

3 Existing Transportation Resources

This section documents the various transit providers and resources that serve Humboldt County, including public, private, and social service providers. Particular focus is given to providers that meet the transportation needs of older adults, people with disabilities, and people with low incomes.

Operator-published schedules, fares, and service descriptions in this section were checked against operator sources through August 28, 2026, with the Arcata & Mad River Transit System schedule and campus-fare entries rechecked on September 9, 2026, and comments from HTA’s General Manager dated September 9, 2026 incorporated on September 11, 2026; entries based on earlier plan documents are identified by source and date.

RTPA: The Humboldt County Association of Governments (HCAOG) is the Regional Transportation Planning Agency (RTPA) for Humboldt County.

CTSA: The Humboldt Transit Authority (HTA) is the designated Consolidated Transportation Services Agency (CTSA) for Humboldt County, a designation HCAOG made effective July 1, 2016, and in that capacity HTA coordinates the region’s paratransit services. HTA is a joint powers authority, established in 1975. Membership includes the cities of Arcata, Eureka, Fortuna, Rio Dell, and Trinidad, and the County of Humboldt.

3.1 Key Origins and Destinations

Humboldt County is a large county with a geographically dispersed population. While the communities around the Humboldt Bay area have various transportation options available to them, many of the outlying communities in the county do not. Many outlying communities lack transportation to access basic needs (shopping, etc.), critical social services, and medical facilities.

In previous plans, transportation needs were identified in the outlying communities throughout the county including southern Humboldt County, and the northern part of the county including the Hoopa Valley and Orick. Currently, some transportation is provided in the outlying parts of the county (e.g., the Southern Humboldt Intercity and its route deviations, and North State Express 299); however, these services do not currently have adequate funding to expand far beyond their existing base service.

The primary social service facilities in the county are located in either Eureka or Arcata. As the largest community in Humboldt County, Eureka has the majority of services in the county, including the largest amount of shopping and medical offices. The Bayshore Mall and Eureka Mall were identified as major shopping destinations, along with the retail and government services provided in downtown Eureka. The major medical center in the county (Providence St. Joseph Hospital) is located along Harrison Avenue in the southeastern part of the city, and many associated medical facilities are located in this area. Arcata also draws communities in northern Humboldt County (Orick, Trinidad, McKinleyville) and communities along the Highway 299 corridor (Blue Lake and Willow Creek). The Mad River Community Hospital, downtown, Cal Poly Humboldt (formerly Humboldt State University), and the Valley West area were all identified as major destinations in Arcata.

The smaller communities of Willow Creek, Blue Lake, and Garberville/Redway also have shopping and basic services with some limited social and medical services. Most of the employment in Humboldt County is located in the Humboldt Bay area.

3.2 Public Transit Service

Humboldt Transit Authority (Ride Humboldt)

There are multiple service providers in Humboldt County. HTA operates most of the county's public transit services, now branded together as Ride Humboldt, with a shared regional fare structure across HTA-operated fixed routes. These services include the Redwood Transit System (RTS), Eureka Transit Service (ETS), the Arcata & Mad River Transit System (A&MRTS), Southern Humboldt Intercity, North State Express 299 (formerly the Willow Creek route), and North State Express 101 (formerly the Redwood Coast Express), along with Dial-A-Ride and the Flex microtransit service. HTA began operating A&MRTS under contract with the City of Arcata in 2023 and fully assumed responsibility for A&MRTS in 2025; HTA also brought Dial-A-Ride operations in-house in 2025. The five fixed-route services tabulated in the adopted 2026 Regional Transportation Plan (RTP) — RTS, ETS, Southern Humboldt Intercity, NSE 299, and NSE 101 — recorded 493,395 passenger trips in fiscal year 2024–25; this total does not include A&MRTS, Dial-A-Ride, or Flex.

The Arcata Transit Center is the City of Arcata transit hub for connections with RTS, North State Express 299, A&MRTS, Redwood Coast Transit (RCT) Route 20, and the Amtrak Gold Runner. Many routes have other transfer points allowing for connection between providers, including downtown Eureka, the Bayshore Mall, College of the Redwoods, Fortuna, and Willow Creek.

- **Redwood Transit System:** HTA operates RTS, the primary intercity public transit system in the county — a north–south service along the US 101 corridor between the cities of Scotia and Trinidad. Key trip origins and destinations include the California Redwood Coast–Humboldt County Airport, Cal Poly Humboldt, College of the Redwoods, the Arcata Transit Center, Downtown Eureka, and the Bayshore Mall. RTS runs Monday through Saturday and carried 329,303 passenger trips in fiscal year 2024–25, the highest ridership of any route in the county.
- **Southern Humboldt Intercity:** HTA operates the Southern Humboldt Intercity, a north–south fixed route with deviations running Monday through Saturday during peak morning and afternoon travel times. The service runs between Benbow and Eureka with stops including Garberville, Redway, Phillipsville, Miranda, Myers Flat, Weott, Redcrest, Rio Dell, Fortuna, and College of the Redwoods. The former separate Southern Humboldt Local service was discontinued due to low ridership; route deviations on the Intercity now provide local access in that corridor. The service provided 17,187 passenger trips in fiscal year 2024–25.
- **North State Express 299 (formerly Willow Creek):** an east–west intercity route along Highway 299 between Willow Creek and the Arcata Transit Center, operating weekdays and Saturdays with service to Blue Lake. Connections to Trinity Transit toward Weaverville and Redding are available in Willow Creek, and the HTA-operated segment is part of the coordinated Arcata–Redding North State Express 299 corridor. The route reported 13,558 passengers in fiscal year 2024–25.
- **Eureka Transit Service:** The ETS has been operating since January 1976; HTA operates ETS for the City of Eureka. ETS operates hourly loop routes within the City of Eureka and the surrounding unincorporated area, with timed connections downtown at H and 3rd Streets and at Harris and F Streets: the Gold, Purple, Red, and Green routes run weekdays from 7:00 a.m. to 6:00 p.m., and the Gold and Rainbow routes run Saturdays from 9:00 a.m. to 5:00 p.m. ETS ridership was 131,226 in fiscal year 2024–25.
- **Arcata & Mad River Transit System (A&MRTS):** The Arcata & Mad River Transit System began operating in 1975 and provides fixed-route service within the Arcata city limits, radiating from the Arcata Intermodal Transit Center. Under HTA's timetable effective August 24, 2026, the Red and Gold routes operate Monday through Friday from 7:00 a.m. to 7:00 p.m. When Cal Poly Humboldt is in session, the Orange route operates

weekday evenings from 7:00 to 10:00 p.m. and Saturdays and holidays from 7:00 a.m. to 10:00 p.m.; the timetable otherwise lists Saturday and holiday service from 7:00 a.m. to 7:00 p.m., with holiday operation following HTA’s published holiday calendar. The Green & Gold route, added in August 2023 with Cal Poly Humboldt funding, has been discontinued: on August 5, 2026, HTA’s Board approved discontinuing it and replacing the university-funded late-night Red and Gold service with Orange service from 7:00 to 10:00 p.m. The HHM Lumberjack Express Shuttle, a Cal Poly Humboldt campus shuttle, connects the HHM residential complex with the campus Library Circle at roughly fifteen-minute intervals. HTA operates the weekday daytime portion from 7:00 a.m. to 4:00 p.m.; Cal Poly Humboldt operates additional evening and weekend service. Riders must present current Cal Poly Humboldt identification, service is subject to driver availability, and the shuttle does not operate on holidays or during campus breaks, so it is not a general-public service. The August 5 Board action authorized modified HHM service through December 19, 2026, subject to vehicle and operating capacity, and a proposed contract amendment presented to HTA’s Board in September 2026 would fund the evening Orange service and the HHM shuttle only from August 24 through December 19, 2026. Major destinations include downtown Arcata, Cal Poly Humboldt, Valley West, Sunny Brae, and Mad River Community Hospital. A&MRTS operates two all-electric buses, in service since March 2023, with plans to purchase additional zero-emission buses.

- **North State Express 101:** implemented in January 2024 (initially as the Redwood Coast Express), an intercity route operating one round trip Monday through Saturday between Eureka and Ukiah, where it meets Mendocino Transit Authority service continuing to Santa Rosa. Together with RCT Route 20, the coordinated corridor extends from Smith River to Santa Rosa. NSE 101 reported 2,121 riders in fiscal year 2024–25.

Table 5 presents the shared regional Ride Humboldt fixed-route fare structure, which replaced most of the separate per-system fare tables shown in the 2021 plan.

Table 5: Ride Humboldt Fixed-Route Fares

Fare Product	Price	Notes
Single ride (cash)	\$2.00	Exact fare; no systemwide transfer
2-hour unlimited rides (Tap-to-Pay)	\$2.00	Contactless credit/debit or mobile wallet; automatic fare capping at pass rates
1-Day Pass	\$5.00	All fixed routes; not valid on Dial-A-Ride or Flex
7-Day Pass	\$15.00	All fixed routes; not valid on Dial-A-Ride or Flex
31-Day Pass	\$50.00	All fixed routes; not valid on Dial-A-Ride or Flex
Stored Value Pass (\$10 or \$20)	\$2.00 deducted per ride (\$1.00 reduced)	Fixed-route deductions shown. Stored-value cards are also accepted on Dial-A-Ride at its separate zone-based fare; not valid on Flex

Source: Humboldt Transit Authority website, Fares & Passes.

Reduced fares apply to seniors aged 62 and older, youth aged 3–17, and riders with disabilities holding a transit identification card; reduced pricing on regional fare products is available through stored-value cards. On August 24,

2026, HTA announced that Arcata-only day passes and reduced day passes were no longer available. Regional passes remain valid on A&MRTS, and reduced fares continue through stored-value cards. HTA's announced summer 2026 promotion offered free fixed-route travel to youth aged 17 and under and adults aged 62 and older from June 1 through August 31, 2026. Free transfers are provided only between ETS routes for a single trip; no inter-agency transfers are available. Fare media are sold on board with exact change in cash, at the HTA office at 133 V Street in Eureka, through the HTA online store with delivery by mail, and as virtual passes through the Token Transit mobile application; HTA markets the day, week, month, single-ride, and stored-value products as regional passes. Cal Poly Humboldt students ride A&MRTS, RTS, ETS, Southern Humboldt, NSE 299, and NSE 101 free with a current student ID, and staff and faculty may buy into the Jack Pass program for \$60 per semester, or \$45 for the summer session. College of the Redwoods students may also ride the fixed-route services with a current student ID beginning in the fall 2026 semester. HTA's fare page states that the campus identification and Jack Pass do not include Dial-A-Ride or Flex; the university's disability resource center separately describes an arrangement under which students, and employees holding a current Jack Pass, may ride Dial-A-Ride at no fare once HTA has certified them eligible, using a code issued by the university. HTA's Fares & Passes page states that the regional single-ride, day, week, and month passes are accepted on all Ride Humboldt fixed-route systems, including A&MRTS, but not on the demand-response systems, and that the stored-value passes are additionally accepted on Dial-A-Ride.

Dial-A-Ride

In Humboldt County, paratransit is administered by HTA through the Humboldt Dial-A-Ride program, which HTA has operated in-house since 2025. Passengers must submit an application for access to DAR services and be certified eligible; a new ADA paratransit application process took effect May 1, 2025, requiring verification by a healthcare professional and, in some cases, an interview or assessment. A personal care attendant, if preapproved, travels without paying a fare, and visitors certified eligible for paratransit elsewhere may use Humboldt Dial-A-Ride for up to 21 days before applying locally. Dial-A-Ride serves Eureka, Arcata, McKinleyville, Old Arcata Road, Manila and Samoa, Humboldt Hill, King Salmon, Fields Landing, and the College of the Redwoods. Service operates Monday through Friday from 7:00 a.m. to 6:00 p.m. and Saturday from 9:00 a.m. to 5:00 p.m., and rides are scheduled at least 24 hours in advance with a 20-minute pickup window. Fares are \$3.00 per zone traveled, capped at \$9.00 per ride for trips of three or more zones, with no limit on the zones a rider may travel. Riders may pay by cash at boarding, with \$10 and \$20 value cards sold online, at the HTA office, or from the driver, with a card on file, or with account credits; the former six-ride ticket books are no longer sold.

Ride Humboldt Flex

HTA operates Flex, an on-demand, app-based shared-ride microtransit service, currently within the Dial-A-Ride zones, Monday through Friday from 7:00 a.m. to 10:00 p.m. and Saturday from 9:00 a.m. to 10:00 p.m. Riders book through the Ride Humboldt app, website, or by phone, with prepayment required and only same-day trips available; fares are \$2.00 per person for the first zone and an additional \$4.00 per person to travel into a second zone, with travel capped at two zones. Flex is a stop-to-stop service using existing bus stops plus additional virtual stops — it is not door-to-door — and it currently uses dedicated vehicles and open Dial-A-Ride seats, so it complements rather than replaces ADA paratransit and fixed-route service. HTA reports that the Flex system is accessible: riders who need accommodation are provided an ADA-accessible vehicle, and service animals are welcome.

Fortuna Transit

The City of Fortuna offers Fortuna Transit (Fortuna Senior & Paratransit, formerly the Fortuna Senior Bus), a demand-response, curb-to-curb service administered by the City's Parks and Recreation Department for people 50 years of age

and older or people with a disability; riders under 50 may qualify with a doctor’s note. Rides are reservation- and dispatcher-based, with the dispatch line available Monday through Thursday beginning at 8:00 a.m.; the 2023 Transit Development Plan describes weekday service hours of approximately 8:30 a.m. to 4:00 p.m. and reservations up to one month in advance for medical appointments, one week for other appointments, and the day before for shopping trips. The service makes medical trips to Eureka on Tuesdays for appointments between 10:00 a.m. and 12:00 p.m., funded by the City’s Measure E. The current fare is \$3.00 cash per one-way trip, or a 15-ride punch card for \$30.00. The adopted 2026 RTP reported that the City planned to open the service to the general public in February 2026; HTA now understands the City is aiming for October 2026, and the City’s current public information continues to limit eligibility to seniors and people with disabilities.

Tribal Transportation Services

Humboldt County is home to eight federally recognized tribes: the Hoopa Valley Tribe, the Yurok Tribe, the Karuk Tribe, the Wiyot Tribe, the Bear River Band of the Rohnerville Rancheria, the Blue Lake Rancheria, the Trinidad Rancheria, and the Big Lagoon Rancheria. The transportation services identified for these tribes in the sources reviewed are described here and, for the Trinidad Rancheria’s casino shuttle, under private and courtesy services; no additional general-community tribal transit service was identified for the Wiyot Tribe, the Bear River Band (whose Bear River Casino operates the airport shuttle described under private and courtesy services), or the Big Lagoon Rancheria, and the SSTAC consultation will confirm whether any operates. As described in the adopted 2026 RTP, the Yurok Tribe Transportation Department operates demand-responsive weekday service in and around Klamath, Crescent City, Weitchpec, Wautec, and Tulley Creek, including scheduled work-commute trips from Klamath to Crescent City, and a seasonal river ferry between Wautec and Klamath. Beginning in 2022 the Tribe also operated a fixed route in the Orleans–Hoopa–Willow Creek corridor, filling the gap left when Klamath-Trinity Non-Emergency Transportation (KT-Net) was discontinued due to low ridership and insufficient funding; the adopted 2026 RTP reported that route as paused in July 2025 pending resolution of a cost-share contract with the County. Separately, the Karuk Tribe, whose communities lie along Highway 96 in northeastern Humboldt and Siskiyou counties, operates tribal transportation services and, per the adopted 2026 RTP, is developing a tribal transit program with an initial focus on the Orleans–Happy Camp gap; service particulars are to be confirmed with the Tribe.

Services discontinued since the 2021 plan

The Blue Lake Rancheria Transit System (BLRTS), the deviated fixed-route and dial-a-ride service operated by the Blue Lake Rancheria since 2000, was discontinued in 2023, primarily due to long-term funding sustainability; North State Express 299 now provides fixed-route service to Blue Lake. KT-Net, as noted above, also discontinued service.

3.3 Social Service Transportation

Redwood Coast Regional Center

The Redwood Coast Regional Center (RCRC) 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. RCRC’s Purchase of Service Guidelines provide that disability-related transportation identified through a consumer’s Individual Program Plan or Individual Family Service Plan may be provided, arranged, purchased, or obtained with the regional center’s assistance, with public and generic options considered first and qualifying transportation costs eligible for funding or reimbursement. The 2021 and 2023 plans described the Humboldt County arrangements as including fare assistance for public fixed-route and Dial-A-Ride services, contracts

with supportive living and day-service organizations, and referrals to the Area 1 Agency on Aging volunteer driver program.

Area 1 Agency on Aging

The Area 1 Agency on Aging (A1AA) runs a volunteer driver program for seniors aged 50 and over who live independently and have limited resources. The program provides transportation to and from healthcare appointments and grocery shopping, covering the areas from Trinidad to Scotia and inland to Blue Lake. It operates Monday through Friday from 8:30 a.m. to 4:30 p.m., and eligible passengers must call at least five business days before the appointment to schedule transportation; prospective riders are screened and must agree to the program guidelines before rides can be scheduled. The program is funded by donations and grants, including a grant from the City of Eureka.

Humboldt Senior Resource Center

The Humboldt Senior Resource Center (HSRC) is a nonprofit multi-service center that provides a wide range of services throughout the County. Its Redwood Coast PACE program is an all-inclusive health plan for eligible older adults who wish to remain living in their home and community, providing medical, social, nutritional, rehabilitation, and support services, including transportation services. The Multipurpose Senior Services Program is a statewide, community-based care management program that helps eligible frail elderly adults live at home, with linkage to transportation services. The Adult Day Health program provides round-trip transportation for participants; the 2023 Transit Development Plan reported that the County of Humboldt contributes Transportation Development Act (TDA) funding for that transportation program. As of July 1, 2025, HSRC no longer sells Dial-A-Ride tickets and directs riders to the Humboldt Transit Authority for tickets and related services.

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. Its Transportation Assistance Program (TAP) provides relocation services to individuals and families that request assistance with relocation to a new place of residence, with staff verifying that a friend, family member, or agency at the destination will receive and support the individual or family; benefits include a non-refundable one-way ticket to a predesignated location, a meal allowance, or money for fuel if conditions are met.

K'ima:w Medical Center

The K'ima:w Medical Center provides free non-emergency transportation for medical, dental, and behavioral health appointments within the Hoopa Valley, available five days per week from 8:00 a.m. to 5:00 p.m. For patients with referral appointments to specialist healthcare providers outside the Hoopa community, the center's Purchase and Referred Care (PRC) department administers transportation and gas-reimbursement assistance on an individualized basis; travel assistance forms are available from that department. Rides are scheduled through the center's transportation line, and the PRC department maintains its own line for travel-assistance guidelines and requests.

Adult Day Health Care of Mad River

The non-profit Adult Day Health Care of Mad River provides therapeutic, health, recreational, and social services to adults over 18 who are dependent on others for some of their care. Its program page states that door-to-door van service is available to participants living within its transportation radius, with service areas including Eureka, Arcata, Blue Lake, and McKinleyville. The 2023 Transit Development Plan reported that the County of Humboldt contributes

TDA funding to the transportation program.

Ferndale Senior Resource Agency

The Ferndale Senior Resource Agency (FSRA), whose demand-response service the 2021 coordinated plan described as “Bridging the Gap,” provides low-cost transportation for seniors living in the 95536 ZIP code for medical appointments, shopping, and other vital needs. Rides within the Ferndale area are free and the published airport fare is \$60.00, with other round-trip rates varying by time and distance, payable by cash or check at the time of the trip. Service operates Monday through Friday, with the first pickup at 8:15 a.m. and the last drop-off at 4:45 p.m.; at least 24 hours’ notice is required, trips are scheduled first come, first served, and medical appointments receive scheduling priority. Rides are requested by calling the agency at (707) 786-4141. The 2021 coordinated plan also described transportation throughout the community and to a bi-monthly senior lunch at the community center.

Partnership HealthPlan of California

Partnership HealthPlan’s Transportation Services Department coordinates and pays for non-emergency medical transportation (which requires a Provider Certification Statement from a health care professional), non-medical transportation (available when a member attests that no other transportation is available), gas mileage reimbursement, and travel-related expenses to and from medically necessary, Medi-Cal-covered services for eligible members, using contracted transportation providers.

3.4 Private Service

Humboldt Medi-Trans

The 2021 coordinated plan described Humboldt Medi-Trans as a non-profit agency established to provide non-emergency medical transportation throughout Humboldt County and beyond, serving as an interim means of transportation for people who cannot use the demand-response services in the county but who also do not require emergency ambulance services, with the majority of its Humboldt County trips made to and from kidney dialysis appointments. That plan also reported the agency as relying on donations and grants, charging little or no fare, and offering Medi-Cal billing; the 2023 Transit Development Plan carried a later but narrower account of the same service. In its most recent nonprofit filing record, covering 2024, the organization reported providing 4,512 passenger trips to and from doctors’ appointments.

Taxi services

CAE Transport, Inc., doing business as City Cab, closed its taxi operation effective June 30, 2026, after more than four decades of service, citing rising fuel, insurance, and wage costs in its closure announcement. The City Cab and CAE Transport names have long been associated with City Ambulance of Eureka, Inc.; the announced closure concerned the taxi operation, and City Ambulance continues to provide ambulance service in the county. As described in the 2023 Transit Development Plan, the taxi operation had served the greater Eureka, Arcata, and McKinleyville area alongside ambulance service and non-emergency medical transportation, including under contract with the Redwood Coast Regional Center; it no longer operates the countywide Dial-A-Ride program, which HTA brought in-house in 2025. Cab Louie, an Arcata-based taxi company, continues to advertise service seven days per week (9:00 a.m. to 5:00 p.m., with extended hours by reservation) across the central Humboldt Bay area, including Arcata, Blue Lake, Eureka, Manila, McKinleyville, Samoa, and Trinidad, at published rates of a \$5.00 gate fee, \$3.00 per mile, and a \$45.00 per-hour wait fee. Cal Poly Humboldt’s transportation referral page additionally lists Supreme Rides (24-hour service) and Plaza Cab (evening service in Arcata). Ride-hailing apps also advertise service in the Eureka area, though rural

coverage varies with driver availability; a statewide California Transportation Commission assessment reports that very few transportation network company (TNC) services can accommodate wheelchair or power-wheelchair users.

Airport shuttle services

ACV Airporter has provided shuttle service to and from the California Redwood Coast–Humboldt County Airport (ACV) since 1994, operating on a schedule built around arriving and departing flights. Walk-on passengers are accepted, though the operator recommends reserving in advance, and it also offers a separate airport taxi service that runs when no flights are scheduled. The service operates as a Passenger Stage Corporation certificated by the California Public Utilities Commission, and the County airport lists it among its airport transportation referrals. Bear River Casino Resort in Loleta publishes an airport shuttle at \$25.00 one way per person and shuttle service for larger groups at \$80.00 per hour.

The Heights Casino Shuttle

The Heights Casino (formerly Cher-Ae Heights Casino), operated by the Cher-Ae Heights Indian Community of the Trinidad Rancheria, advertises shuttle transportation for casino patrons. The 2021 coordinated plan reported two shuttle routes operating Wednesday through Sunday, serving locations in Eureka and in Arcata and McKinleyville, provided free of charge, with a wheelchair-accessible vehicle available on request and with Arcata and McKinleyville rides requiring a request.

3.5 Interregional Transportation Service

Amtrak (Gold Runner Thruway Route 7)

Amtrak’s Gold Runner Thruway Route 7 operates daily between Cal Poly Humboldt and the Martinez train station, where passengers can board connecting trains, with Humboldt County stops in Arcata (Cal Poly Humboldt and the Arcata Transit Center), Eureka, Fortuna, and Garberville. Under SB 742 and as reported in the adopted 2026 RTP, Gold Runner Thruway buses now carry bus-only passengers between intermediate stops; the 2021 plan’s statement that Thruway buses cannot carry passengers who are not connecting to a passenger rail service is no longer accurate.

North State Express 101

As described in Section 3.2, NSE 101 provides Monday-through-Saturday intercity service between Eureka and Ukiah, meeting Mendocino Transit Authority service to Santa Rosa; it connects in Eureka with RCT Route 20, which carries passengers north to Crescent City, and the two together provide one of the principal public intercity connections from the North Coast toward the Bay Area following Greyhound’s June 2024 withdrawal.

North State Express 299 and Trinity Transit

NSE 299 connects Arcata and Blue Lake with Willow Creek, where passengers transfer to Trinity Transit toward Weaverville and Redding — a key east–west link. NSE 299 runs Monday through Saturday; Trinity Transit runs Monday through Friday from its Weaverville hub, with a second transfer there for Redding, and its timetable notes a Willow Creek–Redding round trip cannot be completed in one day; HTA states that the Eureka–Redding trips are timed to minimize passenger waits at the transfer.

Redwood Coast Transit

RCT's Route 20 runs Monday through Saturday between Smith River and Eureka along U.S. 101, forming the northern segment of the NSE 101 corridor with timed connections to HTA service in Eureka. Humboldt County timepoints (schedule effective September 8, 2026) include Prairie Creek State Park, the Kuchel Visitor Center, the Eureka/Arcata Airport (ACV), the Cal Poly Humboldt Library Circle, and the temporary Eureka transit center at I and 3rd Streets — Providence St. Joseph Hospital and the Eureka VA Clinic on selected trips — and drivers serve flag stops at safe locations on request. The corridor north of Trinidad has no other regularly scheduled public fixed-route service.

Greyhound

Greyhound discontinued its North Coast U.S. 101 route between Arcata and San Francisco in June 2024 and no longer serves Humboldt County.