



Transportation Development Act

Unmet Transit Needs Report of Findings

AUGUST 2020



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RESOLUTION 20-17

RESOLUTION OF THE HUMBOLDT COUNTY ASSOCIATION OF GOVERNMENTS ADOPTION OF THE TRANSPORTATION DEVELOPMENT ACT UNMET TRANSIT NEEDS REPORT OF FINDINGS FOR FISCAL YEAR 2020-21

WHEREAS, the Humboldt County Association of Governments, in its official capacity as the Regional Transportation Planning Agency, hereinafter referred to as the RTPA, is responsible for annually adopting a Transportation Development Act (TDA) Report of Findings; 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 (PUC), to include consulting with the Social Service Transportation Advisory Council (SSTAC), conducting public hearings, 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, consistent with the TDA Report of Findings for the 2020-21 year, determining that are no unmet transit needs that are reasonable to meet; 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 aforesigned finding and the TDA Unmet Transit Needs Report of Findings for Fiscal Year 2020-21.

PASSED AND ADOPTED by the Humboldt County Association of Governments, in the City of Eureka, County of Humboldt, State of California, this 20th day of August 2020, by the following vote:

AYES: MEMBERS: *Fennell, Winkler, Johnson, Jones,
West, Strahan*

NOES: MEMBERS: *None*

ABSENT: MEMBERS: *Seaman*

ABSTAIN: MEMBERS: *None*

Attest:


Christie Smith, HCAOG Executive Assistant


Estelle Fennell, HCAOG Chair

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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 road improvements 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 LTF 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. The process is led by HCAOG's Social Services Transportation Advisory Council (SSTAC). 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 HCAOG Board, makes the unmet transit need finding in consideration of the SSTAC recommendation based on deliberation and consideration of comments generated during the unmet needs public participation process and measured against the evaluative criteria established by HCAOG's adopted definitions for the terms "unmet transit need" and "reasonable to meet."

Fiscal Year 20-21 HCAOG Board finding:

The HCAOG Board adopted Resolution 20-17 on August 20, 2020 finding that there are no unmet transit needs that are reasonable to meet.

Prior to the devastating decline in transit ridership due to the Coronavirus disease 2019 (Covid-19), public input identified a potential unmet transit need to implement express bus service between McKinleyville and Eureka during peak morning and evening hours. Had overall ridership not decreased by 70%, this additional service would have had a high potential to be determined reasonable to meet this fiscal year. Ridership on the Redwood Transit Service between McKinleyville and Eureka will be reanalyzed in future years.

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 $\frac{1}{4}$ 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.

Other transit funding sources include the California's State of Good Repair program and Low Carbon Transit Operations Program and the Federal Transit Administration (FTA) 5311 and 5311 (f) Programs.

The following TDA Articles, under Public Utilities Code Division 10, Part II, Chapter 4, direct how LTF 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 (Section 99260) and Article 4.5 (Section 99275), or for local street and road 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%.

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

Article 8 is utilized by jurisdictions that do not operate 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). Should any unmet transit need be identified, a further determination or assessment must be made to establish whether or not those needs are “reasonable to meet.” In accordance with state law, TDA funds must be allocated first to unmet transit needs, which are found to be reasonable to meet, before any remaining funds can be allocated to local jurisdictions for non-transit purposes.

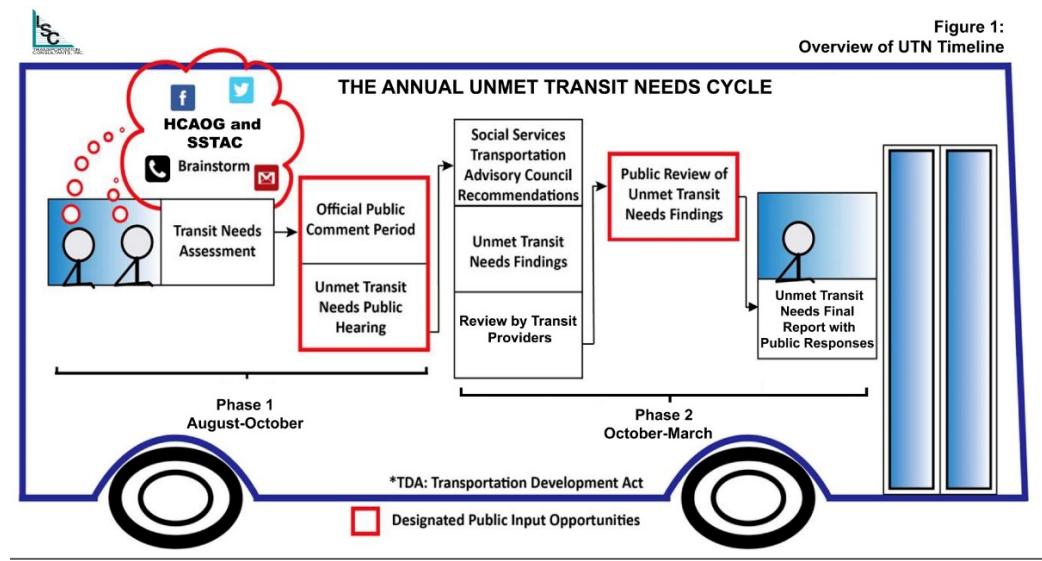
The transportation planning agency is required to:

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

HCAOG encourages each member entity to conduct its own public hearing on unmet transit needs. This provides 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 and publishes a public notice(s) of the public hearings in the local newspaper. Flyers in both English and Spanish are posted in buses as well. Figure 1 depicts the Unmet Transit Needs process was a part of the outreach this year.

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.

Figure 1: Overview of the Unmet Transit Needs Timeline



Definitions and Criteria

In November 2017, the 2017-2022 Humboldt County Transit Development Plan (TDP) and the SSTAC Strategic Plan were adopted by the HCAOG Board. The TDP is a five-year planning document that assesses transit and related transportation issues in the county and provides a “road map” for improvements to the public transit program over the upcoming five years. The Strategic Plan reviewed the process of defining, identifying and analyzing unmet transit needs and developed a strategy to make the UTN process as clear and efficient as possible. Both documents are posted on HCAOG’s website:

http://hcaog.net/sites/default/files/humboldt_tdp_2017_plan_final_nov_2017.pdf,

http://hcaog.net/sites/default/files/sstac_strategic_plan_final_nov_2017.pdf

Based on recommendations from the Strategic Plan, the HCAOG Board amended the TDA Rules and Regulations to include updated unmet transit needs definitions and criteria used for determining if an unmet need is reasonable to meet.

Definition of Unmet Transit Need:

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): a Transportation Development Plan, Regional Transportation Plan, Coordinated Public Transit-Human Services Transportation Plan.

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

- 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. Minor operational improvements are changes to service which do not affect the operating cost of the transit service either by requiring additional staff and/or additional vehicle hours of service or miles of service.
- Trips for primary or secondary school transportation.
- Sidewalk improvements or street and road needs.

Criteria to be found of Reasonable to Meet:

1. To be considered reasonable to meet, a service must be operationally feasible and financially sustainable, as defined below:
 - a. To be considered operationally feasible, the service must have adequate running time, adequate roadways, and must be safe to operate.
 - b. To be considered financially sustainable, enough money should be available from identified sources of funding to pay for the marginal operating cost of the service continuously for three years.
2. Additionally, to be considered “reasonable to meet” the service must be projected to meet a minimum “marginal farebox return ratio” of 10 percent within two years. If multiple

competing services are requested, other factors such as estimated subsidy per passenger trip and passengers per vehicle hour of service may also be considered. Ridership and farebox return ratio thresholds will also be considered for continuing newly-introduced services.

3. 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.
4. Once a service is determined to be “reasonable to meet” and is implemented, it can be expected that the ridership in the first 1-2 years of the new service will be less than the projected optimal ridership. Ridership should be evaluated at 6-month intervals to determine if service is meeting performance standards adopted by the transit provider, and specifically whether the service meets a minimum 10 percent marginal farebox ratio. If the service is being adequately promoted and fails to be within 60 percent of the identified standards after six months, 90 percent within the first year, or 100 percent within two years, the service may be cancelled and deemed “no longer reasonable to meet.” An exception to this rule is when a community or group is willing to participate in sharing the ongoing cost of the new service.

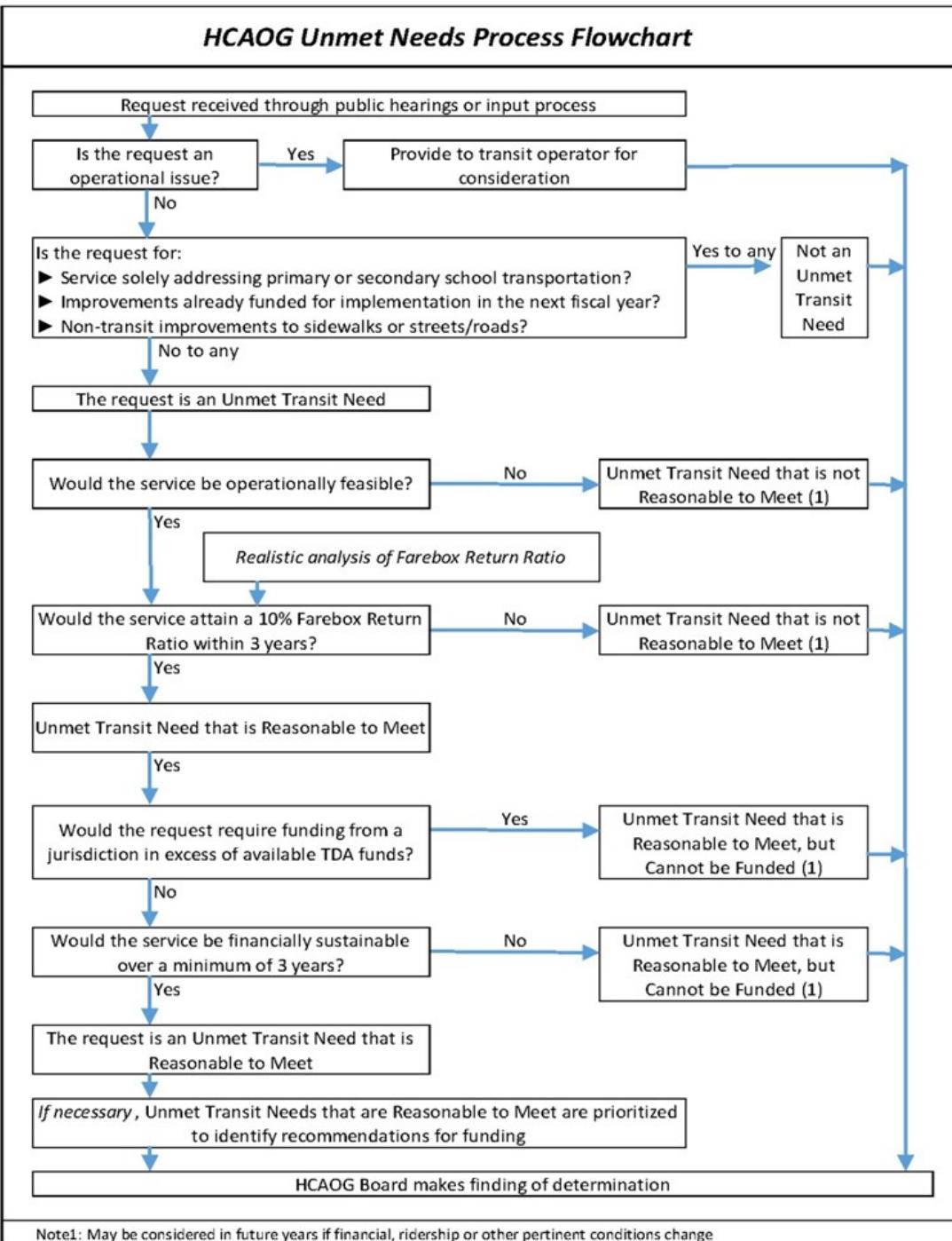
After considering all available information compiled pursuant to the Unmet Transit Needs public participation process, HCAOG must adopt, by resolution, one of the following findings:

- (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.

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.

The flowchart provided in Figure 2 depicts the process used when determining unmet transit needs:

Figure 2: Unmet Needs Process Flowchart



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. Table 1 lists the population increase between 2019 and 2020 by jurisdiction.

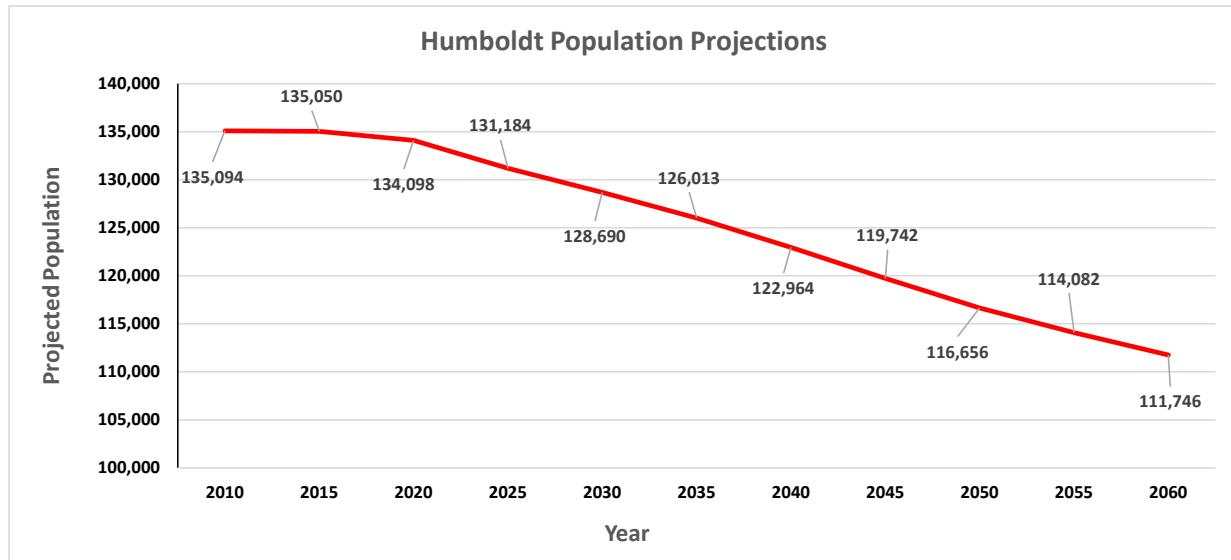
Table 1: Population Estimates for 2019 and 2020

Jurisdiction	2019 Population Estimate	2020 Population Estimate	Annual Percent Change	Percent of Countywide Population (2020)
Arcata	18,223	17,963	-1.4	13.5%
Blue Lake	1,285	1,277	-0.6	1.0%
Eureka	26,820	26,699	-0.5	20.0%
Ferndale	1,378	1,382	0.3	1.0%
Fortuna	12,112	12,123	0.1	9.1%
Rio Dell	3,308	3,287	-0.6	2.5%
Trinidad	339	337	-0.6	0.3%
Unincorporated County	70,531	70,234	-0.4	52.7%
Total Estimate	133,996	133,302	-0.5	100.0%

Source: Department of Finance Table E-1 published May 1, 2020

The Department of Finance does not provide population estimates for unincorporated areas. In terms of population, McKinleyville is the largest community in the unincorporated area. The Census American Community Survey 5-Year Estimate (Table DB05) indicates a population of 16,612 for McKinleyville. HCAOG will be participating in a transit study for the McKinleyville community in 2020-21 to analyze transit needs. The State of California is projecting a steep decline in the population of Humboldt County as illustrated in Figure 3.

Figure 3: Population Projections From 2010 - 2060



Source: Department of Finance Table P-1 (Baseline 2019)

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, carless households and persons of limited means are more likely to be transit dependent and may require specialized transportation.

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. 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. Chapter 2 of the recently adopted TDP provides a more in depth discussion of demographic trends and commuter patterns.

Table 2 provides the most current data summarizing income 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 living in poverty. The City of Arcata shows a slight increase in the poverty percentage while the City of Eureka show a slight decrease. Both jurisdictions exceeding the countywide average. The high percentage for the City of Arcata is largely due to Humboldt State University's (HSU) student population living near the University. With the exception of Trinidad, all other cities show a decrease in poverty levels compared to the previous year's estimate. The sharp increase for the City of Trinidad is in part due to the small population. The margin of error for the % poverty level for Trinidad is 13.1% compared to 1.5% for the countywide estimate.

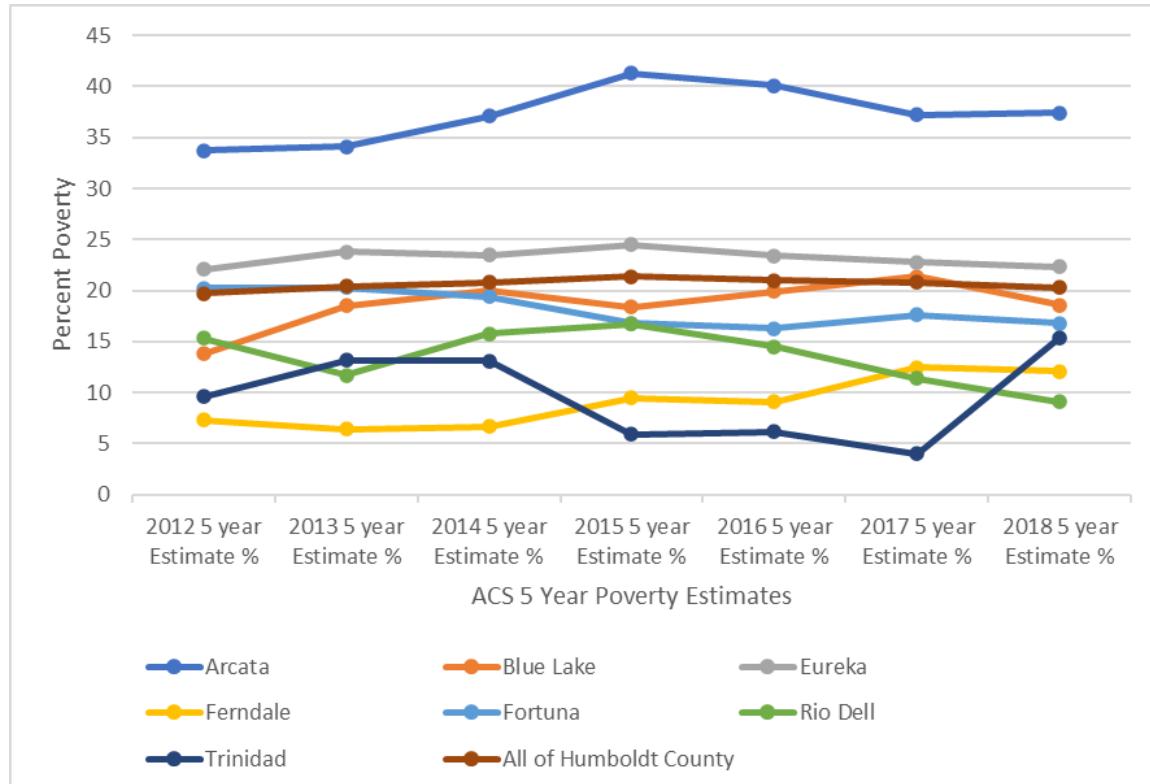
Table 2: Poverty Level Estimates

Jurisdiction	Population for whom poverty status is determined*	Persons Below Poverty Level*	% Below Poverty Level*	Previous year % Below Poverty Level ⁺
Arcata	16,191	6,057	37.4%	37.2%
Blue Lake	981	182	18.6%	21.4%
Eureka	26,506	5,906	22.3%	22.8%
Ferndale	1,348	163	12.1%	12.5%
Fortuna	11,997	2,020	16.8%	17.6%
Rio Dell	3360	306	9.1%	11.4%
Trinidad	272	42	15.4%	4.0%
Countywide	132,483	26,957	20.3%	20.8%

Source: U.S. Census Bureau. Table S1701 2014-2018* and 2013-2017+ American Community Survey 5 -year Poverty Status Estimates.

Figure 4 provides a timeline of the change in poverty level estimates for the region. Both Blue Lake and Ferndale display a 4.8% increase over the seven-year period. The City of Trinidad shows the sharpest increase at 5.8%. The data in ACS Table S1701 shows that the population of Trinidad increased 36.7% (73 persons) between the 2017 and 2018 five-year estimates later two data sets with an 425% (34 persons) increase of those living below the federal poverty level. Two jurisdictions, Fortuna (3.4%) and Rio Dell (6.2%) show a decrease in poverty levels since 2012.

Figure 4: Percent Poverty Level Estimate Timeline



Source: U.S. Census Bureau. Table S1701 2008-2012 through 2014-2018 American Community Survey 5 -year Poverty Status Estimates.

Table 3 provides the most current data summarizing the percentage of persons over aged 65 and older. Aging populations lose their ability to drive privately owned vehicles and have to rely on family, neighbors, dial-a-ride, 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. All cities with the exception of Arcata, Eureka and Rio Dell exceed the countywide average of 16.7% of the population. Arcata has the lowest percentage most likely due to the HSU students residing near campus.

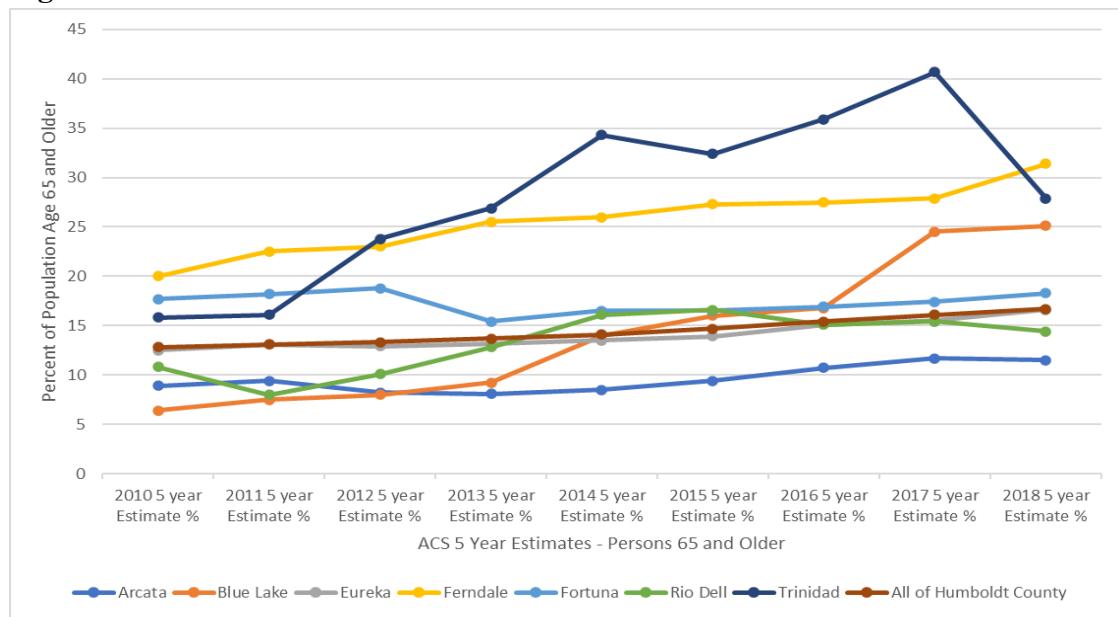
Table 3: Persons 65 and Older Estimates

Jurisdiction	Population for whom age was determined*	Persons 65 years and over*	Percentage of persons 65 and over*	Previous year % of Persons 65 Years and Over ⁺
Arcata	18050	2,067	11.5%	11.7%
Blue Lake	981	246	25.1%	24.5%
Eureka	27020	4,480	16.6%	15.5%
Ferndale	1365	429	31.4%	27.9%
Fortuna	12117	2,222	18.3%	17.4%
Rio Dell	3382	486	14.4%	15.4%
Trinidad	272	76	27.9%	40.7%
Countywide	135768	22,647	16.7%	16.1%

Source: U.S. Census Bureau. Table DP05 2013-2017+ and 2014-2018*American Community Survey 5 -year Demographic and Housing Estimates.

Figure 5 provides a timeline of the change in persons 65 and older estimates. All jurisdictions display an increase in aging residents with the City of Blue Lake showing the sharpest increase over the nine year period. Trends for the Cities of Ferndale and Trinidad were also significant over the countywide average of 3.9%. With the City of Trinidad, the sharp decrease in the percentage of those aged 65 and older in the last two data sets appears severe due to the increase in total population previously mentioned. In terms of individuals, the number of residents aged 65 and older is estimated to have only decreased from 81 to 76 people.

Figure 5: Persons 65 and Older Estimate Timeline



Source: U.S. Census Bureau. Table DP05 2006-2010 through 2014-2018 American Community Survey 5 -year Estimates: Demographic and Housing Estimates.

Table 4 provides census estimates of the percentage of residents with disabilities. Blue Lake and Ferndale have the highest percentages of residents with a disability. With the exception of the City of Fortuna, all jurisdictions show a decrease compared to the previous year. All of the cities have percentages higher than the countywide statistic.

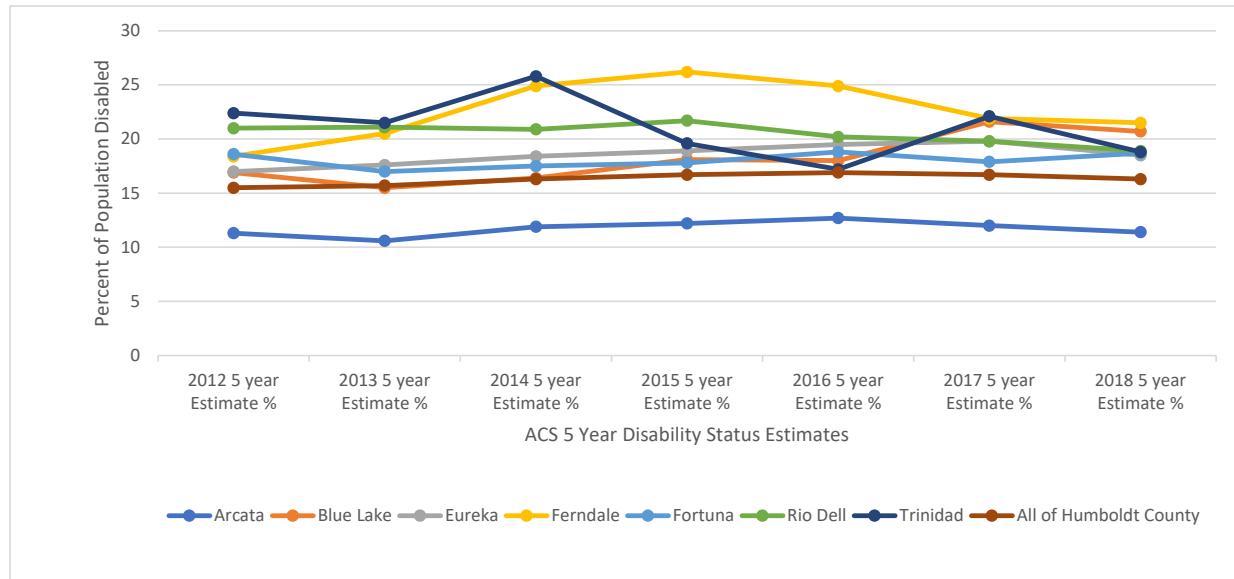
Table 4: Disability Status Estimates

Jurisdiction	Total Civilian Noninstitutionalized Population*	Population with a Disability*	% Population with a Disability*	Previous year % Population with a Disability ⁺
Arcata	18,023	2,055	11.4%	12.0%
Blue Lake	981	203	20.7%	21.6%
Eureka	26,590	4,922	18.5%	19.8%
Ferndale	1,365	294	21.5%	21.9%
Fortuna	12,033	2,247	18.7%	17.9%
Rio Dell	3,382	639	18.9%	19.8%
Trinidad	272	51	18.8%	22.1%
Countywide	134,810	21,941	16.3%	16.7%

Source: U.S. Census Bureau. Table DP02 2014-2018* and 2013-2017+ American Community Survey 5 -year Selected Social Characteristics Estimates.

Figure 6 provides a timeline of the change in the percentage of people with disabilities. The Cities of Blue Lake and Ferndale show the highest increase in percentage over the seven-year period. Both Rio Dell and Trinidad have the largest decreases. The fluctuation with Trinidad's statistics could be related to their relatively small population and high margin of error in the population estimate statistics.

Figure 6: Disability Status Estimate Timeline



Source: U.S. Census Bureau. Table DP02 2008-2012 through 2014-2018 American Community Survey 5 -year Selected Social Characteristics Estimates

Table 5 provides census estimates of the percentage of carless households. The cities of Arcata, Eureka, and Rio Dell are the jurisdictions with the highest percentage of careless households indicating there is a relatively higher need for transit service in these areas. The City of Blue Lake shows the highest increase in carless households compared to the previous year's data. The Cities of Ferndale and Trinidad show significant decreases in careless households compared to the previous year's data.

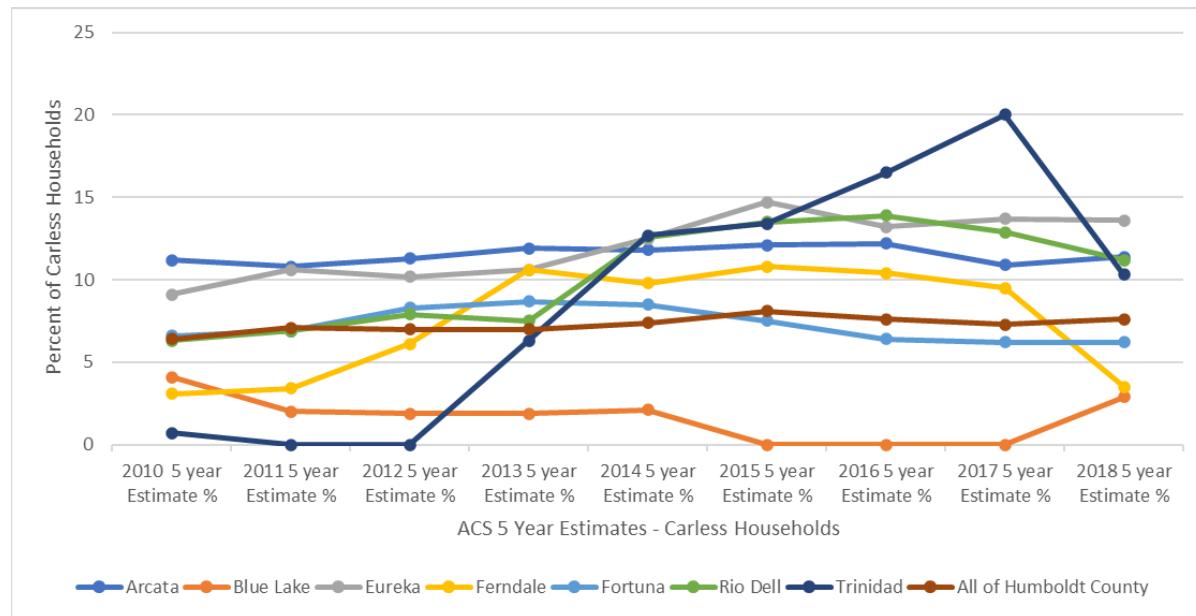
Table 5: Carless Household Estimates

Jurisdiction	Total Occupied Housing Units*	No Vehicle Available*	% Households With No Vehicle Available*	Previous year % Households With No Vehicle Available ⁺
Arcata	7311	830	11.4%	10.9%
Blue Lake	453	13	2.9%	0.0%
Eureka	11284	1536	13.6%	13.7%
Ferndale	599	21	3.5%	9.5%
Fortuna	4679	292	6.2%	6.2%
Rio Dell	1381	155	11.2%	12.9%
Trinidad	126	13	10.3%	20.0%
Countywide	54267	4133	7.6%	7.3%

Source: U.S. Census Bureau. Table DP04 2014-2018* and 2013-2017+ American Community Survey 5 -year Selected Housing Characteristics Estimates.

Figure 7 provides a timeline of the change in the percentage of carless households. The Cities of Eureka, Rio Dell, and Trinidad show the highest increases. Trinidad's significant change in the last two data sets are again, suspect of the low population and high margin of error.

Figure 7: Carless Households Estimate Timeline



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.

Only the Arcata & Mad River Transit System and Eureka Transit Service are fixed-route transit systems defined as a system of providing designated public transportation on which a vehicle is operated along a prescribed route according to a fixed schedule. Other bus services primarily connect outlying areas with a central city through bus service that operates with at least five miles of continuous closed-door service. Paratransit service (dial-a-ride) runs flexible routes usually with door-to-door service for their customers. It is provided for persons with disabilities or health-related conditions that restrict them from using general public transportation. The Americans with Disabilities Act (ADA) requires all fixed-route public transportation systems to provide paratransit service. Other transportation services range from taxis to volunteer-driver programs for taking patients to medical appointments. More detailed information is provided in Chapter 3 of the TDP.

Unmet Transit Needs Comments, Assessment, Findings

A total of 123 comments were submitted and reviewed. All comments are summarized in the Appendix. The comments were grouped into three categories (Unmet Transit Need, Minor Operational Improvement, General Comment) using HCAOG's adopted definitions, provided on page 4 of this report.

Of the 123 comments, 40 were determined to meet the definition of an Unmet Transit Need. Those 40 comments were then examined to see if they met the adopted criteria used to determine if the UTN is reasonable to meet, provided on pages 4 and 5 of this report.

The last spreadsheet in the Appendix was developed to incorporate the adopted criteria to determine if the unmet need is reasonable to meet following the schematics of HCAOG's UTN flowchart, provided on page 6 of this report.

The first query is if the requested service would be operationally feasible:

- If the answer is yes, then you move on to the question in the next column.
- If the answer is no, then the UTN is not reasonable to meet but may be considered in future years if financial, ridership or other pertinent conditions change.
- If additional information is required, then the follow up action is provided in the Comment/Action column.

The next column asks if the service would attain a 10% Farebox Return Ratio within 3 years.

The actions, based on the answer to the question, are the same as above. Due to the Coronavirus disease 2019 (Covid-19), none of the UTN's meet this second criteria. Even after a vaccine is implemented, it is yet to be determined how much of the reduction in transit ridership will return due to an increase in telecommuting, Humboldt State University continuation of online classes, passenger comfort concerning safety, and prolonged unemployment.

The SSTAC recommends that future UTN processes reconsider this year's request to consider an express bus between McKinleyville and Eureka during peak hours and the previous year's request to implement late-night weekday service.

Prior Year Findings

Last year there were two unmet transit needs found to be reasonable to meet. One was Saturday service to Blue Lake. On October 12, 2019, HTA began stopping at Blue Lake City Hall on the Willow Creek route three times a day, every Saturday. HTA will provide an update in November regarding ridership. The second finding was regarding a bus stop on Broadway (Highway 101) in Eureka near Pierson's Building Center. This request has not been implemented but will be considered as part of HCAOG's Eureka Broadway Multimodal Corridor Plan, currently underway.

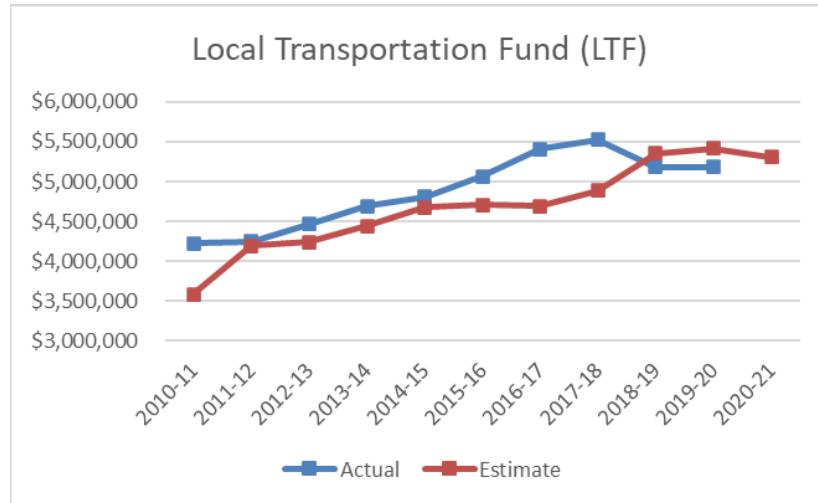
The 2018-19 UTN process determined that late night week day service was an unmet need reasonable to meet. This service was scheduled to begin this fiscal year. The funding was repurposed to provide free transit for all HTA systems during the Covid-19 pandemic. The SSTAC recommends that this UTN be reconsidered in future cycles.

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.

LTF is the main funding source for transit in the region. After off the top allocations to the County Auditor, HCAOG administration and planning, and 2% for bicycle and pedestrian uses, the funds are allocated to the seven cities and the County based on population. Figure 8 illustrates the trend in LTF funding allocated to the Humboldt region.

Figure 8: Humboldt County Local Transportation Fund Trend



The trend of State Transit Assistance funding apportioned to Humboldt is shown in Figure 9. The zero amount shown in 2010-11 was due to the State of California's illegal diversion of transit funding which began in the 2009-10 State Budget. The program was reinstated as part of the original "Gas Tax Swap" agreement of 2010, which reconfigured the funding streams that flow into the program. STA is now fully funded by the sales tax on diesel, and can be used for operating and capital purposes. The spike beginning in 2017-18 is due to the passage of the Road Repair and Accountability Act (Senate Bill 1).

Figure 9: Humboldt County State Transit Assistance Trend

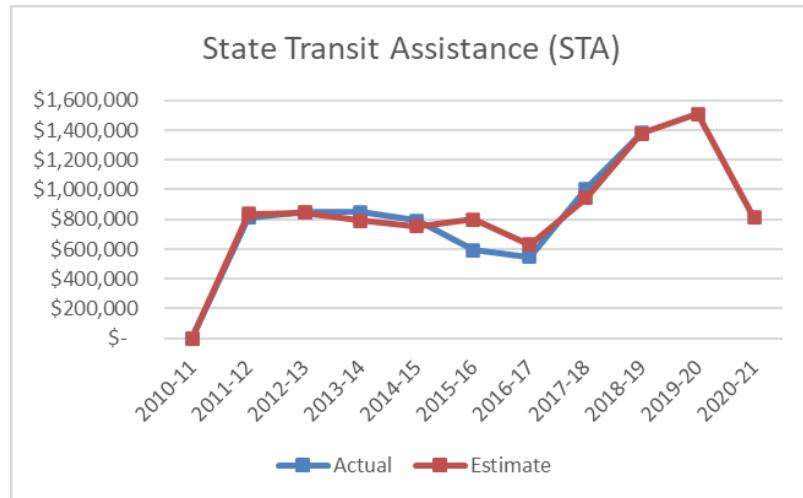


Table 6 provides FY 2018-2019 LTF apportionments allocated by the HCAOG Board. These estimates are based on an estimate provided by the Humboldt County Auditor pursuant to Government Code Section 6620. The County Auditor makes the estimate from such data as is available including those, which may be furnished by the State Board of Equalization. The estimate includes those moneys anticipated to be deposited in the fund during the ensuing fiscal year. After the close of each fiscal year, the Auditor reports any remaining balance in each jurisdiction's account.

The estimate was made prior to the Covid-19 pandemic which will undoubtably have a negative effect on sales tax revenues. The County Auditor has not provided a reduced estimate and HCAOG does not have adequate information to make an informed prediction.

Table 6: LTF Funds Allocated by Jurisdiction, FY 2020-21

Jurisdiction	Dept. of Finance Population Projection	% of Total Population	FY 2020-21 Appropriation	Available Balance as of June 30, 2020	Estimate of Available Funds for FY 2020-21
Arcata	18,078	13.36%	\$ 641,743	\$ 604,790	\$ 1,246,532
Blue Lake	1,243	0.92%	\$ 44,125	\$ -	\$ 44,125
Eureka	26,977	19.93%	\$ 957,644	\$ -	\$ 957,644
Ferndale	1,335	0.99%	\$ 47,391	\$ -	\$ 47,391
Fortuna	12,084	8.93%	\$ 428,964	\$ -	\$ 428,964
Rio Dell	3,326	2.46%	\$ 118,068	\$ -	\$ 118,068
Trinidad	360	0.27%	\$ 12,779	\$ 973	\$ 13,752
Humboldt County	71,930	53.15%	\$ 2,553,411	\$ 359,897	\$ 2,913,308
Total	135,333	100.00%	\$ 4,804,125	\$ 965,660	\$ 5,769,785

Appendix A: Summary of Public Input

2020-2021 HCAOG Unmet Transit Needs (UTN) Comments

Color legend: A&MRTS DAR BLRTS ETS HTA Other Areas

1 Bus stops are needed on West End Road (further North). The current bus stops at Boyd/Guintoli and at the Renner station are unsafe for pedestrians that need to go further north on West End Road.
2 The bus stop is two miles from Sun Valley farms, and the bus doesn't run at the time the morning shift starts.
3 Would like the the Orange Route to run on Sundays
4 The bus system needs more buses per hour.
5 Higher frequency is needed in the City of Arcata. Headways are not convenient for most.
6 AMRTS should continue the Gold Route one last "half trip" to terminate in the Valley West area. Red Route turning into Orange, can easily get the Sunny Brae area commuters home faster too, and
7 As owner and operator of Rampart Indoor Skatepark we have identified an unmet transit need for a bus stop on South G Street. Our customer demographic tends to be HSU students that live on campus
8 Bus from Blue Lake through Fieldbrook to connect with RTS
9 Blue Lake to Korbel bus and vice-a-versa.
10 Blue Lake after 5:30 p.m.
11 24 hour bus service
12 Late night hours. Regular schedule Saturday. Saturday schedule for Sunday.
13 Better weekend service for working folks.
14 Two buses for each route on the system.
15 Sunday Service
16 Weekday hours on the weekend
17 Longer hours for buses and 7 days a week.
18 Should start sooner and operate 7 days a week.
19 The bus should run 4 am to 7 pm on weekdays (at least) and 6 am to 6 pm on weekends for working families.
20 The routes in Eureka should be changed from a looped system to a two-way directional system.
21 Look into potential partnership with nonprofit to give people a ride to Fernbridge on an as-needed basis.
22 Please provide service over Fernbridge so you can get from Ferndale to everywhere else.
23 I cannot use the current system transit because it is five miles to the nearest bus stop.
24 Van transport for the "last mile" west and east of Central Ave and along other main arteries in McKinleyville.
25 The greater McKinleyville could benefit from on-demand transit.
26 McKinleyville needs its own transit system. I would like to see all of the \$400,000 TDA funds going to this service and I support exploring more options for funding the roads.
27 McKinleyville needs its own transit system, the western half of the community does not have any transit service.
28 Rio Dell needs a Senior bus similar to Fortuna's bus system. The service should provide service in Rio Dell but also to Fortuna. Many of Rio Dell's seniors would like to have access to the new Senior Center in Fortuna.
29 More frequent busses to Humboldt Hill.
30 30 minute headways, 7 days a week from 6 am to 11pm
31 Transit should run along School Road to Central Avenue, up to Bella Vista.
32 Express buses, direct to Arcata and Eureka for commute times. A shorter travel time could encourage more riders.
33 There should be an Express Bus from McKinleyville to Eureka, it currently takes over an hour.
34 The trip to Eureka takes too long
35 An express bus from McKinleyville to Eureka during commuting hours.
36 Smaller transit vehicles might also serve a Fieldbrook to Glendale and back via Valley West, and provide backup for the Dows Prairie area rather than the "once-every-3 hours" service.
37 I work on Jacobs avenue and I'd love to see a bus stop there.
38 Bus stop on Jacobs Avenue to serve the Lazy J trailer park
39 Many of Healy Center seniors who live in the Garberville apartments have not been able to attend the Healy Senior Center's luncheon's due to the lack of bus routes that will bring them to the Healy bus stop. I'm not sure how to transport the seniors to the senior center without having extra vans transport them from the bus stops. We do not have a van here at the Healy. If there is anything I can do to support getting us a van through the county or a private van program that doesn't cost us a huge insurance fee to the Healy Senior, please let me know.
40 Bus service to the Trinidad Rancheria.
41 Bus schedules at some bus shelters were unreadable due to how they were placed in the frames.
42 It's hard for bus drivers to see people in dark bus shelters at night. Lights in such shelters have either been vandalized, stolen, or just very weak to be effective. More awareness of riders needs and safety needs to be considered.
43 A bus stop added south part of the HSU campus.
44 The City of Arcata could consider consolidating w/HTA.
45 The Arcata Mad River Transit System should be brought under the Humboldt Transit Authority
46 Free bus service
47 On demand transit should be considered for the Red Route during HSU Recess.
48 Bike storage on the bus or at bus stops or stations
49 Ability to travel with bicycle is needed.
50 Free transit should be looked into.
51 The BLTS should participate with the HSU Jack Pass and potentially CR.
52 Compensation, reimbursement, or free transit for County employees.
53 The BOS should consider having a County budget item to fund transit (approximately \$1.2million).
54 Only \$1.2 million would be required to provide free transit tickets
55 Free Ride days again that would be great.
56 Public transit needs to be free
57 Free bus fare for rural and tribal riders;
58 perfect way to get around town little too much for bus fare
59 Reduced fare costs for those who can't afford the current fares
60 The Dial A Ride cost to the McKinleyville Senior Center and the Medical Center is too expensive
61 No service by bus or sidewalk between to the Elections office on 6th Street, next to 101 at the "K" Plaza.
62 A community member told me that a lot of bus stations lack seats.
63 The bus should run both directions on E Street. Purple route shouldn't turn at 9th onto H St it should E St. towards Harris.
64 Eureka may be an appropriate area for on demand transit (Electric Vehicles).
65 Bike rack installation
66 Need for Park and Rides
67 Better bike and ride access; bike racks on buses
68 The capacity for bicycles needs to increase, including bike racks at bus stops
69 Need for greater bicycle facilities
70 Roundtrip bicycle access is limited and discourages ridership.

71	RTS buses need better/expanded ability to accommodate bicycles.
72	Assistance getting bicycles on racks
73	Transit should be provided to the new McKinleyville Health Center on Heartwood Drive.
74	Need more "safe" stops along Broadway, (southbound 101 across from the Broadway Cinemas)
75	Lit and rain protection bus shelter at Grange Road.
76	The stop at Bella Vista Street should be relocated to safe locations with pedestrian access.
77	Well-lit and covered bus stops;
78	All bus stops need shelters and all should have lighting
79	Lighting at bus stops
80	There needs to be a bus stop in Loleta. The speaker understood that bus service ended sometime ago.
81	RTS buses do not follow the posted detours for special events in Fortuna. Bus riders were left stranded.
82	You should do free rides again
83	Free bus passes should be provided to the Arcata Fire Department and the Sheriff's office.
84	The Willow Creek Bus should stop at HSU.
86	There is no public restroom at the Arcata transit center. You have to have a bus ticket.
87	Carbon emissions would be reduced through use of public transit
88	Community events should include shuttle transportation
89	Shopping carts should be allowed on the bus
90	You should clear out the bus stops from loitering and sleeping bums so actual customers can utilize the benches.
91	UTN outreach should be expanded throughout the community, a social media campaign is needed to promote transit and educate the public.
92	We need a more visual public outreach campaign to increase awareness of existing systems.
93	And more education/social media campaigning to encourage public transportation use by all.
94	We have an unmet need for tourism for big events.
95	A regional bus pass that works on both county line as well as the city bus.
96	Modern electronic fare methods continues to be lacking and needs to be looked at for implementation.
97	Examining bus stops infrastructure, corners, location of utility poles, support wires, etc. need to be an ongoing examination.
98	I am a person with Epilepsy/Seizure disorder cannot drive and often need transportation to medical appointments, etc., shopping. Old Arcata road is 1 destination, 1 x week and places the bus cannot go.
99	Bus is way early at some stops. Drivers don't wait for people that are running.
100	There should be a route dedicated to the section of 101 that spans Old Town.
101	We need more conduct rules on Eureka buses enforced to help erase the "bus people" mentality.
102	Co-op shoppers have to cross both 4th and 5th streets with no traffic lights or lighted cross walks to go north. It is difficult with carrying groceries all that way.
103	Saturday service should run later than 4 pm.
104	Hears from constituent that buses don't run frequently enough.
105	We need faster transit so that people with cars might actually use it.
106	Increased evening services (after 6pm) would also help working people to get home after work.
107	Recommends targeted outreach to Ferndale. (Ferndale Enterprise & the Senior Center).
108	Would like to get ridership (TBEST) forecasts between Ferndale-Fortuna & Ferndale-Eureka.
109	Tuk tuks and/or a trolley down Central Avenue from School Road to Murray Road.
110	The City is looking for transportation funding to assist with ADA improvements from the bus stop to the library.
111	Night bus service
112	There should be a special effort to reach school children to service transit needs for after-school activities.
113	More frequent stops at Grange Road in McKinleyville to Union Street Charter School in Arcata.
114	They need pick up on old Arcata rd.
115	Transit service on Old Arcata Rd from Eureka to Arcata.
116	Consider a bicycle "library" with three wheelers available for checkout
117	Pedestrian access (crosswalk and stop sign) at Bella Vista and Central Avenue
118	There should be sidewalk access to every bus stop
119	According to the President of College of the Redwoods, the bus doesn't arrive at the time the first class starts.
120	Since 2012 the HCAOG has not included Southern Humboldt in the meetings held all over the county. In fact, when HCAOG and HTA removed the QUAIL, our senior para-transit, from service they became out of compliance with the ADA. This issue should be subject to A law suit. When Marcella Klem (sic) and staff made this move, the Seniors were told, promised, we would get a replacement equal service. The current service is not door to door, not disabled or fragile elderly user friendly. HCAOG needs to address the ADA COMPLIANCE and meet the need they created.
121	HTA fine-tuned the Southern Humboldt route and people use it. One of my constituents submitted a request to reinstate the Quail. The service ended over a decade ago. It served only senior and disabled passengers. It failed because it did not meet farebox.
122	In a perfect world, you can add a trip to Garberville with a urination receptacle.
123	The people of Willow Creek have said they want more runs.

2020-2021 HCAOG Unmet Transit Needs (UTN) Comments
Color legend: A&MRTS DAR BLRTS ETS HTA Other Areas

The following public comments were deemed to be either Operational (O) or General Comments (GC) based on the following criteria:
 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. "Minor operational improvements" are changes to service which do not affect the operating cost of the transit service either by requiring additional staff and/or additional vehicle hours of service or miles of service.

- Trips for primary or secondary school transportation.

- Sidewalk improvements or street and road needs.

Request No.	Concern	System/City	Operational (O) or General Comment (GC)	Comments/Action Items
41	Bus Stop	A&MRTS	O	
42	Bus Stop	A&MRTS	O	
43	Bus stop	A&MRTS,	O	
44	Consolidation	A&MRTS	O	
45	Consolidation	A&MRTS	O	
46	Free transit	A&MRTS	O	
47	MOD	A&MRTS	O	
48	Bicycle	BLRTS	O	
49	Bicycle	BLRTS	O	
50	Free transit	BLRTS	O	
51	Coordination	BLRTS	O	
52	Free Transit	County wide	O	
53	Free Transit	County wide	O	
54	Free Transit	County wide	O	
55	Free Transit	County wide	O	
56	Free Transit	County wide	O	
57	Free Transit	County wide	O	
58	Reduced Fares	County wide	O	
59	Reduced Fares	County wide	O	
60	Reduced Fares	DAR	O	
61	Bus Stop	ETS	O	Sidewalk installation and minor route changes are not unmet needs.
62	Bus Stop	ETS	O	
63	Redesign System	ETS	O	HTA is working on a ETS redesign.
64	MOD	ETS	O	
65	Bicycle	ETS	O	
66	Park and Ride	McKinleyville	O	
67	Bicycle	RTS	O	
68	Bicycle	RTS	O	
69	Bicycle	RTS	O	
70	Bicycle	RTS	O	
71	Bicycle	RTS	O	
72	Bicycle	RTS	O	
73	Bus Stop	RTS	O	The suggested stop is 0.3 miles from bus stop.
74	Bus Stop	RTS	O	
75	Bus Stop	RTS	O	
76	Bus Stop	RTS	O	
77	Bus Stop	RTS	O	
78	Bus Stop	RTS	O	
79	Bus Stop	RTS	O	
80	Bus Stop	RTS	O	RTS currently stops in Loleta
81	Complaint	RTS	O	
82	Free Transit	RTS	O	
83	Free Transit	RTS	O	HTA will provide free tickets
84	Bus Stop	WC	O	
86	Complaint	A&MRTS	GC	
87	Emission Reduction	A&MRTS	GC	
88	Coordination	A&MRTS	GC	Charter service is not considered an unmet need.
89	Complaint	County wide	GC	Shopping carts block the aisle
90	Complaint	County wide	GC	
91	Marketing	County wide	GC	HCAOG will fund transit marketing in OWP
92	Marketing	County wide	GC	HCAOG will fund transit marketing in OWP
93	Marketing	County wide	GC	
94	Coordination	County wide	GC	Charter service is not considered an unmet need.
95	Coordination	County wide	GC	An all system ticket for HTA systems is currently available
96	Coordination	County wide	GC	An all system ticket for HTA systems is currently available
97	Infrastructure	County wide	GC	
98	Existing Service	DAR	GC	DAR is available.
99	Complaint	ETS	GC	
100	Existing Service	ETS	GC	ETS and RTS provide service on 101 near Old Town
101	Complaint	ETS	GC	
102	Infrastructure	ETS/RTS	GC	Adding signals or lighted crosswalks in not considered an unmet transit need.
103	Expanded Service	ETS	GC	Saturday service runs until 5 pm
104	Expanded Service	ETS	GC	Transit study will look at frequency, too general to determine farebox
105	Expanded Service	ETS	GC	
106	Expanded Service	ETS	GC	Weekday service runs until 7
107	Marketing	Ferndale	GC	Will do next cycle
108	Transit Study	Ferndale	GC	Ridership forecasting or a transit study will be considered
109	New Service	McKinleyville	GC	Transit service already provided.
110	Infrastructure	Rio Dell	GC	As long as unmet needs are met, remaining LTF can be used for pedestrian/road infrastructure
111	Expanded Service	RTS	GC	Weekend night service will begin July 2020
112	Marketing	RTS	GC	
113	New Service	RTS	GC	Trips for primary or secondary school transportation do not qualify as a UTN.
114	Existing Service	RTS	GC	On Demand transit service is currently available.
115	Existing Service	RTS	GC	On Demand transit service is currently available.
116	Bicycle	RTS	GC	
117	Infrastructure	RTS	GC	Street and road uses and not considered unmet needs.
118	Infrastructure	RTS	GC	Street and road uses and not considered unmet needs.
119	Expanded Service	RTS	GC	NB three buses arrive before 7:16, SB two busses arrive before 7:45
120	Paratransit	SH	GC	If the Southern Humboldt Municipal Committee is not formed for next year's process, HCAOG will work with the District Supervisor to participate during office hours. Complimentary paratransit service is not required on intercity routes.
121	Paratransit	SH	GC	
122	Complaint	SH	GC	Riders can request bathroom stops at Founders Grove
123	Expanded Service	WC	GC	General comment

2020-2021 HCAOG Unmet Transit Needs (UTN) Comments

Color legend: A&MRTS DAR BLRTS ETS HTA Other Areas

The following comments were found meet the adopted definitions of an Unmet Transit Need

1. To be considered reasonable to meet, a service must be operationally feasible and financially sustainable, as defined below:

a) To be considered operationally feasible, the service must have adequate running time, adequate roadways, and must be safe to operate.

b) To be considered financially sustainable, enough money should be available from identified sources of funding to pay for the marginal operating cost of the service continuously for three years.

Request No.	Concern	System/City	Would the service be operationally feasible? If Yes, move to the next column If No, the UTN is not reasonable to meet but may be considered in future years if financial, ridership or other pertinent conditions change. If additional information is required, see the Comment/Action Item column	Would service attain a 10% Farebox Return Ratio within 3 years? If Yes, move to the next column If No, the UTN is not reasonable to meet but may be considered in future years if financial, ridership or other pertinent conditions change. If additional information is required, see the Comment/Action Item column	Would the request require funding from a jurisdiction in excess of available TDA funding? If Yes, the UTN is reasonable to meet, but cannot be funded but may be considered in future years if financial, ridership or other pertinent conditions change. If No, move to the next column	Would the service be financially sustainable over a minimum of 3 years? If Yes, the UTN is reasonable to meet. If No, the UTN is reasonable to meet, but cannot be funded, but may be considered in future years if financial, ridership or other pertinent conditions change.	Comments/Action Items
1	Bus Stop	A&MRTS	Needs further study				A safe bus stop location further North on West End Road will be incorporated in upcoming A&MRTS Transit Study
2	Expanded Service	A&MRTS	Needs further study				A safe bus stop location and coordination of morning shift times at Sun Valley Farms and will be incorporated in upcoming A&MRTS Transit Study
3	Expanded Service	A&MRTS	Yes, move to the next column	No, the UTN is not reasonable to meet			Driver availability is an ongoing issue and the farebox projections for Sunday service are not expected to meet the 10% requirement
4	Expanded Service	A&MRTS	Yes, move to the next column	No, the UTN is not reasonable to meet			Farebox projections for more frequent buses are not expected to meet the 10% requirement. This issue will be incorporated in the upcoming A&MRTS Transit Study
5	Expanded Service	A&MRTS	Yes, move to the next column	No, the UTN is not reasonable to meet			Farebox projections for more frequent buses are not expected to meet the 10% requirement. This issue will be incorporated in the upcoming A&MRTS Transit Study
6	Redesign System	A&MRTS	Yes, move to the next column	No, the UTN is not reasonable to meet			Prior to the Covid-19 pandemic, this recommendation may have met the 10% farebox requirement. It will still be considered in the upcoming A&MRTS Transit Study
7	Expanded Service	A&MRTS	Needs further study				Prior to Covid-19, the City of Arcata was looking into a green route option to service South G. This request will be incorporate in upcoming A&MRTS Transit Study if not sooner.
8	New Service	BLRTS	Yes, move to the next column	No, the UTN is not reasonable to meet			Low farebox estimate in recent Blue Lake Rancheria Transit Study
9	New Service	BLRTS	Yes, move to the next column	No, the UTN is not reasonable to meet			Low farebox estimate in recent Blue Lake Rancheria Transit Study.
10	Expanded Service	BLRTS	Yes, move to the next column	No, the UTN is not reasonable to meet			Farebox recovery remains an issue.
11	Expanded Service	County wide	Yes, move to the next column	No, the UTN is not reasonable to meet			Transit funding will not support 24 hour service in Humboldt
12	Expanded Service	County wide	Yes, move to the next column	Needs additional information			More information needed. Comment is too general to know what service to determine farebox
13	Expanded Service	County wide	Yes, move to the next column	No, the UTN is not reasonable to meet			More information needed. Comment is too general to know what service to determine farebox
14	Expanded Service	County wide	Yes, move to the next column	No, the UTN is not reasonable to meet			Transit funding will not support two buses for each route on any of the systems
15	Expanded Service	ETS	Yes, move to the next column	No, the UTN is not reasonable to meet			Sunday Service on ETS is not expected to meet the 10% farebox requirement
16	Expanded Service	ETS	Yes, move to the next column	No, the UTN is not reasonable to meet			Weekday hours on the weekend on ETS is not expected to meet the 10% farebox requirement
17	Expanded Service	ETS	Yes, move to the next column	No, the UTN is not reasonable to meet			Longer operating hours 7 days a week is not expected to meet the 10% farebox requirement
18	Expanded Service	ETS	Yes, move to the next column	No, the UTN is not reasonable to meet			Longer operating hours 7 days a week is not expected to meet the 10% farebox requirement
19	Expanded Service	ETS	Yes, move to the next column	No, the UTN is not reasonable to meet			Longer operating hours 7 days a week is not expected to meet the 10% farebox requirement

20	Redesign System	ETS	Yes, move to the next column	Needs further information			More information needed. HTA is working on a redesign study for ETS.
21	MOD	Fernbridge	Needs further study				RTS currently serves Fernbridge, but on-demand service to Fernbridge could be incorporated in a pilot study that would include Ferndale or Fortuna
22	New Service	Ferndale	Yes, move to the next column	Needs further Study			More information needed. Increase outreach to Ferndale City Council/community or MOD pilot study
23	New Service	Freshwater	Need additional information				More information is needed on requested service
24	MOD	McKinleyville	Yes, move to the next column	Needs additional information			McKinleyville Transit Study scheduled for 2020-21, on-demand service will be considered
25	MOD	McKinleyville	Yes, move to the next column	Needs additional information			McKinleyville Transit Study scheduled for 2020-21, on-demand service will be considered
26	New Service	McKinleyville	Yes, move to the next column	Needs additional information			McKinleyville Transit Study scheduled for 2020-21
27	New Service	McKinleyville	Yes, move to the next column	Needs additional information			McKinleyville Transit Study scheduled for 2020-21
28	New Service	Rio Dell	Yes, move to the next column	No, the UTN is not reasonable to meet			With only one comment requesting the service, the 10% farebox requirement will not be met. Increase public outreach to Rio Dell next cycle or MOD pilot study
29	Expanded Service	RTS	Yes, move to the next column	No, the UTN is not reasonable to meet			More frequency to Humboldt Hill is not expected to meet the 10% farebox requirement
30	Expanded Service	RTS	Yes, move to the next column	No, the UTN is not reasonable to meet			A 10% farebox recovery is not projected for 30 minute headways, 7 days a week.
31	Expanded Service	RTS	Yes, move to the next column	Needs additional information			McKinleyville Transit Study scheduled for 2020-21
32	Express bus	RTS	Yes, move to the next column	No, the UTN is not reasonable to meet			The Humboldt Transit Authority had devoted funds to initiate peak our express busses between McKinleyville and Eureka. Those funds were redirected to keeping transit running and offering free fares due to Covid-19. This UTN should be reevaluated next year.
33	Express bus	RTS	Yes, move to the next column	No, the UTN is not reasonable to meet			The Humboldt Transit Authority had devoted funds to initiate peak our express busses between McKinleyville and Eureka. Those funds were redirected to keeping transit running and offering free fares due to Covid-19. This UTN should be reevaluated next year.
34	Express bus	RTS	Yes, move to the next column	No, the UTN is not reasonable to meet			The Humboldt Transit Authority had devoted funds to initiate peak our express busses between McKinleyville and Eureka. Those funds were redirected to keeping transit running and offering free fares due to Covid-19. This UTN should be reevaluated next year.
35	Express bus	RTS	Yes, move to the next column	No, the UTN is not reasonable to meet			The Humboldt Transit Authority had devoted funds to initiate peak our express busses between McKinleyville and Eureka. Those funds were redirected to keeping transit running and offering free fares due to Covid-19. This UTN should be reevaluated next year.
36	New Service	RTS	Need additional information				The Fieldbrook area and Dows Prairie may be considered in the McKinleyville Transit Study. The previous Blue Lake Study did not show much anticipated ridership between Fieldbrook and Glendale.
37	Bus Stop	RTS	No, the UTN is not reasonable to meet				There are existing safety concerns for the southbound direction. This request could be reconsidered once the half signal is installed at Airport Road
38	Bus Stop	RTS	No, the UTN is not reasonable to meet				There are existing safety concerns for the southbound direction. This request could be reconsidered once the half signal is installed at Airport Road
39	Expanded Service	SH	Yes, move to the next column	No, the UTN is not reasonable to meet			Deviated fixed route failed to make the required farebox. HTA and Supervisor Fennell met several times with Healy Center and senior apartments to adjust the schedule but the bus was not utilized. HCAOG will contact Venessa Kay at the Healy Center to discuss funding through the 5310 Program.
40	New Service	Trinidad	No, the UTN is not reasonable to meet				Scenic Drive is an operational safety concern. Farebox remains an issue even with a with small bus.