

Administrative Draft  
Report of Findings: FY 2017-18  
Unmet Transit Needs

## 1. Transportation Development Act

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

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

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

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

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

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

**Articles 4.5 and 7** 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 these Articles. Although the Humboldt Transit Authority is the designated CTSA in Humboldt County, they do not receive funds under this Article. HCAOG’s current policy is to allocate STA funds for CTSA duties. A CTSA may file claims for STA funds for clearly defined and budgeted CTSA duties, approved by the HCAOG Board (PUC 99313 and 99314). HCAOG currently authorizes STA funds available under PUC 99313 through a contract, for non-mandatory paratransit transportation services. Payments will be made quarterly based on approved monthly invoices and reporting. The service provider shall be responsible for all accounting, reporting, and eligibility requirements.

Administrative Draft  
Report of Findings: FY 2017-18  
Unmet Transit Needs

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

**Unmet Transit Needs Process**

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

The transportation planning agency is required to:

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

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

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

## **Definition and Criteria**

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

### Definition of “*unmet transit needs*”

**Unmet transit needs** are, at a minimum:

1. Trips requested from residents who do not have access to public transportation, specialized transportation, or private transport services or resources for the purpose of traveling to medical care, shopping, social/recreational activities, education/training, and employment; or
2. Proposed public transportation, specialized transportation, or private transport services that are identified in the following (but is not limited to): Transportation Development Plans, the Regional Transportation Plan, the Coordinated Public Transit–Human Services Transportation Plan.

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

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

### Definition of “*reasonable to meet*”

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

1. Pursuant to the requirements of Transportation Development Act (TDA) Statutes (Public Utilities Code Section 99401.5 (c)), a determination of needs that are reasonable to meet shall not be made by comparing unmet transit needs with the need for streets and roads, for the allocation of TDA funds. The fact that an identified transit need cannot be fully met based on available resources shall not be the sole reason for finding that a transit need is not reasonable to meet.
2. If a new, expanded or revised transit service fails to meet ridership or cost effectiveness standards after one full year of operation, reasonable efforts will be made and documented to rectify the situation during the following year of operation. If service has not met performance standards during the period required by the Transportation Development Act Statutes, and efforts to improve service productivity have been documented by the operator to be

Administrative Draft  
 Report of Findings: FY 2017-18  
 Unmet Transit Needs

unsuccessful, the service will be subject to termination as not being reasonable to meet. Efforts to rectify the underperforming ridership may include but are not limited to increased outreach/marketing of service (newspaper placement), collaboration between organizations or agencies that work with potential ridership of the service and surveys documenting ways in which the service could be improved or made more attractive.

3. Evaluation of potential unmet needs shall be conducted by the TDA claimant that is expected to provide the new, expanded, or revised transit service. The TDA claimant shall review, evaluate, and indicate that the service is operationally feasible, including:

- a. Forecast of anticipated ridership if service is provided.
- b. Estimate of capital and operating cost for the provision of such services.
- c. Determination if there are adequate roadways and selected turnouts to safely accommodate transit vehicles.
- d. Determination that vehicles are currently available in the marketplace.
- e. Determination if potential transit service duplicates existing services.

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

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

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

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

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

Administrative Draft  
Report of Findings: FY 2017-18  
Unmet Transit Needs

### 3. Existing Transit Service

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

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

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

#### **Public Transit Fixed Routes:**

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

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

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

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

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

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

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

Southern Humboldt Local – Operated by HTA. The Southern Humboldt Local Transit System serves area between Garberville and Weott providing deviated fixed-route service.

Administrative Draft  
Report of Findings: FY 2017-18  
Unmet Transit Needs

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

Yurok Tribe Transit Service (YTTS) – The YTTS provides a demand responsive (Dial-A-Ride (DAR)) service in and around Klamath, Crescent City, Weitchpec, Waitec, and Tulley Creek areas.

**Paratransit and Medical Transportation Services:**

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

**Social Service Transportation Providers:**

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

**Private Transit Providers:**

Taxi and Shuttle Services

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

Administrative Draft  
Report of Findings: FY 2017-18  
Unmet Transit Needs

## 5. TDA Funds and Allocations

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

For the 2016-17 fiscal year the Humboldt County region's estimated share of LTF funds was less than the 2015-16 years share. For the fiscal year 2015-16, the jurisdictions were estimated to receive \$4,382,781 in LTF, which is a decrease of \$55,551 less than what was allocated in FY 2016-2017.

### Fiscal Years 2015-2016 and 2016-2017

Table 10 shows how LTF funds were allocated in the FY 2015-16 fiscal year; it also shows how the Cities and County projected they would apportion funds to transit and non-transit uses. The City of Ferndale expended all their LTF funds to non-transit purposes (streets and roads). The cities of Arcata, Eureka, Blue Lake, and the County expended all their LTF funds on transit. Other jurisdictions used funds for both transit and non-transit uses, as shown below.

**Table 10: LTF Funds Allocated by Jurisdiction, FY 2015-16**

Jurisdiction	Ending Balance 2014-15 Unrestricted (actual)	Apportioned 2015-16 LTF Funds (estimate)	Transit Use Article 4	Third Party Transit Use Article 8	Bike & Ped Use Article 8	Streets & Roads Use Article 8	Unmet Transit Needs	Unclaimed Funds*
		\$	\$	\$	\$	\$	\$	\$
Arcata	17,946	577,240	577,240					17,946
Blue Lake	1,257	40,720	9,595	31,125				1,257
Eureka	953,600	876,048	1,800,906					28,742
Ferndale	1,336	44,170				44,170		1,336
Fortuna	12,088	387,409	244,680		8,068	134,661		12,088
Rio Dell	3,287	108,945	48,365			60,580		3,287
Trinidad	2,183	11,751	13,450			25,243		2,183
County	70,726	2,336,498	2,172,425	100,576			63,497	70,726
<b>Region Totals</b>	<b>1,062,423</b>	<b>4,382,781</b>	<b>4,866,661</b>	<b>131,701</b>	<b>8,068</b>	<b>264,654</b>		<b>137,565</b>

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

Table 11 reflects FY 2016-2017 LTF apportionments. These estimates are based on an estimate provided by the Humboldt County Auditor pursuant to Government Code Section 6620. The estimate includes those moneys anticipated to be deposited in the fund during the ensuing fiscal year. After close of the current fiscal year, the auditor reports any unrestricted balance which is the balance that is neither allocated, reserved, nor retained in the fund as an unallocated apportionment pursuant to Section 6655.1. The county auditor makes the estimate from such data as is available including those, which may be furnished by the State Board of Equalization.

Administrative Draft  
Report of Findings: FY 2017-18  
Unmet Transit Needs

**Table 11: FY 2016-17 LTF Fund Apportionments**

Jurisdiction	Population	% of Regional Population	2016-17 LTF Estimate	2014-15 End Balance	2016-17 Total Funds Available
Arcata	17,898	13.32%	576,264	17,946	594,210
Blue Lake	1,260	0.94%	40,568	1,257	41,825
Eureka	26,946	20.05%	867,584	953,600	1,821,184
Ferndale	1,369	1.02%	44,078	1,336	45,414
Fortuna	12,032	8.95%	387,396	12,088	399,484
Rio Dell	3,372	2.51%	108,569	3,287	111,856
Trinidad	363	0.27%	11,688	2,183	13,871
County	71,158	52.95%	2,291,083	70,726	2,361,809
<b>Region Totals</b>	134,398	100%	\$4,327,230	\$1,062,423	\$5,389,653

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

Administrative Draft  
Report of Findings: FY 2017-18  
Unmet Transit Needs

## **Appendix A: Existing Transit Operators & Services**

### **REGIONAL TRANSIT SYSTEM**

The various transit bus routes provide a level of connectivity at major transfer points. These locations include downtown Eureka, the Bayshore Mall in Eureka, and the Arcata Transit Center. The Bayshore Mall, as well as the area of 3rd, 4th, 5th, and H Street, provides connections between Redwood Transit System (RTS), SouthernHumboldt Intercity (SHI) transit, Southern Humboldt Local (SHL) transit, Tish Non Village Transit, Willow Creek Transit, and Eureka Transit System (ETS) buses. The Arcata Transit Center is a central transfer facility where, in addition to inter-regional buses, many local bus systems stop, including RTS, Willow Creek Extension, Arcata & Mad River Transit System (A&MRTS), Blue Lake Rancheria Transit System (BLRTS), and Redwood Coast Transit (RCT) of Del Norte County.

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

### **FIXED ROUTE TRANSIT**

#### Humboldt Transit Authority (HTA) (Public Transit Operator)

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

HTA operates and maintains the RTS, Tish Non Village Transit, SHI and SHL, and the Willow Creek Transit Service. In addition, under contract, HTA operates and maintains the ETS, maintains the A&MRTS fleet, and is the Consolidated Transportation Service Agency (CTSA) for Humboldt County.

#### Redwood Transit System (Public Transit Operator)

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

Administrative Draft  
Report of Findings: FY 2017-18  
Unmet Transit Needs

Tish Non Village (Public Transit Operator)

HTA began service to the Tish Non Village on July 6, 2015. Modifications were made to existing service stops to include service to the Tish Non Village. The system provides a deviated fixed route service open to the public, which services College of the Redwoods, Scenic and Loleta Drives, Tish-Non Village, Palmer Boulevard, and Fortuna 11th and N Street. The service operates Monday through Friday with no service on Saturday or Sunday.

Southern Humboldt Intercity (SHI) Transit (Public Transit Operator)

HTA operates the SHI service which runs between Garberville and Eureka with stops including Briceland/Redway Drive, Phillipsville, Miranda, Myers Flat, Weott, Fortuna, and College of the Redwoods.

Southern Humboldt Local (SHL) Transit (Public Transit Operator)

HTA operates the SHL service which provides deviated fixed route service in areas between Benbow and Miranda. Service runs during weekday peak travel times (morning and afternoon).

Willow Creek Transit Service (Public Transit Operator)

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

Eureka Transit Service (ETS) (Public Transit Operator)

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

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

The Arcata City Council initiated A&MRTS in 1975, and operates it through the Public Works Department. A&MRTS provides fixed-route transit service within the Arcata city limits; service runs weekdays and Saturdays. Its hub is the Intermodal Transit Center (also referred to as Arcata Transit Center). A&MRTS contracts HTA to maintain its fleet vehicles. A&MRTS has a Gold Route, Red Route, and Orange Route. The Gold Route travels between Valley West and downtown, with service to Mad River Community Hospital and Humboldt State University

Administrative Draft  
Report of Findings: FY 2017-18  
Unmet Transit Needs

(HSU). The Red Route serves neighborhoods of Greenview, downtown, Sunnybrae, and the HSU campus. The Saturday route provides more direct service between the Valley West area and HSU and the Sunnybrae neighborhood and HSU. On Saturdays, the Orange Route runs hourly from 7 a.m. to 7 p.m. Buses do not run on Sundays.

During HSU fall and spring semesters the last outbound bus leaves the transit center at 9:05 p.m. weekdays and 4:05 p.m. Saturdays. The first outbound bus leaves the transit center at 7:05 a.m. weekdays and 9:05 a.m. on Saturdays. During HSU summer and winter semesters, the last bus leaves the transit center at 6:05 p.m. weekdays. The first outbound bus leaves at 7:05 a.m. weekdays and Saturdays.

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

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

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

K/T Net is a non-profit, community-based organization in the Klamath Trinity that began transit operations in January of 2003. K/T Net provides public transportation on two fixed routes serving rural northeastern Humboldt County. Service is provided on Monday, Thursday, and Friday between Willow Creek and areas north along Highway 96, including Hoopa Valley, and Weitchpec. On Tuesdays and Wednesdays (ONLY) the same service is provided between Willow Creek and Weitchpec, but also includes service to Orleans.

KT Net connects with RTS Monday through Friday, and limited Saturday service, in Willow Creek for trips to the coast. KT Net provides limited Saturday service between Willow Creek and Hoopa Valley. K/T Net connects with the Trinity Transit System on Monday through Friday, and the 1<sup>st</sup> and 3<sup>rd</sup> Saturday of the month in Willow Creek for destinations to the east.

### **PARATRANSIT SERVICES**

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

Administrative Draft  
Report of Findings: FY 2017-18  
Unmet Transit Needs

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

Paratransit services in Humboldt County are operated by the City Ambulance of Eureka, the City of Fortuna Senior Transit, Medi-Trans, and the YTTS. Deviated fixed route services are provided by the BLRTS, the KNet service, and the HTA's Southern Humboldt Local (SHL) service.

City Ambulance of Eureka (CAE) (Private Operator)

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

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

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

Fortuna Senior Transit (Public Operator)

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

Humboldt Medi-Trans (Private Non-profit Operator)

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

Yurok Tribe Transit Service (YTTS) (Public Operator)

The YTTS is a public transportation service operated by the Yurok Tribe Transportation department under the Yurok Tribal Council. YTTS provides demand responsive (Dial-a-Ride) service in and around Klamath, Crescent City, Weitchpec, Wautec, and Tulley Creek areas.

Klamath/Crescent City Dial-a-Ride service in Del Norte County is available on Monday through Friday from 8:30 a.m. to 5:00 p.m. Additional services are available with a minimum of three (3) passengers dependent upon scheduling availability. Service is available in response to requests for pick up in Crescent City to Klamath for employment five days a week. Services in Humboldt

Administrative Draft  
Report of Findings: FY 2017-18  
Unmet Transit Needs

County to and from Weitchpec, Wautec, and Tulley Creek areas are provided on Monday-Friday, schedule based upon community needs.

## **SOCIAL SERVICE TRANSPORTATION PROVIDERS**

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

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

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

### Humboldt Senior Resource Center (HSRC), Adult Day Health

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

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

The HSRC has implemented Redwood Coast PACE, a program of all-inclusive care for the elderly. It is a health plan for older adults age 55+ that provides medical and support services for frail adults who need a nursing-home level of care, but who wish to remain in their homes and community. Door-through-door transportation services are a component of the program. The Redwood Coast PACE service area is from Trinidad to Scotia, including Blue Lake, Carlotta, Ferndale, Loleta and Samoa.

### County of Humboldt Health and Human Services

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

### K'ima:w Transportation Department

The K'ima:w Transportation Department provides transportation service to people who use the K'ima:w Medical Center, which offers all medical, dental and outreach services. The transport service is intended for individuals who do not have other means of transportation or family

Administrative Draft  
Report of Findings: FY 2017-18  
Unmet Transit Needs

assistance. Services are for appointments in the Hoopa Valley including medication deliveries, but are not intended for personal trips (e.g., bank, grocery store, etc.).

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

#### Adult Day Health Care (ADHC) of Mad River

The non-profit ADHC of Mad River provides therapeutic, health, recreational, and social services to the elderly and persons over 18 who are dependent on others. The ADHC of Mad River provides transportation services only to its clients, and only to and from its facility in Arcata. The center has five vehicles that provide service throughout Arcata, McKinleyville and Eureka. ~~The ADHC also relies on the region's DAR services to transport its clients.~~

#### Area 1 Agency on Aging (A1AA) Volunteer Driver Program

The Area 1 Agency on Aging (A1AA) offers a Volunteer Driver Program through the agency's Volunteer Center of the Redwoods (VCOR)/RSVP program. The Volunteer Driver Program provides transportation for seniors ages 50 and over with non-emergency medical and health-related appointments. Volunteer Driver Program rides depend upon available volunteer drivers around Humboldt Bay. Passengers must apply for eligibility and live within the Trinidad to Rio Dell area. The general service area is Trinidad to Rio Dell and out to Blue Lake. Rides may be available outside of the general service area depending upon availability of volunteer drivers.

#### Ferndale Senior Resource Center "Bridging the Gap"

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

#### Southern Trinity Health Services

Southern Trinity Health Services is a medical facility in the community of Mad River, Trinity County providing transportation service on Monday through Wednesday. They provide transportation services for the southern portion of Trinity County and the southeastern portion of Humboldt County serving the communities of: Bridgeville, Dinsmore, Hayfork, Hettenshaw Valley, Mad River, Ruth, Swains Flat, and Zenia. Anyone (not just health center patients) is eligible to take the bus for any type of trip, including shopping, banking, medical appointments, and social outings.

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

Administrative Draft  
Report of Findings: FY 2017-18  
Unmet Transit Needs

## **PRIVATE TRANSIT PROVIDERS**

### City Ambulance of Eureka (CAE)

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

### Taxi and Shuttle Service

Taxi services in Humboldt County are operated by various transportation providers, including City Cab operated by CAE, Plaza Cab, and Cab Louie. Rates are based on distance. . Door-to-Door Airporter Shuttle serves the Arcata-Eureka Airport and Humboldt Bay Area.

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

## **INTERREGIONAL TRANSIT**

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

### Redwood Coast Transit (RCT)

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

### Amtrak and Greyhound

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

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