



UNMET TRANSIT NEEDS REPORT OF FINDINGS FY 19-20



Humboldt County Association of Governments (HCAOG)

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April 18, 2019



HUMBOLDT COUNTY ASSOCIATION OF GOVERNMENTS
Regional Transportation Planning Agency
Humboldt County Local Transportation Authority
Service Authority for Freeway Emergencies
 611 I Street, Suite B
 Eureka, CA 95501
 (707) 444-8208
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RESOLUTION 19-07
RESOLUTION OF THE HUMBOLDT COUNTY ASSOCIATION OF GOVERNMENTS
ADOPTION OF THE TRANSPORTATION DEVELOPMENT ACT (TDA)
UNMET TRANSIT NEEDS REPORT OF FINDINGS FOR FISCAL YEAR 2019-20

WHEREAS, the Humboldt County Association of Governments, in its official capacity as the Regional Transportation Planning Agency, hereinafter referred to as the RTPA, is responsible for annually adopting a Transportation Development Act Report of Findings; and

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

WHEREAS, the RTPA does find that, consistent with the TDA Report of Findings for the 2019-20 year, determining that there is an unmet transit need for Saturday service in the City of Blue Lake which is reasonable to meet, and for a new bus stop in the City of Eureka near major commercial, businesses, and lodging; and

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

NOW, THEREFORE, BE IT RESOLVED that the Humboldt County Association of Governments, in its capacity as the RTPA for Humboldt County, hereby adopts the aforesated finding and the Transportation Development Act (TDA) Unmet Transit Needs Report of Findings, Fiscal Year 2019-20.

PASSED AND ADOPTED by the Humboldt County Association of Governments, in the City of Eureka, County of Humboldt, State of California, this 18th day of April 2019, by the following vote:

AYES: MEMBERS: *Fennell, Ornelas, Johnson, Seaman, Jones, O'Rourke, West, Strahan, Pitino, Ahlstrand*

NOES: MEMBERS: *None*

ABSENT: MEMBERS: *None*

ABSTAIN: MEMBERS: *None*

Attest:

 Christie Smith, HCAOG Executive Assistant


 Estelle Fennell, HCAOG Chair

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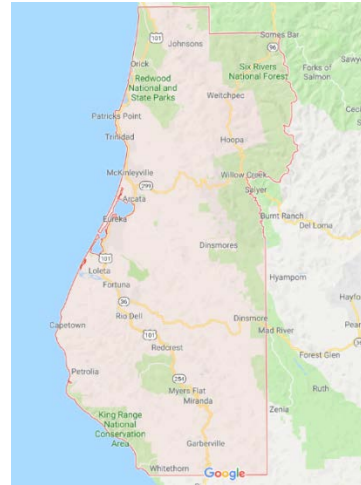
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INTRODUCTION

The Humboldt County Association of Governments (HCAOG) is Humboldt County’s designated Regional Transportation Planning Agency (RTPA). As an RTPA, HCAOG is responsible for administering Transportation Development Act (TDA) funds received by the Humboldt region. HCAOG’s membership includes the cities of Arcata, Blue Lake, Eureka, Ferndale, Fortuna, Rio Dell, Trinidad, in addition to the Humboldt County.



The largest funding source from TDA funds are derived from the Local Transportation Fund (LTF), with revenues coming from ¼ cent of the statewide general sales tax. LTF funds may currently be expended for non-transit purposes. However, prior to utilizing these funds on non-transit purposes, an Unmet Needs Assessment is performed to determine if there are any unmet transit needs that are reasonable to meet.

This task is spearheaded by the Social Services Transportation Advisory Committee (SSTAC), a committee required by state law. The HCAOG Board then adopts these recommendations, or sends them back to SSTAC for further discussion. If an unmet need is determined to be reasonable to meet, the affected jurisdiction must satisfy those needs before any LTF funds may be expended for non-transit purposes.

An analysis of this year’s potential unmet needs that may be reasonable to meet begin below, followed by previous year’s findings, and a complete overview of the unmet needs process, unmet needs definitions, transit funding sources, demographics analysis, and more.

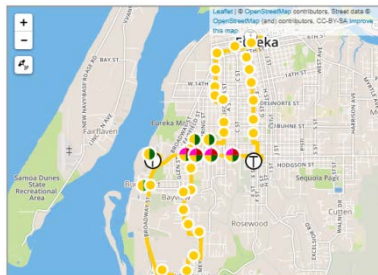
UNMET NEEDS DETERMINED REASONABLE TO MEET

SW EUREKA STOP NEAR MAJOR COMMERCIAL BUSINESSES AND LODGING

BACKGROUND

ETS’s Gold Route currently serves southwest Eureka on the 101-corridor with one-hour headways from Monday-Saturday. It currently stops at Broadway & McCullen and Herrick & Elk River Road. However, it does not stop between those two areas. This is the longest closed-door segment of the Gold Route. There is major commercial development, including retail, manufacturing, and lodging in that area. Major businesses include Pierson’s, Lost-Coast Brewery, Rainbow Self-Storage, a Chrysler/Jeep/Fiat dealership, Pacific Motorsports, and Humboldt Motorsports. Manufacturing and industrial-related job centers include Hilfiker retaining walls, Powell Landscape materials, and McMurray Roofing. Lodging includes Comfort Inn and the Flamingo Hotel.

Figure 1. ETS (Eureka Transit Service) Gold



UNMET NEED REASONABLE TO MEET

The SSTAC deemed adding a stop as an unmet need reasonable to meet due to the low-cost impact and the amount of commercial destinations nearby in a growing part of the city. Bus stop infrastructure would need to be installed. This stop would fall within the Eureka City limits.

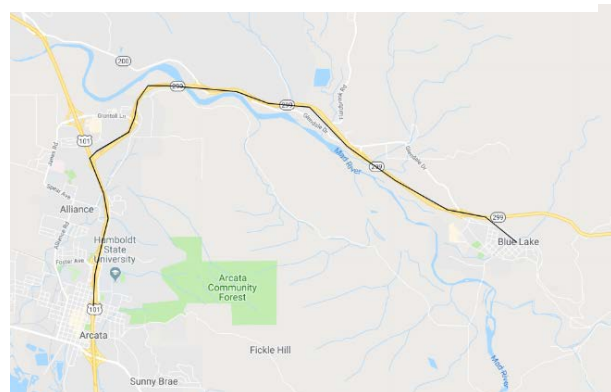
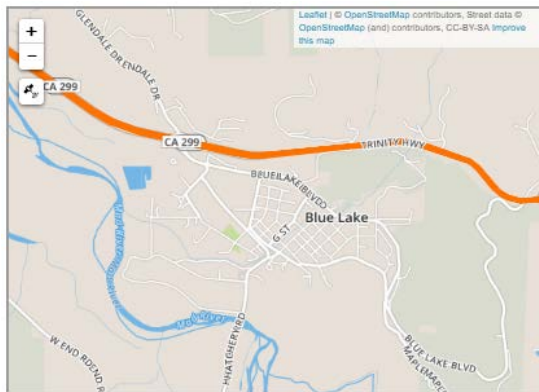
BLUE LAKE SATURDAY SERVICE

BACKGROUND & EXISTING BLRTS/WILLOW CREEK SERVICE

Blue Lake Rancheria Transit Service (BLRTS), is an intercity route which feeds into the RTS at the Arcata Transit Center. It is managed and operated by the Blue Lake Rancheria. The City of Blue Lake contributes a portion of their LTF funding towards the service. BLRTS has service during weekdays only from 7 a.m. to 5 p.m. with a 3-hour lunch break from 10 a.m. - 1 p.m.

Blue Lake has no service on Saturday. The HTA Willow Creek bus passes by Blue Lake via the 299 on Saturday without stopping.

Figure 3. Willow Creek line driving by Blue Lake without stopping Figure 2. BLRTS (Blue Lake Rancheria Transit Service) Map



UNMET NEED REASONABLE TO MEET

The SSTAC deemed a comment requesting weekend service to Blue Lake partially reasonable to meet, for Saturday service only. There was also a second comment requesting Sunday service deemed not reasonable to meet.

HTA's Willow Creek route currently drives by without stopping on Saturdays. It is recommended in the Transit Development Plan (TDP) that HTA stop in Blue Lake on Saturdays, meeting one criterion of the definitions of an unmet need reasonable to meet.

REMAINING COMMENTS

The remaining comments from the comments matrix (Appendix A) are recommended by HCAOG staff to be accepted under the following categories:

- Is an unmet need but is not reasonable to meet.
- Does not meet the definitions of an unmet need.

Unmet need requests given special consideration by the committee this cycle included bringing transit to Samoa and Ferndale, Eureka Sunday Service, Eureka Late Night Service, bicycle racks on the bus, coordinating the Willow Creek route with the RTS northbound on its first a.m. run, having the Willow Creek route always stop at Valley West, bus stop cleanliness and safety, and limited transit to UTN hearings. All were ultimately determined to not be an unmet need or reasonable to meet. A full explanation regarding these can be found in the comments matrix, Appendix A.

PREVIOUS UNMET TRANSIT NEEDS FINDINGS DETERMINED TO BE “REASONABLE TO MEET”

LATE-NIGHT RTS WEEKDAY SERVICE

UPDATE

In the last UTN cycle, one need was found to be reasonable to meet: Providing late-night weekday service on the Redwood Transit System. Although the SSTAC deemed it reasonable to meet, there were no funding opportunities at the time, so it was not implemented.

HCAOG plans on allocating Low Carbon Transit Operations Program (LCTOP) funding to HTA for a late-night weekday service pilot program this upcoming fiscal year.



RECAP

The Green Party of Humboldt County helped gain momentum for this issue last UTN cycle by submitting a petition with 453 signatures to HTA. Their request for late night weekday service was determined to be an unmet need reasonable to meet. The SSTAC deemed late night weekend service as not reasonable to meet. The potential service was evaluated via the TDP. The analysis projected a sharp ridership drop-off towards the later evening hours on the RTS line.

RTS WEEKDAY LATE-NIGHT SERVICE PROJECTIONS:

Fares: 5 passengers per service hour x 5 service hours x 5 nights x 52 weeks x \$2.12 = \$13,780
Operating Costs: \$80.89 x 2.5 service hours x 2 runs x 5 nights x 52 weeks = \$105,157
Projected farebox for weekday late night service: \$13,780 ÷ \$105,157 = 13.1 %

When blending this 13.1% weekday late night farebox with the overall RTS farebox, the service would remain viable due to the RTS's high ridership and farebox levels. Since A&MRTS and ETS share costs with the RTS mainline, they could not contribute LTF funds towards expanding RTS service without cutting service, making the late-night weekday service infeasible. Other funding sources were Update recommended to be considered for funding the Arcata and Eureka share of increased costs, including State Transit Assistance funds, Formula Grants for Rural Areas (5311 Program) and LCTOP.

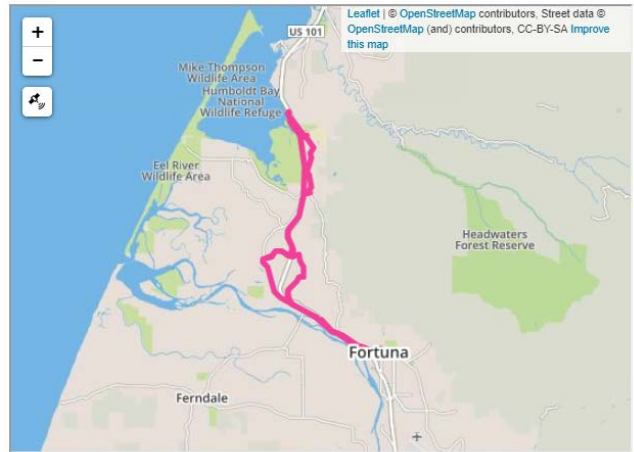
TISH NON-VILLAGE SERVICE

In the FY 15-16 UTN cycle, the SSTAC deemed new bus service to the Tish Non Village as one of two findings reasonable to meet. Funding was available and the route was implemented with LTF funding and operated by HTA.

The FY 18-19 operating cost of the route was \$177,873. The tables below show that below par performance, with a FY to date farebox recovery of 1.93%. The service performance does not meet the fourth “Reasonable to Meet” definition with respect to the 10% minimum farebox ratio requirement to continue the service. If the service does not reach the 10% farebox by the end of FY 2018-19, TDA funding will be reduced. According to State TDA guidelines:

“If a claimant fails to meet a required ratio for a fiscal year, its TDA funding level will be reduced by the amount of required revenues that was not maintained... The ultimate significance of the ratios is that a claimant’s maximum eligibility for TDA funds is determined in large part by its required ratios. For example, if a claimant had a required fare ratio of 20 percent and no local support requirement, then it could receive a maximum of 80 percent of its operating cost from TDA and federal revenues (this is in addition to eligibility for capital purposes). If the claimant’s actual fare revenues proved to be less than the required 20 percent, its TDA eligibility would not be increased to make up the difference.”

Figure 4. Tish Non Village Transit Service Map



Continual efforts to increase ridership and farebox have been made without success, including advertising efforts and offering free rides. HTA attempted to partner with the tribe for a free ride promotion which the tribe would fund by procuring transit passes and in turn supplement their farebox, but it did not move forward.

Humboldt County is considering discontinuing the Tish Non Village transit line, as it is not expected to meet minimum farebox requirements.

Figure 5. Tish Non Village Performance Indicators

Tish Non Village Performance					
	2015-16	2016-17	July – Nov 2017	May 2018	August 2018
Farebox	3.78%	4.02%	5.20%	4.84%	2.11%
Fares	\$6,394.74	\$7,172.00	\$4,262.90	\$723	\$409.00
Operating Costs	\$169,301.46	\$178,489.47	\$81,985.22	\$14,944.05	\$19,412.45
Passengers/Vehicle Hour	1.56	1.51	1.47	0.96	1.65
Operating Cost/Passenger	\$49.16	\$53.15	\$59.97	\$80.34	\$58.47
Operating Cost/Vehicle Hour	\$76.91	\$80.44	\$88.19	\$77.45	\$96.24

OLD ARCATA ROAD TRANSIT SERVICE

UPDATE

Old Arcata Road was identified in the 2015-16 UTN cycle to be an unmet need that was reasonable to meet. The TDP analyzed two options for the service, considering a new route and diverting the RTS main line. Both alternatives were projected to meet the farebox threshold, but new service was projected to provide a more cost-effective service than diverting the existing route.

However, providing a new route would restrict funding for services that could perform services in the County. HTA and HCAOG staff analyzed a third option of providing on demand transportation service for Old Arcata Road.

Utilizing LTF funds in a beta pilot program, HTA recently partnered with a City Cab, a local taxi firm that is ADA certified. City-Cab will offer service from designated pickup locations to the designated bus stop locations of downtown Eureka and the Arcata Transit Center, to connect riders to transit. The pilot program has a \$35,000 set-aside. HTA and the County of Humboldt contracted with City-Cab for \$16 a ride and a \$3 fare, contributing to a sustainable 17% farebox.

Since the route's groundbreaking in late November to January, the service has been underutilized in comparison to forecasted usage, with outreach efforts underway.



UNMET TRANSIT NEEDS PROCESS

As discussed in the introduction, HCAOG must identify any unmet public transit need that may exist in Humboldt County pursuant to the California State TDA laws each year. Public meetings are held to discuss transportation needs and hear concerns. HCAOG has established, by law, a Social Service Transportation Advisory Council (SSTAC), comprised of the transit-dependent, including disabled, elderly and low-income representatives. SSTAC members have worked with local agencies in developing unmet transit needs criteria, which are used in making project approval decisions. As mandated in Section 99238(c) of the TDA, the SSTAC is responsible for:

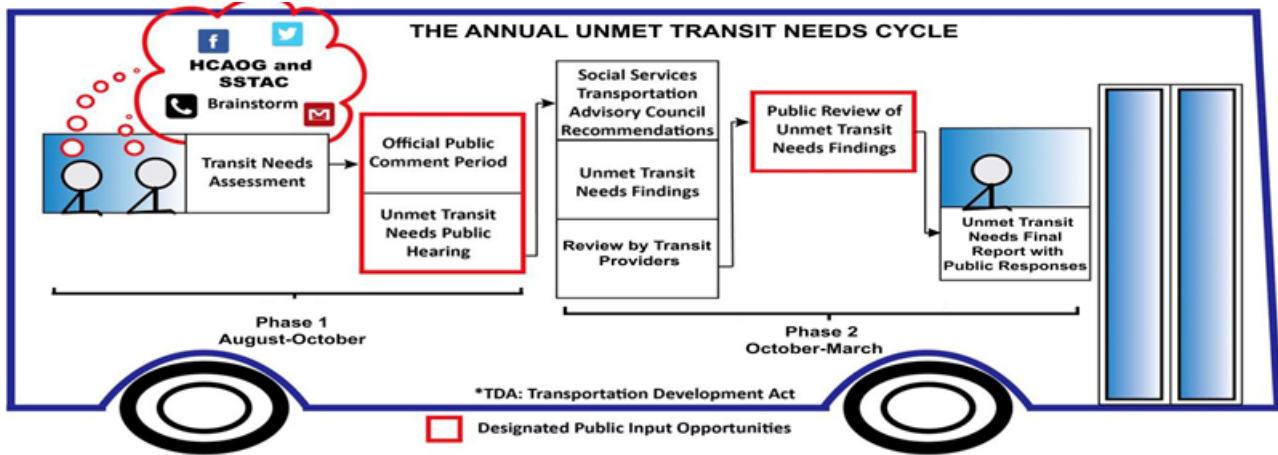
Annual participation in the identification of transit needs in the jurisdiction, including unmet transit needs that may exist within the jurisdiction of the council and that may be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services.

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.

Advising the transportation-planning agency on any other major transit issues, including the coordination and consolidation of specialized transportation services.

The TDA requires each transportation planning agency to annually identify the jurisdiction’s unmet transit needs, then determine if they are reasonable to meet, before allocating funds to streets and roads.

Figure 6. HCAOG Unmet Needs Cycle



Per state regulations, the transportation planning agency is required to:

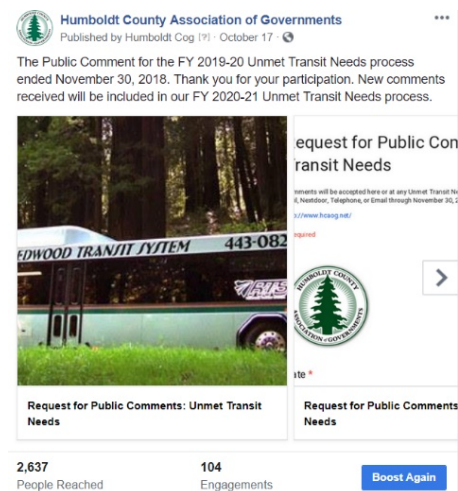
- Consult with the Social Services Transportation Advisory Council (SSTAC) established pursuant to PUC Section 99238.
- Identify the jurisdiction’s transit needs, including:
 - Assessing the size and location of identifiable groups likely to be transit-dependent or transit-disadvantaged.
 - Analyzing the extent to which existing private and public transportation services are meeting transit demand.
 - Analyzing potential alternative public transportation services and service improvements that would meet all or part of the transit demand.
 - Those needs that are reasonable to meet, holding at least one public hearing (per PUC Section 99238.5) to solicit public comments.

OUTREACH PROCESS & COLLECTING COMMENTS

Public participation is the backbone of the unmet needs process. HCAOG increases awareness of the process by:

- Advertising on the bus with flyers in both English and Spanish
- Paid advertising on the newspaper
- Paid advertising via social media
- Posting on the HCAOG website

Figure 7. HCAOG Facebook ad for UTN (Unmet Transit Needs)



HCAOG receives comments from the public through various outlets, including:

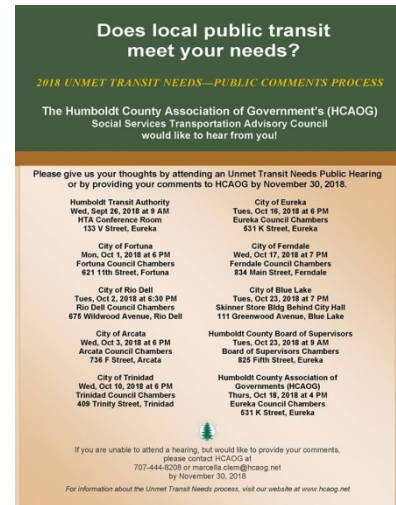
- Telephone
- Written comments
- Email
- Social Media
- Website Form
- City Council meetings
- HCAOG Board meetings
- HTA Board meetings

The unmet needs process was “boosted” on Facebook this year, receiving 2,637 views, providing a link to the official online web portal for unmet needs comments. Comments were also accepted this year on the social media app “Nextdoor”.

HCAOG also encourages member entities to conduct their own public hearing on unmet transit needs. This provides an additional opportunity for local elected officials to hear and respond directly to the constituent’s expressed needs, and have a dialogue on transit. Nine public hearings were held throughout the county in addition to public input at an HTA Board meeting.

Comments can be found in the matrix provided in Appendix A. Comments have been analyzed by staff according to the adopted unmet needs definitions with recommendations for the SSTAC to review.

Figure 8. HCAOG UTN Outreach Meetings



DEFINITIONS AND CRITERIA

HCAOG SSTAC STRATEGIC PLAN EVERY FIVE YEARS, HCAOG IS REQUIRED TO UPDATE ITS TRANSIT DEVELOPMENT PLAN (TDP) AND ITS UNMET NEEDS DEFINITIONS.

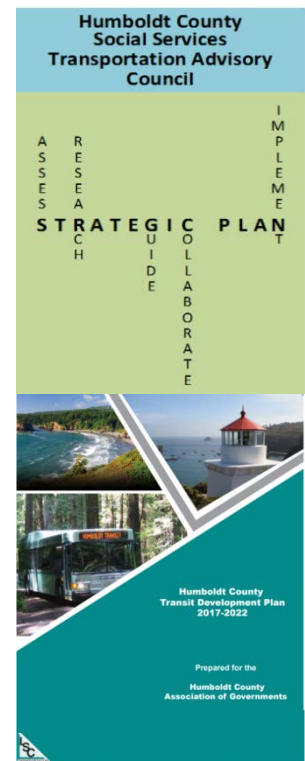
The TDP is a five-year planning document that assesses transit and related transportation issues in the county and provides a “road map” for improvements to the public transit program.

The SSTAC Strategic Plan updated the unmet needs definitions, and suggested refined strategies for reviewing, identifying, and analyzing unmet transit needs to streamline the unmet needs process.

In November 2017, the TDP and the SSTAC Strategic Plan were adopted by the HCAOG Board. Both documents are posted on HCAOG’s website:

[HCAOG TDP](#)

[HCAOG SSTAC Strategic Plan](#)



NEW DEFINITIONS OF “UNMET NEED” AND “REASONABLE TO MEET”

DEFINITION OF “UNMET TRANSIT NEED”

Unmet transit needs are, at a minimum:

- 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
- Proposed public transportation, specialized transportation, or private transport services that are identified in the following, but is not limited to: a Transportation Development Plan, Regional Transportation Plan, Coordinated Public Transit-Human Services Transportation Plan.

Additionally, the HCAOG’s unmet needs definitions stipulate that the following are not unmet needs:

- 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 transit service operating cost either by requiring additional staff and/or additional vehicle service hours or service miles.
- Trips for primary or secondary school transportation.
- Sidewalk improvements or street and road needs.

DEFINITION OF “REASONABLE TO MEET”

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

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

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

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.

Additionally, to be considered “reasonable to meet” the proposed service must be projected to meet a minimum “marginal farebox return ratio” of 10 percent within two years. If multiple competing services are requested, other factors such as estimated subsidy per passenger trip and passengers per vehicle hour of service may also be considered. Ridership and farebox return ratio thresholds will also be considered for continuing newly-introduced services.

Pursuant to the requirements of 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.

Once a service is determined to be “reasonable to meet” and is implemented, it can be expected that the ridership in the first one to two years of the new service will be less

than the projected optimal ridership. Ridership should be evaluated at six-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, or 90 percent within the first year, or 100 percent within two years, the service may be cancelled and deemed “no longer reasonable to meet.” An exception to this rule is when a community or group is willing to participate in sharing the ongoing cost of the new service.

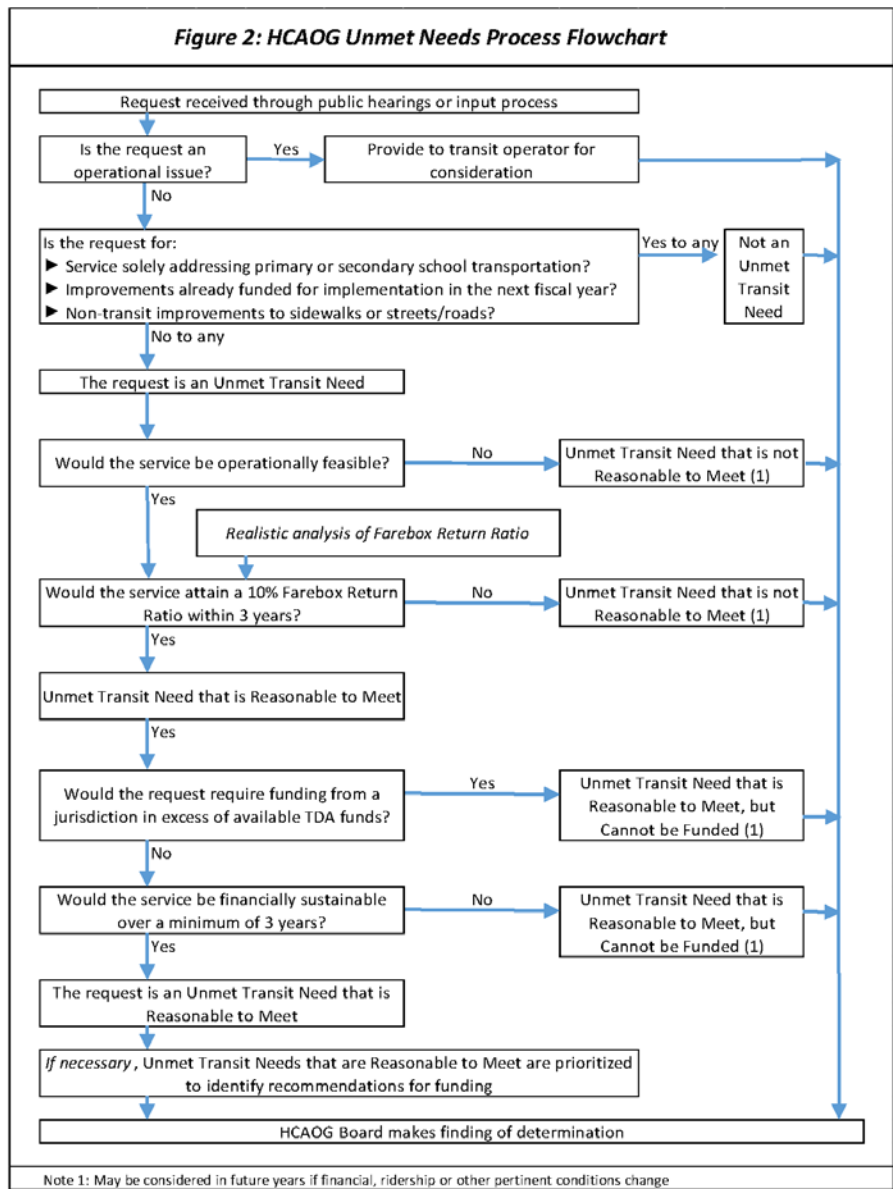
After considering all available information compiled pursuant to the Unmet Transit Needs public participation process, HCAOG must adopt, by resolution, one of the following findings:

- i. there are no unmet transit needs;
- ii. there are no unmet transit needs that are reasonable to meet; or
- iii. there are unmet transit needs, including needs that are reasonable to meet.

Pursuant to PUC 99401.5 (e), if HCAOG adopts the third finding, 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.” Funding of this can derive from the jurisdiction’s TDA funds or other revenue sources.

Figure 9. HCAOG UTN Flowchart



EXISTING TRANSIT SERVICE

Humboldt County benefits from several public entities and private enterprises that provide transit services. Organizations that provide and/or fund transit services include municipalities, Humboldt County, tribal governments, social service agencies, private businesses, and community-based/non-profit organizations. A screenshot of major transit provider’s existing services are provided below. For more information on existing transit service, refer to the HCAOG TDP and the HCAOG Coordinated Public Transit-Human Services Transportation Plan.

<http://hcaog.net/coordinated-public-transit-human-services-transportation-plan-update-2016>

Figure 10. Existing Local Transit Services

Existing Transit Services																				
	Commuter	Intercity	Fixed Route	Deviated/Fixed	MoD	Dial-a-Ride	Seniors/Disabled	Headways	Single Fare	Monthly Pass	M-F	Saturday	Sunday	Flagstops	Bike Racks	System Map	Published Website	Tickets w/ App	GTFIS	
KTNET				X				2.5 hrs	\$2.00	\$35	4 runs	2 runs		X		X	X			
RTS	X							30-60min	\$ 2.10	\$62	6am-10pm	8:30am-9pm	8:30am-7pm	X	X	X	X	X	X	X
ETS			X			X		60 mins	\$ 1.70	\$48	6:30am-7pm	10am-5pm				X	X	X	X	X
AMRTS			X			X		60 mins	\$ 1.75	\$30	7am-10pm	7am-7pm				X	X	X	X	X
BLRTS			X			X		60 mins	\$ 1.65	\$25	7am-6pm	4 runs		X		X	X			
Willow Creek		X						2.5 hrs	\$3.30	\$86		3 runs				X	X	X	X	X
SHI		X						2 hrs	\$4.00	\$113	5 runs	2 runs				X	X	X	X	X
Old Arcata Rd					X			Reservation	\$3.00	N/A	7am-7pm					X	X	X	X	X
Tish Non Village				X		X		2.5 hrs	\$ 2.10	\$62	4 runs					X	X	X		X
YTTS				X		X		Reservation	\$ 1.00								X	X		
Fortuna Senior Transit						X	X	Reservation	\$2.50	\$22.50	8:30am-4pm						X	X		

TRANSIT FUNDING AND FAREBOX

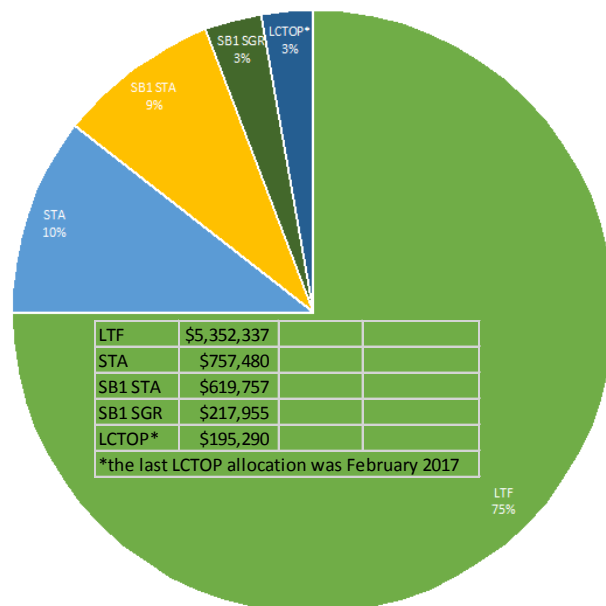
FUNDING SOURCES

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

Local Transportation Fund (LTF), derived from ¼ cent of the general sales tax collected statewide and State Transit Assistance funds (STA), discussed later.

LTF funds are the primary funding source for transit in Humboldt County. After allocations to the County Auditor and HCAOG for administration and planning, and 2% for bicycle and pedestrian uses, the funds are allocated to the seven cities and the County based on population.

Figure 11. FY 17/18 LTF (Local Transportation Fund) , STA (State Transit Assistance Fund) , SB1, and LCTOP (Low Carbon Transit Operations Program) Funding



The figure below illustrates the trend in LTF funding allocated to the Humboldt region.

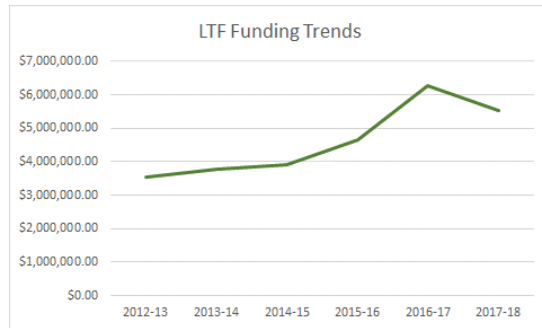
Currently Eureka and Arcata use all LTF funds on transit. The cities of Blue Lake, Ferndale, Fortuna, Rio Dell, Trinidad, and the County spend LTF money on streets and roads, meaning they may have funds available to meet an unmet transit need that is determined reasonable to meet.

Figure 12. LTF Funds Available for Transit

LTF Funds available for transit			
	18-19 LTF Estimates, HCAOG Resolution 18-01	% \$ appx. Transit	% \$ appx. Non- Transit
City of Arcata	\$ 665,725		No claim
City of Blue Lake	\$ 46,920	69%	31%
City of Eureka*	\$ 982,610	100%	0%
City of Ferndale	\$ 52,355	0%	100%
City of Fortuna	\$ 434,384	57%	43%
City of Rio Dell	\$ 124,891	41%	59%
City of Trinidad	\$ 13,370		No Claim
County of Humboldt	\$ 2,641,814	88%	12%

*HTA now runs transit for Eureka.

Figure 13. LTF Trend



STA funds are the next largest reliable funding source. They are derived from the statewide sales tax on gasoline and diesel fuel. The STA fund was established in 1980. Statute requires that 50% of STA funds be allocated based on population, with the other 50% being performance driven, based upon revenues from the prior year. STA funds are distributed on a reimbursement basis, and in order to use funds for operating, agencies must pass a performance test.

STA funds have recently been supplemented with SB1 funds.

SB1 also created a new funding source in 2017 called State of Good Repair (SGR), which provides approximately \$105 million annually to transit operators in California for eligible transit maintenance, rehabilitation and capital projects. Effective January 1, 2018, the State of California began collecting an additional vehicle registration fee called the “Transportation Improvement Fee” with rates based on the motor vehicle’s value.

LCTOP funds, used for operating and capital assistance for transit agencies to reduce greenhouse gas emission and improve mobility, with a priority on serving disadvantaged communities. It is formula based. \$147 million will be available statewide in FY 2018-19, with \$305,224 available for Humboldt County.

Other funding sources are discussed at length in the HCAOG TDP and Coordinated Transportation Plan.

[HCAOG TDP](#)

[HCAOG Coordinated Public Transit-Human Services Transportation Plan](#)

For more detailed information on TDA funding, including TDA article regulations, refer to the HCAOG TDA Rules: Rules & Regulations.

FAREBOX

Farebox is a metric used to determine the success of a transit system. The greater the farebox, the more successful it is at recovering costs through fares, advertising, and other eligible means, and gives the system room to grow. The following performance indicators are shown below, taken from the HCAOG TDP, which provides a road map for improvements to the public transit system in the county.

UNMET TRANSIT NEEDS REPORT OF FINDINGS FY 19-20

The best performing systems are A&MRTS, ETS, RTS, and Willow Creek, with a strong average farebox in the County of 35.3%. However, corresponding to a recent national trend of declining transit ridership likely linked to the recent boom in the economy, ridership has declined system-wide by approximately 10%.

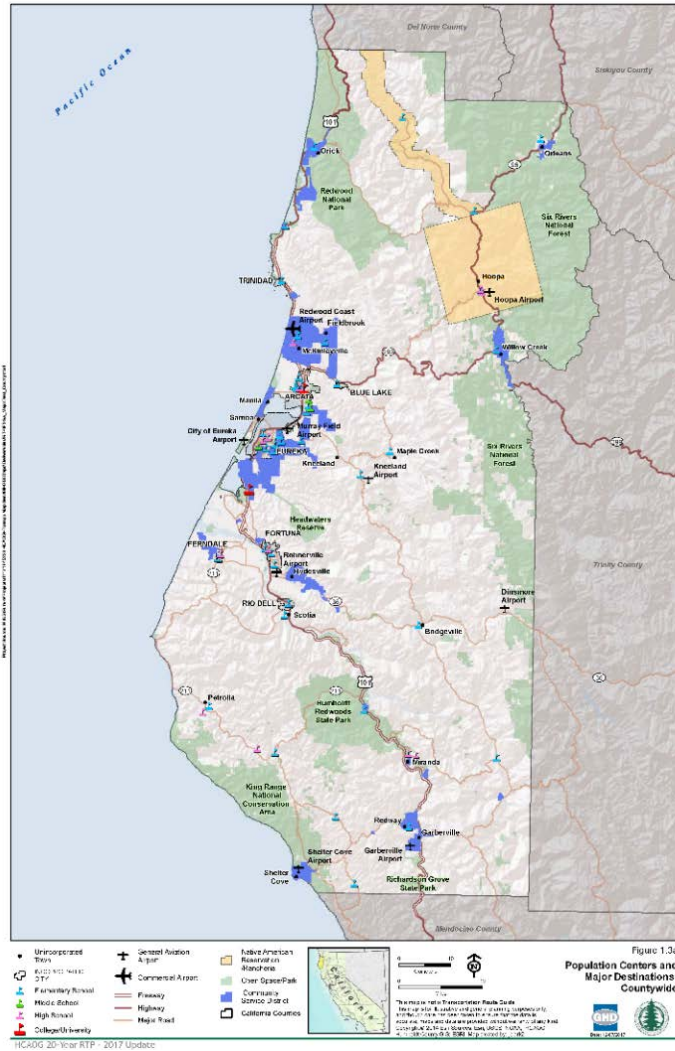
Figure 14. FY (Fiscal Year) 2015-16 County Transit Provider Performance

Provider	Service Quantities						Performance Measures		
	Ridership	Fare Revenue	Vehicle Miles in Service	Vehicle Hours in Service	Operating Cost	Subsidy	Farebox Ratio	Subsidy per Passenger	Passengers per Hour
Arcata & Mad River Transit	265,137	\$246,624	97,695	7,770	\$663,676	\$417,052	37.2%	\$1.57	34.1
Blue Lake Rancheria Transit	18,621	n/a	44,237	2,056	n/a	n/a	n/a	n/a	9.1
Dial-a-Ride	4,213	\$43,448	38,000	4,593	\$223,984	\$180,536	19.4%	\$42.85	0.9
Eureka Transit System	237,677	\$288,015	158,688	14,405	\$884,752	\$596,737	32.6%	\$2.51	16.5
Fortuna Transit	8,515	\$13,225	22,384	2,905	\$112,454	\$99,229	11.8%	\$11.65	2.9
RTS Mainline	615,656	\$1,219,116	722,948	33,549	\$2,681,449	\$1,462,333	45.5%	\$2.38	18.4
So. Humboldt Intercity	21,846	\$81,253	232,254	6,295	\$396,388	\$315,134	20.5%	\$14.43	3.5
So. Humboldt Local	11,672	\$14,202	27,540	1,499	\$103,837	\$89,635	13.7%	\$7.68	7.8
Tish Non-Village	3,452	\$6,132	40,132	2,228	\$137,712	\$131,579	4.5%	\$38.12	1.5
Willow Creek	13,343	\$42,732	106,755	2,837	\$204,976	\$162,244	20.8%	\$12.16	4.7
K-T Net	5,290	\$10,427	65,881	2,247	\$157,304	\$146,877	6.6%	\$27.77	2.4
Countywide	1,205,422	\$1,965,174	1,556,514	80,383	\$5,566,531	\$3,601,357	35.3%	\$2.99	15.0

Source: HTA, A&MRTS, K-T Net, Fortuna Transit monthly reports and/or Draft Triennial Performance Audits.

TRANSIT DEPENDENT DEMOGRAPHICS

Figure 15. HCAOG Population Areas



Demographics data is provided in this report to identify trends to prepare for the future, and to assist in determining the greatest need for transit in the County.

The majority of the County's population is centered adjacent to the State Highway 101 corridor serving communities in the unincorporated area of the county and the cities of Arcata, Eureka, Fortuna, Rio Dell, and Trinidad. Table 1 lists the population increase between 2017 and 2018 by jurisdiction. There was an overall net negative migration in the county, that did not keep up with the 0.8% growth for the State of California over the same period.

Figure 16. 2017-2018 DOF Population Estimates with Annual Percentage Change

Jurisdiction	2017 pop.	2018 pop.	% Change	% of County
Arcata	18,388	18,398	0.1	13.53%
Blue Lake	1,301	1,280	-1.6	0.94%
Eureka	26,500	26,362	-0.5	19.38%
Ferndale	1,373	1,367	-0.4	1.01%
Fortuna	12,008	12,042	0.3	8.85%
Rio Dell	3,355	3,348	-0.2	2.46%
Trinidad	335	340	1.5	0.25%
Uninc.	73,170	72,865	-0.4	53.58%
County Total	136,430	136,002	-0.3	1.00

TYPES OF TRANSIT RIDERS

There are various types of transit riders. Traditionally, two types of riders have been referred to: “captive riders” or the “transit-dependent”, and choice riders. The captive rider would be a part of a one-vehicle household with a large family, a lower income household, or someone unable to drive. The choice rider is someone able to drive who chooses to take transit when it fits their needs.

Another dichotomy looks at three types of riders rather than two. The all-purpose rider, who takes transit for all trips and likely does not have a car in their home, the commuter rider who likely has at least one vehicle in their house but commutes to work on transit, and the occasional rider, who uses transit when it is convenient to them. Considering these three types of riders can help transit grow to serve people’s everyday needs.

Figure 17. Humboldt County Disadvantaged Data 2018 (CalEnviroScreen)

Humboldt County CalEnviroScreen Disadvantaged Data 2018					
Census Tract	Total Population	ZIP	Nearby City (to help approximate location only)	Poverty	Unemployment
6023001000	5906	95521	Arcata	72	21.5
6023940000	3041	95546	Hoopa	63.8	18.9
6023000500	4263	95501	Eureka	63.1	9.6
6023001101	6350	95521	Arcata	58.5	13.5
6023010102	2884	95546	Hoopa	58.5	13.2
6023000100	4901	95501	Eureka	57.7	12.7
6023000300	5544	95503	Eureka	57.1	14.1
6023011600	4133	95514	Blocksburg	54	10.1
6023010901	4533	95540	Fortuna	51.1	6.4
6023001300	1479	95521	Arcata	50.8	17.9
6023001200	4686	95550	Korbel	50.2	17.3
6023000400	3873	95503	Eureka	49.9	9.7
6023011500	4409	95542	Garberville	47.2	NA
6023000200	6211	95501	Eureka	45.2	6.9
6023000600	4866	95501	Eureka	43	7.2
6023011100	4976	95565	Scotia	41.6	6.9
6023010800	4785	95551	Loleta	40.2	14.6
6023011000	4386	95540	Fortuna	39.2	11.2
6023011200	3220	95536	Ferndale	38.2	5
6023010501	6635	95519	McKinleyville	38.1	5.6
6023010902	4143	95526	Bridgville	37.9	5.4
6023010300	3607	95525	Blue Lake	37	12.4
6023000900	5074	95524	Bayside	36.6	8.4
6023010700	6940	95503	Eureka	35	5.5
6023010200	2983	95570	Trinidad	34.8	10.9
6023010502	5281	95519	McKinleyville	32.8	13
6023000700	5360	95503	Eureka	32.6	9.4
6023010400	3688	95519	McKinleyville	30.3	9.2
6023000800	4668	95503	Eureka	26.2	8.8
6023010600	1798	95503	Eureka	20.7	7.4

Groups likely to be transit-dependent are those that are either unable to operate a vehicle or do not have access to a vehicle. People with limited means, senior citizens, and persons with disabilities are more likely to be transit dependent and may require specialized transportation. The following charts take a look at the aforementioned indicators.

POVERTY AND LIMITED MEANS

The following table represents data inputs for CalEnviroScreen, a web-based service for determining the disadvantaged characteristics of a community.

Poverty and unemployment scores from CalEnviroScreen are displayed for reference. Arcata, Hoopa, Eureka, Blocksburg, and Fortuna come in at the most disadvantaged census tracts when considering those living in poverty, adjusted to California’s cost of living.

Figure 18 Poverty in the last 12 months for Humboldt County (ACS S1701)

ACS Humboldt County estimates - POVERTY STATUS IN THE PAST 12 MONTHS					
Jurisdiction	2017 Population for whom poverty status is determined	2017 Persons Below Poverty Level	2017 Percentage below poverty level	2016 Percentage below poverty level	2015 percentage below poverty level
Arcata	15,974	5,939	37.18%	40.10%	41.30%
Blue Lake	1,096	234	21.35%	19.90%	18.40%
Eureka	26,434	6,015	22.75%	23.40%	24.50%
Ferndale	1,452	182	12.53%	9.10%	9.50%
Fortuna	11,385	2,086	18.32%	16.30%	16.80%
Rio Dell	3,371	384	11.39%	14.50%	16.70%
Trinidad	199	8	4.02%	6.20%	5.90%
Countywide	132,178	27,481	20.79%	21.00%	21.40%

CARLESS/CARFREE HOUSEHOLDS

Carless and carfree households indicate transit need. Carless and carfree mean the same thing and can be used interchangeably but also have different meaning. Some households can afford to have a car but choose not to, commonly referred to as carfree. Other households cannot afford a car, and are referred to as carless. Both use walking, biking, carpooling, ridesharing, and transit as their primary transportation means. Being carfree is conducive to transit growth and should be considered in the unmet needs analysis.

Carfree households in Humboldt County are close to the 8.81% national average, with Humboldt coming in at 7.34%. However, the communities of Arcata, Eureka, Rio Dell, and Trinidad are much higher than the national and County average. The year to year carfree trend is the same, with the difference being within the margin of error. The data also indicates need in regards to people with limited income, disability, and aging.

Figure 19. Carless/Carfree Households, USA Vs. Humboldt County (Factfinder.census.gov)

Carless/Carfree Households								
	United States			2017 Humboldt County, California			2016 Humboldt County, California	
	Estimate	Margin of Error	%	Estimate	Margin of Error	%	Estimate	%
Total:	118,825,921	+/-229,026		53,966	+/-755		53,689	
No vehicle available	10,468,418	+/-21,640	8.81%	3,960	+/-513	7.34%	4,094	7.63%
1 vehicle available	39,472,759	+/-34,387	33.22%	18,935	+/-689	35.09%	18,579	34.60%
2 vehicles available	44,402,282	+/-137,249	37.37%	19,710	+/-669	36.52%	19,741	36.77%
3 vehicles available	16,885,932	+/-71,294	14.21%	7,797	+/-542	14.45%	7,799	14.53%

Figure 20. Carless/Carfree Households in Humboldt County - (American Communities Survey Chart B08201)

ACS Carless/Carfree Households			
Jurisdiction	2017 Percentage of carless households	2016 Percentage of carless households	2015 Percentage of carless households
Arcata	10.88%	12.20%	12.10%
Blue Lake	0.00%	0.00%	0.00%
Eureka	13.74%	13.20%	14.70%
Ferndale	9.55%	10.40%	10.80%
Fortuna	6.25%	6.40%	7.50%
Rio Dell	12.91%	13.90%	13.50%
Trinidad	20.00%	16.50%	13.40%
Countywide	7.34%	7.60%	8.10%

AGED POPULATION AND DISABLED

The following chart shows the senior population throughout the County, which is 20% higher than the California 13.9% senior population. Aging populations lose their ability to drive and have to rely on transit, paratransit, family, and friends for their mobility needs.

Seniors often use fixed route services but also depend on a more personalized service, including Dial-A-Ride, medial transport, and other public-private services. All cities, with the exception of Arcata, have a percentage of people with a disability higher than the countywide percentage of 15.9%. The most recently adopted TDP provides a more in-depth discussion of demographic trends and commuter patterns.

Figure 21. Senior Population in Humboldt County ACS (American Communities Survey) S1701

ACS SENIOR POPULATION - S1701					
Jurisdiction	2017 Population for whom age was determined	2017 Persons 65 years and older	2017 percentage of persons 65 and over	2016 percentage of persons 65 and over	2015 percentage of persons 65 and over
Arcata	15,974	2,088	13.07%	12.00%	10.50%
Blue Lake	1,096	268	24.45%	14.80%	17.00%
Eureka	26,434	4,178	15.81%	15.50%	14.30%
Ferndale	1,452	407	28.03%	28.90%	25.40%
Fortuna	11,385	2,028	17.81%	16.10%	16.30%
Rio Dell	3,371	520	15.43%	15.00%	16.70%
Trinidad	199	81	40.70%	34.20%	30.10%
Countywide	132,178	21,533	16.29%	15.80%	15.00%

Figure 22. Disability Characteristics in Humboldt County (ACS S1810)

ACS HUMBOLDT COUNTY DISABILITY CHARACTERISTICS					
Jurisdiction	2017 Civilian non-institutionalized population	2017 Population with a disability	2017 % with disability	2016 % with disability	2015 % with disability
Arcata	17,776	2,134	12.0%	12.7%	12.2%
Blue Lake	1,147	237	21.6%	18.0%	18.1%
Eureka	26,909	5,258	19.8%	19.5%	18.9%
Ferndale	1,458	320	21.9%	24.9%	26.2%
Fortuna	11,901	2,130	17.9%	18.8%	17.8%
Rio Dell	3,385	669	19.8%	20.2%	21.7%
Trinidad	199	44	22.1%	17.2%	19.6%
Countywide	134,525	22,502	16.7%	16.9%	16.7%

Figure 23. Humboldt County Aging Profile (CensusReporter.org)

