

# Transportation Development Act (TDA)

## Unmet Transit Needs Report of Findings FY 2013-14



**Adopted  
June 20, 2013**

Humboldt County Association of Governments  
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# HCAOG

## Humboldt County Association of Governments

### RESOLUTION 13-18

**A RESOLUTION OF THE HUMBOLDT COUNTY ASSOCIATION  
OF GOVERNMENTS MAKING A JURISDICTIONAL FINDING AND  
ADOPTING THE "TRANSPORTATION DEVELOPMENT ACT (TDA) UNMET TRANSIT  
NEEDS REPORT OF FINDINGS, FISCAL YEAR 2013-14"**

**WHEREAS**, the Humboldt County Association of Governments, in its official capacity as the Regional Transportation Planning Agency, hereinafter referred to as the RTPA, bears the responsibility for adopting a jurisdictional finding resulting from the annual conduct of statutorily required unmet transit needs processes; 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 conducting public hearings, consulting with the Social Service Transportation Advisory Council (SSTAC), identifying needs, assessing transit dependent groups, assessing existing programs, and analyzing potential programs to meet those identified needs; and

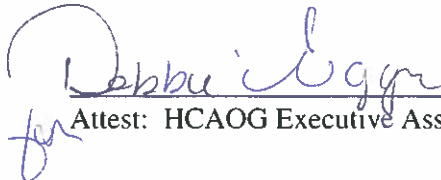
**WHEREAS**, the RTPA does find that for the jurisdictional area of Humboldt County, including the incorporated cities, that there are no unmet transit needs that are reasonable to meet; and


**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 (HCAOG), in its capacity as the RTPA for Humboldt County, hereby adopts the aforesaid jurisdictional finding and the Transportation Development Act (TDA) Unmet Transit Needs Report of Findings, Fiscal Year 2013-14.

**PASSED AND ADOPTED** by the Humboldt County Association of Governments, in the City of Eureka, County of Humboldt, State of California, this 20th day of June, 2013, by the following vote:

AYES: Jäger, Schapiro, Ornelas, Fulkerson, Stehl,  
Johnson, Bohn, Atkins, Jackman  
NOES: None  
ABSENT: Titus  
ABSTAIN: None

  
Attest: HCAOG Executive Assistant

  
Councilmember Susan Ornelas  
HCAOG Vice Chair

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## *Executive Summary*

The Humboldt County Association of Governments (HCAOG), acting in their capacity as the Regional Transportation Planning Agency (RTPA), annually projects the amount of public transportation funds for allocation within its jurisdictions. The cities of Arcata, Blue Lake, Eureka, Ferndale, Fortuna, Rio Dell, Trinidad and the County of Humboldt are the entities within this jurisdiction. The Cities, with the exception of Blue Lake and Ferndale, and the County are members of a Joint Powers Authority (JPA) that created the Humboldt Transit Authority (HTA), a public transportation system that provides fixed-route and demand-response paratransit service.

Each year, pursuant to the California State Transportation Development Act (TDA), HCAOG must identify any unmet public transit need that may exist in Humboldt County. This is accomplished through public hearings conducted by HCAOG and its member entities and consultation with HCAOG committees including the Social Service Transportation Advisory Council (SSTAC).

The SSTAC recommended to approve the FY 2013-14 Report of Findings and that “there are no unmet transit needs that are reasonable to meet”. A notation was added to the motion stating that it is recognized that more information is needed to determine the feasibility of any new service consistent with Criteria #4. The SSTAC will work to provide the necessary data to TDA claimants for evaluation in next year’s process, consistent with Criteria #3.

The Technical Advisory Committee (TAC) voted to support the SSTAC’s recommendation for approval of the FY 2013-14 Report of Findings.

The Policy Advisory Committee (PAC) which is comprised of the members of the Board plus one representative of the Humboldt Transit Authority and one representative of Caltrans District 1, passed the following motion to recommend to the Board:

- Approve Resolution 13-18 adopting the 2013-14 Unmet Transit Needs Report of findings that there are no unmet transit needs that are reasonable to meet (unanimous).

The HCAOG Board voted in favor of the PAC’s recommendation. Thus, on June 20, 2013, pursuant to PUC 99401.5(d), the Board adopted by Resolution 13-18 the “Transportation Development Act Unmet Transit Needs – Report of Findings, Fiscal Year 2013-14” with the following jurisdictional finding:

The RTPA does find that for the jurisdictional area of Humboldt County, including the incorporated cities, that 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” (described on pages 3-5 of this report).

# 1. Transportation Development Act

## Background

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

1. *Local Transportation Fund (LTF)*, which is derived from 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 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. The Humboldt Community Access and Resource Center (HCAR) is the designated CTSA in Humboldt County. Funding is limited to 20% of STA funds allocated under PUC Section 99313 that HCAOG receives in the fiscal year.

**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. 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 committees 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.

#### Definintion 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 TDA stipulates 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 may be determined to be unreasonable to meet because it is not feasible to initiate service within the coming fiscal year, due to the time required for vehicle acquisition, planning, or similar timing factors, or because additional information is needed to determine whether or not the unmet transit need is reasonable to meet. An unmet transit need shall not be determined unreasonable to meet more than once on these grounds.

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. Figure 1 portrays population densities in the Redwood Empire Region. Figure 2a portrays carless households in Humboldt County, and Figure 2b portrays carless households in the Humboldt Bay Region.

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. The data reflects the most current estimates or projections available by jurisdiction for each indicator.

**Table 1. Populations in Humboldt County**

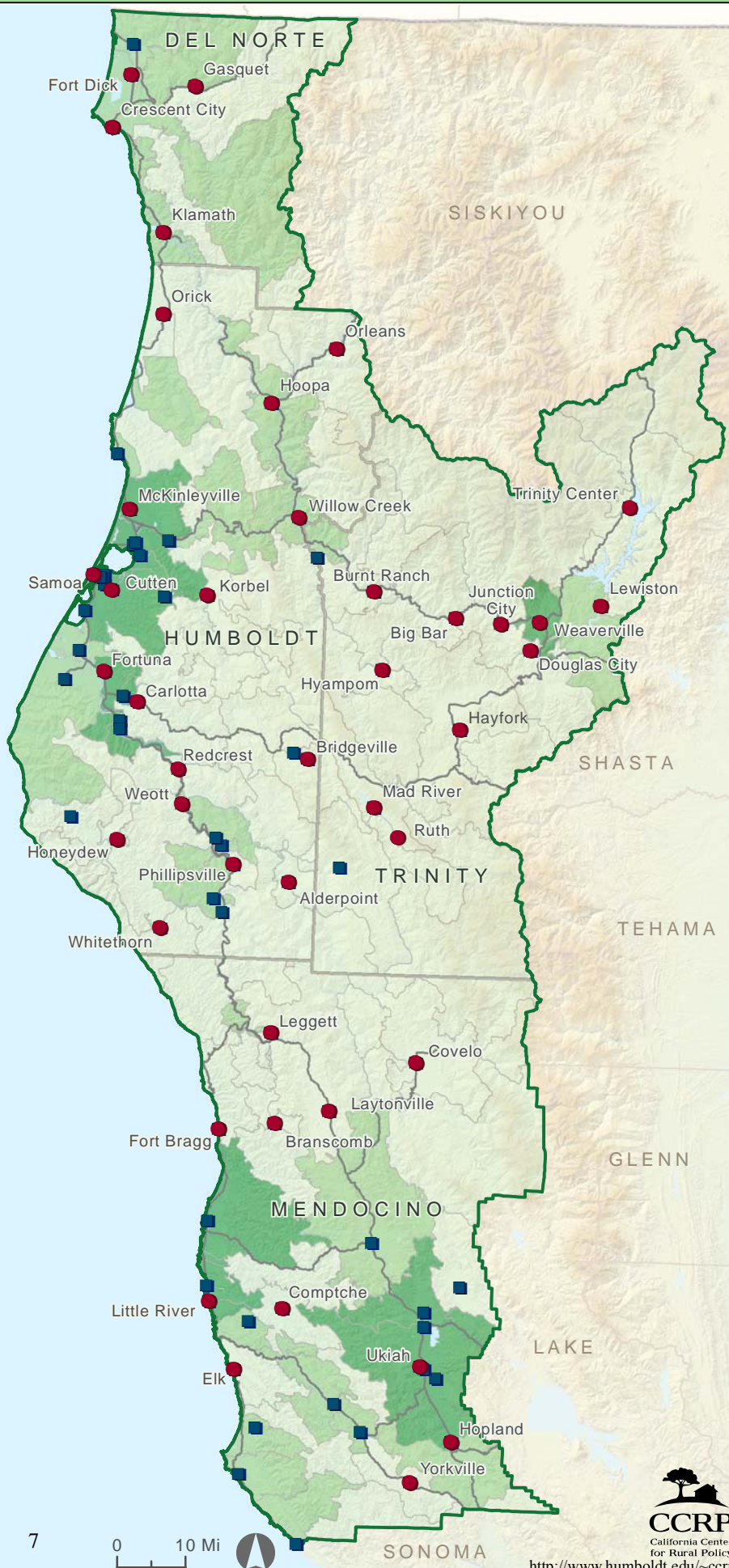
Jurisdiction	January 1, 2011	January 1, 2012	Change from 2011 to 2012	% Of Countywide Population (2012)
Arcata	17,681	17,752	71	13.19%
Blue Lake	1,254	1,255	1	0.93%
Eureka	27,034	26,960	-74	20.03%
Ferndale	1,362	1,362	0	1.01%
Fortuna	11,871	11,840	-31	8.80%
Rio Dell	3,351	3,344	-7	2.48%
Trinidad	365	364	-1	0.27%
Balance of County (Unincorporated Areas)	71,667	71,710	43	53.28%
Countywide	134,585	134,587	2	100%

Source: State of California. Department of Finance. *E-1 Population Estimates for Cities, Counties, and the State — January 1, 2011 and 2012, May 2012.*

# CCRP Rural Health Information Survey: Socio-Spatial Sampling Scheme by Zip Code Tabulation Area (ZCTA)



Figure 1.  
Population Densities in the  
Redwood Empire Region



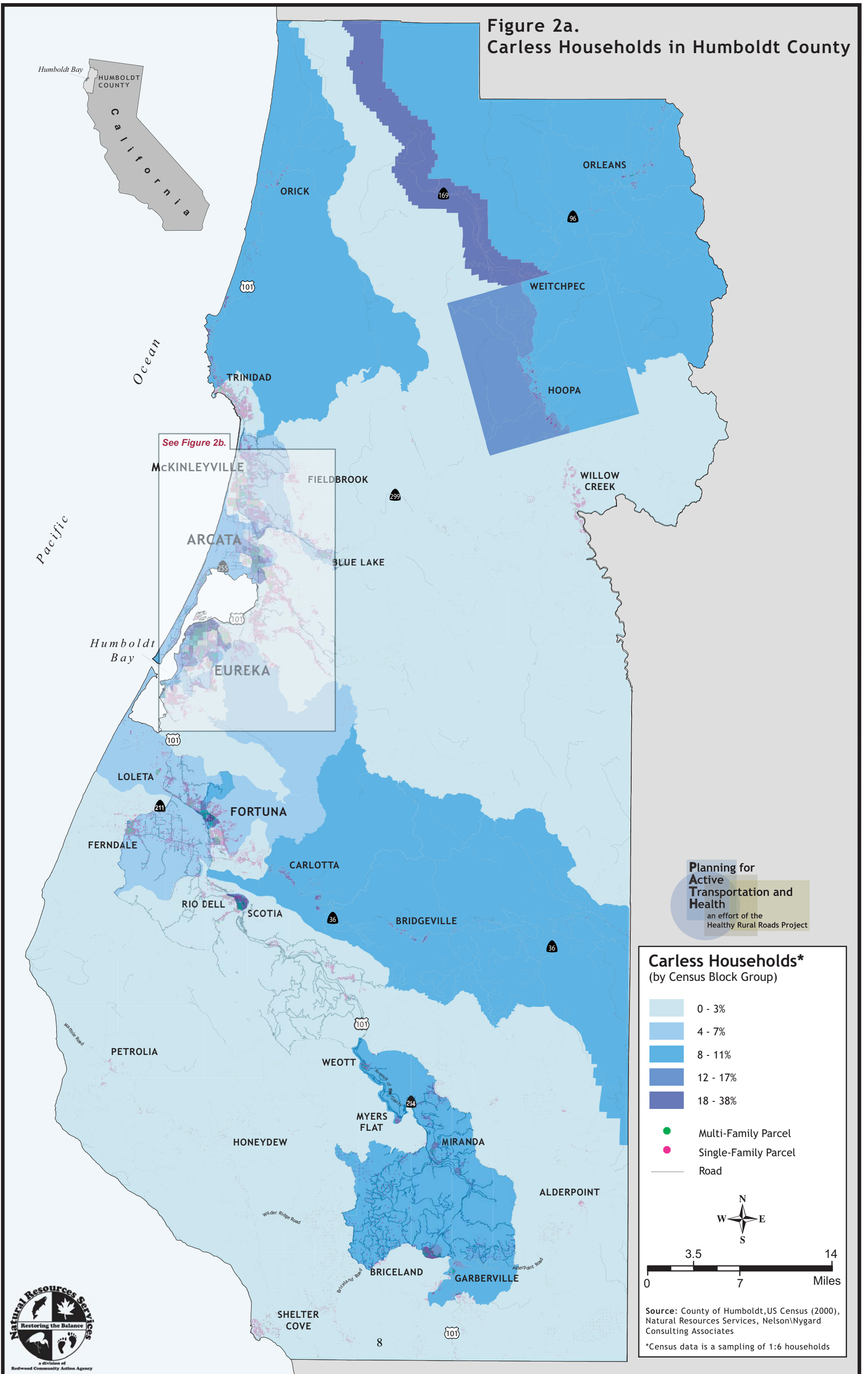
**Sampled U.S. Post Offices & ZCTA Population Density**  
(People per sq. mile by ZCTA)

- Sampled Post Offices (Labeled)
- Post Offices
- Less than 11
- 11- 50
- Greater than 50

Data Sources: U.S. Postal Service, U.S. Census Bureau (2000)  
GIS and Cartography: R. Degagne, J. Pollom, A. Braden (2007)



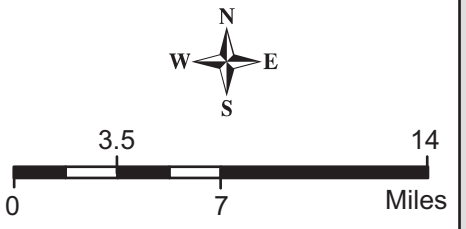
**Figure 2a.**  
**Carless Households in Humboldt County**



**Planning for Active Transportation and Health**  
 an effort of the Healthy Rural Roads Project

**Carless Households\***  
 (by Census Block Group)

- 0 - 3%
- 4 - 7%
- 8 - 11%
- 12 - 17%
- 18 - 38%
- Multi-Family Parcel
- Single-Family Parcel
- Road

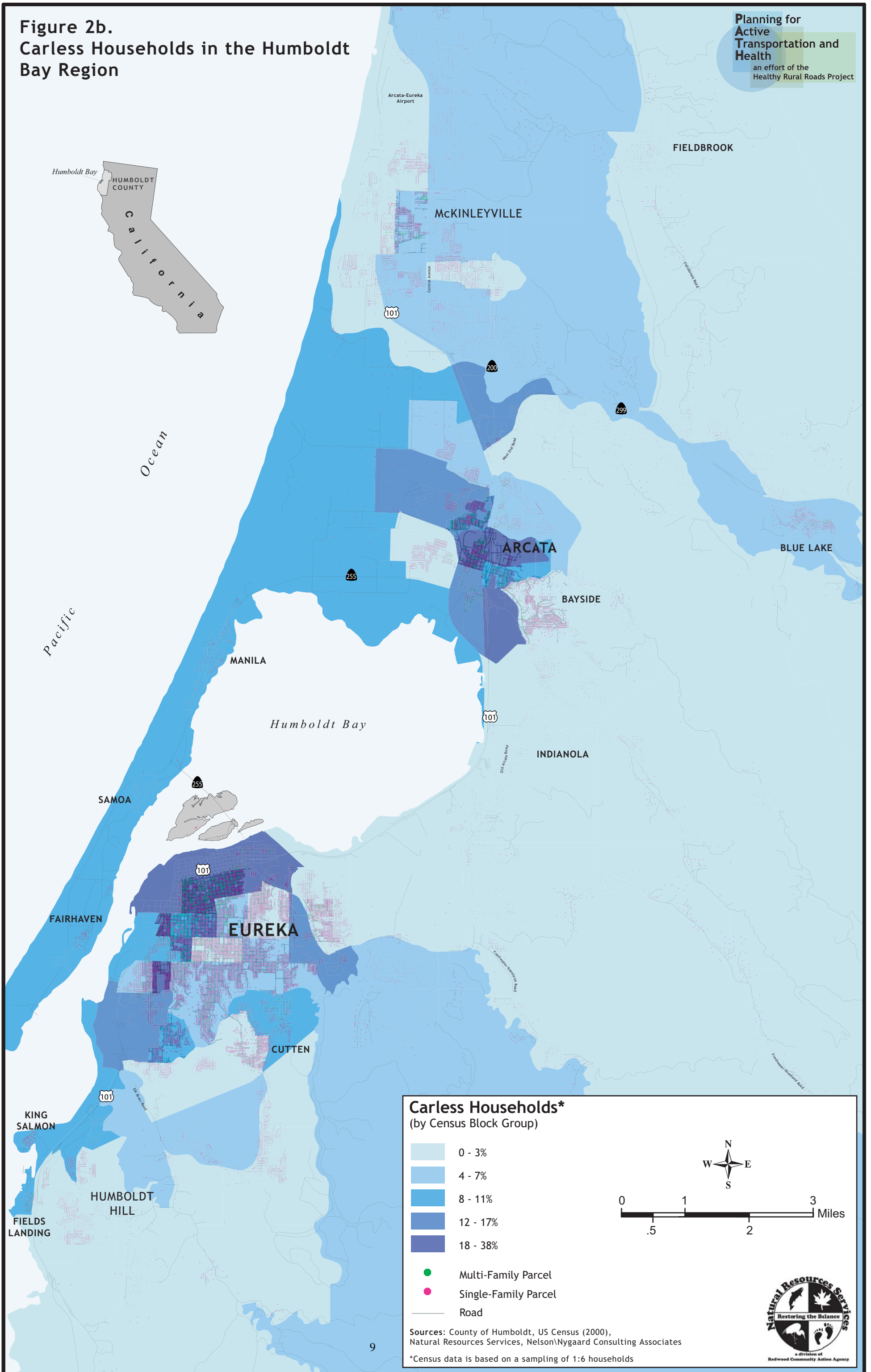


Source: County of Humboldt, US Census (2000), Natural Resources Services, Nelson\Nygaard Consulting Associates  
 \*Census data is a sampling of 1:6 households



**Figure 2b.  
Carless Households in the Humboldt Bay Region**

**Planning for  
Active  
Transportation and  
Health**  
an effort of the  
Healthy Rural Roads Project



Below, Tables 2 and 3 show, by jurisdiction, the populations with a higher potential for being transit-dependent.

**Table 2. Transit Dependent Indicators: Age and Income**

Jurisdiction	Individuals Below Poverty Level			Persons 65 Years and Older	
	Total Population	Individuals Below Poverty Level	% of Countywide Population (2012)	Persons 65 Years and Older	% of Countywide Population
Arcata	17,752	4,394	3.3%	1,408	1.0%
Blue Lake	1,255	179	0.1%	179	0.1%
Eureka	26,960	5,524	4.1%	3,215	2.4%
Ferndale	1,362	123	0.1%	308	0.2%
Fortuna	11,840	2,188	1.6%	2,066	1.5%
Rio Dell	3,344	459	0.3%	443	0.3%
Trinidad	364	28	0.0%	71	0.1%
County of Humboldt (Unincorporated)	71,710	8,175	6.1%	10,035	7.5%
<b>Countywide</b>	<b>134,587</b>	<b>15,343</b>	<b>11.4%</b>	<b>17,725</b>	<b>13.2%</b>

Source: U.S. Census Bureau. 2006 - 2010 American Community Survey 5-year Estimates. Poverty threshold as defined by the federal government.

**Table 3. Transit Dependent Indicators: Disability Status**

Jurisdiction	Persons with Disability Status		
	Population 5 years and older	Disability Status (5 years and older)	% of Population (5 years and older)
Arcata	15,986	2,593	16.1%
Blue Lake	1,077	196	18.9%
Eureka	24,628	6,566	27.5%
Ferndale	1,303	194	14.9%
Fortuna	9,774	2,452	25.6%
Rio Dell	2,954	769	25.9%
Trinidad	303	68	21.9%
County of Humboldt (Unincorporated)	63,368	25,116	19.4%
<b>Total Countywide</b>	<b>119,393</b>	<b>37,954</b>	<b>21.2%</b>

Source: U.S. Census Bureau. 2000 Census

### **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 public transportation systems to provide paratransit service. Other transportation services range from taxis to volunteer-driver programs for taking patients to medical appointments.

The existing transit services within Humboldt County are listed below. 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) - Service in the City of Blue Lake, and to Arcata Transit Center

Eureka Transit Service (ETS) - Service within Eureka City Limits

Klamath-Trinity Non-Emergency Transportation (K/T Net) - Fixed and flex routes for Willow Creek, Hoopa, Orleans, Weitchpec, Wautec

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.

Southern Humboldt Transit System (SHTS) – Operated by HTA. Intercity and local transit service in the southern portions of the county. The southern Humboldt Intercity service runs between Garberville and Eureka with stops including Briceland/Redway Drive, Phillippsville, Miranda, Myers Flat, Weott, Fortuna, and College of the Redwoods. The Southern Humboldt Local Transit System provides deviated fixed-route service in areas between Garberville and Miranda.

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

**Paratransit and Medical Transportation Services:**

Blue Lake Rancheria Transit System  
City Ambulance of Eureka (CAE)  
Humboldt Community Access and Resource Center (HCAR)  
Humboldt Medi-Trans  
K’ima:w Transportation Service

**Social Service Transportation Providers:**

Adult Day Health Care of Mad River  
Bridgeville Community Center Van  
County of Humboldt Health and Human Services Department (Social Services Branch)  
Ferndale Senior Resource Center “Bridging the Gap”  
Fortuna Senior Services, Inc: Fortuna Senior Bus  
Humboldt Community Access and Resource Center (HCAR) Care-A-Van  
Humboldt Senior Resource Center: Dial-A-Ride  
Redwood Coast Regional Center  
Southern Trinity Health Services

**Other Transit Providers:**

Cher-Ae Heights Casino Shuttle – For casino patrons  
Blue Lake Casino Transportation – For casino patrons  
Taxi and Shuttle Services

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

## **4. Unmet Transit Needs Findings**

As outlined in Chapter 1, 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))

### **Previous Year Recap: FY 2012-13**

In last year's UTN process, people most commonly responded that they wanted Sunday service, more frequent bus service on all fixed routes, and later evening service on weekdays and weekends. Request was received for additional RTS midday service between Eureka and Arcata to minimize overcrowding. Requests were also received for new or expanded service in the Northeastern Humboldt communities, Southern Humboldt communities, Manila, Fernbridge/Ferndale, and along Old Arcata Road.

In response to KT Net's request for expanded service in northeastern Humboldt, the Humboldt County Board of Supervisors approved increased funding to KT Net for service from Willow Creek to Hoopa to provide a better transit connection between the coast and northeastern Humboldt communities.

The HCAOG Board's jurisdictional finding for FY 2012-13 was: The RTPA does find that for the jurisdictional area of Humboldt County, including the incorporated cities, there are no unmet transit needs that are reasonable to meet (HCAOG Resolution 12-12).

In response to previous year FY 2011-12 Unmet Transit Needs Findings, two new service expansions have been implemented. The Willow Creek Transit Service expanded to include Saturday service in July 2012. The Redwood Transit System (RTS) implemented Sunday service from Trinidad to Scotia on November 4, 2012.

### **Current Year - Fiscal Year 2013-14 Findings**

#### **Public Comments**

HCAOG initiated the citizen participation process on January 9, 2013. HCAOG encouraged the public to give input via:

- City Council, County Supervisor, and HCAOG Public Hearings
- Comments sent directly to HCAOG (by phone or written) through February 22, 2013.
- Advertisements were placed in local newspaper, public service announcements were distributed, as well as advertisements displayed on buses, and at numerous social service offices through February 22, 2013.

For the full record of public comments, refer to appendices:  
Appendix B. Record of Public Hearings and Testimony; and  
Appendix C. Record of Public Comments Received via Telephone or Written

## Unmet Transit Needs Comments

The Transportation Development Act (TDA) stipulates that unmet transit needs *do not include minor or operational improvements or changes such as bus stops, schedules, and minor route changes*. Comments and/or requests of this nature are included in Appendix B and C and will be provided to transportation agencies for consideration.

In January and February, each HCAOG member jurisdiction and the HCAOG Board held their respective public hearings on unmet transit needs. The following summarizes unmet transit needs comments received through this year's unmet transit needs process:

### Member Jurisdictions' Public Hearings

#### *City of Arcata*

- **RTS** – Later evening service on Thursday, Friday and Saturday nights in order to give the public additional options between Arcata and Eureka. (Comment by Paul Pitino)
- **RTS** – HTA should continue to service the bus stops located at 5<sup>th</sup> & G, 6<sup>th</sup> & H, and the Valley West area. A consultant suggested eliminating these stops to save run time. (Comment by Councilmember Winkler)
- **RTS** – Sunday service should be the same as Saturday service due to current heavy ridership and the long wait times if miss a bus. (Comment by Mayor Brinton)

#### *City of Blue Lake*

- **BLRTS** - Transit within the City of Blue Lake. (Comment by Ingrid Kosek)
- **BLRTS** - Weekend transit, especially for lower paid workers in retail or food industry. (Councilmember Manzanita)
- **BLRTS** - Extended and weekend hours. (Comment by Councilmember Killman)

#### *City of Eureka*

No public comment was received.

#### *City of Ferndale*

No public comment was received.

#### *City of Fortuna*

Bus shelter comment, see Appendix B.

#### *City of Rio Dell*

- **Dial-a-Ride** - Improved Dial-A-Ride program for seniors.

#### *City of Trinidad*

Storage comment, see Appendix B.

#### *County of Humboldt*

- **Dial-a-Ride** - Need innovative solutions to provide more dial-a-ride service to all areas for senior population to enable seniors to age in place. (Comment by Marianne Pennekamp)

- **Dial-a-Ride** - Expressed need for more dial-a-ride service in outlying areas of the County. (Susan-Harincar-Driscoll)
- **RTS** - Need for service route between Arcata and Eureka on Myrtle Avenue along Arcata Road/Freshwater area. (Comment by Supervisor Lovelace)

*Humboldt County Association of Governments*

- **Dial-a-Ride, ETS** – Executive Director Humboldt Senior Resource Center (HSRC) and Social Service Transportation Advisory Council member Joyce Hayes, spoke regarding transportation needs on behalf of seniors. Surveys were submitted on behalf of HSRC clients. (Comment by Joyce Hayes) See Appendix C for HSRC comments.

Public Comments Received via Telephone and Written

- **RTS** – Request for service between Eureka and Arcata (along Old Arcata Road). (Annie Bolick-Floss)
- **ETS** – ETS to start up Sunday service. (Pamela Fishtrom)
- **ETS** – Bus service to Home Drive in Cutten. (Diana Rinehart)
- **RTS** – Provide service directly to Ferndale. (Brian Simon)
- **RTS** – Commute bus from Ferndale to Eureka. (Jennifer Jones)
- **ETS** – Sunday service. HTA’s Sunday service is limited in its helpfulness, since many locations are not accessible once a person reaches Eureka...since there is not local Eureka Sunday service. (Doug Rose – Humboldt Council of the Blind)
- **RTS** – Service in Manila. Service stops at either end of Manila, and Young Lane intersection. (Comment by Dwight Winegar)
- **RTS** – Service to Bayside, Old Arcata road, and Jacoby Creek area. (Comment by Dwight Winegar)
- **ETS** – Service to Prairie Avenue, Eureka.
- **RTS** – More scheduled service times to Trinidad.
- **ETS/RTS** – Provide transit service directly to Social Services Department on Koster St.
- **RTS** – Increased service/improved schedule for peak commute times between McKinleyville and Arcata/Eureka. (Gordon Leppig)
- **RTS** - Request for Friday and year round service at School Road, McKinleyville (even when HSU not in session) to accommodate commuters. (Gordon Leppig)
- **Humboldt Senior Resource Center Comments**

The Humboldt Senior Resource Center (HSRC) submitted 28 surveys completed by HSRC clients. Unmet transit needs comments are listed below. The full record of surveys/comments including bus stop requests, etc., are contained in Appendix C (page C-21).

- **RTS** – Request public transportation along parts of Old Arcata Road, Indianola Cutoff, Jacoby Creek School, Bayside Post Office.
- **Fortuna Senior Bus** – Run later than 4:00 pm to return from appointments.
- **Fortuna Senior Bus** – Weekend service.
- **ETS, RTS, A&MRTS** - Request for later service hours on Friday or Saturday nights.
- **ETS, RTS, A&MRTS** - More frequent service and extended (later) service hours.
- **ETS, DAR** - Request for Saturday and Sunday service for bus and Dial-a-Ride.
- **A&MRTS** – Service to Samoa

## 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. This year, the Humboldt County region's estimated share of LTF funds is higher than last year's share. For fiscal year 2013-14, the jurisdictions are estimated to receive \$4,155,054 in LTF, which is an increase of \$97,954 (or approximately 1% more than what was allocated in FY 2012-2013).

### Previous Fiscal Year (FY 2012-2013)

Table 4 shows how LTF funds were allocated last year (FY 2012-2013); it also shows how the Cities and County projected they would apportion funds to transit and non-transit uses. The cities of Arcata and Eureka have expended all of their 2012-13 LTF estimated funds to transit service. The City of Ferndale expended all their LTF funds to non-transit purposes (streets and roads). Other jurisdictions used the monies for both transit and non-transit uses, as shown below. Table 5 reflects FY 2013-2014 LTF apportionments.

**Table 4. LTF Funds Allocated by Jurisdiction, FY 2012-13**

	2012-2013 Beginning Balance (actual) \$	2012/2013 Apportioned LTF Funds (estimate) \$	Projected Transit Use Article 4 \$	Projected Third Party Transit Use Article 8 \$	Projected Ped & Bike Uses Article 8 \$	Projected Streets & Roads Use Article 8 \$	Unclaimed Funds remain in jurisdiction's account with County Auditor (estimate) \$
Arcata	158,581	519,439	559,845		0	0	118,175
Blue Lake	6,053	37,942		31,875	0	0	12,120
Eureka	74,259	818,331	818,331				74,259
Ferndale	4,000	41,242	0		0	45,242	0
Fortuna	29,168	359,240	197,217		7,185	154,838	29,168
Rio Dell	8,297	101,440	33,252	6,500		61,688	8,297
Trinidad	2,663	11,038	3,681			7,357	2,663
County	181,441	2,168,428	1,854,063	167,534	124,472	22,359	181,441
<b>Region Totals:</b>	<b>464,462</b>	<b>4,057,100</b>	<b>3,466,389</b>	<b>205,909</b>	<b>131,657</b>	<b>291,484</b>	<b>426,223</b>

**Table 5. FY 2013-2014 LTF Fund Apportionments**

	Population*	% of Regional Population	2013/2014 LTF Apportioned (\$)
City of Arcata	17,752	13.19%	548,051
City of Blue Lake	1,255	0.93%	38,745
City of Eureka	29,960	20.03%	832,326
City of Ferndale	1,362	1.01%	42,049
City of Fortuna	11,840	8.80%	365,532
City of Rio Dell	3,344	2.48%	103,238
City of Trinidad	364	0.27%	11,238
County of Humboldt	71,710	53.28%	2,213,875
Region Totals:	137,587	100%	4,155,054

LTF = Local Transportation Fund

\*Source: California Department of Finance, Table E-1, released May 1, 2012.

## List of Acronyms

A&MRTS	Arcata & Mad River Transit System
APTA	American Public Transit Association
BLRTS	Blue Lake Rancheria Transit System
CAE	City Ambulance of Eureka
CAV	Care-A-Van
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
HCAOG	Humboldt County Association of Governments
HCAR	Humboldt County Asset and 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
NET	Non-Emergency Transportation
PAC*	Policy Advisory Committee
PTA	Public Transit Account
PUC	(State) Public Utilities Code
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
RTS	Redwood Transit System
SB	Senate Bill
SCC*	Service Coordination Committee
SHI	Southern Humboldt Intercity bus route
SHL	Southern Humboldt Local bus route
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

\*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 Redwood Transit System (RTS), South Humboldt Transit System (SHTS), 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, Willow Creek Extension, Arcata & Mad River Transit System (A&MRTS), Blue Lake Rancheria Transit (BLRT), 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 Willow Creek Extension 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**

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

The Arcata City Council initiated A&MRTS in 1975, and operates it through the Public Works Department. 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 and Red Route. The Gold Route travels between Valley West and downtown, with service to Mad River Community Hospital and Humboldt State University (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.

When HSU is in session, both the routes operate hourly from 7:00 a.m. to 10:00 p.m. on weekdays and from 7:00 a.m. to 7:00 p.m. on Saturdays. During HSU summer and winter breaks, weekday hours end at 7:00 p.m. Buses do not run on Sundays.

##### Blue Lake Rancheria Transit (Public Transit Operator)

The Blue Lake Rancheria Transit System began operating in 2002; it is operated by the Blue Lake Rancheria, a federally recognized tribe in Humboldt County. The service is offered in

partnership with the City of Blue Lake, which provides partial funding through its TDA fund allocation. The BLRTS has weekday fixed-route service from 7:00 a.m. until 5:00 p.m. between Blue Lake/Glendale and the Arcata Transit Center. There is a three-hour gap in service between 10:00 a.m. and 1:00 p.m. Stops on the route include several locations in Blue Lake, the Blue Lake Rancheria, the Glendale community, the Arcata Transit Center, Mad River Community Hospital and the HSU campus.

Eureka Transit Service (ETS) (Public Transit Operator)

The Eureka Transit Service (ETS) has been operating since January 1976. The City of Eureka contracts HTA to operate ETS. The Eureka Transit Service (ETS) has four fixed-routes within the City of Eureka. The Purple, Gold, Red and Green routes operate hourly and serve most major destinations in the city. The Purple, Gold and Red routes all connect to each other in downtown (3rd Street and H Street), while all four routes connect at Harris and F Streets in the southern part of 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 mostly 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.

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 provides two **deviated** fixed-route services between Willow Creek and areas north along Highways 96 and 169, including Hoopa Valley, Weitchpec (since August 2008), and Pecwan/Wautec and Orleans (since early 2009).

The Willow Creek, Hoopa, Weitchpec service operates Monday through Saturday. On Monday and Thursday this bus also includes a route between Hoopa and Orleans. K-T Net schedules the Hoopa-Willow Creek service to connect with the RTS Willow Creek Extension bus (for trips to the Humboldt Bay Area), and with Trinity Transit (for trips further east to Redding). The Willow Creek to Hoopa service is funded with TDA funds from Humboldt County. Service from Hoopa to Weitchpec and Orleans is funded with stipends from the Hoopa Valley Tribe and grants received by the Karuk Tribe.

The service from Willow Creek, Hoopa, Weitchpec, Pecwan/Wautec operates Monday through Friday. The Hoopa to Wautec portion is funded by the Yurok Tribe, Karuk Tribe, and K/T Net.

Humboldt Transit Authority (HTA) (Public Transit Operator)

The Humboldt Transit Authority (HTA) is a joint powers authority (JPA), established in 1975 by a joint powers agreement signed by Humboldt County and the cities of Arcata, Eureka, Fortuna, Rio Dell and Trinidad. HTA is funded primarily through fares and Transportation Development Act (TDA) funds from the JPA members.

HTA operates and maintains the Redwood Transit System (RTS), the Willow Creek Transit Service, and the Southern Humboldt Transit Systems. Also, under contract, HTA operates and maintains the Eureka Transit System, and provides paratransit (Dial-A-Ride and Dial-A-Lift) and administrative services for the region.

Redwood Transit System (RTS) (Public Transit Operator)

HTA operates Redwood Transit System (RTS) which 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 HSU, College of the Redwoods, the Intermodal Transit Center in Arcata (commonly referred to as Arcata Transit Center), Downtown Eureka and the Bayshore Mall. RTS runs seven days a week. (Sunday service began November 4, 2012.)

Southern Humboldt Transit System (Public Transit Operator)

HTA operates Southern Humboldt Transit System, which provides intercity and local transit service in the southern portions of the county. The Southern Humboldt Intercity service runs between Garberville and Eureka with stops including Briceland/Redway Drive, Phillipsville, Miranda, Myers Flat, Weott, Fortuna, and College of the Redwoods. The Southern Local Transit System provides deviated fixed-route service in areas between Garberville and Miranda. Service runs during weekday peak travel times (morning and afternoon).

Willow Creek Transit Service (Public Transit Operator)

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

**PARATRANSIT & MEDICAL TRANSPORTATION SERVICES**

Paratransit includes Dial-A-Ride/Dial-A-Lift service for elderly and disabled individuals who are unable to use the fixed-route system. All passengers using the Dial-A-Ride service must be certified to use the service. The Dial-A-Ride/Dial-A-Lift service areas include the cities of Eureka, Arcata and McKinleyville and as far north as the Little River & Highway 101.

The majority of paratransit services in Humboldt County are provided by City Ambulance of Eureka (CAE) and Humboldt Community Access and Resource Center (HCAR) through various contracts with the City of Eureka, the City of Arcata, the Humboldt Transit Authority (HTA) and the County of Humboldt.

Blue Lake Rancheria Transit (Public Operator)

Complementing its fixed-route service, Blue Lake Rancheria Transit provides Dial-A-Ride service within the City of Blue Lake and provides connections to Arcata, Fieldbrook, Korbel, Glendale, McKinleyville and Eureka for qualified disabled and elderly individuals.

City Ambulance of Eureka (CAE) (Private Operator)

City Ambulance of Eureka (CAE) provides various transportation services throughout Humboldt County, including ambulance, Dial-A-Ride, non-emergency medical transportation, shuttle and taxi services. It operates the Dial-A-Ride/Dial-A-Lift services in Eureka, Arcata and McKinleyville through contracts with the individual cities, the Humboldt Transit Authority and/or Humboldt County.

CAE also operates CAE Med Trans, which offers non-emergency wheelchair and gurney transportation throughout the county. Medi-Cal billing is available for the Med Trans service. CAE also operates City Ambulance, which provides emergency medical transportation services throughout most of Humboldt County. City Ambulance has stations in Eureka, Fortuna and Garberville and responds to all 911 medical emergencies in Humboldt County. It also provides hospital to hospital transports throughout the county.

Humboldt Community Access and Resource Center (HCAR) (Private Non-profit Operator)

HCAR operates supplemental paratransit beyond the cities of Eureka and Arcata with the advanced transportation service. The HCAR Dial-A-Ride service area includes Fields Landing, King Salmon, Humboldt Hill, Elk River Road, Ridgewood Heights, Freshwater, Samoa/Manila, Indianola and Old Arcata Road. HCAR also operates the Care-A-Van (CAV) Non-Emergency Medical Transport (NEMT) service in Scotia, Blue Lake, Trinidad and in-between areas. HCAR operates the Care-A-Van service directly through a contract with HCAOG.

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. Medi-Cal billing is also available.

K'ima:w Transportation Department of the K'ima:w Medical Center

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 include medication deliveries, but are not intended for personal trips (e.g., bank, grocery store, etc.).

Transportation services are for appointments in the Hoopa Valley, Humboldt County and outer metropolitan areas. Service to Eureka, and other parts of the county require two to four hours advanced notice and a referral. Transportation is also available outside of the county but requires at least 72 hours notice and a referral. Service is available from 8:00 a.m. to 6:30 p.m., Monday through Friday.

## **SOCIAL SERVICE TRANSPORTATION PROVIDERS**

### Adult Day Health Care of Mad River (ADHC)

The non-profit Adult Day Health Care 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 five vehicles that provide service throughout Arcata, McKinleyville and Eureka. The ADHC also relies on HCAR Care-A-Van non-emergency medical transportation service and Dial-A-Ride services to transport its clients.

### Bridgeville Community Center Van

The Bridgeville Community Center is a non-profit organization that offers a senior lunch program on Tuesdays, rural health services on Thursdays and sponsors other community events throughout the year. The Community Center has one seven-passenger van that provides transportation from Bridgeville to Eureka and Fortuna on Fridays, as well as transportation for seniors in the area to attend the weekly lunch program. The service to Eureka/Fortuna is available for medical and social service appointments and generally leaves in the morning and returns in the afternoon. Although the service is grant funded, the Community Center requests a \$5.00 donation for the Eureka/Fortuna service. A one-day advanced reservation is required for the service. The van serves about 250 riders per year.

### 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 approximately \$400,000 annually for various transportation services or contracts.

### Ferndale Senior Resource Center “Bridging the Gap”

Ferndale’s “Bridging the Gap” service provides demand response transportation services to seniors that reside in and around 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 from 9:00 a.m. to 3:30 p.m.. The Ferndale Senior Resource Center bus was purchased with a private donation, and operating costs are funded by private donations and fares.

#### Fortuna Senior Services, Inc. – Fortuna Senior Bus

The Fortuna Senior Bus is available to disabled persons and people 50-years-old and older. Service is to locations in Fortuna. The fee is \$1.25 one-way, or \$20 for a 20-ride punch card. The service takes reservations for doctor appointments one month in advance, and for non-medical appointments one week in advance. The City of Fortuna devotes a portion of their TDA fund allocation to this service.

#### Humboldt Community Access and Resource Center (HCAR)

In addition to its Dial-A-Ride service (described above), HCAR provides transportation services for the elderly and persons with disabilities through their Care-A-Van. As the designated CTSA, HCAR is eligible for TDA funds and it not subject to unmet transit needs and “reasonable to meet” standards. It has a total of 15 vehicles dedicated to transportation services.

#### Humboldt Senior Resource Center (HSRC) Dial-A-Ride

The Humboldt Senior Resource Center is a multi-service center that provides services mainly in Eureka, but also has meal site programs elsewhere throughout the county. HSRC runs two Adult Day Health Services programs, one in Eureka and one in Fortuna. The programs provide transportation services only to clients, and only to and from its facilities in Eureka and Fortuna. The two centers have a total of six vehicles that provide services throughout Eureka and the surrounding area, Fields Landing, Fortuna, Rio Dell and the Eel River Valley. Services are primarily for seniors, but some services are provided for persons 18 and older who are disabled and dependent on others.

The Eureka program also relies on the Care-A-Van non-emergency medical transportation service and Dial-A-Ride services to transport its clients. The Fortuna program is able to use the Fortuna Senior Bus service for clients on a very limited basis.

#### Redwood Coast Regional Center (RCRC)

The Redwood Coast Regional Center is one of twenty-one private, non-profit regional centers in California that serve people with developmental disabilities. The RCRC provides services in Del Norte, Humboldt, Lake and Mendocino Counties. The RCRC does not directly operate any transportation, but has a variety of contracts to provide transportation for its clients.

In Humboldt County, the RCRC has contracts related to transportation of approximately \$1.3 million. Transportation services provided for RCRC clients include private transportation (morning and afternoon service), Dial-A-Ride and fixed route bus ticketing, and a Volunteer Driver Reimbursement Program. RCRC also contracts with Supportive Living Agencies, Board and Care Homes and Adult Day Services to provide in-county and out-of-county transportation.

When other services are not available, RCRC will sometimes provide rental cars and/or taxi vouchers for its clients.

### Southern Trinity Health Services

Southern Trinity Health Services is a medical facility in the community of Mad River, Trinity County. They provide transportation services for the southern portion of Trinity County and the southeastern portion of Humboldt County. Their transport service is available to all residents and visitors, not just health center patients. Anyone 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 Friday, serving the communities Bridgeville, Dinsmore, Hayfork, Hettenshaw Valley, Mad River, Ruth, Swains Flat and Zenia. Additionally, once a week (Wednesdays) they run the “Day-in-Town” route, which travels to the Eureka/Fortuna area with stops dependent on rider needs. Reservations made ahead of time determine the route. Their full services area is approximately 1,250 miles.

The clinic has two vans (8-person vehicle), which were acquired from the Southern Trinity Senior Center, and a 17-passenger bus acquired in 2011 with rural transit grant funds from the American Recovery and Reinvestment Act of 2009. The facility operates the program using its general budget funds. Plus, Trinity County annually contributes \$5,000 to the van service.

## **OTHER PRIVATE TRANSIT PROVIDERS**

### Cher-Ae Heights Casino Shuttle

Operated directly by the Cher-Ae Heights Casino, the shuttle transports customers to the casino Wednesday through Sunday. Two separate shuttle routes serve various locations in Eureka and Arcata. The Eureka shuttle provides five round trips Wednesday through Saturday and four round trips on Sunday. The Arcata shuttle route provides four round trips Wednesday through Saturday and three round trips on Sunday. Service to Fortuna and Loleta is available upon request. All service is free for Cher-Ae Heights customers and a wheelchair accessible vehicle is available if requested.

### Taxi and Shuttle Services

Taxi services in Humboldt County are operated under the banner of City Cab, even though service is provided using several different company names, including Yellow Cab, City Cab and Express Cab. Rates are based on distance. Service is provided in most parts of the county with the exception of Fortuna.

Shuttle service is available to airports and other destinations. Door-to-Door Airporter Shuttle serves the Arcata-Eureka Airport and Humboldt Bay Area. CAE also provides shuttle service for private events or long distance group transportation (e.g., to the San Francisco airport). Rates are based on the number of people and a three-hour minimum.

**Appendix B:  
Record of Public Hearings & 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

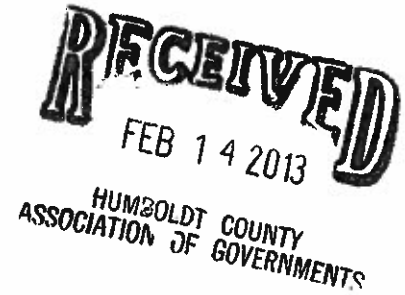
Finance  
822-5951

Recreation Division  
822-7091

FAX  
822-8018

February 12, 2013

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



Dear Marcella,

Please find the following information received at the City of Arcata's February 6, 2013, 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:

**Paul Pitino** – Former Council Member, former HTA Board Member and current SSTAC member. As stated last year, Paul is requesting that HTA consider providing later evening service on Thursday, Friday and Saturday nights in order to give the public additional options between Arcata and Eureka. Consider installing bus shelters and bike racks at the 6<sup>th</sup> & H and 5<sup>th</sup> & G stops.

**Council Member Winkler** – Consider installing a bus shelter at 14th & B. HTA should continue to service the bus stops located at 5<sup>th</sup> & G, 6<sup>th</sup> & H and the Valley West area. A consultant suggested the possibility of eliminating these stops to save run time. Both HTA and the City of Arcata disagreed with this recommendation due to the considerable inconvenience it would cause to the passengers.

**Council Member Stillman** – Agrees with the additional bus shelter considerations.

**Mayor Brinton** – Echoed support for the other comments. Also suggested Sunday service should be the same as Saturday service due to current heavy ridership and the long wait times if you miss a bus. He encouraged the timely implementation of the planned real-time bus tracking system.

**Council Member Wheatley** – Agreed with and supported all comments.

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

Sincerely,

*Larry Pardi*   
Larry Pardi, Transportation Superintendent

Excerpted: Blue Lake City Council Meeting Minutes  
February 12, 2013

**February 12, 2013**

The Blue Lake City Council met in regular session at 7:01pm on February 12, 2013. Mayor Sherman Schapiro called the meeting to order. Council Members present were Kevin Benjamin, Lana Manzanita, Stephen Kullmann, Greg Sawatzky. Others present were City Manager John Berchtold.

**Motion to Approve Agenda**

Councilmember Benjamin moved, seconded by Councilmember Kullmann to approve the agenda with exception for item #20 after #13 and item #21 after item #14. The motion carried unanimously.

**Public Hearing Regarding Unmet Transit Needs**

HCAOG to hold one master meeting for any Humboldt County resident to attend in regards to unmet transit needs. Mayor Schapiro read a letter from Blue Lake resident Ingrid Kosek in regards to the need for transit within City. Councilmember Manzanita stated need for weekend transit, especially for lower paid workers in retail or food industry. Councilmember Kullmann stated the need for extended and weekend hours. Statements / comments closed at 7:14pm.

Approved February 26, 2013  
Adrienne Nielsen, City Clerk

CITY COUNCIL/REDEVELOPMENT AGENCY, CITY OF EUREKA  
COUNTY OF HUMBOLDT, STATE OF CALIFORNIA

MINUTE ORDER

Certified copy of portion of proceedings. Meeting of April 17, 2007.

SUBJECT: Public Hearing – Unmet Transit Needs

ACTION:

Retired Assistant Finance Director, Sanna Wood provided a report.

The public hearing opened at 6:35p.m. No individuals addressed the Council regarding this subject matter.

The public hearing was closed at 6:35p.m.

Council directed staff to forward a transcript of comments to the Humboldt County Association of Governments (HCAOG) for inclusion in the 2010-13 Unmet Needs Report of Findings.

Adopted on motion by Councilmember Newman, seconded by Councilmember Madsen, and the following vote:

AYES: BRADY, ATKINS, NEWMAN, CIARABELLINI, MADSEN  
NOES: NONE  
ABSENT: NONE  
ABSTAIN: NONE

**RECEIVED**  
FEB 20 2013

STATE OF CALIFORNIA )  
County of Humboldt ) ss.  
City of Eureka )

HUMBOLDT COUNTY  
ASSOCIATION OF GOVERNMENTS

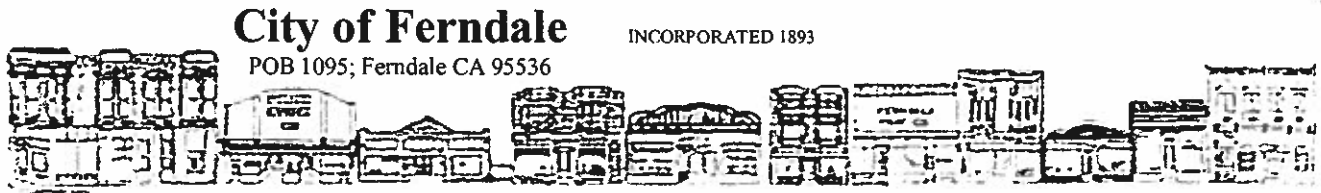
I, SUZANNE A. ZIEMER, Deputy City Clerk of the City of Eureka, do hereby certify the foregoing to be a true and correct copy of the original made in the above entitled matter by said City Council as the same now appears of record in my office.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of the City of Eureka on February 13, 2013.

  
\_\_\_\_\_  
SUZANNE A. ZIEMER  
DEPUTY CITY CLERK

Originating Dept. Finance

Agenda Item 3



February 19, 2013

Debra Dees, Associate Planner  
HCAOG  
611 I Street, Suite B  
Eureka, CA 95501

Re: Unmet Transit Needs

Dear Ms. Dees:

At our February 7, 2013 City Council Meeting, Mayor Stuart Titus opened the Public Hearing on Unmet Transit Needs. There were no public comments, and the Public Hearing was closed.

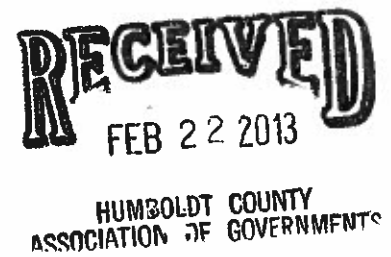
The City Council voted as follows: MOTION: (Maxwell/Sweeney) There are no unmet transit needs which are reasonable to meet. Unanimous ayes: Stuart Titus, Ken Mierzwa, Dan Brown, John Maxwell and Michael Sweeney.

If you have any questions, please don't hesitate to call me.

Sincerely,

A handwritten signature in black ink that reads "Nancy Kaytis-Slocum". The signature is written in a cursive, flowing style.

Nancy Kaytis-Slocum  
City Clerk



File: Correspondence  
Unmet Transit Needs

**CERTIFIED EXCERPT FROM  
APPROVED MINUTES OF THE  
CITY COUNCIL OF THE CITY OF FORTUNA  
REGULAR CITY COUNCIL MEETING 02/04/2013**

**MINUTE ORDER 2013-20**

**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:**

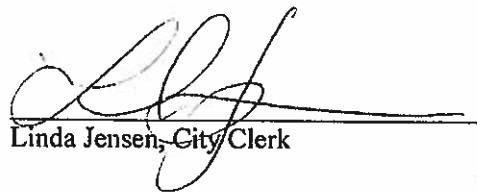
The City Council received a written and oral report from City Attorney Tranberg.

**PUBLIC HEARING:**


Mike Losey spoke in favor of increasing Bus shelters in the City of Fortuna.

**CITY COUNCIL ACTION:**

Council Member Long moved, seconded by Council Member Trent to forward the public comments to HCAOG for consideration. Voice vote. Motion carried 5-0 **MO-2013-20**

  
Linda Jensen, City Clerk

ATTEST

  
Michelle Vassel, Deputy City Clerk

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675 Wildwood Avenue  
Rio Dell, CA 95562



February 6, 2013

Marcella Clem, Executive Director  
Humboldt County Association of Governments  
427 F. Street  
Eureka, CA 95501

Subject: Unmet Transit Needs

Dear Ms. Clem:

The Rio Dell City Council conducted a public hearing to obtain public input regarding unmet transit needs at its February 5, 2013 meeting. Comments were received regarding connection to the National Rail System, trails with sidewalks from Belleview to Ferndale, and rails with trails along the Scotia Bluffs which we feel are not in your purview.

The following comments were however, received regarding unmet transit needs:

- Bus shelters on Davis St. at the North and South Highway 101 interchange
- Suggest HCAOG facilitate a park & ride at the Davis St. interchange
- Improved dial-a-ride program for seniors

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

Enclosed for your information is the public notice that was used to notify the public of the hearing.

Please let me know if you need any additional information.

Sincerely,

A handwritten signature in cursive script that reads "Karen Dunham".

Karen Dunham  
City Clerk

A rectangular stamp with the word "RECEIVED" in large, bold, outlined letters. Below it, the date "FEB 08 2013" is stamped in a smaller font.

HUMBOLDT COUNTY  
ASSOCIATION OF GOVERNMENTS

Excerpted: Trinidad City Council Meeting Minutes  
February 9, 2012

3. Unmet Transit Needs public hearing.  
City Manager Suiker explained that each year HCAOG conducts a citizen participation process to assess unmet transit needs within Humboldt County. The annual process helps HCAOG properly apply funds provided through the Transportation Development Act. Member entities conduct separate hearings to receive constituent comments from their jurisdictions. Comments will be forwarded to HCAOG for inclusion into the Unmet Needs Report of Findings each year.

Public comment included:

Steve Ruth - Trinidad

I'm impressed with the amount of public transportation Humboldt County has compared to how few people I see riding the bus.

Council comments included:

Bhardwaj: Thanked HCAOG for adding Sunday service.

Davies: Would like to have a more suitable storage system available at the Trinidad Bus Stop, similar to the one installed at the 6th Avenue stop in Westhaven.

Fulkerson: Even though the buses aren't full when they come and go from Trinidad, there's enough ridership in the more populated areas to keep HTA running and supporting itself.

Comments will be forwarded to HCAOG.

\*\*\*

Gabriel Adams  
Trinidad City Clerk  
P.O. Box 390  
409 Trinity Street  
Trinidad, CA 95570  
Ph: 707.677.0223  
Fax: 707.677.3759



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

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

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

AVIATION 839-5401

ADMINISTRATION 445-7491  
BUSINESS 445-7652  
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NATURAL RESOURCES 445-7741  
PARKS 445-7651  
ROADS & EQUIP. MAINT. 445-7421  
445-7493

LAND USE 445-7205  
NATURAL RESOURCES 445-7205  
PLANNING

February 13, 2013

Marcella Clem  
Executive Director  
Humboldt County Association of Governments  
427 F Street  
Eureka, CA 95501

**RECEIVED**  
FEB 21 2013

**HUMBOLDT COUNTY  
ASSOCIATION OF GOVERNMENTS**

Subject: Unmet Transit Needs

Dear Ms. Clem:

The County of Humboldt conducted a public hearing to obtain public input regarding unmet transit needs on January 29, 2013. The following comments were recorded:

1. Dottie Russell – Fortunate in Phillippsville to receive a bus stop and people are happy with it and happy with silver light so it is lit up at night. The seat was forgotten. Could that be resolved?
2. Marianne Pennekamp – Speaking for herself. Facing not being able to drive. To her amazement, she found out Dial-A-Ride does not go in the county, only where public transit already exists. Totally amazed that Dial-A-Ride is not an option in a lot of the unincorporated parts of the county. “If I took a cap to get a haircut, it would cost \$75. I would like to encourage everyone involved in public transportation one year in problem solving or brainstorming to come up with innovative solutions to tailor make, to open a conversation about senior population who we want to age in place.”
3. Susan Harincar-Driscoll, Executive Director, HCAR (CTSA for Humboldt County) – There is a paratransit; Dial-A-Ride service in the Freshwater and outlying areas of the greater by area. “We recently updated to go to CR (College of the Redwoods) so we go from CR all the way up to Herrick, up and around both sides of Eureka to Arcata. Those areas are available. Marianne is correct that we need more funding for more areas. I would love to go farther ... would love to go to Orick or further out to Willow Creek.”
4. Supervisor Mark Lovelace & some constituents – There needs to be a route between Arcata and Eureka on Myrtle Avenue along Arcata Road/Freshwater area.

Enclosed for your information are the public notices that were used to notify the public of the hearing. Please let me know if you need additional information.

Sincerely,

Thomas K. Mattson  
Public Works Director

B-9



## HUMBOLDT COUNTY ASSOCIATION OF GOVERNMENTS

611 I Street, Suite B

Eureka, CA 95501

(707) 444-8208

<http://www.hcaog.net>

### Board of Directors DRAFT MEETING RECORD

Regular Meeting  
February 21, 2013, 4:00 p.m.  
Eureka City Hall, Council Chambers  
531 K Street, Suite B, Eureka

#### **Present:**

Councilmember Susan Ornelas, Chair  
Mayor Doug Strehl, Chair  
Mayor Frank Jäger  
Supervisor Ryan Sundberg  
Councilmember Lana Manzanita (Alternate)  
Mayor Julie Fulkerson  
Mayor Jack Thompson  
Mayor Stuart Titus

#### **Policy Advisory Committee Members:**

Tatiana Ahlstrand (Alternate)

#### **Staff:**

Marcella Clem  
Oona Smith  
Debra Dees  
Debbie Egger  
Siana Watts

#### **Absent:**

Linda Atkins

City of Arcata  
City of Fortuna  
City of Eureka  
County of Humboldt  
City of Blue Lake  
City of Trinidad  
City of Rio Dell  
City of Ferndale

Caltrans District 01

Executive Director  
Senior Planner  
Associate Planner  
Administrative Services Officer  
Executive Assistant

Humboldt Transit Authority (HTA)

#### **Call to Order**

Chair Susan Ornelas called the meeting to order at 4:00 p.m.



#### **2. Unmet Transit Needs (UTN) Public Hearing**

A public hearing was conducted for the purpose of receiving input on unmet transit needs from the citizens of Humboldt, pursuant to Section 99238.5 and 99401.5 of the Transportation Development Act and adopted procedures of Humboldt County Association of Governments.

#### **UTN Public Comments**

Joyce Hayes, Humboldt Senior Resource Center & Social Service Transportation Advisory Council, spoke on behalf of local seniors affected by public transportation. She submitted surveys taken by the Humboldt Senior Resource Center to be recorded as public comments on UTN.

#### **3. Public Participation**

There was no public participation.

#### **4. Adjournment of the HCAOG Board; Convening of the Policy Advisory Committee (PAC)**

**Appendix C:  
Record of Public Comments  
Received via Telephone and Written**

1-9-13

HCAOG:

I am 68 years old and live in Cutten on Home Dr. The Classen Luss is a ~~mile~~ mile and half away so that is a 3 mile round walk for me and very hard to carry groceries that far and very hard in winter on rainy days. It would be great to have a Luss come out in our area. I do not meet the requirements for Dial-a-Ride and I am on a very limited income so Luss are out of the question I hope you could make this happen

**RECEIVED**

JAN 11 2013

HUMFOLDT COUNTY  
ASSOCIATION OF GOVERNMENTS

Thank You  
Diana Reinhardt

Eureka, Ca 95503

Jan. 20 2013

Thank you very much  
for having this public input  
about the bus service in Humboldt.  
I ride the bus all the time  
especially between Arcata  
and Trinidad. So many times  
the bus starts in Trinidad  
for 3 hours because there  
are no buses between 11:30  
and 4 p.m., I am with my son  
who is 4 years old and that  
is quite a waiting time to  
get back to Arcata from Trinidad  
after school.

would it be possible to have  
a 2:15 bus or something like  
that?

Thank you very much

Sean Powers

**RECEIVED**  
FEB 04 2013

HUMBOLDT COUNTY  
ASSOCIATION OF GOVERNMENTS

2-2013

To Whom it may concern:

There may be a need in the community for some bus seats at the bus stop on S St. before getting to Bohne St. It appears to be the purple Route on S and Bohne.

I am a commuter in the community and see a lot of young kids and families standing at this stop. It would be nice to have some seats for folks to sit and rest 'til the next bus comes by.

Thank you for your attention & consideration to these important matters.

Jennifer  
Bravo

**RECEIVED**  
FEB 15 2013

HUMBOLDT COUNTY  
ASSOCIATION OF GOVERNMENTS

C-4



Debra Dees <debra.dees@hcaog.net>

**input for the public hearings regarding transportation needs**

1 message

**Annie Bolick-Floss**

Fri, Feb 1, 2013 at 11:27 AM

Reply-To:

To: debra.dees@hcaog.net

I would like to provide the following input into your Public Hearing process. Unfortunately, I am not able to participate in person, but would like to provide some input.

I live in the Freshwater Valley area, there is no public bus available between Eureka and Arcata (along Old Arcata Rd)...it requires a taxi to either get to the grocery store, medical appointments, let alone being able to use public transportation to get to a job either in Eureka or Arcata. I would be most willing to walk the 2.5 miles to Old Arcata RD/ Myrtle Ave. to take a bus if it were available. There used to be a bus route at least in the am and pm which allowed and supported this concept. I would like to recommend considering re-visiting this as an option, especially for someone who works 8-5, with the bus stop being at Three Corners Market.

Thank you, Annie Bolick-Floss,

—  
Ann M. Bolick-Floss

C-5

2/1/13

Hi, my name is Leonor and I would like to express my needs and those of my parents as I do not drive and I have a four-year-old daughter and I need the bus day by day because it is the way I get to work and to my daughter's school, and the bus stop is very far from where I live at Prairie Avenue, Eureka, CA 95501 and we need a bus stop closer because when it rains we get very wet and my daughter gets sick a lot from the weather.

Please if you could put a bus stop on Edgewood Street and Myrtle my parents would be grateful because they too very much need transportation to go to the doctor and get their prescription medicine, already they are over 65 years old.

Also I have seen at Park Street and Nedra there are several bus stops, couldn't they move one from there to Edgewood and Myrtle, please if it is not too much to ask. Also if they could please have a bus that would run an hour later to 7:15 p.m. to be the last bus in the evening, and also if there were service on Sunday here in the city because it is my day off and I would like to go out on Sundays with my daughter.

And please if they could put roofs on the bus stops it would be nice and if they could put a bus stop at Harris and Summer because that is one of my principal bus stops.

That is all for now and if they are able to help us with this we would be very grateful. Many thanks to you all.

Sincerely,  
Leonar Pozos  
Emiliano Pozos  
Emertina Cantú

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02/04/2013

My name is Guadalupe Rubio and I live in Eureka in front of the bus stop and there is no roof to take shelter on rainy days. I would like it if they would put a roof on the bus shelter so that way we could wait for the bus more comfortably. The bus stop is at Alpha and Meyers Avenue.

Thank you,  
Guadalupe Rubio

C-6

RECEIVED  
FEB 07 2013

Feb 5, 2013

HUMBOLDT COUNTY  
ASSOCIATION OF GOVERNMENTS

Whom it May Concerns

Safe. In Eureka, at the Broadway and Del Norte intersection I don't feel safe. Nor is it reasonably convenient. Imagine, for example, a petite older person carrying a substantial weight of groceries from Eureka Natural, sometimes in heavy rain. And it is a bit of a walk in an unsavory area, to Social Services.

As a steady rider of local public transportation, I would like to register an "unmet transit need."

Two places I need to go in Eureka are Social Services at 929 Koster St., and Eureka Natural Foods at 1450 Broadway.

The closest bus stop is at Broadway and Del Norte, which is a very busy and complex intersection. I must cross it for either destination.

I like not owning a car. I like reducing my carbon footprint. One sacrifice I make is the ability to economize when shopping for groceries and other necessary items.

I am a senior citizen. For 3 1/2 years I've been living without a car; for personal and environmental concerns. I'm so happy to live in Arcata, where I occasionally use A&MRTS, and where it is also feasible to be a pedestrian. I take responsibility in crosswalks and feel the need

Would you please consider adding a bus stop in response to my above stated concerns. Feel free to contact me if I can help.

Sincerely,  
Aminio Fators



Debra Dees &lt;debra.dees@hcaog.net&gt;

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**UTN Public Comments**

1 message

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**Siana Watts** <siana.watts@hcaog.net>  
To: Debra Dees <debra.dees@hcaog.net>

Tue, Feb 5, 2013 at 3:55 PM

Comment received by phone 2.5.13 (could not attend City of Eureka's UTN public hearing)  
By Eureka resident Pamela Fishtrom

"Would love to see Eureka Transit start up Sunday service."  
"I love the bus!"

—  
Siana L. Watts  
Executive Assistant  
Humboldt County Association of Governments  
611 I Street, Suite B  
Eureka, CA 95501  
707-444-8208



C-8



Debra Dees &lt;debra.dees@hcaog.net&gt;

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## Unmet Transit Needs

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Brian S < >  
To: info@hcaog.net

Mon, Feb 11, 2013 at 10:56 AM

I was not able to attend the Ferndale City Council meeting to express my unmet transit needs. So, please accept this message as my method of raising my unmet needs.

I live in Ferndale and the nearest HTA pickup location is 5 miles away. At this location parking is scarcely available, making the potential for commuting and then boarding from this location problematic. Further, the existing service is limited to only a handful of stops in each direction each day. None of the stops on the existing schedule coincide with my needs.

I have two solutions to resolving Ferndale's unmet transit needs for your consideration. The first is to provide service directly to Ferndale. At the minimum, I'd prefer these stops to coincide with commuter trips to Eureka such as AM and PM peak hours.

The second solution is to partner with Caltrans and develop a park and ride facility along HUM 211. The right of way along that route is wide enough to support such an improvement. A couple of potential locations would be in front of the Angelina Inn or near the John Deere frontage. Adding this improvement would address the existing issues with limited parking at the existing Fernbridge stop. Caltrans has a program that could fund the project.

With the Navy Housing in Ferndale being reoccupied recently, the demographics of the community have changed and compared to previous years, this potentially increases the demand for transit service. I understand adding a stop in Ferndale would increase the travel time for the northbound and southbound trips, but adding time to a run as a means of serving an offline community isn't unprecedented. HTA is already doing this for Manila, a community much smaller than Ferndale.

Please consider adding a Ferndale stop in this year's transit needs.

Thanks

Brian Simon

C-9



Debra Dees &lt;debra.dees@hcaog.net&gt;

---

**Transit**

---

**Jennifer Jones**

Mon, Feb 11, 2013 at 2:18 PM

To: "info@hcaog.net" &lt;info@hcaog.net&gt;

Hello I heard you are addressing unmet transit needs for the county. My family carools from Ferndale to Eureka daily, and I would love to take the bus into town and ride from there to Freshwater. I hope in the future there will be a commute bus to and from Ferndale. A bike path along the rail would be nice too.

Thanks for this opportunity,

Jennifer Jones

Believe in the goodness of others!

C-10



Debra Dees &lt;debra.dees@hcaog.net&gt;

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**Fwd: Unmet transportation need**

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**Siana Watts** <siana.watts@hcaog.net>  
To: Debra Dees <debra.dees@hcaog.net>

Wed, Feb 13, 2013 at 9:06 AM

----- Forwarded message -----

From: **Zakkary Zoah**  
Date: Tue, Feb 12, 2013 at 5:52 PM  
Subject: Unmet transportation need  
To: "Info@hcaog.net" <Info@hcaog.net>

Hi,

I would like to see bicycle racks on ETS busses. That would let me expand the circle of places - business, social and recreational - I can go.

Thanks for gathering input from the public.

Cheers,  
Zakkary Zoah  
Eureka, CA

—  
Siana L. Watts  
Executive Assistant  
Humboldt County Association of Governments  
611 I Street, Suite B  
Eureka, CA 95501  
707-444-8208



C-11

2/15/13

left msg by phone  
Call to HCAOG

Suzanne Long  
Travels

From CR - off @ ~~ER~~ Broadway Cinema  
- on way back up <sup>was</sup> to <sup>GO</sup> 6<sup>th</sup> Street  
or all the way to Del Norte.  
Suggest that  
parking lot across from Cinema  
be ~~put~~ made into a stop.

in Fernbridge (more frequency)  
(She works at Bear River Casino)  
more stops on Eel River Drive  
would be great. more  
regular stops at fernbridge would  
really help out working commuters.  
really, really \* Especially cause pas  
appreciates the bus and <sup>is not great at</sup> pasho.  
it seems like its needed  
more + more.



Debra Dees &lt;debra.dees@hcaog.net&gt;

## Fwd: Public Transit Needs Comments

1 message

**Siana Watts** <siana.watts@hcaog.net>  
To: Debra Dees <debra.dees@hcaog.net>

Mon, Feb 25, 2013 at 8:59 AM

----- Forwarded message -----

**From:** Dwight Winegar  
**Date:** Sat, Feb 23, 2013 at 9:50 PM  
**Subject:** Public Transit Needs Comments  
**To:** info@hcaog.net

Oh, can't believe I missed some of this while being sick and then just trying to catch up with so many other things.

While I think there can be things said for different areas, including the Jitney idea (Flex Route circular service) for McKinleyville / Fieldbrook, there is one area that needs some feedback, which I mentioned last month ...  
MANILA.

Service is rather poor there and with the number of low income and even handicapped people that live there as well as a certain amount of students it seems a priority to look at for improvements.

It seems, if I'm not mistaken there are less bus stops now on that route between Arcata and 4th / 5th Streets in Eureka than there used to be. Most of us are only aware of Lupine Ave near the old Manila Market, the Manila Community Center, and perhaps one SW-bound further down that street (Peninsula). There is NO place that the HTA-RTS bus stops at either end of Manila (near Samoa, NOR near the Sierra Pacific Mill, Gun Club and the neighborhood at Young Lane). Young Lane intersection is particular of concern for a stop. While School Busses stop at this intersection of Hwy 255 or New Navy Base Road and Young Road, the NEAREST RTS-ETS stop is all the way back at Lupin and Peninsula Drives. This is too far of a walk for someone who is handicapped or blind. I know of one such person, who is dependent upon Public Transit. However it is not just this one person who that stop would serve, but rather serves several items in that vicinity of significance if not just residents: mill workers, and students who frequent the dunes, including volunteers with Friends of the Dunes also would use that intersection if there were a stop there. Why is it the school busses can stop there but not the public transit busses?

Additionally with the frequency to the area, I believe there are some other considerations to look at as to how HTA-RTS could serve that area. While the prime time "Willow Creek Shuttles" are very tight on schedule to serve the high schools, the beginning and ending service to/from Arcata Transit Center deadhead the distance between the HTA yard and the Arcata Transit Center. This could be a possibility only on these deadhead trips.

Another point of service which has not been discussed in years but could involve an ALTERNATE route to Mainline 101 using US 101, not just "Via Manila" but limited through Eureka would be an RTS bus that travels via G & H Streets and Henderson / Harris Streets to provide service to the Henderson Center / Old Hospital County Building Area and WinCo Foods / Old Eureka Mall. This would NOT be to compete with ETS stopping at every stop, but providing LIMITED key stops in this area for service between HSU and CR while also serving Manila. It once, as I recall, some time back was either used or suggested for late night service coming out of CR.

C-13

There may be other areas that could use service or service improvements too, but I believe the above should be looked at with high priority. Others might include Bus on Ramp services that some other counties accommodate, and that could include Blue Lake exit for the Willow Creek Shuttle, Giuntolli Lane for busses not stopping at Valley West, service for (probably by, but not necessarily budgeted for ...) Bayside Intersection at Old Arcata and Jacoby Creek Roads (which is a high traffic corner getting much travel to services at Bayside Grange and the Old Bayside Schoolhouse. How that could affordably done is probably more the question than acknowledging a certain already known unmet need there.

Sincerely,  
Dwight Winegar

--

Siana L. Watts  
Executive Assistant  
Humboldt County Association of Governments  
611 I Street, Suite B  
Eureka, CA 95501  
707-444-8208



C-14



Debra Dees &lt;debra.dees@hcaog.net&gt;

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**Unmet Transit Needs Input**

1 message

**Doug Rose**

Mon, Mar 4, 2013 at 7:42 AM

Reply-Tc

To: Marcella Clem <clem@hcaog.net>, Debra Dees <debra.dees@hcaog.net>, Debbie Egger <Debbie\_Egger@hcaog.net>, Oona Smith <oona.smith@hcaog.net>, Siana Watts <siana.watts@hcaog.net>  
Cc:

Doug Rose, Secretary

Humboldt Council of the Blind

PO BOX 175

EUREKA CA 95502-0175

(707) 839-0588

<http://www.humguide.com/hcb/>

Monday, March 04, 2013

HCAOG

611 I Street, Suite B

Eureka, CA 95501

Dear HCAOG:

On behalf of the Humboldt Council of the blind find below our 2013 transportation comments for unmet transportation needs and concerns about using transportation services.

Inadequate bus shelters, the new style bus shelters are fine for warm climate weather, but here on the north coast rain and wind blow right through the shelter walls.

The new style bike racks at the bus shelters are a safety hazard for visually impaired people traveling with a cane, they do not meet ADA guidelines for protruding objects in path of travel.

Drivers have turned off the stop announcements causing riders to not hear their stop.

Service animals have interfered with guide dogs.

C-15

Drivers have driven by passengers at the 5<sup>th</sup> and V stop, saying the visually impaired person needed to be standing up so they can be seen.

Removed stops such as the area of Myrtle and West have caused passengers to cross very dangerous street intersections.

The new Sunday route on Humboldt Transit is limited in its helpfulness, since many locations are not accessible once a person reaches Eureka, because there is no local Eureka Sunday service.

There is no access to find current bus stop information during the hours the Humboldt Transit Office is closed.

The ticket process on the paratransit system is impractical. It would be better to have a cash fair system used in other paratransit systems.

Thank you for including our concerns in this year's unmet transit needs hearing process.

Sincerely,

Humboldt Council of the blind

C-10

On Thu, Mar 14, 2013 at 11:41 AM, Leppig, Gordon@Wildlife

wrote:

Dear Humboldt County Association of Governments,

I originally mistakenly submitted my comments on February 21, 2013, to the Redwood Transit Authority, instead of you.

Hopefully RTA passed on my comments to HCAG, but just in case, please accept the following comments.

I commute regularly by RTA bus from my home in McKinleyville to work in Old Town Eureka. I also promote the use of public transportation to state employees as part of the state's, and the California Department of Fish and Wildlife's efforts to reduce our greenhouse gas emissions and prevent climate change. I think we have a very good, effective, and affordable bus system and I am a very satisfied bus commuter.

I believe the greatest impediment to bus ridership for current or prospective work commuters is the limited schedule during typical commuter times. The current schedule is especially limited during the commuter hours of about 6-8am and 4-6pm for those commuting to and from McKinleyville to Arcata/Eureka.

### **Improved Schedule that includes McKinleyville in more Routes**

#### Southbound

There are only two buses, 6:12am and 7:22am (at School Road), for a morning commute from McKinleyville to arrive in Eureka before 8am (e.g. 4th and H St.).

To improve on the schedule, I recommend the 7:10am southbound bus that starts at the HSU Library Circle start instead at the Arcata/Eureka Airport.

There is another southbound bus at 7:12am (at School Road) but it is only Monday-Thursday during HSU spring and fall semesters. Work commuters need to get to work regardless of when HSU is in session and many commuters work five day weeks and need reasonable public transit on Fridays, not just Monday to Thursday.

#### Northbound

To leave downtown Eureka and return to McKinleyville after work, there are only two buses, the 4:47pm and 5:56pm (at 5th and H St.). For a typical 8-5 or 9-5 worker, this means the commuter working in downtown Eureka (a major commuter hub) would need to either leave work 15-20 minutes early to catch the 4:47 pm bus, or wait around almost an hour for the 5:56pm bus, which puts the commuter into McKinleyville at nearly 7pm. These are poor options for a prospective bus commuter. A solution might be to extend the route of the 5:37pm bus (at 5th and H St.) to include McKinleyville; currently this bus terminates in Arcata.

I think an increase in buses running between McKinleyville and Arcata/Eureka during peak commute times will increase ridership and decrease crowding. A number of times I have been on the Northbound bus that leaves 5th and H St. in Eureka at 4:47pm, when there is hardly any standing room left. I have counted more than 15 people standing on some of these buses—quite a crowded situation.

From a look at the current schedule, it appears the bus schedule could also be better optimized to accommodate work commuters between Fortuna and Eureka.

### **More Room on Buses for Bicycles**

Another issue is space for bicycles on the bus. Often, especially during the peak northbound commute period from Eureka, there is no room for bicycles. I often bike to work in the morning and wish to take the bus home in

C-17

the evening, but the bus has no room for bikes. This is a major hindrance for commuters that wish to bicycle only one-way to work and take the bus the other way, or bicycle to and from the bus stop to home. More frequent buses would allow more room for bikes. More bike racks at the bus stops would also be desirable.

### **Marketing and Promotion of Mass Transit**

For clarity and ease of reading, I suggest you add "Northbound" and "Southbound" to the header bars of the website schedules (now they simply say "Mainline Weekday." They might also be easier to read and scroll across if the rows had alternate shading similar to the columns.

Having a RTS bus schedule application for smart phones would also be desirable and would save printing paper schedules.

Riding the bus has negative connotations by some. It is not considered cool or fashionable in our region whereas in urban areas it is considered perfectly acceptable. I think effective and targeted marketing can change the public's image of bus riding and increase ridership among car owners. The affordability, ease and convenience, and social and environmental aspects of bus riding could be better promoted by HCAG.

With some work, bus riding can be re-branded and could gain popularity with a larger segment of society that could just as easily drive and never consider the bus as a viable or preferable travel option.

Another possibility to help change the perception of bus riding, and perhaps to get some people on a bus for the first time, is to offer special bus schedules for Arts Arcata and Arts Alive and similar events ("Party buses"). These are events where typically folks are enjoying wine and they would probably rather ride the bus home, over driving, if given a viable option. Currently, the Saturday night bus schedule does not well-accommodate Eureka Arts Alive participants.

Kind Regards,

Gordon Leppig



1910 California Street • Eureka, CA 95501 • (707)443-9747 • Fax (707)443-3498

*Supporting seniors in maintaining health, dignity and self-determination.*

February 21, 2013

To: HCAOG Unmet Transit Needs FY 2013/14 Public Hearing

From: Joyce Hayes, Executive Director  
Humboldt Senior Resource Center

The Humboldt Senior Resource Center operates programs throughout Humboldt County serving primarily low to moderate income seniors. The community based programs offered by HSRC have the shared mission of keeping older adults independent and living as long as possible in the community.

Even though HSRC does not provide transportation to the general population of older adults, other than to the Adult Day Health participants, the issue of transportation greatly impacts all of our programs and our ability to assist people to age in their homes.

Transportation has a much greater impact on older adults than just getting a person from point A to point B. Let me give an example, our senior dining center serves almost 34,000 meals a year to over 400 individual seniors. In addition another 46,000 meals a year are delivered to over 300 individual home bounds seniors.

Certainly not all older adults who use our nutrition depend on dial a ride but many do because of medical reasons. The seniors who depend on dial a ride and come to our dining center 5 days a week receive not only a hot nutritious meal that maintains their health but also receives the socialization and activities that keep a person connected to their community and gives them a reason to get dressed and go out of their homes.

If a person comes 5 days a week and uses dial a ride, it is a cost of \$120/month. This cost on top of what a senior may want to donate for the meal becomes excessive and often either restricts usage of the nutrition program or the senior stays home all together. The end result of this can lead to poor nutrition, poor health and in the end a much higher health cost for our community because an individual ends up in the hospital or skilled nursing facility.

I will acknowledge that in the last several years there has been an effort to increase comments from the public on the transportation system however we still find it difficult to encourage seniors to come to public hearings or fill out long surveys. This year I said to our participants if they shared their comments about public transportation services, I would represent them at this public hearing.

Our nutrition staff worked with HCAOG staff to provide a very simple short survey. I come today representing 30 individual seniors who either talked with me directly or filled out the form. They represent seniors in the Arcata, Eureka and Fortuna geographical areas.

I will provide you with these surveys as some are very detailed and I will not speak to every comment. I would ask that you incorporate all of these comments into the record and include them in the comments collated from the SSTAC survey. Here is a very short summary of their most common responses.

- **Bus Scheduling problems - Routes did not come to area or go where I need to go**
  - Surveys suggested several areas they would like to see bus stops. However the area that was identified most often was lack of public transportation along parts of Old Arcata Road.
  - No Sunday service for dial a ride. One senior talked about how lonely she was on Sunday.
  - Later service on Friday or Saturday nights
  
- **The responsiveness of pick-up and delivery times:**
  - Buses were sometimes too early – A reservation was made for 8:45 and the bus arrived at 8 am
  - Buses are much later than reservation request and a senior has to wait an excessive period of time.
  - Some feel they have to ride on the bus for too long of time before getting to their destination.
  
- **Fares are too high if a person has to depend entirely on dial a ride.**
  
- **Even though not an unmet transit need, frequently comments from both users and non users of public transit that there needs to be shelters that allow clients to sit down and be covered from the weather at all bus stops.**
  
- **An identified need for the Fortuna Senior Bus was to extend service past 3 pm and on weekends.**

And last I want to recognize that several surveys thanked you for the service and felt it met their needs.

Thank you for listening today and for your efforts to continue to improve our transportation system for older adults.

## Summary of Humboldt Senior Resource Center Surveys

**\*\*Numbers in parenthesis reflect the number of responses**

### DO YOU USE PUBLIC TRANSIT (DIAL-A-RIDE)?

Yes (15) No (13)

### WHICH ONES?

Dial-A-Ride (8)

Bus (12)

Fortuna Senior Service Bus (2)

Van (1)

### OTHER COMMENTS:

RTS - Unable due to 4 wheeled scooter

DAR - Cab

FORTUNA SENIOR - I use Fortuna Senior Service bus to go to the doctor

RTS - Too hard/too long to the bus stop

RTS - Need a stop by Northwoods MHP

RTS - Need a.m. / p.m. stop on Central Ave. by the recycling center

### IN WHICH COMMUNITIES ARE YOU USING THESE SERVICES?

Eureka (14)

McKinleyville (1)

Arcata (7)

Old Arcata Road @ Jacoby Creek (2)

Fortuna (4)

Trinidad (2)

Crescent City (1)

Fernbridge (1)

### WHAT ARE THE MAIN REASONS YOU DO NOT USE PUBLIC TRANSIT?

Have reliable vehicle (7)

DAR, RTS - Medical Reasons (5)

DAR, RTS - Fares too high (4)  
need to go (5)

ETS, RTS, A&MRTS - Bus Schedule problems (9)

DAR, RTS - Bus stop hard to reach (8)

DAR, ETS, RTS, A&MRTS Bus routes don't go where I

### OTHER:

- ETS, RTS, A&MRTS - No bus shelters to protect seniors/people from the rain and elements (4)
- ETS, RTS, A&MRTS - Bus routes do not come to our area (Old Arcata Road @ Jacoby Creek School) nor do they go to either Arcata nor Eureka if they did exist.

**WHAT CHANGES WOULD YOU LIKE TO SEE FOR BETTER SERVICE? (SUCH AS: A BUS STOP AT A SPECIFIC LOCATION OR SERVICE AT A SPECIFIC TIME, ETC.)**

- **DAR, ETS, RTS, A&MRTS** - Meet my needs at present (1)
- No needs at this time (3)
- **DAR** - 8:45 a.m. pick up for Dial-A-Ride
- Unfamiliar with service
- **ETS, RTS, A&MRTS** - Need better/new bus shelters, seating and cover from the rain/elements (3)
- **FORTUNA SENIOR** - Fortuna Senior Service bus running later than 4:00 p.m. to return from doctor appointments
- **FORTUNA SENIOR** - Variety of different stops, weekend service
- **ETS, RTS** - Regular service to South Broadway would be very helpful
- **A&MRTS** - The bus should go to Samoa as well, not everyone goes by school bus
- **RTS** - Service to Old Arcata Road and return to Arcata
- **A&MRTS, RTS** - Bus stop at least to Bayside post office (2)
- **DAR, ETS, RTS, A&MRTS** - Service at Indianola Cutoff
- **ETS, DAR** - Too slow, wait is too long, no Sunday service (3)
- **ETS, RTS, A&MRTS** - More buses during working time
- **ETS, RTS, A&MRTS** - Run a little later in the evening
- **ETS, DAR** - Would like to see the bus and Dial-A-Ride run on Saturday and Sunday – Also like to see buses run every half hour (2)
- **DAR** - If I go to Dr. for service and have to leave my car there would like to use Dial-A-Ride to get home
- **DAR** - Be able to reserve more than 1 day when making Sat/Sun Dial-A-Ride reservations
- **ETS, RTS, A&MRTS** - Friday & Saturday should go to 12:00 or 2:00 a.m.
- **ETS, RTS, A&MRTS** - Buses every half hour
- Why can't the county and its cities have a single all-inclusive system instead of 3 loosely connected systems with separate fares?
- **ETS** - Would like Red bus stop at back of or front of Eureka Natural Foods instead of only at Costco
- **ETS** - Would like Purple or Green to go from New Open Door Clinic directly downtown to allow transfers without a long roundabout route to get home
- **DAR** – Fares are too high for a person who has to depend entirely on Dial-a-Ride

Public Meetings will be held over the next month to gather input on unmet transit needs in our county. Your comments below will be delivered to the public hearings.

Do you use public transit (bus, dial-a-ride)?  Yes  No

Which ones? Redwood bus, Dial a ride,

In which communities are you using these services?

Knobloch Hill to Eureka, city bus

What are the main reasons you do not use public transit? (Check all that apply.)

- Have reliable vehicle
- Bus Schedule problems
- Medical reasons
- Bus stop hard to reach
- Fares too high
- Bus routes do not go where I need to go
- Other \_\_\_\_\_

What changes would you like to see for better service (such as: a bus stop at a specific location or service at a specific time, etc.)

Regular service to South Broadway would be very helpful. ~~For~~ that service would add no mileage and no more than 5 minutes to the time.

Public Meetings will be held over the next month to gather input on unmet transit needs in our county. Your comments below will be delivered to the public hearings.

Do you use public transit (bus, dial-a-ride)?  Yes  No

Which ones? bus

In which communities are you using these services?

Crescent

What are the main reasons you do not use public transit? (Check all that apply.)

- Have reliable vehicle
- Bus Schedule problems
- Medical reasons
- Bus stop hard to reach
- Fares too high
- Bus routes do not go where I need to go
- Other \_\_\_\_\_

What changes would you like to see for better service (such as: a bus stop at a specific location or service at a specific time, etc.)

The bus should go to Samoa as well. Not everyone goes by school bus.

Public Meetings will be held over the next month to gather input on unmet transit needs in our county. Your comments below will be delivered to the public hearings.

Do you use public transit (bus, dial-a-ride)?  Yes  No

Which ones? \_\_\_\_\_

In which communities <sup>would I be</sup> ~~are you~~ using these services?

Old Arcata Rd at Jacoby Creek School

What are the main reasons you **do not** use public transit? (Check all that apply.)

- Have reliable vehicle
- Medical reasons
- Fares too high
- Bus Schedule problems
- Bus stop hard to reach
- Bus routes do not go where I need to go

Other Bus routes don't come to our area nor do they go to either

What changes would you like to see for better service (such as: a bus stop at a specific location or service at a specific time, etc.) Arcata nor Eureka if they did exist

Service to Old Arcata Rd and return to Arcata. Bus stop at least to Bayside post office

Public Meetings will be held over the next month to gather input on unmet transit needs in our county. Your comments below will be delivered to the public hearings.

Do you use public transit (bus, dial-a-ride)?  Yes  No

Which ones? Both, but only rarely

In which communities are you using these services?

Arcata & Eureka

What are the main reasons you **do not** use public transit? (Check all that apply.)

- Have reliable vehicle
- Medical reasons
- Fares too high (DIAL-A-Ride)
- Bus Schedule problems
- Bus stop hard to reach
- Bus routes do not go where I need to go

Other \_\_\_\_\_

What changes would you like to see for better service (such as: a bus stop at a specific location or service at a specific time, etc.) I Live at Indianola Cutoff

and there is No public Transportation. Dial a Ride is so expensive I get stuck at home, sometimes unable to get to the Doctor's office

(HAVE TO RESCHEDULE)  
or store, young people have trouble getting work for lack of reliable transportation. Please Consider helping unincorporated County Residents get to town)

Public Meetings will be held over the next month to gather input on unmet transit needs in our county. Your comments below will be delivered to the public hearings.

Do you use public transit (bus, dial-a-ride)?  Yes  No

Which ones? \_\_\_\_\_

In which communities <sup>would</sup> are you using these services?

Old Arcata Rd @ Jacoby Creek School via Golf Course Rd.

What are the main reasons you do not use public transit? (Check all that apply.)

- Have reliable vehicle
- Bus Schedule problems
- Medical reasons
- Bus stop hard to reach
- Fares too high
- Bus routes do not go where I need to go
- Other \_\_\_\_\_

What changes would you like to see for better service (such as: a bus stop at a specific location or service at a specific time, etc.)

① Arcata & Eureka bus stop at Bayside Post Office where Jacoby Creek Rd meets <sup>old</sup> Arcata Rd.  
② Arcata transit goes all the way into <sup>to</sup> Virginia Way Sunnybrae. If the bus were extended instead from Butteville to Bayside P.O.; then both Sunnybrae & Arcata Bayside could be better served

Public Meetings will be held over the next month to gather input on unmet transit needs in our county. Your comments below will be delivered to the public hearings.

Do you use public transit (bus, dial-a-ride)?  Yes  No

Which ones? \_\_\_\_\_

In which communities are you using these services?

\_\_\_\_\_

What are the main reasons you do not use public transit? (Check all that apply.)

- Have reliable vehicle
- Bus Schedule problems
- Medical reasons
- Bus stop hard to reach
- Fares too high
- Bus routes do not go where I need to go
- Other \_\_\_\_\_

What changes would you like to see for better service (such as: a bus stop at a specific location or service at a specific time, etc.)

too slow, waits too long  
no Sunday service

Public Meetings will be held over the next month to gather input on unmet transit needs in our county. Your comments below will be delivered to the public hearings.

Do you use public transit (bus, dial-a-ride)? \_\_\_ Yes X No

Which ones? I am unable to because I have a wheelled scooter

In which communities are you using these services?

is to long & the bus stops 4 blocks away, you need a stop by Northwoods  
MHP

What are the main reasons you do not use public transit? (Check all that apply.)

- Have reliable vehicle
- Bus Schedule problems
- Medical reasons
- Bus stop hard to reach
- Fares too high
- Bus routes do not go where I need to go
- Other too hard for me

What changes would you like to see for better service (such as: a bus stop at a specific location or service at a specific time, etc.) AM & PM Stop on Central Ave by the recycling center

Public Meetings will be held over the next month to gather input on unmet transit needs in our county. Your comments below will be delivered to the public hearings.

Do you use public transit (bus, dial-a-ride)? \_\_\_ Yes  No

Which ones? \_\_\_\_\_

In which communities are you using these services?

ARCAATA — EUREKA

What are the main reasons you do not use public transit? (Check all that apply.)

- Have reliable vehicle
- Bus Schedule problems
- Medical reasons
- Bus stop hard to reach
- Fares too high
- Bus routes do not go where I need to go
- Other \_\_\_\_\_

What changes would you like to see for better service (such as: a bus stop at a specific location or service at a specific time, etc.) MORE BUSES DURING WORKING TIME

Public Meetings will be held over the next month to gather input on unmet transit needs in our county. Your comments below will be delivered to the public hearings.

Do you use public transit (bus, dial-a-ride)?  Yes  No

Which ones? Bus

In which communities are you using these services?  
\_\_\_\_\_

What are the main reasons you do not use public transit? (Check all that apply.)

- Have reliable vehicle
- Medical reasons
- Fares too high
- Other \_\_\_\_\_
- Bus Schedule problems
- Bus stop hard to reach
- Bus routes do not go where I need to go

What changes would you like to see for better service (such as: a bus stop at a specific location or service at a specific time, etc.) Run a little later in the evening

Public Meetings will be held over the next month to gather input on unmet transit needs in our county. Your comments below will be delivered to the public hearings.

Do you use public transit (bus, dial-a-ride)?  Yes  No

Which ones? \_\_\_\_\_

In which communities are you using these services?  
\_\_\_\_\_

What are the main reasons you do not use public transit? (Check all that apply.)

- Have reliable vehicle
- Medical reasons
- Fares too high
- Other \_\_\_\_\_
- Bus Schedule problems
- Bus stop hard to reach
- Bus routes do not go where I need to go

What changes would you like to see for better service (such as: a bus stop at a specific location or service at a specific time, etc.) I would like to see the bus & dial-a-ride run on Saturdays and Sunday - also like to see bus run every half hour

Public Meetings will be held over the next month to gather input on unmet transit needs in our county. Your comments below will be delivered to the public hearings.

Do you use public transit (bus, dial-a-ride)?  Yes  No

Which ones? \_\_\_\_\_

In which communities are you using these services?  
\_\_\_\_\_

What are the main reasons you do not use public transit? (Check all that apply.)

- Have reliable vehicle
- Medical reasons
- Fares too high
- Other \_\_\_\_\_
- Bus Schedule problems
- Bus stop hard to reach
- Bus routes do not go where I need to go

What changes would you like to see for better service (such as: a bus stop at a specific location or service at a specific time, etc.)

*If I go to Dr. for service and have to leave my car there would like to use dial a ride to get home. Service on Sundays*

Public Meetings will be held over the next month to gather input on unmet transit needs in our county. Your comments below will be delivered to the public hearings.

Do you use public transit (bus, dial-a-ride)?  Yes  No

Which ones? *both*

In which communities are you using these services?  
*Eureka*

What are the main reasons you do not use public transit? (Check all that apply.)

- Have reliable vehicle
- Medical reasons
- Fares too high
- Other \_\_\_\_\_
- Bus Schedule problems
- Bus stop hard to reach
- Bus routes do not go where I need to go

What changes would you like to see for better service (such as: a bus stop at a specific location or service at a specific time, etc.)

*would like the dial-a-ride on Sunday* UTH new suc 19st

EUREKA HSRC

Public Meetings will be held over the next month to gather input on unmet transit needs in our county. Your comments below will be delivered to the public hearings.

Do you use public transit (bus, dial-a-ride)?  Yes  No

Which ones? Only dial a ride - or cab on Sunday

In which communities are you using these services?

Eureka occasionally to Doctors in Arcata

What are the main reasons you do not use public transit? (Check all that apply.)

- Have reliable vehicle
- Medical reasons cannot use bus
- Fares too high
- Other
- Bus Schedule problems
- Bus stop hard to reach
- Bus routes do not go where I need to go

What changes would you like to see for better service (such as: a bus stop at a specific location or service at a specific time, etc.)

① Sunday dial a ride service ~ ② be able to reserve more than 1 day when making Sat/Sun reservations (on the weekdays I can make reservations for all week - on Sat or Sunday I can only make 1 days worth of reservations)

Public Meetings will be held over the next month to gather input on unmet transit needs in our county. Your comments below will be delivered to the public hearings.

Do you use public transit (bus, dial-a-ride)?  Yes  No Both

Which ones? mostly buses

In which communities are you using these services?

Eureka, Arcata, Crescent City Fortuna Feart Baldg

What are the main reasons you do not use public transit? (Check all that apply.)

- Have reliable vehicle
- Bus Schedule problems
- Medical reasons
- Bus stop hard to reach
- Fares too high
- Bus routes do not go where I need to go
- Other

What changes would you like to see for better service (such as: a bus stop at a specific location or service at a specific time, etc.)

Sun & Saturday FRIDAY & SAT should go to 12:00 or 2:00 AM

Why can we County wide 115 cities have a single all-inclusive system? instead of 3 loosely-connected systems with separate fares?

~~Administrative~~ ~~Running~~ <sup>running</sup> a single system would !!!!!!!

Public Meetings will be held over the next month to gather input on unmet transit needs in our county. Your comments below will be delivered to the public hearings.

Do you use public transit (bus, dial-a-ride)?  Yes  No

Which ones? Eureka Transit Svc. Rarely County Bus. Rarely Dial-a-Ride

In which communities are you using these services?

Eureka (Arcata Fortuna Trinidad <sup>Recreational</sup> USA)

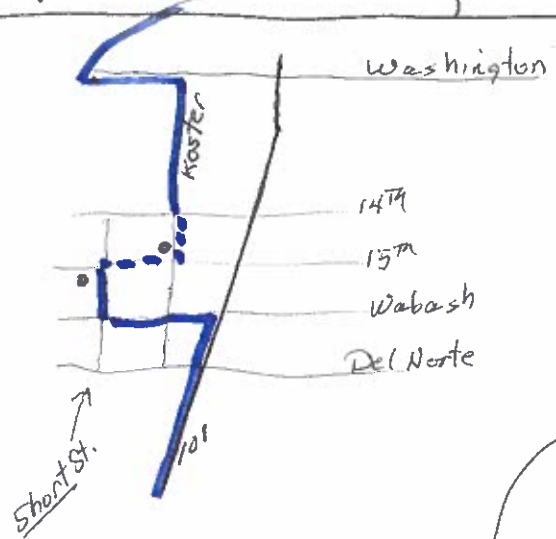
What are the main reasons you do not use public transit? (Check all that apply.)

- Have reliable vehicle
- Bus Schedule problems
- Medical reasons
- Bus stop hard to reach <sup>Crossing West, dangerous react to Burr Center from new clinic bus stop</sup>
- Fares too high on County system
- Bus routes do not go where I need to go
- Other \_\_\_\_\_

What changes would you like to see for better service (such as: a bus stop at a specific location or service at a specific time, etc.) Would like <sup>Red</sup> bus stop at back of

or front of Eureka Natural Foods instead of only at Costco. (see map, over) Would like Purple or Green to go from New Open Door Clinic <sup>directly</sup> toward downtown, to allow arriving on the hour

# Slight Red Route Change Suggestion (Changed <sup>shows</sup> route)



Add a bus stop at  
15th + Koster

before heading to  
Costco bus stop

(or omit Costco stop  
& continue on Koster  
to Wabash)

Try it for a month or two (maybe only on Rainbow turning on 15th instead of Norte)

Public Meetings will be held over the next month to gather input on unmet transit needs in our county. Your comments below will be delivered to the public hearings.

Do you use public transit (bus, dial-a-ride)?  Yes  No

Which ones? bus, van

In which communities are you using these services?

Fortuna

What are the main reasons you do not use public transit? (Check all that apply.)

- Have reliable vehicle
- Bus Schedule problems
- Medical reasons
- Bus stop hard to reach
- Fares too high
- Bus routes do not go where I need to go
- Other \_\_\_\_\_

What changes would you like to see for better service (such as: a bus stop at a specific location or service at a specific time, etc.)

variety of different stops, weekend bus service

Public Meetings will be held over the next month to gather input on unmet transit needs in our county. Your comments below will be delivered to the public hearings.

Do you use public transit (bus, dial-a-ride)?  Yes  No

Which ones? Fortuna Sr Serv. bus -

In which communities are you using these services?

Fortuna

What are the main reasons you do not use public transit? (Check all that apply.)

- Have reliable vehicle
- Bus Schedule problems
- Medical reasons
- Bus stop hard to reach
- Fares too high
- Bus routes do not go where I need to go
- Other I use bus to go to doctor -

What changes would you like to see for better service (such as: a bus stop at a specific location or service at a specific time, etc.)

If an interview is past 3 PM, the bus doesn't run past 4 PM and you are stranded, if after that.

Public Meetings will be held over the next month to gather input on unmet transit needs in our county. Your comments below will be delivered to the public hearings.

Do you use public transit (bus, dial-a-ride)?  Yes  No

Which ones? DIAL A RIDE

In which communities are you using these services?

EUREKA CA

What are the main reasons you do not use public transit? (Check all that apply.)

- Have reliable vehicle
- Medical reasons
- Fares too high
- Other
- Bus Schedule problems
- Bus stop hard to reach
- Bus routes do not go where I need to go

What changes would you like to see for better service (such as: a bus stop at a specific location or service at a specific time, etc.) NONE

They pick me up 8 AM & told them to pick me up at 8:45 AM & I think that's to early.

Public Meetings will be held over the next month to gather input on unmet transit needs in our county. Your comments below will be delivered to the public hearings.

Do you use public transit (bus, dial-a-ride)?  Yes  No

Which ones? \_\_\_\_\_

In which communities are you using these services?

Eureka

What are the main reasons you do not use public transit? (Check all that apply.)

- Have reliable vehicle
- Medical reasons
- Fares too high
- Bus Schedule problems
- Bus stop hard to reach
- Bus routes do not go where I need to go

Other NO Bus shelters to protect seniors from

What changes would you like to see for better service (such as: a bus stop at a specific location or service at a specific time, etc.) Bus shelters

Need seating and cover from RAIN. the rain, the elements

Public Meetings will be held over the next month to gather input on unmet transit needs in our county. Your comments below will be delivered to the public hearings.

Do you use public transit (bus, dial-a-ride)?  Yes  No

Which ones? \_\_\_\_\_

In which communities are you using these services?

Eureka

What are the main reasons you **do not** use public transit? (Check all that apply.)

Have reliable vehicle

Bus Schedule problems

Medical reasons

Bus stop hard to reach

Fares too high

Bus routes do not go where I need to go

Other Seniors need Bus Shelters to sit. Cover

What changes would you like to see for better service (such as: a bus stop at a specific location or service at a specific time, etc.) From RAIN!

DONT use because of RAIN,  
No where to sit.

Public Meetings will be held over the next month to gather input on unmet transit needs in our county. Your comments below will be delivered to the public hearings.

Do you use public transit (bus, dial-a-ride)?  Yes  No

Which ones? bus only.

In which communities are you using these services?

Eureka only

What are the main reasons you **do not** use public transit? (Check all that apply.)

Have reliable vehicle

Bus Schedule problems

Medical reasons

Bus stop hard to reach

Fares too high

Bus routes do not go where I need to go

Other \_\_\_\_\_

What changes would you like to see for better service (such as: a bus stop at a specific location or service at a specific time, etc.) Bench + cover at Harrison!

\_\_\_\_\_  
\_\_\_\_\_

Public Meetings will be held over the next month to gather input on unmet transit needs in our county. Your comments below will be delivered to the public hearings.

Do you use public transit (bus, dial-a-ride)?  Yes  No

Which ones? Bus and D-A-R

In which communities are you using these services?

Eureka McVelle Arcata

What are the main reasons you **do not** use public transit? (Check all that apply.)

- Have reliable vehicle
- Medical reasons
- Fares too high
- Other \_\_\_\_\_
- Bus Schedule problems
- Bus stop hard to reach
- Bus routes do not go where I need to go

What changes would you like to see for better service (such as: a bus stop at a specific location or service at a specific time, etc.) meet my needs @ present



Public Meetings will be held over the next month to gather input on unmet transit needs in our county. Your comments below will be delivered to the public hearings.

Do you use public transit (bus, dial-a-ride)?  Yes  No

Which ones? \_\_\_\_\_

In which communities are you using these services?

\_\_\_\_\_

What are the main reasons you **do not** use public transit? (Check all that apply.)

- Have reliable vehicle
- Medical reasons
- Fares too high
- Other \_\_\_\_\_
- Bus Schedule problems
- Bus stop hard to reach
- Bus routes do not go where I need to go

What changes would you like to see for better service (such as: a bus stop at a specific location or service at a specific time, etc.) \_\_\_\_\_

Public Meetings will be held over the next month to gather input on unmet transit needs in our county. Your comments below will be delivered to the public hearings.

Do you use public transit (bus, dial-a-ride)?  Yes  No

Which ones? \_\_\_\_\_

In which communities are you using these services?  
\_\_\_\_\_

What are the main reasons you **do not** use public transit? (Check all that apply.)

- Have reliable vehicle
- Medical reasons
- Fares too high
- Other \_\_\_\_\_
- Bus Schedule problems
- Bus stop hard to reach
- Bus routes do not go where I need to go

What changes would you like to see for better service (such as: a bus stop at a specific location or service at a specific time, etc.) No needs at this time

\_\_\_\_\_  
\_\_\_\_\_

Public Meetings will be held over the next month to gather input on unmet transit needs in our county. Your comments below will be delivered to the public hearings.

Do you use public transit (bus, dial-a-ride)?  Yes  No

Which ones? \_\_\_\_\_

In which communities are you using these services?  
\_\_\_\_\_

What are the main reasons you **do not** use public transit? (Check all that apply.)

- Have reliable vehicle
- Medical reasons
- Fares too high
- Other \_\_\_\_\_
- Bus Schedule problems
- Bus stop hard to reach
- Bus routes do not go where I need to go

What changes would you like to see for better service (such as: a bus stop at a specific location or service at a specific time, etc.) \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

Public Meetings will be held over the next month to gather input on unmet transit needs in our county. Your comments below will be delivered to the public hearings.

Do you use public transit (bus, dial-a-ride)?    \_\_\_ Yes      X   No

Which ones? \_\_\_\_\_

In which communities are you using these services?

\_\_\_\_\_

What are the main reasons you **do not** use public transit? (Check all that apply.)

- |  |  |
|--|--|
| <input checked="" type="checkbox"/> Have reliable vehicle      | <input type="checkbox"/> Bus Schedule problems                   |
| <input type="checkbox"/> Medical reasons                       | <input type="checkbox"/> Bus stop hard to reach                  |
| <input type="checkbox"/> Fares too high                        | <input type="checkbox"/> Bus routes do not go where I need to go |
| <input type="checkbox"/> Other <u>unfamiliar with service.</u> |  |

What changes would you like to see for better service (such as: a bus stop at a specific location or service at a specific time, etc.) \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_