



**Unmet Transit Needs
DRAFT Report of Findings
February 2025**

**Humboldt County Association of Governments
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(Reserved for Resolution)

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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 that meet HCAOG’s adopted criteria of being reasonable to meet are given funding priority over non-transit uses. Local Transportation Funds (LTF) may be used for non-transit purposes, such as road improvements and bicycle and pedestrian uses, if it can be demonstrated that there are no unmet transit needs in the region that are reasonable to meet. 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. The Board decision is 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 2025-26 HCAOG Board Finding:

[placeholder for adopted resolution number and HCAOG findings]

List of Acronyms

	Acronym
Arcata and Mad River Transit System	A&MRTS
Cal Poly Humboldt	CPH
Census Designated Place	CDP
College of the Redwoods	CR
Dial-A-Ride	DAR
Eureka Transit System	ETS
Humboldt County Association of Governments	HCAOG
Humboldt Transit Authority	HTA
Local Transportation Fund	LTF
McKinleyville, California	McK
Redwood Transit System	RTS
Report of Findings	ROF
Social Services Transportation Advisory Council	SSTAC
Southern Humboldt Intercity	SHI
State of California Department of Finance	DOF
Transportation Development Act, California State	TDA
Transportation Development Plan ¹	TDP
U.S. Census American Community Survey	ACS
Unmet Transit Need	UTN

¹ Five-Year Transit Development Plan 2023-2028 Final Report prepared for the HCAOG by LSC Transportation Consultants, Inc., https://www.hcaog.net/sites/default/files/humboldt_county_transit_development_plan_-_final_report_no_appendices_compressed_0.pdf

Transportation Development Act

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

1. *Local Transportation Fund* (LTF), which is derived from a 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. Effective January 1, 2018 an additional vehicle registration fee called the “Transportation Improvement Fee” is collected with rates based on the value of the motor vehicle. 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) 5310, 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.

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 projects which are provided for use by pedestrians and bicycles (§99400(a)); and passenger rail service operations and capital improvements (§99400(b)).

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, a jurisdiction must first fund unmet transit needs, which are found to be reasonable to meet, before LTF funds can be allocated to the jurisdiction for non-transit purposes. Figure 1 depicts the Unmet Transit Needs process.

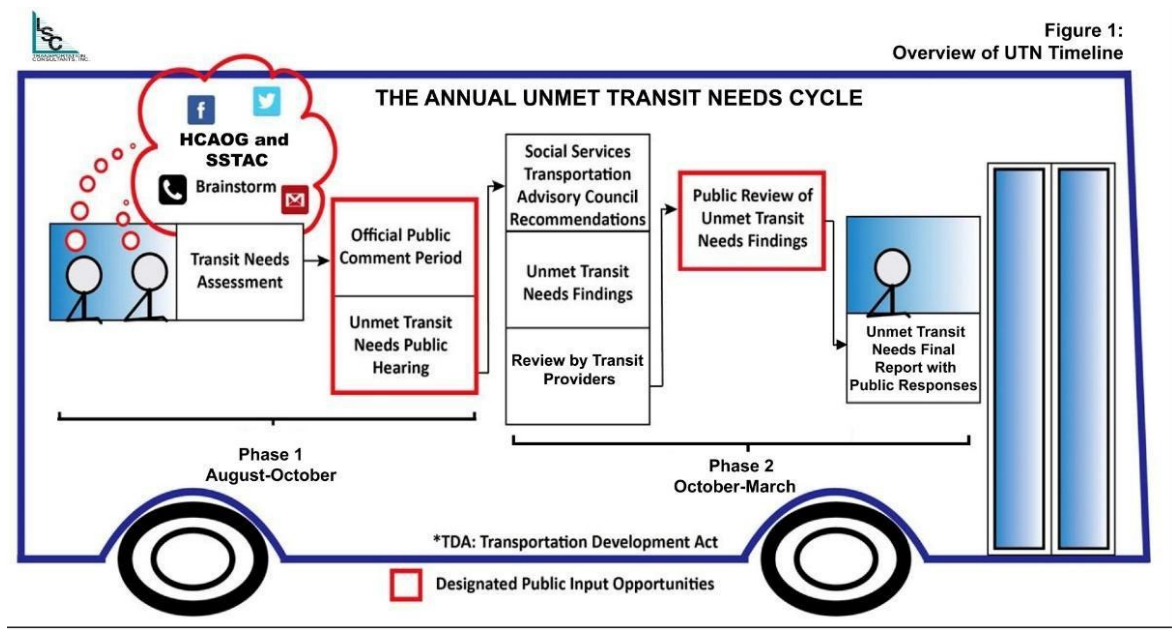
The transportation planning agency is required to:

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 with 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.

The SSTAC 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 October 2023, the 2023-2028 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 available for review on HCAOG's website:

- https://www.hcaog.net/sites/default/files/humboldt_county_transit_development_plan_-_final_report_no_appendices_compressed_0.pdf
- https://www.hcaog.net/sites/default/files/2023-07/sstac_strategic_plan_final_nov_2017_3.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. The Triennial Performance Audit recommended HCAOG consider revisions to the Unmet Needs Criteria. The SSTAC discussed these proposed changes and made the addition that an unmet need should demonstrate community support defined by a minimum of two requests. In addition, criteria number two was reworded to emphasize that estimated subsidy per passenger trip and passengers per vehicle hour of service will be considered.

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.
3. Sufficient broad-based community support exists, meaning that persons who will likely use the service on a routine basis demonstrate support with at a minimum two requests for general public service and for disabled service.

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 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. Performance measures including estimated subsidy per passenger trip and passengers per vehicle hour of service will 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 canceled 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.

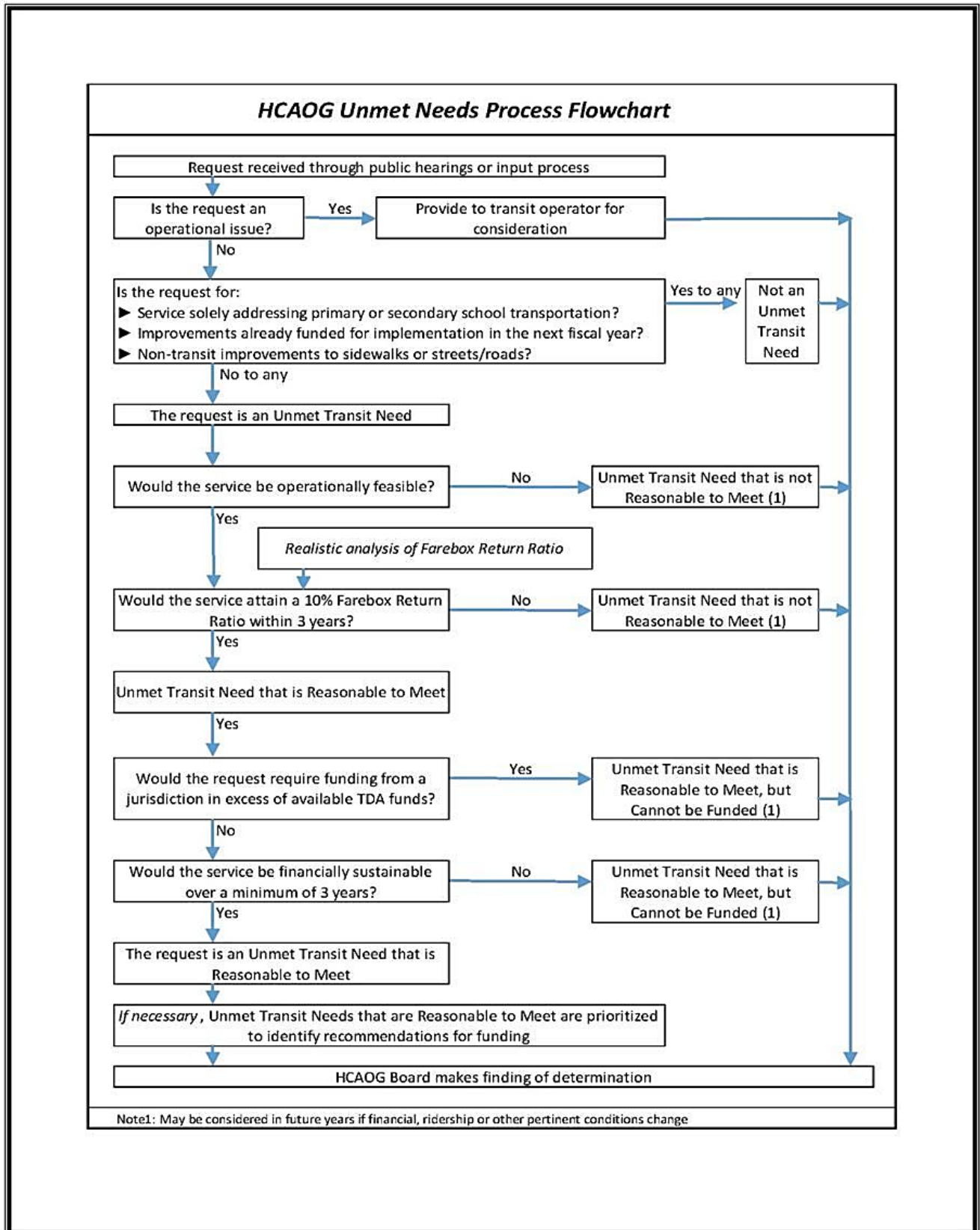
After considering all available information compiled pursuant to the Unmet Transit Needs public participation process, HCAOG must adopt, by resolution, one of the following findings:

- (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) of the Public Utilities Code, 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 located within the greater Humboldt Bay Area, centered around the highly populated communities of McKinleyville (unincorporated) and the cities of Arcata, Eureka, Fortuna, and Rio Dell. The cities of Trinidad and Blue Lake as well as unincorporated county areas of Garberville and Willow Creek are also served by the public transit system. Table 1 lists the 2024 estimated population by jurisdiction.

Table 1: Population Estimates for 2024

Jurisdiction	2023 Population Estimate	2024 Population Estimate	Percentage Change	Percent of Countywide Population
Arcata	18,830	18,540	-1.5	14%
Blue Lake	1,164	1,149	-1.3	1%
Eureka	26,283	26,073	-0.8	20%
Ferndale	1,376	1,356	-1.5	1%
Fortuna	12,318	12,181	-1.1	9%
Rio Dell	3,290	3,241	-1.5	2%
Trinidad	298	294	-1.3	0%
Unincorporated County	71,038	70,266	-1.1	53%
Total Population	134,597	133,100	-1.1	100%

Source: California Department of Finance Projection, Table E1

While all sectors of the community may utilize public and private transportation services, groups likely to be transit dependent or transit disadvantaged are those who are either unable to operate a vehicle or do not have access to a vehicle. Older citizens, young adults, persons with disabilities, carless households and persons of limited means are more likely to rely on transit and may require specialized transportation. For all these vulnerable populations, accessibility to necessary services is a critical factor for quality of life.

Table 2: Transit User Groups

Transit User Group	Description	Humboldt*	California*
Seniors	Age 65 and over	20.6%	16.2%
Very Low Income	Income below the poverty line	16.2%	12.0%
Disabled	People who may be unable to operate vehicles or utilize public transportation due to physical/mental disabilities	18.6%	11.7%
Limited Car Access	Zero vehicle households	6.9%	7.3%

*Various Census and American Community Survey sources. See detailed statistics below.

For the purposes of this report, seniors 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 Transit Development Plan provides a more in-depth discussion of demographic trends and commuter patterns.

Demographics show that Humboldt County, relative to the statewide population, has a larger percentage of older adults, a higher rate of poverty, and a greater share of the population living with a disability. Countywide, 20.6% of the population is age 65 or over, 16.2% of the population is below the poverty level, and 18.6% are living with a disability. These are all significantly higher than the respective statewide statistics. The cities of Trinidad, Ferndale, and Blue Lake have the highest percentage of the population who are age 65 or over. The cities of Arcata, Blue Lake, Eureka and the unincorporated County have the highest rates of people with low incomes, ranging between 17% and 29% of the population below the poverty level. The high concentration of students attending Cal Poly Humboldt contributes to Arcata’s low-income population. All jurisdictions have a high percentage of the population living with a disability relative to the state average. The city of Eureka has the highest percentage of carless households, indicating there is a relatively higher need for transit service.

Table 3: Persons 65 and Older Estimates

Jurisdiction	Population for whom age was determined*	Persons 65 Yrs. & Older*	Percentage 65 Yrs. & Older*	Previous Year % of Persons 65 Years & Older⁺
Arcata	18,578	2,440	13.1%	11.8%
Blue Lake	997	281	28.2%	26.2%
Eureka	26,302	4,178	15.9%	17.0%
Ferndale	1,525	529	34.7%	31.2%
Fortuna	12,413	2,042	16.5%	16.5%
Rio Dell	3,371	544	16.1%	17.1%
Trinidad	424	147	34.7%	29.2%
McK. CDP	17,152	3,061	17.8%	16.5%
Countywide	133,985	27,535	20.6%	18.9%
California	38,965,193	6,311,919	16.2%	14.9%

Source: U.S. Census Bureau. Table DP05 2023* and 2023⁺American Community Survey 5 -year Demographic and Housing Estimates. “McK. CDP” refers to McKinleyville Census Designated Place.

Table 4: Poverty Level Estimates

Jurisdiction	Population for whom poverty status is determined*	Persons Below Poverty Level*	% Below Poverty Level*	Previous year % Below Poverty Level⁺
Arcata	16,966	5,019	29.6%	34.5%
Blue Lake	952	242	25.4%	24.4%
Eureka	25,996	4,563	17.6%	19.3%
Ferndale	1,525	201	13.2%	12.0%
Fortuna	12,309	2,069	16.8%	14.6%
Rio Dell	3,371	430	12.8%	10.0%
Trinidad	424	64	15.1%	14.0%
McK. CDP	17,102	2,532	14.8%	14.1%
Countywide	131,319	21,283	16.2%	19.8%
California	38,249,686	4,588,687	12.0%	12.2%

Source: U.S. Census Bureau. Table S1701 2023 and 2023 + American Community Survey 5 -year Poverty Status Estimates. “McK. CDP” refers to McKinleyville Census Designated Place.

Table 5: Disability Status Estimates

Jurisdiction	Total Civilian Noninstitutionalized Population*	Population with a Disability*	% Population with a Disability*	Previous year % Population with a Disability⁺
Arcata	18,576	2,985	16.1%	13.9%
Blue Lake	997	175	17.6%	16.6%
Eureka	25,905	5416	20.9%	20.2%
Ferndale	1,525	335	22.0%	19.1%
Fortuna	12,311	2,315	18.8%	18.6%
Rio Dell	3,371	579	17.2%	16.7%
Trinidad	424	77	18.2%	19.8%
McK. CDP	17,063	2,946	17.3%	15.5%
Countywide	133,168	24,824	18.6%	17.9%
California	38,495,524	4,519,739	11.7%	11.0%

Source: U.S. Census Bureau. Table DP02 2023* and 2023+ American Community Survey Selected Social Characteristics Estimates. “McK. CDP” refers to McKinleyville Census Designated Place.

Table 6: Carless Household Estimates

Jurisdiction	Total Occupied Housing Units*	No Vehicle Available*	% Households With No Vehicle Available*	Previous Year % Households With No Vehicle Available⁺
Arcata	7,660	559	7.3%	7.3%
Blue Lake	552	25	4.5%	7.8%
Eureka	10,735	1,208	11.3%	10.6%
Ferndale	680	53	7.8%	3.6%
Fortuna	4,854	316	6.5%	6.5 %
Rio Dell	1,370	50	3.6%	5.0%
Trinidad	207	4	1.9%	2.0%
McKinleyville	6,797	197	2.9%	4.6%
Countywide	56,130	3,895	6.9%	7.0%
California	13,699,816	993,781	7.3%	6.9%

Source: U.S. Census Bureau. Table DP04 2023* and 2023+ American Community Survey 5 -year Selected Housing Characteristics Estimates

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. Transit services are concentrated around the greater Humboldt Bay area, where population densities are higher, and destinations are more compact. However, public transit also provides services to Blue Lake, Willow Creek, and Hoopa in eastern Humboldt, and communities in southern Humboldt.

The following existing transportation resources are identified in Chapter 3 of the Humboldt County Coordinated Public Transit - Human Services Plan:

Public transit service: Humboldt Transit Authority (Redwood Transit Service, Eureka Transit Service, Willow Creek Intercity, Southern Humboldt Intercity), Arcata & Mad River Transit Service, Dial-A-Ride, Fortuna Transit, Yurok Tribal Transit.

Social services: Redwood Coast Regional Center, Area 1 Agency on Aging, Humboldt Senior Resource Center, County of Humboldt Health and Human Services, K’ima:w Medical Center, Adult Day Health Care of Mad River, Ferndale Senior Resource Agency “Bridging the Gap,” Southern Trinity Health Services.

Private service: Humboldt Medi-Trans, Taxi services (includes CAE Transport Inc dba City Cab, which operates DAR and CAE Transport service under contract with HTA), Cher-Ae Heights Casino Shuttle.

Interregional: Amtrak, Redwood Coast Transit, North State Express. In June 2024,

Greyhound discontinued service to Humboldt County.

The Redwood and Eureka Transit Systems operated by the Humboldt Transit Authority and Arcata & Mad River Transit System 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. The Willow Creek and Southern Humboldt Intercity are 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 and are intercity transit services. 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 Transit Development Plan.

Unmet Transit Needs Comments, Assessment, Findings

Outreach efforts for the UTN process used similar methods to prior years. HCAOG published the UTN public meeting dates in the newspaper (North Coast Journal), operators posted flyers on buses, and HCAOG accepted comments through our website, by email, telephone, and mail. In addition to posting on social media (Facebook and Instagram), HCAOG created an online survey soliciting public input. The survey was available in English and Spanish. (With assistance of HTA, HCAOG advertised the availability of the Spanish language survey, but it did not receive any responses.) A total of 77 responses to the English language survey were received. Public comments were received by staff during the unmet transit needs public hearings and by staff via phone and email.

All comments received are summarized in Appendix A. The comments are grouped into the following categories using HCAOG's adopted definitions provided earlier in this report and themes observed in the compiled data:

- Potential Unmet Need
- Bus Stops and/or Shelters
- General
- Microtransit
- Operational
- Other

All received comments were forwarded to the transit operators. Similar to last year, comments were analyzed to weigh the presence of community support by having received a minimum of two separate comments requesting service. Of the 159 total comments received, 93 were found to potentially meet the definition of an Unmet Transit Need. Of those 92 comments, 59 were found to have similar themes and to have received more than one comment. Table 7 below provides counts of potential Unmet Transit Need comments received by theme and by a single operator/route. Thirty-five comments were found to be stand-alone comments requesting service that were not evaluated further because the threshold was not met. Those 59 Unmet Needs comments were then examined to see if they met the adopted criteria used to determine if the UTN is reasonable to meet. The findings discussed in detail below are summarized in Appendix B.

Assessment of Unmet Needs

This section will provide justification for the determination of each comment that met the definition of an unmet need. Table 7 shows a summary of key performance indicators.

Table 7: Summary of Unmet Transit Need Performance

Service Addition	Estimated Daily Riders	Marginal Farebox Return Ratio	Operating Subsidy Per Passenger Trip	Passenger-Trips Per Vehicle Service Hour
RTS Standards (TDP rec.)	--	10% min (current 21.73%)	\$4.66 max (current \$8.82)	11 min - 15 (8.41 current)
RTS 30-minute peak hour frequency McK. to Arcata	153	21%	\$8.26	14.3
RTS express McK – CR/Fortuna (per TDP)	131	17%	\$11.40	10.4
RTS Sunday service	237	12.0%	\$14.64	7.53
RTS late-night Saturday service Arcata - Eureka	4.9	9.7%	\$14.27	4.4
ETS Sunday	94	9.2%	\$14.82	5.9

1. Changes to Redwood Transit Service span of service.

This would provide service later in the evening on weekdays.

Response: Multiple comments were received requesting that RTS service hours be extended further into the evening. As of February 19, 2024, the Redwood Transit System began operating earlier and later service. The new schedule, active as of February 19, 2024, adds two northbound runs. One begins at Fortuna Overlook at 7:37 PM and ends at Valley West at 9:10 PM, and the other leaves Scotia at 8:30 PM and arrives at McKinleyville High at 10:27 PM. Southbound, one new route will depart from the Airport Terminal at 8:02 PM and arrive at the Fortuna Park and Ride at 9:46 PM, and the other departs Trinidad at 8:10 PM and arrives at Fortuna Park & Ride at 10:10 PM.

RTS used to operate an earlier morning, and a later evening run prior to the COVID-19 disruption of service. As ridership levels and driver recruitment have improved, Humboldt Transit Authority is able to begin implementing the expanded schedule but the need for funding. A significant challenge to implementing schedule changes is hiring, training and retaining new bus drivers. Increasing driver salaries have led to new hires in previous years, but to retain drivers the shifts must involve reasonable hours. Some schedules involve blocks that require split shifts, where a driver may work two four-hour blocks separated by a long break in the middle of the day.

Recommended Finding: This is not an unmet need.

2. More frequent service on RTS.

This request would provide more frequent service on weekdays on RTS.

Response: More frequent service on RTS in general is often requested, including from the

communities of Rio Dell and Trinidad. In reviewing the comments, several requests pointed to the need for more frequent weekday service between McKinleyville, Arcata, and Eureka during peak commute times both to increase convenience and to assist in better connections to other regional services. Requests also largely included increased express service to get between towns and major access points such as Cal Poly Humboldt and College of the Redwoods with fewer stops to decrease overall commute time. Other comments requested increased frequency of transit in Trinidad, and between Arcata and CR. RTS service between Arcata and Eureka and to CR currently runs on a 30-minute frequency during peak hours, while the RTS mainline between McKinleyville and Arcata operates on an hourly headway. Due to the higher population of McKinleyville compared to other areas where transit needs are requested, increased frequency between McKinleyville and Arcata is projected to exceed the minimum required farebox return ratio. According to US Census data, 1,744 residents of McKinleyville commute from McKinleyville to Arcata, and 1,620 residents commute from McKinleyville to Eureka.² Many Cal Poly Humboldt and CR students, faculty and staff live in McKinleyville and are likely transit commuters.

The 2024-25 UTN Report of Findings analyzed the potential performance of additional RTS bus routes from the Arcata-Eureka Airport (ACV) to Cal Poly Humboldt Library Circle (CPH) in response to similar transit requests. HTA data for average daily boardings and alightings showed a high use of RTS to board within McKinleyville and go to Arcata with 153 boardings at the McKinleyville and Valley West stops, with 95 alightings at the Arcata stops. Further, the ROF assessed that ridership would be further increased by the elasticity factor associated with increasing headway from a 60-minute to a 30-minute frequency. The marginal operational costs for the 40-minute round trip are estimated at \$1,345 for a farebox return near 23%. Estimated subsidy per passenger trip is \$6.64, which is lower than the current average for RTS.

The 2023 TDP includes an analysis for the operation of an RTS express route from McKinleyville to CR. The ridership analysis indicates that a McKinleyville-CR Express option would increase annual boardings. However, the operation of a McKinleyville-CR Express would require \$463,400 in additional funding per year and the provision of two buses. The TDP analysis for the McKinleyville to College of the Redwoods Express route is also included for comparison. The Express route would result in a similar outcome by providing increased frequency of service between McKinleyville/Arcata, while also serving regional goals to lower the transit trip time between communities across the Humboldt Bay area. HTA is in the process of implementing microtransit between McKinleyville and Arcata that is scheduled to start in next fiscal year. Implementation should alleviate some of the long transit times. As a Joint Powers Authority with membership outside the County and Arcata jurisdictions that would benefit from increased service, HTA is evaluating the potential of an express route to serve more jurisdictions. Funding mechanisms, especially for operations, for either type of service will need to be determined.

² Analysis performed using the US Census <https://onthemap.ces.census.gov/>, accessed February 25, 2025. The On The Map's most current jobs data for Humboldt county is 2022.

Table 8: Performance Analysis for RTS McKinleyville to Arcata

Service	Average daily boardings	Collected Fares	Operating Cost	Farebox Ratio	Subsidy per passenger	Passenger / hour
ACV – CPH	153	153 riders / day * \$2.00 = \$306.00	\$126.00/hr. * 10.672 hours = \$1,344.67	306.00 / 1,344.67 = 22.8%	(3,966.50-993) / 455 = \$6.54	153/10.67 = 14.3
McK – CR Express	Annual ridership of 33,500 = 131 daily average	\$78,800	Annual operating cost \$463,400	17%	\$11.40	10.35

Recommended Finding: Providing more frequent service on Redwood Transit System (RTS) between McKinleyville Airport and Cal Poly Humboldt Library Circle is not an Unmet Need because improvements (microtransit) are scheduled for implementation in the next fiscal year. The finding includes the flexibility to implement service as an addition to the core RTS routes or as a uniquely structured Express Route.

3. Dial-A-Ride Service.

Response: HTA administers ADA paratransit Dial-a-Ride (DAR) services for eligible passengers. The DAR services are operated by City Ambulance of Eureka under contract with HTA. Comments received relate to the availability of DAR and CAE, and that service levels have not returned to pre-pandemic levels. Commenters requested additional capacity to use DAR and CAE to transport participants to their facilities. Also mentioned was the limited adult day health care (ADHC) bus service area. This in combination with capacity can limit the number of days ADHC participants can visit facilities. Another comment received was that ADHC participants are now transported on two or more buses with frequent stops which has increased travel times to an hour or more in both directions. A number of the comments received are sourced from the providers who provide services to DAR clients. In summary, commenters request that more resources be provided to the paratransit system.

Recommendation: This is not an unmet need. HCAOG recommends that paratransit providers reach out to social service providers and their clients to obtain specifics on DAR service gaps and how best to address them.

4. More frequent service on A&MRTS.

Several requests were received to increase the frequency of service provided by AMRTS in Arcata.

Response: More frequent service on A&MRTS is often requested, particularly due to Cal Poly Humboldt students, staff, and faculty. Several requests pointed out the need for more frequent service in Arcata, notably during peak travel times. Another commenter requested that the frequency of A&MRTS service needs to be maintained during Cal Poly Humboldt (CPH) breaks. HTA and A&MRTS staff commented that the Red and Gold does not decrease between CPH semesters, and they now run Gold and Red routes, Monday through Friday (in the past, A&MRTS did just run the Orange route during CPH breaks). The Orange at 7pm and the Green/Gold are funded by CHP. The TDP recommends implementing two new routes (page 170): a weekday route during university sessions, and an early morning route during weekdays to serve local workers. The

implementation of these new routes would improve frequency and help alleviate wait times. However, appropriate funding is needed for implementation, as all available LTF funding allocated A&MRTS is fully committed to existing services.

Recommended Finding: This is an Unmet Need that is not reasonable to meet.

5. Later night Saturday service on RTS.

Response: The FY 23-24 UTN report found that a late-night Saturday run on RTS (past 9:30 PM) was reasonable to meet provided the route was limited to service between Valley West and Bayshore Mall. It was initially thought that funding for the service would be provided through the Senate Bill 125 formula TIRCP program, a bridge funding program from the State of California to avert a fiscal cliff for transit agencies. However, HTA needs SB125 funds to continue to maintain existing levels of service. Furthermore, expanding the span of hours for Saturday night faces the same staffing challenges described above in #1. For these reasons, HTA has therefore not had the capacity to work toward meeting the need for late-night Saturday service nor did HCAOG act on diverting FY 23-24 Local Transportation Fund claims for non-transit purposes.

A previous UTN report found that limiting the service to these destinations would result in a farebox return of approximately 11.1%. The updated analysis from last year finds that RTS' Saturday late night service would not be reasonable to meet based on a farebox return of less than 10%. A comparison of June 2023 and June 2024 shows the operating cost per vehicle hour decreased 7%, and Saturday ridership increased 3%. The analysis assumes the average annual operating costs remain at or near \$126.00 per hour at the time this service would be implemented.

The table below demonstrates the relationship between shorter routes with lower operating costs and improved efficiency. A late-night Saturday service that extends to CR results in higher operating costs, and a lower farebox return. The RTS later night (short) analysis is based on the existing runs that leave Valley West at 4:15 PM to arrive at Bayshore Mall at 4:57 PM and depart Bayshore Mall at 5:07 PM to arrive at Valley West at 5:48 PM for a total travel time of approximately 42 minutes or 0.7 operating hours. Given that it is later in the night, staff used 85% of the ridership from the earlier run.

Table 9: Farebox Analysis for RTS Late Night Saturday Service

Service Route Description	Riders	Collected Fares	Operating Cost	Farebox
RTS Saturday Overall*	455.65	455.65 riders/day * \$2.00 avg fare = \$911.20	\$126.00/hr. * 31.48 hours = \$3,966.50	911.20/ \$3,966.50 = 23%
RTS Trinidad - Scotia (Route 15/16)	306 (avg. of north + south routes over 27 operating days)	6 riders/hr. x \$2.00 = \$12.00	\$126.00/hr. * 1.87 hours = \$223.62	13.20 / 280.50 = 5.3%
RTS Arcata – CR (Route 17/18)	218 (over 27 operating days)	8.13 x \$2.00 = \$16.26	\$126.00/hr. * 0.87 hours = \$109.62	16.26 / 109.62 = 14.3%
RTS Later Night (mid)	218 x 85% = 140 (over 27 operating days)	5.2 x \$2.00 = \$10.40	\$126.00/hr. * 0.87 hours = \$109.62	10.40 / 109.62 = 9.49%

Service Route Description	Riders	Collected Fares	Operating Cost	Farebox
RTS Later Night (short)	264 x 85% = 132 (over 27 operating days)	4.9 x \$2.00 = \$9.80	\$126.00/hr. * 0.7 hours = \$88.20	9.80 / 88.20 = 11.1%
TDP analysis*	500 annual	\$1,200	\$18,100	6.6%

* Source: <https://hta.org/wp-content/uploads/2024/08/2024.06-June-Board-Report.pdf>, accessed January 2025.

† Source: https://www.hcaog.net/sites/default/files/humboldt_county_transit_development_plan_-_final_report_no_appendices_compressed_0.pdf, accessed February 24, 2025.

Green – denotes existing service; **Purple** – denotes potential service

*When reviewed as a service alternative in the Transit Development Plan 2023-2028, the RTS Saturday late night service included: “two additional runs that would be operated on Saturdays; one additional northbound bus would leave CR at 9:25 PM and arrive at Valley West at 10:20 PM, and one additional southbound bus would leave Valley West at 9:20 PM and arrive at CR at 10:10 PM. This would add 114 vehicle hours and 2,500 vehicle miles of service annually at a cost of \$18,100. The increase in hours is estimated to generate 500 additional passenger trips per year and fare revenue of \$1,200 (Transit Development Plan, page 78).

As a point of process, it should be noted that HCAOG has received comments from the non-profit Coalition for Responsible Transportation Priorities (CRTP) suggesting the standard for determining farebox ratios for the purposes of establishing unmet transit needs should be the impact a marginal service has on the systemwide farebox (e.g. analyze whether operating a late night route would result in the RTS Saturday overall farebox return dropping by a particular percentage or below 10%). While this may be a potential alternative analysis the SSTAC may wish to consider in the future, the current Unmet Transit Needs definitions adopted in the HCAOG TDA Rules identify the minimum marginal farebox return ratio of a proposed service as the standard for determining if a need is reasonable to meet.

Recommended Finding: This is an Unmet Need that is not reasonable to meet.

6. Sunday Service on RTS

This request would increase the span service to add transit service on Sundays.

Background: In 2012, Sunday service on Redwood Transit was found to be an unmet transit need reasonable to meet. HTA began Sunday service and ran it until the service was discontinued during the COVID-19 emergency in 2020. When the service operated, average daily ridership on Sundays was 376, about 50% of the Saturday service ridership. The FY 23-24 UTN Report analyzed Sunday service based on FY 22-23 RTS Saturday ridership data, and found an estimated farebox return ratio of 10.4% for RTS Sunday service. Based on this finding, Sunday service was determined to be an unmet need reasonable to meet. As described above in #3, HTA’s service plan did not allow Sunday service to be funded and implemented. HCAOG did not take action to require the unmet need to be funded prior to allowing local jurisdictions to use LTF funds for non-transit purposes due to actively working on securing the SB 125 operating funds for regional transit.

Updated Analysis: Data from HTA’s June 2024 Performance Activity Report shows 455.65 average Saturday riders on RTS for the Year-to-Date period from July 1, 2023, to June 30, 2024. Based on FY 19-20 records for RTS (the last full year in which Sunday service ran), there were 52% as many riders on Sundays as on Saturdays which translates to an estimated 236.9 average daily Sunday

riders. At an operating cost per vehicle hour of \$126 and an average fare of \$2.00, the total daily cost to operate an equivalent Saturday service (31.48 operating hours) for Sundays comes to \$3,966.50. This equates to a marginal farebox return ratio of 12.0%.

Notes: While a Sunday service may operate at limited hours compared to Saturday and thus decrease operational costs, limited hours would also lower ridership and potentially decrease the farebox return ratio. In the past, new services arising from UTN findings have performed with less than the optimal predicted ridership, and for that reason previous HCAOG UTN reports (FY 2018-19) have noted the estimated farebox return should be well above the required 10% in order to be considered a viable route. The predicted Sunday farebox return is just 12% and actual performance after two years could be expected to underperform the estimate.

Discussions with transit operators and transit analysts have identified additional issues to consider in the Sunday service analysis. The Transit Development Plan 2023-2028 highlighted Sunday service as an important short-term service improvement. However, LSC Consultants pointed out that Sunday service should not be implemented on one line until there is a plan/funding to implement on all routes (ETS, RTS, and A&MRTS) simultaneously. The effectiveness of Sunday service, in terms of productivity, efficiency, and mobility, would be hampered if transit riders were not able to transfer to other intra-city services.

In addition, HTA noted that the operating costs for Sunday service are higher because five full-time equivalent positions would need to be hired to meet scheduling needs to operate seven days a week. Positions include two mechanics, two fuelers, and a dispatcher. The five jobs would increase the annual operating cost for HTA by approximately \$400,000. In addition to an operating cost of approximately \$200,000 annually (taking the average of the HCAOG and TDP operating estimates), the cost for starting Sunday service on RTS is approximately \$600,000. This tracks with the approximately \$500,000 it cost HTA to begin Sunday service in 2013.

Table 10: Performance Analysis for RTS Sunday Service

Service	Total Riders YTD Current FY*	Collected Fares	Operating Cost	Farebox Ratio	Subsidy per passenger	Passenger / Hour
RTS Saturday Overall*	455.65	455.65 riders/day * \$2.00 avg fare = \$911.20	\$126.00/hr. * 31.48 hours = \$3,966.50	911.20/ \$3,966.50 = 23%	(3,966.50-993) / 455 = \$6.54	455/31.48 = 14.61
RTS Sunday	455.65 * 0.52 = 237 trips/day	237 trips/day x \$2.00 avg fare = \$474	\$126.00 hr. * 31.48 hours = \$3,966.50/day	474 / 3,966.5 = 12.0%	(3966.5 -497) / 237 = \$14.64	237/31.48 = 7.53
RTS Sunday†	Annual ridership 5,700	\$13,400	Annual operating cost \$135,300	9.9%	\$22.13	6.1

* Source: <https://hta.org/wp-content/uploads/2024/08/2024.06-June-Board-Report.pdf>, accessed January 2025.

† Source: https://www.hcaog.net/sites/default/files/humboldt_county_transit_development_plan_-_final_report_no_appendices_compressed_0.pdf, accessed February 24, 2025.

Recommended Finding: This is an Unmet Need that is not reasonable to meet.

7. Expanded ETS service to Greater Eureka

This request would provide more frequent and convenient service in Greater Eureka, specifically in Myrtle town.

Response: A couple of commenters requested better service frequency and/or service coverage expansion to the Greater Eureka area, specifically Myrtle town. Myrtle town is a unincorporated Census designated place that is 2.1 square miles in size, which is adjacent to and east of the city of Eureka. Myrtle town has a population of 4,882 people, of which 23.5% are 65 years or older. A 20.3% poverty rate. According to ACS data, only 6.1% of Myrtle town households are carless; 50% have one vehicle and 43.8% of households have two or more vehicles.

The community's development pattern is characterized by detached single family residential housing, pockets of multifamily and neighborhood commercial uses, and several quasi-public and public facilities. A medical services corridor, centered on Harrison Avenue, straddles the boundary between the City Eureka and Myrtle town. Myrtle town is served by the Green Route of the Eureka Transit System. The Green Route is a loop route that services the Harrison Avenue corridor, Myrtle town, and the Bayshore Mall, with the mall being on the west side of Eureka. The 2023 TDP does lay out a plan for increased headway within Eureka by updating the routes to a hub and spoke model. Improvements to frequency and ETS routes will also require financial support because HTA/ETS uses all the allocated Local Transit Funds to provide current levels of service.

Recommended Finding: This is an Unmet Need that is not reasonable to meet.

8. Expanded service in Blue Lake.

The requested service is for an increased frequency of service and coverage in the City of Blue Lake.

Response: The Blue Lake Rancheria Transit System ceased operating in October 2023. This left a gap in local service between the City of Blue Lake and destinations such as the Murphy's Market in Glendale, a unincorporated community near the City of Blue Lake. As an stop gap measure, HTA began providing service by way of its Willow Creek intercity transit service. As part of the regular route to/from Willow Creek to the Arcata Transit Center, the Willow Creek bus makes two (2) eastbound and three (3) westbound stops daily, Monday through Saturday. The Willow Creek intercity transit service stops at Blue Lake City Hall and the Blue Lake Rancheria Casino. As the name implies, the WCI is an intercity route and as such the scheduling and funding source does not allow for local stops at locations such as Glendale. The City of Blue Lake is approximately 0.60 square miles in size, has a population of about 1,149 people, approximately 28% of the population is 65 years or older, and a 25.4% poverty rate, although residents who are under 18 years of age have the highest poverty rate (at 48.2%) followed by those who are 18 to 64 years of age. In addition, 25 out of the 552 households in Blue Lake do not have a vehicle. While WCI provides some public transit access, there is a gap in local service.

During fiscal year 2023/24, the Blue Lake Community Resource Center ran a survey to collect input from the community on transit needs. As the survey results were informative as to the desires of the Blue Lake community for public transit, they were considered as part of the 2023/24 Unmet Transit Needs Report of Findings. For this year's cycle, two Unmet Transit Needs public hearings were held in Blue Lake. As part of the November and December 2024 public hearings and the online survey, several commenters expressed a need for improved transit in Blue Lake, specifically

mentioning the limited frequency of buses in the City inhibit residents' ability to rely on transit services for their transportation needs. Commenters also indicated the need for a local fixed route transit and microtransit.

The City could operate a fixed-route system or contract with HTA for this service, but HTA does not have funding available or in the pipeline to provide this service. Unfortunately, a fixed-route local system simply would not perform well from a ridership or financial perspective regardless of the transit operator. In addition, the ability to fund such a service is a challenge as it requires appropriate capital and operational funding to be secured by the City or to form a partnership for this purpose. Alternatively, the City of Blue Lake could explore undertaking the operation of a microtransit service. An on-demand microtransit service is the most likely service alternative. This will require capital funds to purchase a new vehicle, although the RideCo software purchased by HTA for microtransit pilots in Eureka have additional licenses that may be available for a Blue Lake microtransit service. In addition to securing capital funding, funding to operate a microtransit service would need to be secured.

Recommended Finding: This is an Unmet Need that is not reasonable to meet. HCAOG, the City of Blue Lake, and County of Humboldt, will continue to work to identify funding and potential operational solutions, such as the introduction of microtransit in the City.

9. Expand AMRTS service to South Arcata.

Multiple requests were received to expand A&MRTS service to South Arcata, notably on South G Street.

Response: The A&MRTS Gold line currently stops at H and 6th followed by a stop at the Uniontown Shopping Center. Operationally, it appears that the bus could cross Highway 255 at H Street and make a left turn on south G Street. The adopted criteria requires an unmet need to affect the operating cost of the transit service, either by requiring additional staff and/or additional vehicle hours of service or miles of service. Extending the Gold line service to South G Street would require approximately five minutes travel time and 0.8 miles distance. This amount of time and mileage does not initially appear to meet the criteria of causing an increase in operational cost that is required to constitute an unmet need. That said, an additional five minutes is challenging to integrate into the existing route schedule, and it would require skipping other stops. Effectively beginning service to South G Street would therefore need to be tied into larger system goals to start a new route, the Green Line. A&MRTS uses all Local Transit Funds and grant funds to provide minimal service; therefore, to improve service to South Arcata more funding needs to be secured. The A&MRTS is currently seeking additional capital, personnel, and funding to implement a Green Line that would make service to South G more feasible operationally.

Recommended Finding: This is an Unmet Need that is not reasonable to meet. HCAOG recommends working with the City of Arcata and Humboldt Transit Authority to assess route modifications and service options that arise out of the Transit Development Plan update in June.

10. Service to Bayside.

Two comments requested increased coverage by providing a transit service to Bayside.

Response: The Arcata and Mad River Transit System (A&MRTS) Red Line currently provides service with a stop at Buttermilk Lane and Bayside Road. A request was made to the Arcata City Council for a transit service to Bayside. In previous years, HCAOG staff looked at Census

demographic data to determine the relative transit need for Bayside area. The primary demographic factor for transit needs is people over 65; however, the housing density for the area is very low. Some time ago, A&MRTS provided service out to Bayside but there was very little ridership, so service was discontinued. Maybe when there is more development in Bayside there could be service, such as when there's a development across the street from the Jacoby Creek School, this could lead to Bayside being considered again.

A couple years ago, staff asked A&MRTS to evaluate the feasibility of modifying the existing Red Line to extend the service down Old Arcata Road to Bayside Corners. A&MRTS staff identified that the route would add eight minutes and cannot be incorporated into the existing route. In response to this year's UTN comments, in January 2025 A&MRTS staff commented that with the completion of the roundabout at Old Arcata Road and Jacoby Creek Road service to Jacoby Creek will be possible in the future, however, funding to support the operation of the route needs to be secured, including funding for additional drivers. A&MRTS uses all Local Transit Funds and grant funds to provide minimal service; therefore, to add service to Bayside more funding would also need to be secured.

Overall, more planning and direct outreach is needed to explore new service to Bayside. HCAOG recommends working with the City of Arcata to chart a course for service to Bayside.

Recommended Finding: This is an Unmet Need that is not reasonable to meet due to lack of operational and financial sustainability. HCAOG recommends working with the City of Arcata to chart a course for service to Bayside that includes identification of potential funding sources and targeted outreach to residents of Bayside.

11. Later Service on Southern Humboldt Intercity.

The requested service is for later transit service from College of the Redwoods to Southern Humboldt.

Response: The Southern Humboldt Intercity (SHI) service is an intercity route that runs north-south between Eureka and Benbow, traveling through Fortuna, Rio Dell, Redcrest, Weott, Meyers Flat, Miranda, Phillipsville, Redway, and Garberville along the way. The SHI service completes three northbound runs and two southbound runs daily, operating between 6:46 AM and 7:15 PM Monday through Friday and between 8:30 AM and 7:00 PM on Saturdays. One commenter requested that a bus depart from CR at 3:00 pm; the southbound bus currently departs from the College of the Redwoods at 3:38 pm. The SHI service provides two southbound and three northbound runs between Benbow and Eureka on weekdays and Saturdays (with both morning runs shifted later on Saturdays). This service level reflects changes made to better reflect demand based on low ridership generated by past levels of service. Due to the low population density and high mileage between activity centers, southern Humboldt is difficult to serve with transit. According to the 2023 TDP, 3.3 passenger trips are carried per hour of service, which is slightly higher than those carried on the DAR service. Based on ridership levels, the 2023 TDP found that neither an increase nor a decrease in service is warranted.

The 2023 TDP does indicate there may be future service coordination opportunities utilizing the new North State Express (NSE, formerly RCX), a weekday express route between Eureka and Ukiah. The southbound NSE makes one stop in Garberville, and the northbound NSE makes one stop in Garberville. As the NSE service matures, service changes to the SHI service that would allow for better coordination between the two services should be considered.

Recommended Finding: This is an Unmet Need that is not reasonable to meet due to lack of operational and financial sustainability.

12. Other Comments

Several comments met the definition of an unmet need, but did not meet the adopted threshold of a minimum of two individual commenters requesting the service. Therefore, these comments were not further analyzed:

- Microtransit in Trinidad
- Service to Ferndale
- Service from McKinleyville to Bayshore Mall on Sundays
- Service to Hydesville
- Service to Woodley Island
- Sunday service on AMRTS
- Extend service to Hydesville

Prior Year Findings

Changes to the Redwood Transit System (RTS) span of service and an increase in service frequency between McKinleyville Airport and Cal Poly Humboldt Library Circle were found in last year's process to be unmet needs that are reasonable to meet. Changes to the RTS span of service, extending evening hours, were made and as such was no longer an unmet need. Increasing the service frequency between McKinleyville Airport and Cal Poly Humboldt Library Circle was dependent on funding and a microtransit service serving McKinleyville and Arcata will initiate in the coming fiscal year.

Appendix B presents a summary of prior findings beginning with the 2015/16 UTN cycle.

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, LTF funds are divided among the seven cities and the County based on population in a process called apportionment. In a typical year, the City of Arcata uses the entirety of their LTF apportionment for transit purposes. The City of Eureka contracts with the Humboldt Transit Authority, which claims the entirety of their LTF apportionment for transit purposes. The Cities of Blue Lake, Fortuna, Rio Dell and Trinidad annually contribute a majority of their LTF funds to their share of HTA service and other transit services, while also using a portion of LTF for Article 8 "Streets and Roads." The City of Ferndale uses LTF money for streets and roads. The County of Humboldt uses LTF funds primarily for transit purposes. Any funds remaining after funding existing transit services are used on streets and roads. See Table 12 for a summary of FY 2024-25 LTF uses by jurisdiction.

The State Transit Assistance (STA) fund is now fully funded by the sales tax on diesel and can be used for capital and operating purposes.

Table 11 provides FY 2025-2026 LTF apportionments for funds allocated by the HCAOG Board. These projections are based on an estimate provided by the Humboldt County Auditor Controller

(Auditor) pursuant to Government Code Section 6620. The 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 as well as accrued interest. After the close of each fiscal year, the Auditor is responsible for reporting any remaining balance in each jurisdiction's account.

Table 11: LTF Funds Allocated by Jurisdiction, FY 2025-26

Jurisdiction	DOF Population Projection	% of Total Population	Est. FY 2025-26 Apportionment
Arcata	18,540	13.93%	698,212
Blue Lake	1,149	0.86%	43,271
Eureka	26,073	19.59%	981,903
Ferndale	1,356	1.02%	51,067
Fortuna	12,181	9.15%	458,733
Rio Dell	3,241	2.44%	122,055
Trinidad	294	0.22%	11,072
Humboldt County	70,266	52.79%	2,646,200
Total	133,100	100.00%	\$5,012,512

“DOF” = California Department of Finance

Table 12: LTF Fund Use FY 2024-25

Jurisdiction	FY 24-25 Estimate	Transit	Streets & Roads	Bike/Ped
City of Arcata/ A&MRTS	718,162.00	718,162.00	-	-
City of Blue Lake	44,040.00	3,184.00	40,856.00	-
City of Eureka/HTA	1,004,497.00	1,004,497.00	-	-
City of Ferndale	52,686.00	-	52,686.00	-
City of Fortuna	470,986.00	461,356.00	210.00	9,420.00
City of Rio Dell	125,317.00	61,432.00	63,885.00	-
City of Trinidad**	11,298.00	6,082.00	5,216.00	
County of Humboldt	2,724,311.00	2,724,311.00	-	-
Total	\$ 5,151,297	\$ 4,979,024	\$ 162,853	\$ 9,420

* Blue Lake had carryover that is not included in this amount from 23-24 that they used towards transit for 24-25

** Estimated - have not submitted a claim yet

Appendix A: Summary of Public Input

Category	Sub-Category	Operator	Comment Source	Comment	Operator Comments: HTA and AMRTS	Staff Comment
Pot. Unmet Need	Coverage	A&MRTS	Arcata Hearing	Need to increase service to South Arcata, appears to be no service to South G Street.	<u>Funding and drivers needed.</u>	
Pot. Unmet Need	Coverage	A&MRTS	Arcata Hearing	w/ completion of Bay trail, increased ridership and service to South G Street	<u>Funding and drivers needed.</u>	
Pot. Unmet Need	Coverage	A&MRTS	Arcata Hearing	Has heard the need for service on South G Street		
Pot. Unmet Need	Coverage	A&MRTS	Arcata Hearing	within Arcata, has heard a need for service out to Bayside.	<u>Funding and drivers needed.</u>	
Pot. Unmet Need	Frequency	A&MRTS	Arcata Hearing	Long amount of time between buses, e.g., amount of time to walk vs. bus service to same destination is nearly the same	<u>Funding and drivers needed.</u>	
Pot. Unmet Need	Frequency	A&MRTS	Arcata Hearing	Need for increased frequency in Arcata	<u>Funding and drivers needed.</u>	
Pot. Unmet Need	Frequency	RTS	Arcata Hearing	Need for more rapid transportation between towns. There's a need faster and more direct transportation options; currently travel between towns takes too long due to inefficient routes and long wait times. Need for express routes or faster connections would improve accessibility for people who commute for work, education, and essential activities.	Inefficient routes are correlated to servicing all the general public. Funding is needed for express routes. <u>Funding and drivers needed.</u>	

Category	Sub-Category	Operator	Comment Source	Comment	Operator Comments: HTA and AMRTS	Staff Comment
Pot. Unmet Need	Frequency	RTS	Arcata Hearing	More frequent service, especially during peak travel times. There are long gaps between buses. Increasing the frequency of buses, especially on population routes, would make public transportation a more reliable option for everyone.	30 minutes headways between Arcata and CR. Reduce to 15 minute headways? <u>Funding and drivers needed.</u>	
Pot. Unmet Need	Frequency	RTS	Arcata Hearing	Need express routes for CR, Cal Poly and other popular destinations, the airport for example.	<u>Funding and drivers needed.</u>	
Pot. Unmet Need	Frequency & Span	RTS	Arcata Hearing	CR students trying to go back to Arcata	What time? Service NB from CR is every 30 minutes	
Pot. Unmet Need	Span	A&MRTS	Arcata Hearing	Need Sunday service on AMRTS	<u>Funding and drivers needed.</u>	
Pot. Unmet Need	Span	A&MRTS	Arcata Hearing	Need to maintain AMRTS service during Cal Poly breaks; do not decrease service when school is on break. The AMRTS ridership slide that shows increasing AMRTS ridership despite flat Cal Poly/HSU enrollment supports maintaining AMRTS service levels during breaks.	Red and Gold does not decrease between CPH semesters. Orange at 7pm and the Green/Gold are funded by CHP. <u>Running Gold and Red routes, Monday thru Friday now. In the past we just did the Orange route during CPH breaks.</u>	

Category	Sub-Category	Operator	Comment Source	Comment	Operator Comments: HTA and AMRTS	Staff Comment
Pot. Unmet Need	Span	RTS	Arcata Hearing	Better weekend hours--expanding weekend hours; not everyone works Monday through Friday. Better weekend hours is especially important for those who travel for work, medical appointments, and other essential activities. This would improve mobility for residents who have non-traditional schedules.	Funding needed. <u>Funding and drivers needed.</u>	
Pot. Unmet Need	Coverage & Frequency	<i>Blue Lake</i>	Blue Lake hearing	Hard to get out of (leave) Blue Lake for grocery shopping	Should this be directed at the City of Blue Lake, not RTS?	Updated to direct to Blue Lake
Pot. Unmet Need	Span	<i>Blue Lake</i>	Blue Lake hearing	People who are homeless depend on the bus to get meals, and other needs	Should this be directed at the City of Blue Lake, not RTS?	Updated to direct to Blue Lake
Pot. Unmet Need	Span & Coverage	RTS	Blue Lake hearing	McKinleyville high school students do not have an afternoon/evening runs that goes to/through Blue Lake	Need more information to respond.	
Pot. Unmet Need	Span & Coverage	RTS	Blue Lake hearing	Hard to get out of (leave) Blue Lake for doctor appointments.	Should this be directed at the City of Blue Lake, not RTS?	There are very few or no medical providers operating in Blue Lake-Glendale.
Pot. Unmet Need	Coverage	RTS	Email	Better bus routes closer to home	Where is home?	
Pot. Unmet Need	Coverage	RTS	Email	Service to Woodley Island. Currently has to walk over the bridge, which is scary.		

Category	Sub-Category	Operator	Comment Source	Comment	Operator Comments: HTA and <u>AMRTS</u>	Staff Comment
Pot. Unmet Need	Coverage & Frequency	RTS	Email	Thinks that more people may take the bus between McKinleyville and Cal Poly Humboldt if there was an express route or if Valley West was served by Arcata instead.	In-process of implementing microtransit between Mck and Arcata	
Pot. Unmet Need	DAR	DAR	Email	States that availability of DAR and CAE have not returned to pre-pandemic levels. Requests additional capacity to use DAR and CAE to transport participants to their facilities. Would like to see an increase in service capacity.		
Pot. Unmet Need	DAR	DAR	Email	Would like to see the availability of paratransit services increased. Sites limited ADHC bus service area and lack of capacity for DAR and CAE. This often limits the number of days their participants can come to their facilities.		

Category	Sub-Category	Operator	Comment Source	Comment	Operator Comments: HTA and <u>AMRTS</u>	Staff Comment
Pot. Unmet Need	Frequency	<i>Blue Lake</i>	Email	Main concern is about frequency of buses to and from Blue Lake. Sites long wait times of up to 7.75 hours between buses. Broader concerns about how bus routes are laid out. Would like to see all bus systems merged into one public transportation system. Also notes that website is not user friendly and difficult to understand. Would also like to see more inner city bus stops.	Should this be directed at the City of Blue Lake, not WC?	Updated to direct to Blue Lake
Pot. Unmet Need	Frequency	<i>Blue Lake</i>	Email	There is a large homeless population along the river in Blue Lake that is unable to access resources, such as food banks, due to lack of public transportation services to the City. There is often transit service available in the morning from Blue Lake, but no way to return back to the city later.	Should this be directed at the City of Blue Lake, not WC?	WC route returns to Blue Lake at 4:04pm
Pot. Unmet Need	Frequency	RTS	Email	Would like to see the frequency of bus service in Trinidad increased. Would also like the location of the Trinidad bus stop to be reconsidered because it currently turns around on small neighborhood streets.	There are very few options to turn a 40' bus around in Trinidad. HTA receives several complaints about the buses existing routes. They want more frequency?	

Category	Sub-Category	Operator	Comment Source	Comment	Operator Comments: HTA and <u>AMRTS</u>	Staff Comment
Pot. Unmet Need	Frequency	RTS	Email	More frequent service.	Need more information	
Pot. Unmet Need	Frequency	SHI	Email	Additional afternoon bus from Garberville going north. Rider gets in to Garberville at 11am and has to wait until 5 p.m. for a bus back to Miranda.	Funding needed.	
Pot. Unmet Need	Span	ETS	Email	Requests that service hours be increased past 7pm and that Saturday service be expanded so it is easier for people who live in outlying areas to get to places on Saturday.	No funding for increased service.	
Pot. Unmet Need	Span	RTS	Email	Sunday bus service on RTS to get to work, specifically Rio Dell/Fortuna	Transit funding needed for Sunday Service	
Pot. Unmet Need	Span	RTS	Email	Decided not to move to Humboldt because the bus service from Eureka to Arcata does not operate early enough to get them to work on time. Also would like to see late night services.	How much earlier and later? Additional funding would be needed to provide more service.	
Pot. Unmet Need	Span	RTS	Email	More service on weekends	Need more information	
Pot. Unmet Need	Span & Coverage	RTS	Eureka hearing	need more transit to/from CR	CR to/from Eureka and Arcata have 30 minute headways M-F.	

Category	Sub-Category	Operator	Comment Source	Comment	Operator Comments: HTA and <u>AMRTS</u>	Staff Comment
Pot. Unmet Need	Frequency	RTS	HCAOG hearing	Has been contacted by 2 individuals, 1 who identified themselves as frequent transit rider. Both identified the need for express service between McKinleyville and Arcata, and express service between Eureka, Arcata, and McKinleyville		
Pot. Unmet Need	Frequency	RTS	HCAOG hearing	need for faster service between major population centers: McKinleyville, Arcata, Eureka, and Fortuna. More direct routes, faster connections, and more frequency.	Funding needed.	
Pot. Unmet Need	Frequency	RTS	HCAOG hearing	Need greater frequency during heaviest travel times. Currently there are long gaps limiting people's options; leave people stranded. Greater frequency would make transit more attractive.	Funding needed for frequent service and express service.	
Pot. Unmet Need	Span	RTS	HCAOG hearing	Unable to attend events, especially at night.	Funding needed for extended service.	
Pot. Unmet Need	Span	RTS	HCAOG hearing	Need for better weekend hours: more hours on Saturday and service on Sundays. People who travel for work and medical appointments.	Funding needed.	
Pot. Unmet Need	Coverage	A&MRTS	HTA hearing	Need bus stop on South G Street, south of Sonoma Blvd.		
Pot. Unmet Need	Coverage	RTS	HTA hearing	Can't go to Ferndale, the County Fair or Jersey Scoops	This would be a City of Ferndale, RTS would not service it.	

Category	Sub-Category	Operator	Comment Source	Comment	Operator Comments: HTA and AMRTS	Staff Comment
Pot. Unmet Need	Coverage	RTS	HTA hearing	routes in eureka and Arcata: coverage vs. convenience	ETS and AMRTS uses all Local Transit Funds and grant funds to provide minimal service. More funding is needed to obtain convenience.	
Pot. Unmet Need	Frequency	RTS	HTA hearing	Increased frequency	Funding needed for increased service	
Pot. Unmet Need	Frequency	RTS	HTA hearing	connect more easily to RTS	Need more information to respond	
Pot. Unmet Need	Span	RTS	HTA hearing	RTS Sunday service.	Funding needed.	
Pot. Unmet Need	Span	RTS	HTA hearing	Earlier and later RTS service on weekdays, and extending to the airport.	Funding needed.	
Pot. Unmet Need	Span	RTS	HTA hearing	Need Sunday service and night time service	Transit funding needed for Sunday Service	
Pot. Unmet Need	Span	RTS	HTA hearing	Need service later into the night	Need more funding to add later night service. How late?	
Pot. Unmet Need	Coverage	Microtransit Pilot	NCTTC mtg	With launch of microtransit in McKinleyville, need for service to Potawot Health Village for tribal members	Not a RTS request	
Pot. Unmet Need	Span & Coverage	RTS	Phone Call	Requests bus service from McKinleyville to Bayshore Mall on Sundays. Neurodivergent adult that does not drive.	Transit funding needed for Sunday Service	

Category	Sub-Category	Operator	Comment Source	Comment	Operator Comments: HTA and <u>AMRTS</u>	Staff Comment
Pot. Unmet Need	Coverage	A&MRTS	Surv.-Q#8	Service in Bayside would be great	Funding needed.	
Pot. Unmet Need	Coverage	DAR	Surv.-Q#8	I'm handicapped, so having bus stops closer to home	What location?	
Pot. Unmet Need	Coverage	Not specified-n/a	Surv.-Q#8	a bus stop that doesn't require a mile and a half walk from my home on a county highway with insufficient pedestrian space.	Location?	
Pot. Unmet Need	Coverage	Not specified-n/a	Surv.-Q#8	As long as there is no way to access a bus on Elk River Rd it is moot for us.		
Pot. Unmet Need	Coverage	RTS	Surv.-Q#8	Service for Hydesville, please	Funding needed.	
Pot. Unmet Need	Coverage	RTS	Surv.-Q#8	Bus stop at Murphy market on Glendale to Arcata	Funding needed.	
Pot. Unmet Need	Coverage & Frequency	RTS	Surv.-Q#8	Faster busses would be my top request. Having such long ride times from Arcata to Trinidad and back again make it hard to compete with driving.	Bypassing Westhaven, Moonstone Beach, Clam Beach, and Grange Rd would reduce travel times. funding would be needed to provide those residents transportation services.	

Category	Sub-Category	Operator	Comment Source	Comment	Operator Comments: HTA and <u>AMRTS</u>	Staff Comment
Pot. Unmet Need	Frequency	ETS	Surv.-Q#8	I would love to see smaller shuttles doing more frequent shorter loops - For example Burre Center to Target to the Library to the Clark Museum to the CoOp to the courthouse back to Burre. Seniors or folks with limitations can't walk those routes. There are many similar loops or circuits like this. they could have one stop i they share for folks needing to travel from farther. I would ride this as an on/off errand day over driving and parking all these short distances.		
Pot. Unmet Need	Frequency	Not specified-n/a	Surv.-Q#8	more busses, more often, less waiting	What system? RTS?	
Pot. Unmet Need	Frequency	Not specified-n/a	Surv.-Q#8	More frequent busses	What system? RTS?	
Pot. Unmet Need	Frequency	Not specified-n/a	Surv.-Q#8	More frequent service and easier transfers between cities.	What cities?	
Pot. Unmet Need	Frequency	Not specified-n/a	Surv.-Q#8	Love the idea of more frequent busses so.i don't need to plan around existing times as much.	Funding needed.	
Pot. Unmet Need	Frequency	RTS	Surv.-Q#8	Express routes to key trip generators, regular service (better than 1 per hour), more connectivity, transit oriented development.	Funding needed.	

Category	Sub-Category	Operator	Comment Source	Comment	Operator Comments: HTA and <u>AMRTS</u>	Staff Comment
Pot. Unmet Need	Frequency	RTS	Surv.-Q#8	Make more runs	Funding needed.	
Pot. Unmet Need	Frequency	RTS	Surv.-Q#8	Frequent express service between downtown Eureka and downtown Arcata	Funding needed.	
Pot. Unmet Need	Frequency	RTS	Surv.-Q#8	Just more frequent buses.	Funding needed.	
Pot. Unmet Need	Frequency	RTS	Surv.-Q#8	Faster trips from McKinleyville to Eureka	Funding needed.	
Pot. Unmet Need	Frequency	RTS+A&MRTS	Surv.-Q#8	More frequent busses during business hours would also be amazing. It would be even more amazing if ETS and AMRT ran more frequently to match HTA.	Funding needed.	
Pot. Unmet Need	Frequency	RTS+ETS	Surv.-Q#8	More busses that are easier to connect with eureka busses	Funding needed.	
Pot. Unmet Need	Frequency	SHI	Surv.-Q#8	We just need more frequent runs on the intercity transit line. There use to be so many runs and it's been cut down to nothing basically. It's hard to use with the few available time options.	This should be listed under Sohum Intercity ☑	Changed service to Southern Humboldt Intercity

Category	Sub-Category	Operator	Comment Source	Comment	Operator Comments: HTA and <u>AMRTS</u>	Staff Comment
Pot. Unmet Need	Frequency & Route	ETS	Surv.-Q#8	I live in Myrtle town where there are stops near me. However, the route only goes in one direction and makes a large circle to get to Old Town where I go most of the time. My destinations are only 1.5-2.5 miles away, but I would have to go south and west and finally north for 45 min. in order to get to my destination. Return trips are okay, but I can walk 2 mi. faster than the bus trip! Please add reverse routes to the current routes!!	Funding needed.	
Pot. Unmet Need	Frequency & Route	ETS	Surv.-Q#8	Looked at riding the bus from Myrtle town to the courthouse for work in the morning. The route would take an hour last I saw, and goes to the mall on the way. Would love a route from Myrtle town to downtown eureka in the morning	Funding needed.	
Pot. Unmet Need	Frequency & Span	RTS	Surv.-Q#8	I'm looking for routes that would replace the need to drive on highways, so something prioritizing speed and less stops to major destinations. My ride to the airport takes longer than my flight to LA. Eureka and Arcata also already have local transport.		

Category	Sub-Category	Operator	Comment Source	Comment	Operator Comments: HTA and <u>AMRTS</u>	Staff Comment
Pot. Unmet Need	Span	Not specified-n/a	Surv.-Q#8	I dispatch for a city transit program and we service elders and people with disabilities. It would be great to start earlier and have extended hours as well as weekend hours	Funding needed.	
Pot. Unmet Need	Span	Not specified-n/a	Surv.-Q#8	Your customers don't cease to exist on the weekends, or after sunset!	Funding is limited. Operational funds target peak times and dense areas.	
Pot. Unmet Need	Span	Not specified-n/a	Surv.-Q#8	More busses running after work or on weekends. Particularly from areas with bars/restaurants to residential areas so that people can take public transit instead of driving.	Funding needed.	
Pot. Unmet Need	Span	RTS	Surv.-Q#8	Better weekend service, more than once an hour, service after six pm	Funding needed.	
Pot. Unmet Need	Span	RTS	Surv.-Q#8	Direct, bidirectional routes, e.g., you take the same route out and back.	Funding needed.	
Pot. Unmet Need	Span	RTS	Surv.-Q#8	Later weekday service to Willow Creek (last bus is 3:48pm).	Funding needed.	
Pot. Unmet Need	Span	RTS	Surv.-Q#8	If all transit services ran later, even if infrequently, it would be a huge improvement. And *some* bus service on Sundays, even if limited, would be better than none.	Funding needed.	
Pot. Unmet Need	Span	RTS	Surv.-Q#8	weekend service increases	Funding needed.	

Category	Sub-Category	Operator	Comment Source	Comment	Operator Comments: HTA and <u>AMRTS</u>	Staff Comment
Pot. Unmet Need	Span	RTS+ETS	Surv.-Q#8	Need Sunday service, both Eureka and RTS Compliment: my husband now needs Dial a Ride, and it has been very helpful	Funding needed.	
Pot. Unmet Need	Span & Coverage	Not specified-n/a	Surv.-Q#8	So often the bus is great for getting TO my destination, but then I can't get back home.	What system? later night RTS?	
Pot. Unmet Need	Span & Coverage	RTS	Surv.-Q#8	Send a later bus to so hum from Eureka, specifically CR eureka campus for kids that attend school all day	Funding needed.	
Pot. Unmet Need	Span & Coverage	RTS	Surv.-Q#8	Currently I can't take the bus to work because I have to be there at 6am and the bus doesn't run. I work at St.Joe's and it would be great if I could ride the bus to work. I also cannot pick my kids up from school on the bus because they go to school in Manila and bus service there is so infrequent.	Manila use microtransit. Funding needed for ealier service.	
Pot. Unmet Need	Span & Coverage	SHI	Surv.-Q#8	Have a bus from cr to redway at 3:00	Bus currently leaves at 3:28 pm	
Pot. Unmet Need	Span & Coverage	SHI	Surv.-Q#8	Please have later Bus to leave Eureka going to Southern Humboldt. So people can go to work and get home.	This should be listed under Sohum Intercity	Changed service to Southern Humboldt Intercity

Category	Sub-Category	Operator	Comment Source	Comment	Operator Comments: HTA and <u>AMRTS</u>	Staff Comment
Pot. Unmet Need	Span, Coverage, & Frequency	Not specified-n/a	Surv.-Q#8	More frequent trips. extended service. stops closer to my destinations.	I'm thinking this is RTS. It is difficult to juggle adding destinations with streamlining and improving frequency	
Pot. Unmet Need	Span, Coverage, & Frequency	RTS	Surv.-Q#8	HTA does a great job, but more investment is needed for better service (more frequent, longer hours, and on weekends). Things that could be done without much additional funding include redesigning transit routes - especially in Arcata and Eureka - to make them more convenient for more people and allow easier connections, including free transfers across all services. More user-friendly schedules and route maps (with all the routes on them) would also help.	I agree and transit maps/schedules are being designed.	
Pot. Unmet Need	Coverage	ETS	Tri Co. Independent Living Expo	Need another bus stop on ETS that is closer to the area between O St/Buhne and S /Henderson. Hard to walk longer distance to bus stop.	There is a bus stop on S Street and on N Street. The walk is only 2 blocks maximum.	
Pot. Unmet Need	Coverage	RTS	Tri Co. Independent Living Expo	Getting from Azalea Ave (McKinleyville area) to Sutter is challenging for people with mobility issues because there are no sidewalks, and no bus pickup	DAR is available on Azelea Ave. Microtransit will soon be available	

Category	Sub-Category	Operator	Comment Source	Comment	Operator Comments: HTA and AMRTS	Staff Comment
Pot. Unmet Need	Span	RTS	Tri Co. Independent Living Expo	RTS should stop at CR on the weekends for basketball games	RTS has limited service to CR on Saturday.	
Pot. Unmet Need	Frequency	RTS	Trinidad Hearing	Need faster service	Funding needed.	
Pot. Unmet Need	Span	RTS	Trinidad Hearing	Sunday bus service: helpful for social activities	Transit funding needed for Sunday Service	
Pot. Unmet Need	DAR	DAR		Notes recent issues with DAR. Adult Day Health Care participants are now transported on two or more uses with frequent stops which has increased travel times to an hour or more in both directions. Requests that more resources be provided to the paratransit system.		
Bus Stops &/or Shelters		Not specified-n/a	Arcata Hearing	Bus shelters (northbound) could not be accessed because they were being used as shelter for an unhoused person. This would discourage people from riding the bus.	Need more information. What location? <u>Arcata Police Dept. is patrolling the routes more often and making sure bus shelters are clear.</u>	
Operational		Not specified-n/a	Arcata Hearing	Buses should avoid stopping at road drainage grates	What location? <u>Buses pull up close enough to the curb, this should not be an issue.</u>	

Category	Sub-Category	Operator	Comment Source	Comment	Operator Comments: HTA and <u>AMRTS</u>	Staff Comment
Other		Not specified-n/a	Arcata Hearing	Stuck in Trinidad--bus to Trinidad and Scotia	What is the need?	
Other		Not specified-n/a	Arcata Hearing	Humboldt county has the highest rate of drunk drivers: uses buses for safe and sober transit. See Bill's Bus in Santa Barbara/Isla Vista		
Other		Not specified-n/a	Arcata Hearing	Need to incentivize and promote transit for collective transportation, especially for special events.	<u>Already being done.</u>	
Other		Not specified-n/a	Arcata Hearing	need to increase ridership, not everyone is able to ride a bike or walk to work	Need more information. What system?	
Other		Not specified-n/a	Arcata Hearing	For those experiencing homelessness, access to transit facilitates access to housing.		
Other		Not specified-n/a	Arcata Hearing	People who are homeless and are camping aren't being mentally prepared with how to get on a bus, which could improve their situation (safer) and access to [social] services.		
Other		Not specified-n/a	Arcata Hearing	She echoes all of the comments from CRTP mentioned tonight.		

Category	Sub-Category	Operator	Comment Source	Comment	Operator Comments: HTA and AMRTS	Staff Comment
Other		A&MRTS	Arcata Hearing	Had service out to Bayside but didn't have ridership so service was discontinued. Maybe when there is more development in Bayside there could be service; when there's a development across the street from the Jacoby Creek School could lead to Bayside being considered again.	<u>With the completion of the round about at Old Arcata Rd. and Jacoby Creek Rd service to Jacoby Creek will be possible in the future, with funding and drivers.</u>	
Microtransit	Coverage	<i>Blue Lake</i>	Blue Lake hearing	Need for microtransit in Blue Lake	Should this be directed at the City of Blue Lake, not RTS?	Updated to direct to Blue Lake
Other	Frequency	<i>Blue Lake</i>	Blue Lake hearing	Before, there are long spans of time between buses when there was service	Should this be directed at the City of Blue Lake, not RTS?	Updated to direct to Blue Lake
Other		<i>Blue Lake</i>	Blue Lake hearing	Important to have a dedicated Blue Lake bus. The City could take it on.	City of Blue Lake question	Updated to direct to Blue Lake
Operational		Not specified-n/a	Blue Lake hearing	Feasibility of hydrogen and lower bus fares	Fares have already been lowered.	
Other		<i>Blue Lake</i>	Blue Lake hearing	HTA survey was performed; will HCAOG have access to the survey for the UTN effort?	Should this be directed at the City of Blue Lake, not RTS?	Updated to direct to Blue Lake

Category	Sub-Category	Operator	Comment Source	Comment	Operator Comments: HTA and <u>AMRTS</u>	Staff Comment
Operational	Fares	RTS	Email	Requests free services for youth and seniors. Provides examples of free fare programs in Bay Area where no pass is required or free pass is provided through school. Notes there is a misconception that public transportation is only for poor or disabled people, or people that have lost their license.	Funding needed. Fares help pay for the operation of transit services	
Bus Stops &/or Shelters	Route	Not specified-n/a	Email	Would like to see another stop added in Eureka between the Co-Op and Hawthorne on Broadway. They note that crossing Del Norte Street is very dangerous because there is no crosswalk and it is a wide crossing. Since it may be difficult to add a stop on Broadway, they suggest adding a stop at 14th and Koster. Bus could turn onto 14th, stop and Koster, continue to turn left on Waterfront, then left on Del Norte, then right on Broadway.	Closest stop is 3 blocks away.	
Other		Not specified-n/a	Email	Requests that bus service be provided to Hydesville and Alton. Cites dangerous road conditions along Highway 36 and 101 for pedestrians and cyclists commuting from these communities to Fortuna.		This is not a UTN; while unsafe travelways are mentioned these conditions do not meet the definition.

Category	Sub-Category	Operator	Comment Source	Comment	Operator Comments: HTA and AMRTS	Staff Comment
Other		Not specified-n/a	Email	Noted that transportation for traveling caregivers is a barrier. Provided additional contact for more information: Katie Collender katie@hta.org	Need more information	
Other		Not specified-n/a	Eureka hearing	Where did all the riders go (while ridership is improving it still has not fully recovered pre-COVID levels.	CR and CPH have remote and/or hybrid classes and working from home has reduced commuter need.	
Other		Not specified-n/a	Eureka hearing	Need to reach out to students at College of the Redwoods. They don't have access.	I dont understand this comment.	
Other		Not specified-n/a	Eureka hearing	The City can help spread the word for the UTN effort, including use of City's social media.		
Other		Not specified-n/a	Ferndale hearing	From CC: no unmet transit needs that are reasonable to meet		
Other		Not specified-n/a	Ferndale hearing	local senior center provides transportation. Does HCAOG confer with the senior resource centers?		
Other	Coverage	RTS	HCAOG hearing	The reasonable to meet standard of "must have adequate roadways and must be safe to operate" should be considered in light of school buses go almost anywhere.		
Operational		Not specified-n/a	HCAOG hearing	Not everyone has a smart phone. When waiting for a bus there is no way to get info arrival info/bus status information.	Departure information posted at stops.	

Category	Sub-Category	Operator	Comment Source	Comment	Operator Comments: HTA and <u>AMRTS</u>	Staff Comment
Other		Not specified-n/a	HCAOG hearing	Excited about microtransit coming to McKinleyville. While currently there is service through McKinleyville, currently there is not service within McKinleyville.		
Other		Not specified-n/a	HCAOG hearing	How are people to attend community events and meetings without a car? Event organizers do not promoting carpooling or transit. Equity issues.		
Other		Not specified-n/a	HCAOG hearing	C RTP has been reaching out to transit rider for the last 9 months or so. Common themes heard.		
Other		Not specified-n/a	HCAOG hearing	Success of the Willow Creek route due to partnership with tribes.		
Other		Not specified-n/a	HCAOG hearing	He gave a high level summary of the potential process for allocating Measure O funds		
Bus Stops &/or Shelters	Route	Not specified-n/a	HTA hearing	Eliminate Valley West deviation.		
Operational	Route	Not specified-n/a	HTA hearing	Arcata route and services are convoluted, the color scheme is confusing.		

Category	Sub-Category	Operator	Comment Source	Comment	Operator Comments: HTA and AMRTS	Staff Comment
Operational	Route	Not specified-n/a	HTA hearing	CRTP has performed their own survey. Themes they've heard: improve legibility of the system; make the system easier to understand. The schedule and maps with the multiple routes can be difficult to understand.	HTA and HCAOG are currently working on it with marketing team.	
Operational		Not specified-n/a	HTA hearing	Merge Southern Humboldt route into RTS to reduce duplication.		
Other		Not specified-n/a	HTA hearing	More Amtrak service to the Bay Area. Expand Zipcar and bikeshare to Eureka.		
Operational		Not specified-n/a	HTA hearing	Bus info needs to be available/accessible by lower tech devices ("basic phones")	HTA has readable schedules at 90% of our bus stops.	
Other		Not specified-n/a	HTA hearing	Modifications of service need to use a holistic approach; look at the whole system	Need more information to respond	
Other		Not specified-n/a	HTA hearing	to improve public outreach need to use other means, e.g., distribute coasters with a QR code to restaurants, etc. Need to reach out to student communities and CR and Cal Poly Humboldt, e.g., tabling on the campuses.	HTA and HCAOG are currently working on it with marketing team.	
Other		Not specified-n/a	Rio Dell hearing	Tap to pay; riders can use the same card all the way to Mendocino		

Category	Sub-Category	Operator	Comment Source	Comment	Operator Comments: HTA and <u>AMRTS</u>	Staff Comment
Other		Not specified-n/a	Rio Dell hearing	Fares are consistent throughout the system--less of a hassle to use transit		
Other		Not specified-n/a	Rio Dell hearing	Working on connection to Redding and then to Sacramento		
Other		Not specified-n/a	Rio Dell hearing	HTA is trying hard to meet unmet transit needs.		
Other	Route	RTS	Surv.-Q#8	Service from outlying areas like Fieldbrook or McKinleyville Other than Central Avenue	Funding needed.	
Other	Route	RTS	Surv.-Q#8	Buses between outdoor destinations and community hubs. I would love a bus to/from Headwaters -- I live out Elk River Rd, but I also take my students out there from CR! We don't have transportation for students at CR, so it can be hard to coordinate equitable field trips for our students.	Funding needed.	
Other		<i>Blue Lake</i>	Surv.-Q#8	Folks could take the bus to Blue Lake if the hours and number of times the bus comes to Blue Lake increased. Think about it: all of our events, restaurants, tourist spots, trails (biking!) and businesses could be accessed by all of Humboldt. It is a two way street!	Should this be directed at the City of Blue Lake, not RTS?	Updated to direct to Blue Lake

Category	Sub-Category	Operator	Comment Source	Comment	Operator Comments: HTA and <u>AMRTS</u>	Staff Comment
Bus Stops &/or Shelters		Not specified-n/a	Surv.-Q#8	More shelters for waiting in rain (and large enough for 5 or 6 people, baby strollers, dogs, groceries, etc)		
Bus Stops &/or Shelters		Not specified-n/a	Surv.-Q#8	Work in tandem with mental health to get the drug addicts from sleeping and trashing the shelters that working ppl need on rainy days like today /s (=sarcasm). Don't dump a bunch of money where it doesn't need to go. Digital updates on bus is too much. That is probably a couple bucks that could go toward keeping the bus healthy or cleaning the stops. Don't waste money on something new when waiting and looking down the st for the bus works just fine.		
Bus Stops &/or Shelters		Not specified-n/a	Surv.-Q#8	Having shelters that protect against the rain would be great. Having bike racks Eureka city transit routes.		
Bus Stops &/or Shelters		Not specified-n/a	Surv.-Q#8	I'm handicapped...and with somewhere to sit and wait would go a long way to having me ride the bus more		

Category	Sub-Category	Operator	Comment Source	Comment	Operator Comments: HTA and <u>AMRTS</u>	Staff Comment
Microtransit		Not specified-n/a	Surv.-Q#8	For even smaller towns I would like to see experimental cost effective local transport. In LA I used a service that operated the way Lyft/Uber does except they pick up multiple people. Worked great except they needed something more like a short bus. Something similar to the senior transport but for everyone?		
Microtransit		Not specified-n/a	Surv.-Q#8	Micro busses	Funding needed.	
Operational		Not specified-n/a	Surv.-Q#8	Keeping people that seem under the influence off the bus.		
Operational		Not specified-n/a	Surv.-Q#8	Make sure the GPS is working. Super helpful!	Funding needed.	
Operational		Not specified-n/a	Surv.-Q#8	Also, a great improvement would be real time GPS bus tracking at the stops. That would be huge for this area. I ride everyday and most weekends. I have to help people figure out where they are going at least once a week. This would be nice for those people but also for the regular users as the bus is often late. Giving us a better idea with real time updates.	In progress.	

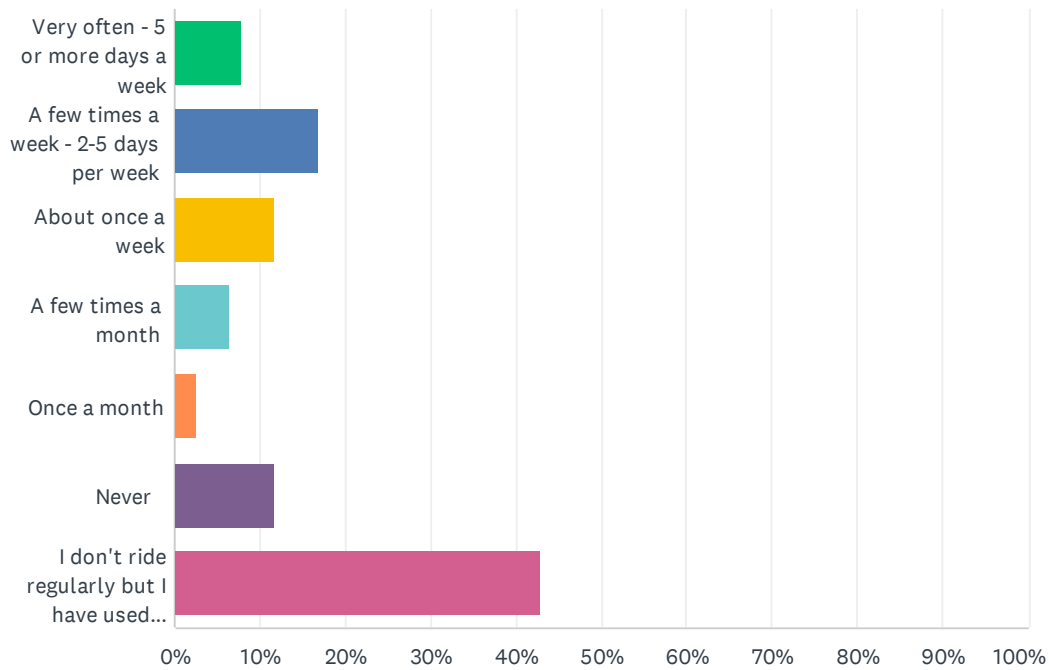
Category	Sub-Category	Operator	Comment Source	Comment	Operator Comments: HTA and <u>AMRTS</u>	Staff Comment
Other		Not specified-n/a	Surv.-Q#8	And might not be the right place but I would really like to prioritize infrastrucutre for bicyclists and pedestrians. Fortuna is so small it only took me 12 mins to get to safeway on bike, but I don't do that most of the time because it is very dangerous. Could really help with children's health and independence too, as many could be walking/biking to school.		
Other		Not specified-n/a	Surv.-Q#8	I recommend looking into SmartTrip or whomever developed it. SmartTrip is used by DC metro to incorporate all of their methods of public transportation in and around DC, including Arlington. I also appreciated Davis, CA's UC bus system where the ticket can be bought in app and real time bus information was available/interfaced with google. I should be able to plan out my rides with confidence. ESRI makes dashboard apps you can use to facilitate real time bus information...Right now the HTA app hard to navigate for anyone who actually relies on riding the bus throughout Humboldt.		

Category	Sub-Category	Operator	Comment Source	Comment	Operator Comments: HTA and <u>AMRTS</u>	Staff Comment
Other		Not specified-n/a	Surv.-Q#8	For 11 years i used the bus to commute from Arcata to Eureka for work. I loved it. Now that I'm retired and in my 70's I use it rarely.		
Other		Not specified-n/a	Surv.-Q#8	Cut back. Ridership is minimal.	what system?	
Other		Not specified-n/a	Surv.-Q#8	More promoting public transit!!!!		
Microtransit		RTS	Surv.-Q#8	Transit along Old Arcata Road and Myrtle Ave. to Eureka.	microtransit is available	
Microtransit	Coverage	RTS	Trinidad Hearing	Need for microtransit in Trinidad	Microtransit may be an option in lieu of public transit routes.	
Bus Stops &/or Shelters		Not specified-n/a	Trinidad Hearing	Safety--lack of lighting	We are ordering all shelters with solar lighting inside.	
Other		Not specified-n/a	Trinidad Hearing	Prior to commencing presentation, CC chair asked how many ppl take transit. Response: 3 ppl.		
Other		Not specified-n/a	Trinidad Hearing	Suggestion for a Trinidad Trolley loop that commences at a park-n-ride in Eureka. Trolley would have stops at Sumeg Village, Rancheria, etc. Good ROI; example in Colorado	Maybe the Rancheria provide service and/or partner with the County if there is a real need.	

Category	Sub-Category	Operator	Comment Source	Comment	Operator Comments: HTA and <u>AMRTS</u>	Staff Comment
Other		RTS	Trinidad Hearing	For shift workers, need more frequent service. Currently takes 1 hour to/from work. The routes do not value riders time.	Express service is not public transit that serves all. Express service would be a separate route with premium fares.	

Q1 How often do you currently use public transit?

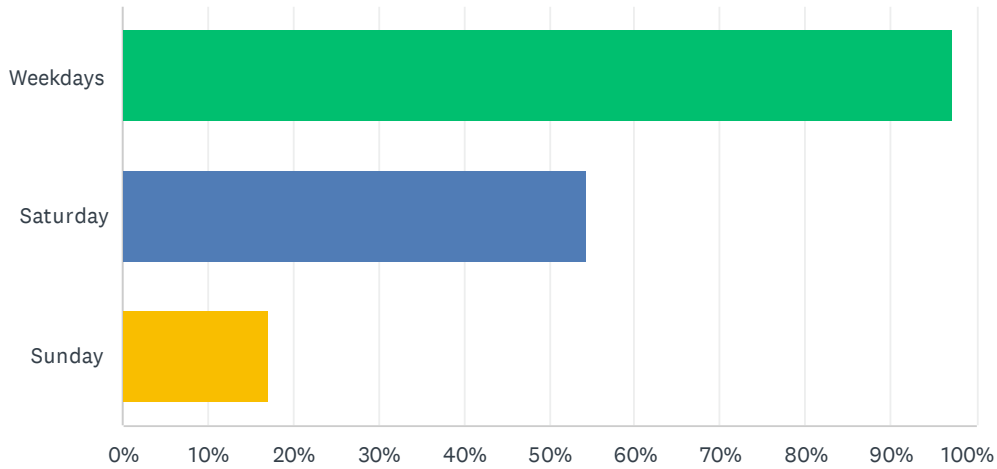
Answered: 77 Skipped: 0



ANSWER CHOICES	RESPONSES	
Very often - 5 or more days a week	7.79%	6
A few times a week - 2-5 days per week	16.88%	13
About once a week	11.69%	9
A few times a month	6.49%	5
Once a month	2.60%	2
Never	11.69%	9
I don't ride regularly but I have used public transit at least once before.	42.86%	33
TOTAL		77

Q2 What day(s) of the week do you use public transit? (check all that apply)

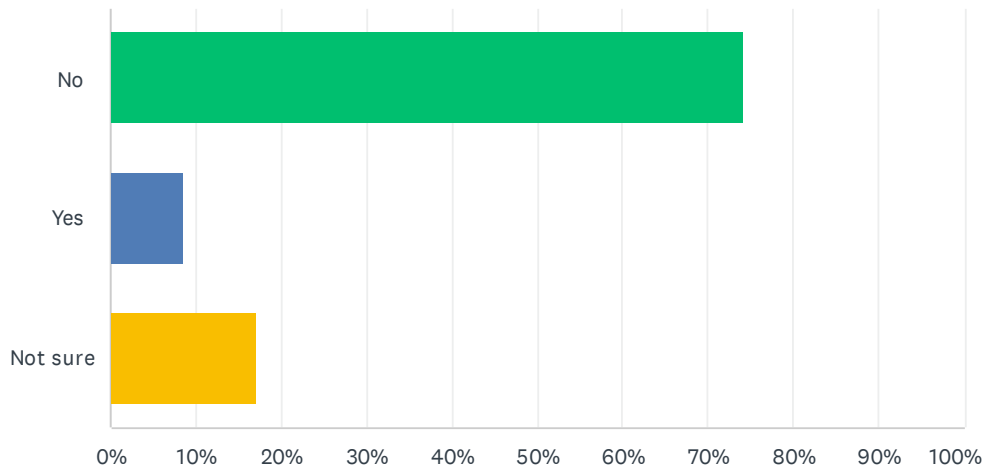
Answered: 35 Skipped: 42



ANSWER CHOICES	RESPONSES	
Weekdays	97.14%	34
Saturday	54.29%	19
Sunday	17.14%	6
Total Respondents: 35		

Q3 Does the current transit schedule meet your transportation needs?

Answered: 35 Skipped: 42



ANSWER CHOICES	RESPONSES
No	74.29% 26
Yes	8.57% 3
Not sure	17.14% 6
Total Respondents: 35	

Q4 If you answered "no" to the question above, what trips would you like to make using transit that you cannot make now? (1st Choice)?

Answered: 21 Skipped: 56

ANSWER CHOICES	RESPONSES
Where would this trip start and end?	100.00% 21
How often would you need to make this trip?	100.00% 21
What time would you need to make this trip?	95.24% 20
Please describe why you need to make this trip.	95.24% 20

#	WHERE WOULD THIS TRIP START AND END?	DATE
1	eureka to arcata rountrip	12/31/2024 5:04 AM
2	Fortuna-Arcata	12/23/2024 6:57 AM
3	Fortuna to Arcata	12/5/2024 6:03 PM
4	Sunday mckinleyville to Eureka	12/3/2024 2:49 PM
5	A stop at Murphy market in Glendale drive	11/29/2024 3:57 PM
6	Garberville / arcata	11/22/2024 2:42 AM
7	Start at CR end in so hum	11/21/2024 11:25 PM
8	Redway Bear River casinam	11/21/2024 9:28 PM
9	Piersons	11/21/2024 4:39 PM
10	Arcata Airport (incoming on RCT Route 20 arriving at 9:05 am)	11/20/2024 8:25 PM
11	Eureka to Arcata	11/15/2024 10:12 AM
12	start at 4th & H St, Eureka, end H St & Del Norte (transfer from HTA to ETS)	11/8/2024 11:10 AM
13	11th Street Greenview market to the Transit center or by the hospice shop	11/7/2024 7:37 PM
14	Blue Lake City Hall to Arcata Transit center, and back again.	11/7/2024 11:05 AM
15	Arcata to Eureka	11/4/2024 12:29 PM
16	Trinidad to Arcata	11/2/2024 5:38 PM
17	Arcata Transit Center to Freshwater Farms Reserve on Myrtle Ave.	11/2/2024 6:38 AM
18	Wind Song in Arcata to College of the Redwoods	11/1/2024 5:04 PM
19	Miranda to Garberville and Eureka to Miranda early evening	11/1/2024 1:16 PM
20	Start: Broadway/McCullen End: Winco -- Round trip	11/1/2024 12:46 PM
21	Arcata to Eureka (and back)	11/1/2024 12:33 PM

#	HOW OFTEN WOULD YOU NEED TO MAKE THIS TRIP?	DATE
1	weekly	12/31/2024 5:04 AM
2	Weekly	12/23/2024 6:57 AM
3	twice a week or more	12/5/2024 6:03 PM
4	Twice every Sunday	12/3/2024 2:49 PM

5	3 days a week	11/29/2024 3:57 PM
6	A couple times a week	11/22/2024 2:42 AM
7	Five days a week	11/21/2024 11:25 PM
8	3 to 4 times a week	11/21/2024 9:28 PM
9	As needed, typically once a week	11/21/2024 4:39 PM
10	once a week	11/20/2024 8:25 PM
11	Sunday	11/15/2024 10:12 AM
12	3 or more times per week	11/8/2024 11:10 AM
13	4-5 days a week	11/7/2024 7:37 PM
14	Weekly, most days of the week. Especially on weekends.	11/7/2024 11:05 AM
15	about 3x a week	11/4/2024 12:29 PM
16	Every Sunday	11/2/2024 5:38 PM
17	2 times a week	11/2/2024 6:38 AM
18	Once to twice a week (any time it's raining)	11/1/2024 5:04 PM
19	2x month	11/1/2024 1:16 PM
20	Occasional SUNDAYS. I would be happy to make this trip most Sundays if that helps HTA	11/1/2024 12:46 PM
21	At least once a week	11/1/2024 12:33 PM
#	WHAT TIME WOULD YOU NEED TO MAKE THIS TRIP?	DATE
1	am and pm	12/31/2024 5:04 AM
2	Sundays	12/23/2024 6:57 AM
3	midday for the university, morning-ish to midday for weekend fun trips	12/5/2024 6:03 PM
4	Morning and afternoon	12/3/2024 2:49 PM
5	Mornings evenings afternoons depends	11/29/2024 3:57 PM
6	8 am - 8 pm	11/22/2024 2:42 AM
7	6pm	11/21/2024 11:25 PM
8	7:00am to 5:30pm	11/21/2024 9:28 PM
9	Store hours	11/21/2024 4:39 PM
10	coördinate schedule between RCT and RideHumboldt please	11/20/2024 8:25 PM
11	7 PM or later	11/8/2024 11:10 AM
12	7:30 or 7:45am	11/7/2024 7:37 PM
13	Mornings, around 8:45, afternoons, around 12:30. And back again in the early evenings.	11/7/2024 11:05 AM
14	late at night	11/4/2024 12:29 PM
15	Leave Trinidad 8 AM or 9 AM	11/2/2024 5:38 PM
16	Morning and return early afternoon	11/2/2024 6:38 AM
17	Morning and late afternoon	11/1/2024 5:04 PM
18	Leave Eureka later than the current 3pm bus	11/1/2024 1:16 PM
19	1. AM or early PM	11/1/2024 12:46 PM
20	Returning late at night, or on a Saturday or Sunday	11/1/2024 12:33 PM

#	PLEASE DESCRIBE WHY YOU NEED TO MAKE THIS TRIP.	DATE
1	dr appt, school classes, weekend events	12/31/2024 5:04 AM
2	Church, work	12/23/2024 6:57 AM
3	I attend a class at CPH but it would be a 3 hr 20 m round trip by bus to Arcata vs. 1h 30m with flexibility by car. Going to the beach for fun once was a mistake at a 4h 20m round trip, and I couldn't even stay long.	12/5/2024 6:03 PM
4	Work	12/3/2024 2:49 PM
5	Work	11/29/2024 3:57 PM
6	Student attending CR needs a way to get home from school	11/21/2024 11:25 PM
7	To get to work and home from work	11/21/2024 9:28 PM
8	supplies	11/21/2024 4:39 PM
9	The RideHumboldt bus SOUTHbound leaves the airport at 9:02 am, necessitating a 57-minute wait for next bus	11/20/2024 8:25 PM
10	volunteering	11/15/2024 10:12 AM
11	So I don't have to walk home from work in bad weather; HTA runs until about 9 (?), ETS only runs 9-5	11/8/2024 11:10 AM
12	this would allow me to take the bus to work on rainy days (currently trying to bike everyday)	11/7/2024 7:37 PM
13	Work and school.	11/7/2024 11:05 AM
14	to be able to visit eureka at night without driving	11/4/2024 12:29 PM
15	Sunday errands, Church, social gatherings	11/2/2024 5:38 PM
16	I and many others do volunteer work at 5851 Myrtle Ave. Native Plant nursery.	11/2/2024 6:38 AM
17	Work	11/1/2024 5:04 PM
18	food shopping mostly	11/1/2024 1:16 PM
19	I need to get groceries and often Sunday is the most convenient day for my irregular schedule	11/1/2024 12:46 PM
20	To attend (and get home from) a public meeting or recreational activity	11/1/2024 12:33 PM

Q5 2nd Choice:

Answered: 17 Skipped: 60

ANSWER CHOICES	RESPONSES
Where would this trip start and end?	100.00% 17
How often would you need to make this trip?	100.00% 17
What time would you need to make this trip?	100.00% 17
Please describe why you need to make this trip.	94.12% 16

#	WHERE WOULD THIS TRIP START AND END?	DATE
1	Fortuna-anywhere	12/23/2024 6:57 AM
2	Fortuna to Downtown Eureka	12/5/2024 6:03 PM
3	Arcata to indianola cutoff	12/3/2024 2:49 PM
4	Sunday buse	11/29/2024 3:57 PM
5	Garberville / Trinidad	11/22/2024 2:42 AM
6	Start at CR end in so hum	11/21/2024 11:25 PM
7	Redway to Eureka	11/21/2024 9:28 PM
8	Winco	11/21/2024 4:39 PM
9	start E St & Del Norte, Eureka, end H St & 3rd	11/8/2024 11:10 AM
10	Cal Poly Humboldt to Greenview Market place	11/7/2024 7:37 PM
11	College of the Redwoods to Arcata Transit Center	11/7/2024 11:05 AM
12	Arcata to blue lake	11/4/2024 12:29 PM
13	Trinidad to Arcata	11/2/2024 5:38 PM
14	Windsong in Arcata to Downtown Eureka	11/1/2024 5:04 PM
15	Garberville	11/1/2024 1:16 PM
16	Broadway/McCullen to/from Woman's Club area	11/1/2024 12:46 PM
17	Arcata to McKinleyville (and back)	11/1/2024 12:33 PM

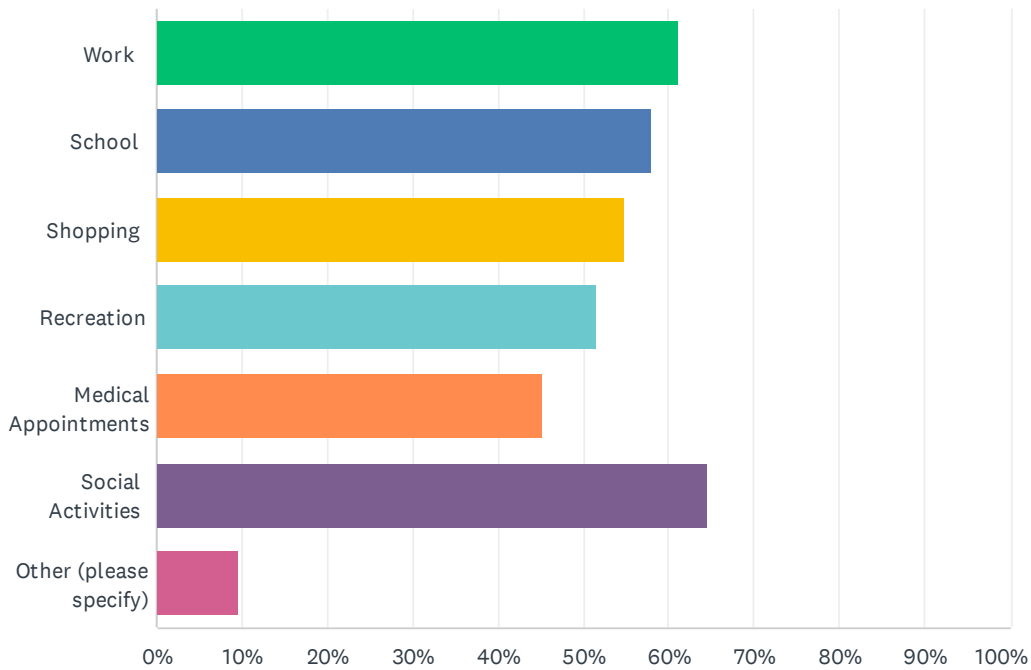
#	HOW OFTEN WOULD YOU NEED TO MAKE THIS TRIP?	DATE
1	Daily	12/23/2024 6:57 AM
2	1-2 times a week	12/5/2024 6:03 PM
3	Weekly	12/3/2024 2:49 PM
4	Once a week	11/29/2024 3:57 PM
5	A few times a month	11/22/2024 2:42 AM
6	Five days a week	11/21/2024 11:25 PM
7	6 days a week	11/21/2024 9:28 PM
8	Regularly	11/21/2024 4:39 PM
9	occasionally, a few times per week	11/8/2024 11:10 AM

10	Tuesday and Thursday	11/7/2024 7:37 PM
11	Weekdays, three times a week.	11/7/2024 11:05 AM
12	about 3x a week	11/4/2024 12:29 PM
13	Everyweek day	11/2/2024 5:38 PM
14	Once or twice a week	11/1/2024 5:04 PM
15	4x month	11/1/2024 1:16 PM
16	1 per month	11/1/2024 12:46 PM
17	A couple of times a month	11/1/2024 12:33 PM
#	WHAT TIME WOULD YOU NEED TO MAKE THIS TRIP?	DATE
1	Every 15-30 minutes	12/23/2024 6:57 AM
2	midday to evening, or evening to 9pm or later	12/5/2024 6:03 PM
3	Any	12/3/2024 2:49 PM
4	Mornings afternoons evenings	11/29/2024 3:57 PM
5	8am - 10 pm	11/22/2024 2:42 AM
6	5pm	11/21/2024 11:25 PM
7	7:00am to 6:00 pm	11/21/2024 9:28 PM
8	After 6pm	11/21/2024 4:39 PM
9	Earlier than 9:50 AM	11/8/2024 11:10 AM
10	leave CPH around 6:10ish	11/7/2024 7:37 PM
11	Late, 9:55pm or later.	11/7/2024 11:05 AM
12	more times through out the day and night	11/4/2024 12:29 PM
13	8 AM	11/2/2024 5:38 PM
14	8am depart, 5pm or 6pm return	11/1/2024 5:04 PM
15	early afternoon	11/1/2024 1:16 PM
16	afternoons. Usually getting home 4-6	11/1/2024 12:46 PM
17	All times of day, including Saturdays and Sundays	11/1/2024 12:33 PM
#	PLEASE DESCRIBE WHY YOU NEED TO MAKE THIS TRIP.	DATE
1	Commuter needs	12/23/2024 6:57 AM
2	To engage in local art clubs and local events, or general activity. If a late bus was available I could even attend later shows and bars. Similar to above there isn't a fast/limited stop bus between towns	12/5/2024 6:03 PM
3	Work	12/3/2024 2:49 PM
4	Work shopping socializing	11/29/2024 3:57 PM
5	Student needs a way to get home from school	11/21/2024 11:25 PM
6	To ger to work and back home after work.	11/21/2024 9:28 PM
7	Groceries, emergency cold medicine	11/21/2024 4:39 PM
8	Sometimes I need to get places earlier than 9 AM; ETS only runs 9-5	11/8/2024 11:10 AM
9	ability to take the bus home after class	11/7/2024 7:37 PM
10	I have a very late class.	11/7/2024 11:05 AM

11	Teach a class & visit the town, I used to live there and would commute to work by bus	11/4/2024 12:29 PM
12	Having a good commuter bus to Trinidad that wouldn't take as long and arrive around 9 AM to start work would be of great use to me and my family	11/2/2024 5:38 PM
13	Work	11/1/2024 5:04 PM
14	food shopping	11/1/2024 1:16 PM
15	attend concerts. I'm a musician	11/1/2024 12:46 PM
16	To attend (and get home from) a public meeting or recreational activity	11/1/2024 12:33 PM

Q6 Why do you use public transit? (Check all that apply)

Answered: 31 Skipped: 46

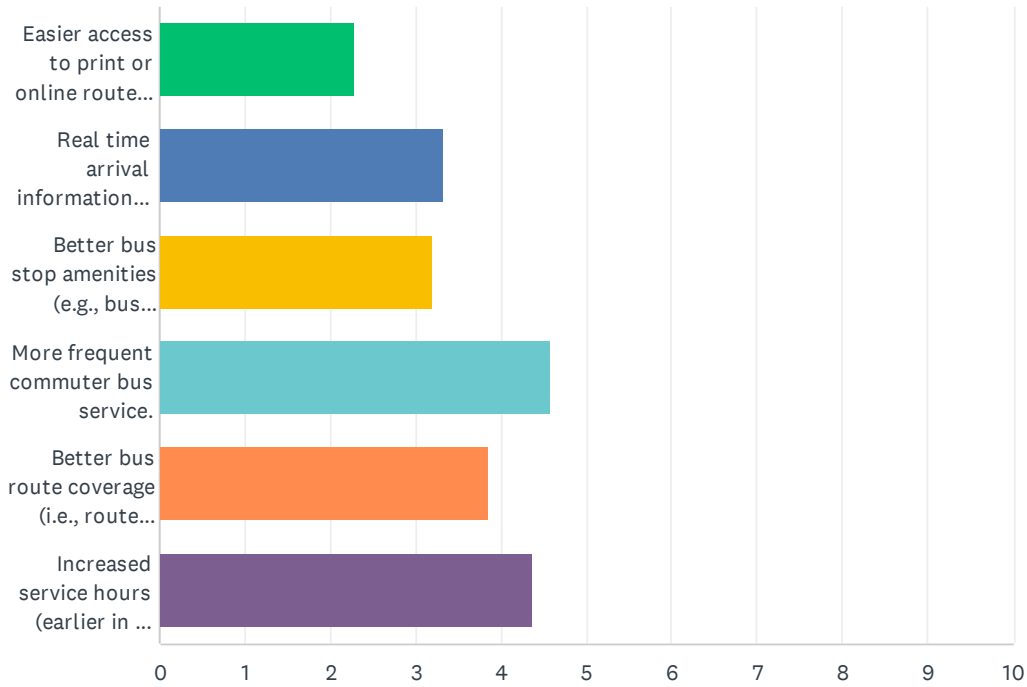


ANSWER CHOICES	RESPONSES
Work	61.29% 19
School	58.06% 18
Shopping	54.84% 17
Recreation	51.61% 16
Medical Appointments	45.16% 14
Social Activities	64.52% 20
Other (please specify)	9.68% 3
Total Respondents: 31	

#	OTHER (PLEASE SPECIFY)	DATE
1	sometimes I just ride it for fun, to explore the area, etc.	11/8/2024 11:12 AM
2	Reduce Carbon Emissions	11/2/2024 6:39 AM
3	saves gas and less pollution	11/1/2024 1:20 PM

Q7 What would make you more likely to use transit more often? Please rank your top three.

Answered: 64 Skipped: 13



	1	2	3	4	5	6	N/A	TOTAL	SCORE
Easier access to print or online route schedules.	6.25% 4	3.13% 2	4.69% 3	15.63% 10	14.06% 9	35.94% 23	20.31% 13	64	2.29
Real time arrival information displayed at bus stops or available on my phone.	9.38% 6	14.06% 9	10.94% 7	21.88% 14	17.19% 11	10.94% 7	15.63% 10	64	3.33
Better bus stop amenities (e.g., bus shelters, benches, more informative route information).	9.38% 6	10.94% 7	9.38% 6	21.88% 14	26.56% 17	7.81% 5	14.06% 9	64	3.20
More frequent commuter bus service.	26.56% 17	32.81% 21	18.75% 12	12.50% 8	1.56% 1	4.69% 3	3.13% 2	64	4.58
Better bus route coverage (i.e., routes or stops closer to my home or destination).	21.88% 14	17.19% 11	20.31% 13	7.81% 5	17.19% 11	10.94% 7	4.69% 3	64	3.85
Increased service hours (earlier in the morning, later evening, or weekend).	25.00% 16	20.31% 13	34.38% 22	4.69% 3	3.13% 2	7.81% 5	4.69% 3	64	4.38

Q8 Can you suggest any improvements that your service provider could make?

Answered: 52 Skipped: 25

#	RESPONSES	DATE
1	more busses, more often, less waiting	12/31/2024 5:07 AM
2	More frequent busses	12/23/2024 7:00 AM
3	a bus stop that doesn't require a mile and a half walk from my home on a county highway with insufficient pedestrian space.	12/21/2024 7:23 AM
4	Express routes to key trip generators, regular service (better than 1 per hour), more connectivity, transit oriented development.	12/18/2024 8:40 PM
5	Service for Hydesville, please	12/7/2024 8:22 PM
6	Service in Bayside would be great	12/7/2024 11:45 AM
7	I'm looking for routes that would replace the need to drive on highways, so something prioritizing speed and less stops to major destinations. My ride to the airport takes longer than my flight to LA. Eureka and Arcata also already have local transport. For even smaller towns I would like to see experimental cost effective local transport. In LA I used a service that operated the way Lyft/Uber does except they pick up multiple people. Worked great except they needed something more like a short bus. Something similar to the senior transport but for everyone? And might not be the right place but I would really like to prioritize infrastructure for bicyclists and pedestrians. Fortuna is so small it only took me 12 mins to get to safeway on bike, but I don't do that most of the time because it is very dangerous. Could really help with children's health and independence too, as many could be walking/biking to school.	12/6/2024 9:56 AM
8	Folks could take the bus to Blue Lake if the hours and number of times the bus comes to Blue Lake increased. Think about it: all of our events, restaurants, tourist spots, trails (biking!) and businesses could be accessed by all of Humboldt. It is a two way street!	12/5/2024 9:53 AM
9	I recommend looking into SmartTrip or whomever developed it. SmartTrip is used by DC metro to incorporate all of their methods of public transportation in and around DC, including Arlington. I also appreciated Davis, CA's UC bus system where the ticket can be bought in app and real time bus information was available/interfaced with google. I should be able to plan out my rides with confidence. ESRI makes dashboard apps you can use to facilitate real time bus information...Right now the HTA app hard to navigate for anyone who actually relies on riding the bus throughout Humboldt.	12/4/2024 10:07 PM
10	More shelters for waiting in rain (and large enough for 5 or 6 people, baby strollers, dogs, groceries, etc)	12/3/2024 2:57 PM
11	Service from outlying areas like Fieldbrook or McKinleyville Other than Central Avenue	12/2/2024 9:17 PM
12	Bus stop at Murphy market on Glendale to arcata	11/29/2024 4:01 PM
13	I live in Myrtle town where there are stops near me. However, the route only goes in one direction and makes a large circle to get to Old Town where I go most of the time. My destinations are only 1.5-2.5 miles away, but I would have to go south and west and finally north for 45 min. in order to get to my destination. Return trips are okay, but I can walk 2 mi. faster than the bus trip! Please add reverse routes to the current routes!!	11/24/2024 8:48 AM
14	I dispatch for a city transit program and we service elders and people with disabilities. It would be great to start earlier and have extended hours as well as weekend hours	11/22/2024 12:16 PM
15	As long as there is no way to access a bus on Elk River Rd it is moot for us.	11/22/2024 9:11 AM
16	Have a bus from cr to redway at 3:00	11/22/2024 7:30 AM
17	We just need more frequent runs on the intercity transit line. There use to be so many runs and	11/22/2024 2:46 AM

	it's been cut down to nothing basically. It's hard to use with the few available time options.	
18	Send a later bus to so hum from Eureka, specifically CR eureka campus for kids that attend school all day	11/21/2024 11:26 PM
19	Keeping people that seem under the influence off the bus.	11/21/2024 9:43 PM
20	More busses that are easier to connect with eureka busses	11/21/2024 9:39 PM
21	Make more runs	11/21/2024 9:35 PM
22	Please have later Bus to leave Eureka going to Southern Humboldt. So people can go to work and get home.	11/21/2024 9:32 PM
23	Better weekend service, more than once an hour, service after six pm	11/21/2024 4:42 PM
24	Work in tandem with mental health to get the drug addicts from sleeping and trashing the shelters that working ppl need on rainy days like today /s (=sarcasm). Don't dump a bunch of money where it doesn't need to go. Digital updates on bus is too much. That is probably a couple bucks that could go toward keeping the bus healthy or cleaning the stops. Don't waste money on something new when waiting and looking down the st for the bus works just fine.	11/21/2024 10:21 AM
25	n/a	11/20/2024 10:11 PM
26	I would love to see smaller shuttles doing more frequent shorter loops - For example Burre Center to Target to the Library to the Clark Museum to the CoOp to the courthouse back to Burre. Seniors or folks with limitations can't walk those routes. There are many similar loops or curcuits like this. they could have one stop i they share for folks needing to travel from farther. I would ride this as an on/off errand day over driving and parking all these short distances.	11/20/2024 7:12 PM
27	Having shelters that protect against the rain would be great. Having bike racks Eureka city transit routes.	11/20/2024 5:36 PM
28	For 11 years i used the bus to commute from Arcata to Eureka for work. I loved it. Now that I'm retired and in my 70's I use it rarely.	11/20/2024 4:31 PM
29	Looked at riding the bus from Myrtle town to the courthouse for work in the morning. The route would take an hour last I saw, and goes to the mall on the way. Would love a route from Myrtle town to downtown eureka in the morning	11/20/2024 4:30 PM
30	More frequent service and easier transfers between cities.	11/20/2024 4:29 PM
31	Direct, bidirectional routes, e.g., you take the same route out and back.	11/20/2024 4:05 PM
32	Cut back. Ridership is minimal.	11/20/2024 3:33 PM
33	Currently I can't take the bus to work because I have to be there at 6am and the bus doesn't run. I work at St.Joe's and it would be great if I could ride the bus to work. I also cannot pick my kids up from school on the bus because they go to school in Manila and bus service there is so infrequent.	11/20/2024 1:03 PM
34	Later weekday service to Willow Creek (last bus is 3:48pm). Eliminate Valley West deviation. RTS Sunday service. More Amtrak service to the Bay Area. Earlier and later RTS service on weekdays, and extending to the airport. Expand Zipcar and bikeshare to Eureka. Merge Southern Humboldt route into RTS to reduce duplication.	11/15/2024 10:38 AM
35	I'm handicapped, so having bus stops closer to home and with somewhere to sit and wait would go a long way to having me ride the bus more	11/14/2024 5:58 PM
36	Frequent express service between downtown Eureka and downtown Arcata	11/14/2024 8:35 AM
37	If all transit services ran later, even if infrequently, it would be a huge improvement. More frequent busses during business hours would also be amazing. It would be even more amazing if ETS and AMRT ran more frequently to match HTA. And *some* bus service on Sundays, even if limited, would be better than none.	11/8/2024 11:22 AM
38	Make sure the GPS is working. Super helpful!	11/7/2024 7:41 PM
39	Just more frequent buses.	11/7/2024 11:06 AM
40	Micro busses and weekend service increases	11/7/2024 8:35 AM

41	More frequent trips. extended service. stops closer to my destinations.	11/4/2024 12:33 PM
42	Your customers don't cease to exist on the weekends, or after sunset!	11/4/2024 12:19 PM
43	Faster busses would be my top request. Having such long ride times from Arcata to Trinidad and back again make it hard to compete with driving. Also, a great improvement would be real time GPS bus tracking at the stops. That would be huge for this area. I ride everyday and most weekends. I have to help people figure out where they are going at least once a week. This would be nice for those people but also for the regular users as the bus is often late. Giving us a better idea with real time updates.	11/2/2024 5:42 PM
44	Transit along Old Arcata Road and Myrtle Ave. to Eureka.	11/2/2024 6:41 AM
45	Love the idea of more frequent busses so.i don't need to plan around existing times as much.	11/1/2024 5:07 PM
46	More busses running after work or on weekends. Particularly from areas with bars/restaurants to residential areas so that people can take public transit instead of driving.	11/1/2024 4:59 PM
47	More promoting public transit!!!!	11/1/2024 1:21 PM
48	Need Sunday service, both Eureka and RTS Compliment: my husband now needs Dial a Ride, and it has been very helpful	11/1/2024 12:57 PM
49	So often the bus is great for getting TO my destination, but then I can't get back home.	11/1/2024 12:37 PM
50	HTA does a great job, but more investment is needed for better service (more frequent, longer hours, and on weekends). Things that could be done without much additional funding include redesigning transit routes - especially in Arcata and Eureka - to make them more convenient for more people and allow easier connections, including free transfers across all services. More user-friendly schedules and route maps (with all the routes on them) would also help.	11/1/2024 12:37 PM
51	Buses between outdoor destinations and community hubs. I would love a bus to/from Headwaters -- I live out Elk River Rd, but I also take my students out there from CR! We don't have transportation for students at CR, so it can be hard to coordinate equitable field trips for our students.	10/25/2024 5:06 PM
52	Faster trips from McKinleyville to Eureka	10/25/2024 9:54 AM

Q9 Optional: Please provide your contact information. Operators may have responses to your transit issues that can be shared with you.

Answered: 31 Skipped: 46

ANSWER CHOICES	RESPONSES	
Name	96.77%	30
Company	0.00%	0
Address	0.00%	0
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	0.00%	0
Country	0.00%	0
Email Address	96.77%	30
Phone Number	74.19%	23

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Appendix B: Recent History of Unmet Needs Requests

Hearing Year/Finding	HCAOG Response or Action
FY 2015/16	
Service to Tish Non Community Village Service on Old Arcata Road	Both services began, underperformed, and were discontinued.
FY 2016/17	
Fieldbrook / Glendale / Korbel / Blue Lake routes considered with survey	Not reasonable to meet based on farebox return.
FY 2017/18	
No unmet needs reasonable to meet.	Late-night and weekend service to CR and service to Samoa found not reasonable to meet based on farebox return
FY 2018/19	
Late-night weekday service on RTS	Lacked funding to begin service. LCTOP funds reserved and service scheduled to begin in 2020. Funding repurposed to provide free transit during COVID. SSTAC recommended this unmet need be revisited in future UTN cycles.
FY 2019/20	
Saturday service to Blue Lake Bus stop on south Broadway	Service began October 12, 2019. Willow Creek line makes 3 stops in Blue Lake on Saturdays. Bus stop planned in Caltrans project for south Broadway.
FY 2020/21	
No unmet needs reasonable to meet.	Express bus between McKinleyville and Eureka during peak commute hours found not reasonable to meet due to COVID-19. SSTAC recommended this unmet need be revisited in future UTN cycles.
FY 2022/23	
Service to points in Mendocino County	Not reasonable to meet due to farebox returns. Express service between Eureka and Ukiah is planned through the Transit and Intercity Rail Capital Program (TIRCP) grant.

Hearing Year/Finding	HCAOG Response or Action
FY 2023/24	
<p>Sunday service on RTS</p> <p>Late night Saturday service on RTS between Arcata and Eureka</p>	<p>Both services were found reasonable to meet based on farebox. Additional operating funding was planned to be secured through SB 125, however this funding needed to stabilize existing operations. Findings revised in FY 24-25 based on increases in operational costs.</p>
FY 2024/25	
<p>Changes to RTS span of service, later service on weekdays</p> <p>Providing more frequent service on RTS between McKinleyville Airport and Cal Poly Humboldt Library Circle</p>	<p>Both services were found reasonable to meet based on farebox. Changes to RTS span of service were implemented and is no longer an unmet need. Increasing frequency of RTS service will be dependent on funding availability.</p>

DRAFT