

Transportation Development Act (TDA)
Unmet Transit Needs Report of Findings
FY 2018-19



Adopted April 19, 2018
[Resolution 18-13]

Humboldt County Association of Governments (HCAOG)
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Humboldt County Local Transportation Authority
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RESOLUTION 18-13
RESOLUTION OF THE HUMBOLDT COUNTY ASSOCIATION OF GOVERNMENTS
ADOPTION OF THE TRANSPORTATION DEVELOPMENT ACT (TDA) UNMET
TRANSIT NEEDS REPORT OF FINDINGS FOR FISCAL YEAR 2018-19

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, 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 2018-19 year, determining that there is an unmet transit need for late-night weekday service on Redwood Transit System that is reasonable to meet, but cannot be funded due to insufficient Local Transportation Funding from all of the required contributing entities; 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 2018-19.

PASSED AND ADOPTED by the Humboldt County Association of Governments, in the City of Eureka, County of Humboldt, State of California, this 19th day of April, 2018, by the following vote:

AYES: MEMBERS: Sundberg, Strehl, Jäger, Jones, Hindley,
 West, Johnson, Arroyo, Tucker
 NOES: MEMBERS: None
 ABSENT: MEMBERS: Ornelas
 ABSTAIN: MEMBERS: None

Attest: 
 Christie Smith, HCAOG Executive Assistant


 Ryan Sundberg, HCAOG Chair

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Executive Summary

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

The purpose of the Unmet Transit Needs process is to ensure that all unmet transit needs meeting adopted criteria of being reasonable to meet, are given priority over non-transit uses, such as road improvements and bicycle and pedestrian uses when allocating Local Transportation Funds (LTF). If the HCAOG Board determines that there are unmet needs that are reasonable to meet, the affected jurisdiction must satisfy those needs before any TDA 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. 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:

- (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 SSTAC recommendation:

The SSTAC recommended that the HCAOG Board approve the FY 2018-19 Unmet Transit Needs Report of Findings, determining that late-night weekday service on the Redwood Transit System is reasonable to meet, but cannot be funded.

The SCC recommendation:

The SCC supported the SSTAC's recommendation and provided clarifying language that "there is an unmet transit need for late-night weekday service on the Redwood Transit System (RTS) that is reasonable to meet but cannot be funded due to insufficient Local Transportation Funds from all the required participating entities."

The TAC recommendation:

The TAC supported the SSTAC's recommendation including the SCC's clarifying language that "there is an unmet transit need for late-night weekday service on the Redwood Transit System (RTS) that is reasonable to meet but cannot be funded due to insufficient Local Transportation Funds from all the required participating entities."

The HCAOG Board's finding:

The finding has been made based on deliberation and consideration of comments generated during the unmet needs public participation process and measured against the evaluative criteria established in the RTPA's adopted definitions for the terms "unmet transit need" and "reasonable to meet."

1. Transportation Development Act

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

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

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

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

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

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

Article 4.5 supports “community transit services” that “link intracommunity origins and destinations,” including services to the elderly or persons with disabilities. A Consolidated Transportation Service Agency (CTSA) is eligible for TDA funds under this Article. Although the Humboldt Transit Authority is the designated CTSA in Humboldt County, they do not receive funds under this Article. HCAOG’s current policy is to allocate STA funds for CTSA duties. A CTSA may file claims for STA funds for clearly defined and budgeted CTSA duties, approved by the HCAOG Board (PUC 99313 and 99314).

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

Unmet Transit Needs Process

The TDA requires each transportation planning agency to annually identify the unmet transit needs of the jurisdiction and those needs that are reasonable to meet, before allocating any funds for any purpose *not* directly related to public transportation services or for facilities used exclusively by pedestrians and bicyclists (§99401.5). Should any unmet transit need be identified, a further determination or assessment must be made to establish whether or not those needs are “reasonable to meet.” In accordance with state law, TDA funds must be allocated first to unmet transit needs, which are found to be reasonable to meet, before any remaining funds can be allocated to local jurisdictions for non-transit purposes.

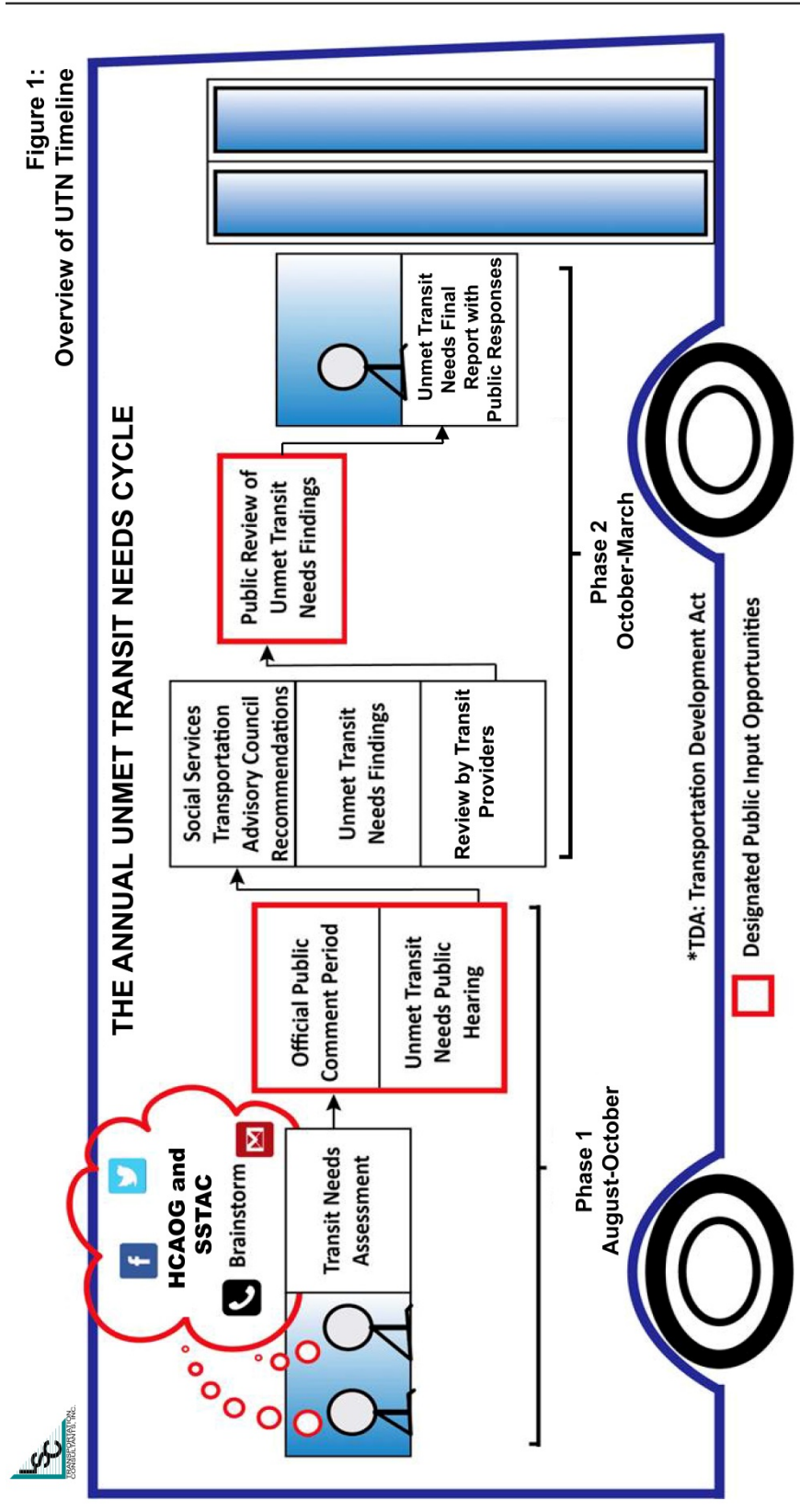
The transportation planning agency is required to:

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

HCAOG encourages each member entity to conduct its own public hearing on unmet transit needs. This provides local elected officials an opportunity to hear and respond directly to the expressed needs of their constituents. HCAOG notifies all persons or groups known to have an interest in transit related matters and publishes a public notice(s) of the public hearings in the local newspaper(s). Flyers in both English and Spanish are posted in buses as well. Figure 1 depicting the Unmet Transit Needs process was a part of the outreach this year.

The SSTAC, as mandated by the TDA, leads the process in soliciting input from transportation-dependent and transportation-disadvantaged persons, and in recommending a finding to the HCAOG Board.

Figure 1: Overview of the Unmet Transit Needs Timeline



Definition and Criteria

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

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

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

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

Definition of “Unmet Transit Need”

Unmet transit needs are, at a minimum:

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

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

- Improvements funded or scheduled for implementation in the next fiscal year.
- Minor operational improvements or changes such as bus stops, schedules, and minor route changes. Minor operational improvements are changes to service which do not affect the operating cost of the transit service either by requiring additional staff and/or additional vehicle hours of service or miles of service.
- Trips for primary or secondary school transportation.
- Sidewalk improvements or street and road needs.

Definition of “Reasonable to Meet”

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

1. To be considered reasonable to meet, a service must be operationally feasible and financially sustainable, as defined below:
 - a. To be considered operationally feasible, the service must have adequate running time, adequate roadways, and must be safe to operate.

- b. To be considered financially sustainable, enough money should be available from identified sources of funding to pay for the marginal operating cost of the service continuously for three years.
2. Additionally, to be considered “reasonable to meet” the service must be projected to meet a minimum “marginal farebox return ratio” of 10 percent within two years. If multiple competing services are requested, other factors such as estimated subsidy per passenger trip and passengers per vehicle hour of service may also be considered. Ridership and farebox return ratio thresholds will also be considered for continuing newly-introduced services.
3. Pursuant to the requirements of Transportation Development Act (TDA) Statutes (Public Utilities Code Section 99401.5 (c)), a determination of needs that are reasonable to meet shall not be made by comparing unmet transit needs with the need for streets and roads, for the allocation of TDA funds.
4. Once a service is determined to be “reasonable to meet” and is implemented, it can be expected that the ridership in the first 1-2 years of the new service will be less than the projected optimal ridership. Ridership should be evaluated at 6-month intervals to determine if service is meeting performance standards adopted by the transit provider, and specifically whether the service meets a minimum 10 percent marginal farebox ratio. If the service is being adequately promoted and fails to be within 60 percent of the identified standards after six months, 90 percent within the first year, or 100 percent within two years, the service may be cancelled and deemed “no longer reasonable to meet.” An exception to this rule is when a community or group is willing to participate in sharing the ongoing cost of the new service.

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

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

Pursuant to subdivision 99401.5 (e), if HCAOG adopts a finding that there are unmet transit needs, including needs that are reasonable to meet, then the unmet transit need shall be funded before any allocation is made for other (non-transit) uses within the jurisdiction. Local jurisdictions may decide to voluntarily fund needs that are determined not to be “reasonable to meet” from the jurisdiction’s TDA funds or other revenue sources.

2. Transit Dependent Demographics

The majority of the county’s population is centered adjacent to the State Highway 101 corridor serving many highly populated communities in the unincorporated area of the county and the cities of Arcata, Eureka, Fortuna, Rio Dell, and Trinidad. Table 1 lists the population increase between 2016 and 2017 by jurisdiction. The overall increase has outpaced that of the percent increase of 0.9% in California over the same period.

Jurisdiction	January 1, 2016	January 1, 2017	Percent Change	Percent of Countywide Population (2017)
Arcata	18,137	18,374	1.3%	13.4%
Blue Lake	1,284	1,295	0.9%	0.9%
Eureka	26,881	27,120	0.9%	19.8%
Ferndale	1,433	1,445	0.8%	1.1%
Fortuna	11,954	11,989	0.3%	8.8%
Rio Dell	3,411	3,447	1.1%	2.5%
Trinidad	365	369	1.1%	0.3%
Unincorporated	72,092	72,914	1.1%	53.2%
Countywide	135,557	136,953	1.0%	100.0%

Source: Department of Finance. E-1: City/County Population Estimates with Annual Percent Change

While all sectors of the community may utilize public and private transportation services, groups likely to be transit dependent or transit disadvantaged are those that are either unable to operate a vehicle or do not have access to a vehicle. Older citizens, persons with disabilities, and persons of limited means are more likely to be transit dependent and may require specialized transportation. For the purposes of this document, older citizens are considered to be individuals 65 years and older, and persons of limited means are those with incomes below the poverty threshold as defined by the federal government. Chapter 2 of the recently adopted TDP provides a more in depth discussion of demographic trends and commuter patterns.

Table 2 provides the most current regional data summarizing income and age statistics. The percentage of persons below poverty level represents the percent of individuals who fall below the United States Department of Health and Human Services poverty thresholds. Consistent with last year, Humboldt’s two largest cities, Arcata and Eureka have the highest percentages of residents exceeding the countywide average. With the exception of Blue Lake and Trinidad, all jurisdictions saw a decrease in poverty levels. The percentage of persons over 65 increased for all jurisdictions with the exception of Blue Lake, Fortuna, and Rio Dell. Aging populations lose their ability to drive privately owned vehicles and have to rely on family, neighbors and volunteer driver programs for mobility. It is increasingly important to address multiple modes of transportation to prevent isolation, economic hardship and reduced quality of life of the expanding senior population.

Table 2: Transit Dependent Indicators Income and Age

Jurisdiction	Population for whom poverty status is determined	Persons Below Poverty Level	Percentage below poverty level	Previous year percentage below poverty level	Population for whom age was determined	Persons 65 years and over	Percentage of persons 65 and over	Previous year percentage of persons 65 and over
Arcata	15,949	6,403	40.1%	41.3%	15,944	1,906	12.0%	10.5%
Blue Lake	1,147	228	19.9%	18.4%	1,307	193	14.8%	17.0%
Eureka	26,395	6,176	23.4%	24.5%	26,300	4,088	15.5%	14.3%
Ferndale	1,415	129	9.1%	9.5%	1,350	390	28.9%	25.4%
Fortuna	11,767	1,923	16.3%	16.8%	11,783	1,901	16.1%	16.3%
Rio Dell	3,365	489	14.5%	16.7%	3,378	508	15.0%	16.7%
Trinidad	209	13	6.2%	5.9%	219	75	34.2%	30.1%
Countywide	131,865	27,641	21.0%	21.4%	131,639	20,753	15.8%	15.0%

Source: U.S. Census Bureau. 2011-2015 and 2012-2016 American Community Survey 5 -year Estimates: Poverty Status in the Past 12 Months (S1701) and Demographic and Housing Estimates (DP05)

Other factors that affect mobility are provided in Table 3. Mobility refers to the movement of people via multiple modes, including individual cars, transit, walking and cycling, among others. Mobility can be an important indicator of quality of life, as mobility is correlated with accessibility, which is the means at which individuals can reach their destinations. All cities, with the exception of Arcata have a percentage of people with a disability higher than the countywide percentage of 16.9%. The percentage for the cities of Blue Lake, Ferndale, Rio Dell, and Trinidad decreased from last year's estimate. The countywide percentage of carless households has decreased in the last year. The most significant increase is in the City of Trinidad. All cities with the exception of Ferndale are served by public transit.

Table 3: Other Factors That Affect Mobility: Disability Status and Carless Households

Jurisdiction	Civilian non-institutionalized population	Population with a disability	Percentage with a disability	Previous year percentage with a disability	Percentage of carless households	Previous year percentage of carless households
Arcata	17,735	2,252	12.7%	12.2%	12.2%	12.1%
Blue Lake	1,147	206	18.0%	18.1%	0.0%	0.0%
Eureka	26,555	5,181	19.5%	18.9%	13.2%	14.7%
Ferndale	1,419	353	24.9%	26.2%	10.4%	10.8%
Fortuna	11,823	2,223	18.8%	17.8%	6.4%	7.5%
Rio Dell	3,372	682	20.2%	21.7%	13.9%	13.5%
Trinidad	209	36	17.2%	19.6%	16.5%	13.4%
Countywide	134,149	22,657	16.9%	16.7%	7.6%	8.1%

Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates: Selected Social Characteristics in the US (DP02) and Selected Housing Characteristics (DP04)

3. Existing Transit Service

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

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

The existing transit services within Humboldt County are listed below. More information on each transit service is included in Chapter 3 of the TDP.

Public Transit Fixed Routes:

Arcata & Mad River Transit System (A&MRTS)
Blue Lake Rancheria Transit System (BLRTS)
Eureka Transit Service (ETS)
Klamath-Trinity Non-Emergency Transportation (K/T NeT)
Redwood Transit System (RTS)
Tish Non Village Service
Southern Humboldt Intercity (SHI)
Southern Humboldt Local (SHL)
Willow Creek Transit Service
Yurok Tribe Transit Service (YTTS)

Paratransit and Medical Transportation Services:

City Ambulance of Eureka (CAE)
Fortuna Transit
Humboldt Medi-Trans

Social Service Transportation Providers:

Redwood Coast Regional Center
Humboldt Senior Resource Center: Adult Day Health Dial-a-Ride
County of Humboldt Health and Human Services Department (Social Services Branch)
K'ima:w Transportation Department
Adult Day Health Care of Mad River

Ferndale Senior Resource Center “Bridging the Gap”
Southern Trinity Health Services
Area 1 on Aging (AIAA) Volunteer Driver Program
Humboldt Community Access and Resource (HCAR) Center

Private Transit Providers:

City Cab operated by CAE
Plaza Cab
Cab Louie
Uber
Lyft
Door-to-Door Airporter Shuttle serves the Arcata-Eureka Airport and Humboldt Bay Area.

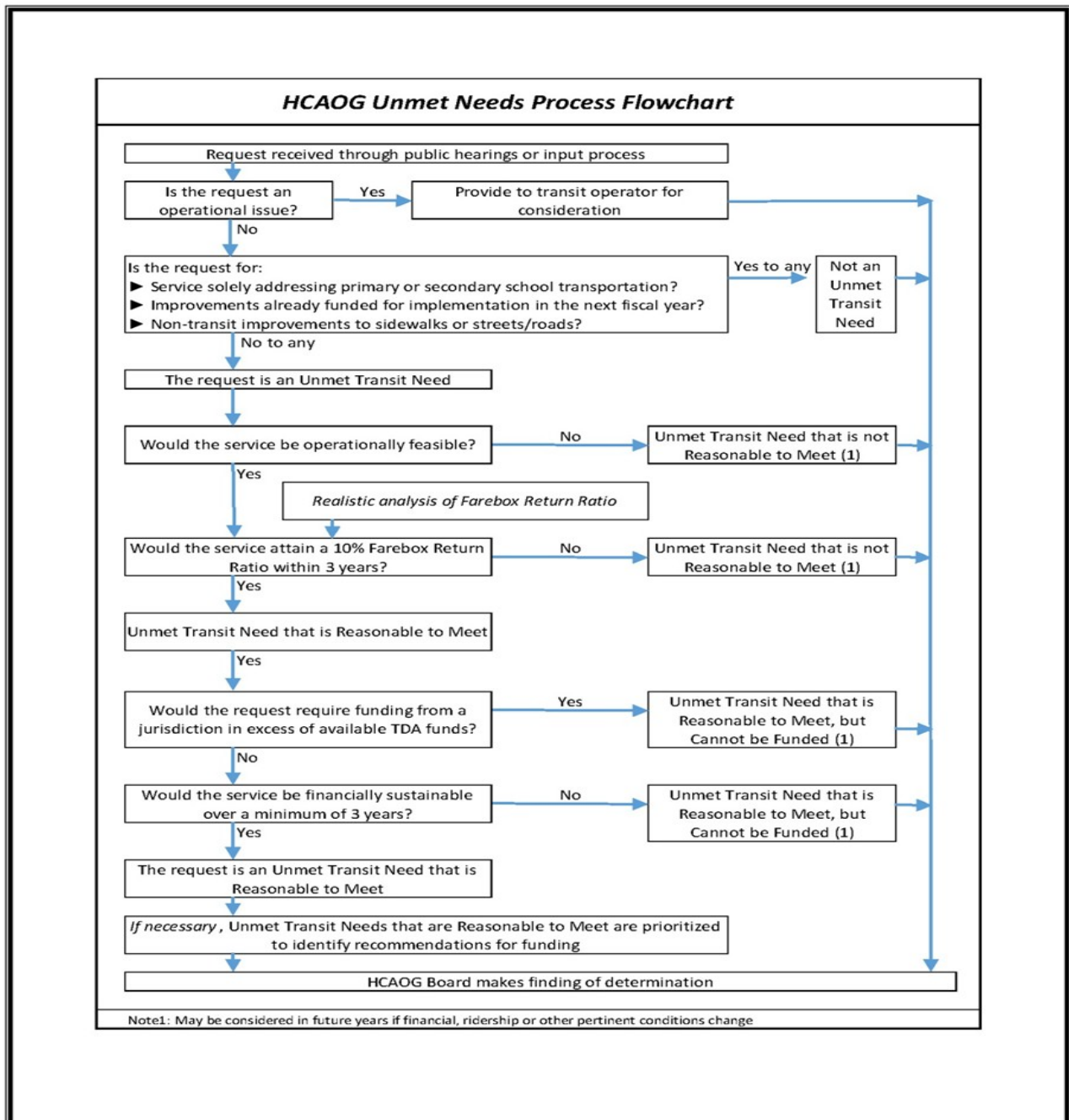
Interregional Transit:

Redwood Coast Transit (RCT)
Trinity Transit
Amtrak Thruway Bus
Greyhound

4. Unmet Transit Needs Comments, Assessment, Findings

The unmet transit needs process is necessary to evaluate how current transit services are meeting community needs. Figure 2 provides a flowchart depicting the process that transit service suggestions go through in order meet the finding of being reasonable to meet.

Figure 2: Unmet Needs Process Flowchart



Previous Unmet Transit Needs Findings Determined to be “Reasonable to Meet”

In the FY 2015-16 Unmet Transit Needs Report of Findings the HCAOG Board identified new bus service for the Tish Non Village and Old Arcata Road as reasonable to meet. There have been no additional findings of reasonable to meet transit needs in subsequent years.

Tish Non Village service began in July of 2015, but has not met farebox expectations. Information provided below is from HTA’s Comparative Performance Activity Reports.

Table 4: Tish Non Transit Service Performance Data

	2015-16	2016-17	July – Nov 2017
Farebox	3.78%	4.02%	5.20%
Fares	\$6,394.74	\$7,172.00	\$4,262.90
Operating Costs	\$169,301.46	\$178,489.47	\$81,985.22
Passengers/Vehicle Hour	1.56	1.51	1.47
Operating Cost/Passenger	\$49.16	\$53.15	\$59.97
Operating Cost/Vehicle Hour	\$76.91	\$80.44	\$88.19

The service performance does not meet the 4th definition of “Reasonable to Meet” with respect to the 10% minimum farebox ratio requirement. If the service does not reach the 10% farebox by the end of Fiscal Year 2018-19, HCAOG will be required to reduce the County’s Tish Non transit service funding by the amount of required revenues that was not maintained. The County of Humboldt fully funds this service and can continue funding it with a combination of TDA and other funds.

Transit service on Old Arcata Road remains an identified unmet transit needs finding reasonable to meet to be reviewed annually. The recently approved TDP reviewed this issue and analyzed two options for the service: a new route and diversion of the main line. Both alternatives are projected to meet the farebox threshold, but the new service is projected to provide a more cost-effective service than diverting the existing route. HTA and HCAOG staff are currently looking into a third option of providing on demand transportation service for Old Arcata Road. HTA, with HCAOG Board support, has applied for funding for a pilot project for on-demand service for the area. If granted, the service will satisfy the reasonable to meet unmet transit need finding.

Current Year - Fiscal Year 2018-19

HCAOG initiated the citizen participation in September 2017. Nine public hearings were held throughout the county in addition to public input at an HTA Board meeting. A flyer was widely distributed in English and Spanish and posted in transit buses. A public notice was published in the Times Standard, and a public service announcement was distributed to the local media and transportation partners. A summary of all comments received at meetings is provided in Appendix A. The comments categorized as “operational” or “other” were determined as such based on the adopted definitions. Operational comments will be forwarded to the subject transit agency. The SSTAC reviewed each comment using the adopted definitions and flowchart (Figure 2). New or multiple requests are discussed below.

Request for Expansion of Dial-A-Ride (DAR) Service Area and Hours

There are numerous requests for the expansion of the DAR service area and hours as well as requests for fare reductions. The cities of Arcata and Eureka fund DAR up to a ¾ mile from their fixed transit systems. HCAOG and the County of Humboldt have funded the DAR system outside of these areas from McKinleyville to the College of the Redwoods. DAR currently serves approximately 275 DAR registrants and provides approximately 34,000 rides per year.

Previous to this year, there were multiple contracts with the same agency providing DAR service. Since becoming the Consolidated Transportation Service Agency (CTSA) for the region, HTA has consolidated these separate contracts in to a single agreement. The funding agreement between local agencies and HTA amounts to \$790,440 for Fiscal Year 2017-18. In addition to the funds for the service, HCAOG allocates regional funds to HTA for administration and planning costs. For Fiscal Year 2017-18, this amounts to \$111,590.

Farebox ratios for the different systems have historically hovered around the 10% farebox requirement. This is a transitional year for DAR service in Humboldt. HTA is committed to improving the communications, service, response and overall function of the system. HCAOG has also secured funds to develop a Mobility-on-Demand Strategic Development Plan. The study will research emerging data technology and opportunities for traditional paratransit models to evolve into more flexible, integrated, and accessible transportation options. In a rural and relatively small and remote region such as Humboldt, there is a need to learn how these new technologies can be afforded to our smaller population. This study will begin in early 2018.

While the requests for expanded service area, service hours and passenger costs meet the definition of an unmet need, the 10% farebox recovery ratio requirement makes DAR expansion an unmet need that is not reasonable to meet. Through HTA's improvements and results of HCAOG's study, this may improve.

Request for Saturday and Sunday Service to Southern Humboldt

There were a total of 12 requests for weekend transit service between Eureka and Garberville. The estimate for fare revenue is based on the transit pass fare of \$3.30 one way per passenger. The expected number of passengers is based on the average weekend rider on other Humboldt transit systems, provided in Table 5. The operating cost per vehicle hour projection of \$83.27 is based on 2016-17 statistics for existing weekday service. The proposed weekend service would run 3 northbound and 3 southbound buses each day. It requires 4.5 vehicle hours for every run. The farebox projections are provided below.

Saturday Service Projections:

Fares: 33 passengers x 52 Saturdays x \$3.30 = \$5,663

Operating Costs: \$83.27 x 4.5 service hours x 6 runs x 52 Saturdays = \$116,911

Projected farebox for Saturday: \$5,663 ÷ \$116,911 = 4.8%

Sunday Service Projections:

Fares: 17 passengers x 52 Sundays x \$3.30 = \$2,917

Operating Costs: \$83.27 x 4.5 service hours x 6 runs x 52 Sundays = \$116,911

Projected farebox for Sunday: \$2,917 ÷ \$116,911 = 2.5 %

Table 5: Passenger Statistics on Other Systems

System	Weekday Passengers 2016-17	Saturday Passengers 2016-17	% of Weekday Passengers on Saturday	Sunday Passengers 2016-17	% of Weekday Passengers on Sunday
Eureka Transit System	783	270	34.50%	N/A	
Willow Creek Transit System	43	18	41.90%	N/A	
Redwood Transit System	1,926	692	35.90%	368	19.70%
Average			37.40%		19.70%
Southern Humboldt Intercity Transit	87	33 (projected)		17 (projected)	

HTA has been reassessing transit needs in Southern Humboldt in coordination with elected officials and local residents to better serve the community. The proposal being studied is to end the Southern Humboldt Local weekday service and transfer that funding to implement Saturday and Sunday Service on the Southern Humboldt Intercity service. All but a few stops are shared on the two systems. The 2016-17 operating cost for the local service was \$140,620 resulting in a 10.57% farebox recovery ratio. The intercity service, with an operating cost of \$524,144, performed better with a 15.44% farebox ratio for the same year. The proposal is to eliminate the local service and use the funds for year-round intercity service on Saturdays and a seasonal service on Sundays during the months of July through October. The Sunday service would then be assessed for ridership and the farebox ratio. While weekend service does not qualify as reasonable to meet based on the low farebox ratio projection, a finding of not being reasonable to meet does not mean that the service won't be implemented. The County of Humboldt pays 100% of this service and is working with HTA on changes.

Request for Late Weeknight and Saturday Service on RTS

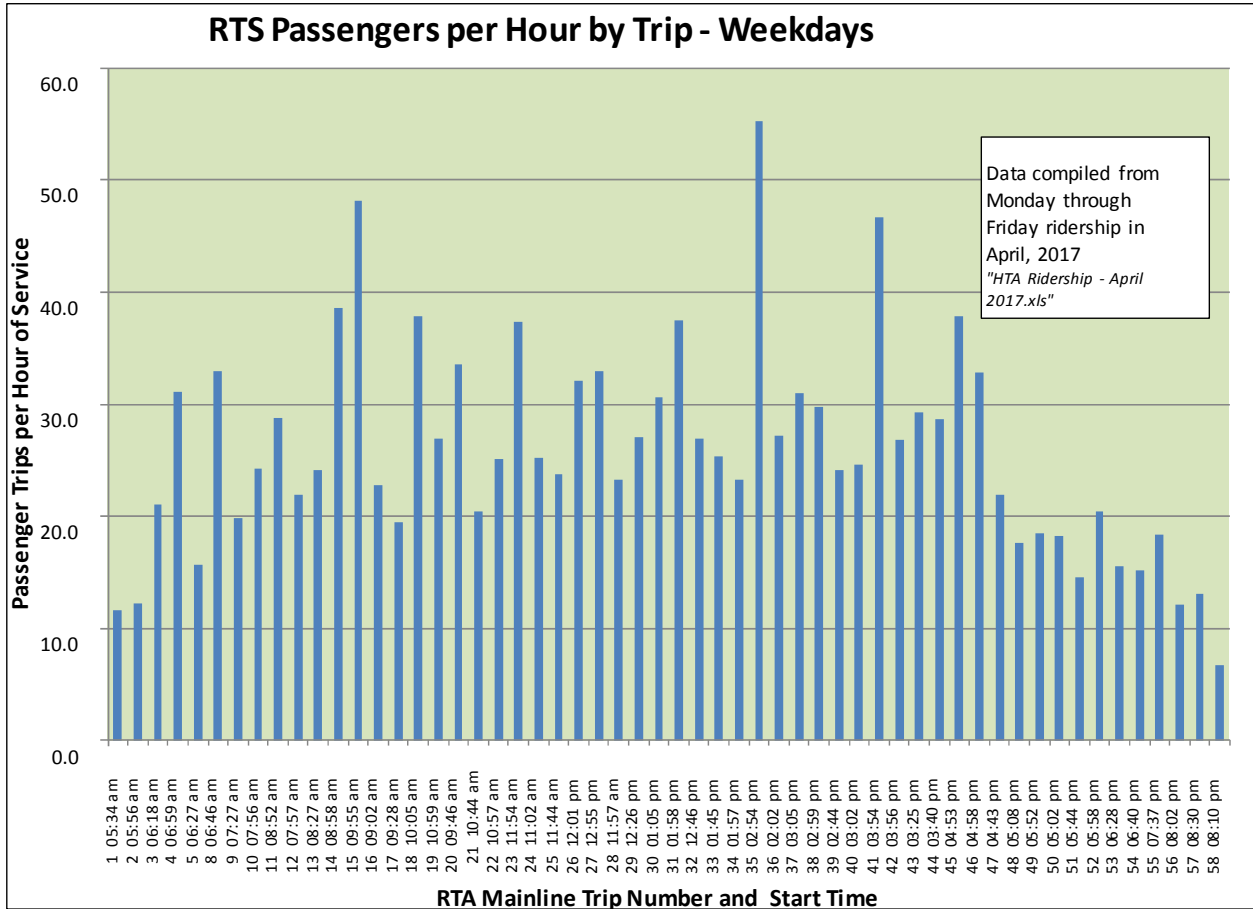
The Green Party of Humboldt County submitted a petition with 453 signatures to HTA. There were two different titles on the petitions:

- “north and south on the Hwy 101 corridor until 11pm on *weekends* and until midnight on Fridays and Saturdays”

- “north and south on the Hwy 101 corridor until 11pm on *weeknights* and until midnight on Fridays and Saturdays”

The TDP evaluated potential ridership relevant to the request to consider extending evening service. The following figure (Figure 18 from the TDP), shows passenger trips per service hour for the RTS system from April 2017, Monday through Friday. Weekday ridership on the RTS Mainline service drops off sharply after 5:00 p.m. Ridership averages roughly 30 passengers per hour between 9:00 a.m. to 5:00 p.m., 17 passengers per hour between 5:00 p.m. and 8:00 p.m. and only 10 passengers per hour after 8 p.m.

Figure 3: RTS Passengers per Hour by Trip - Weekdays



This is a typical trend with public transit in general. Merced Transit statistics were reviewed as a comparison for late night service. From February 2, 2015 to January 25, 2016, Merced offered weekday late night service until 11:00 p.m. The average number of passengers was 4 at 9:00 p.m., 3 at 10:00 p.m. and 1 at 11:00 p.m. The late-night service was discontinued due to low ridership. Service now ends at 8:00 p.m.

For weekday service, consistent with Figure 3, ten passengers per hour and a \$2.12 ticket price (the 2016-17 average RTS fare) was used to estimate fare revenue. The \$80.89 operating cost per vehicle hour is the average from Fiscal Year 2016-17.

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: $\$13,780 \div \$105,157 = 13.1 \%$

Beginning January 2017, HTA offered a new Saturday night bus run, from McKinleyville to Scotia, to promote public transit and celebrate local art. The first Saturday of every month, the rides are free, the same day as *Arts Alive!* In the first six months, the new service had 1,053 passengers in the first six months. The total operation cost for the first six months was \$9,695, making the fare recovery ratio for this service: $1053 \times \$2.12 / \$9,695 = 23.0\%$.

HCAOG, the Cities of Arcata, Eureka, and Fortuna and the County of Humboldt partnered with HTA on this service. The funding for this Saturday service comes from the California Greenhouse Gas Reduction Fund/Low-Carbon Transit Operations Program (LCTOP). This later Saturday service is funded through the end of the 2018 calendar year. HTA has applied to continue this service through 2020.

The projections below are for an additional Saturday late night run from Trinidad to Scotia. An estimate of 12.5 passengers at the \$2.12 fare was used to determine fare revenue. The \$80.89 operating cost per vehicle service hour is used for the northbound and southbound run for a total of 8 hours.

RTS Saturday Additional Late-night Service Projections:

Fares: 2.5 passengers x 5 hours x 1 night x \$2.12 x 52 weeks = \$1,378

Operating Costs: \$80.89 x 2.75 service hours x 2 runs x 52 weeks = \$23,135

Projected farebox for late Saturday night (Trinidad to Scotia): $\$1,378 \div \$23,135 = 6.0 \%$

If the bus was limited from McKinleyville to Scotia, the Operating Costs would be reduced causing a minor increase in the projected farebox ratio:

Operating Costs: \$80.89 x 2.5 service hours x 2 runs x 52 weeks = \$21,031

Projected farebox for late Saturday night (McKinleyville to Scotia): $\$1,378 \div \$21,031 = 6.6 \%$

The request for a new late weekday service meets the criteria to be deemed reasonable to meet, but cannot be funded as the Cities of Eureka and Arcata currently use all of their Local Transportation Funding on transit uses. This determination, due to lack of funding for two HTA member agencies, does not mean that the service request cannot be implemented. There are other regional transit funds, State Transit Assistance funds, Formula Grants for Rural Areas (5311 Program) and LCTOP should all be considered in funding the Arcata and Eureka share of increased costs. Setting aside regional funds will require HCAOG Board action.

5. TDA Funds and Allocations

The Transportation Development Act provides State funding sources meant primarily for public transportation. The TDA funding comes through two sources, the Local Transportation Funds (LTF) and the State Transit Assistance (STA) funds. LTF is the main funding source for transit in the region. After off the top allocations to the County Auditor, HCAOG administration and planning, and 2% for bicycle and pedestrian uses, the funds are allocated to the seven cities and the County based on population.

LTF is derived from $\frac{1}{4}$ cent of the general sales tax collected statewide. Figure 4 illustrates the trend in LTF funding allocated to the Humboldt region.

Figure 4: Humboldt County Local Transportation Fund Trend

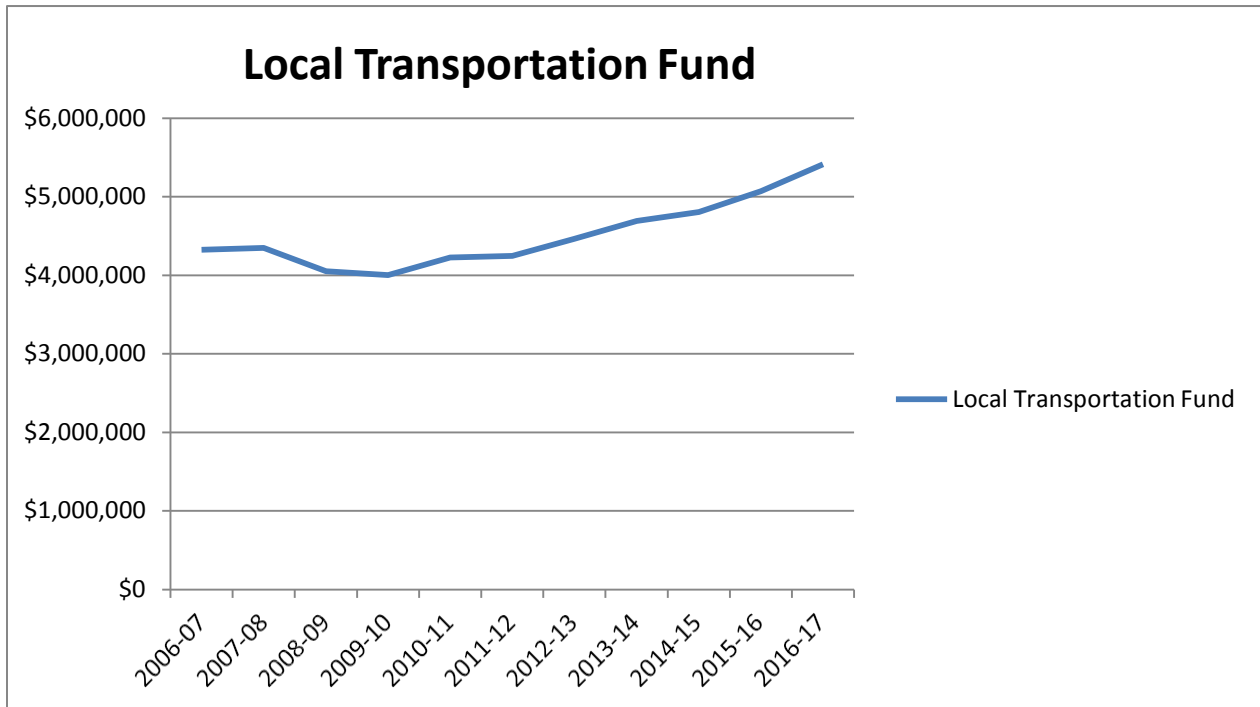


Table 6 shows how LTF funds were allocated in the FY 2016-17. The Cities of Eureka and Trinidad have not submitted their claims for their LTF allocations. Due to the prior finding that transit service on Old Arcata Road is an unmet transit need reasonable to meet, the County is not allowed to use funds for non-transit purposes.

Table 6: LTF Funds Allocated by Jurisdiction, FY 2016-17

Jurisdiction	Ending Balance 2014-15	Apportioned 2016-17 LTF Funds	Transit	Third Party Transit	Bike & Ped	Streets & Roads	Unclaimed Funds*
Arcata	\$17,946	\$576,264	\$589,408				\$4,802
Blue Lake	\$1,257	\$40,568		\$41,825			\$0
Eureka	\$953,600	\$867,584					\$1,821,184
Ferndale	\$1,336	\$44,078				\$45,414	\$0
Fortuna	\$12,088	\$387,396	\$290,197		\$8,490	\$100,797	\$0
Rio Dell	\$3,287	\$108,569	\$41,865	\$6,500		\$63,491	\$0
Trinidad	\$2,183	\$11,688					\$13,871
County	\$70,726	\$2,291,083	\$2,163,899	\$188,562			\$9,348
Totals	\$1,062,423	\$4,327,230	\$3,085,369	\$236,887	\$8,490	\$209,702	\$1,849,205

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

Table 7 provides FY 2018-2019 LTF apportionments allocated by the HCAOG Board. These estimates are based on an estimate provided by the Humboldt County Auditor pursuant to Government Code Section 6620. The County Auditor makes the estimate from such data as is available including those, which may be furnished by the State Board of Equalization. The estimate includes those moneys anticipated to be deposited in the fund during the ensuing fiscal year. After close of each fiscal year, the Auditor reports any remaining balance in each jurisdiction's account.

Table 7: 2018-19 Fund Apportionments

Jurisdiction	Population	% of Total Population	2018-19 Estimates	2016-17 Year End Balance	Total Funds Available
Arcata	18,374	13.42%	\$665,725	\$150,705	\$816,430
Blue Lake	1,295	0.95%	\$46,920	\$10,233	\$57,153
Eureka	27,120	19.80%	\$982,610	\$1,124,181	\$2,106,790
Ferndale	1,445	1.06%	\$52,355	\$11,042	\$63,397
Fortuna	11,989	8.75%	\$434,384	\$96,821	\$531,205
Rio Dell	3,447	2.52%	\$124,891	\$27,130	\$152,021
Trinidad	369	0.27%	\$13,370	\$15,229	\$28,599
Humboldt County	72,914	53.24%	\$2,641,814	\$647,115	\$3,288,930
Total	136,953	100%	\$4,962,070	\$2,082,455	\$7,044,525

Appendix A: Summary of Public Input

Unmet Transit Needs (UTNs) Comment and Response										
Reference Number	ID	How Comment Received	Transit Service	# of Comments	UTN Comments	UTN not Reasonable to meet	UTN Reasonable to Meet	Operational	N/A	Response
1	shm	email from HTA	WC	1	Add a mid afternoon WC run	X				The operating cost/vehicle service hour for 2016-17 is \$72.13 for the Willow Creek system. Will reconsider with more public interest and commitment.
2	Tina Catalina	Blue Lake Public Hearing	WC	1	New WC Blue Lake stop Mon-Sat (one am, one pm)	X				The WC route is on a tight connection schedule with A&MRTS, Trinity Transit, KT Net, BLRTS. Blue Lake Transit connects with the WC bus in Arcata.
3, 4, 5, 6, 7, 8,	Angie Xu, Marissa, Dottie Russell, Megan, Christine Pollack, Unidentified	email, tele, Public Hearing	So Hum Intercity	6	Weekend service between Garberville and Eureka	X				Meets the definition of an UTN, but is not reasonable to meet due to anticipated farebox ratio.
10, 11, 12	Joan Woodcock, Kathi Smith, Gordon Johnson	email, ltr/tele call, Rio Dell Pub Hearing	DAR	3	Paratransit, Senior, those who cannot drive and door to door service between Rio Dell, Fortuna, Ferndale and Eureka	X				Not reasonable to meet due anticipated farebox revenue ratio. HCAOG will conduct a Mobility on Demand Strategic Plan in 2018 to research new technologies and opportunities to improve possibly expand the DAR system.
13	Charles Bean, Tri County Independent Living	Eureka Public Hearing	DAR	1	Extend DAR into evening 8:00 pm.	X				Not reasonable to meet due anticipated farebox revenue ratio. HCAOG will conduct a Mobility on Demand Strategic Plan in 2018 to research new technologies and opportunities to improve possibly expand the DAR system.
15	Kathi Smith	letter, tele		1	No public transit in Ferndale	X				Will reconsider with more public interest and commitment.
16	Winchell Dillenbeck	email	A&MRTS	1	AMRTS bus service to/from Alder Grove	X				Will reconsider with more public interest and commitment.

Reference Number	ID	How Comment Received	Transit Service	# of Comments	UTN Comments	UTN not Reasonable to meet	UTN Reasonable to Meet	Operational	N/A	Response
17	Michael Mulilly	Arcata Public Hearing	A&MRTS	1	A&MRTS Sunday service	X				Will reconsider with more public interest and commitment.
18	Patricia Shade	email	ETS	1	Bus stop closer to home when the time comes that can't ride bike	X				The City of Eureka is currently conducting a feasibility study to analyze a possible change from the current loop system to a line route system. This comment is for a future UTN.
19	Patrick Brown	telephone call	ETS	1	Bus stop closer to Ocean View Cemetery now that K-Mart stop is no longer available	X				The KMART property is not expected to remain vacant. The existing McCullen/Broadway stop is 0.2 miles from the cemetery entrance on Broadway.
20	Pamela Fishtrom	email	ETS	1	ETS Sunday service	X				Meets the adopted definition of an UTN, but there is no excess transit funding for the City of Eureka.
22	Matt Kirk	Eureka Public Hearing	ETS	1	Bus stop at Aquatic Center. Too long distance for hearing impaired and persons with difficulty walking	X				It is a 0.1 mile walk from 2nd and L Street to the Aquatic Center. DAR is an existing alternative.
23, 24	Charles Bean, Tri County Independent Living	Eureka Public Hearing	ETS	1	More frequent transit svc and extended hours with the areas served in greater Eureka area	X				The operating cost/vehicle service hour for 2016-17 is \$68.40 for ETS. Will reconsider with more public interest and commitment, but until transit funding increases, there is no funding to expand service on ETS.
25	Unidentified	email	RTS	1	Bus transportation to Samoa and Fairhaven	X				This meets the adopted definition of an UTN, but is not reasonable to meet due to anticipated farebox ratio. HCAOG will include the Samoa and Fairhaven areas in the 2018 Mobility on Demand Strategic Plan. Will reconsider with more public interest and commitment.

Reference Number	ID	How Comment Received	Transit Service	# of Comments	UTN Comments	UTN not Reasonable to meet	UTN Reasonable to Meet	Operational	N/A	Response
26, 27, 28, 29, 30, 31	Public Petition, Jason Slyter, Michael Mulilly, Susan Rotwein, Unidentified	HTA Bd Mtg, Arcata Pub Hearing	RTS	455	RTS bus svc from Scotia to Trinidad until 11:00 PM (Mon-Thurs) & midnight (Fri-Sat).	X				Both requests for later weekday and Saturday night service meet the criteria to be deemed reasonable to meet, but cannot be funded as the Cities of Eureka and Arcata currently use all of their Local Transportation Funding on transit uses. The HCAOG Board could set-aside regional transit funds to cover costs for these two cities.
32	Unidentified	County Public Hearing	RTS	1	Additional service to Fernbridge	X				Between RTS and Tish-Non systems, there are 6 northbound and 4 southbound stops at Fernbridge during the week with few passengers. Will reconsider with more public interest and commitment.
33	Unidentified	County Public Hearing	RTS	1	More Sunday transit svc in Arcata and McKinleyville	X				Will reconsider with more public interest and commitment.
34	Unidentified	County Public Hearing	RTS	1	Brief stops in each community				X	The Humboldt Transit Authority provides service from Trinidad to Southern Humboldt and Willow Creek. The Blue Lake Rancheria connects Blue Lake with Arcata. K-T Net serves Willow Creek to Orleans.
21	Unidentified	County Public Hearing	ETS	1	Transit svc (Eureka) to food banks, DMV, other resources				X	This service is currently provided to the suggested areas.
9	Mar Postgate	TDP transit survey		1	A service separate from DAR that includes seniors, DAR is very expensive				X	The DAR service is highly subsidized and currently hovers around the 10% farebox recovery requirement. There are requests to both expand service and reduce costs. The existing system will be studied in the 2018 Mobility on Demand Strategic Plan.
36	Unidentified	County Public Hearing		1	Create a bus system in McKinleyville				X	RTS currently serves McKinleyville
14	Kathi Smith	letter tele	Fortuna Transit	1	Non residents should be allowed on Fortuna Transit			X		This operational comment will be forwarded to Fortuna Transit.

Reference Number	ID	How Comment Received	Transit Service	# of Comments	UTN Comments	UTN not Reasonable to meet	UTN Reasonable to Meet	Operational	N/A	Response
35	Kathi Smith	letter tele	Greyhound	1	Fortuna Greyhound stop	X			X	Greyhound is a private service and is not bound to the Unmet Transit Needs process. Greyhound has been contacted and will consider a stop in Fortuna at a safe location providing 24 hour bathroom facilities.
37	Dotti Russell	telephone call	So Hum Intercity	1	Replace light at Phillippsville Post Office bus stop			X		Comment will be forwarded to HTA.
38	Eileen McCready	TDP transit survey	DAR	1	Issues with DAR pick-up, even when planned in advance			X		Comment will be forwarded to HTA.
39	Patricia Shade	email	ETS	1	Use of smaller buses			X		Comment will be forwarded to ETS.
40, 41	Charles Bean, Tri County Independent Living	Eureka Public Hearing	Private Services	1	Request taxi, Uber and Lyft, provide a plan and vehicles to accommodate disabled individuals				X	Private businesses and do not have the same requirements as publicly funded transit programs.
42	Patricia Shade	email		1	Seat belts on school buses				X	This does not meet the adopted definition of a UTN.
43	Jay Kennedy	Arcata Public Hearing	A&MRTS	1	Request funds from HSU and put tax on alcoholic beverages to fund late night service				X	HSU students ride free and transit agencies are reimbursed by the University.
44	Kathi Smith	letter, tele		1	Improved telephone voicemail at HTA & HCAOG				X	This does not meet the adopted definition of a UTN.

Reference Number	ID	How Comment Received	Transit Service	# of Comments	UTN Comments	UTN not Reasonable to meet	UTN Reasonable to Meet	Operational	N/A	Response
45	Kathi Smith	letter, tele		1	Provide captioning of HCAOG and other meetings on Humboldt Access				X	This does not meet the adopted definition of a UTN.
46	Ben Moorehead, Victoria Sackville	Trinidad Public Hearing		2	Keep Little River Trail a very high priority for pedestrians and bicyclists				X	This does not meet the adopted definition of a UTN.