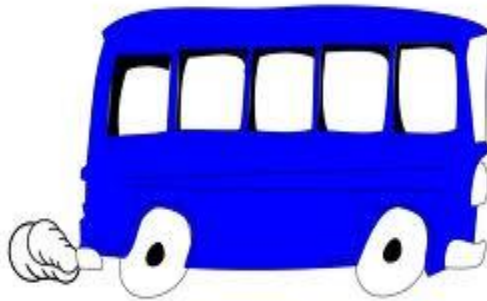


Transportation Development Act (TDA)

Unmet Transit Needs Report of Findings FY 2014-15



**Adopted
May 15, 2014**

**Humboldt County Association of Governments (HCAOG)
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HCAOG

Humboldt County Association of Governments

RESOLUTION 14-07

A RESOLUTION OF THE HUMBOLDT COUNTY ASSOCIATION OF GOVERNMENTS MAKING A JURISDICTIONAL FINDING AND ADOPTING THE "TRANSPORTATION DEVELOPMENT ACT (TDA) UNMET TRANSIT NEEDS REPORT OF FINDINGS, FISCAL YEAR 2014-15"

WHEREAS, the Humboldt County Association of Governments, in its official capacity as the Regional Transportation Planning Agency, hereinafter referred to as the RTPA, bears the responsibility for adopting a jurisdictional finding resulting from the annual conduct of statutorily required unmet transit needs processes; and

WHEREAS, the RTPA has administered the annual unmet transit needs processes in accordance and consistent with Sections 99238.5, and 99401.5, Articles 4 and 8, Chapter 4, Division 10, Part 11, of the Public Utilities Code, to include conducting public hearings, consulting with the Social Service Transportation Advisory Council (SSTAC), identifying needs, assessing transit dependent groups, assessing existing programs, and analyzing potential programs to meet those identified needs; and

WHEREAS, the RTPA does find that for the jurisdictional area of Humboldt County, including the incorporated cities, that there are no unmet transit needs that are reasonable to meet with consideration of Criteria #4 for evaluations on the following two potential services: 1) service on Old Arcata Road (between Hall Avenue and Sunny Brae) and 2) service to the Tish Non Community Village (Bear River Band of Rohnerville Rancheria); and

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

NOW, THEREFORE, BE IT RESOLVED that the Humboldt County Association of Governments, in its capacity as the RTPA for Humboldt County, hereby adopts the aforesated jurisdictional finding and the Transportation Development Act (TDA) Unmet Transit Needs Report of Findings, Fiscal Year 2014-15.

PASSED AND ADOPTED by the Humboldt County Association of Governments, in the City of Eureka, County of Humboldt, State of California, this 15th day of May, 2014, by the following vote:

AYES: Jäger, manzanita, Ornelas, West, Strehl, Johnson,
Sundberg
NOES: none
ABSENT: Titus
ABSTAIN: none

Attest:


Liana J. Watts
HCAOG, Executive Assistant



Susan Ornelas
HCAOG, Chair

TABLE OF CONTENTS

Chapters

<i>Executive Summary</i>	2
1. Transportation Development Act.....	4
2. Transit Dependent Demographics.....	8
Table 1. Populations in Humboldt County	8
Table 2. Transit Dependent Indicators: Income and Age	9
Table 3. Other Factors That Affect Mobility: Disability Status and Carless Households	9
3. Existing Transit Service	10
4. Unmet Transit Needs Findings	11
Table 4a - Evaluation Criteria for Potential Service	19
On Old Arcata Road (between Hall Avenue and Sunny Brae)	19
Table 4b - Estimated Cost and Ridership of Potential Service	19
Table 4c - Estimated Cost of Potential Service	19
Table 5a - Evaluation Criteria for Potential Service	20
Tish Non Community Village (Bear River Band of Rohnerville Rancheria)	20
Table 5b - Estimated Cost and Ridership of Potential Service	20
Table 5c - Estimated Cost of Potential Service	20
5. TDA Funds and Allocations	21
Table 6. LTF Funds Allocated by Jurisdiction, FY 2013-14.....	21
Table 7. FY 2014-2015 LTF Fund Apportionments	21
List of Acronyms	22
Appendix A Existing Transit Operators & Services	A-1
Appendix B Record of Public Hearings and Testimony	B-1
Appendix C Public Comments Received via Phone and Written	C-1
Appendix D Record of Public Comments from Unmet Transit Need Surveys	D-1

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.

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 work with local agencies in developing transit unmet needs criteria, which are used in making project approval decisions.

The purpose of the Unmet Transit Needs process is to ensure that all unmet transit needs, that are reasonable to meet, are met before funds are expended for non-transit uses, such as streets and roads. 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.

The SSTAC recommendation:

After review of the criteria for two potential services: 1) service on Old Arcata Road (between Hall Avenue and Sunny Brae) and 2) service to the Tish Non Community Village (Bear River Band of Rohnerville Rancheria), the SSTAC recommended that "there are no unmet transit needs that are reasonable to meet with consideration of Criteria #4.

Criteria #4 states that "an unmet transit need may be determined to be unreasonable to meet because it is not feasible to initiate service within the coming fiscal year, due to the time required for vehicle acquisition, planning, or similar timing factors, or because additional information is needed to determine whether or not the unmet transit need is reasonable to meet. An unmet transit need shall not be determined unreasonable to meet more than once on these grounds."

The Service Coordination Committee (SCC) voted to support the SSTAC's recommendation for the FY 2014-15 Unmet Transit Needs Report of Findings.

The Technical Advisory Committee (TAC) voted to support the SSTAC's recommendation for approval of the FY 2014-15 Unmet Transit Needs Report of Findings that there are no unmet transit needs that are reasonable to meet with consideration of Criteria #4 for evaluations on the following two potential services: 1) service on Old Arcata Road (between Hall Avenue and Sunny Brae) and 2) service to the Tish Non Community Village (Bear River Band of Rohnerville Rancheria).

The Policy Advisory Committee (PAC) which is comprised of the members of the Board plus one representative of the Humboldt Transit Authority and one representative of Caltrans District 1, passed the following motion to recommend to the Board:

- Adopt the FY 2014-15 Unmet Transit Needs Report of Findings, determining that there are no unmet transit needs that are reasonable to meet with consideration of Criteria #4 for evaluations on the following two potential services: 1) service on Old Arcata Road (between Hall Avenue and Sunny Brae) and 2) service to the Tish Non Community Village (Bear River Band of Rohnerville Rancheria) with Resolution 14-07. (unanimous)

The HCAOG Board voted in favor of the PAC's recommendation. Thus, on May 15, 2014, pursuant to PUC 99401.5(d), the Board adopted by Resolution 14-07 the "Transportation Development Act Unmet Transit Needs – Report of Findings, Fiscal Year 2014-15" with the following jurisdictional finding:

The RTPA does find that for the jurisdictional area of Humboldt County, including the incorporated cities, that there are no unmet transit needs that are reasonable to meet with consideration of Criteria #4 for evaluations on the following two potential services: 1) service on Old Arcata Road (between Hall Avenue and Sunny Brae) and 2) service to the Tish Non Community Village (Bear River Band of Rohnerville Rancheria).

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" (described on pages 6-7 of this report).

1. Transportation Development Act

Background

The California State Transportation Development Act (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 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. 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.

Definintion 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.

Definintion 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 may be determined to be unreasonable to meet because it is not feasible to initiate service within the coming fiscal year, due to the time required for vehicle acquisition, planning, or similar timing factors, or because additional information is needed to determine whether or not the unmet transit need is reasonable to meet. An unmet transit need shall not be determined unreasonable to meet more than once on these grounds.

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

Jurisdiction	January 1, 2012	January 1, 2013	Change from 2012 to 2013	Percent Of Countywide Population (2013)
Arcata	17,769	17,836	+67	13.19%
Blue Lake	1,256	1,260	+4	0.93%
Eureka	26,988	27,021	+33	19.98%
Ferndale	1,364	1,366	+2	1.01%
Fortuna	11,853	11,885	+32	8.79%
Rio Dell	3,348	3,363	+15	2.49%
Trinidad	345	365	+20	0.27%
Unincorporated Area	71,786	72,113	+327	53.33%
Countywide	134,728	135,209	+481	100%

Source: State of California. Department of Finance. *E-1 Population Estimates for Cities, Counties, and the State — January 1, 2012 and 2013.*

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 three largest cities, Arcata, Eureka and Fortuna have the highest percentages of residents meeting the poverty threshold. All three are above the region wide average of 19.7%. 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 and Trinidad have the highest percentages of 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	Population for whom age was determined	Persons 65 years and over	Percentage of persons 65 and over
Arcata	15,455	5,209	33.7%	17,421	1,421	8.2%
Blue Lake	1,386	191	13.8%	1,445	115	8.0%
Eureka	26,282	5,804	22.1%	27,037	3,491	12.9%
Ferndale	1,372	100	7.3%	1,372	316	23.0%
Fortuna	11,579	2,337	20.2%	11,830	2,222	18.8%
Rio Dell	3,352	514	15.3%	3,357	339	10.1%
Trinidad	281	27	9.6%	281	67	23.8%
Countywide	130,315	25,729	19.7%	134,317	17,870	13.3%

Source: U.S. Census Bureau. 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 15.5%.

The four highest populated cities in the region have the highest percentages of carless households. These cities are served by public transit, but there is limited Dial-A-Ride service to the City of Rio Dell.

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

Jurisdiction	Civilian Noninstitutional Population	Population with a disability	Percentage with a disability	Percentage of carless households
Arcata	17,384	1,958	11.3%	11.3%
Blue Lake	1,445	244	16.9%	1.9%
Eureka	26,513	4,509	17.0%	10.2%
Ferndale	1,372	253	18.4%	6.1%
Fortuna	11,709	2,175	18.6%	8.3%
Rio Dell	3,357	706	21.0%	7.9%
Trinidad	281	63	22.4%	0.0%
Countywide	133,014	20,570	15.5%	7.0%

Source: U.S. Census Bureau. 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, and to Arcata Transit Center.

Eureka Transit Service (ETS) - Service within Eureka City Limits.

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 Pecwan/Wautec 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.

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, Phillippsville, 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.

Paratransit and Medical Transportation Services:

City Ambulance of Eureka (CAE)
Humboldt Community Access and Resource Center (HCAR)
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”
Bridgeville Community Center Van
Southern Trinity Health Services
Area 1 on Aging (AIAA) Volunteer Driver Program

Private Transit Providers:

Cher-Ae Heights Casino Shuttle – For casino patrons
Taxi and Shuttle Services

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

4. Unmet Transit Needs Findings

As outlined in Chapter 1, 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))

Previous Year Recap: FY 2013-14

In last year’s UTN process, the most common request was for more frequent bus service on all fixed routes, and later evening service on weekdays and weekends. These requests were shared with HCAOG’s Service Coordination Committee which are members of the region’s transit operators. The greatest number of requests were for a new service between Arcata and Eureka along Old Arcata Road. In this current cycle (FY 14-15), the SSTAC developed a survey

specific to the residents in the area to determine potential ridership. In last years process, the HCAOG Board made a finding that there were no unmet transit needs that were reasonable to meet.

Current Year - Fiscal Year 2014-15 Findings

Public Comments

HCAOG initiated the citizen participation process on November 4, 2013. HCAOG encouraged the public to give input via:

- City Council, County Board of Supervisors Meeting, and HCAOG Public Hearing.
- Comments sent directly to HCAOG (by phone or written) through February 20, 2014.
- A general survey available on HCAOG’s website, on buses, city halls, County Board of Supervisor’s office, libraries, College of the Redwoods, numerous social service agencies, and distributed throughout the county available through November 30, 2013.
- A “focus survey” distributed to residents along Old Arcata Road area between the cities of Eureka and Arcata (Hall Avenue, Eureka, and Sunny Brae) available through November 30, 2013. The focus survey was in response to previous year unmet transit need requests for transit service in the Old Arcata Road area.
- Advertisements were placed in local newspaper, public service announcements were distributed, as well as advertisements displayed on buses, and at numerous social service offices through February 20, 2014.

For the full record of public comments, refer to appendicies:

Appendix B. Record of Public Hearings and Testimony;

Appendix C. Record of Public Comments Received via Telephone or Written;

Appendix D. Record of Public Comments from UTN Surveys.

The following summarizes the public comments received through this year’s UTN process.

Unmet Transit Needs Comments

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*. Comments and/or requests of this nature are included in Appendix B, C, and D and will be provided to transit agencies.

In January and February, each HCAOG member jurisdiction and the HCAOG Board held their respective public hearings on unmet transit needs. The following summarizes unmet transit needs comments received through this year’s unmet transit needs process:

Member Jurisdictions’ Public Hearings

City of Arcata

- **A&MRTS** – Extend hours of service to the Arcata Senior Center and Health Sport.

- **A&MRTS** – Allow bicycles on Arcata City buses late at night when ridership is low.
- **RTS** – Improve frequency on RTS buses on Sundays and extend night service.
- Develop and utilize train service to compliment bus service.
- Provide more reasonable and efficient transportation services for Adult Day Health Care consumers.
- Extend bus service down Old Arcata Road beyond Sunny Brae.
- Extend Amtrak services East and North and improve connections when traveling out of the County.

City of Blue Lake

No public comment was received.

City of Eureka

- Suggestion that Eureka Transit Service run service on several Sundays in March as a ridership test for Sunday service. (Richard Tollefson).

City of Ferndale

No public comment was received expressing unmet transit needs.

City of Fortuna

- Request for an express bus for the Fortuna/Rio Dell area. Comment that recent schedule change now extends commuter travel time to the Fortuna/Rio Dell area by approximately 40 minutes. (Mona Roberts)

City of Rio Dell

- Improved Dial-a-Ride (DAR) programs for seniors either through the Adult Day Health Care Program or Humboldt Community Access and Resource Center (HCAR).

City of Trinidad

- Trinidad resident Mike Morgan complemented HTA for the addition of Sunday service.

County of Humboldt

- Suggested passenger (rail) service around the bay as well as a pedestrian/bike trail across the Samoa Bridge.
- Supervisor Mark Lovelace – Commented that he has received comments from the public for weekend service and later hours for the existing route in the Southern Humboldt area; bus service in the deeper Southern Humboldt areas; a route between Arcata and Eureka on Myrtle Avenue along Arcata Road/Freshwater area to Myrtle Avenue; increase of Dial A Ride buses for access to medical and other service needs.

Humboldt County Association of Governments

- **Mike Flockhart**, Bear River Band of the Rohnerville Rancheria Public Works Director spoke regarding the need for a bus stop and transit service to the Bear River Rancheria. He explained that there were 50 homes in the community, many with elders that do not drive, and need to get to Eureka and Arcata. He also informed the Board that the tribe had funding to install a bus stop.

- **Monty Provolt** spoke in support of rails returning and stated that rail use was a large unmet and unconsidered transit need.
- **Pete Orringer**, Eureka Visitor & Convention Bureau Chair, Timber Heritage Board Member, Board of Land bridge Alliance member: spoke that the focus should be on rail from Samoa to Southfork and that there is an existing trunk line that should be used.
- **Dennis Mayo**, McKinleyville: concurred with the two previous speakers and is in support of multi-use, including being able to drive his buggy.
- **Kelly Spiers**, Bear River Band of the Rohnerville Rancheria: stated that the need for a bus stop at the Rohnerville Rancheria was great and is important for low income homes to have access to public transportation for employment. She also stated was dangerous for pedestrians to travel or be on Singley Road.
- **Richard Marks**: spoke in favor of rail with trail from Arcata to Scotia. He also spoke about the plans for the Town of Samoa build-out, and how important it was for a bus to provide service to the town.
- **Maggie Kraft**, Area 1 Agency on Aging: spoke about the Volunteer Driver Program (2011), and that it was an important service that provides approximately 100 rides a month with approximately 40% of users traveling from Fortuna to Eureka. She explained there is a need for volunteer drivers and funding.
- **Damien Mooney**, International Longshore and Warehouse Local Union 14: spoke on the need for a rail link to create viable jobs and economy. He explained that the local Longshore and Warehouse Union was down from 40 members to 15 and that there are approximately 8 or 9 ships that come into Humboldt Bay each year, generating millions of dollars for the county.
- **Jason Wong**, Manila: spoke about RTS servicing Manila and that there used to be a 4 hour wait between buses and now there is a six-hour northbound service gap. He stated that people in Manila would use the bus if there was regular service.
- **Mike Kellogg**: spoke in support of rail service or “bud car” service and thinks it is important for buses to feed the rail lines.
- **Chuck Ciancio**, Cutten: spoke in support of an East West rail service. He thought a better job could be done in allocating transportation funds.
- **Chet Albin**: spoke about rail excursions for tourists and the need to bring cruise ships to Humboldt Bay.
- **David Young**, McKinleyville: spoke in favor of rails being put back into service.
- **Karen Brooks**: spoke in support of raising the rail prism. She also commented that there were not enough buses and that a rail service with one or two cars would assist with multi-modal goals, as well as provide “green” transportation.
- **Kent Sawatsky**: spoke in support of rail with trail. He also spoke about a rail from Loleta to Fortuna. He provided information about current rail cars including electric cars. He thought that feasibility studies for rail use was viable and felt that folks beside Arcata and Eureka should be able to comment on unmet transit needs.
- **Jan Kraeplin**, Environmentalist, Biologist: spoke in support of a feasibility study for an East West Rail line. He thought the board should consider using broadband as a way to disseminate unmet transit need information to the public. He suggested watching a Sea Level Rise presentation by Michael Furnace, on Access Humboldt.

- **Sienna Klein:** was in support of all of the rail supporters. She advocated for bus service to Southern Humboldt on the weekends and late night bus service between Arcata and Eureka.
- **Marian Brady,** Eureka City Councilmember: spoke in support of a feasibility study for rail development, and felt rail use would help provide economic development for the county.
- **Sid Berg,** McKinleyville: thought that the county needed revenue with good rail infrastructure because most of the big industries in this area, like lumber, rails and the pulp mill, are no longer viable. He believes that every dollar put into the development of a rail system would be returned tenfold.

Public Comments Received via Telephone and Written

- Request for bus stop and service to Bear River Band of Rohnerville Rancheria (Bear River Band of Rohnerville Rancheria)
- Concern about bike paths in Humboldt, from Fortuna to Eureka and Eureka to Arcata. Would like to encourage walking and riding around the bay. (Uranian Hunter)
- Request service to Southern Humboldt Community Park. (Ed Voice)
- Request more efficient transit service. Commented if bus service were provided on holidays people would use it. (Mr. Slatter)
- **RTS/ETS/A&MRTS** - Request for an “interagency day pass” providing interagency travel on all Humboldt transit systems. (Dwight Winegar)
- Request for additional payment options (debit/credit) to purchase transit rides. Also that Arcata Transit Center accept credit/debit for transit tickets, Greyhound, AMTRAK, etc. (Dwight Winegar)
- Request transit service on Highway 36. (William Lingenfelter)
- Passenger possessed an AMTRAK ticket and was told that service was cancelled between McKinleyville and Arcata. Where does funding decision come from? Can HCAOG get involved? (John Webb)
- **RTS** - Previously commented at Fortuna Public Hearing regarding express bus service for after work commuters to Fortuna/Rio Dell. Called to express thank you for recent change in RTS service that now expedites after work commuters to Fortuna/Rio Dell. (Mike)
- Request transit stop on Hookton Road. (James Orr)
- **ETS** - Request that buses (ETS) have a sign on the back of bus as well as on the front notifying the public what bus/route.
- **RTS** – Request to bring back the following routes that were eliminated under the new schedule effective 8.18.13. Bus 102/3 – Pick up at 5th and K Eureka at 3:47 going stopping in Manila (current pick up time of 3:45 ok). Saturday schedule effective 4.2.12 (the schedule that was in effect prior to the change on 8.20.13).
- Comment that Sunny Brae already has transit service. Commented that too much traffic now. Bayside is rural and is a live in area, all have cars, way to go, don’t need the notion of now a bus every ten feet along Bayside Road. No Thank You. (Wayne Palmrose)
- Expressed unhappiness with RTS bus schedule change that occurred around August 2013. Previously took 10 minutes to catch late afternoon northbound “express” RTS at 5th & V in Eureka; now the late afternoon bus northbound RTS route includes stops in Manila and Valley West, which adds about 15-20 minutes compared to the “express” rode before

August. Return trip now adds about 10 minutes more of walking, plus an additional 15 minutes on a longer bus route. Do not like taking the bus because of the inconvenience. Would be very helpful to add a northbound bus for the PM peak period. (Mitch Higa) This comment was also forwarded to HCAOG by Tatiana Alhstrand.

- **DAR** - Sent email, was not satisfied with the responses able to provide on survey. Request Sunday service. Lack of Sunday service is appalling. Stop is a distance from home. Need to travel to Phillippsville and cannot get there easily. More and better service is needed for seniors in outlying areas. The dial-a-ride (lack of service and ease of use) has paralyzed the opportunity for proper medical care in Fortuna or Eureka. Length of time for senior's to use transit is lengthy. If service were better would use it more. Appreciate the bus and grateful for your continued efforts to help. (Dottie Russell)
- Request funding assistance to operate van service for Bridgeville Community Center. (Chris Frenzel)
- Request dial-a-ride or similar service in Southern Humboldt. (Southern Humboldt Family Resource Center) (Ahsley Menza)
- Request weekend service in Southern Humboldt. Requested and offered assistance to assemble a transit forum in Southern Humboldt for officials to meet and speak with the community. (Kathy Epling)
- Request to re-establish bus stop at Eureka Public Library. (Patrick and Elizabeth Eytchison)
- Request assistance for the Area 1 Agency on Aging Volunteer Driver Program so that service can continue. Comment that the Eel River Valley is especially vulnerable. (Sylvia Jutila)
- Request and support for transit service along Myrtle Avenue, Old Arcata Road running between the cities of Eureka and Arcata, and Samoa Blvd. (Annie Bolick-Floss)
- Expressed appreciation for Sunday service. Cost of paratransit is taxing (expensive) for many council members. Request paratransit service accept cash for payment rather than tickets. Request better communication between DAR system and riders. Riders have been left without a ride because the driver said the person did not come outside when service arrived. Suggestion for a system where passengers be called or DAR driver announce when they arrive. The automated bus announcements are helpful, but some need changed to announce the street the bus is on first, then the intersection near the stop. This would assist and help orient a visually impaired person. Another helpful option for bus stop announcements would be to call out "next stop is" to provide an alert. Bus shelters are inadequate for the north coast rain and wind conditions. Request Sunday service (ETS), as new Sunday route on RTS is limited in helpfulness since many locations are not accessible once a person reaches Eureka. Commented no current access to find current bus stop information during hours that HTA office is closed. (Doug Rose, Council of the Blind)
- Expressed appreciation for opportunity to comment regarding DAR. Most drivers do not assist up or down out of bus. Hope get better service. (Marie Dicolla)

Unmet Transit Needs Surveys

A general survey and a focus survey were distributed in this cycle of the unmet transit need process. A summary of the results of the surveys are provided in Appendix D.

General Survey

The general survey was available in English and Spanish and was available on HCAOG's website and distributed at various locations throughout Humboldt including city halls, County Board of Supervisor's office, libraries, College of the Redwoods, numerous social service agencies, on transit buses. Two hundred four (204) people took the general survey.

In areas that transit service currently does not exist, three out of 139 people indicated that riders needed to go to Ferndale, three to Samoa, two to Freshwater/Three Corners, one to Bayside (Humboldt Area Foundation), and two to Fieldbrook. Eleven responses were received from Southern Humboldt indicating that they would use weekend service. Eleven responses were received from Eastern Humboldt indicating that they would use transit on weekends.

The majority of respondents indicated that they would utilize transit Monday through Friday. Fifty-seven percent (57%) indicated that they would utilize transit on Saturday, and 48 percent (48%) indicated they would utilize transit service on Sunday.

One hundred fifty-three (153) people responded to Question #12 requesting times of day that riders would utilize transit. The results are listed below. Responses indicate that 103 riders would use transit early between 6:00 - 9:00 am, 65 riders would use transit between 6:00 - 9:00 pm, and 47 riders would use transit later in the evening 9:00 pm – 12:00 midnight.

6:00 am – 9:00 am	103
9:00 am – Noon	73
Noon to 3:00 pm	73
3:00 pm – 6:00 pm	91
6:00 pm – 9:00 pm	65
9:00 pm – 12:00 midnight	47

Focus Survey – Old Arcata Road

The “focus survey” was distributed in response to previous year requests for service. The survey was distributed to residents in the area along Old Arcata Road between Hall Avenue in Eureka and Sunny Brae. The purpose of the “focus survey” was to gather information to determine how many residents would regularly use public transit if funding were available.

One hundred thirty-eight (138) people took the focus survey. The survey reflects that the majority of destination points would be to Eureka and Arcata. Forty-nine (49) responses reflect that riders would use transit weekly if service were provided. Thirty-eight (38) responses reflect that riders would not use transit weekly.

In an effort to gather more specific data for ridership, a follow up questionnaire was sent to individuals who responded that they would use bus service if accessible on Old Arcata Road and Myrtle Avenue. Responses from the follow up questionnaire indicate that riders would make 184 trips from Monday through Friday which amounts to approximately or 36 passenger/trips daily. Additionally responses indicate that the most requested service times are 7:00 – 8:00 am and 5:00 to 6:00 pm.

Tables 4a, 4b, and 4c on the following page, reflect the evaluation criteria for potential service on Old Arcata Road (between Hall Avenue and Sunny Brae).

Request received from Bear River Band of Rohnerville Rancheria

The Bear River Band of Rohnerville Rancheria (BRBRR) submitted a request for transit service to the Tish Non Community Village. Two letters and an email attachment providing survey results are provided in Appendix C. In their June 5, 2013 letter, the BRBRR suggested service for seven days a week, three stops in the AM and three stops in the PM, or another suggested schedule. Greg Pratt, General Manager of the Humboldt Transit Authority, along with HCAOG Staff, discussed this request with representatives of the BRBRR on several occasions. Greg's recommendation, of which staff supports, was to research the costs and potential ridership of a feeder bus system to connect with the RTS bus. The request also includes a centrally located bus stop in the community to provide safe, convenient, and accessible access to transit. The existing RTS bus stop, located over a mile away is a hardship for many families, unsafe for pedestrians, and not accessible for persons with disabilities. On February 28th, a BRBRR representative submitted survey results which show an anticipated ridership of 27 persons per day. This estimate of potential ridership was used in the evaluation criteria for the Tish Non Community Village provided in Tables 5a, 5b and 5c.

The letter dated March 25, 2014 emphasizes the necessity to clearly explain HCAOG's role in transit service in the region. HCAOG does not fund transit but is responsible for authorizing funding to local agencies and ensuring that the public participation process and needs assessment are conducted. A finding that an unmet transit need is reasonable to meet does not require that the transit service be implemented. HCAOG is bound to not allow TDA funds to be used for non transit services until said need is met. If a local government uses all of its allocation on transit, they are not required to reduce service or use general funds to meet an unmet need identified in a finding. In this case, the County of Humboldt does use TDA funds on streets and roads. If a finding is determined, based on the adopted criteria, the need will have to be met prior to an allocation for non transit uses of the County's annual claim. The FY 2014-15 Unmet Transit Needs Report of Findings will be adopted by the HCAOG Board at their May or June meeting.

**Table 4a - Evaluation Criteria for Potential Service
On Old Arcata Road (between Hall Avenue and Sunny Brae)**

Potential service:	Fixed route bus service on Monday-Friday 2 am roundtrips, 2 pm roundtrips On Old Arcata Road between Hall Avenue and Sunny Brae	
Transit Operator:	RTS	
a. Forecast of anticipated ridership if service is provided.	See Table 4b below for anticipated ridership	
b. Estimate of capital and operating cost for providing such service	See Tables 4b, 4c below	
c. Do adequate roadways and turnouts exist to accommodate transit vehicles?	Yes. Bus stop needed	
d. Are necessary vehicles available in the marketplace?	Yes. HTA would need to purchase vehicle	
e. Does potential transit service duplicate existing service	No	

Table 4b - Estimated Cost and Ridership of Potential Service

Anticipated Cost	Anticipated Average Ridership (passengers)	Estimated Cost Per Ride	Estimated Revenue	Anticipated Farebox Revenue
\$9,020 monthly \$108,240 yearly	36 daily 756 monthly	\$2.00	\$1,512 monthly \$18,144 yearly	16.76%
36 passengers x 21 days per month = 756 \$2.00 day x 36 passengers x 21 days/month = \$1,512 month revenue Yearly revenue \$18,144 divided by yearly costs \$108,240 = 16.76%				

Table 4c - Estimated Cost of Potential Service

Monthly Projected Cost*	Annual Projected Cost*
\$9,020	\$108,240
*Expenditures include: Fuel tires, vehicle maintenance, vehicle insurance, vehicle registration, driver (incl taxes), administrative.	

**Table 5a - Evaluation Criteria for Potential Service
Tish Non Community Village (Bear River Band of Rohnerville Rancheria)**

Potential service: Fixed route bus service on Monday-Friday (4 am stops, 4 pm stops) (Tish Non Community Village (Bear River Band of Rohnerville Rancheria))	
Transit Operator: RTS	
a. Forecast of anticipated ridership if service is provided.	See Table 5b below for anticipated ridership
b. Estimate of capital and operating cost for providing such service	See Tables 5b, 5c below.
c. Do adequate roadways and turnouts exist to accommodate transit vehicles?	Yes. Bus stop needed.
d. Are necessary vehicles available in the marketplace?	Yes. HTA would need to purchase vehicle.
e. Does potential transit service duplicate existing service	No

Table 5b - Estimated Cost and Ridership of Potential Service

Anticipated Cost	Anticipated Average Ridership (passengers)	Estimated Cost Per Ride	Estimated Revenue	Anticipated Farebox Revenue
\$10,250 monthly \$123,000 yearly	27 daily 567 monthly	\$2.00	\$1,134 monthly \$13,608 yearly	11.06%
<p>27 passengers x 21 days per month = 567 \$2.00 day x 27 passengers x 21 days/month = \$1,134 month revenue Yearly revenue \$13,608 divided by yearly costs \$123,000 = 11.06%</p>				

Table 5c - Estimated Cost of Potential Service

Monthly Projected Cost*	Annual Projected Cost*
\$10,250	\$123,000
*Expenditures include: Fuel tires, vehicle maintenance, vehicle insurance, vehicle registration, driver (incl taxes), administrative.	

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. This year, the Humboldt County region’s estimated share of LTF funds is higher than last years share. For fiscal year 2014-15, the jurisdictions are estimated to receive \$4,366,611 in LTF, which is an increase of \$211,557 more than what was allocated in FY 2013-2014.

Previous Fiscal Year (FY 2013-2014)

Table 4 shows how LTF funds were allocated last year (FY 2013-2014); it also shows how the Cities and County projected they would apportion funds to transit and non-transit uses. To date the cities of Arcata, Eureka, and Trinidad have not submitted a LTF claim for 13-14. The City of Ferndale expended all their LTF funds to non-transit purposes (streets and roads). Other jurisdictions used the monies for both transit and non-transit uses, as shown below. Table 7 reflects FY 2014-2015 LTF apportionments.

Table 6. LTF Funds Allocated by Jurisdiction, FY 2013-14

	2013-2014 Beginning Balance (actual) \$	2013-2014 Apportioned LTF Funds (estimate) \$	Projected Transit Use Article 4 \$	Projected Third Party Transit Use Article 8 \$	Projected Ped & Bike Uses Article 8 \$	Projected Streets & Roads Use Article 8 \$	Unclaimed Funds* \$
Arcata	148,281	548,051	696,392				0
Blue Lake	14,506	38,745	0	32,125	0	21,126	0
Eureka	122,120	832,326					954,446
Ferndale	2,514	42,049				44,563	0
Fortuna	49,957	365,532	230,912	0	8,310	176,267	0
Rio Dell	14,239	103,238	39,849	6,500	0	71,128	0
Trinidad	3,212	11,238					14,450
County	305,222	2,213,875	1,848,504	172,560	65,000	433,033	0
Region Totals:	660,051	4,155,054	2,119,265	211,185	73,310	746,117	1,665,228

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

Table 7. FY 2014-2015 LTF Fund Apportionments

	Population*	% of Regional Population	2014/2015 LTF Apportioned (\$)
City of Arcata	17,836	13.19%	576,018
City of Blue Lake	1,260	0.93%	40,692
City of Eureka	27,021	19.98%	872,650
City of Ferndale	1,366	1.01%	44,115
City of Fortuna	11,885	8.79%	383,829
City of Rio Dell	3,363	2.49%	108,609
City of Trinidad	365	0.27%	11,788
County of Humboldt	72,113	53.33%	2,328,908
Region Totals:	135,209	100%	4,366,609

LTF = Local Transportation Fund *Source: California Department of Finance, Table E-1, released May 1, 2013.

List of Acronyms

AIAA	Area 1 Agency on Aging
A&MRTS	Arcata & Mad River Transit System
ADA	Americans with Disabilities Act
ADHC	Adult Day Health Care
APTA	American Public Transit Association
BLRTS	Blue Lake Rancheria Transit System
BRBRR	Bear River Band of Rohnerville Rancheria
CAE	City Ambulance of Eureka
CAV	Care-A-Van
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
HCAOG	Humboldt County Association of Governments
HCAR	Humboldt County Asset 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
NET	Non-Emergency Transportation
PAC*	Policy Advisory Committee
PTA	Public Transit Account
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