

Transportation Development Act (TDA)

Unmet Transit Needs Report of Findings FY 2017-18



Adopted March 2017

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RESOLUTION 17-03

**RESOLUTION OF THE HUMBOLDT COUNTY ASSOCIATION OF GOVERNMENTS
 ADOPTION OF THE TRANSPORTATION DEVELOPMENT ACT (TDA) UNMET
 TRANSIT NEEDS REPORT OF FINDINGS FOR FISCAL YEAR 2017-18**

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

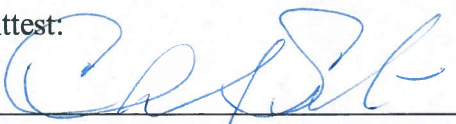
WHEREAS, the RTPA does find that, consistent with the TDA Report of Findings for the 2017-18 year, there are no unmet transit needs that are reasonable to meet; and

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 jurisdictional finding and the Transportation Development Act (TDA) Unmet Transit Needs Report of Findings, Fiscal Year 2017-18.

PASSED AND ADOPTED by the Humboldt County Association of Governments, in the City of Eureka, County of Humboldt, State of California, this 16th day of March, 2017, by the following vote:

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

Attest:

 Christie Smith, 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 roads 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 forwarded a recommendation to the HCAOG Board that "there are no unmet transit needs that are reasonable to meet."

The HCAOG Board's finding:

The RTPA does find that consistent with the TDA Report of Findings for the 2017-18 year, there are no unmet transit needs that are reasonable to meet.

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).

The transportation planning agency is required to:

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

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

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

Definition and Criteria

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

Definition of "*unmet transit needs*"

Unmet transit needs are, at a minimum:

1. Trips requested from residents who do not have access to public transportation, specialized transportation, or private transport services or resources for the purpose of traveling to medical care, shopping, social/recreational activities, education/training, and employment; or

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

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

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

Definition of “*reasonable to meet*”

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

1. Pursuant to the requirements of Transportation Development Act (TDA) Statutes (Public Utilities Code Section 99401.5 (c)), a determination of needs that are reasonable to meet shall not be made by comparing unmet transit needs with the need for streets and roads, for the allocation of TDA funds. The fact that an identified transit need cannot be fully met based on available resources shall not be the sole reason for finding that a transit need is not reasonable to meet.
2. If a new, expanded or revised transit service fails to meet ridership or cost effectiveness standards after one full year of operation, reasonable efforts will be made and documented to rectify the situation during the following year of operation. If service has not met performance standards during the period required by the Transportation Development Act Statutes, and efforts to improve service productivity have been documented by the operator to be unsuccessful, the service will be subject to termination as not being reasonable to meet. Efforts to rectify the underperforming ridership may include but are not limited to increased outreach/marketing of service (newspaper placement), collaboration between organizations or agencies that work with potential ridership of the service and surveys documenting ways in which the service could be improved or made more attractive.
3. Evaluation of potential unmet needs shall be conducted by the TDA claimant that is expected to provide the new, expanded, or revised transit service. The TDA claimant shall review, evaluate, and indicate that the service is operationally feasible, including:
 - a. Forecast of anticipated ridership if service is provided.
 - b. Estimate of capital and operating cost for the provision of such services.
 - c. Determination if there are adequate roadways and selected turnouts to safely accommodate transit vehicles.
 - d. Determination that vehicles are currently available in the marketplace.
 - e. Determination if potential transit service duplicates existing services.

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

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

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

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

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

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.

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. The following tables (Tables 1, 2, and 3) list demographics for the region.

Jurisdiction	January 1, 2015	January 1, 2016	Change from 2015 to 2016	Percent of Countywide Population (2016)
Arcata	18,085	18,169	0.5%	13.4%
Blue Lake	1,278	1,287	0.7%	0.9%
Eureka	26,811	26,765	-0.2%	19.8%
Ferndale	1,435	1,434	-0.1%	1.0%
Fortuna	11,882	11,848	-0.3%	8.7%
Rio Dell	3,414	3,416	0.1%	2.5%
Trinidad	368	367	-0.3%	0.2%
Unincorporated	71,779	71,830	0.1%	53.1%
Countywide	135,052	135,116	0.04%	100.0%

Source: State of California. Department of Finance. E-1 Population Estimates for Cities, Counties, and the State, January 1, 2015 and 2016.

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. Humboldt's two largest cities, Arcata and Eureka have the highest percentages of residents exceeding the countywide average. The percentages for the cities of Blue Lake, Fortuna, and Trinidad decreased from last year's estimate. The cities of Arcata and Eureka are above the region wide average of 21.4%. Residents in these cities, in addition to adjacent unincorporated areas, are served by a Dial-A-Ride service.

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. Blue Lake, Ferndale, Fortuna, Rio Dell, and Trinidad are above the region wide average of 15.0% for residents age 65 and over.

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	15,944	6,579	41.3%	37.1%	15,900	1,675	10.5%	8.5%
Blue Lake	1,307	241	18.4%	20%	1,227	209	17.0%	14.0%
Eureka	26,300	6,454	24.5%	23.5%	26,287	3,748	14.3%	13.5%
Ferndale	1,350	128	9.5%	6.7%	1,452	369	25.4%	26.0%
Fortuna	11,783	1,983	16.8%	19.4%	11,636	1,901	16.3%	16.5%
Rio Dell	3,378	563	16.7%	15.8%	3,371	563	16.7%	16.1%
Trinidad	219	13	5.9%	13.1%	236	71	30.1%	34.3%
Countywide	131,639	28,158	21.4%	20.8	131,318	19,691	15.0%	14.1%

Source: U.S. Census Bureau. 2010-2014 and 2011-2015 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 16.7%. The percentage for the city of Trinidad decreased from last year's estimate. All cities except Blue Lake and Fortuna have percentages of carless households higher than the county wide average of 8.1%. 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	17,722	2,159	12.2%	11.9%	12.1%	11.8%
Blue Lake	1,310	237	18.1%	16.4%	0.0%	2.1%
Eureka	26,488	5,014	18.9%	18.4%	14.7%	12.5%
Ferndale	1,354	355	26.2%	24.9%	10.8%	9.8%
Fortuna	11,814	2,108	17.8%	17.5%	7.5%	8.5%
Rio Dell	3,385	733	21.7%	20.9%	13.5%	12.6%
Trinidad	219	43	19.6%	25.8%	13.4%	12.7%
Countywide	133,962	22,426	16.7%	16.3%	8.1%	7.4%

Source: U.S. Census Bureau, 2011-2015 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.

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

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

Public Transit Fixed Routes:

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

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

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

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

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

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

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

Southern Humboldt Local (SHL) – Operated by HTA. The Southern Humboldt Local transit system serves areas between Garberville and Weott providing deviated fixed-route service.

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

Yurok Tribe Transit Service (YTTS) - The YTTS provides a demand responsive (Dial-A-Ride (DAR)) service in and around Klamath, Crescent City in Del Norte County, and to Weitchpec, Waitec, and Tulley Creek area in Humboldt County.

Paratransit and Medical Transportation Services:

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

Social Service Transportation Providers:

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

Private Transit Providers:

Taxi and Shuttle Services

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

4. Unmet Transit Needs Findings

The unmet transit needs process is necessary to evaluate how current transit services are meeting community needs. The HCAOG Board makes a finding based on testimony received, the recommendation of the Social Service Transportation Advisory Council (SSTAC), and HCAOG’s adopted definitions of “unmet transit needs” and “reasonable to meet.”

The HCAOG Board must make one of the following findings:

- (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. (§99401.5(d))

The HCAOG’s TDA Rules stipulate that unmet transit needs *do not include minor or operational improvements or changes such as bus stops, schedules, and minor route changes.*

Previous Year Recap: FY 2016-17

In last year's UTN process, the HCAOG Board adopted findings of unmet transit needs that there are no unmet transit needs that are reasonable to meet.

The most frequent comments received in the 2016-17 cycle were in response to additional runs between Blue Lake and Arcata; new service to Fieldbrook, West Glendale, and Korbel; and concerns of overcrowding on RTS during peak hours. In response to overcrowding on RTS during peak hours, HTA has received grant funding for an electric bus and charging station. The new vehicle will be used to increase frequency during peak times (7 a.m. to 11 a.m. and 2 p.m. to 7 p.m.) from Monday through Friday. The vehicle will also be used for extended hours on Saturday nights. Service is anticipated to begin in early 2017.

In the 2016-17 cycle a survey was distributed to Blue Lake area residents in response to petitions received in 2015-16 requesting additional service in the Blue Lake area. The survey was sent to 2,230 residents in an approximate one-mile radius of Fieldbrook Road, Glendale Avenue, the City of Blue Lake, Korbel, and Murray Road to Central Avenue in McKinleyville. The survey was available in English and Spanish and available electronically on HCAOG's website.

A total of 123 responses to the survey were received. An analysis of the survey results was performed to address HCAOG's adopted evaluation criteria including a forecast of anticipated ridership, and an estimate of capital and operating costs, etc. Assessments were conducted with operational budget projections from the BLRTS and the Humboldt Transit Authority.

The Humboldt Transit Authority submitted an estimate for two a.m. round trips, and two p.m. round trips beginning in Glendale, along Fieldbrook and Murray Road to the McKinleyville Shopping Center with a forecasted farebox ratio of 13.3%.

The BLRTS submitted an estimate for a 10:00 am run to include City of Blue Lake, Korbel, Glendale, Fieldbrook Road, Murray Road to the McKinleyville Shopping Center, Arcata Transit Center with a forecasted farebox ratio of 14.4%.

An additional estimate was provided by BLRTS for a 5:00 pm run to include City of Blue Lake, Korbel, Glendale, Fieldbrook Road, Murray Road to the McKinleyville Shopping Center, Arcata Transit Center with a forecasted farebox ratio of 11.8%.

The first major finding required for transit needs to be qualified as "reasonable to meet" is a defensible estimate of anticipated ridership compared to the estimated cost of the service. This is referred to the farebox recovery ratio and indicates the percentage of operating costs covered by passenger fares. Section 6633.2 of the TDA states that the ratio of fare revenues to operating cost shall be at least 10% in non-urbanized areas, or up to 20% if determined by the transportation planning agency pursuant to its rules and regulations as adopted pursuant to section 6645. HCAOG has not adopted a percentage requirement higher than 10%.

New service to the Blue Lake area was not found reasonable to meet due to a number of considerations:

- Although forecasted farebox ratios exceeded the 10% threshold, a lesson learned with the previously implemented service to the Tish Non Village taught us that projecting ridership based on survey results did not accurately forecast actual ridership. The Tish

Non Village farebox recovery ratio was forecasted to be 12%. The current actual farebox recovery ratio for 2016-17 year to date is 4%.

- The Southern Humboldt Local System took four years to reach a 10% farebox recovery ratio.
- A Blue Lake Rancheria previous action to terminate day time service between 10:00 a.m. and 1:00 p.m. from Blue Lake to Arcata due to high costs.

It was recommended that a 30% estimated farebox be used to make a defensible finding for a new service being reasonable to meet.

New service on Old Arcata Road remains an unmet need that is reasonable to meet. The County of Humboldt cannot use LTF for non-transit purposes until that need is met.

Current Year - Fiscal Year 2017-18 Findings

HCAOG initiated the citizen participation process on October 13, 2016. Eleven public hearings were held throughout the county to receive public comment on unmet transit needs. An Unmet Transit Needs flyer, provided in Appendix D, was widely distributed in English and Spanish and made available on 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 heard at meetings or submitted to HCAOG are provided in Tables 4 and 5. The comments categorized as “operational” or “other” were determined as such based on guidance from HCAOG’s TDA Rules and Regulations last updated January 2016. The guidance states that unmet transit needs do *not* include:

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

ID	Transit Svc	Responses	Table 4. Public comments/requests submitted via phone or written	UTN	Operational	Other
S.Gossman	County	x1	Bus service/stop near (in front of) the McKinleyville Federal Court House (Boeing Avenue, McKinleyville). Current airport bus stop is too far away from the Courthouse.	x		
A.Thomson	DAR	x1	DAR or specialized door-to-door service in Southern Humboldt. Caller area Bell Springs near Island Mountain, 40 minutes from Garberville.	x		
K.C. Chiloquin 1.27.16 caller J Kohler 9.7.16 John Kilda C.	RTS	x5	Later evening bus service to CR for classes that get out between 9:45 pm and 10:00 pm. (accommodate students return home, McKinleyville, Arcata area. Difference between CR classes and last RTS bus is about 15-20 minutes)	x		
K.C. Chiloquin	RTS	x1	More bus service due to overcrowding weekday, weekends, holiday schedule. Denied svc due to overcrowding. (incident: Eureka-McKinleyville, 9:30 am, Monday 2.15.16 holiday sched)	x		
K.C. Chiloquin	RTS ETS	x1	More bus service (earlier and later) on weekends, holidays (for people dependent on transit), RTS earlier service on weekends.	x		
K.C. Chiloquin	All	x1	Unified bus ticket for use between transit systems operating in Humboldt.		x	
K.C. Chiloquin W. Durham		x2	Eureka Transit buses should allow bikes, have bike racks, and allow bikes on the buses if bike racks become full.		x	
Kilda C.		x1	Request restroom near Country Club Market (Eureka)			x
T. Stewart John 9.7.16 W. Durham Ukn 1.27.16	ETS	x4	Later evening ETS bus service, extend later than 7:00 pm. Accommodate people employed at Bayshore Mall. Request buses run same late schedule as A&MRTS.	x		
R.Kime	ETS	x1	ETS bus service/stop at 2430 6th Street, request to accommodate County offices (Humboldt Plaza).	x		
K.Belschner	ETS	x1	Transit service to and from Humboldt County Library	x		
Unk 10.15.16		x1	Bus to Mendocino			x
S.Smith		x1	Lyft or Uber service			x
J. Yugi	RTS	x1	Stop at King Salmon or Humboldt Hill Road.	x		
N. Hernandez	WC	x1	Service request for Berry Summit Community (SR 299 & Titlow Hill)	x		

ID	Transit Svc	Responses	Table 4. Public comments/requests submitted via phone or written	UTN	Operational	Other
S.Klein Danny Vanilla Kerry Morgan Unk 10.15.16	SHI	x4	Saturday service to and from Southern Humboldt (Garberville) to Eureka.	x		
S.Klein Danny Vanilla	SHI	x2	Sunday service to and from Southern Humboldt to Eureka.	x		
Kerry Morgan	SHI	x1	Remove Redcrest bus – Add Founders Grove transit		x	
Kerry Morgan	SHI	x1	Increase stops to 5 minutes (for drivers)		x	
P. Connelly	SHI/SHL	x1	Relocate bus stop 70 feet north of Calico's Café, 808 Redwood Drive, Garberville		x	
T Stewart	RTS	x1	Add a stop at the Humboldt Area Foundation on Indianola Road Cut-Off	x		
T Stewart		x1	Public transit service to and around the City of Ferndale.	x		
Unk 11.2.16	RTS	x1	More bus service to/from Arcata and Eureka	x		
Kilda C.	RTS	x1	Later evening service for those attending classes at HSU.	x		
S.Cortez	DAR	x1	Dial-a-Ride service from Carlotta and Hydesville to Eureka.	x		
Unk 7.7.16	RTS		RTS bus driver failed to pick up rider (Eureka Co Op).		x	
Russell Mills	RTS	x1	Suggest bus going through Manila alternate between Manila and Old Arcata road on its way to Arcata and back. (New service on Old Arcata Road is an outstanding unmet meet reasonable to meet.)	x		
Penninsula Comm Collab	RTS	x6	Need for a transit route south of Highway 255 Bridge to serve Samoa/Manila. (request/support letter with 6 signatures)	x		
Stefan Thomsen	RTS	x1	More am buses to CR due to overcrowding.	x		
Stefan Thomsen	RTS	x1	Suggested transit option – use of articulated buses to avoid overcrowding on buses during CR peak times mainly during the morning.		x	
Sally Endsley	RTS	70	Additional Saturday service to CR for CR students living in dorms.	x		
Sally Endsley	RTS	70	Sunday bus service for CR students living in dorms.	x		

Entity Public Hearing	Transit Svc	Reponses	Table 5. Public Hearing and Public Meeting Comments/Requests	UTN	Operational	Other
Arcata	RTS	x1	Extend evening bus service between Trinidad and Scotia on Thursday, Friday, and Saturday nights. (The first Saturday of every month in 2017 RTS rides are free after 7:30 pm.)	x		
	RTS	x1	Add dedicated service between Arcata and Eureka to attend Arts Alive on Friday nights.	x		
		x1	Continue to pursue partnering with Greyhound, Amtrak and the Veterans Administrations van service between Arcata and the Bay Area to add additional transportation options along 101 corridor.			x
	A&MRTS	x1	Explore modifying current A&MRTS schedule to improve svc to Arcata Senior Center. Collaborate with the SSTAC to identify transportation options for the special needs community. Specifically, to provide transportation access to events like the Special Olympics and other organized events. Include activities/events on weekends.	x		
	A&MRTS	x1	Allow bicycles inside the bus if bicycle racks are full.		x	
Manila Community Svcs District	RTS	x3	More frequent public transportation on the Peninsula through Manila, Arcata to Eureka.	x		
	RTS	x1	Public transportation to Samoa.	x		
	RTS	x1	Public transportation to Fairhaven.	x		
	RTS	x1	Difficult to identify where bus stops are on Peninsula. Difficult to understand bus schedule.		x	
Blue Lake	BLRTS	x6	Weekend service in Blue Lake.	x		
	BLRTS	X5	Add Blue Lake service between 10 a.m. and 1 p.m.	x		
	BLRTS	x2	Add earlier BLRTS service for students and employment.	x		
	BLRTS	X3	Add later BLRTS service for students and employment.	x		
	RTS	x1	Late night bus service from Fortuna to Trinidad.	x		
Fortuna		x1	Support for funding consideration to AIAA Volunteer Driver Program to provide needed rides for the Eel River Valley.			x
HCAOG	RTS	x2	Weekend service from So Hum to Eureka (Avenue of the Giants to Garberville and Garberville to Eureka).	x		
Rio Dell	RTS	x1	Bus shelter at the bus stop at Davis Street off ramp and Highway 101 as well as other locations in Rio Dell when funds are available.		x	
Eureka Ferndale McMac Trinidad County of Humboldt		x0	The cities of Eureka, Ferndale, Trinidad, and the McKinleyville Municipal Advisory Committee did not receive any public comment regarding unmet transit needs.			

The full record of public comments received is provided in *Appendix B: Record of Public Comments Received via Telephone or Written*, *Appendix C: Record of Public Hearings and Testimony*, and *Appendix D Unmet Transit Needs Flyer*.

The most frequent comments in this cycle were in response to additional Saturday service to CR, and new Sunday service to CR. Additional comments were received for new service to Samoa/Manila; new weekend service between Southern Humboldt and Eureka; new and supplemental service to the Blue Lake area, and later evening service to CR. A summary of the most frequent comments is provided below:

Samoa Peninsula

A total of seven requests were received in support of new transit service to the town of Samoa, one request for service to Fairhaven, and three requests for more transit on the Peninsula through Manila, Arcata to Eureka.

A letter with supporting signatures was submitted from the Peninsula Community Collaborative regarding unmet transit needs on the Samoa Peninsula. The letter is included Appendix B. The Peninsula Community Collaborative is a resident-based community group comprised of residents of Manila, Samoa, and Fairhaven who meet monthly to support their goal to improve the well-being and safety for the Peninsula community. Six people signed the letter requesting bus service to the town of Samoa. The petition asked participants to list which town they reside in and travel to on the Peninsula. All six participants listed their residence as Manila. A speaker at the Manila Community Services District public hearing stated that there is no existing service to Samoa. Three requests suggested more transit service on the Peninsula through Manila, Arcata to Eureka.

New service to Samoa has not been demonstrated as warranted at this time based on the low number of requests. The SSTAC will continue to monitor requests for new service to Samoa as well as service along the Samoa Peninsula.

Southern Humboldt

Six requests were submitted for Saturday service, four for Sunday service, and one request for Dial-a-Ride or door-to-door service in Southern Humboldt. A few comments are generally submitted each year requesting weekend service to Southern Humboldt. In this cycle one emailed comment recommended two runs on Saturdays between Southern Humboldt and Eureka and Arcata, and to remove the Redcrest bus stop and add a stop at Founders Grove.

Weekend service to Southern Humboldt has not been demonstrated as warranted at this time based on the low number of requests. The SSTAC will continue to monitor requests for weekend service between Eureka and Southern Humboldt. The HTA will continue discussions with representatives from the Southern Humboldt community regarding weekend service between Southern Humboldt and Eureka.

Blue Lake

Six requests were received for weekend service in Blue Lake, five requests to add service runs between 10:00 am and 1:00 pm, two requests for an earlier am bus route, and three requests for a later (after 5:00 pm) bus route. Results from last year's survey are provided on pages 13-14 in the previous year's recap section. In last year's cycle the HCAOG Board took a reserved approach in determining what is reasonable to meet when relying on surveys. The extended and new service for the BLRTS was not found reasonable to meet last year.

Due to prior year surveys and discussion for Blue Lake area service, consideration of additional service for Blue Lake is not warranted at this time. There is no significant change to the prior year's request. The SSTAC will continue to monitor requests for service in this area.

Late night service to CR to accommodate students taking late classes

Five requests were received requesting later bus service to CR to accommodate students return home for classes that end at 9:45 or little after 10:00 pm. The last weekday evening RTS bus travelling northbound from CR is at 9:12 pm, and the last weekday evening RTS bus travelling southbound from CR is at 9:44 pm. Students comment that they are not permitted to leave class early to catch the bus, and that a bus pick up time of 15-20 minutes later, would allow transit dependent students to use transit to return home from late classes.

The current late night transit schedule was established to serve the late night class schedule. Late night class schedules can fluctuate from year to year making it difficult to accommodate all late night classes. Due to few requests and fluctuation of class schedules, change to the current late night transit schedule has not been demonstrated as warranted at this time. The SSTAC will continue to monitor CR requests and this issue.

CR – Additional Saturday service and new Sunday service

Sally Endlsey, a Student Senator from the Associated Students of the College of the Redwoods (ASCR) led a survey to identify student weekend transit needs. The survey was made available to students living in the school dorms, and students taking Saturday classes. The complete survey results and submitted letter are contained in Appendix B.

Currently public transportation service is provided to CR by the Redwood Transit System on Saturday with two am bus runs and two pm bus runs (noted below). No public transportation is provided on Sunday.

Northbound service at CR, 11:29 am, and 7:25 pm

Southbound service at CR, 11:09 am, and 7:10 pm

Sally Endlsey reported that many on campus residents do not have cars, and because of the limited public transportation stops at CR on Saturdays there are very few modes of transportation for students on the weekends. It was also noted that not having Sunday bus service prohibits students from attending religious services. Ms. Endsley reported that some campus residents

reported frustration as the RTS bus travels on both Saturday and Sunday on the nearby freeway, but does not stop at CR.

Two surveys were developed to gather information on student needs. One survey was distributed to students who reside in the dorms and a second survey to students who attend Saturday classes. Both surveys listed possible times that buses could stop at CR over the weekend based on the current RTS schedule. The survey asked students how often they would ride the bus each month for each possible time listed.

Eighty students responded to the survey. Table (6) below contains a summary of CR's survey results. The full student survey is included in Appendix B Record of Public Comments Received via Telephone or Written.

CR's survey results reflect requests for eight trips to CR on both Saturday and Sunday, four trips traveling northbound, and four trips traveling southbound.

- The survey results estimate that 121 Saturday northbound roundtrips are anticipated for an average of 1.51 trips per student.
- Saturday southbound estimates reflect that 103 southbound trips are anticipated for an average of 1.29 trips per student.
- Sunday northbound estimates reflect that 95 northbound trips would be anticipated for an average of 1.19 trips per student.
- Sunday southbound estimates reflect that 93 southbound trips are anticipated for an average of 1.16 trips per student.

Additional service to CR on Saturday and new Sunday service would require considerable adjustments to the existing established routes/schedules. A rough estimate of approximately 12 minutes would need to be added to current schedules for each additional stop at CR.

Ms. Endsley attended the January SSTAC meeting, presented CR survey results, and participated in discussion regarding weekend transit service to CR. Ms. Endsley reported that approximately 168 students live in the CR student residences. HTA indicated that ridership data for CR Saturday service is not routinely tracked. HTA did however conduct a recent tracking effort to document CR Saturday ridership. The numbers reported were low, and it was noted that the data was partly gathered during winter break.

The SSTAC discussed CR survey results indicating that more survey detail is needed to demonstrate that transit would be utilized by students on the weekend and which times would be most used. Survey results did not provide clear data to estimate ridership at requested times, or detail to determine which of the requested times would be most needed.

Table 6. College of the Redwoods Survey Results

- 80 students responded to the survey. Time options were comprised of possible times buses could stop at CR on weekends, based on the RTS’s current schedule. Students were asked to select how often they would ride the bus at the listed times. For the 16 possible listed times, over 25% of students want each bus to run four weekends a month. 30+% (in bold) of students want at least 11 of the listed bus times to run four weekends a month.
- 58.8% or 47 students indicated that they live on the CR campus.
- 26.3% or 21 students indicated they do not live on the CR campus.
- 15% or 12 students indicated that they live on the CR campus, but not during the summer semester.
- 87.9% or 70 students indicated that they want more bus service.
- 12.1% or 10 students indicated that they did not want more bus service.

	5x month		4x month		3x month		2x month		1x month		None		1x a semester	
	% of Responses	No. of Responses	% of Responses	No. of Responses	% of Responses	No. of Responses	% of Responses	No. of Responses	% of Responses	No. of Responses	% of Responses	No. of Responses	% of Responses	No. of Responses
SATURDAY														
Northbound														
9:20 AM	6.3%	5	41.3%	33					13.8%	11	23.8%	19	15.0%	12
12:10 PM		*	43.8%	35	*				11.3%	9	18.8%	15	21.3%	17
2:40 PM		*	36.3%	29	*				16.3%	13	21.3%	17	21.3%	17
5:35 PM		*	30.0%	24	*		*		18.8%	15	27.5%	22	18.8%	15
Southbound														
10:15 AM		*	36.7%	29	*				16.5%	13	21.5%	17	19.0%	15
12:55 PM	5.0%	4	32.5%	26	*				17.5%	14	23.8%	19	20.0%	16
3:40 PM		*	33.8%	27	*		*		15.0%	12	23.8%	19	21.3%	17
6:15 PM		*	26.6%	21			*		21.5%	17	24.1%	19	22.8%	18
SUNDAY														
Northbound														
9:20 AM	*		31.3%	25					20.0%	16	22.5%	18	23.8%	19
12:10 AM	*		28.8%	23	*				18.8%	15	22.5%	18	26.3%	21
2:40 PM	*		31.3%	25	*				18.8%	15	23.8%	19	22.5%	18
5:35 PM	*		27.8%	22	*				15.2%	12	22.8%	18	30.4%	24
Southbound														
10:15 AM	*		25.3%	20	*				21.5%	17	24.1%	19	25.3%	20
12:50 PM	*		27.5%	22					23.8%	19	21.3%	17	25.0%	20
3:40 PM	*		32.9%	26	*				22.8%	18	20.3%	16	20.3%	16
5:35 PM	*		30.8%	25	*				16.7%	13	24.4%	20	24.4%	20
*-very low response, % not reported														

The SSTAC offered the following suggestions to Ms. Endsley for consideration to demonstrate requested transit need and service:

- Inquiry to CR regarding a previously owned CR bus, that was to be used for student transit needs in between times that public transportation is provided.
- Would CR be willing to run their own vehicle for a period of time to demonstrate ridership, usage times, etc.
- Would CR be willing to contract for a smaller bus to provide service.
- Would CR be interested to contract with an agency to provide service for a period of time to demonstrate service need, ridership, usage times, etc.
- Conduct an additional survey.

Ms. Endsley indicated that she will contact CR staff and provide follow up information to the SSTAC. At the time of this report Ms. Endsley had not been able to contact CR staff, but noted that the CR Associated Student group will follow through on SSTAC suggestions and return to the SSTAC at a future date.

Weekend service to CR has not been demonstrated as warranted at this time. Ms. Endsley will provide additional information to the SSTAC. The SSTAC will continue to work with the CR Associated Student Group and will continue to monitor requests and any additional information provided.

RTS Overcrowding

At the January SSTAC meeting, the SSTAC directed staff to work with HTA to gather information on the frequency of overcrowded bus services reported in the UTN Report. Two comments were submitted in this cycle regarding overcrowded buses from McKinleyville to CR and one comment regarding overcrowded buses at the Bayshore Mall. HTA is planning to add an additional bus at peak times beginning in the Fall of 2017. Overcrowding has been reported in prior UTN cycles.

At the February meeting, the SSTAC reviewed information provided by HTA regarding RTS passenger capacity for bus service between HSU to CR, between McKinleyville to Fortuna, and between Trinidad to CR. The information indicated that during the period July through December 2016 multiple RTS buses operated at high levels with passengers standing. During discussion it was noted that data reflecting number of passengers entering and exiting at bus stops would be helpful to assess overcrowding. This additional data will be available for future review from on board surveys conducted as part of the current 5-year Transportation Development Plan (TDP) Update project.

As part of the current 5-year TDP Update, the SSTAC will work with the project consultant to develop a 5-year Strategic Plan to guide the Unmet Transit Needs process. The Strategic Plan will be incorporated into the TDP and will include formal strategic planning with the SSTAC to maximize the effectiveness of the annual Unmet Transit Needs process, enhance SSTAC members' knowledge and tools for engaging the public, gathering information, and making recommendations.

The first major finding required for a transit need to qualify as “reasonable to meet” is a defensible estimate of anticipated ridership compared to the estimated cost of the service. This is referred to the farebox recovery ratio and indicates the percentage of operating costs covered by passenger fares. Since A&MRTS, ETS and RTS existed in the 1970’s their fareboxes are based on historical performance and are unique to each system. The required farebox ratio for the A&MRTS is 18.8%, for ETS is 22.4% and for RTS is 26.4%. For new transit routes, a 10% farebox ratio is required to maintain the system.

The outstanding operating costs, not funded by passenger fares, are subsidized by LTF funds allocated by HCAOG directly to the cities and county based on population. A finding of a transit need being reasonable to meet does not mean that HCAOG will fund the service, it means that HCAOG will require the county or affected city to appropriately prioritize the use of LTF funds in their jurisdiction. The finding that a transit need is reasonable to meet does not automatically mean that it will be implemented. If all LTF funds are already being used on transit services in the affected jurisdiction, or if there is not enough funding to pay for the need, it simply “waits” for LTF funds to increase enough for implementation.

Determining anticipated ridership has proven difficult to estimate for new service. With expanding transit needs region wide and limited LTF funds coming in, this part of the process is key to the best use of LTF funds. Estimating ridership using responses to a directed survey has proven difficult. Estimates for service on Saturdays and Sundays has been effective using an industry standard for predicting service based on weekday statistics. Anticipated operating costs are determined by the operator.

5. TDA Funds and Allocations

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

For the 2016-17 fiscal year the Humboldt County region’s estimated share of LTF funds was less than the 2015-16 years share. For the fiscal year 2015-16, the jurisdictions were estimated to receive \$4,382,781 in LTF, which is an increase of \$46,172 more than what was allocated in FY 2014-2015.

Fiscal Years 2015-2016 and 2016-2017

Table 7 shows how LTF funds were allocated in the FY 2015-16 fiscal year; it also shows how the Cities and County projected they would apportion funds to transit and non-transit uses. The City of Ferndale expended all their LTF funds to non-transit purposes (streets and roads). The cities of Arcata, Eureka, Blue Lake, and the County expended all their LTF funds on transit. Other jurisdictions used funds for both transit and non-transit uses, as shown below.

Table 7: LTF Funds Allocated by Jurisdiction, FY 2015-16

Jurisdiction	Ending Balance 2014-15 Unrestricted (actual)	Apportioned 2015-16 LTF Funds (estimate)	Transit Use Article 4	Third Party Transit Use Article 8	Bike & Ped Use Article 8	Streets & Roads Use Article 8	Unclaimed Funds*
		\$	\$	\$	\$	\$	\$
Arcata	17,946	577,240	577,240				17,946
Blue Lake	1,257	40,720	9,595	31,125			1,257
Eureka	953,600	876,048	1,800,906				28,742
Ferndale	1,336	44,170				44,170	1,336
Fortuna	12,088	387,409	244,680		8,068	134,661	12,088
Rio Dell	3,287	108,945	48,365			60,580	3,287
Trinidad	2,183	11,751	13,450			25,243	2,183
County	70,726	2,336,498	2,172,425	100,576			134,223
Region Totals	1,062,423	4,382,781	4,866,661	131,701	8,068	264,654	201,062

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

Table 8 reflects FY 2016-2017 LTF apportionments. These estimates are based on an estimate provided by the Humboldt County Auditor pursuant to Government Code Section 6620. The estimate includes those moneys anticipated to be deposited in the fund during the ensuing fiscal year. After close of the current fiscal year, the auditor reports any unrestricted balance which is the balance that is neither allocated, reserved, nor retained in the fund as an unallocated apportionment pursuant to Section 6655.1. The county auditor makes the estimate from such data as is available including those, which may be furnished by the State Board of Equalization.

Table 8: FY 2016-17 LTF Fund Apportionments

Jurisdiction	Population	% of Regional Population	2016-17 LTF Estimate	2014-15 End Balance	2016-17 Total Funds Available
Arcata	17,898	13.32%	576,264	17,946	594,210
Blue Lake	1,260	0.94%	40,568	1,257	41,825
Eureka	26,946	20.05%	867,584	953,600	1,821,184
Ferndale	1,369	1.02%	44,078	1,336	45,414
Fortuna	12,032	8.95%	387,396	12,088	399,484
Rio Dell	3,372	2.51%	108,569	3,287	111,856
Trinidad	363	0.27%	11,688	2,183	13,871
County	71,158	52.95%	2,291,083	134,223	2,361,809
Region Totals	134,398	100%	\$4,327,230	\$1,125,920	\$5,389,653

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

List of Acronyms

A1AA	Area 1 Agency on Aging
A&MRTS	Arcata & Mad River Transit System
ADA	Americans with Disabilities Act
ADHC	Adult Day Health Care
BLRTS	Blue Lake Rancheria Transit System
BRBRR	Bear River Band of Rohnerville Rancheria
CAE	City Ambulance of Eureka
Caltrans	California Department of Transportation
CTSA	Consolidated Transportation Service Agency
DAR/DAL	Dial-A-Ride / Dial-A-Lift
ETS	Eureka Transit Service
FTA	Federal Transit Administration
HCAR	Humboldt Community Access and Resource Center
HSRC	Humboldt Senior Resource Center
HSU	Humboldt State University
HTA	Humboldt Transit Authority
JPA	Joint Powers Agreement or Agency
K/T Net	Klamath-Trinity Non-Emergency Transportation
LTF	Local Transportation Fund
PAC*	Policy Advisory Committee
PUC	(State) Public Utilities Code
RCRC	Redwood Coast Regional Center
RCT	Redwood Coast Transit
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
RTS	Redwood Transit System
SB	Senate Bill
SCC*	Service Coordination Committee
SHI	Southern Humboldt Intercity
SHL	Southern Humboldt Local
SHTS	Southern Humboldt Transit System
SRC	Senior Resource Center
SSTAC*	Social Service Transportation Advisory Council
STA Fund (STAF)	State Transit Assistance Fund
TAC*	Technical Advisory Committee
TDA	Transportation Development Act
TDP	Transit Development Plan
TTP	Tribal Transportation Program
UTN	Unmet Transit Need
W/C	Willow Creek Intercity Transit Service
YTTS	Yurok Tribe Transit Service

*HCAOG Committee

Appendix A: Existing Transit Operators & Services

REGIONAL TRANSIT SYSTEM

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

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

FIXED ROUTE TRANSIT

Humboldt Transit Authority (HTA) (Public Transit Operator)

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

HTA operates and maintains the RTS, TNVS, SHI, SHL, and the WC intercity transit. In addition, under contract, HTA operates and maintains the ETS, maintains the A&MRTS fleet, and is the Consolidated Transportation Service Agency (CTSA) for Humboldt County.

Redwood Transit System (RTS) (Public Transit Operator)

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

Tish Non Village Service (TNVS) (Public Transit Operator)

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

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

HTA operates the SHI service which runs between Garberville and Eureka with stops including Briceland/Redway Drive, Phillipsville, Miranda, Myers Flat, Weott, Fortuna, and CR. Service operates Monday through Friday.

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

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

Willow Creek (WC) Intercity Transit (Public Transit Operator)

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

Eureka Transit Service (ETS) (Public Transit Operator)

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

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

The Arcata City Council initiated A&MRTS in 1975. A&MRTS operates through the Building and Engineering Department's Public Transportation Division. A&MRTS provides fixed-route transit service within the Arcata city limits; service runs weekdays and Saturdays. Its hub is the Intermodal Transit Center (also referred to as Arcata Transit Center). A&MRTS contracts HTA to maintain its fleet vehicles. A&MRTS has a Gold Route, Red Route, and Orange Route. The Gold Route travels between Valley West and downtown, with service to Mad River Community Hospital and HSU. The Red Route serves neighborhoods of Greenview, downtown, Sunnybrae, and the HSU campus. The Saturday route provides more direct service between the Valley West area and HSU, and the Sunnybrae neighborhood and HSU. On Saturdays, the Orange Route runs hourly from 7 a.m. to 7 p.m. Buses do not run on Sundays.

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

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

The BLRTS began operating in 2002; it is operated by the Blue Lake Rancheria, a federally recognized tribe in Humboldt County. The Rancheria operates a deviated-fixed route transit

system on weekdays primarily serving commuter hours (there is a three-hour gap in service between 10 a.m. and 1 p.m.). Stops on the route include several locations in the City of Blue Lake, the Rancheria, the Glendale community, the Arcata Intermodal Transit Center, Mad River Community Hospital, United Indian Health Services, and the HSU campus. The Mad River Community Hospital, United Indian Health Services, and Ericson Court in Arcata are “on call” stops for BLRTS.

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

K/T NeT is a non-profit, community-based organization in the Klamath Trinity that began transit operations in January of 2003. K/T NeT’s service area encompasses Willow Creek and areas north along Highways 96 and 196. KT NeT provides fixed-route service and cannot provide door-to-door service. The service operates between 6:00 a.m. and 7:05 p.m. on Monday through Friday between Willow Creek, Hoopa Valley, and Weitchpec. In addition on Tuesdays and Wednesdays the route expands to service Orleans. Saturday service is provided from 9:00 a.m. to 11:40 a.m. and 6:15 p.m. to 6:45 p.m. between Hoopa and Willow Creek.

The transit system enables connections each weekday to two other bus services in the community of Willow Creek. One is a connection to the RTS Willow Creek Extension bus route between Willow Creek and Arcata. The second is a connection to Trinity Transit that serves communities in Trinity County including Weaverville. Flag stops are not permitted due to the narrow two-lane roads which do not allow for safe pullovers.

Service is scheduled to meet the Willow Creek and Trinity Transit buses each weekday.

PARATRANSIT SERVICES

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

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

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

City Ambulance of Eureka (CAE) (Private Operator)

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

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

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

Fortuna Senior Transit (Public Operator)

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

Humboldt Medi-Trans (Private Non-profit Operator)

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

Yurok Tribe Transit Service (YTTS) (Public Operator)

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

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

SOCIAL SERVICE TRANSPORTATION PROVIDERS

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

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

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

Humboldt Senior Resource Center (HSRC), Adult Day Health & Alzheimer's Services (AS)/ Redwood Coast PACE

The HSRC is a nonprofit multi-purpose senior center that provides a variety of services throughout the County. Meal programs are provided in Eureka, Arcata, and Fortuna. HSRC runs an Adult Day Health & Alzheimer's Service program in Eureka. The program provides transportation services only to participants enrolled in the program, and only to and from the Adult

Day Health Program in Eureka. ADH&AS also relies on the region's DAR services to transport its participants. Services are primarily for seniors, but some services are provided for persons 18 and older who are disabled and dependent on others.

The HSRC has added Redwood Coast PACE, (RCP) a program of all-inclusive care for the elderly. It is a health plan for older adults age 55+ that provides medical and support services for frail adults who need a nursing-home level of care, but who wish to remain in their homes and community. Transportation services are a component of the RCP program and include transportation to the center and to medical appointments for their enrolled participants.

The HSRC service area is from Trinidad to Scotia, the Eel River Valley, including Fields Landing, Blue Lake, Fortuna, Rio Dell, Carlotta, Ferndale, Loleta and Samoa.

The ADH&AS and Redwood Coast PACE have nine wheel chair accessible vehicles that provide services throughout Eureka and the surrounding area.

County of Humboldt Health and Human Services

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

K'ima:w Transportation Department

The K'ima:w Transportation Department provides transportation service to people who use the K'ima:w Medical Center, which offers all medical, dental and outreach services. The transport service is intended for individuals who do not have other means of transportation or family assistance. Services are for appointments in the Hoopa Valley including medication deliveries, but are not intended for personal trips (e.g., bank, grocery store, etc.).

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

Adult Day Health Care (ADHC) of Mad River

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

Area 1 Agency on Aging (A1AA) Volunteer Driver Program

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

Ferndale Senior Resource Center “Bridging the Gap”

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

Southern Trinity Health Services

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

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

PRIVATE TRANSIT PROVIDERS

City Ambulance of Eureka (CAE)

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

Taxi and Shuttle Service

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

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

INTERREGIONAL TRANSIT

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

Redwood Coast Transit (RCT)

RCT is Del Norte County’s public transit system. RCT provides bus service between Arcata and Smith River, Del Norte County, weekdays and Saturdays. The RCT bus runs along the US 101

corridor. Scheduled bus stops in Humboldt County include the Redwood National Park, Klamath, Orick Post Office, Trinidad Park and Ride, and the Arcata Transit Center.

Amtrak and Greyhound

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

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

Report of Findings: FY 2017-18
Unmet Transit Needs

Appendix B
Public Comments Received via Telephone or Written

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Transit Service	Date	Name	Comments
	1.7.16	Sanford Gossman	Senior (72 yrs ?), heavy transit user. Request for bus stop near (in front of) the McKinleyville Federal Court House (Bowling Avenue, McKinleyville). Current airport bus stop is too far away from the Courthouse. Heavy transit user. Experience with bus drivers in Humboldt, they are all very nice, except one.
	1.8.16	Andrew Thomson	Disabled. Wheelchair/walker use. Lives in Southern Humboldt. Bell Springs near Island Mountain Rd (on paved Rd) about 40 minutes from Garberville. Had car problems. Currently no car, and likely not be able to replace car. Request for DAR or specialized door-to-door service in Southern Humboldt. Nowhere in all of Southern Humboldt is there DAR or specialized transit service. Public transit is very limited in the Southern Humboldt area, especially in the outlying surrounding areas. Has a medical condition, and now with no transportation of his own, or no specialized public transportation available in Southern Humboldt, his condition becoming a real threat to life. Comment that know County resources are limited. The County has no responsibility for emergencies. But once an emergency happens they do have responsibility.
	1.22.16	K.C. Chiloquin	Request later RTS bus service for evening classes that get out 9:45 pm at CR, so students can return home to McKinleyville. Request for better coordination between College of the Redwoods (CR) and RTS. Seems that there is more that can be done to better coordinate the times of transportation and school so that people can obtain an education to better themselves. He leaves McKinleyville in am for classes at CR and has classes that sometimes go until 9:45 pm. He finds it difficult to return home. He has no other form of transportation. Requests better coordination for class times and public transportation.
	2.17.16	K.C. Chiloquin	Request more bus service due to overcrowding. Called to report that on Monday, 2.15.16, a Holiday schedule for transit, was unable to take RTS bus home from Eureka to McKinleyville about 9:30 am due to overcrowding. This was very inconvenient and a hardship. Next bus was not scheduled for a few hours.
	4.27.16	K.C. Chiloquin	Request more bus service on weekends, holidays, later pm. Do not think the bus matches the local people's needs - holidays and weekends doesn't match. People that work here cannot use the system effectively to get to work due to not enough bus services. If a person is trying to work, needs to work, they cannot use the system on weekends and holidays. CR has classes late at night. It is a great distance from McKinleyville to CR, the bus takes too long with all the stops it has to make. It takes 1.5 hours one way McKinleyville to CR – and its only 35 miles. Takes too long. CR has classes that go until late in the evening (9:45) and the last bus at CR is at 9:30. People have to arrange for rides home and cannot use the transit system. It would be great if CR and the RTS would work together to coordinate timing to better accommodate people taking classes late in the evenings and need to get back to McKinleyville. In class, and cannot get to the bus by 9:30 for last bus to CR. I see a lot of need here for service – just do not see people stepping up to identify their need, especially for holiday and weekend service to CR, and later at night service to accommodate late classes.
	5.4.16	K.C. Chiloquin	Request more bus service on weekends. Have had another issue. Think the bus system needs more runs on weekends...it is limiting. I have a job in Eureka and want to use between 7:00-4:00 pm. Do not have a car. On Saturday and Sunday not go then until 9:30 am. I could be working more on Saturday and Sunday if the bus service ran earlier. The limited bus service on weekends is limiting my opportunity to work and is limiting my number of hours. On weekends there is very

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Transit Service	Date	Name	Comments
			<p>limited service in McKinleyville to Eureka. On weekend have been turned away from riding due to overcrowding, had to wait an additional 4 hours for another bus.</p> <p>Also cabs here charge an extremely high amount. It is not plausible to take a cab. Tried using a cab, but it is too costly – have pooled together for a cab but even with that it is very costly.</p>
	5.13.16	K.C. Chiloquin	<p>Request for unified bus ticket for use between different transit systems in Humboldt.</p> <p>More buses and less cars would improve air quality and reduce single occupancy vehicle usage. Humboldt's population is increasing and more transit is needed.</p> <p>Recently rode on RTS and had to get off of system into a city. Had to walk a couple of miles due to only have a bus pass for the single route service (RTS).</p> <p>Suggestion, there should be a reduced rate from going from one system to the other or a unified ticket to encourage riders to ride more....also reduce SOV. So that a person does not have to get a new ticket. Or a reduced rate to encourage more unified usage so that people would more use the systems.</p> <p>Still think that bus service is needed on holidays and weekends as people need to get to work on those days as well.</p>
	11.13.16	K.C. Chiloquin	<p>Request more bus service on weekends.</p> <p>Calling, I'm here waiting for the 6:00 pm bus, last bus of evening. I just bought my bicycle. Cause where I work, kind of tired of walking in there. Plan to get a motorcycle here pretty quick. Calling...I may or may not be able to ride this bus on Sunday. I came in early and was trying to get out of here early and could not get out of here early. Calling to make a complaint ahead of time cause I don't know if I can even ride back from Eureka to McKinleyville, 30 miles or so, I don't know. That really wasn't my plan. I've got to be at work in the morning.</p> <p>But anyways, really think you guys need a better bus system here cause it is not working. You could definitely be doing a lot better than what you are doing. I don't prefer to have an automobile because it costs too much for the amount of work there is around here. Work comes and goes. Anyways, I'm just going to make a complaint. It is really irritating not to be able to get a bus back because I came in to town to buy a bicycle so I can get past this point. I'm trying to come up in the world but your bus system keeps a person down. I don't do drugs, do drink, hardly ever, once in a great while. Just want to get that clear.</p> <p>Thank You.</p>
	1.27.16	Unknown	<p>Caller requests that RTS bus schedule be extended later into the evening M-F as some CR classes do not get out until right after 10:00 pm.</p> <p>Also, request that ETS bus schedule be extended later into the evening M-F (beyond 7:00 pm).</p>
	2.10.16	Kilda C.	<p>Called expressing need for a public restroom near the bus stop at Country Club Market (Humboldt Hill). The bus stop is isolated. No public restrooms are available at the establishments/businesses nearby. Have contacted HTA, suggested to contact HCAOG. Have contacted Country Club Market. Told not their responsibility. Kilda said that he would submit a written comment to HCAOG email on this matter.</p> <p>Kilda also requested better connection/coordination for bus service for classes that go until late in the evening hours. Currently taking a CR class that gets out at 10:00 pm. The last bus leaves about 9:45 pm and so have to leave class early or arrange for ride. Arranging for a ride does not allow me to be independent. This is a hardship. Late transit is also needed for last classes at HSU. It was also noted that danger exists waiting for a late bus (recent mountain lion siting at CR).</p>
	4.25.16	Jonathan Yugi	<p>Calling about a bus stop that I really think a lot of riders would use. Don't know why they have not made it a stop yet. It is on Southern Humboldt Redwood Transit System, a stop at King Salmon exit or Humboldt Hill. I had a situation where really unfortunate where I had to walk from College of the Redwoods to King Salmon because</p>

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Transit Service	Date	Name	Comments
			there was no stop there for the Southern Humboldt Transit. If you could give me a call back to make paper work started for it. HTA told me to call HCAOG. Have a good day.
	6.29.16	Nick Hernandez	To whom it may concern, I have been a resident of Humboldt County now for 16 years. Recently I sustained an injury that makes driving impossible. I live in the Titlow Hill , Berry summit community, approx.13 mi. west of Willow Creek. I can easily make it to the 299 and Titlow Hill (forest svc hwy 1), but getting to Willow Creek is always very difficult and getting to Eureka is near impossible. If only there were a bus stop close by , I would be able to get food , supplies, and medical attention when I need it. I know a couple other people in this area who have mentioned to me that they feel the same way. This is a pretty good sized community, here on Berry Summit and is continually expanding. It only makes sense to me that there should be access to public transportation for this community. If there is something I overlooked and there is some sort of public transportation that can be accessed from my area, please let me know. Otherwise please consider the needs of myself and others that live and travel in this area. Thank you for your time and efforts. Hope to hear more on this soon.
	7.7.16	Unidentified caller	I had called HTA to complain. About one hour ago I was waiting for the bus at the Northcoast Co-Op and the bus drove by and did not pick me up. So I went in to the Co-Op to wait for next bus, had a sandwich, waited for another bus – by the bus pole identified as RTS. I walked toward the pole, scooted up by the pole, so driver could see me, and the bus drove by again....and did not pick me up AGAIN. Don't know what I am supposed to do, ...put my thumb out?
	8.17.16	Jamie Kohler	Am a transit rider. Has an EMT class at College of the Redwoods (CR) that gets out at 9:45 pm and am unable to take transit to return home because the last bus that leaves CR is at 9:12 pm. Jamie requests that bus service be adjusted or transit be provided to meet the needs of CR students that have late classes. The EMT class is a state regulated class so it is not feasible to regularly leave the class early to meet a 9:12 pm bus. The class requirement is that the student completes a set number of hours to fulfill the requirement.
	9.2.16	Sandra Cortez	Six year Carlotta resident, living about 2 miles from Hydesville in Carlotta. Health is failing. 62 years old. Live outside of the Fortuna Senior Bus Program service area. Dial-a-Ride service does not come out here. Use A1AA Volunteer Driver Program and also Southern Trinity Health Services bus to try to get around. Trinity bus comes to Fortuna once a week but was not operating for a while, but it now is back operating again. I have been sitting here for a number of months not being able to make medical appointments due to lack of transportation. The lack of transportation is detrimental to my physical health. A physical set back of any kind in my situation can be very extreme. It is frustrating and I am tired of trying to rack my brain to try to find reliable transportation. For dental care I need to be seen at the Burre Center Dental Group. I had made three different appointments and had to cancel all of them due to no transportation. Arrangements were made with A1AA and then at apt time there was not a volunteer driver to assist me for my trip. I am very thankful for A1AA Volunteer Driver Program as I would not be able to get around without them. Unfortunately they do not have enough volunteers. If you miss three appointments at Burre Center Dental Group, all future appointments have to be made on a standby list. For standby, you come in to the office and wait throughout the day to see if the Doctor can see you that day. Burre Center tries to fit you in but if they cannot, then you have to come back another day and try again on a standby list for an appointment.

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Transit Service	Date	Name	Comments
			<p>Transportation situation is VERY FRUSTRATING. What is the use of making a medical appointment when I cannot depend on reliable transportation. It is a travesty of how difficult it is for people (especially seniors) in my area to obtain transportation. We need transportation. There are quite a few seniors out here (Carlotta, Hydesville) in need of reliable regular transportation. There are also students out here that would benefit from transportation. There is a need for reliable regular transportation out here, especially for seniors. Have recently received a pamphlet on the PACE Program through the Senior Resource Center, I will be looking in to that. The transportation situation is very upsetting and I am at my wits end!</p>
	9.7.16	John	<p>Would like to express a need and request that the ETS buses run later in the evening past 7:00 pm. There are numerous individuals that work at the mall and need to use public transit to return home later than the last ETS bus at 7:00 pm.</p> <p>Also request that the RTS bus servicing CR run later in the evening to accommodate students who take late classes. There are numerous students that take late classes and then cannot take public transit home...and cannot find a ride home.</p> <p>The difference between the CR late classes and the last running RTS bus is about 15-20 minutes.</p>
	9.16.16	Ronda Kime	<p>The County of Humboldt would like to put in a request for a bus stop to be installed to accommodate staff and clients frequenting the above referenced address. This building is out by the Harley Davidson Dealership on the north end of town. County leases the entire building, owned by Humboldt Partners, more commonly known as Humboldt Plaza.</p> <p>In the majority of the building we have the Dept. of Health and Human Services; mostly family oriented programs. We also have the Dept. of Child Support Services, Drug Task Force, and most recently have moved the entire Elections Dept. to this location.</p> <p>The amount of staff at the building at this time is appx. 210, but we don't have everyone moved in yet, so it will go up within the next few months to about 330 employees. Health and Human Services, Child Support and Elections are open 5 days per week and see hundreds of clients each week. Elections averages 50 clients daily and during election periods as much as 100 per day. Elections occur usually twice annually and last for a 30 day period.</p> <p>Health and Human Services is trying to gather the appx. number of clients each day and will get me that figure asap. I don't know the average daily client count for Child Support.</p> <p>However, you can tell from the number of staff alone, that it would be beneficial to have a bus stop within walking distance of this facility. We do not have full access to the premises coming off of Tydd Street, as this is a locked drive through gate with no walking path.</p> <p>Would you please let me know what you may need from County in order for ETA to establish a bus stop at this location? I appreciate any help you can give.</p>
	9.22.16	Kay Belschner	<p>I am contacting you on behalf of the Friends of the Redwood Libraries. We are a group of volunteers that assist the library by operating the Serendipity bookstore and holding quarterly book sales. The proceeds from the bookstore and sales are given to the Humboldt County Library.</p> <p>We are concerned, both for some of our volunteers and for patrons of the main library in Eureka, that there is no longer a bus stop at the library. The bus stop was eliminated when R Street was given a center island and the Purple Route was re-routed. The lack of a bus stop makes it difficult for older people, people with visual or motor disabilities, and people with young children to get to the library at all. If they do get to the library, it is then difficult for them to carry books back and forth from the more distant bus stops.</p> <p>Currently, to reach the library from the Eureka Transit stops, the choice is to (1) walk four blocks, including</p>

Appendix B : Public Comments Received via Telephone Or Written

Transit Service	Date	Name	Comments
			<p>climbing the steep hill by the Carson Mansion, or (2) walk five blocks from 3rd and T and cross busy, fast-moving R Street, or (3) walk four blocks from 6th and O and cross the very busy 4th and 5th Streets. Faced with these choices, many have chosen not to visit the library.</p> <p>We would like your help in petitioning the Transit Authority to return a stop to the library. We believe that a coalition of concerned groups will carry more weight with the Transit Authority than just our group alone. Please contact me if your organization would be interested in assisting with this issue.</p>
	10.14.16	Garberville resident	Saturday service to Garberville and wants a bus to Mendocino.
	10.18.16	Suzy Smith	<p>Hello,</p> <p>I would like to encourage our HCAOG to actively solicit Lyft or Uber to operate in our rural area. I am personally a fan of Lyft and have on several occasions contacted Lyft to ask them to come to Eureka. I have used Lyft in both San Francisco, San Diego and Fort Worth, Texas, and have always been pleased with the service I received. I felt safer in Lyft than in the taxi cabs I used in San Francisco. The cars are clean and the drivers helpful as they want a great rating after the ride. No cash is exchanged and all the transactions are done through a smart phone. I know Lyft/Uber would be beneficial for our communities seniors, students, and those without vehicles. They are door to door rides and available at all hours and very little wait time for the ride to pick you up. I believe the most I've ever waited was about 4 minutes. Encouraging Lyft or Uber to our community would provide another opportunity for people wanting to go out in the evenings for drinks and not worry about DUIs. It would open another employment opportunity for many. It is more affordable than a taxi and from my experience quicker, cleaner and more comfortable.</p> <p>What would it take to get the City and/or County to approach these companies to come to Eureka. I would be very interested in finding out and would consider working on a committee to do so.</p>
	10.26.16	Siena Klein	There are a substantial amount of riders who need the bus from Southern Humboldt to run on the weekends. In the past years, I have submitted petitions for this. Please consider.
	11.1.16	Winley Durham	<p>Hello,</p> <p>My name's Winley Schooler and I'm a student at College of the Redwoods who lives in Eureka at the moment. I currently live in Pine Hill, where the gold route comes by my house from 7:20AM-6:20PM Monday-Friday. I currently am against owning oil-fueled cars, but am a student and don't have money to buy an electric car. I moved here from San Francisco, where it is completely normal to rely on busses/bikes. I do have a bike, where I bike often to Broadway & McCullen's (2 miles) to get on the RTS bus to go north or south through the day. However, night riding is very dangerous where I live and the roads are very bad for bikes. I would like to rely on the Gold route to get me to the mall to get to RTS bus and possible to the grocery store and home more often, but the infrequency of the bus is responsible for me often biking 4-12 miles a day to get places in city. ETS doesn't allow the use for bringing on bicycles, and I'm wondering why that is. I'm also curious if there are future plans to extend the schedules, allowing those who don't drive to use busses in the evening, as the arcata lines work until. It's very hard to get around here in evenings, and I can not get jobs in the other parts of town that are only a few miles away because busses run only long enough to get me there but not home in the evenings, even only 7PM. I'm not comfortable (and I'm sure many other students) aren't comfortable walking around the more dangerous parts of Eureka at night. I'd like to suggest or am wondering if there's any push to make the busses run on the same later schedules as the Arcata busses do. I would like to keep living in Eureka, but Arcata at this point may be my only option.</p> <p>I would've liked to make it to the town hall meeting about it today, but there wouldn't be a bus running late enough to get me home. (Only 7PM latest?)</p>

Appendix B : Public Comments Received via Telephone Or Written

Transit Service	Date	Name	Comments
	11.2.16	Thea Stewart	<p>I saw HCAOG's attendance at the Eureka City Council Meeting about Unmet Transit needs.</p> <p>I would like to request a stop at Indianola Road Cut-Off at the Humboldt Area Foundation (HAF). There is no way to get there on general public transit. I am visually impaired. Have used City Cab and Dial-a-Ride and have had terrible experiences with both. I would like to attend meetings and events at the HAF. I would also like to request later evening service in Eureka to attend events as well. Eureka Transit Service does not run late.</p> <p>Additionally request public transit service to and around the City of Ferndale. There is NO public transit service to and around Ferndale. There are many events at Ferndale that I would like to attend but no way to get there, economically. Have asked friends for rides but many times they are not interested. Am able to bicycle, but in no way would be willing to ride a bike or walk on the Fernbridge, it is way too narrow and dangerous even with the bicycle indicator on the bridge. As a pedestrian I use a cane and that also would be a very long walk to get into Ferndale. I think the City of Ferndale is lacking common sense not to have public transit in their city. I very much enjoy Ferndale and spend money when I'm there. I miss out on many events throughout the year due to no public transportation in Ferndale.</p> <p>I am unable to attend and participate in many events throughout the year due to no public transportation provided at the HAF location, in Eureka in the evening hours, and no transit service in Ferndale. Thank You.</p>
	11.2.16	Unidentified Caller	<p>Caller using RTS. Travelling from Arcata to Eureka for medical appointment.</p> <p>Was going to take the bus back to Arcata and told an hour lay over. Want to get back to Arcata for work. Am a firm believer that the area needs better transportation. Paid for a ticket and now have to spend more money.</p>
	1.22.16	K.C. Chiloquin	<p>Would like to make a complaint regarding the City of Eureka bus. ETS does not have any bike racks and they don't allow bikes on the bus. Feel that Eureka Transit buses should have bike racks, and should allow bikes on the buses if bike racks become full. Know the town is kind of spread out. This morning I was travelling to attend a medical appointment and could not take my bike on the Eureka bus. Medical appointment for foot, brought my bike so would not have to be on foot as much. I had to leave bike behind and lock it up and go to medical appointment. Did not want to leave bike behind for security reasons. Think that Eureka bus should have bike racks. It would encourage people to use their bicycles in Eureka and would help to cut down on traffic.</p> <p>Also, on other trips have been denied getting on the bus at Bayshore Mall bus stop (with and without bike) due to bus being too full.</p> <p>Also, bus service in Humboldt needs improved, there needs to be bus service on weekends and holidays for the people who are dependent on transit service.</p>
	11.30.16	Kerry Morgan	<p>Talked with drivers and passengers and recommends the following:</p> <p>Saturdays: 2 rides to/from Eureka/Arcata area</p> <p>Lose Redcrest transit – Add Founders Grove transit</p> <p>increase stops to 5 minutes (for drivers)</p> <p>Lori is a regular driver – she is doing a great job</p>
	11.9.16	Peter Connelly	<p>Request that bus stop located in front of Calico's Café, 808 Redwood Drive, Garberville be relocated to another location. Caller/business owner indicated that there used to be a plaque for bus stop, now is has a posted schedule. Complaint is that many people consistently exit the bus thinking that they can catch a bus from the location on to San Francisco or Laytonville. Riders either do not know or have misinformation. The bus will only take them a short distance further to Benbow.</p> <p>Riders are walking/pacing with backpacks back and forth on the sidewalk in front of the Café, and/or hanging out at the Café. There may be 8 to 12 people all day long. It is interfering with business. It is a constant fight all day long to try to move people from hanging out at the Café. Caller noted that disturbances have become about</p>

Appendix B : Public Comments Received via Telephone Or Written

Transit Service	Date	Name	Comments
			300% worse within the last four months. Suggestion/observation. The bus stop could be moved 70 feet north on same road near Texaco Station next door. The Texaco Station area has a trash receptacle, room for a bench, and a convenience store nearby.
		Russell Mills	See attached letter
		Emily Sinkhorn	See attached letter. Letter submitted supporting the Peninsula Community Collaborative request for transit in Samoa/Manila.
	10.24.16	Danielle Muniz Carol VanderMeer Evelyn Doyle Susan Opalach Salena Kaiter Kevin Patterson	See attached letter. Letter on behalf of the Peninsula Community Collaborative with six signatures supporting the establishment of a bus route in the town of Samoa.
		Stefan Thomsen	See attached letter
		Danny Vanilla	See attached letter
		Sally Endsley	See attached letter and survey.

October 24, 2016

To Humboldt County Association of Governments –

The Peninsula Community Collaborative respectfully submits this letter to note unmet transit needs on the Samoa Peninsula.

The Peninsula Community Collaborative is a resident-based community group comprised of residents of Manila, Samoa and Fairhaven which meets monthly in support of the following shared vision: “We collaborate to bring Peninsula community members together, share ideas, develop solutions, seek support, and put our plans into action with the goal of improving well-being and safety.”

The Peninsula Community Collaborative has hosted two community dinners and discussions at which the need for a transit route south of the Highway 255 bridge to serve Samoa and Fairhaven and more frequent transit service in Manila was voiced by many.

The Peninsula Community Collaborative has explored several additional opportunities to improve transportation on the Peninsula including distributing information about Dial-a-Ride for qualifying individuals and A1AA’s Volunteer Driver Program and researching ride shares or shuttle service. However, the community notes that regular transit service to Samoa would help many access food stores (of which there are currently none on the Peninsula), places of employment and health care.

In addition to these comments, several individuals in the attached letter also have voiced the need for transit on the Peninsula.

Thank you,

Peninsula Community Collaborative

Emily Sinkhorn (staff support to the PCC through Redwood Community Action Agency)

To HCOAG- Unmet needs

Dear HCOAG my name is Stefan Thomsen with an issue that needs to be looked at it is with the Humboldt County Transit buses during the times when CR is in session mainly during the morning. Run map schedule run number 106 does get really pack like sardines and there have been a few times in the afternoon run number 116 there have been times where the driver asked the passengers at the rear door to move father back so more could get on. The idea that I have to ease this is to try and bring on a trial run is articulated buses here is an image of one in the San Francisco area this should at times ease



off the over crowding on the bus, if you have any questions feel free to wright back or u can call at 707-407-6928 or 268-0802 thank you.

RECEIVED
MAY 2 1988
MAY 2 1988

October 22, 2016

Dear Humboldt County and Humboldt County Association of Governments,

The following individuals who live on the Samoa Peninsula or are community stakeholders (who do business, take their children to school, or otherwise regularly spend time in the communities of the Samoa Peninsula) support the establishment of a bus route to the town of Samoa. Please consider this community need as part of the Unmet Transit Needs input-gathering process.

Sincerely,
The undersigned individuals

Name (print)	Signature	Town you reside in/ travel to on the Peninsula
1. Danielle Muniz	<i>Dani</i>	Manila
2. Carol Vander Meer	<i>Carol Vander Meer</i>	Manila
3. Evelyn Doyle	<i>Evelyn Doyle</i>	Eureka - Manila / Samoa
4. Susan Opaloch	<i>Susan Opaloch</i>	Manila
5. Salena Kayce	<i>Sal</i>	Kill meau
6. Kevin DeHosa	<i>Kevin</i>	Manila Samoa
7.		
8.		
9.		
10.		
11.		
12.		
13.		
14.		
15.		

Ms. Karen Wilson,

Manager of Operations

HTA 133 V Street, Eureka, Ca.95501

I would like to bring your attention to the unmet transit needs along Old Arcata Road. Specifically from the Indianola cut-off into Eureka and back. As you know this route has no transit service now.

At Indianola there are two mobile-home parks and along the way there are numerous roads intersecting Old Arcata Road as well as the town of Myrtle town.

I would like to suggest the bus going through Manila alternate between Manila and Old Arcata Road on its way to Arcata and back.

Not only would this provide service on Old Arcata Road and Manila but would also provide a quicker bus ride for college students living in Myrtle town going to both Humboldt State and college of the Redwoods.

Sincerely,

Russell Mills

3639 Greenwood Hts Dr.

Kneeland, Ca. 95549

707-834-4965

threecoatrem@lycos.com

cc Mr. GregPratt

From the Desk of
DANNY VANILLA RADIO



GREETINGS EARTHLINGS
AS A MAN WHO ABANDONED HIS AUTO MANY
MOONS AGO, CAST OFF THE 2000 LB
WHEEL CHAIR LIKE AN OI SHOE, NO
DUI PROBLEMS NO RESTRICTIONS, JUST
A FREE-DRIVING KIND OF GUY WHO
HMS TURNED HIS BACK ON CAR-CULTURE
HI I AM Danny Vanilla K-MUDS
CELEBRATED PERSONALITY WHO HAS
CAUGHT MANY A BUS GOIN' BOTH WAYS
YOU KNOW ME TRY MY HIT SONG
'ANOTHER ONE RIDES THE BUS' A
SMASH HIT WITH THE TRANSIT
CROWD '80s STYLE. AS FOR
RIDING DA BUS TO SO HUM
OR NO HUM ON WEEKENDS
WIKIT MV OPPORTUNITY. PEOPLE
WITH THE WEEKEND OFF CAN
RIDE THE BUS TO SO NOW, TAKE
IN THE SIGHTS OF SPECTACULAR

SOUTHERN AOMBALDI AND
HIS WORLD FAMOUS REDWOOD
CULTURES WIKIT TO SPEAK
OF TOWNS LIKE MIRAMON
MYERS FIRST GREENVILLE &
BAD BOY & MAYBE YOU THINK
THEY MIGHT ENJOY A ILL'LUCHI
OR REFRESHING BEVERAGES
ON THE WAY? MAYBE PICK UP
A ILL SOMETHING TO BEING-
BACK HOME? STUDENTS, PRO
FESSIONAL FOLKS FROM UP
NORTH JUST ENJOYING THE
WEEKEND SHIPPING FUN...
YA THINK THE MERCHANTS (FIB
WOULD GET THIS ONE, NOT LONG
DIVISION BOYS PLUS THIS WORKS
BOTH WAYS! THROW IN SOME
AD DEALS, THE BACK END

S COVERED HOWEVER WHAT'S
P WITH YOUR SYSTEM
SHUTTLE BUSES FOR 100 MILE +
ROUND TRIPS? NOT EVEN GOOD
AROUND TOWN, EXCEPT THE SENIOR
CENTER FOR A 100+ MILE ROUND
TRIP ~~UP~~ ~~TRIP~~ TIMES A DAY
NO WAY TO CARRY YOUR
PASSENGERS EFFECTIVELY
CROWDED, NO REST ROOM, A
IN P OUT DIFFICULT, THE WHOLE
IDEA HAS TO BE THOUGHT OUT.
HOW ABOUT A COACH,
MADE FOR TRANSIT, NOT
THOSE SNOTTERS! TOYS AT BEST
PENALTY OF SITTING & STORING
2 BATHROOM BOS BOTTLES NET
A BITTER MEMORY
TWICE A DAY — 3

TO PRIMARY DESTINATIONS
& SHUTTLES TO CONNECT
THE ~~SEVER~~ LOCAL TOWNS
RUNNING THESE SHUTTLES UP
1 DOWN THAT HIGHWAY 4/5
TIMES A DAY UP / BACK
IS IT ANY WONDER YOU
DON'T MAKE A DIME?
YOU JUST NEED TO THINK
THIS HARD —

SEE YOU ON
THE FLOOR

Danny

✓

To whom it may concern,

I am a Senator on the Associated Students of College of the Redwoods (ASCR) Senate, and it was brought to my attention by our dorm students that the Humboldt County RTS bus services are in great demand on the weekends. Many of the dorm students do not have cars, and because the buses only stop at College of the Redwoods four times on Saturdays (twice northbound and twice southbound), this means there are very few modes of transportation for students on the weekends. Additionally, religious students who attend services on Sundays have no means of public transportation to or from the CR campus as the bus does not stop at all on Sundays. One of the most frustrating aspects for dorm students who ride the bus is that at several times during the weekend the bus runs past CR but does not make stops.

Armed with such information, over the last two semesters I, with the assistance of HCAOG's representative Debra Dees and our Student Trustee Quang-Minh Pham, created two surveys, one which was distributed to students in the CR dorms (by dorm staff) and the other which was distributed to the students who attend Saturday classes. Both surveys were comprised of all the possible times buses could stop at CR over the weekend, based on the RTS's current schedule, and asked students to select how often they would ride the bus each month for each possible time. (Both surveys and their results are attached).

In all, we received a high response rate from students, a third of the dorm occupants responded, which shows that public transportation is very important to them. They care about their transit needs; which currently are not being met. We received 80 responses in total. Unfortunately, the buses are failing students as early morning weekend classes start before the first bus would arrive. This means that some students who wanted to could not even fill out the survey. By adding bus stops at CR on weekends the students capable of taking weekend classes will rise, and student success would also. I analyzed the data from the 80 responses, which showed how often students plan on riding the bus for each possible time a month (pie charts attached). For all 16 possible bus stop times, over 25% of students want each bus to run four weekends a month; 30+% of students want at least 11 of the bus times to run four weekends a month also. As a large percentage of our students' rely on public transportation, they need frequent reliable access to and from the college.

Sincerely,

Senator Sally Endsley

College of the Redwoods

Weekend Bus Survey Results

Interpretation:

All the following data was gathered from two surveys, one directed at students in on-campus housing and the other directed at students attending weekend classes. For the first survey, there were fifty-nine (59) respondents and twenty-one (21) for the latter.

The survey data is compiled here as a series of Pie Charts; and the responses are labelled by percentage of respondents that selected it. If a response receives less than 5% (4 people), it is not labelled on the graph.

The first three graphs reflect the responses to general questions regarding the need for more transit options over the weekend. All of the following questions refer to approximate times that buses pass College of the Redwoods on the weekend.

The most popular possible times are:

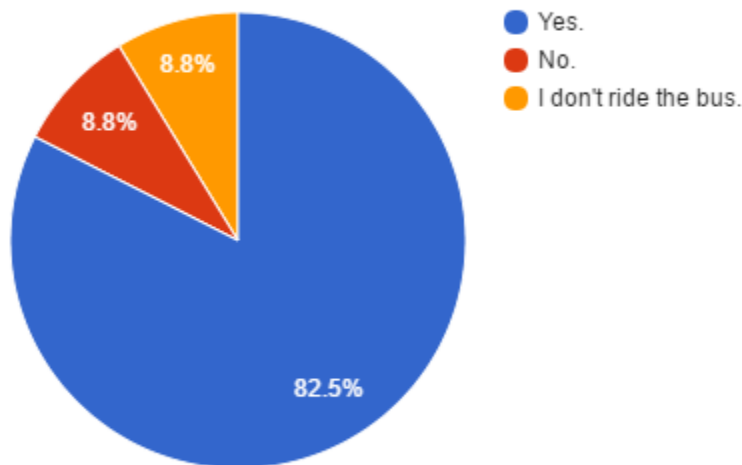
2:40 PM (Saturday, Northbound) which 36.3% of students would ride every week.

10:15 AM (Saturday, Southbound) which 36.7% of students would ride every week.

9:20 AM (Saturday, Northbound) which 41.3% of students would ride every week.

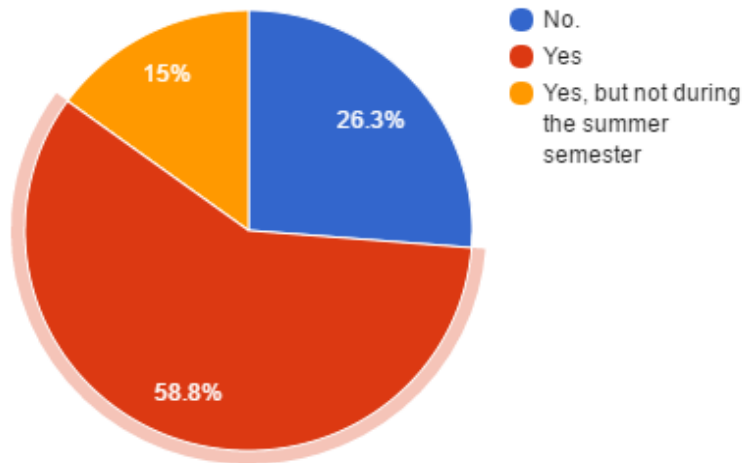
12:10 PM (Saturday, Northbound) which 43.8% of students would ride every week.

Would you like more buses going to and from College of the Redwoods on the weekends?

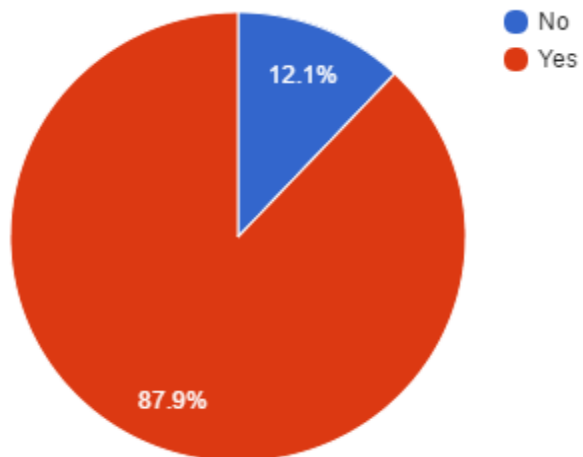


Dorm-Specific Results

Count of Do you live on the CR Campus?

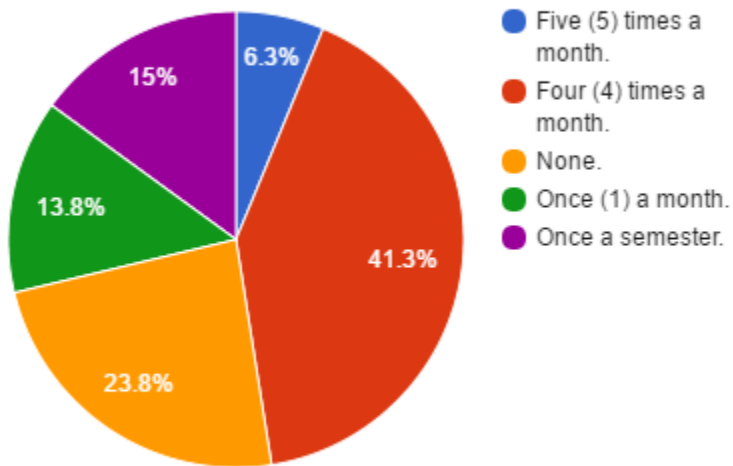


Count of Dorm Students (59) that want more buses

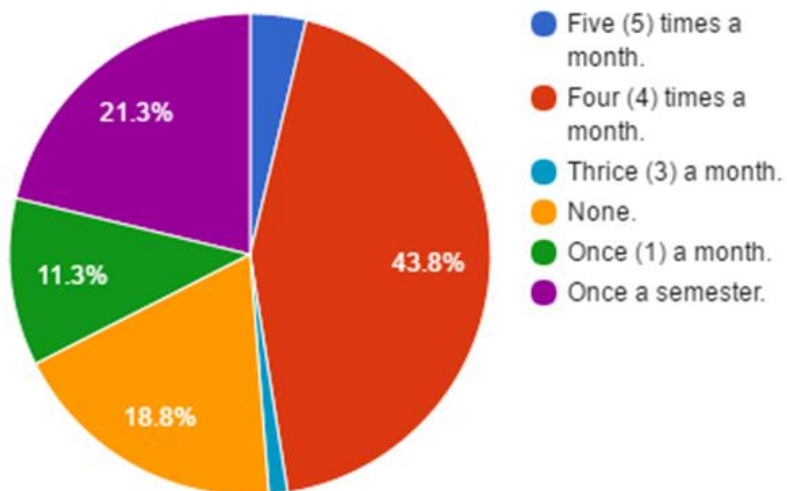


Saturday Northbound Results

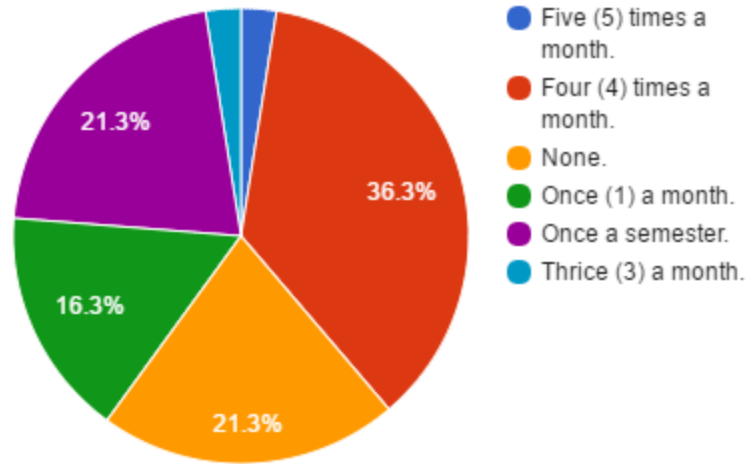
Count of 9:20 AM (Saturday Northbound Bus)



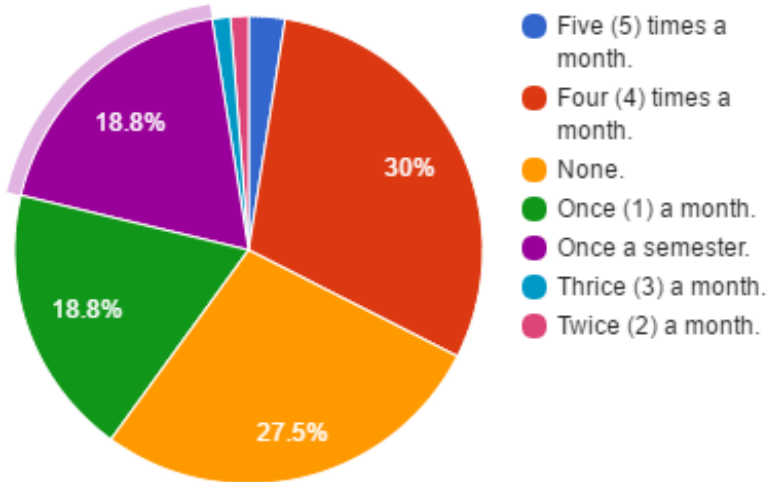
Count of 12:10 PM (Saturday Northbound Bus)



Count of 2:40 PM (Saturday Northbound Bus)

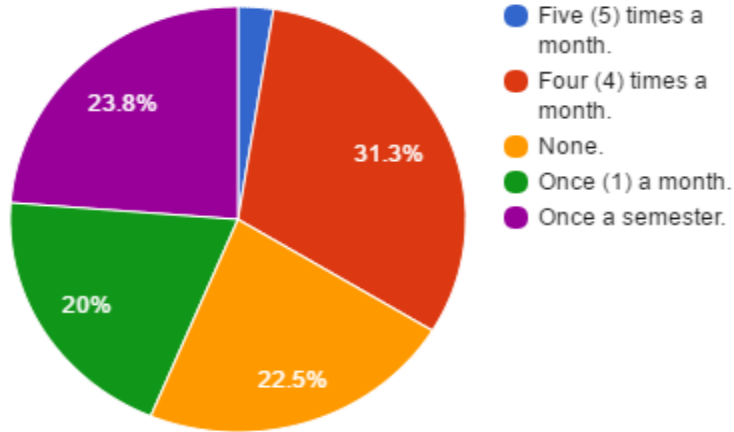


Count of 5:35 PM (Saturday Northbound Bus)

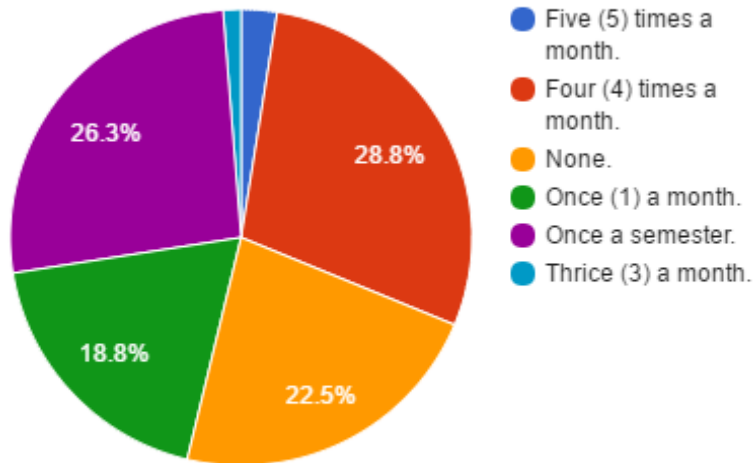


Sunday Northbound Results

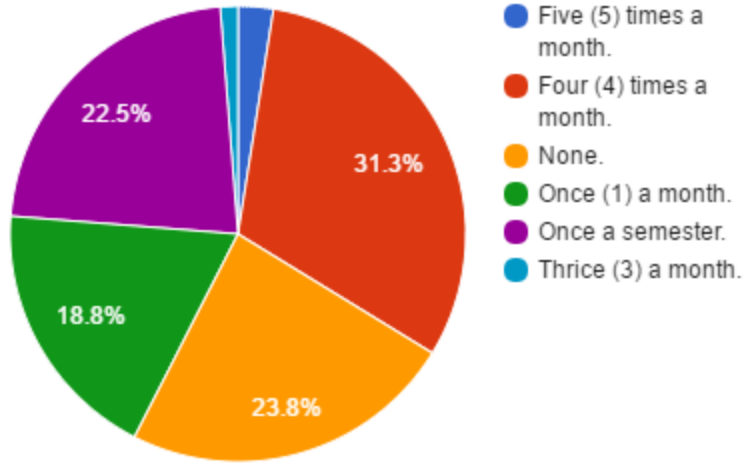
Count of 9:20 AM (Sunday Northbound Bus)



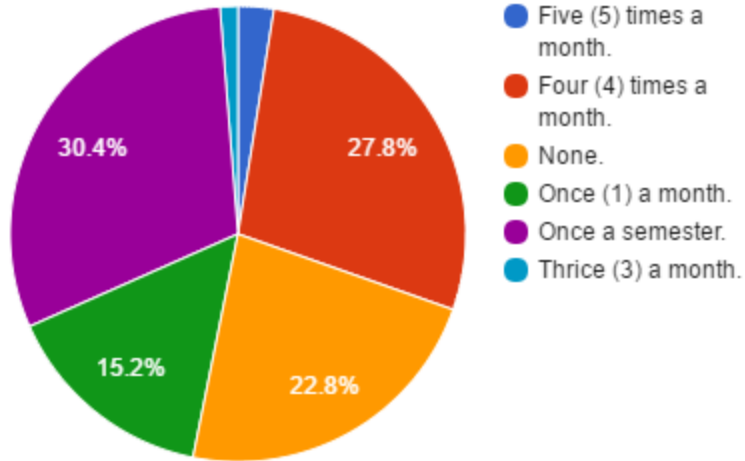
Count of 12:10 AM (Sunday Northbound Bus)



Count of 2:40 PM (Sunday Northbound Bus)

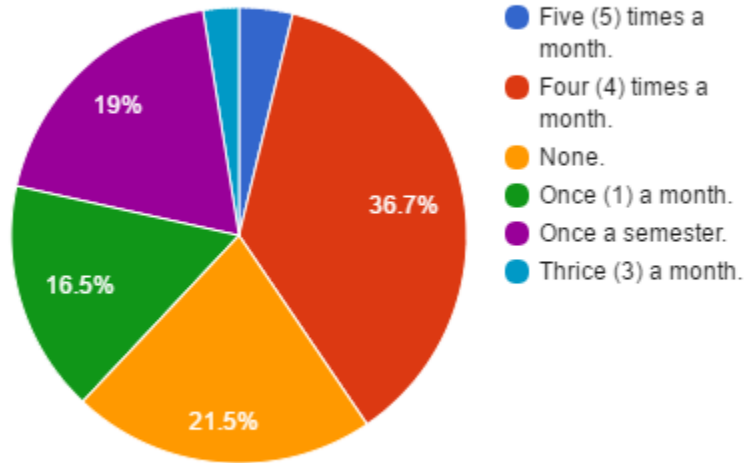


Count of 5:35 PM (Sunday Northbound Bus)

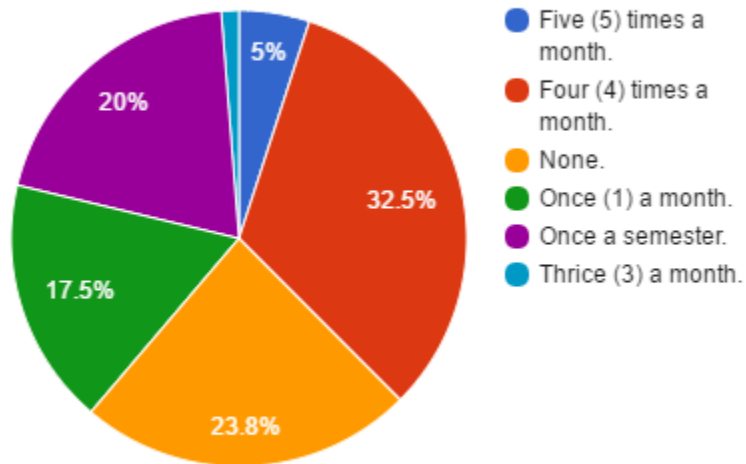


Saturday Southbound Results

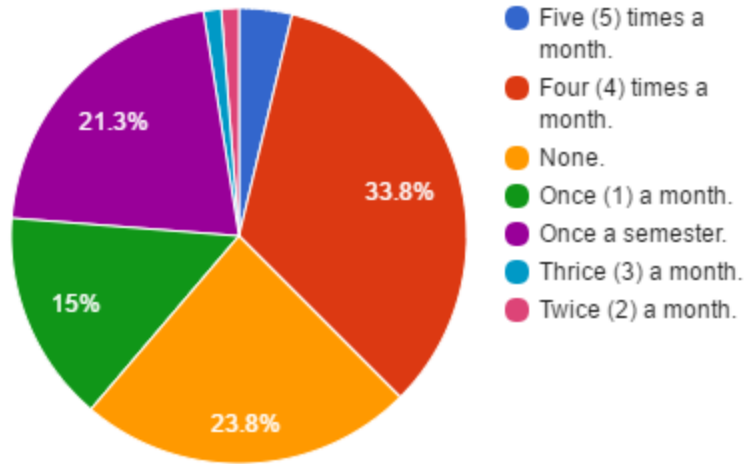
Count of 10:15 AM (Saturday Southbound Bus)



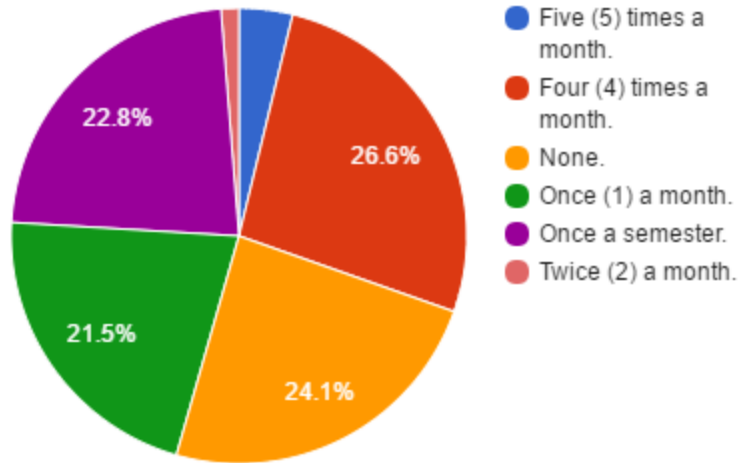
Count of 12:55 PM (Saturday Southbound Bus)



Count of 3:40 PM (Saturday Southbound Bus)

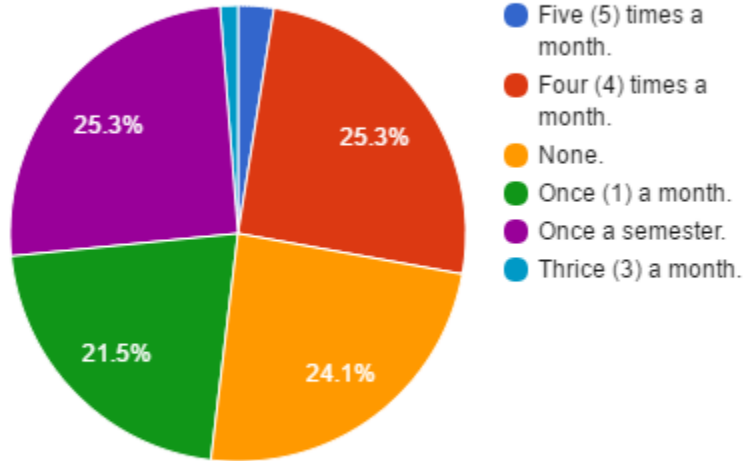


Count of 6:15 PM (Saturday Southbound Bus)

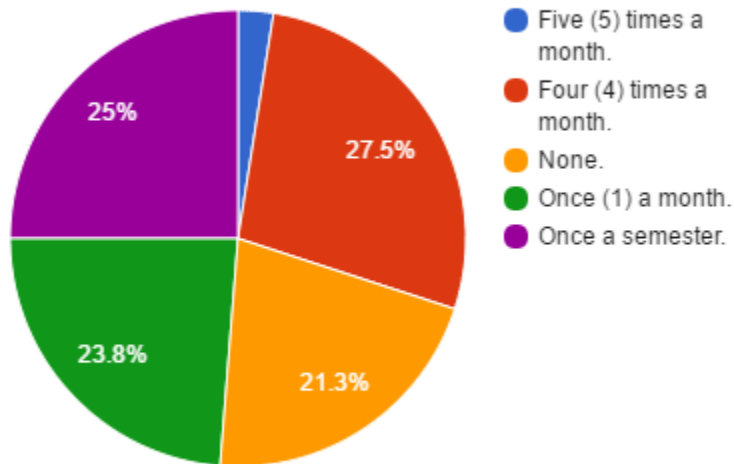


Sunday Southbound Results

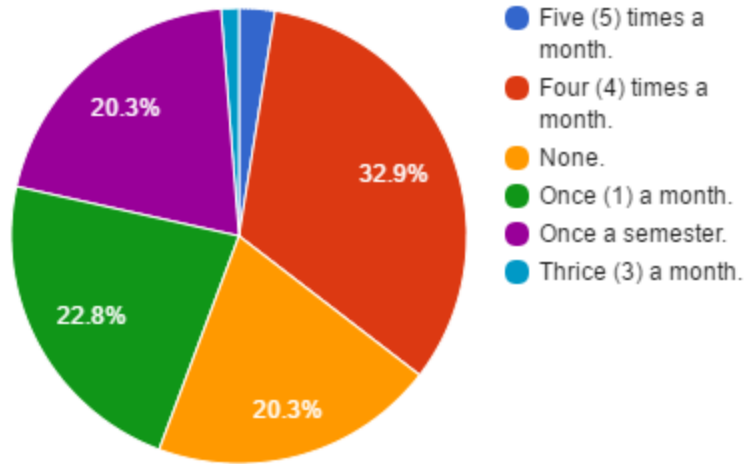
Count of 10:15 AM (Sunday Southbound Bus)



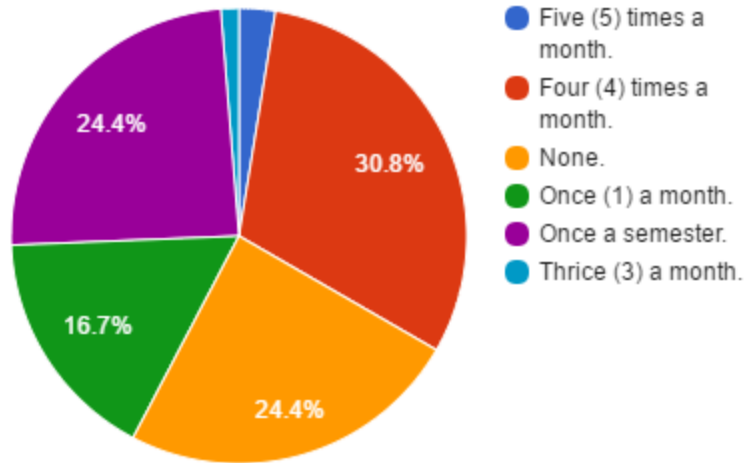
Count of 12:50 PM (Sunday Southbound Bus)



Count of 3:40 PM (Sunday Southbound Bus)

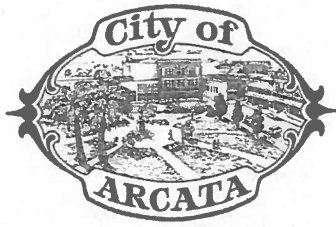


Count of 6:15 PM (Sunday Southbound Bus)



Report of Findings: FY 2017-18
Unmet Transit Needs

Appendix C
Record of Public Hearings and Testimony



736 F Street Arcata, California 95521

City Council
822-5953

City Manager
822-5953

Public Works
822-5957

Police
822-2428

Community Development
822-5955

Environmental Services
822-8184

A&MRTS
822-3775

Finance
822-5951

Recreation Division
822-7091

FAX
822-8018

November 14, 2016

Marcella Clem,
Executive Director
Humboldt County Association of Governments
611 I Street, Suite B
Eureka, CA 95501

Marcella,

Please find the following information received at the City of Arcata's October 19, 2016 Unmet Transit Needs public hearing. The following list is presented based on the comments received from the public hearing, written, telephone and in person comments:

- Mayor Paul Pitino - Extend evening bus service between Trinidad and Scotia on Thursday, Friday and Saturday nights. The intent would be to increase inter-city commerce within Humboldt County and hopefully reduce DUIs.
- Council Member Michael Winkler – Continue to pursue partnering with Greyhound, Amtrak and the Veterans Administrations van service between Arcata and the Bay Area to add additional transportation options. The main focus would be to provide more accessibility to more locations along the SR101 corridor.
- Council Member Mark Wheatley – Explore the possibility of modifying the current Arcata schedule and route to improve service to the Arcata Senior Center. Collaborate with the SSTAC to identify transportation options for the Special Needs community. Specifically, to provide transportation access to events like the Special Olympics and other organized events. This would include activities that take place on weekends and evenings.
- Council Member Sofia Pereira – Consider the possibility of adding dedicated service between Arcata and Eureka to attend Arts Alive on Friday nights.
- Telephone Call (No Name Given) – Consider allowing bicycles inside the bus if bicycle racks are full.

Please contact me at (707) 822-3775 for any additional comments regarding this information.

Sincerely,

Larry Pardi

Larry Pardi, Transportation Superintendent

City of Blue Lake
City Council
Skinner Store – 111 Greenwood Ave., Blue Lake, CA
October 25, 2016
MINUTES

The meeting was called to order at 7:00 p.m.

Councilmembers Present: Adelene Jones, John Sawatzky, Michele McCall-Wallace, Jean Lynch,

Councilmembers Absent: Stephen Kullmann

Staff Present: City Manager Amanda Mager, City Clerk April Sousa

Motion to Approve the Agenda

Councilmember Sawatzky *motioned to approve the agenda as stated.* Councilmember Lynch seconded. The motion carried unanimously.

Public Input

None

Public Hearing: Unmet Transit Needs

Mayor McCall-Wallace opened the Public Hearing at 7:04 p.m. Comments are as follows:

Jason from Social Service Transit Advisory Council offered information and reason for the Public Hearing.

Cynthia Sterman asked for weekend service and adding service between 10 a.m. and 1 p.m. She stated that she is trapped in town on the weekends. Increasing hours a couple days a week also helpful.

Gretchen, a Blue Lake resident, stated she moved to Blue Lake six months ago. She feels trapped in Blue Lake on the weekends, and would like to increase runs on the weekends and from 10 a.m. to 1 p.m. for animals and other needs

Tina Catalina stated that it is cumbersome to not be able to leave on the weekend. One or two rides on the weekend would be helpful.

David Carnes, Bus Driver for Blue Lake Rancheria Transit, works twenty (20) hours a week. He noted that weekends are needed as well as hours between 10 a.m. and 1 p.m. Some people are often not aware that they could be stuck out in Blue Lake because of lack of runs from 10 a.m. to 1 p.m. He also mentioned that if there is an earlier and a later run, then people can get to work on time and be able to do full shifts if they are to work 8 a.m. to 5 p.m.

Dana Silvernale, Blue Lake Resident, stated that she is part of a group of people trying to get a late night bus from Fortuna through Trinidad. She has been helping to circulate a petition.

Kim Rios, Blue Lake Family Resource Center, wanted to comment on what she hears from people who frequent the Resource Center. She reiterated that people are stuck from 10 a.m. to 1 p.m. and that students are unable to take late classes. These times without bus runs also make it difficult for seniors getting to and from doctor appointments.

An international student with Dell'Arte commented that since he was an international student, he had no car. He appreciated the bus system, as he works in Arcata. He noted that sometimes, Dell'Arte Students only have time to get to the grocery store on the weekends, and having a weekend run would be helpful to get errands done.

Marvin, Blue Lake Rancheria Bus Driver, stated that he would like to address the economic aspect of the system. Students cannot do early or late classes because of the current schedule, and those who have a job 8-5 in Arcata, Eureka, McKinleyville, cannot get to those jobs on time due to the current schedule. Also stated that people are literally stranded in Blue Lake without some of the extra suggested runs. Adding other runs are very important.

Councilmember Jones also gave positive comments regarding the bus system in Blue Lake.

Mayor McCall-Wallace noted that there is a councilmember who is on the Humboldt County Association of Governments (HCAOG) board, so comments will be brought forward. She gave an overview of what was heard so far.

The public hearing closed at 7:20 p.m.

Proclamation Great American Smoke Out

Jay McCubrey gave an overview on the Great American Smoke Out and also offered quit smoking kits for the City to have at City Hall.

Councilmember Jones *motioned to proclaim November 17, 2016 as the Great American Smoke Out Day.* Councilmember Lynch seconded. The motion carried with the following votes: Ayes: Jones, Lynch, McCall-Wallace. Nays: Sawatzky. Absent: Kullmann

Mayor McCall-Wallace read the proclamation.

Second Reading and Adoption Ordinance No. 521: An Ordinance of the City Council of the City of Blue Lake Prohibiting Nonmedical Marijuana Uses and Activities

Mayor McCall-Wallace introduced this item. Bobbi Ricca, Blue Lake resident, asked clarifying questions on how this ordinance fits with Proposition 64: Adult Use of Marijuana Act.

Councilmember Jones *motioned for a second reading and adoption of Ordinance No. 521: An Ordinance of the City Council of the City of Blue Lake Prohibiting Nonmedical Marijuana Uses and Activities, by title only.* Councilmember Sawatzky seconded. The motion carried with the following roll call vote:

Ayes: McCall-Wallace, Jones, Lynch, Sawatzky
Nays: None
Absent: Kullmann

This ordinance will take effect immediately.

First Reading of Ordinance No. 522: An Ordinance of the City Council of the City of Blue Lake Establishing the City of Blue Lake Economic Development Commission

Clarification was made regarding changes to the draft by the City Attorney. The sphere of influence was discussed, and it was stated that for the purpose of this commission, the sphere was increased to a 3 mile radius.

Councilmember Sawatzky *motioned for a first reading of Ordinance No. 522: An Ordinance of the City Council of the City of Blue Lake Establishing the City of Blue Lake Economic Development Commission, by title only.* Councilmember Lynch seconded. The motion carried with the following vote:

Ayes: McCall-Wallace, Jones, Lynch, Swatzky
Nays: none
Absent: Kullmann

Blue Lake Elementary School Student Body Council and Youth Advisory Discussion

City Manager Mager introduced the item. Council discussed the options presented by the City Manager. Direction was given to the City Manager that Council would like to move forward with this idea, and to bring back a more comprehensive plan to a future agenda.

Alternate Locations for City Corporation Yard

City Manager Mager introduced the item. Several options and needs were discussed. There was clarifying questions regarding funds needed for relocation. Council directed staff to bring forward a comprehensive package for this item including where public works will be located, what the cost estimate for relocation will be, and how this will be implemented.



CITY OF EUREKA

FINANCE DEPARTMENT

531 K Street Eureka, California 95501-1146

www.ci.eureka.ca.gov

November 30, 2016

Humboldt County Association of Governments

Dear Ms. Smith,

On November 1, 2016, the City of Eureka, at our regular City Council meeting, held a public hearing to receive public input on unmet public transportation needs in our area. No unmet needs were identified by the public or members of the Committee.

Sincerely,

A handwritten signature in cursive script that reads "P.P. Aaron Telmlee".

Wendy Howard, Finance Director

City of Ferndale, Humboldt County, California, U.S.A.
Approved Minutes for City Council Meeting of October 20, 2016

Mayor Don Hindley called the Regular City Council Meeting to order at 7:00 pm. Those present did the flag salute. Present were Mayor Hindley, Council Members Ken Mierzwa, Dan Brown, Michael Sweeney and Doug Brower along with staff City Manager Jay Parrish, City Clerk Kristene Hall, and City Engineer Steven Luu.

Report out of Closed Session: None

Ceremonial: None

Modifications to the Agenda: None

Report out of Study Session: Prior to the start of the regular meeting, there was a study session to go over the council appointed committees and JPA's. Council discussed the different committees and tentatively appointed members to each committee. These appointments will not take effect until after the election has been certified and the new council has approved these new appointments. The council also discussed the possibility of changing the regular meeting date to the third Wednesday of the month due to the conflict of the HCOAG meeting in Eureka being on the current Thursday meeting date. Mayor Hindley stated that it is sometimes difficult to get back to Ferndale in time for the Council Meeting. This change will also need approval by the new council after the certification of the election.

Public Comment: Member of the public Steve Nunes inquired on the progress and intentions of the Craig Street Alley. Mayor Hindley requested that staff send a letter to Mr. Nunes regarding the status of the alley.

Consent Calendar: There were four items on the Consent Calendar for approval. There were no comments from the public or council. **MOTION:** to approve the consent calendar.
(Sweeney/Brown) Unanimous

Call Items Removed from Consent Calendar: None

Presentation:

Salt River Restoration Project Update: Jill Demers from HCRCD was in attendance to report on the progress of the Salt River Project. Demers stated to the Council that they had reached an agreement with a landowner that will enable them to continue progress on the footprint. Demers stated there is still one more landowner to reach an agreement with. Mayor Hindley stated that City Manager Parrish was working with this landowner to make progress in reaching an agreement. Demers stated there will be a future agenda item for the Council that will include an access easement thru the wastewater treatment plant to assist with landowner access to the sediment management area.

Public Hearing:

Westfall Final Map Approval: City Manager Parrish explained there was a modification on the resolution presented to the Council. Parrish explained to the council the approval process that the subdivision has gone through which included all required public hearings and the Planning Commission approval process. Mayor Hindley opened up the public hearing for comments. A member of the public inquired about the possibility of drainage issues. City Engineer Steven Luu

explained there were studies done on the subdivision and also there will be development permits required before any building is done to address any issues. Mayor Hindley closed the Public Hearing and opened up Council comments. Councilman Mierzwa announced he has to abstain due to his residence being within 300ft of the proposed project. There were no other comments. **MOTION:** to adopt Resolution 2016-29 approving the filing of the Westfall Subdivision Final Map with the County Recorder. **(Sweeney/Brower) 4-0-1 (Mierzwa)**

Unmet Transit Needs: Consuelo Espinosa of HCAOG presented to the Council. It is her job to ensure that public participation occurs on this matter. A transit needs assessment is done before any funds are dispersed. Even though there is an annual hearing, HCAOG does take comments all year. Councilman Sweeney asked there was any changes from last year. City Manager responded that there are unmet transit needs in Ferndale, but the additional revenue to run the service in town doesn't work out for the budget. Ferndale Senior Resource Agency does have a transit for seniors and disabled citizens but it is not connected to the city. A member of the public asked what age was considered a senior. Another member of the public stated the age was 62. There were no other comments. **MOTION:** Declare there are no unmet transit needs that are reasonable to meet. **(Brower/Brown) Unanimous.**

Business:

Update on Francis Creek Bridge: City Manager Parrish updated the Council on the progress of the bridge. Parrish stated the bridge is approximately 95% complete but will be stored at the factory until the committee is ready to accept delivery of the bridge. Parrish explained that due to Fish & Wildlife regulations, the bridge can not be placed until April. Public Member Dick Hooley stated the committee is reevaluating the method of anchoring the bridge due to the stability of the soil. Hooley stated nothing had been submitted at this time, they are just in the research stage.

Update on PG&E Bridge: City Manager Parrish updated the council on relocating the bridge to the area behind the police station. Parrish stated he had been working with Eel River Disposal to try to keep the cost down on the moving. Weather is also a factor in the move. Members of the public spoke on their dissatisfaction on the process of which the placement of the bridge was decided. Public stated they wanted more input and notices put out on the overall project. Council stated they would like an AD HOC committee formed to research the bridge and also obtain citizen input on the bridge. Staff will reach out to individuals who possibly may want to serve on this ADHOC committee. **MOTION:** to table the decision on the proposed ADHOC committee until individuals can be selected. **(Brown/Sweeney) Unanimous.**

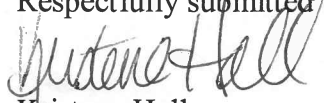
Correspondence: There were no comments from the public or Council.

Comment from the Council: There were no comments.

Reports: Councilman Brown spoke on the Haz Mat Response Team. Brown stated there was an incident down by Salmon Creek where a tanker had gone over the bank and leaked fuel. The fuel luckily was contained but had the potential to leak several thousand gallons in the Eel River. Brown stated that the county is in need of a piece of equipment called a "Stinger". The Stinger has the ability to penetrate the tanker and pull the fuel out. This equipment had to be called in from Mendocino. Brown stated that the city is a member of the Haz Mat Response and our dues paid yearly is a good investment as an incident can be extremely costly.

Mayor Hindley adjourned the meeting at 8:07pm.

Respectfully submitted

A handwritten signature in cursive script that reads "Kristene Hall". The signature is written in dark ink and is positioned above the printed name.

Kristene Hall
City Clerk

Excerpt from the City of Fortuna City Council Meeting
Approved Meeting Minutes

Regular Meeting

Monday, November 7, 2016 - 6:00 p.m., Fortuna City Hall

C. PUBLIC HEARING: RECEIVE PUBLIC COMMENT CONCERNING ANY UNMET TRANSIT NEEDS

STAFF RECOMMENDATION: Hold a public hearing concerning Unmet Transit Needs and forward all public comment received to HCAOG for consideration.

STAFF REPORT:

The City Council received a written and oral report from Deputy Director of Public Works Carter.

PUBLIC HEARING:

Sylvia Jutila said Fortuna has a large senior population that cannot drive and there is a problem getting funding for drivers for these people. She said the transportation funding would be a big help to the volunteer driver program. Debra Dees from HCOAG spoke about the Unmet Transit needs process and thanked the Council for holding the hearing. There being no comment Mayor Long closed this public comment section.

CITY COUNCIL ACTION:

Council Member Brown moved, seconded by Council Member Glaser to forward comments received during the public hearing to HCOAG for consideration of Unmet Transit Needs.

Voice Vote

AYES: Council Member Brown, Glaser, Mayor Pro Tem Trent, Mayor Long

NOES: None

ABSENT: Council Member Strehl

ABSTAIN: None

Motion Carried 4-0 by MO-2016-187

Excerpt from the HCAOG Board of Directors
Approved Meeting Record

Regular Meeting
November 17, 2016, 4:00 p.m.
Eureka City Hall, Council Chambers
531 K Street, Eureka CA 95501

2. Unmet Transit Needs (UTN) Public Hearing

The Board conducted a public hearing and received public comments pursuant to Public Utilities Code Sections 99238.5 and 99401.5.

The following individuals provided comments on unmet transit needs:

Graham Russell – Requested weekend service. Service from Avenue of the Giants to Garberville and Garberville to Eureka.

Dolly Russell – Requested weekend service.

Supervisor Fennell provided comments received from her constituents Siena Klein and Carrie Conine requesting weekend service to Southern Humboldt.

McKinleyville Municipal Advisory Committee
PO Box 2297
McKinleyville, CA 95519

November 29, 2016

Humboldt County Association of Governments

Dear Ms. Smith,

On October 26, 2016, the McKinleyville Municipal Advisory Committee at our regular held a public hearing to receive public input on unmet public transportation needs in our area. No unmet needs were identified by the public or members of the Committee.

Sincerely,

Ben Shepherd, Chair

Manila Community Services District
Unmet Transit Needs Public Hearing (requests)
Thursday, October 2, 2016

Dendra Diegler, MCSD Board Member

Public transportation on the Peninsula is inadequate. Request for more frequent public transportation on the Peninsula. Samoa and Fairhaven does not have transit.

John

Request for more frequent bus service going through Manila from Arcata to Eureka.

Jan Bramlett

Request for more frequent public transportation on the Peninsula. Difficult to make trips due to limited service on the Peninsula (to St. Joseph would take 2 ½ hours and change bus at least one place). Service is untenable. Difficult to identify where bus stops are on Peninsula. Difficult to understand bus schedule.



DEPARTMENT OF PUBLIC WORKS
C O U N T Y O F H U M B O L D T

MAILING ADDRESS: 1106 SECOND STREET, EUREKA, CA 95501-0579
AREA CODE 707

ARCATA-EUREKA AIRPORT TERMINAL
McKINLEYVILLE
FAX 839-3596

AVIATION 839-5401

PUBLIC WORKS BUILDING
SECOND & L ST., EUREKA
FAX 445-7409

ADMINISTRATION	445-7491	NATURAL RESOURCES	445-7741
BUSINESS	445-7652	NATURAL RESOURCES PLANNING	267-9540
ENGINEERING	445-7377	PARKS	445-7651
FACILITY MAINTENANCE	445-7493	ROADS & EQUIPMENT MAINTENANCE	445-7421

CLARK COMPLEX
HARRIS & H ST., EUREKA
FAX 445-7388

LAND USE 445-7205

November 17, 2016

Marcella Clem
Executive Director
Humboldt County Association of Governments
611 I Street, Suite B
Eureka, CA 95501

Subject: Unmet Transit Needs

Dear Ms. Clem:

The County of Humboldt conducted a public hearing on November 8, 2016 to obtain public input regarding unmet transit needs. The following comments were recorded:

1. Debra Dees of the Humboldt County Association of Government (HCAOG) explained the unmet transit needs process. There are a series of public hearings across jurisdictions, and the HCAOG public hearing will be held on November 17, 2016. Comments in person, mail, email or by phone will still be accepted by HCAOG through November 30, 2016.
2. Supervisor Fennell stated that she received an email from Siena Kline inquiring if weekend bus services could be added from the north to the south through the intercity routes.
3. Supervisors Fennell, Bohn, and Sundberg all inquired about the process to submit needs and the Public Works Director stated that the public can submit them to HCAOG directly.
4. Supervisor Lovelace mentioned the prior unmet transit need finding for the Old Arcata Road. Public Works Director reported that unallocated funds are being reserved and accumulated for this service. Annual cost to operate this route is estimated at \$120,000 to \$130,000 per year.

Enclosed for your information are (1) Times Standard Proof of Publication for October 5, 2016, and (2) the Board Action Summary. Please let me know if you need additional information.

Sincerely,

Thomas K. Mattson
Public Works Director

675 Wildwood Avenue
Rio Dell, CA 95562



December 14, 2016

Christie Smith, Executive Assistant
Humboldt County Association of Governments
611 I. Street, Suite B
Eureka, CA 95501

Subject: Unmet Transit Needs

Dear Christie:

The Rio Dell City Council conducted a public hearing to obtain public input regarding unmet transit needs at its October 18, 2016 regular meeting.

The following comment was received regarding unmet transit needs:

A bus shelter at the bus stop at the Davis Street off ramp and Highway 101 as well as other locations in Rio Dell when funds are available.

Please include these comments in the Unmet Needs Report of Findings.

Enclosed for your information is an excerpt from the minutes related to the public hearing and the Notice of Public Hearing.

Please let me know if you need any additional information.

Sincerely,

A handwritten signature in blue ink that reads "Karen Dunham".

Karen Dunham, CMC
City Clerk



City of Trinidad

To: **Christie Smith**, Executive Assistant
Humboldt County Association of Governments (HCAOG)
611 I Street, Suite B
Eureka, CA 95501

Date: Tuesday, November 29, 2016

From: Gabriel Adams, City Clerk

Re: Unmet Transit Needs

The City of Trinidad held its unmet transit needs hearing on Wednesday, November 09, 2016, and did not receive any comments.

Gabriel Adams
Trinidad City Clerk
707.677.0223

Report of Findings: FY 2017-18
Unmet Transit Needs

Appendix D
Unmet Transit Needs Flyer

Unmet Transit Needs Public Hearings

Does local public transit meet your needs?

Whether you ride daily, occasionally, or haven't tried transit yet, the Humboldt County Association of Governments (HCAOG) invites your comments about taking the bus or dial-a-ride and unmet transit needs that may exist in Humboldt County.

Please give us your thoughts by attending an Unmet Transit Needs Public Hearing or by providing your comments to HCAOG by **November 30, 2016.**

City of Arcata
Wed, Oct 19, 2016 at 6 PM
Arcata Council Chambers
736 F Street, Arcata

City of Eureka
Tues, Nov 1, 2016 at 6 PM
Eureka Council Chambers
531 K Street, Eureka

City of Fortuna
Mon, Nov 7, 2016 at 6 PM
Fortuna Council Chambers
621 11th Street, Fortuna

City of Trinidad
Wed, Nov 9, 2016 at 6 PM
Trinidad Council Chambers
409 Trinity Street, Trinidad

Manila Community Services District
Thurs, Oct 20, 2016 at 6:30 PM
Manila Community Center, Room I
1611 Peninsula Drive, Arcata

City of Blue Lake
Tues, Oct 25, 2016 at 7 PM
Skinner Store Bldg Behind City Hall
111 Greenwood Avenue, Blue Lake

City of Ferndale
Thurs, Oct 20, 2016 at 7 PM
Ferndale Council Chambers
834 Main Street, Ferndale

City of Rio Dell
Tues, Oct 18, 2016 at 6:30 PM
Rio Dell Council Chambers
675 Wildwood Avenue, Rio Dell

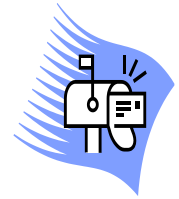
Humboldt County Board of Supervisors
Tues, Nov 8, 2016 at 9 AM
Board of Supervisors Chambers
825 Fifth Street, Eureka

McKinleyville Advisory Committee
Wed, Oct 26 at 6 PM
Azalea Conference Center
McKinleyville Middle School
2275 Central Avenue, McKinleyville

Humboldt County Association of Governments (HCAOG)
Thurs, November 17, 2016 at 4:00 PM*

Eureka Council Chambers
531 K Street, Eureka

*HCAOG Public Hearing – Persons who require special accommodations or translation services should contact HCAOG at least two days prior to the meeting.



Mail Comments:
HCAOG
611 I Street, Suite B
Eureka, CA 95501



Email Comments:
debra.dees@hcaog.net



Phone Comments:
(707) 444-8208



Fax Comments:
(707) 444-8319



Online Comments:
www.hcaog.net

Audiencias Públicas sobre Necesidades Insatisfechas en el Transporte

¿Cumple con sus necesidades el transporte público local?

Si Vd. lo toma diario, ocasionalmente o todavía no ha probado el transporte, la Asociación de Gobiernos del Condado de Humboldt (HCAOG) invita su comentario sobre tomar el autobús o marcar para paseo y necesidades insatisfechas en el transporte que puedan existir en el Condado de Humboldt.

Favor de darnos sus opiniones al asistir a una Audiencia Pública sobre Necesidades Insatisfechas en el Transporte o al proveer su comentario a la HCAOG para **el 30 de noviembre de 2016.**

Ciudad de Arcata

19 Oct, 2016 a las 6 PM

Sala de Concilio de Arcata
736 F Street, Arcata

Ciudad de Eureka

1 Nov, 2016 a las 6 PM

Sala de Concilio de Eureka
531 K Street, Eureka

Ciudad de Fortuna

7 Nov, 2016 a las 6 PM

Sala de Concilio de Fortuna
621 11th Street, Fortuna

Ciudad de Trinidad

9 Nov, 2016 a las 6 PM

Sala de Concilio de Trinidad
409 Trinity Street, Trinidad

Manila Community Services District

20 Oct, 2016 a las 6:30 PM

Manila Community Center, Room I
1611 Peninsula Drive, Arcata

Ciudad de Blue Lake

25 Oct, 2016 a las 7 PM

Edificio de Tienda de Skinner
Detrás del Cabildo
111 Greenwood Avenue, Blue Lake

Ciudad de Ferndale

20 Oct, 2016 a las 7 PM

Sala de Concilio de Ferndale
834 Main Street, Ferndale

Ciudad de Rio Dell

18 Oct, 2016 a las 6:30 PM

Sala de Concilio de Rio Dell
675 Wildwood Avenue, Rio Dell

Junta de Supervisores del

Condado de Humboldt

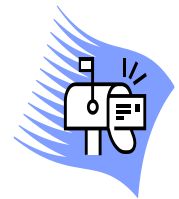
8 Nov, 2016 a las 9 AM

Sala de la Junta de Supervisores
825 Fifth Street, Eureka

Comité Asesor de McKinleyville

26 Oct, 2016 a las 6 PM

Azalea Conference Center
McKinleyville Middle School
2275 Central Avenue, McKinleyville



Por Correo:

HCAOG

611 I Street, Suite B
Eureka, CA 95501



Por Correo

Electrónico:

debra.dees@hcaog.net



Por Teléfono:

(707) 444-8208



Por Fax:

(707) 444-8319



En Línea:

www.hcaog.net

Asociación de Gobiernos del Condado de Humboldt (HCAOG)

Juev, 17 Nov, 2016 a las 4 PM*

Tendrá lugar en: Sala de Concilio de Eureka
531 K Street, Eureka

*Audiencia Pública de la HCAOG – Personas que necesitan acomodaciones especiales o servicios de traducción deben contactar a la HCAOG por lo menos dos días previo a la reunión.

