



**HUMBOLDT COUNTY ASSOCIATION OF GOVERNMENTS**  
**Regional Transportation Planning Agency**  
**Humboldt County Local Transportation Authority**  
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**AGENDA ITEM 5a**  
**SSTAC Meeting**  
**June 3, 2026**

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**DATE:** May 28, 2026  
**TO:** Social Services Transportation Advisory Council (SSTAC)  
**FROM:** Oona Smith, Senior Regional Planner  
**SUBJECT:** **PAACT (Partnering Assets and Authorities for Comprehensive Transit)**  
**Project: Draft HTA Transit Route Concepts for Ridership vs. Coverage**

### **STAFF REPORT**

#### **Contents:**

- Staff Summary
- Enclosures
  - (1) Route Concept Notes and Weblinks
  - (2) Draft Route Concepts' Cost and Level of Service (Excel)

#### **Discussion Item:**

1. Introduce the item as a discussion item;
2. Allow staff to present the item;
3. Receive public comment;
4. Discuss, provide comments, and/or direct staff as applicable.

#### **Staff Summary:**

Members of the PAACT Project Steering Working Group (Working Group), during the last week in April, attended in-person transit workshops led by the project consultants from Jarrett Walker + Associates. Other stakeholders also attended, including HTA Board members, Caltrans staff, City staff and a Planning Commissioner, and transit riders and advocates. Attendees, by participating in interactive exercises to map out bus routes, were able to learn the facts and trade-offs involved in transit network planning.

The Working Group and consultants drafted two network concepts for Redwood Transit System, Arcata Transit System, and Eureka Transit System. Each concept focuses on a different goal. One route concept tries to maximize *ridership*, which can be achieved by increasing the frequency of buses. The other concept tries to maximize *coverage*, meaning the area or geography that bus routes will serve. Generally speaking, maximizing coverage means reaching a more dispersed area,

thereby increasing equality in service. The concepts illustrate *where* and *how often* HTA buses could run under either primary goal. However, the purpose of these routes is really to get guidance on the community's preferences for coverage versus frequency goals. The purpose is not to produce routes that are ready to implement. The conceptual routes have not been through a "reality check." For instance, HTA has not analyzed in detail whether all turns are feasible, whether there are viable locations for new stops, or if projected driving times are accurate.

JWA has illustrated the information in three correlated formats:

- Interactive mapping (online Remix platform)
- spreadsheets with costs (Excel), and
- bar graphs (with frequency, hours of service) (Excel)

The JWA consultants are refining the routes and mapping for the next couple of weeks. We will release concepts for public review and comment in July and August 2026.

At the June 3 meeting, I will present the administrative draft network concepts. I will not go over all the information available as there is a lot and it gets technical. If you want to look at the administrative draft concepts before the meeting, please see the enclosures.