle insurance, vehicle registration, personnel and administrative costs.				
Additional cost –Bus stop planning, signs and shelters				

**Table 11a - Evaluation Criteria for 5:00 p.m. BLRTS Potential Service to
Fieldbrook, Korbel, Glendale
(Monday–Friday)**

Potential service: Deviated route bus service on Monday-Friday 5:00 p.m. run to include City of Blue Lake, Korbel, Glendale, Fieldbrook Road, Murray Road to the McKinleyville Shopping Center, Arcata Transit Center	
Transit Operator: Blue Lake Rancheria Transit Service (BLRTS)	
p. Forecast of anticipated ridership if service is provided.	See Table 10b
q. Estimate of capital and operating cost for providing such service	See Table 10b
r. Do adequate roadways and turnouts exist to accommodate transit vehicles?	Unknown
s. Are necessary vehicles available in the marketplace?	Yes
t. Does potential transit service duplicate existing service	No

Table 11b - Estimated Cost and Ridership of Potential Service

Anticipated Operating Cost	Anticipated Ridership	Estimated Cost Per Ride	Estimated Revenue	Anticipated Farebox Ratio
\$109.68/day \$2,303.28/month \$27,639.36/year	9 passengers/day	\$1.44	\$12.96/day \$272.16/month \$3,265.92/year	11.8%
9 passengers x 21 days per month = 189 passengers per month \$1.44 x 9 passengers/day x 21 days/month = \$272.16 monthly revenue Farebox Ratio: Estimated revenue \$3,265.92 divided by estimated costs \$27,639.36 = 11.8%				
Monthly Projected Cost		Annual Projected Cost		
align="center">\$2,303.28		align="center">\$27,639.26		
Expenditures include: Fuel, tires, vehicle maintenance, vehicle insurance, vehicle registration, personnel and administrative costs.				
Additional cost –Bus stop planning, signs and shelters				

Although the projected farebox ratios exceed the 10% threshold, HCAOG staff recommends a reserved approach in making a finding of the service being “reasonable to meet”. Using the Tish Non Village service, previous BLRTS service, and Southern Humboldt Local Transit System as guidance, staff recommends a 30% estimated farebox to be able to make a defensible finding for a new service being reasonable to meet.

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

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 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 TDA 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 TDA 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 TDA 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 TDA funds to increase enough for implementation.

Determining anticipated ridership or passenger fares is difficult to estimate. With expanding transit needs region wide and limited TDA funds coming in, this part of the process is key to the best use of TDA funds. In the past, estimating ridership has been achieved by using responses to directed surveys, using an industry standard for predicting Saturday or Sunday service based on weekday statistics or the professional opinion of the operator. 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 2016-17 Report of Findings, LTF allocations are provided for the last two years (FY 14-15 and 15-16). The LTF estimate for the 2016-17 year will not be released until February 2016.

For the 2014-15 fiscal year the Humboldt County region's estimated share of LTF funds was higher than the 2013-14 years share. For the fiscal year 2014-15, the jurisdictions were estimated to receive \$4,366,609 in LTF, which is an increase of \$211,555 more than what was allocated in FY 2013-2014.

Fiscal Years 2014-2015 and 2015-2016

Table 10 shows how LTF funds were allocated in the FY 2014-15 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 City of Eureka and City of Trinidad did not file a claim in 2014-15. Other jurisdictions used funds for both transit and non-transit uses, as shown below.

Table 10: LTF Funds Allocated by Jurisdiction, FY 2014-15

	Ending Balance 2013-14 Unrestricted (actual) \$	Apportioned 2014-15 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	34,002	576,018	610,020	0	0	0	0
Blue Lake	2,370	40,692	0	43,062	0	0	0
Eureka	52,208	872,650					924,858
Ferndale	2,533	44,115	0	0	0	44,648	0
Fortuna	22,081	383,829	249,163	500	8,118	148,129	0
Rio Dell	6,279	108,609	40,646	6,630	0	67,612	0
Trinidad	15,154	11,788					26,942
County	131,523	2,328,908	1,907,242	177,737	65,000	310,452	0
Region Totals:	266,150	4,366,609	2,807,071	227,929	73,118	570,841	951,800

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

Table 11 reflects FY 2015-2016 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 11: FY 2015-16 LTF Fund Apportionments

	Population *	% of Regional	2015-16	2014/15	2015/16
		Population	LTF Estimate	Unrestricted Balance	Total Funds
				(actual)	Available
	\$	\$	\$	\$	\$
Arcata	17,734	13.17%	577,240	17,946	594,210
Blue Lake	1,251	0.93%	40,720	1,257	41,825
Eureka	26,914	19.99%	876,048	953,600	1,821,184
Ferndale	1,357	1.01%	44,170	1,336	45,414
Fortuna	11,902	8.84%	387,409	12,088	399,484
Rio Dell	3,347	2.49%	108,945	3,287	111,856
Trinidad	361	0.27%	11,751	2,183	13,871
County	71,782	53.31%	2,336,498	70,726	2,361,809
Region Totals:	134,648	100%	4,382,781	1,062,423	5,389,652

*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
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
WCTC	Willow Creek Transit System

*HCAOG Committee

Appendix A: Existing Transit Operators & Services

REGIONAL TRANSIT SYSTEM

The various transit bus routes provide a level of connectivity at major transfer points. These locations include downtown Eureka, the Bayshore Mall in Eureka, and the Arcata Transit Center. The Bayshore Mall, as well as the area of 3rd, 4th, 5th, and H Street, provides connections between Redwood Transit System (RTS), South Humboldt Transit System (SHTS), 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 Extension, Arcata & Mad River Transit System (A&MRTS), Blue Lake Rancheria Transit (BLRT), and Redwood Coast Transit (RCT) of Del Norte County.

The RTS commuter bus makes multiple stops in and near Fortuna, allowing potential connections between Fortuna Senior Transit and the RTS. The Willow Creek Extension connects to transit providers in Willow Creek (K/T Net and Trinity Transit), enabling trips between Arcata and the Hoopa Reservation and Orleans, Weaverville in Trinity County, and further east to Redding in Shasta County.

FIXED ROUTE TRANSIT

Humboldt Transit Authority (HTA) (Public Transit Operator)

HTA is a joint powers authority (JPA), established in 1975 to provide transportation services in the Highway 101 corridor throughout the county. The JPA is between the cities of Arcata, Eureka, Fortuna, Rio Dell, Trinidad, and the County of Humboldt.

HTA operates and maintains RTS, Tish Non Village Service, SHTS, and the Willow Creek Transit Service. In addition, under contract, HTA operates and maintains the ETS, maintains the A&MRTS fleet, and provides administrative services for the region.

Redwood Transit System (Public Transit Operator)

RTS is the primary intercity public transit system in the county. The RTS line is a fixed-route commuter service, along the US 101 corridor between the cities of Scotia and Trinidad. Key trip origins and destinations include HSU, College of the Redwoods, the Arcata Intermodal Transit Center, Downtown Eureka, and the Bayshore Mall. RTS runs seven days a week. (Sunday service began November 4, 2012.)

Tish Non Village (Public Transit Operator)

HTA began service to the Tish Non Village on July 6, 2015. Modifications were made to existing service stops to include service to the Tish Non Village. The system provides a deviated fixed route service open to the public which services College of the Redwoods, Scenic and Loleta

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Drives, Tish-Non Village, Palmer Boulevard, and Fortuna 11th and N Street. The service operates Monday through Friday with no service on Saturday or Sunday.

Southern Humboldt Transit System (SHTS) (Public Transit Operator)

HTA operates SHTS, which provides intercity and local transit service in the southern portions of the county. The SHTS service runs between Garberville and Eureka with stops including Briceland and Redway Drive, Phillipsville, Miranda, Myers Flat, Weott, Fortuna, and College of the Redwoods. The Southern Local Transit System provides deviated fixed-route service in areas between Benbow and Miranda. Service runs during weekday peak travel times (morning and afternoon).

Willow Creek Transit Service (Public Transit Operator)

HTA also operates the fixed-route Willow Creek Transit Service along Highway 299, between Willow Creek and the Arcata Transit Center. This bus runs weekdays, and since July 2012, Saturdays.

Eureka Transit Service (ETS) (Public Transit Operator)

The ETS has been operating since January 1976. The City of Eureka contracts with HTA to operate ETS. There are four fixed-routes within the City of Eureka which operates Monday through Friday with limited service on Saturdays. Four routes operate hourly and serve most major destinations in the city. All routes provide timed connections either in downtown, at Harris and F Streets or at the Bayshore Mall. The Red and Gold routes serve the western part of the city, including Humboldt County Social Services along Koster Street, the Bayshore Mall along Broadway Street and the Eureka Mall along Harris Street. The Purple and Green routes serve the east part of the city. Major destinations along these routes include St. Joseph Hospital, the Humboldt Senior Resource Center, and the Silvercrest Senior Residences. The Green route also serves Cutten and Redwood Acres in the south and southeastern extremes of the city.

Arcata & Mad River Transit System (A&MRTS) (Public Transit Operator)

The Arcata City Council initiated A&MRTS in 1975, and operates it through the Public Works Department. A&MRTS provides fixed-route transit service within the Arcata city limits; service runs weekdays and Saturdays. Its hub is the Intermodal Transit Center (also referred to as Arcata Transit Center). A&MRTS contracts HTA to maintain its fleet vehicles. A&MRTS has a Gold Route, Red Route, and Orange Route. The Gold Route travels between Valley West and downtown, with service to Mad River Community Hospital and Humboldt State University (HSU). The Red Route serves neighborhoods of Greenview, downtown, Sunnybrae, and the HSU campus. The Saturday route provides more direct service between the Valley West area and HSU and the Sunnybrae neighborhood and HSU. On Saturdays, the Orange route runs hourly from 7 a.m. to 7 p.m. Buses do not run on Sundays.

During HSU fall and spring semesters the last outbound bus leaves the transit center at 9:05 p.m. weekdays and 4:05 p.m. Saturdays. The first outbound bus leaves the transit center at 7:05 a.m. weekdays and 9:05 a.m. on Saturdays. During HSU summer and winter semesters, the last bus

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leaves the transit center at 6:05 p.m. weekdays. The first outbound bus leaves at 7:05 a.m. weekdays and Saturdays.

Blue Lake Rancheria Transit System (BLRTS) (Public Transit Operator)

The BLRTS began operating in 2002; it is operated by the Blue Lake Rancheria (Rancheria), a federally recognized tribe in Humboldt County. The Rancheria operates a deviated-fixed route transit system on weekdays primarily serving commuter hours (there is a three-hour gap in service between 10 a.m. and 1 p.m.). Stops on the route include several locations in the City of Blue Lake, the Rancheria, the Glendale community, the Arcata Intermodal Transit Center, Mad River Community Hospital, United Indian Health Services, and the HSU campus. The Mad River Community Hospital, United Indian Health Services, and Ericson Court in Arcata are “on call” stops for BLRTS.

Klamath/Trinity Non-Emergency Transportation (K/T Net) (Private Non-Profit Transit Operator)

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 provides public transportation on two fixed routes serving rural northeastern Humboldt County. Service is provided Monday through Friday between Willow Creek and areas north along Highway 96, including Hoopa Valley, Weitchpec, and Orleans. K/T Net connects with RTS Monday through Friday in Willow Creek for trips to the coast. K/T Net connects with the Trinity Transit System on Monday through Friday in Willow Creek for destinations to the east.

Yurok Tribe Transit Service (YTTS) (Public Operator)

The YTTS is a public transportation service operated by the Yurok Tribe Transportation department under the Yurok Tribal Council. All members of the general public are welcome to ride. The fleet consists of two 14-passenger buses, two 9-passenger vans, and an 8-passenger van. All YTTS vehicles are ADA compliant with lifts for wheelchairs.

Transit service is provided in Del Norte County Monday through Friday. Transit service is provided in Weitchpec, Wautec, and Tulley Creek Monday through Friday based on community needs. Current scheduled pickups to and from Crescent City to Klamath are available from 7:10 a.m. to 8:23 a.m. and 5:05 p.m. to 6:15 p.m. Stops include Pem Mey in Klamath, Home Depot in Crescent City, Elk Valley Community Center in Crescent City, and Yurok Tribal Office in Klamath.

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 at all or some of the time. Paratransit must serve destinations within 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.

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Passengers using the DAR/DAL program must be certified to use the service. Typically, this service is provided to both senior citizens and people with disabilities.

Paratransit services in Humboldt County are operated by the City Ambulance of Eureka, the City of Fortuna Senior Transit, Medi-Trans, and the YTTS. The BLRTS provides deviated fixed route service on their transit routes. The HTA provides a local deviated fixed route service on the Southern Humboldt Local Transit system.

City Ambulance of Eureka (CAE) (Private Operator)

CAE provides various transportation services throughout Humboldt County, including emergency and non-emergency medical transportation, shuttle, taxi, and DAR/DAL services.

CAE provides DAR/DAL in the City of Arcata, McKinleyville, the City of Eureka, and the Greater Eureka area which includes: Ridgewood, Humboldt Hill, Fields Landing, King Salmon, Elk River Road, Samoa/Manila, Freshwater, Indianola, Old Arcata Road, and College of the Redwoods. DAR/DAL service is provided Monday through Saturday.

CAE also operates CAE Med Trans, which offers non-emergency wheelchair and gurney transportation throughout the county. CAE also operates City Ambulance. City Ambulance has stations in Eureka, Fortuna and Garberville and responds to all 911 medical emergencies in Humboldt County.

Fortuna Senior Transit (Public Operator)

Fortuna Senior Transit is administered and operated by the City of Fortuna's Parks and Recreation Department. It provides transportation on a reservation system providing service within the city limits to persons with disabilities of any age and people 50-years-old and older. The service operates Monday through Friday and in the morning on the first Saturday of the month.

Humboldt Medi-Trans (Private Non-profit Operator)

Humboldt Medi-Trans is a non-profit agency established to provide non-emergency medical transportation throughout Humboldt County and beyond. The service provides an interim means of transportation for people who cannot use the demand response services in the county, but also do not require more expensive ambulance services. The majority of trips made in Humboldt County are to and from kidney dialysis appointments. Humboldt Medi-Trans relies on funding from donations and grants, and charges little or no fare for the services it provides. Medi-Cal billing is also available.

Yurok Tribe Transit Service (YTTS) (Public Operator)

Klamath/Crescent City DAR service is available on Monday through Friday from 8:30 a.m. - 5 p.m. Additional services are available with a minimum of three (3) passengers dependent upon scheduling availability. Service is available in response to requests for pick up in Crescent City to Klamath for employment five days a week. Services to and from Weitchpec, Wautec, and Tulley Creek areas are provided on Monday through Friday, schedule based upon community needs.

SOCIAL SERVICE TRANSPORTATION PROVIDERS

Humboldt Community Access and Resource (HCAR) (Non Profit Provider)

The HCAR is a private nonprofit agency incorporated in 1955. HCAR connects people who have disabilities with the community by providing opportunities for learning, living and employment through various programs. HCAR provides transportation for individuals within HCAR's day programs during program hours.

HCAR also offers assistance with route planning and transportation options anywhere in Humboldt County. Additionally, HCAR offers charter services to the general public.

Humboldt Senior Resource Center (HSRC), Adult Day Health

The HSRC is a nonprofit multi-service center that provides services throughout the County. Meal programs are provided in Eureka, Arcata, and Fortuna. HSRC runs an Adult Day Health Service program in Eureka. The program provides transportation services only to clients, and only to and from the Adult Day Health Program in Eureka.

The center has five vehicles that provide services throughout Eureka and the surrounding area, Fields Landing, Fortuna, Rio Dell, and the Eel River Valley. Services are provided for persons 18 and older who are disabled and dependent on others. The Eureka program also relies on the region's DAR services to transport its clients.

County of Humboldt Health and Human Services

The Social Services Branch of the Health and Human Services department provides services throughout Humboldt County including employment training, the CalWORKs Welfare-to-Work Program, and adult protective services. Although the Social Services Branch does not directly provide transportation for its clients, it does contribute funding annually for various transportation services or contracts.

K'ima:w Transportation Department

The K'ima:w Transportation Department provides transportation service to people who use the K'ima:w Medical Center, which offers all medical, dental and outreach services. The transport service is intended for individuals who do not have other means of transportation or family assistance. Services are for appointments in the Hoopa Valley including medication deliveries, but are not intended for personal trips (e.g., bank, grocery store, etc.).

Service to Eureka and other parts of the county, and outside the county, is available for scheduling with a referral. Service is available Monday through Friday.

Adult Day Health Care (ADHC) of Mad River

The non-profit ADHC of Mad River provides therapeutic, health, recreational, and social services to the elderly and persons over 18 who are dependent on others. The ADHC of Mad

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River provides transportation services only to its clients, and only to and from its facility in Arcata. The center has four vehicles that provide service throughout Arcata, McKinleyville and Eureka. The ADHC also relies on the region's DAR services to transport its clients.

Area 1 Agency on Aging (A1AA) Volunteer Driver Program

The A1AA provides a Volunteer Driver Program which offers rides to medical and health-related appointments serving seniors from the Eel River Valley area to Trinidad. Passengers must be over the age of 50, with limited resources and comply with the Program Passenger Guidelines. Preference is given to those who are disabled and/or frail. Drivers of the Volunteer Driver Program must possess a California driver's license and meet eligibility requirements in order to be a driver. Volunteer drivers are eligible for limited reimbursement for mileage.

Ferndale Senior Resource Center "Bridging the Gap"

Ferndale's "Bridging the Gap" service provides demand response transportation services to seniors that reside in and around Ferndale. The Ferndale Senior Resource Center provides transportation throughout the community, and transportation to a bi-monthly senior lunch at the community center. The community transportation service is generally available Monday through Saturday in the daytime. Funding is provided by private donations and fares.

Southern Trinity Health Services

Southern Trinity Health Services is a medical facility in the community of Mad River, Trinity County. They provide transportation services for the southern portion of Trinity County and the southeastern portion of Humboldt County. Anyone (not just health center patients) is eligible to take the bus for any type of trip, including shopping, banking, medical appointments, and social outings.

The transportation service runs Monday through Friday, serving the communities of Bridgeville, Dinsmore, Hayfork, Hettenshaw Valley, Mad River, Ruth, Swains Flat and Zenia. Additionally, on the 1st, 3rd, and 5th Wednesday of each month they run the "Day-in-Town" route, which travels to the Eureka/Fortuna area with stops dependent on rider needs. Limited seating is available and must call ahead for reservation. Reservations made ahead of time determine the route. Their full services area is approximately 1,250 square miles.

PRIVATE TRANSIT PROVIDERS

City Ambulance of Eureka (CAE)

CAE provides transportation services throughout Humboldt County, including ambulance, D A R, non-emergency medical transportation, shuttle and taxi services. The various contracted and general public services provided by CAE are discussed below.

Taxi and Shuttle Services

Taxi services in Humboldt County are operated by various transportation providers, including City Cab operated by CAE, Yellow Cab, and Express Cab. Rates are based on distance.

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Shuttle service is available to airports and other destinations. Door-to-Door Airporter Shuttle serves the Arcata-Eureka Airport and Humboldt Bay Area. CAE provides shuttle service for private events or long distance group transportation (e.g., to the San Francisco airport). Rates are based on the number of people and a three-hour minimum.

When scheduling transportation services, the transportation user should clarify any special needs to ensure level of service as not all transportation providers provide wheelchair accessible vehicles for transportation.

INTERREGIONAL TRANSIT

In Arcata, the Arcata Intermodal Transit Facility is a transfer point for inter-regional Amtrak and Greyhound and local bus systems including RTS, Willow Creek Transit Service, A&MRTS, BLRTS, and Redwood Coast Transit of Del Norte County.

Redwood Coast Transit (RCT)

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 US 101 corridor. Scheduled bus stops in Humboldt County include the Redwood National Park, Klamath, Orick Post Office, Trinidad Park and Ride, and the Arcata Transit Center.

Amtrak and Greyhound

The Amtrak Thruway bus route runs from McKinleyville to the Martinez Train Station, where passengers can board a connecting train to Emeryville and then a shuttle bus to San Francisco. Amtrak's website contains information about accessible travel and how to make a reservation for passengers with special needs including vision or hearing impairment, wheeled mobility devices, and/or passengers who may need assistance. Amtrak buses run seven days a week.

The Greyhound schedule runs between Arcata's Intermodal Transit Center and San Francisco; Greyhound connecting buses are available in Oakland and San Francisco. Greyhound buses run seven days a week. A second bus will begin service in 2017. Greyhound passengers traveling with a wheelchair or a mobility scooter are asked to notify agency representatives in advance that they will be traveling with a wheelchair or mobility device, and if planning to sit in it during their journey. Greyhound can accommodate two passengers sitting in a wheelchair or mobility scooter per bus. It is suggested that tickets be booked as far in advance as possible to secure seating arrangement on the preferred journey.

Appendix B: Record of Public Hearings Testimony

City of Arcata

November 18, 2015

Unmet Transit Needs Comments – attached

City of Blue Lake

November 10, 2015

Unmet Transit Needs Comments

- Unidentified speaker, McKinleyville resident – Request more frequent service and better connection between RTS and BLRTS. Get off at McKinleyville Avenue. Transit between takes 1 hour 5 minutes on a good day. Hiller and McKinleyville Ave at 7:00, bus leaves 7:08. Then have a long wait going south. BLRTS and RTS – get off at HSU, have to transfer, timing is very close, well over an hour in spots in time. Arrive 8:05 to get to work. Going home - leave 4:05 get off at Arcata Transit 45 minutes past the hour. Have to wait 45 minutes to go northbound. Choose to wait at HSU, not safe after dark. If 8 hours work, get home after 6:00 pm.
- Unidentified, an employer in Blue Lake - Service request for more BLRTS service: Begin earlier in the am, provide transit during the midday hole in service (10:00 am to 1:00 pm), and extend service one hour later for people working past 5:00 pm. Commentor lives in Arcata, but has a business in Blue Lake. Difficulty to get in and out of Blue Lake. Employees do not have an option to get out of Blue Lake. As employer, employer subsidizes employees by providing rides to employees. Not everyone owns a car. Service is not as extensive as it should be. Affects Blue Lake, schools, shift workers. Should be more service...to support community that all deserve.
- Marvin Doss, BLRTS Bus Driver – Service request for a 6:00 am service run, fill in the hole (10:00 am – 1:00 pm), and provide a 6:00 pm service run. Noted glad to hear that previous petitions are being taken seriously. Blue Lake needs to have transit service that brings people from outside of the area as well as get people out of Blue Lake. Need service from 6:00 am thru 6:00 pm. Get people in and out for employment. Know people who have given up a job because of no bus service. It is a need. It would be viable to add three more hours to the existing service. BLRTS uses biodiesel fuel. A wonderful benefit! BLRTS does a lot to improve the environment. Need to get people here to work, for economy, The BLRTS is capable of fulfilling that need if can get more hours.
- Unidentified speaker – Request for earlier BLRTS am bus service. 8:30 am to class Hard to get there on time. Go to school 4-5 days a week.
- David Karnes, BLRTS Bus Driver - Service request for a 6:00 am service run, fill in the hole (10:00 am – 1:00 pm), and provide a 6:00 pm service run. Service is needed to get

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people to and from work and students to and from school. Think there is a tremendous amount of people that would ride. Worked for BLRTS for two years. The number of riders have doubled...close to tripled. Estimate that 15-20 riders would ride the bus if service would be provided in the hole, between 10:00 and 1:00 pm. Trying to get people to and from where they need to go.

City of Eureka

November 3, 2015

Unmet Transit Needs Comments

- Ali O. Lee, Access Consultants - Informed the Board that a local resource guide with an overview of Humboldt County's public and private transit systems has been developed and is available for \$10 per copy. The document was developed by AIAA and is entitled "HumBus: the Local Transit Guide to Rural Humboldt County, California." Development of the document was funded by a grant from the Redwood Coast Music Festivals.

City of Ferndale

November 19, 2015

Unmet Transit Needs Comments

- Ferndale has no public transportation. Can go to Fernbridge. Moved to Ferndale, come from Europe where they have good public transportation. I miss it here (public transportation), high cost of gas. Request for transit service in Ferndale so can take care of business, at least a few times a month. It would catch on, would be a plus for all people who want to retire here. Don't think about public transportation until you need it.

City of Fortuna

November 16, 2015

Unmet Transit Needs Comments

- Noted physical improvements to areas - concern Ambrosini School access. Rohnerville Road will add mess to conditions for people to get to school. AIAA operates the Volunteer Driver Program, does not have enough drivers, the program reimburses drivers to take people to appointments. Would be nice to receive funds to reimburse drivers. People need to go to Redway. Catching a bus is not an option around here, too hard. Large cost for specialized service. There is a need for seniors and all over the Eel River Valley to get to appointments.

City of Rio Dell

November 3, 2015

Unmet Transit Needs Comments

- Ms. Margie Plant, Pepperwood Resident – Would like to be able to ride the bus to Fortuna where she works. Request Garberville bus to stop at Exit #671 (Pepperwood) and stop at Redwood Memorial Hospital (employer), going both directions. She believes this would serve many.

City of Trinidad

November 10, 2015

Unmet Transit Needs Comments

- Don Allan, Redwood Community Action Agency (RCAA), comment in support of the Little River Trail that his group is working on to improve bike/ped access connecting Scenic Drive to Crannell Exit.

McKinleyville Municipal Advisory Committee Meeting

October 28, 2015

Unmet Transit Needs Comments

- Linda, Member of the public – Request for transit service in Fieldbrook to McKinleyville. Family member lives in Fieldbrook. Noted job opportunity in McKinleyville if transit were available.
- Dennis Mayo - Noted he has been informed of safety concerns for CR students leaving CR in evenings at the bus stop.
- McMAC member – Comment that Mad River Adult Day Health Care is experiencing difficulties getting clients to and from services.

Humboldt County Association of Governments

November 19, 2015

Unmet Transit Needs Comments

- Michael Ludwig – Suggested extending the Eureka Transit System's Saturday service to 6:00 pm instead of 5:00 pm. Mr. Ludwig also provided handout (attached) of two additional unmet transit needs comments requesting two trips be added to the Redwood Transit System. First trip - weekday southbound – leaving Arcata Transit Center at 6:34 pm. Request to add one more trip in between the 6:34 time and the earlier run, to alleviate heavy use. Suggestion to add trip at about 6:01 pm. This added trip may not need to operate the whole length of the route. From HSU Library to CR would probably be good enough, as that is part noticed so heavily used is from last stop in Arcata (Hth & 6th) to the first stop in Eureka (U St). Second trip – same route, southbound, but on Saturday - leaving Arcata Transit Center at 2:52 pm. Request to add one more trip in between the 2:52 run and the earlier run, to alleviate heavy use. Suggestion to add trip at

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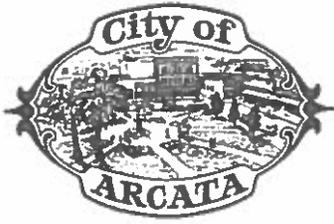
about 2:06 pm. This added trip also may not need to operate the whole length of the route, probably only from Valley West to Bayshore Mall.

- Ali O. Lee, Access Consultants - Informed the Board that a local resource guide with an overview of Humboldt County's public and private transit system has been developed and is available for \$10 per copy.
- Kent Sawatsky - Suggested that a shuttle service to Redding, Sacramento, and the bay area, be considered to transport passengers who have flights in and out of airports in those areas.

County of Humboldt

November 10, 2015

Unmet Transit Needs Comments – attached



736 F Street Arcata, California 95521

City Council
822-5953

City Manager
822-5953

Public Works
822-5957

Police
822-2428

Community Development
822-5955

Environmental Services
822-8184

A&MRTS
822-3775

Finance
822-5951

Recreation Division
822-7091

FAX
822-8018

December 17, 2015

Marcella Clem,
Executive Director
Humboldt County Association of Governments
611 I Street, Suite B
Eureka, CA 95501

Marcella,

Please find the following information received at the City of Arcata's November 18, 2015 Unmet Transit Needs public hearing. The following list is presented based on the comments received from the public hearing, written, telephone and in person comments:

- Extend evening bus service between McKinleyville, Arcata, Eureka and College of the Redwoods on Thursday, Friday and Saturday nights.
- To increase public transportation capabilities to help supplement our current very limited airline options.
- Look into partnering with the Veterans Administrations van service between Eureka and the Bay Area to add additional options.
- Conduct a ridership survey to assess HSU ridership needs. Coordinate with Public transportation to collaborate on an event to get a big draw of students to work on a transportation project. This would help with transparency issues allowing students to better understand transportation limitations and how funding is allocated.
- Add an evening intercity bus to the Bay Area to allow passengers to maximize their travel. Add additional stops along the SR 101 Corridor.
- Add Greyhound to Google Transit so passengers can better plan routs.

Please contact me at (707) 822-3775 for any additional comments regarding this information.

Sincerely,

Larry Pardi

Larry Pardi, Transportation Superintendent

Appendix B-5

Submitted HCAOG Bd meeting 11.19.15

I have noticed two trips of the Redwood Transit 101 Corridor that are very heavily used on a regular basis. The one that can and should be easily fixed is the southbound weekday trip leaving Arcata Transit Center at 6:34pm. I'm sure this is because its predecessor is a little over one hour before it! It can easily be fixed by adding one more trip halfway between its predecessor and it, which would mean leaving Arcata TC at about 6:01pm.- This added trip would not need to operate the whole length of the route. Even just having it operate from HSU Library to College of the Redwoods would probably be good enough, because the part that I have noticed so heavily used is from the last stop in Arcata (H and 6th) to the first stop in Eureka (U Street).

The other trip that is very heavily used is on the same route and in the same direction, but it is a Saturday-only trip (instead of a weekday one). It is the trip leaving Arcata TC at 2:52pm. I guess this is because the once-per-hour frequency doesn't quite start up early enough to match passenger demand. If so, then I would think the solution would be to add one extra trip in about halfway between its predecessor and this heavily used trip, which would mean leaving Arcata TC at about 2:06pm (some staff work will probably be necessary to determine the best time for this added trip). And similar to the weekday added trip, this added trip would probably also only need to be relatively short (like only from Valley West to Bayshore Mall).

To show why these two extra trips are needed, let me show you what I mean by "very heavily used on a regular basis". For one of these two trips, I tried to ride the 6:34pm weekday trip four times in a two-week period recently by waiting at the H & 6th bus stop for it. My results were as follows. One time, the driver refused to let anyone board there because he reported that his bus was too full. Two of the other times, he let those of us at that bus stop board there, but maybe he shouldn't have, because his bus was extremely full (as in about as many standees as seated passengers, with apparently all seats full) all the way to the U Street bus stop in Eureka. And the one other time wasn't as crowded as any of the other three, but that may have been because it was a Friday (I only reported this for completeness). And the ridership of the 2:52pm Saturday trip is about the same.

- Michael Ludwig

Appendix B-6



DEPARTMENT OF PUBLIC WORKS
COUNTY OF HUMBOLDT

MAILING ADDRESS: 1106 SECOND STREET, EUREKA, CA 95501-0579
AREA CODE 707

ARCATA-EUREKA AIRPORT TERMINAL
McKINLEYVILLE
FAX 839-3596

AVIATION 839-5401

PUBLIC WORKS BUILDING
SECOND & L ST., EUREKA
FAX 445-7409

ADMINISTRATION 445-7491
BUSINESS 445-7652
ENGINEERING 445-7377
FACILITY MAINTENANCE 445-7493

NATURAL RESOURCES 445-77
NATURAL RESOURCES PLANNING 267-95
PARKS 445-7
ROADS & EQUIPMENT MAINTENANCE 445-7

CLARK COMPLEX
HARRIS & H ST., EUREKA
FAX 445-7388

LAND USE 445-7205

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DEC 02 2015

HUMBOLDT COUNTY
ASSOCIATION OF GOVERNMENTS

November 30, 2015

Marcella Clem
Executive Director
Humboldt County Association of Governments
427 F Street
Eureka, CA 95501

Subject: Unmet Transit Needs

Dear Ms. Clem:

The County of Humboldt conducted a public hearing to obtain public input regarding unmet transit needs on November 10, 2015. The following comments were recorded:

1. Michael Ludwig suggested (1) adding one last trip on Saturdays for the Eureka Transit System to end at 6:00 p.m. instead of 5:00 p.m. to allow passengers a return ride to the bus stop where their trip originated, instead of ending their ride at the Humboldt Transit Authority garage, and (2) adding one more Redwood Transit southbound trip on weekdays as the 6:30 p.m. trip varies in ridership as observed in four test rides: (1) bus was too full and the driver had to turn away passengers, (2) the driver did not turn away passengers but the bus was full/packed, and (3) the bus was not full.
2. Kent Sawatsky – agrees with Michael Ludwig’s suggestions. He also suggested the provision of shuttle services to Redding, Sacramento and the bay area to transport of county passengers who have flights in and out of airports in those areas.
3. Debra Dees of the Humboldt County Association of Government (HCAOG) explained the transit fund sources and unmet transit needs process. There are a series of public hearings across jurisdictions, and the HCAOG public hearing to be held on November 19, 2015. Comments will still be accepted in person or by phone through December 15, 2015. The HCAOG Board anticipates determining unmet needs at their March 2016 meeting.
4. Maggie Kraft of the Area 1 on Aging described the volunteer-driver program which is funded mainly through donations, grants and volunteer drivers. This program provides transportation to passengers who are 50 years old and above who may have disabilities needing rides for doctor’s appointments and grocery shopping and similar activities. Due to the growing needs of the frail and elderly, she requested that this program be taken into consideration for funding.
5. Robin Donald lives in Fortuna and rides the bus. He is enrolled in HSU and avails of the student pass which provides unlimited rides costing about \$55/month. He requests more affordable transportation so that people may be able to travel from one place to another as their spending on goods and services contribute to the local economy.

Appendix B-7

Enclosed for your information are (1) Times Standard Proof of Publication for October 7, 2015, and (2) the Board Action Summary. Please let me know if you need additional information.

Sincerely,

A handwritten signature in black ink, appearing to read "Thomas K. Mattson", with a long horizontal flourish extending to the right.

Thomas K. Mattson
Public Works Director

Appendix B-8

Appendix C
Public Comments Received via Phone and Written

#	Transit Service	Date	Name	
1		10.17.14	Elliott	Ferndale needs bus service, Hydesville , Carlotta, on Hwy 36. There should be a Hwy 36 bus.
2		11.12.14	Alan Gilley Americorps Vista Worker	Inquiry to institute a bus stop in Loleta for the Wiyot Tribe to provide transit to tribal members. Copenhagen Exit or Road, from Loleta. About 4.5 miles, run into Hookton Road. There are about 600 tribal members. About 150 residents on the Weott reservation. Bear River individuals are Wiyot descendants. Sometimes members go back and forth between the tribes for various reasons. Members can belong to either Bear River or Wiyot Tribe. Alan commented that a petition was done among residents asking if they would use bus stop if provided and how often they would use bus stop, and that he is working on this and may submit to HCAOG.
3	RTS	3.19.15	Adrienne Werren Support Facilitator, Community and Employment Links	Feedback about the north bound stop at School road in McKinleyville. If the bus were to stop at the sign and wide spot in the sidewalk, the back door of the bus would open into the bushes. The drivers always pull up so that both doors can be opened. It is a little snug for a wheel chair to get off there. Thanks.
4	RTS	3.22.15	Steve Henshaw	I was wondering if bus service is ever coming to Samoa, I know it's in Manila but Samoa would be handy.
5	RTS	5.19.15	Jack Nounnan Humboldt & Klamath Crisis	Re: extended services when needed by RTS to take care of greater traffic – cut down on carbon footprint. Consider how to get service extended for buses into evenings – for example Trinidad.

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6	ETS	6.19.15	Michael Ludwig Eureka resident	<p>Comment is specifically regarding extended Saturday service on ETS. Think ETS should provide service later in the evening within the city. Does not run late, should extend (add a run) from 5:00 to 6:00 pm. for passengers on the last bus run of the day. When the driver ends the route at the end of the bus route for the day, passengers are unaware that the service has ended for the day and passengers are stranded.</p> <p>Buses not running on weekends or holiday. McKinleyville/Arcata bus schedule is inadequate. Depends on bus service. Does not think service is good.</p>
7	RTS	8.20.15	Casey	<p>Asked if and when we will run more buses in the am rush hour. Specifically he said the "8:00 bus is too crowded" and blames the crowded bus for disabled people having to stand, and for a disabled rider who just hit his or her head. He said he counted 12 people standing. Said this is cause for a law suit (disabled people being on a crowded bus and having to stand). (Did not provide direction was traveling on bus).</p>
8	RTS	9.22.15	Unidentified bus rider (making call from the bus)	<p>Would like to submit a complaint. The bus system needs a little improvement. I live in McKinleyville and attend College of the Redwoods (CR). It takes 1 1/2 hours to get to school. I'm calling right now because I am stuck at HSU. This bus goes only as far as HSU. I have to get another bus to get to CR. There is not another bus for quite a while that will take me to CR. I will not get to my class in time.</p> <p>The buses do not run frequently enough. More people would probably ride if buses ran more frequently. There needs to be additional runs. The buses are overcrowded in AM to CR from McKinleyville. Would be nice if there was something like an express bus.....picking up McKinleyville, Arcata, Eureka going straight to CR, not a lot of stops in between.</p>
9	RTS	10.15.15	K.C.	

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10	HTA - Tish Non Svc	10.28.15	Douglass Thompson Bus Driver	<p>I'm currently a bus driver. I've driven the latest route that covers Loleta Tish Non Village. It's my understanding it needs to make so much money for this route to continue. Due to the fact there are very few riders I don't see this being possible but I do think it's a great idea. I believe it it should expand and cover Fermdale and have it weave through Fortuna covering the Redwood Memorial Hospital, Kenwood, Campton Heights and all the way out Rohnerville Road to Hydesville possibly Carlotta. I believe you may pick up a few more riders. I hope this information gets some consideration. Thank you for your time.</p>
11	RTS	10.28.15	Lorena, Loleta Resident	<p>Will not be able to attend any of the meetings bus saw ad in the paper. Am calling to provide a comment. The bus service in Loleta is on a scale of one to two....give it a two... to be nice. For instance, my kids live in Rio Dell. If I want to catch a bus in Loleta, catch at 11 am in Fortuna, have to wait 40 minutes. Catch another bus to O'Reilleys, wait another 40 minutes, and catch a bus to Rio Dell. I have complained to HTA about this and they indicated that they trying to make it best for everyone. It is not convenient to stand for 80 minutes. Need a better connection. Before the July 2015 schedule change, could catch the bus 5 or 6 times a day, and could go to either Eureka or Fortuna. Now can only go to CR and 11th and N Street in Fortuna....and that is as far as you can now go on the one bus. It is very inconvenient. Also, if I get on the bus in Loleta and go to CR, I have to get off the bus and get on another bus. Problem is at CR. There are a lot of kids (riders) getting on that bus, which means I do not get a seat. I am 68 years old....and have a problem with balance....cannot stand up on the bus without falling. The new schedule is very inconvenient. The bus does not work out to take you places. I have talked to several people in Loleta...they and the younger people feel the same way. When changes were made to new schedule in July....it was said Loleta was the most drastic change. Also, I know a person in Loleta that had to lose her job because of schedule change....could not get back and forth in time. Thank you.</p>

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12	RTS	10.29.15	Catherine DeSantos McKinleyville Resident	Unable to attend the transportation meeting tomorrow night and was instructed to call this number to leave a comment. Thank you. I feel we need all the bus lines that we have, and if we can continue to increase them as population grows that would be great. Also wanted to see and request a bus stop booth or a bench at McKinleyville Avenue, near Parkside, on the west side of the street. There is nowhere for anyone to sit or shelter themselves from the rain and that bus stop gets a lot of use. Thank you very much.
13	A&MRTS	11.1.15	Timothe Conklin	Hello. I am a HSU student and I have lived in Arcata for over a year and a half. I would like for there to be buses more frequently. Thank you.
14	ETS	11.9.15	Christina York	I've been riding the bus for 8 years. This year I started a job off Myrtle Ave. In order to get to work on time I have to walk 20 min to "E" and Del Norte to catch bus to downtown to transfer two times to reach work. It would better suit my needs if the red route started at Henderson Center then I could catch it at Senior Center a block from my house. It is pretty dark at 6:30 AM and is kind of dangerous to walk down Wabash Ave in the dark. It would save me a long walk. Thank you for considering starting the red route at _____ at Henderson Center. Thank you.
15	RTS	11.13.15	Jody Jensen Resident Southern Humboldt (disabled)	Request Saturday and/or Sunday service between Garberville and Eureka. Cannot get out of Southern Humboldt on weekends. Currently there is no weekend service to Garberville, or in and around Garberville on the weekends. Request is for service on the intercity bus on weekends between Garberville and Eureka.
16		10.31.14	S. Cortez	Letter Attached
17		11.12.15	Deborah Fisher	Letter Attached
18		12.3.15	Shawntae Valez	Letter Attached

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19	RTS, ETS, A&MRTS DAR	12.15.16	Erik Smiley Secretary, Humboldt Council of the Blind	<p>Dear Members of the Board, Pasted below are concerns and suggestions from the members of the Humboldt Council of the Blind regarding unmet transit needs in our area. Thank you for your consideration, Erik Smiley, Secretary, Humboldt Council of the Blind</p> <p>Cost Paratransit</p> <p>The cost of paratransit is taxing on many of our members. For example, people are not able to attend the low vision support groups as often as they would prefer because for some people a round trip costs \$12 to attend a support group.</p> <p>Para-transit is very important to seniors who are among the largest group of people experiencing vision loss. The invaluable service is used for medical appointments, shopping, recreation and social support.</p> <p>We contend that paratransit needs to take cash payments for trips instead of using tickets. All other paratransit systems accept cash payments.</p> <p>People have been left without a ride because the driver said the person did not come outside when they arrived. A system such as the driver calling the passenger needs to be implemented. Implementation of such a system could reduce the rate of "No shows", on a users record especially in the case of a visually impaired person who is not going to be able to see the paratransit vehicle.</p> <p>The following are some helpful options for the bus System that came from members of the Humboldt Council of the Blind September meeting.</p> <p>The automated bus announcements are helpful, except some of them need to be changed so they announce the street the bus is on first then the intersection near the stop. For example, traveling north bound on the Redwood Transit System, in Arcata, the announcement says 14th and B. The bus is traveling north on B street, so the announcement needs to say: "B and 14th". This is very useful information when traveling as a visually impaired person. This helps you orient yourself, knowing you are exiting the bus onto B Street and not 14th street. Additionally adding the</p>
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				<p>phrase near side or far side stop is also helpful for orientation purposes. For example, traveling south on 4th street in Eureka, Humboldt Transit bus stop at 4th and H is a far side stop. Meaning the bus has already crossed H Street.</p> <p>Another helpful option for the stop announcements is a phrase such as "Next stop is". This allows a person to know important information is being announced. Otherwise you can miss the announcement when it is not preceded by an alert.</p> <p>Inadequate bus shelters</p> <p>The new style bus shelters are fine for warm climate weather, but here on the north coast rain and wind blow right through the shelter walls.</p> <p>The new Sunday route on Humboldt Transit is limited in its helpfulness, since many locations are not accessible once a person reaches Eureka, because there is no local Eureka Sunday service.</p>
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DEC 03 2015

11/21/2015

HUMBOLDT COUNTY
ASSOCIATION OF GOVERNMENTS
ATTN: Humboldt County Association of Governments

Re: Unmet Public Transit Needs in Humboldt County

My name is Shawntae Velez and I have been a resident of Humboldt County for 10 years as well as an avid bus rider. Thank you for providing such awesome public transportation. I have only seen it improve over the years.

Currently I live in Orick, Ca. It is serviced by one bus, the schedule is absolutely reasonable; however it costs 5 dollars cash. ~~It~~

The fare of the bus is more than reasonable however I would like to suggest a fare box that reads the stored ride cards that we use for other buses in Humboldt County.

Sometimes myself as well as other residents in Orick may not have 5 dollars cash to get to town. but we do have a bus pass that works on the Arcata/Eureka route Putting in a fare box that reads the same cards while keeping the fare the same would make it a lot easier for residents in Orick to go shopping as well as various appointments.

Thank you for hearing my suggestions. If possible please respond by mail when this is received - General Delivery Orick CA.

Sincerely Shawntae Velez

Appendix C-7

I'd like to begin by giving a "shout out" to Area 1 Agency on Aging. My appreciation of this organization is whole heartedly recognized, and if not for the AFPA, personally would be in dire straits.

They have assisted me in being able to go to my medical or dental appointments. Living in Charlotte is wonderful, except for the total lack of public transportation. At the age of 61 I am in need of their help in making the aforementioned appointments.

Appendix C

1 of 3 I know I am not the only senior living on the outskirts of a city like Fortuna but our needs are partially unmet of any kind of public transportation for the disabled as well as our booming senior population.

RECEIVED

OCT 31 2014

HUMBOLDT COUNTY
ASSOCIATION OF GOVERNMENTS

not to be forgotten is our next
generation of graduates who
sit at home idle with no
way to continue their education.
The purpose of this letter
is to request an inquiry
into the matter of reliable
transportation & believe that
this improvement will indeed
raise the quality of citizenship
from our youth.

Appendix C-9

Understandably we are going
to have to look into the matter
of routes & turn arounds. I don't
see why the Community Hq. & Sullivan
church & post office turn around
in Charlotta should be the
objectionable. I see there is a road
in property owned, just as St. who
misses being able to proceed with
the community that surrounds me
whether the disabled bus
or Fortuna. nor a system
like "Dial a Ride" allows me
to go shopping for my basic
needs.

2 of 3

I would dearly love to continue my transfer classes from CR to HSN, this would allow me to further my degree, but without transportation. That dream stays on the back burner.

This request is in hopes that this subject be heard & considered on behalf of our forgotten communities.

Appendix C-10

Thank You So much for allowing me to bring light to this serious problem

My Sorrow Corde
of Carlotta - A
Forgotten Town
Living on the edge

RECEIVED
NOV 12 2015

Copy & sent in duplicate.

HUMBOLDT COUNTY
ASSOCIATION OF GOVERNMENTS

HCAOG

611 I Street Suite B
Eureka, California 95501

11/10/2015
Rich Deld. Cal

NON

Re: Unmet transit needs.

Mrs. Deborah Lynn Gregory Fuchs

Rich Deld. California 95562-2458

The Express Bus will
stop at 101 exits & let folks
off in Scotia & Rich Deld (or do
it was told).

But, there is no "call-in
stop" at Scotia or Rich Deld
IN-BOUND. 101 exits as "Call-in
stops" are express.

Appendix C-11

At Fortuna there enough
schedules to fill any
unsafe 101 exits of Call IN
need. With th' buses in
Fortuna a Call in at 101 exits
are probably not as great a
likely hood.

The evening buses get
sparse thru Rio Dell +
Scotia... Confused?
Me, too. How's riding
south to catch the north
bound bus (express) anyway
to run any 101 bus?
It is way longer to do that
by th' way of MILES + TIME.

ALL My Deborah L G
Fishes

Appendix C-12

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**Appendix D:
Record of Public Comment from
Unmet Transit Needs Focus Survey**

Focus Survey Results: Zip Code 99519 (Fieldbrook, Glendale, McKinleyville)

Question 3 - In what Zip Code is your home located:		
Answer Options	Response Percent	Response Count
95525 Blue Lake	0.0%	0
95519 Fieldbrook	55.6%	40
95519 Glendale	13.9%	10
95550 Korbek	0.0%	0
95519 McKinleyville	30.6%	22
Other (please specify)	0.0%	0
<i>answered question</i>		72
<i>skipped question</i>		0

Question 4 - Age:		
Answer Options	Response Percent	Response Count
Under 16	0.0%	0
16-24	0.0%	0
25-54	30.6%	22
55-64	26.4%	19
65-75	34.7%	25
76+	8.3%	6
<i>answered question</i>		72
<i>skipped question</i>		0

Question 5 - For Monday through Friday Service: How many trips from Monday through Friday would you use transit if it were provided? (Please type in number or 0 if none)		
Answer Options	Response	Response Count
round trips	127	71
one-way trips	8	3
<i>answered question</i>		72
<i>skipped question</i>		0

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Question 6 - For Monday through Friday Service: Between the hours of 6:00 am through 10:00 pm, list the top four times of day or evening that you would use transit service:

Answer Options	Response Percent	Response Count
6:00 am	5.6%	4
6:30 am	2.8%	2
7:00 am	12.5%	9
7:30 am	8.3%	6
8:00 am	19.4%	14
8:30 am	1.4%	1
9:00 am	19.4%	14
9:30 am	1.4%	1
10:00 am	26.4%	19
10:30 am	0.0%	0
11:00 am	8.3%	6
11:30 am	0.0%	0
12:00 noon	18.1%	13
12:30 pm	0.0%	0
1:00 pm	8.3%	6
1:30 pm	0.0%	0
2:00 pm	19.4%	14
2:30 pm	2.8%	2
3:00 pm	8.3%	6
3:30 pm	2.8%	2
4:00 pm	9.7%	7
4:30 pm	4.2%	3
5:00 pm	25.0%	18
5:30 pm	5.6%	4
6:00 pm	5.6%	4
6:30 pm	1.4%	1
7:00 pm	5.6%	4
7:30 pm	0.0%	0
8:00 pm	2.8%	2
8:30 pm	0.0%	0
9:00 pm	2.8%	2
9:30 pm	1.4%	1
10:00 pm	2.8%	2
Will not use service on Monday through Friday	36.1%	26
<i>answered question</i>		72
<i>skipped question</i>		0

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Question 7 - For Monday through Friday Service: Where would you begin your trip?

Answer Options	Response Percent	Response Count
Blue Lake	0.0%	0
Fieldbrook Road	38.9%	28
Glendale Drive	6.9%	5
Korbel	0.0%	0
McKinleyville	5.6%	4
Will not use on Monday through Friday	31.9%	23
Other (please specify)	16.7%	12
<i>answered question</i>		72
<i>skipped question</i>		0
Other responses:		
Railroad Ave and Central		
Murray Rd and Central		
Near Market (Fieldbrook) / Firestation		
x2 Fieldbrook Store		
Blue Lake/Glendale/Hilltop		
Eureka		
Murray Road in Fieldbrook		
Glendale and Swanson		
Glendale/Murphy's Market		
Murphy's Market		
near Rock Pit Road		

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Question 8 - For Monday through Friday Service: What would be your destination point?

Answer Options	Response Percent	Response Count
Arcata	36.1%	26
Blue Lake	4.2%	3
Eureka	33.3%	24
Ferndale	0.0%	0
Fieldbrook Road	0.0%	0
Fortuna	1.4%	1
Glendale Drive	1.4%	1
Korbel	0.0%	0
McKinleyville	23.6%	17
Rio Dell	0.0%	0
Trinidad	0.0%	0
College of the Redwoods	0.0%	0
Humboldt State University	5.6%	4
Will not use service on Monday through Friday	33.3%	24
Other (please specify)	12.5%	9
<i>answered question</i>		72
<i>skipped question</i>		0
Other responses:		
Arcata HSU, Mad Rvr Hospital		
Arcata Plaza and south Shopping Center		
Aquatic Center		
Arcata Transit Center, Bayshore Mall		
B Lake Post Office, or Casino Hotel		
It would vary.		
I do not want public transit anywhere near my neighborhood.		
Costco/Winco		
Dows Prairie, Morris and Mck Middle Schools		

Question 9 - For Saturday Service: How many trips per month on Saturdays would you use transit if it were provided? (Please type in number or 0 if none)

Answer Options	Response	Response Count
round trips	81	71
one-way trips	5	4
<i>answered question</i>		72
<i>skipped question</i>		0

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Question 10 - For Saturday Service: Between the hours of 6:00 am through 10:00 pm, list the top four times of day or evening that you would use transit service:

Answer Options	Response Percent	Response Count
6:00 am	2.8%	2
6:30 am	0.0%	0
7:00 am	1.4%	1
7:30 am	0.0%	0
8:00 am	9.7%	7
8:30 am	2.8%	2
9:00 am	13.9%	10
9:30 am	1.4%	1
10:00 am	22.2%	16
10:30 am	2.8%	2
11:00 am	12.5%	9
11:30 am	0.0%	0
12:00 noon	11.1%	8
12:30 pm	1.4%	1
1:00 pm	11.1%	8
1:30 pm	0.0%	0
2:00 pm	12.5%	9
2:30 pm	4.2%	3
3:00 pm	8.3%	6
3:30 pm	0.0%	0
4:00 pm	9.7%	7
4:30 pm	0.0%	0
5:00 pm	8.3%	6
5:30 pm	1.4%	1
6:00 pm	4.2%	3
6:30 pm	1.4%	1
7:00 pm	6.9%	5
7:30 pm	0.0%	0
8:00 pm	1.4%	1
8:30 pm	0.0%	0
9:00 pm	2.8%	2
9:30 pm	0.0%	0
10:00 pm	5.6%	4
Will not use service on Saturday	51.4%	37
<i>answered question</i>		72
<i>skipped question</i>		0

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Question 11 - For Saturday Service: Where would you begin your trip?		
Answer Options	Response Percent	Response Count
Blue Lake	1.4%	1
Fieldbrook Road	30.6%	22
Glendale Drive	1.4%	1
Korbel	0.0%	0
McKinleyville	4.2%	3
Will not use service on Saturday	45.8%	33
Other (please specify)	16.7%	12
<i>answered question</i>		72
<i>skipped question</i>		0
Other responses:		
Corner of Glendale Dr & Liscom Hill Rd.		
Arcata to Eureka		
Railroad Ave and Central or Mck Shops		
Murray Rd and Central		
x4 Market (Fieldbrook)		
Eureka		
Glendale and Swanson		
No answer		
Glendale/Murphys Market		

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Unmet Transit Needs

Question 12 - For Saturday Service:What would be your destination point?

Answer Options	Response Percent	Response Count
Arcata	27.8%	20
Blue Lake	4.2%	3
Eureka	12.5%	9
Ferndale	0.0%	0
Fieldbrook Road	0.0%	0
Fortuna	2.8%	2
Glendale Drive	1.4%	1
Korbel	0.0%	0
McKinleyville	15.3%	11
Rio Dell	0.0%	0
Trinidad	1.4%	1
College of the Redwoods	0.0%	0
Humboldt State University	0.0%	0
Will not use service on Saturday	47.2%	34
Other (please specify)	13.9%	10
<i>answered question</i>		72
<i>skipped question</i>		0
Other responses:		
Safeway shopping and Plaza area		
Murphys Market, Casino, BLake Post Office		
It would vary.		
Cutten		
I do not want public transit anywhere near my neighborhood.		
Eureka Mall		
No answer		
x2 Arcata Transit Center for other buses		
Airport		

Question 13 - If transit service were provided, would you need assistance to ride the bus (i.e., wheelchair, mobility limitations)?

Answer Options	Response Percent	Response Count
Yes	9.7%	7
No	90.3%	65
<i>answered question</i>		72
<i>skipped question</i>		0

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Question 14 - If a Park and Ride facility were centrally located in your area, would you park your vehicle at the Park and Ride and use public transit for the rest of your trip?

Answer Options	Response Percent	Response Count
Yes	44.2%	23
No	55.8%	29
<i>answered question</i>		52
<i>skipped question</i>		20

Question 15 - Where would you suggest a Park and Ride be located in your area?

Answer Options	Response Count
	36
<i>answered question</i>	36
<i>skipped question</i>	36
Answers:	
x6 Fieldbrook Grange	
x7 Fieldbrook Store	
299 Highway.	
Near E&O Market, or in Blue Lake.	
Central Blue Lake	
Fortuna Park and Ride	
McKinleyville Shops	
x2 Central and Murray	
Fldbrook Store-Grange. No good place currently.	
Nothing	
Wherever available space can be located.	
x2 Fieldbrook Fire Station	
Gas prices going up	
Dont want in my neighborhood.	
Bowling Alley/Murphys	
Have maps - cost - where to put packages.	
Fieldbrook Road near store or school.	
x2 Glendale/Murphy's Market	
Murray Road, McKinleyville	
Around the Grange or school in Fieldbrook.	
E & O and Bigfoot	
Glendale Area	

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Question 16 - What would encourage you to become a transit user?	
Answer Options	Response Count
	56
<i>answered question</i>	56
<i>skipped question</i>	16
Answers:	
If were no longer able to drive.	
Affordable (senior and welfare affordable).	
If the bus were on Fieldbrook Road.	
Availability of bus service in Fieldbrook.	
Ease of access to ride.	
Regular pickup an drop off times.	
Losing ability to drive car.	
Appropriate times/stop locations to work in Eka M-F 8-5, some Sat Arc.	
easy availability	
No car	
Costwise it would be cheaper to use a bus.	
Hourly svc 8:00 am thru midnight - daily - North Bank Road to Korbel.	
More direct svc to St Joseph Hospital	
Would not use at this time.	
A proactive, EASY to access/use schedule.	
Low cost. Ease of use.	
Nothing.	
Hourly trips to and from to make it easy with our schedule.	
Depending on health.	
if inexpensive, and at least few time options	
Regular service	
Cost, location, length of trip time.	
schedule such as noted	
pick up point at store instead of 6 mi both ways	
Time of day.	
Nothing would !	
schedule that was regular & easy to access.	
When I get "old" and can't drive anymore.	
It time comes when unable to drive, would probably become a user.	
Not possible at this time.	
I am not living in any of those areas.	
The cost and there's no way it could be affordable.	
Nothing.	
If didnt have a 50mpg Prius, and could have flexible job for transit.	
If I could no longer drive.	
Bus svc from Eureka to Glendale/Blue Lake everyday.	
Maybe	
Reliable schedule.	

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Unmet Transit Needs

I wouldn't be using my car.
Schedule & ease of transfer.
More service hours
Having a transit system that came through my area regularly.
I already ride.
Having a transit system available !
Shorter ride times btwn destinations, available transit to Fieldbrook.
Already encouraged !
Able to connect to other buses schedules once in Mckinleyville.
Walking distance bus stop.
Park/Ride would be a deal breaker. Parked where car safe.
Service !
Having it be available, inexpensive and with branch routes.
Round trip service and commute times.
A bus.
Shift in need, such as inability to drive.
Becoming older and not wanting to drive in town.
Bus route up Murray Rd to Fieldbrook Store and return.

Question 17 - Additional comment:					
Answer Options	Response Count				
	26				
<i>answered question</i>	26				
<i>skipped question</i>	46				
Answers:					
We live on route of Blue Lake bus service now. It would be better if it could stop at health aid areas (hospital) and doctors in Arcata and McKinleyville.					
I would love to ride the bus to my job in Eureka. Thank you for considering these routes. If you do this, please also consider bike racks on the bus, and also at any Park and Ride locations. I'm not sure where a good Park and Ride location would be, but I would ride my bike there or drive my car to take the bus, as long as it is in a SAFE place to park.					
I like public transit service. I like to Sunday transit from Blue Lake - so I can go to First Baptist Church on Sunday.					
Need a covered bus stop !					
A lot depends on mobility and continued renewal of driver's license. Without either of these, we would totally use transit service.					
There are many people in the Fieldbrook area who do not own transportation and as a result hitchhike to and from the area. A transit service would be an appreciated enhancement to this area.					
We live too far away from transit services to make it time and cost effective.					
Great idea ! Our children go to school in Arcata and are involved in sports in McKinleyville so our schedule is always changing and we drive out daily anyway. My husband and I also work in Arcata (not a 9-5 job) so its hard not to have a car.					

Report of Findings: FY 2016-17 (Draft)
Unmet Transit Needs

I appreciate the service in place.

There truly is a need in this community. On several occasions I had to hitch hike. One ride (not kidding) the driver and his passenger were both smoking "cigs". Im allergic it makes me ill. After he started driving he pulled out a gallon of whiskey and took a swig he turned to me and said he had a sore throat. His female passenger was jerking all over the place. Needless to say I wanted to jump out of car, I was mortified and that put an end to my hitchhiking.

I have 4 renters in Fieldbrook. I'm always asked if we have transit out here! All our high school kids drive or have to be driven in to their after school activity. Having the transit would keep them off of fieldbrook Rd. In the winter it is very dangerous road !

Not interested in public transportation in this rural area.

We do not feel like its a good idea for buses to travel Fieldbrook Road. It's far too narrow with the many bicyclists and the many driveway that are too difficult t get out with hard-to-see traffic coming around the corner - Let alone a huge bus !

It is hard to figure out the times and place I would use the service as I still drive. But I see the writing on the wall and it says enjoy. Time is coming closer when I will not drive for my safety and others. Yes I would use the bus system when the time comes once or twice a week.

Again I do not want any of these service or facilities in my neighborhood. Fewer bums, psychologically challenged and homeless using transit services. Also I do not feel safe on public transit. I enjoy "rural" life in Fieldbrook. I do not want transit services in Fieldbrook. All transit services do is bring big city problems to rural areas that are ill-equipped to deal with these problems.

I have lived in B Lake area for 64 yrs. I would try system if usable. Thank You.

I use the Blue Lake bus all the time. I dont drive, so public transportation is important for my son and I to get around with our bikes placed on the bike rack. The bus drivers are the Best and very safe and personable and quite often go out of their way to provide a safe spot to disembark and get on.

I was sent a survey but, do not live along this route.

I would like a direct route instead of having to transfer between McKinleyville and Blue Lake in Arcata, resulting in a 65 minute commute each way. I also had my Healthy Family Bus Pass recently revoked by the Blue Lake Rancheria because I live in McKinleyville, and so my transit costs are \$6.30 per day.

Get us a bus system please !

We've lived in Fieldbrook for awhile and have always wanted public transit in this area.

There are a lot of people who could use the service in Fieldbrook. There are quite a few retirees and also lots of students. We have needed bus service or some kind of transportation service for a very long time. Older people could give up driving and be able to leave the valley.

Walking distance bus stop, so my partner & child could have access to vehicle for emergencies. We are a single car household, but I work at HSU and have to commute.

My parents (ages 85 and 91) might come to live with me. If so, the will be using the transit to and from Fieldbrook Rd - very often.

I am a RCRC client. Would like to be at progrm, Gaining Ground, in eureka (Broadway) by 9:30 am on M, W, F. I need to be picked up at 2:30 pm and returned to Fieldbrook. Currently CAE trans takes 2 hrs each way and it is too long a day for me. I cannot switch buses to this probably will not work for me, but wanted to let you know my needs. Thank you for trying though !

Are a one-car family. Bus service from Fieldbrook would enable me to serve on Humboldt County juries. When I priced taxi service earlier this year, would cost me over \$50.00 per day for one round trip !!

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Report of Findings: FY 2016-17 (Draft)
Unmet Transit Needs

Focus Survey Results: Zip Code 95550 (Korbel)

Question 3 - In what Zip Code is your home located:		
Answer Options	Response Percent	Response Count
95525 Blue Lake	0.0%	0
95519 Fieldbrook	0.0%	0
95519 Glendale	0.0%	0
95550 Korbel	100.0%	3
95519 McKinleyville	0.0%	0
Other (please specify)	0.0%	0
<i>answered question</i>		3
<i>skipped question</i>		0

Question 4 - Age:		
Answer Options	Response Percent	Response Count
Under 16	0.0%	0
16-24	33.3%	1
25-54	33.3%	1
55-64	33.3%	1
65-75	0.0%	0
76+	0.0%	0
<i>answered question</i>		3
<i>skipped question</i>		0

Question 5 - For Monday through Friday Service: How many trips from Monday through Friday would you use transit if it were provided? (Please type in number or 0 if none)		
Answer Options	Response	Response Count
round trips	12	3
one-way trips	1	1
<i>answered question</i>		3
<i>skipped question</i>		0

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Unmet Transit Needs

Question 6 - For Monday through Friday Service: Between the hours of 6:00 am through 10:00 pm, list the top four times of day or evening that you would use transit service:

Answer Options	Response Percent	Response Count
6:00 am	66.7%	2
6:30 am	0.0%	0
7:00 am	33.3%	1
7:30 am	0.0%	0
8:00 am	66.7%	2
8:30 am	0.0%	0
9:00 am	33.3%	1
9:30 am	0.0%	0
10:00 am	33.3%	1
10:30 am	0.0%	0
11:00 am	0.0%	0
11:30 am	0.0%	0
12:00 noon	0.0%	0
12:30 pm	0.0%	0
1:00 pm	0.0%	0
1:30 pm	0.0%	0
2:00 pm	0.0%	0
2:30 pm	0.0%	0
3:00 pm	33.3%	1
3:30 pm	0.0%	0
4:00 pm	33.3%	1
4:30 pm	0.0%	0
5:00 pm	33.3%	1
5:30 pm	0.0%	0
6:00 pm	0.0%	0
6:30 pm	0.0%	0
7:00 pm	0.0%	0
7:30 pm	0.0%	0
8:00 pm	33.3%	1
8:30 pm	0.0%	0
9:00 pm	0.0%	0
9:30 pm	0.0%	0
10:00 pm	0.0%	0
Will not use service on Monday through Friday	0.0%	0
<i>answered question</i>		3
<i>skipped question</i>		0

Report of Findings: FY 2016-17 (Draft)
Unmet Transit Needs

Question 7 - For Monday through Friday Service: Where would you begin your trip?

Answer Options	Response Percent	Response Count
Blue Lake	33.3%	1
Fieldbrook Road	0.0%	0
Glendale Drive	0.0%	0
Korbel	66.7%	2
McKinleyville	0.0%	0
Will not use on Monday through Friday	0.0%	0
Other (please specify)	0.0%	0
<i>answered question</i>		3
<i>skipped question</i>		0

Question 8 - For Monday through Friday Service: What would be your destination point?

Answer Options	Response Percent	Response Count
Arcata	33.3%	1
Blue Lake	0.0%	0
Eureka	0.0%	0
Ferndale	0.0%	0
Fieldbrook Road	0.0%	0
Fortuna	0.0%	0
Glendale Drive	33.3%	1
Korbel	0.0%	0
McKinleyville	0.0%	0
Rio Dell	0.0%	0
Trinidad	0.0%	0
College of the Redwoods	0.0%	0
Humboldt State University	66.7%	2
Will not use service on Monday through Friday	0.0%	0
Other (please specify)	33.3%	1
<i>answered question</i>		3
<i>skipped question</i>		0

Other responses:
E&O at Royal Gold.

Question 9 - For Saturday Service: How many trips per month on Saturdays would you use transit if it were provided? (Please type in number or 0 if none)

Answer Options	Response Percent	Response Count
round trips	4	3
one-way trips	0	0
<i>answered question</i>		3
<i>skipped question</i>		0

Report of Findings: FY 2016-17 (Draft)
Unmet Transit Needs

Question 10 - For Saturday Service: Between the hours of 6:00 am through 10:00 pm, list the top four times of day or evening that you would use transit service:

Answer Options	Response Percent	Response Count
6:00 am	0.0%	0
6:30 am	0.0%	0
7:00 am	33.3%	1
7:30 am	0.0%	0
8:00 am	33.3%	1
8:30 am	0.0%	0
9:00 am	0.0%	0
9:30 am	0.0%	0
10:00 am	0.0%	0
10:30 am	0.0%	0
11:00 am	0.0%	0
11:30 am	0.0%	0
12:00 noon	0.0%	0
12:30 pm	0.0%	0
1:00 pm	0.0%	0
1:30 pm	0.0%	0
2:00 pm	0.0%	0
2:30 pm	0.0%	0
3:00 pm	33.3%	1
3:30 pm	0.0%	0
4:00 pm	0.0%	0
4:30 pm	0.0%	0
5:00 pm	0.0%	0
5:30 pm	0.0%	0
6:00 pm	0.0%	0
6:30 pm	0.0%	0
7:00 pm	0.0%	0
7:30 pm	0.0%	0
8:00 pm	33.3%	1
8:30 pm	0.0%	0
9:00 pm	0.0%	0
9:30 pm	0.0%	0
10:00 pm	0.0%	0
Will not use service on Saturday	66.7%	2
<i>answered question</i>		3
<i>skipped question</i>		0

Report of Findings: FY 2016-17 (Draft)
Unmet Transit Needs

Question 11 - For Saturday Service: Where would you begin your trip?

Answer Options	Response Percent	Response Count
Blue Lake	0.0%	0
Fieldbrook Road	0.0%	0
Glendale Drive	0.0%	0
Korbel	0.0%	0
McKinleyville	0.0%	0
Will not use service on Saturday	66.7%	2
Other (please specify)	33.3%	1
<i>answered question</i>		3
<i>skipped question</i>		0
Other responses:		
Like to see Korbel Post Ofc, now at Raymore by cemetery.		

Question 12 - For Saturday Service:What would be your destination point?

Answer Options	Response Percent	Response Count
Arcata	33.3%	1
Blue Lake	0.0%	0
Eureka	0.0%	0
Ferndale	0.0%	0
Fieldbrook Road	0.0%	0
Fortuna	0.0%	0
Glendale Drive	0.0%	0
Korbel	0.0%	0
McKinleyville	0.0%	0
Rio Dell	0.0%	0
Trinidad	0.0%	0
College of the Redwoods	0.0%	0
Humboldt State University	0.0%	0
Will not use service on Saturday	66.7%	2
Other (please specify)	33.3%	1
<i>answered question</i>		3
<i>skipped question</i>		0
Other responses:		
Arcata Farmers Market		

Report of Findings: FY 2016-17 (Draft)
Unmet Transit Needs

Question 13 - If transit service were provided, would you need assistance to ride the bus (i.e., wheelchair, mobility limitations)?		
Answer Options	Response Percent	Response Count
Yes	0.0%	0
No	100.0%	3
<i>answered question</i>		3
<i>skipped question</i>		0

Question 14 - If a Park and Ride facility were centrally located in your area, would you park your vehicle at the Park and Ride and use public transit for the rest of your trip?		
Answer Options	Response Percent	Response Count
Yes	100.0%	2
No	0.0%	0
<i>answered question</i>		2
<i>skipped question</i>		1

Question 15 - Where would you suggest a Park and Ride be located in your area?	
Answer Options	Response Count
	2
<i>answered question</i>	2
<i>skipped question</i>	1
Other responses:	
Perigot Park or Blue Lake City Hall	
Anywhere in Blue Lake or Korbel	

Question 16 - What would encourage you to become a transit user?	
Answer Options	Response Count
	2
<i>answered question</i>	2
<i>skipped question</i>	1
Answers:	
Made to be a transit user when no longer had vehicle.	
Availability	

Report of Findings: FY 2016-17 (Draft)
Unmet Transit Needs

Question 17 - Additional comment:	
Answer Options	Response Count
	1
<i>answered question</i>	1
<i>skipped question</i>	2
Answers:	
<p>Well for me became a transit user last May. My pick up truck apparently had an electrical problem and caught fire and was F.U.B.A.R. which actually started a new chapter for me in a physical sense as I walk 2 1/2 miles to catch the bus (one way) currently. But if it did come to the "Old Korbel Post Office" it would only be one mile (one way) from residence !! Just want to say, I love the service and your drivers are great !! And thank God you were there when I needed your service most!! Thanxs Guys and Gals. And I really do apologize for the mess I made of this survey while filling it out!! Hey, quit laughing.</p>	

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Report of Findings: FY 2016-17 (Draft)
Unmet Transit Needs

Focus Survey Results: Zip Code 95525 (Blue Lake)

Question 3 - In what Zip Code is your home located:		
Answer Options	Response Percent	Response Count
95525 Blue Lake	100.0%	47
95519 Fieldbrook	0.0%	0
95519 Glendale	0.0%	0
95550 Korbel	0.0%	0
95519 McKinleyville	0.0%	0
Other (please specify)	0.0%	0
<i>answered question</i>		47
<i>skipped question</i>		0

Question 4 - Age:		
Answer Options	Response Percent	Response Count
Under 16	0.0%	0
16-24	0.0%	0
25-54	40.4%	19
55-64	36.2%	17
65-75	14.9%	7
76+	8.5%	4
<i>answered question</i>		47
<i>skipped question</i>		0

Question 5 - For Monday through Friday Service: How many trips from Monday through Friday would you use transit if it were provided? (Please type in number or 0 if none)		
Answer Options	Response	Response Count
round trips	102	47
one-way trips	8	5
<i>answered question</i>		47
<i>skipped question</i>		0

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Unmet Transit Needs

Question 6 - For Monday through Friday Service: Between the hours of 6:00 am through 10:00 pm, list the top four times of day or evening that you would use transit service:

Answer Options	Response Percent	Response Count
6:00 am	8.5%	4
6:30 am	0.0%	0
7:00 am	23.4%	11
7:30 am	4.3%	2
8:00 am	14.9%	7
8:30 am	4.3%	2
9:00 am	14.9%	7
9:30 am	2.1%	1
10:00 am	27.7%	13
10:30 am	0.0%	0
11:00 am	6.4%	3
11:30 am	0.0%	0
12:00 noon	6.4%	3
12:30 pm	0.0%	0
1:00 pm	6.4%	3
1:30 pm	0.0%	0
2:00 pm	14.9%	7
2:30 pm	0.0%	0
3:00 pm	4.3%	2
3:30 pm	4.3%	2
4:00 pm	27.7%	13
4:30 pm	0.0%	0
5:00 pm	12.8%	6
5:30 pm	4.3%	2
6:00 pm	17.0%	8
6:30 pm	2.1%	1
7:00 pm	12.8%	6
7:30 pm	0.0%	0
8:00 pm	19.1%	9
8:30 pm	0.0%	0
9:00 pm	4.3%	2
9:30 pm	0.0%	0
10:00 pm	6.4%	3
Will not use service on Monday through Friday	23.4%	11
	<i>answered question</i>	47
	<i>skipped question</i>	0

Report of Findings: FY 2016-17 (Draft)
Unmet Transit Needs

Question 7 - For Monday through Friday Service: Where would you begin your trip?

Answer Options	Response Percent	Response Count
Blue Lake	70.2%	33
Fieldbrook Road	4.3%	2
Glendale Drive	0.0%	0
Korbel	0.0%	0
McKinleyville	0.0%	0
Will not use on Monday through Friday	17.0%	8
Other (please specify)	8.5%	4
<i>answered question</i>		47
<i>skipped question</i>		0
Other responses:		
x2 No answer		
Blue Lake / Fieldbrook		
on my bicycle		

Question 8 - For Monday through Friday Service: What would be your destination point?

Answer Options	Response Percent	Response Count
Arcata	48.9%	23
Blue Lake	2.1%	1
Eureka	25.5%	12
Ferndale	0.0%	0
Fieldbrook Road	2.1%	1
Fortuna	0.0%	0
Glendale Drive	4.3%	2
Korbel	0.0%	0
McKinleyville	19.1%	9
Rio Dell	0.0%	0
Trinidad	0.0%	0
College of the Redwoods	2.1%	1
Humboldt State University	6.4%	3
Will not use service on Monday through Friday	19.1%	9
Other (please specify)	14.9%	7
<i>answered question</i>		47
<i>skipped question</i>		0
Other responses:		
Murray and Central		
x2 no answer		
Valley West, Transit Center		
Railroad & Raymar		
Murphys Market - work		
on my bicycle		

Report of Findings: FY 2016-17 (Draft)
Unmet Transit Needs

Question 9 - For Saturday Service: How many trips per month on Saturdays would you use transit if it were provided? (Please type in number or 0 if none)

Answer Options	Response	Response Count
round trips	80	47
one-way trips	9	6
<i>answered question</i>		47
<i>skipped question</i>		0

Question 10 - For Saturday Service: Between the hours of 6:00 am through 10:00 pm, list the top four times of day or evening that you would use transit service:

Answer Options	Percent	Response Count
6:00 am	2.1%	1
6:30 am	0.0%	0
7:00 am	8.5%	4
7:30 am	0.0%	0
8:00 am	6.4%	3
8:30 am	4.3%	2
9:00 am	23.4%	11
9:30 am	2.1%	1
10:00 am	25.5%	12
10:30 am	4.3%	2
11:00 am	12.8%	6
11:30 am	0.0%	0
12:00 noon	14.9%	7
12:30 pm	0.0%	0
1:00 pm	4.3%	2
1:30 pm	2.1%	1
2:00 pm	19.1%	9
2:30 pm	2.1%	1
3:00 pm	4.3%	2
3:30 pm	0.0%	0
4:00 pm	21.3%	10
4:30 pm	0.0%	0
5:00 pm	12.8%	6
5:30 pm	0.0%	0
6:00 pm	14.9%	7
6:30 pm	0.0%	0
7:00 pm	8.5%	4
7:30 pm	0.0%	0
8:00 pm	14.9%	7
8:30 pm	0.0%	0
9:00 pm	4.3%	2
9:30 pm	0.0%	0
10:00 pm	10.6%	5
Will not use service on Saturday	29.8%	14
<i>answered question</i>		47
<i>skipped question</i>		0

Report of Findings: FY 2016-17 (Draft)
Unmet Transit Needs

Question 11 - For Saturday Service: Where would you begin your trip?

Answer Options	Response Percent	Response Count
Blue Lake	66.0%	31
Fieldbrook Road	2.1%	1
Glendale Drive	0.0%	0
Korbel	0.0%	0
McKinleyville	0.0%	0
Will not use service on Saturday	25.5%	12
Other (please specify)	6.4%	3
<i>answered question</i>		47
<i>skipped question</i>		0

Answers:

Blue Lake / Fieldbrook

Raymar & Railroad

on my bicycle

Question 12 - For Saturday Service:What would be your destination point?

Answer Options	Response Percent	Response Count
Arcata	51.1%	24
Blue Lake	2.1%	1
Eureka	14.9%	7
Ferndale	0.0%	0
Fieldbrook Road	0.0%	0
Fortuna	2.1%	1
Glendale Drive	2.1%	1
Korbel	0.0%	0
McKinleyville	21.3%	10
Rio Dell	0.0%	0
Trinidad	0.0%	0
College of the Redwoods	0.0%	0
Humboldt State University	2.1%	1
Will not use service on Saturday	25.5%	12
Other (please specify)	19.1%	9
<i>answered question</i>		47
<i>skipped question</i>		0

Other responses:

Murray and Central

Humboldt Hill

varies

x3 Arcata Plaza

Transit Center

McKinleyville & Sutter Rd

on my bicycle

Report of Findings: FY 2016-17 (Draft)
Unmet Transit Needs

Question 13 - If transit service were provided, would you need assistance to ride the bus (i.e., wheelchair, mobility limitations)?

Answer Options	Response Percent	Response Count
Yes	6.4%	3
No	93.6%	44
<i>answered question</i>		47
<i>skipped question</i>		0

Question 14 - If a Park and Ride facility were centrally located in your area, would you park your vehicle at the Park and Ride and use public transit for the rest of your trip?

Answer Options	Response Percent	Response Count
Yes	45.9%	17
No	54.1%	20
<i>answered question</i>		37
<i>skipped question</i>		10

Question 15 - Where would you suggest a Park and Ride be located in your area?

Answer Options	Response Count	
	20	
<i>answered question</i>		20
<i>skipped question</i>		27

Answer:

- Glendale area by Murphys
- x2 Blue Lake Casino.
- Not sure.
- Glendale
- Anywhere. My vehicle is unreliable.
- City Hall (Public parking?)
- Sheriff's ofc or Casino.
- Blue Lake Casino or Blue Lake City Hall
- Share the Casino's parking lot
- Blue Lake Rancheria Parking Lot
- Perigot Park
- Blue Lake
- I cannot drive, medical condition.
- Blue Lake City Hall or Post Office.
- Blue Lake Casino or Blue Lake City Hall
- B Lake City Hall
- City Hall or B Lake Casino
- on my bicycle
- Junction of 101 and 299.

Report of Findings: FY 2016-17 (Draft)
Unmet Transit Needs

Question 16 - What would encourage you to become a transit user?	
Answer Options	Response Count
	34
<i>answered question</i>	34
<i>skipped question</i>	13
Answers:	
Midday service, schedules on Google Transit.	
Lower senior fares	
Reasonable fees for disabled persons.	
Regular service.	
Better local access to transit.	
Weekend and late night hours.	
Would use it if I could no longer drive, due to age or illness.	
If unable to drive myself to work/shopping.	
Nothing.	
Gas prices, vehicle license/insurance continue to rise out of site.	
Reliable service and convenient schedule.	
Easier understanding of how to pay bus driver: cash, stamp card?	
Compatible transfer times location w/other transit providers.	
Expanded hours from 6-8 pm and Saturday service.	
Bring transit to Crescent City. I live there half week.	
Short wait time to catch transit.	
A job in town.	
Post time schedule. Call bus stops. Thank You!	
Schedule	
More bus service, more bus service, more bus service.	
Clean, fast, convenient for work hours.	
Availability, Drop off/pick up points centrally located.	
Unable t drive anymore. Still driving, dont know when that might stop.	
Old age.	
Regular frequent buses.	
Expanded hours and Saturday option.	
Longer hours, more service !!	
Low cost-free. Start-end near where needed. Time efficient.	
Later evening hrs, for Arcata & Eureka dinner & not have drive home.	
Convenient hours	
More hours to go to Arcata or Mckinleyville shop, pay bills, dr appts.	
Easy to load/unload bicycle from bus. Bicycle option on most buses.	
nothing short of losing the use of my legs and arms	
Fast, reliable service to/from eureka.	

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Question 17 - Additional comment:				
Answer Options	Response Count			
	21			
<i>answered question</i>	21			
<i>skipped question</i>	26			
Answers:				
Please expand Blue Lake Transit Service. Please consider pickup/drop off on Willow Creek routes in Blue Lake.				
Public transit is a great benefit to me currently as I am nearly 100% disabled. PLEASE continue this service. Thank you.				
I look forward to having reliable public transportation, a good solution for so many important reasons. Thank you!				
Already AM needed cab service and was left stranded for hours. Unable to walk 1 mile uphill and cant do Jury Duty. Have you ever been unable to report for Jury Duty? When they, Humboldt Co., THREATEN you w/jail because you cant make it...Thats not a good feeling. Imagine being in jail w/Humboldt's most dangerous. !!!				
I live a little east, 1 mile from B Lake. As many people living in rural outlying areas getting to & from the transit is a problem. I've a pass for the B Lake transit and believe in mass transit. The major problem is the Cab Co, City Cab, will NOT service a call for a short distance. They have lied to me repeatedly "we're on our way" two hours later they havent left and then say "only when we have more customers". Need to go to the hospital? Oh well, too bad, Bum Deal! I truly hope you can find a solution. Thank You. I'd rather have a safe bike path!! I would ride as a commuter and abandon the car!				
We don't have transportation needs at this time but support those that do! :)				
Expenditures of funds need to be Truly used on necessary needs, not just unmet wants of unnecessary needs!				
At this particular time in our life, we have no need for public transportation, therefore little interest. That said, we hope that those in need, particularly in Blue Lake, will be adequately serviced.				
The Blue Lake Rancheria systems currently pass right by my home.				
Really like park and ride idea in Blue lake.				
And safer friendlier bus drivers!				
thank you for asking. Would really like to see cheap easy rT transportation, Crescent City to Arcata or Eureka.				
I dont ride on a normal basis, but I have neighbors that do. Elderly and carless. I have taken bus to pick up my truck and it was wonderful...				
Thank you! Good luck!				
This is a much needed service. Blue Lake could use regularly.				
Need specific-available sched (not every 20 mins) (Sat 8:32 am). A light rail system between eureka, Arcata, MCKinleyville, Blue Lake would be great.				
Need service M-F until at least 9:00 pm. HSU students have a lot of late classes. Saturday service would be helpful too. :) Thanks for considering us!				
I use my car for business purposes most days so need it at work. My son could use transportation from AHS at times when sports practices end and sometimes mornings.				
I know more people would use the bus if more hours were scheduled. Earlier and mid day 6:00 am - 11:00 am, and 1:00 - 7:00 pm or 8:00 pm later. Also Saturday service to McKinleyville-Arcata. I ride the bus to work everyday, more expanded hours would be useful to me and my family.				
please consider helping improve NON-MOTORIZED transportation in Humboldt County. Really what are you waiting for, your attempts in Manila are a joke. Why is it that motorists, once again, get the better end of the deal? My comments over a year ago, that a class two bicycle lane for through traffic is necessary for cyclist went unheeded, and your plan for that route is pathetic. You're looking good to anybody who doesn't ride a bicycle, but there are those of us who can see through the facade. SERVE THE PUBLIC, NOT YOURSELVES. Looking good only works until you get somebody killed. Litigation on your plate? I hope so, because it's coming.				
Our Japanese exchange student used service to/from HSU for 4 months. She would have liked more extended service on nights and weekends.				

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Focus Survey Results:
West End Road (Zip Code 95521)

Question 3 - In what Zip Code is your home located:		
Answer Options	Response Percent	Response Count
95525 Blue Lake	0.0%	0
95519 Fieldbrook	0.0%	0
95519 Glendale	0.0%	0
95550 Korbel	0.0%	0
95519 McKinleyville	0.0%	0
Other (please specify)	100.0%	1
<i>answered question</i>		1
<i>skipped question</i>		0

Other response:

95521 West End Road

Question 4 - Age:		
Answer Options	Response Percent	Response Count
Under 16	0.0%	0
16-24	0.0%	0
25-54	0.0%	0
55-64	0.0%	0
65-75	0.0%	0
76+	100.0%	1
<i>answered question</i>		1
<i>skipped question</i>		0

Question 5 - For Monday through Friday Service: How many trips from Monday through Friday would you use transit if it were provided? (Please		
Answer Options	Response	Response Count
round trips	0	1
one-way trips	0	0
<i>answered question</i>		1
<i>skipped question</i>		0

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Question 6 - For Monday through Friday Service: Between the hours of 6:00 am through 10:00 pm, list the top four times of day or evening that you would use transit service:

Answer Options	Response Percent	Response Count
6:00 am	0.0%	0
6:30 am	0.0%	0
7:00 am	0.0%	0
7:30 am	0.0%	0
8:00 am	0.0%	0
8:30 am	0.0%	0
9:00 am	0.0%	0
9:30 am	0.0%	0
10:00 am	0.0%	0
10:30 am	0.0%	0
11:00 am	0.0%	0
11:30 am	0.0%	0
12:00 noon	0.0%	0
12:30 pm	0.0%	0
1:00 pm	0.0%	0
1:30 pm	0.0%	0
2:00 pm	0.0%	0
2:30 pm	0.0%	0
3:00 pm	0.0%	0
3:30 pm	0.0%	0
4:00 pm	0.0%	0
4:30 pm	0.0%	0
5:00 pm	0.0%	0
5:30 pm	0.0%	0
6:00 pm	0.0%	0
6:30 pm	0.0%	0
7:00 pm	0.0%	0
7:30 pm	0.0%	0
8:00 pm	0.0%	0
8:30 pm	0.0%	0
9:00 pm	0.0%	0
9:30 pm	0.0%	0
10:00 pm	0.0%	0
Will not use service on Monday through Friday	100.0%	1
<i>answered question</i>		1
<i>skipped question</i>		0

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Question 7 - For Monday through Friday Service: Where would you begin your trip?		
Answer Options	Response Percent	Response Count
Blue Lake	100.0%	1
Fieldbrook Road	0.0%	0
Glendale Drive	0.0%	0
Korbel	0.0%	0
McKinleyville	0.0%	0
Will not use on Monday through Friday	0.0%	0
Other (please specify)	0.0%	0
<i>answered question</i>		1
<i>skipped question</i>		0

Question 8 - For Monday through Friday Service: What would be your destination point?		
Answer Options	Response Percent	Response Count
Arcata	0.0%	0
Blue Lake	0.0%	0
Eureka	100.0%	1
Ferndale	0.0%	0
Fieldbrook Road	0.0%	0
Fortuna	0.0%	0
Glendale Drive	0.0%	0
Korbel	0.0%	0
McKinleyville	0.0%	0
Rio Dell	0.0%	0
Trinidad	0.0%	0
College of the Redwoods	0.0%	0
Humboldt State University	0.0%	0
Will not use service on Monday through Friday	0.0%	0
Other (please specify)	0.0%	0
<i>answered question</i>		1
<i>skipped question</i>		0

Question 9 - For Saturday Service: How many trips per month on Saturdays would you use transit if it were provided? (Please type in number or 0 if none)		
Answer Options	Response	Response Count
round trips	0	1
one-way trips	0	0
<i>answered question</i>		1
<i>skipped question</i>		0

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Question 10 - For Saturday Service: Between the hours of 6:00 am through 10:00 pm, list the top four times of day or evening that you would use transit service:

Answer Options	Response Percent	Response Count
6:00 am	0.0%	0
6:30 am	0.0%	0
7:00 am	0.0%	0
7:30 am	0.0%	0
8:00 am	0.0%	0
8:30 am	0.0%	0
9:00 am	0.0%	0
9:30 am	0.0%	0
10:00 am	0.0%	0
10:30 am	0.0%	0
11:00 am	0.0%	0
11:30 am	0.0%	0
12:00 noon	0.0%	0
12:30 pm	0.0%	0
1:00 pm	0.0%	0
1:30 pm	0.0%	0
2:00 pm	0.0%	0
2:30 pm	0.0%	0
3:00 pm	0.0%	0
3:30 pm	0.0%	0
4:00 pm	0.0%	0
4:30 pm	0.0%	0
5:00 pm	0.0%	0
5:30 pm	0.0%	0
6:00 pm	0.0%	0
6:30 pm	0.0%	0
7:00 pm	0.0%	0
7:30 pm	0.0%	0
8:00 pm	0.0%	0
8:30 pm	0.0%	0
9:00 pm	0.0%	0
9:30 pm	0.0%	0
10:00 pm	0.0%	0
Will not use service on Saturday	100.0%	1
	<i>answered question</i>	1
	<i>skipped question</i>	0

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Unmet Transit Needs

Question 11 - For Saturday Service: Where would you begin your trip?		
Answer Options	Response Percent	Response Count
Blue Lake	100.0%	1
Fieldbrook Road	0.0%	0
Glendale Drive	0.0%	0
Korbel	0.0%	0
McKinleyville	0.0%	0
Will not use service on Saturday	0.0%	0
Other (please specify)	0.0%	0
<i>answered question</i>		1
<i>skipped question</i>		0

Question 12 - For Saturday Service:What would be your destination point?		
Answer Options	Response Percent	Response Count
Arcata	0.0%	0
Blue Lake	0.0%	0
Eureka	100.0%	1
Ferndale	0.0%	0
Fieldbrook Road	0.0%	0
Fortuna	0.0%	0
Glendale Drive	0.0%	0
Korbel	0.0%	0
McKinleyville	0.0%	0
Rio Dell	0.0%	0
Trinidad	0.0%	0
College of the Redwoods	0.0%	0
Humboldt State University	0.0%	0
Will not use service on Saturday	0.0%	0
Other (please specify)	0.0%	0
<i>answered question</i>		1
<i>skipped question</i>		0

Question 13 - If transit service were provided, would you need assistance to ride the bus (i.e., wheelchair, mobility limitations)?		
Answer Options	Response Percent	Response Count
Yes	0.0%	0
No	100.0%	1
<i>answered question</i>		1
<i>skipped question</i>		0

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Question 14 - If a Park and Ride facility were centrally located in your area, would you park your vehicle at the Park and Ride and use public transit for the rest of your trip?		
Answer Options	Response Percent	Response Count
Yes	100.0%	1
No	0.0%	0
<i>answered question</i>		1
<i>skipped question</i>		0

Question 15 - Where would you suggest a Park and Ride be located in your area?	
Answer Options	Response Count
	1
<i>answered question</i>	
1	
<i>skipped question</i>	
0	
Answer:	
Post Office	

Question 16 - What would encourage you to become a transit user?	
Answer Options	Response Count
	1
<i>answered question</i>	
1	
<i>skipped question</i>	
0	
Answer:	
schedule	

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Appendix E:
Unmet Transit Needs Flyer

Unmet Transit Needs Public Hearings

Does local public transit meet your needs?

Whether you ride daily, occasionally, or haven't tried transit yet, the Humboldt County Association of Governments (HCAOG) invites your comments about taking the bus or dial-a-ride and unmet transit needs that may exist in Humboldt County.

Please give us your thoughts by attending an Unmet Transit Needs Public Hearing or by providing your comments to HCAOG by **December 15, 2015.**

City of Arcata
Wed, Nov 18, 2015 at 6:00 PM
Arcata Council Chambers
736 F Street, Arcata

City of Eureka
Tues, Nov 3, 2015 at 6:00 PM
Eureka Council Chambers
531 K Street, Eureka

City of Fortuna
Mon, Nov 16, 2015 at 6:00 PM
Fortuna Council Chambers
621 11th Street, Fortuna

City of Trinidad
Tue, Nov 10, 2015 at 6:00 PM
Trinidad Council Chambers
409 Trinity Street, Trinidad

City of Blue Lake
Tues, Nov 10, 2015 at 7:00 PM
Skinner Store Bldg Behind City Hall
111 Greenwood Avenue, Blue Lake

City of Ferndale
Thurs, Nov 19, 2015 at 7:00 PM
Ferndale Council Chambers
834 Main Street, Ferndale

City of Rio Dell
Tues, Nov 3, 2015 at 6:30 PM
Rio Dell Council Chambers
675 Wildwood Avenue, Rio Dell

Humboldt County Board of Supervisors
Tues, Nov 10, 2015 at 1:30 PM
Board of Supervisors Chambers
825 Fifth Street, Eureka

McKinleyville Advisory Committee
Wed, Oct 28, 2015 at 6:00 PM
Azalea Conference Center
1620 Pickett Road, McKinleyville

Humboldt County Association of Governments (HCAOG)

Thurs, November 19, 2015 at 4:00 PM

Held at: Eureka Council Chambers
531 K Street, Eureka

*HCAOG Public Hearing – Persons who require special accommodations or translation services should contact HCAOG at least two days prior to the meeting.



Mail Comments:
HCAOG
611 I Street, Suite B
Eureka, CA 95501



Email Comments:
debra.dees@hcaog.net



Phone Comments:
(707) 444-8208



Fax Comments:
(707) 444-8319



Online Comments:
www.hcaog.net

Audiencias Públicas sobre Necesidades Insatisfechas en el Transporte

¿Cumple con sus necesidades el transporte público local?

Si Ud. lo toma diario, ocasionalmente o todavía no ha probado el transporte, la Asociación de Gobiernos del Condado de Humboldt (HCAOG) invita su comentario sobre tomar el autobús o marcar para paseo y necesidades insatisfechas en el transporte que puedan existir en el Condado de Humboldt.

Favor de darnos sus opiniones al asistir a una Audiencia Pública sobre Necesidades Insatisfechas en el Transporte o al proveer su comentario a la HCAOG para **el 15 de diciembre de 2015**.

Ciudad de Arcata
Miér, 18 Nov, 2015 a las 6:00 PM
Sala de Concilio de Arcata
736 F Street, Arcata

Ciudad de Eureka
Mar, 3 Nov, 2015 a las 6:00 PM
Sala de Concilio de Eureka
531 K Street, Eureka

Ciudad de Fortuna
Lun, 16 Nov, 2015 a las 6:00 PM
Sala de Concilio de Fortuna
621 11th Street, Fortuna

Ciudad de Trinidad
Mar, 10 Nov, 2015 a las 6:00 PM
Sala de Concilio de Trinidad
409 Trinity Street, Trinidad

Ciudad de Blue Lake
Mar, 10 Nov, 2015 a las 7:00 PM
Edificio de Tienda de Skinner
Detrás del Cabildo
111 Greenwood Avenue, Blue Lake

Ciudad de Ferndale
Juev, 19 Nov, 2015 a las 7:00 PM
Sala de Concilio de Ferndale
834 Main Street, Ferndale

Ciudad de Rio Dell
Mar, 3 Nov, 2015 a las 6:30 PM
Sala de Concilio de Rio Dell
675 Wildwood Avenue, Rio Dell

Junta de Supervisores del Condado de Humboldt
Mar, 10 Nov, 2015 a las 1:30 PM
Sala de la Junta de Supervisores
825 Fifth Street, Eureka

Comité Asesor de McKinleyville
Miér, Oct 28, 2015 a las 6:00 PM
Azalea Hall, Pierson Park
1620 Pickett Road, McKinleyville



Por Correo:
HCAOG
611 I Street, Suite B
Eureka, CA 95501



Por Correo Electrónico:
debra.dees@hcaog.net



Por Teléfono:
(707) 444-8208



Por Fax:
(707) 444-8319



En Línea:
www.hcaog.net

Asociación de Gobiernos del Condado de Humboldt (HCAOG)

Juev, 19 Nov, 2015 a las 4:00 PM

Tendrá lugar en: Sala de Concilio de Eureka
531 K Street, Eureka

*Audiencia Pública de la HCAOG – Personas que necesitan acomodaciones especiales o servicios de traducción deben contactar a la HCAOG por lo menos dos días previo a la reunión.

