2023-2024 HCAOG Unmet Transit Needs (UTN) Comments

The following comments were found to meet the adopted definitions of an Unmet Transit Need

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

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

b) To be considered financially sustainable, enough money should be available from identified sources of funding to pay for the marginal operating cost of the service continuously for three years.

Unmet Transit Need	Would the service be operationally feasible? If Yes, move to the next column	Would service attain a 10% Farebox Return Ratio within 2 years? If Yes, move to the next column If No, the UTN is not reasonable to meet but may be considered in future years if financial, ridership or other pertinent conditions change.	Notes/Action Items
Increased service frequency to Trinidad	Yes	n/a	Existing service, and time between runs considered to be operational. Not an Unmet Need.
Service down Patrick's Point Drive	Yes	n/a	Redwood Coast Transit will take an off-route request 24 hours in advance to pick up North and South bound 3x/day. Communicate to Trinidad City Council
Sunday service on ETS	Yes	No	Not reasonable to meet based on marginal farebox return ratio
Restore Sunday service on RTS	Yes	No	Estimated marginal farebox return ration is 10.4% and is therefore reasonable to meet.
Restore early AM service on RTS	Yes	n/a	Service is scheduled for next fiscal year and therefore not an unmet need. Rollout has been limited by process of hiring new driver
Restore later weeknight service on RTS	Yes	n/a	Service is scheduled for next fiscal year and therefore not an unmet need. Rollout has been limited by process of hiring new driver
Later night weekday service between Cal Poly and Valley West	Yes	No	Service is scheduled for next fiscal year and therefore not an unmet need. Rollout has been limited by process of hiring new driver
Weekend later night service on RTS (Arts Alive)	Yes	Yes	Estimated marginal farebox return ratio of a 40-minute run between Valley West and Bayshore Mall is 11.1% and is reasonable to meet.
HTA service from Freshwater/Myrtle to Eureka along Old Arcata Road	Yes	No	Prior Unmet Need, service did not perform well and was discontinued. Not reasonable to meet
Expand A&MRTS to service Bayside	Yes	No	Service is not projected to achieve sustainable ridership and is not reasonable to meet at this time
A&MRTS service to South G Street	Yes	No	Not reasonable to meet as changing route would require eliminating other stops. Route redesign is larger operational issue requiring further study
Later service (6/7 P.M.) from Arcata to Willow Creek	Yes	No	Service is not projected to achieve sustainable ridership and is not reasonable to meet
Weekday Willow Creek stop in Blue Lake by 8AM	Yes	No	Blue Lake Rancheria Transit System provides service from Blue Lake to Arcata
Morning commute service from Blue Lake to Eureka on express or on-demand microtransit	Yes	No	Service is not projected to achieve sustainable ridership and is not reasonable to meet
On-demand trip from Arcata/Eureka to Ferndale for seasonal shopping	No	No	Service is not projected to achieve sustainable ridership and is not reasonable to meet