

# 9. Public Transportation Element

## EXISTING TRANSIT SYSTEM

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

### INTERREGIONAL TRANSIT

Interregional transit services move people into and out of Humboldt County. Two national services serve Humboldt County: Greyhound Bus Lines and Amtrak Thruway Motorcoach. Greyhound runs between the Arcata Transit Center and the San Francisco Bay Area, with stops in Eureka, Rio Dell, and Garberville. The Amtrak Thruway bus route runs from McKinleyville to the Martinez Train Station, where passengers board connecting trains (e.g., trains to Emeryville connect to a shuttle bus that stops in San Francisco). With the passage of Senate Bill 742<sup>1</sup>, Amtrak Thruway busses can transport passengers who are not connecting to a passenger rail service. Greyhound and Amtrak buses run seven days a week. Interregional services should be coordinated to the extent possible with regional transit systems to allow for convenient connections.

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

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

### REGIONAL TRANSIT SYSTEM

Within Humboldt, various transit routes connect to one or another transit systems at major transfer points. These transit "hubs" include downtown Eureka (4th & H Street), the Bayshore Mall in Eureka, and the Intermodal Transit Center in Arcata (commonly referred to as the Arcata Transit Center). In Eureka, bus stops at the Bayshore Mall, as well as the area of 3rd/4th/5th and H Street, provide connections between Redwood Transit System (RTS), Southern Humboldt Intercity (SHI), and Eureka Transit System (ETS) buses. The Arcata Transit Center is a central transfer facility where, in addition to inter-regional buses, many local bus systems stop, including RTS, Willow Creek Transit System, Arcata & Mad River Transit System (A&MRTS), Blue Lake Rancheria Transit System (BLRTS), and RCT of Del Norte County. Humboldt County's public transit and paratransit service areas are mapped on Figures: 5.1a, 5.1b, 5.1c, and 5.1d (see Maps Tab).

The RTS commuter bus makes multiple stops in and near Fortuna, allowing potential connections between Fortuna Transit and RTS. The Willow Creek Transit System provides connections to the Hoopa Reservation and Orleans.

<sup>1</sup> SB 742, Allen. Intercity passenger rail services: motor carrier transportation of passengers (2019).

## PUBLIC TRANSIT SERVICES

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

- Report of Findings for Unmet Transit Needs (HCAOG prepares this report annually);
- Humboldt County Transit Development Plan 2017-2022 (HCAOG, 2017) (or most current);
- Mobility-on-Demand Strategic Development Plan (HCAOG, 2020);
- Humboldt County Coordinated Public Transit–Human Services Transportation Plan (HCAOG, 2021);
- McKinleyville Transit Study (HCAOG, 2021).

### Humboldt Transit Authority (HTA)

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

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

HTA Member	RTS	So. Hum Intercity	So. Hum Local	Tish Non-Village	Willow Creek	Eureka Transit	Arcata DAR/DAL
County of Humboldt	50.00%	100%	100%	100%	100%	27%	60%
City of Eureka	22.61%						
City of Arcata	14.35%						40%
City of Fortuna	9.93%						
City of Rio Dell	2.80%						
City of Trinidad	0.31%						
Total	100.00%	100%	100%	100%	100%	100%	100%

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

HTA operates and maintains the Redwood Transit System (RTS), Eureka Transit Service (ETS), Willow Creek Transit Service and Southern Humboldt Intercity, and Southern Humboldt Local. The HTA serves as the Consolidated Transportation Service Agency (CTSA) for Humboldt County and in that capacity coordinates paratransit services. Also, under contract, HTA provides paratransit (Dial-A-Ride and Dial-A-Lift) administrative services for the region.

### Redwood Transit System (RTS)

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

### Southern Humboldt Intercity

HTA operates the Southern Humboldt Intercity, which provides a fixed route service six days a week during peak travel times in the morning and afternoon, connecting the communities of Garberville and Eureka with stops in Benbow, Redway, Phillipsville, Miranda, Myers Flat, Weott, Fortuna, and College of the Redwoods.

**Southern Humboldt Local**

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

**Willow Creek Transit System**

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

**Eureka Transit Service (ETS)**

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

**Arcata & Mad River Transit System (A&MRTS)**

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

**Blue Lake Rancheria Transit System (BLRTS)**

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

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

**Yurok Tribal Transit Service (YTTS)**

The Yurok Tribe Transportation Department, under direction from the Yurok Tribal Council, operates YTTS, which is a demand-responsive public transportation service. The YTTS operates weekdays, providing service in and around Klamath, Crescent City, Weitchpec, Wautec, and Tulley Creek areas. The Yurok Tribes offers this as a Dial-a-Ride service, scheduling trips based upon community needs (i.e., requests for pick-up). The YTTS will provide service for work-commute trips from Klamath to Crescent City in Del Norte County. They offer this service dependent upon scheduling availability, weekdays between 8:30 a.m. and 5 p.m., and with a minimum of 3 passengers.

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

## PUBLIC PARATRANSIT SERVICES

The Americans with Disabilities Act (ADA) defines a disabled person's right to equal participation in transit programs. If public bus service is provided, it must comply with ADA requirements to provide "complementary" paratransit. Paratransit is origin-to-destination transportation for people with disabilities who cannot use the bus all or some of the time. Paratransit must serve destinations within a ¾-mile of all public fixed-route bus service (49 CFR 37.131). Some public transit providers (and towns, cities, and counties) provide a non-ADA paratransit-like service, sometimes called dial-a-ride or dial-a-lift (DAR/DAL) service. Typically, this service is provided to both senior citizens and people with disabilities.

Paratransit services in Humboldt County are operated by the HTA, BLRTS, City Ambulance of Eureka, and the City of Fortuna. Paratransit providers are described briefly below.

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

–J. Hough & J. Mattson

### City Ambulance of Eureka (CAE)

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

### Fortuna Transit

The City of Fortuna operates Fortuna Transit (formerly called Fortuna Senior Bus), which is demand-responsive, curb-to-curb, weekday transport service for seniors aged 50 and older or disabled persons who are unable to drive. The Fortuna Transit service area is within Fortuna city limits; however, in 2018 Fortuna Transit implemented a weekly service to medical appointments in Eureka. The City's Parks and Recreation Department administers and operates Fortuna Transit.

## OTHER TRANSPORTATION PROVIDERS

Community and social service organizations throughout Humboldt County also provide transportation services aside from public transit and paratransit. Most provide DAR, DAL, and/or non-emergency medical transportation services. Refer to the *Humboldt County Coordinated Public Transit–Human Services Transportation Plan* (HCAOG, 2021) "Report of Findings for FY 2017-18 Unmet Transit Needs" (HCAOG 2017, or most current t) for brief summaries of these organizations' transportation services:\*

- Adult Day Health Care of Mad River
- Area 1 Agency on Aging (A1AA)
- County of Humboldt Health and Human Services
- Ferndale Senior Resource Center "Bridging the Gap"
- Humboldt Medi-Trans
- Humboldt Senior Resource–Adult Day Care Center
- K'ima:w Transportation Department of the K'ima:w Medical Center, Hoopa Valley
- Redwood Coast Regional Center
- Southern Trinity Health Services

\*Services/service providers are also described in: Humboldt County Transit Development Plan 2017-2022 (HCAOG 2017a), and Humboldt County Coordinated Public Transit–Human Services Transportation Plan (HCAOG, 2021).



## GOAL, OBJECTIVES, & POLICIES

The public transit objectives and policies are developed to achieve broad transit goals, align with Safe and Sustainable Transportation targets, and meet the transit needs identified in this element. These goals and objectives are both short- and long-range, and are the foundation of the transit projects identified in the Action Plan below. The goals, policies and objectives are consistent with the Financial Element, specifically identifying project and program areas that should be included in the Regional Transportation Plan in order to leverage funding, as a result of shifting funding priorities at the federal level. In order to meet regional and state greenhouse gas reduction targets (see Active Transportation Introduction), there needs to be a mode shift toward shared-use transit and away from single occupancy vehicle trips, for trips both within and out of the County.

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

**OBJECTIVES:** To strive for this goal, the policies listed in the Public Transportation Element will help meet the RTP's main objectives (listed in alphabetical order):

Main Objective:	PUBLIC TRANSPORTATION
AT Mode Share/ Complete Streets	<b>Sub-objectives</b> <ul style="list-style-type: none"> <li>◆ Expand and improve local and interregional transit services to improve mobility for people in Humboldt County</li> <li>◆ Increase percentage of all trips, combined, made by walking, biking, micro-mobility/matched rides, and transit.</li> <li>◆ Reduce VMT per capita</li> </ul>
	<b>POLICY TRANSIT-1</b> To grow and meet transit demand, fund programs and support services that make public transportation a fast and convenient way for people to get to their destinations. Support funding expanded routes, increased trip frequency, faster travel times (express routes), and first-last mile services including on-demand service. Prioritize programs with the highest potential to increase ridership and reduce the number of single-occupancy-vehicle trips made in Humboldt County.
	<b>POLICY TRANSIT-2</b> HCAOG shall support transit providers in Humboldt County in coordinating public transit services for local, intercity, tribal area, and interregional travel, including planning with regional and local providers in neighboring counties.
	<b>POLICY TRANSIT -3</b> HCAOG supports having an integrated transit network that enables users to conveniently connect transit trips with biking and walking (first-last mile connectivity), such as by accommodating bicycles on transit vehicles, providing secure bicycle parking at transit stops, integrating mobility-on-demand services with transit service (e.g., bikeshare, scootershare, carshare, carpooling), and maximizing walkability and ADA accessibility to bus stops.

Economic Vitality	<b>Sub-objectives</b> <ul style="list-style-type: none"> <li>◆ Transit service provides convenient means of transportation to work, medical appointments, and shopping.</li> </ul>
Efficient & Viable Transportation System	<b>Sub-objectives</b> <ul style="list-style-type: none"> <li>◆ Maximize operating efficiency and productivity without lowering service quality.</li> <li>◆ Ensure that transit systems meet minimum performance standards.</li> <li>◆ Reduce on-road transportation-related fossil fuel consumption in Humboldt County.</li> </ul> 
	<b>POLICY TRANSIT-4</b> HCAOG will develop local funding sources to afford expanding service to meet demand.
	<b>POLICY TRANSIT-5</b> HCAOG shall advocate for and support initiatives to increase federal and state transportation funds allocated for public transit services.
	<b>POLICY TRANSIT-6</b> HCAOG supports strategically integrating mobility-on-demand and “micro-transit” services as public transportation services either operated or contracted by public agencies, in order to maximize coordinated service and minimize vehicle miles travelled..
	<b>POLICY TRANSIT-7</b> HCAOG shall assist transit service operators in adopting advanced technology solutions to improve real-time travel information, simplify fare payment systems, (California Integrated Travel Project 2020).
Environmental Stewardship & Climate Protection	<b>Sub-objectives</b> <ul style="list-style-type: none"> <li>◆ Coordinate long-range transit planning with land use policy, environmental policy, and development projects to help achieve a balanced transportation system.</li> <li>◆ Double transit trips by 2025, and again by 2030, and again by 2040.</li> </ul> 
	<b>POLICY TRANSIT-9</b> HCAOG supports transitioning transit fleets to alternative fuels that will meet zero-emission bus (ZEB) standards. HCAOG will assist agencies in planning for ZEB rollout and in identifying funding for capital improvements necessary to support infrastructure for alternative fuels.
Equitable & Sustainable Use of Resources	<b>Sub-objectives</b> <ul style="list-style-type: none"> <li>◆ Make transit service as affordable and convenient as possible for Humboldt’s primary transit users, who are low-income households, youth, seniors, students, and persons with disabilities.</li> </ul>
	<b>POLICY TRANSIT-10</b> HCAOG shall help promote integrated social services and public transportation services, including specialized transportation programs for the county’s disabled and elderly population.
	<b>POLICY TRANSIT-11</b> HCAOG shall support paratransit providers to maintain a zero trip-denial rate (defined by ADA) for ADA-eligible registrants and ensure that ADA complementary paratransit is capable of serving all confirmed ADA-eligible trips within the ADA service area.

## Safety &amp; Health

## Sub-objectives

- ◆ Decrease roadway fatalities by increasing the number of trips taken by transit

**POLICY TRANSIT-12** HCAOG will promote the safety benefits and positive public health outcomes associated with high quality public transportation, such as reduced traffic crashes and pollution emissions, and increased physical fitness and improved mental health.

## NEEDS ASSESSMENT

The U.S. DOT reported that public transportation (school, intercity, transit bus, light rail transit, and subway) accounted for less than 1% of transportation fatalities in 2011, while private passenger vehicles accounted for more than 75% of transportation fatalities.

– CDC 2021

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

Annually, HCAOG assesses transit needs through the Unmet Transit Needs (UTN) Process, which includes public meetings at both the local jurisdictional level and, by HCAOG, at the RTPA level. The HCAOG Board adopts a report of findings, which reports if there are "unmet transit needs" and if they are "reasonable to meet."<sup>2</sup> This process led to starting two new transit services: service to the Tish Non-Village in Loleta and service to Old Arcata Road between Jacoby Creek, Freshwater, and Myrtle Avenue. New services must meet minimum farebox return ratios. The Tish Non Village stop did not generate the anticipated ridership and

failed to meet farebox return requirements. The service was discontinued. The Old Arcata Road service used an on-demand contract with City Cab so that costs were only incurred when a passenger called for a ride. However, this service did not generate the expected ridership. The Old Arcata Road service will be discontinued as of June 30, 2021.

Other unmet transit needs identified are an express bus between McKinleyville and Eureka, later weekday service on the RTS line, more frequent service on the ETS and RTS lines, and late night Friday and Saturday service on the RTS. The COVID-19 pandemic caused significant temporary changes in the ridership of public transit, with a 70% decrease during the height of public health stay-at-home orders.

HCAOG adopted the Mobility-on-Demand Strategic Development Plan in June 2020. The report recommended four RTS routes that could be altered to reduce travel time. The recommendations included removing stops within the City of Fortuna, eliminating the Manila and ACV airport stops, and to replace Trinidad to McKinleyville service with a Personal Mobility-on-Demand (PMoD) service. Additional recommendations were to explore Software-as-a-Service technologies that could assist in connecting riders to shared rides, such as a modern day hitchhiking application. Lastly, the Mobility-on-Demand Plan recommended a regional bike share program with suggested locations to help create a multi-modal transportation system.

<sup>2</sup> See UTN Report of Findings for definitions and annual findings. Available at [www.hcaog.net/projects](http://www.hcaog.net/projects).

A systematic review examining public transportation use and physical activity found that use of public transport was associated with an additional 8 to 33 minutes of walking per day.

– CDC 2021

The McKinleyville Transit Study explores the possibility of transit service within McKinleyville. The study found that the ridership level in McKinleyville would likely not support a fixed-route transit system. The study recommends a pilot project using two vehicles to run an on-demand microtransit service.

Every five years, HCAOG updates the *Transit Development Plan* (TDP), which assesses efficiency of the major transit systems and recommends a regional capital improvement plan. The latest update is the *Humboldt County Transit Development Plan 2017-2022* (described further below). HCAOG assesses needs in the *Coordinated Public Transit-Human Services Transportation Plan for Humboldt County* (Coordinated Plan) (HCAOG, 2021). The needs summarized below have been identified by these committees and plans. The *UTN Report of Findings*, *TDP*, and *Coordinated Plan* are incorporated into VROOM by reference.

## SERVICE GAPS

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

- Service to the Humboldt Bay area from unserved/underserved communities.
- Establishment of express bus routes along McKinleyville–Arcata–Eureka corridor.
- Later evening fixed-route public transit services.
- Extending RTS Mainline to serve College of the Redwoods on Saturdays
- Sunday fixed-route transit services.
- Improved bus stop amenities and access.
- Additional Dial-a-Ride/Dial-a-Lift services.
- Improved frequency on all services.
- Less wait time to connect with other buses.
- Shared resources between human service transportation providers.
- Additional senior-specific transportation.
- Enhanced awareness of existing transportation services.
- Improved or new transportation in tribal areas.

Shared mobility services such as bike-share and car sharing programs can help reduce reliance on single-occupant vehicles, improve first-last mile connectivity to public transit, reduce the need for urban parking, and support more affordable travel options in California communities.

– CTP 2050

## TRANSIT SERVICE CHANGES & RECOMMENDATIONS

The Transit Development Plan (TDP) is a short-range plan updated every five years. HCAOG adopted the current version, *Humboldt County Transit Development Plan 2017-2022*, in November 2017. The TDP will be updated again in 2023 and when adopted will be incorporated in this RTP by reference. The 2017 TDP recommends service alternatives for the Arcata & Mad River Transit System (A&MRTS, City of Arcata); Southern Humboldt Intercity, Willow Creek Transit Service, and Eureka Transit Service (all operated by Humboldt Transit Authority). The respective jurisdictions have discretion for prioritizing the TDP recommendations. As the TDP notes, the appropriate alternative(s) will depend on how an agency chooses to balance “the desire for ridership growth and the financial realities of available operating funding.” Transit

operators regularly review route performance data and can adjust schedules and services in response to ridership on an ongoing basis.

The Transit Development Plan (TDP) recommends the following alternatives:

For A&MRTS:

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

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

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

The TDP analyzed scheduling options for Eureka Transit Service (ETS) in response to common requests for longer service hours. The TDP did not analyze other alternatives because the City of Eureka was re-evaluating ETS’s existing loop-route system, versus a line-route system. The *Eureka Transit Service Line Feasibility Study* was completed in October 2018. The study identified 3 network concepts that could increase service quality. Due to funding constraints, these recommendations have not been implemented.

## ACTION PLAN: PROPOSED PROJECTS

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

Short-term projects are predominantly for capital projects (bus fleet inventory). Three major components of capital improvement projects over the next 20 years are: 1) planning for and constructing alternative fuel infrastructure, such as hydrogen fueling stations, 2) purchasing new vehicles to meet regional and state goals for zero-emission busses (ZEB) and 3) developing an intermodal transit center in Eureka. In addition to capital projects, the region’s multi-modal balance would benefit from expanded transit and paratransit services. Transit providers aim to expand service frequency, reduce travel times between cities in the urban corridor of McKinleyville – Arcata -Eureka, and increase multimodal and intermodal amenities.

In the short- and long-term, if there is sufficient funding, the region will work to implement projects, such as to expand service, that are currently unconstrained (unfunded).

Table *Transit-2*. **Regional Projects for Public Transportation**

Operator / Agency	Short or Long Term	Description	Mode Shift	Lowers VMT	EV Charging	ZEB	Vision Zero	Funding Source	Implementation Year(s)	Cost in Year of Expenditure <sup>2</sup> (\$000)
HCAOG	ST	Collaborate with agencies and operators to explore the benefits and tradeoffs of universal fare-free transit. ( <i>California Transportation Plan 2050 recommended action</i> )						TDA and/or planning grants	N/A	TBD
HTA	LT	Hydrogen fueling station			X			TIRCP	2024	16,000
HTA	LT	Eureka Intermodal Transit Center	X	X				TIRCP	2024	4,250
HTA	LT	ETS Bus Replacement (2) <b>ZEB</b>				X		5311/5339	2026	2,000
HTA	ST	ETS Bus Replacement (3) <b>ZEB</b>				X		5311/5339	2021	2,700
HTA	ST	DAR Van replacement (3)						5310	2021	210
HTA	ST	SHI Bus Replacement (4)						5311	2022	765
HTA	ST	WC Bus replacement (1)						5311	2023	260
HTA	ST	RTS Bus replacement (2) <b>HFCB</b>				X		5311/TIRCP	2023	2,290
HTA	ST	SHI Bus replacement (2)						5311/5339	2024	530
HTA	ST	RTS Bus replacement (2) <b>HFCB</b>				X		5311/TIRCP	2024	2,300
HTA	ST	SHI Bus replacement (1)						5311/5339	2025	184
HTA	ST	RTS Bus replacement (5) <b>HFCB</b>				X		5311/TIRCP	2026	7,300
HTA	ST	RTS Bus replacement (4) <b>HFCB</b>				X		5311/TIRCP	2027	4,900
HTA	ST	RTS Bus replacement (2) <b>HFCB</b>				X		5311/TIRCP	2029	2,600
HTA	ST	ETS Bus Replacement (2) <b>ZEB</b>				X		5311/5339	2031	2,400

**VROOM...** Variety in Rural Options of Mobility

HTA	ST	RTS increased frequency & late night service	X	X			X	Not funded	2023	400 annually (x20 years)
HTA	ST	Bus parking restructuring						Not funded	2018-2021	750
HTA	ST	Additional maintenance bays						Not funded	2018-2021	500
HTA	ST	Solar PV system (Micro-Grid)			X			Not funded	2022-2025	1,530
HTA	ST	Feeder bus lines to McKinleyville and Fortuna to connect to RTS commuter line						Not funded	2023-33	538 annually (x10 years)
HTA	ST	Park-and-Ride lots with multi-modal facilities (e.g. bike lockers, bus shelter), located near transit stops (6)	X			X	X	Not funded	2023-33	600
Arcata	ST	Bus replacement (2) <b>ZEB</b>			X	X		AHSC/Local/TDA	2022	1,836
Arcata	ST	Bus replacement (2) <b>ZEB</b>				X		5311/5339	2026	1,990
Arcata	ST	Bus replacement (Gas Cutaway)						5311/5339	2026	193
Arcata	LT	Solar PV system on transit center roof						Not funded	2031	910
Fortuna	ST	Bus replacement <b>ZEB</b>				X		5310	2023	415
Fortuna	LT	Bus replacement (2) <b>ZEB</b>				X		5310	2031-2035	975
<sup>1</sup> Short-term (ST) is in the next 1 to 10 years (2021 to 2030); long-term (LT) is in the next 11 to 20 years (2031-2040). <sup>2</sup> Assumes 2% annual inflation. *Annual cost								Short-Term Total		\$47,663
								Long-Term Total		\$24,135
								Regional Projects–Funded (Constrained) <b>Subtotal</b>		\$54,098
								Regional Projects–Unfunded (Unconstrained) <b>Subtotal</b>		\$17,670
								<b>PUBLIC TRANSPORTATION PROJECTS TOTAL</b>		<b>\$71,768</b>
ZEB= Zero-Emission Bus HFCB= Hydrogen Fuel Cell Bus										

## PERFORMANCE MEASURES

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

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

Table *T transit-3. Regional Transit Service Performance Measures for Operations*

Performance Goal	Performance Measure	Standard
Safety & Security	<ul style="list-style-type: none"> <li>• Miles between preventable accidents</li> <li>• Passenger injuries per 100,000 miles</li> <li>• Security-related incidents per 1,000 passengers</li> </ul>	Target > 500,000; minimum > 100,000 Less than 1
Service Quality Reliability	<ul style="list-style-type: none"> <li>• Average system peak headway</li> <li>• Percentage of on-time departures (on-time defined as within 5 minutes of scheduled time).</li> <li>• DAR/DAL: Maximum wait time</li> <li>• Number of service refusals on demand-response service</li> <li>• Service span</li> <li>• Increased frequency and reliability of transit service per \$1,000 invested. <i>(from STIP/RTIP Guidelines)</i></li> </ul>	Goal is 100%; minimum performance level is 90% peak and 94% off-peak. < 30 minutes Goal is 0; minimum performance is < 1 per day
Cost Effectiveness	<ul style="list-style-type: none"> <li>*• Operating subsidy per passenger</li> <li>*• Farebox recovery ratio</li> <li>• Operating cost per passenger (boarding)</li> <li>• Operating cost per passenger-mile</li> <li>• Operating cost per service area capita</li> <li>• Operating ratio</li> </ul>	Targets \$1.75-\$12 depending on system, \$20 (DAR); maximum \$2.50-\$4, \$10, \$15, or \$25 Targets 12%-40%, minimum 10%-26% (depending on system)

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

Performance Goal	Performance Measure	Standard
Cost Efficiency	<ul style="list-style-type: none"> <li>*• Operating cost per vehicle service hour</li> <li>*• Operating cost per vehicle service mile</li> <li>• Operating cost per peak vehicle in service</li> <li>• Vehicle miles (hours) per revenue mile (hour)</li> </ul>	
Use & Productivity	<ul style="list-style-type: none"> <li>• Percentage of capacity used by subscription trips</li> <li>*• Passengers per vehicle service hour</li> <li>*• Passengers per vehicle service mile</li> <li>• Passengers per employee FTE</li> <li>*• Annual total passengers</li> <li>• Annual passenger miles</li> <li>• Average trip length</li> </ul>	< 50% per hour

	<ul style="list-style-type: none"> <li>• Annual passengers per service area capita</li> <li>• Ridership per capita (annual)</li> <li>• Ridership by market segment</li> </ul>
Increase In Ridership	<ul style="list-style-type: none"> <li>*• Projected versus actual ridership.</li> <li>• Increase in ridership correlated to new services or new areas served.</li> <li>• Increase in ridership correlated to frequency and reliability of transit service.</li> <li>• Increased ridership per \$1,000 invested. (<i>from STIP/RTIP Guidelines</i>)</li> </ul>
Maintenance	<ul style="list-style-type: none"> <li>• Miles between service calls</li> <li>• Road calls per monthly mileage</li> <li>• Maintenance cost as % of operating cost</li> </ul>
Transit Investment/ System Preservation	<ul style="list-style-type: none"> <li>• Average vehicle fleet age</li> <li>• Spare ratio</li> <li>• Local/State/Federal revenue</li> <li>• Operating funding per capita</li> <li>• Capital funding per capita</li> <li>• Percent of Zero Emission Busses (ZEB)</li> </ul>
* Performance measures that are currently reported in the 5-Year <i>Transportation Development Plan</i>	

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### RESOURCES

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