

9. PUBLIC TRANSPORTATION ELEMENT

Public transit in Humboldt County is primarily bus and van. There is no passenger rail or subway. The region provides public transportation via transit buses and paratransit (complementary as required by law, as well as supplemental). Local public transit is augmented by social service organizations and non-profits that offer transportation services to eligible populations.



EXISTING INTERREGIONAL TRANSIT SYSTEM

Interregional transit services move people into and out of Humboldt County. A network of transit operators collaborate to operate the North State Express (NSX) which runs from Smith River in the north to Santa Rosa in the south. The Humboldt Transit Authority initiated the North State Express: Route 101 to connect passengers between Eureka and Ukiah in Mendocino County. From Ukiah, riders can continue the journey on Mendocino Transit and plan connections with public transit options like the SMART train to access the San Francisco Bay. The North State Express operates Monday through Saturday. The Amtrak Thruway bus route runs seven days a week from McKinleyville to the Martinez Train Station, where passengers board connecting trains (e.g., trains to Emeryville connect to a shuttle bus that stops in San Francisco). With the passage of Senate Bill 742¹, Amtrak Thruway busses can transport passengers who are not connecting to a passenger rail service. Interregional services should be coordinated to the extent possible with regional transit systems to allow for convenient connections.

Redwood Coast Transit (RCT) is Del Norte County's public transit system. RCT provides bus service between Eureka and Smith River, Del Norte County, weekdays and Saturdays. The RCT Route 20 bus runs along the U.S. 101 corridor. Scheduled bus stops in Humboldt County include Redwood National Park, Eureka/Arcata Airport, Cal Poly Humboldt, Providence St. Joe's Hospital and the VA Clinic in Eureka. Route 20 is part of the North State Express described above.

¹SB 742, Allen. Intercity passenger rail services: motor carrier transportation of passengers (2019).

Humboldt Transit Authority's Willow Creek Transit System can connect passengers from Arcata and Willow Creek to Trinity Transit of Trinity County for destinations further inland. Trinity Transit will take passengers east to Weaverville, and further east to Redding in Shasta County.

EXISTING REGIONAL TRANSIT SYSTEM

Within Humboldt, various transit routes connect to one or another transit systems at major transfer points. The RTP was amended by the HCAOG Board in Resolution 24-01 to include the identification of the major transit stops listed below. By identifying major transit stops in the RTP, public agencies are prohibited from imposing any minimum automobile parking requirement on any residential, commercial, or other development project that is located within 1/2 mile of the major public transit stop (AB 2097, 2022).



These transit “hubs” include downtown Eureka (4th & H Street), the Bayshore Mall in Eureka, and the Intermodal Transit Center in Arcata (commonly referred to as the Arcata Transit Center). In Eureka, bus stops at the Bayshore Mall, as well as the area of 3rd/4th/5th and H Street, provide connections between Redwood Transit System (RTS), Southern Humboldt Intercity

(SHI), and Eureka Transit System (ETS) buses. The Arcata Transit Center is a central transfer facility where, in addition to Amtrak buses, many local bus systems stop, including RTS, Willow Creek Transit System, and A&MRTS. Humboldt County's public transit and paratransit service areas are mapped on Figures: 9.1a, 9.1b, 9.1c, and 9.1d (see Maps Tab).

Table Transit-1: Major Transit Stops

Stop Name	Sum of Avg Day (2023) Total Alighting (On+ Off)
CAL POLY LIBRARY CIRCLE	565
BAYSHORE MALL	344
ARCATA TRANSIT CENTER	316
F ST AND HARRIS ST	282
COLLEGE OF THE REDWOODS	231
EUREKA TRANSIT CENTER	210
VALLEY WEST BLVD. (MCDONALDS)	175

The RTS commuter bus makes multiple stops in and near Fortuna, allowing potential connections between Fortuna Transit and RTS. The Willow Creek Transit System provides connections to the Hoopa Reservation and Orleans.

PUBLIC TRANSIT SERVICES

Details on regional transit operators (e.g., transit organizations, services areas, fleets, fares, passenger volumes, etc.) can be found in the following HCAOG plans, which are incorporated by reference:

- Report of Findings for Unmet Transit Needs (HCAOG prepares this report annually);
- Humboldt County Transit Development Plan 2023 – 2028 (HCAOG, 2023) (or most current);
- Mobility-on-Demand Strategic Development Plan (HCAOG, 2020);
- Humboldt County Coordinated Public Transit–Human Services Transportation Plan (HCAOG, 2021);
- McKinleyville Transit Study (HCAOG, 2021).

Humboldt Transit Authority (HTA)

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 through a combination of fares, Transportation Development Act (TDA) funds from the JPA members, State Transit Assistance, Federal Transit Assistance 5310 and 5311, and other grants. Table *Transit-2* below shows what percentage the HTA members pay HTA for their respective transit service(s).

Table *Transit-2*. Humboldt Transit Authority (HTA) Shared-Cost Assessments*

HTA Member	Redwood Transit System	So. Hum Intercity	Willow Creek Intercity	Eureka Transit Service	Dial-A-Ride
County of Humboldt	50.00%	100%	100%	27%	18%
City of Eureka	22.61%			73%	58%
City of Arcata	14.35%				1%
City of Fortuna	9.93%				
City of Rio Dell	2.80%				
City of Trinidad	0.31%				
HCAOG					14%
Total	100.00%	100%	100%	100%	100%

HTA operates and maintains the Redwood Transit System (RTS), North State Express: Route 229 (previously known as the Willow Creek Intercity), Arcata and Mad River Transit Service (A&MRTS), Eureka Transit Service (ETS), Southern Humboldt Intercity, and the North State Express: Route 101. The HTA serves as the Consolidated Transportation Service Agency (CTSA) for Humboldt County and in that capacity coordinates paratransit services. HTA provides paratransit (Dial-A-Ride and Dial-A-Lift) administrative services for the region.

Ridership has been recovering steadily since the pandemic, with a total of 493,395 individual rides across all HTA routes in FY 24-25.

Redwood Transit System (RTS)

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 U.S. 101 corridor, between the cities of Scotia and Trinidad. Key trip origins and destinations include Cal Poly Humboldt, College of the Redwoods, the Arcata

Transit Center, Downtown Eureka and the Bayshore Mall. RTS runs Monday through Saturday. RTS sees the highest number of riders as it serves the highest densely populated Humboldt Bay area stretching from McKinleyville to Fortuna. The largest share of riders is students.



Willow Creek Transit System

HTA operates fixed-route service along State Route 299 between Willow Creek and the Arcata Transit Center. The Willow Creek bus runs weekdays and Saturdays.



Arcata & Mad River Transit System (A&MRTS)

The Arcata City Council initiated A&MRTS in 1975, and it was operated through the Building & Engineering Department. In July 2025, at the request of the City of Arcata and approval of the HTA Board, the HTA accepted the transfer of administration, vehicles, planning, operations, and maintenance responsibilities for the A&MRTS fleet. A&MRTS provides fixed-route transit service within the Arcata city limits; two routes run weekdays year-round, and one (combined) route runs Saturdays. A fourth route operates weekdays while Cal Poly Humboldt is in session. Its hub is the Intermodal Transit Center, a.k.a. the Arcata Transit Center). A&MRTS operates one all-electric bus with plans to purchase additional ZEBs.



Eureka Transit Service (ETS)

The Eureka Transit Service (ETS) has been operating since January 1976. The City of Eureka contracts HTA to operate ETS. ETS operates four fixed-route lines on weekdays and two fixed-route lines on Saturdays. Currently the buses run loop routes with service primarily within the City of Eureka, and also some adjacent areas of the unincorporated County.



Southern Humboldt Intercity

HTA operates the Southern Humboldt Intercity, which provides a fixed route service Monday through Saturday during peak travel times in the morning and afternoon. The Southern Humboldt Route is an intercity route operated by Redwood Transit which runs Monday through Saturday. Intercity service runs between the communities of Redcrest, Weott, Meyers Flat, Miranda, Phillipsville, Redway, Garberville and Benbow and extends north to the communities of Rio Dell, Fortuna, and Eureka, including the College of the Redwoods campus.

Flex Humboldt

HTA is piloting an on-demand, app-based microtransit service operating Monday through Saturday within the DAR zones in the Humboldt Bar area. Users can book a ride ahead of time through the smartphone

application, similar to an Uber or Lyft service, or call to arrange a shared ride. The service will pick up and drop off at existing bus stops, with additional “virtual” stops to be added over time.

Yurok Tribal Transit Service (YTTS)

The Yurok Tribe Transportation Department, under direction from the Yurok Tribal Council, operates YTTS, which is a demand-responsive public transportation service. The YTTS operates weekdays, providing service in and around Klamath, Crescent City, Weitchpec, Waukeet, and Tulley Creek areas. The Yurok Tribes offers this as a Dial-a-Ride service, scheduling trips based upon community needs (i.e., requests for pick-up). The YTTS will provide service for work-commute trips from Klamath to Crescent City in Del Norte County. They offer this service dependent upon scheduling availability, weekdays between 8:30 a.m. and 5 p.m., and with a minimum of 3 passengers. The Yurok Tribe began operating a route in the Orleans-Hoopa-Willow Creek area in 2022. The service fills a critical gap by connecting people from rural Tribal communities to Willow Creek where connections, however the service was paused in July 2025 due to challenges around executing the cost-share contract with the County.

Additionally, the YTTS has implemented a seasonal River Ferry providing transportation between Waukeet and Klamath. Tribal Transportation grants and FTA grants fund ferry service.

PUBLIC PARATRANSIT SERVICES

The Americans with Disabilities Act (ADA) defines the right of people with disabilities to equal participation in transit programs. If public bus service is provided, it must comply with ADA requirements to provide “complementary” paratransit. Paratransit is origin-to-destination transportation for people with disabilities who cannot use the bus all or some of the time. Paratransit must serve destinations within a ¾-mile of all public fixed-route bus service (49 CFR 37.131).

Paratransit services in Humboldt County are provided by HTA through Humboldt Dial-A-Ride (DAR). DAR is a shared ride transportation service that requires eligible users to sign up and, DAR service has been contracted to various providers over the years. Most recently, the City Ambulance of Eureka (CAE) served as the DAR provider under contract with HTA. However, in 2025, HTA took responsibility for operating DAR in-house. City of Fortuna.

Fortuna Transit

The City of Fortuna operates Fortuna Transit (formerly called Fortuna Senior Bus), which is demand-responsive, curb-to-curb, weekday transport service for seniors aged 50 and older or disabled persons who are unable to drive. The Fortuna Transit service area is within Fortuna city limits; however, in 2018 Fortuna Transit

implemented a weekly service to medical appointments in Eureka. The City's Parks and Recreation Department administers and operates Fortuna Transit.

OTHER TRANSPORTATION PROVIDERS

Community and social service organizations provide transportation services to serve their clientele, including older adults, adults with disabilities, and other vulnerable populations. Most provide DAR, DAL, and/or non-emergency medical transportation services. Refer to the *Humboldt County Coordinated Public Transit–Human Services Transportation Plan* (HCAOG, 2021) and TDP 2023 for brief summaries of the transportation services provided by these organizations:*

- ❑ Adult Day Health Care of Mad River
- ❑ Area 1 Agency on Aging (A1AA)
- ❑ City Ambulance of Eureka (CAE)
- ❑ County of Humboldt Health and Human Services
- ❑ Ferndale Senior Resource Center “Bridging the Gap”
- ❑ Humboldt Medi-Trans
- ❑ Humboldt Senior Resource–Adult Day Care Center
- ❑ K’ima:w Transportation Department of the K’ima:w Medical Center, Hoopa Valley
- ❑ Redwood Coast Regional Center
- ❑ Southern Trinity Health Services

City Ambulance of Eureka is a private company that provides emergency and non-emergency medical transportation, taxi cab, and shuttle services.

GOAL, OBJECTIVES, & POLICIES

The public transit objectives and policies are developed to achieve broad transit goals, align with Safe and Sustainable Transportation targets, and meet the transit needs identified in this element. These goals and objectives are both short- and long-range, and are the foundation of the transit projects identified in the Action Plan below. The goals, policies and objectives are consistent with the Financial Element, specifically identifying project and program areas that should be included in the Regional Transportation Plan in order to leverage funding, as a result of shifting funding priorities at the federal level. In order to meet regional and state greenhouse gas reduction targets (see Active Transportation Introduction), there needs to be a mode shift toward shared-use transit and away from single occupancy vehicle trips, for trips both within and out of the County.

GOAL: Achieve an integrated and sustainable multimodal transportation system that provides public transportation options for all users traveling in Humboldt County. Transit and paratransit users have options for affordable, reliable and efficient transit service that effectively meets their local and regional mobility needs.

OBJECTIVES: To strive for this goal, the policies listed in the Public Transportation Element will help meet the RTP's main objectives (listed in alphabetical order):

MAIN OBJECTIVE:	PUBLIC TRANSPORTATION SUB-OBJECTIVES (♦) & POLICIES
Active Transportation Mode Share/ Complete Streets	♦ Expand and improve local and interregional transit services to improve mobility for people in Humboldt County ♦ Increase percentage of all trips, combined, made by walking, biking, micro-mobility/matched rides, and transit.  ♦ Reduce VMT per capita  POLICY TRANSIT-1 To grow and meet transit demand, fund programs and support services that make public transportation a fast and convenient way for people to get to their destinations. Support funding expanded routes, increased trip frequency, faster travel times (express routes), and first-last mile services including on-demand service. Prioritize programs with the highest potential to increase ridership and reduce the number of single-occupancy-vehicle trips made in Humboldt County. POLICY TRANSIT-2 HCAOG shall support transit providers in Humboldt County in coordinating public transit services for local, intercity, tribal area, and interregional travel, including planning with regional and local providers in neighboring counties and encouraging Amtrak to implement new bus-only thruway routes in the region. POLICY TRANSIT -3 HCAOG supports having an integrated transit network that enables users to conveniently connect transit trips with biking and walking (first-last mile connectivity), such as by accommodating bicycles on transit vehicles, providing secure bicycle parking at transit stops, integrating mobility-on-demand services with transit service (e.g., bikeshare, scootershare, carshare, carpooling), and maximizing walkability and ADA accessibility to bus stops.
Economic Vitality	♦ Transit service provides convenient means of transportation to work, medical appointments, and shopping.
Efficient & Viable Transportation System	♦ Maximize operating efficiency and productivity without lowering service quality. ♦ Ensure that transit systems meet minimum performance standards. ♦ Reduce on-road transportation-related fossil fuel consumption in Humboldt County.  POLICY TRANSIT-4. Local funding for expansion: HCAOG will help develop local funding sources to afford expanding service to meet demand and through its committees provide a forum to advise on the use of local funds for transit POLICY TRANSIT-5. Federal and state transit funds: HCAOG shall advocate for and support initiatives to increase federal and state transportation funds allocated for public transit services. POLICY TRANSIT-6. Integrate mobility-on-demand: HCAOG supports strategically integrating mobility-on-demand and "micro-transit" services as public transportation services either

	operated or contracted by public agencies, in order to maximize coordinated service and minimize vehicle miles travelled. POLICY TRANSIT-7. Advanced technology: HCAOG shall assist transit service operators in adopting advanced technology solutions to improve real-time travel information and simplify fare payment systems (California Integrated Travel Project 2020). POLICY TRANSIT-8. System performance: HCAOG shall facilitate monitoring and evaluating transit services, and maintain a current transit development plan. HCAOG will follow and promote recommendations to improve system performance whenever feasible.
Environmental Stewardship & Climate Protection	- Coordinate long-range transit planning with land use policy, environmental policy, and development projects to help achieve a balanced transportation system. - Double transit trips by 2025, and again by 2030, and again by 2040. POLICY TRANSIT-9. Zero-emission fleets: HCAOG supports transitioning transit fleets to alternative fuels that will meet zero-emission bus (ZEB) standards. HCAOG will assist agencies in planning for ZEB rollout and in identifying funding for capital improvements necessary to support infrastructure for alternative fuels as well as operational funding for increased fueling costs.
Equitable & Sustainable Use of Resources	Make transit service as affordable and convenient as possible for Humboldt's primary transit users, who are low-income households, youth, seniors, students, and persons with disabilities. POLICY TRANSIT-10. Integrated social services and transit: HCAOG shall help promote integrated social services and public transportation services, including specialized transportation programs for the county's disabled and elderly population. POLICY TRANSIT-11. Paratransit service: HCAOG shall support paratransit providers to maintain a zero trip-denial rate (defined by ADA) for ADA-eligible registrants and ensure that ADA complementary paratransit is capable of serving all confirmed ADA-eligible trips within the ADA service area.
Safety & Health	Decrease roadway fatalities by increasing the number of trips taken by transit. POLICY TRANSIT-1 2.Safety and health benefits from transit: HCAOG will promote the safety benefits and positive public health outcomes associated with high quality public transportation, such as reduced traffic crashes and pollution emissions, and increased physical fitness and improved mental health.

NEEDS ASSESSMENT

Humboldt's public transit needs are assessed on a regular basis. HCAOG's Social Services Technical Advisory Council (SSTAC) and Technical Advisory Committee (TAC) review transit needs throughout the year. Local

transit providers are members of these committees. HCAOG consulted with the committees for them to update, review, and disseminate drafts of the Public Transportation Element, and other chapters of the RTP.

Annually, HCAOG assesses transit needs through the Unmet Transit Needs (UTN) Process, which collects input through surveys and public hearings at both the local jurisdictional level and, by HCAOG, at the RTPA level. The HCAOG Board adopts a report of findings, which reports if there are “unmet transit needs” and if they are “reasonable to meet.”²The annual UTN process allows HCAOG, HTA and members of the SSTAC to hear from people who currently use transit as well as people who might use transit. While the process regularly identifies unmet needs, the services are typically not reasonable to meet based on anticipated ridership or a lack of available funding. .

Every five years, HCAOG updates the *Transit Development Plan* (TDP), which assesses efficiency of the major transit systems and recommends a regional capital improvement plan. The most current at the time of writing is the *Humboldt County Transit Development Plan 2023-2028* (described further below). The next TDP (2028-2033) is scheduled to be updated again in between RTP updates.

HCAOG assesses needs in the *Coordinated Public Transit-Human Services Transportation Plan for Humboldt County* (Coordinated Plan) (HCAOG, 2021). The service gaps summarized below have been identified by these committees and plans. The *UTN Report of Findings*, *TDP*, and *Coordinated Plan* are incorporated into VROOM by reference.

The McKinleyville Transit Study (2021) explored the possibility of transit service within McKinleyville. The study found that the ridership level in McKinleyville would likely not support a fixed-route transit system. The study recommends a pilot project using two vehicles to run an on-demand microtransit service.

HCAOG adopted the *Mobility-on-Demand Strategic Development Plan* in June 2020. The report recommended four RTS routes that could be altered to reduce travel time. The recommendations included removing stops within the City of Fortuna, eliminating the Manila and ACV airport stops, and to replace Trinidad to McKinleyville service with a Personal Mobility-on-Demand (PMoD) service. Additional recommendations were to explore Software-as-a-Service technologies that could assist in connecting riders to shared rides, such as a modern day hitchhiking application. Lastly, the Mobility-on-Demand Plan recommended a regional bike share program with suggested locations to help create a multi-modal transportation system.

SERVICE GAPS

HCAOG assesses service needs through public outreach to stakeholders, including social service agencies, the SSTAC, and transit operators, and by researching relevant transportation plans and efforts around the county. The stakeholders identified these service gaps and unmet transportation needs during the planning process over the course of several years over multiple studies.

- Improved frequency on all services.

² See UTN Report of Findings for definitions and annual findings. Available at www.hcaog.net/projects.

- Express bus routes along McKinleyville–Arcata–Eureka corridor.
- Later evening fixed-route public transit services.
- Extending RTS Mainline to serve College of the Redwoods on Saturdays.
- Sunday fixed-route transit services.
- More direct routes on Eureka transit.
- Service from Blue Lake to Glendale.
- Improved bus stop amenities and access.
- Additional Dial-a-Ride/Dial-a-Lift services.
- Less wait time to connect with other buses.
- Shared resources between human service transportation providers.
- Additional senior-specific transportation.
- Enhanced awareness of existing transportation services.
- Service to the Humboldt Bay area from unserved/underserved communities (Hydesville/Carlotta/Bridgeville/Loleta)
- Improved or new transportation in tribal areas.

The County of Humboldt is contracting with the Yurok Tribe Transit Service for the Yurok to operate public transit in the Orleans-Weitchpec- Hoopa area. This service began in 2023, filling an important transit need. The service is paused as of writing while contractual funding issues are worked out between the County and the Yurok Tribe.

TRANSIT SERVICE CHANGES & RECOMMENDATIONS

The U.S. DOT reported that public transportation (school, intercity, transit bus, light rail transit, and subway) accounted for less than 1% of transportation fatalities in 2011, while private passenger vehicles accounted for more than 75% of transportation fatalities.

— CDC 2021

The Transit Development Plan (TDP) is a short-range plan updated every five years. HCAOG adopted the current version, *Humboldt County Transit Development Plan 2023-2028*, in September 2023. The TDP will be updated again in 2028 and when adopted will be incorporated in this RTP by reference. The 2023TDP recommends service alternatives for the Arcata & Mad River Transit System (A&MRTS, Southern Humboldt Intercity, Willow Creek Transit Service, and Eureka Transit Service (all operated by Humboldt Transit Authority). The respective jurisdictions have discretion for prioritizing the TDP recommendations. As the TDP notes, the appropriate alternative(s) will depend on how an agency chooses to balance “the desire for ridership growth and the financial realities of available operating funding.” Transit operators regularly review route performance data and can adjust schedules and services in response to ridership on an ongoing basis.

The *TDP 2023–2028* recommends the following alternatives:

- Express service e.g. Cal Poly Humboldt to Eureka
- Sunday service as part of a comprehensive rollout (RTS, ETS, A&MRTS)
- McKinleyville microtransit
- Samoa/Manila microtransit

- Streamline weekday Fortuna service
- Revise ETS routes to coordinate service at Earth Center
- Incrementally implement microtransit in Eureka
- Eliminate Saturday Willow Creek service

ZERO EMISSION TRANSIT PLANNING

HTA adopted a Zero Emission Bus Rollout plan in June 2023 in compliance with the California Air Resources Board (CARB) Innovative Clean Transit (ICT) regulations. The rollout plan details the fleet composition and plan to transition from a primarily diesel fleet to a fleet of clean, zero-emission buses. By 2029, HTA is planning for 100% of new bus purchases to be zero-emission.

HTA will be utilizing hydrogen fuel-cell electric buses (HEB) for most routes. Hydrogen technology is more appropriate for the long-distance duty cycle and geographic terrain of Humboldt County. Battery electric buses (BEB) may still be engaged on intracity routes, such as the two electric buses operating on A&MRTS. HTA is managing a project to redesign its yard and permit hydrogen fueling.

“The hydrogen supply chain for the transportation sector is still nascent. The cost of fuel is currently very high compared to gasoline, diesel, and electricity. In addition, HTA operates in a remote and rural part of California which drives up the cost of delivery significantly.” (Rollout Plan).

ACTION PLAN: PROPOSED PROJECTS

For a list of short- term and long-term projects for regional public transportation, see Table *Transit-2*, below. Funded and unfunded projects are listed.

Short-term projects are predominantly for capital projects (bus fleet inventory). Three major components of capital improvement projects over the next 20 years are: 1) planning for and constructing alternative fuel infrastructure, such as hydrogen fueling stations, 2) purchasing new vehicles to meet vehicle replacement needs as well as regional and state goals for zero-emission busses (ZEB) and 3) developing an intermodal transit center in Eureka. In addition to capital projects, the region’s multi-modal balance would benefit from expanded transit services. Transit providers aim to expand service frequency, reduce travel times between cities in the urban corridor of McKinleyville – Arcata -Eureka, and increase multimodal and intermodal amenities.

In the short- and long-term, if there is sufficient funding, the region will work to implement projects, such as to expand service, that are currently unconstrained (unfunded).

Table Transit-2. Regional Projects for Public Transportation

Operator / Agency	Short or Long Term	Description	Mo de Shift	Low ers VM T	ZEB Fuel ing	ZEB Cap ital	Visi on Zero	Funding Source	Implementation Year(s)	Cost in year of expenditure ² (\$000)
HCAOG	ST	Study benefits, tradeoffs, and feasibility of local/regional fare-free transit pilot(s) and program(s)	X	X				TDA and/or planning grants	2022-2024	TBD
HTA	ST	Design and construct hydrogen fuel station			X			TIRCP federal grant (TBD)	2024	16,000
HTA	ST	Willow Creek zero-emission fueling infrastructure	X		X	X		FTA 5311/TIRCP (TBD)	2024	500
HTA	ST	Satellite office/transit hub in Redway	X	X			X	Not funded (TBD)	2023	350
HTA	ST	McKinleyville Transit Hub in Town Center	X	X			X	Not funded (TBD)	2025	420
HTA	ST	Eureka Intermodal Transit Center	X	X	X		X	TIRCP grant (TBD)	2024	4,250
HTA	ST	ETS Bus Replacement (2) ZEB	X	X		X		FTA 5311/5339	2026	2,000
HTA	ST	ETS Bus Replacement (3) ZEB	X	X		X		FTA 5311/5339	2021	2,700
HTA	ST	DAR Van replacement (3)	X	X			X	FTA 5310	2021	210
HTA	ST	SHI Bus Replacement (4)	X	X			X	FTA 5311	2022	765
HTA	ST	WC Bus replacement (1)	X	X			X	FTA 5311	2023	260
HTA	ST	RTS Bus replacement (2) HFCB	X	X		X		FTA 5311/TIRCP	2023	2,290
HTA	ST	SHI Bus replacement (2)	X				X	FTA 5311/5339	2024	530
HTA	ST	RTS Bus replacement (2) HFCB	X			X		FTA 5311/TIRCP	2024	2,300
HTA	ST	SHI Bus replacement (1)	X	X				FTA 5311/5339	2025	184
HTA	ST	RTS Bus replacement (5) HFCB	X	X		X		FTA 5311/TIRCP	2026	7,300
HTA	ST	RTS Bus replacement (4) HFCB	X	X		X		FTA 5311/TIRCP	2027	4,900
HTA	ST	RTS Bus replacement (2) HFCB	X	X		X		FTA 5311/TIRCP	2029	2,600
HTA	ST	ETS Bus Replacement (2) ZEB	X	X		X		FTA 5311/5339	2031	2,400
HTA	ST	RTS increased frequency (e.g. express service between McKinleyville and Eureka, & late night service)	X	X			X	Not funded (TBD)	2023-2043	8,000 (\$400K/year x 20 years)

HTA	ST	Bus parking restructuring	X					Not funded (TBD)	2022	750
HTA	ST	Additional maintenance bays	X					Not funded (TBD)	2022	500
HTA	ST	Solar PV system (Micro-Grid)			X			Not funded (TBD)	2022-2025	1,530
HTA	ST	Feeder bus lines in McKinleyville, Manila, Trinidad and Fortuna to connect to RTS commuter line	X	X				Not funded (TBD)	2023-2043	10,760 (\$538K/year x 10 years)
HTA	ST	Microtransit pilot program in McKinleyville	X	X				Not funded (TBD)	2025	500
HTA	ST	Park-and-Ride lots with multi-modal facilities (e.g. bike lockers, bus shelter), located near transit stops (6)	X	X		X	X	Not funded (TBD)	2023-33	600
Arcata	ST	Bus replacement (2) ZEB	X	X	X	X		AHSC/Local/TDA	2022	1,836
Arcata	ST	Bus replacement (2) ZEB	X	X		X		FTA 5311/5339	2026	1,990
Arcata	ST	Bus replacement (Gas Cutaway)	X	X				FTA 5311/5339	2026	193
Arcata	LT	Solar PV system on transit center roof					X	Not funded (TBD)	2031	910
Fortuna	ST	Bus replacement ZEB	X	X		X		FTA 5310	2023	415
Fortuna	LT	Bus replacement (2) ZEB	X	X		X		FTA 5310	2031-2035	975
¹ Short-term (ST) is in the next 1 to 10 years (2021 to 2030); long-term (LT) is in the next 11 to 20 years (2031-2040). ² Assumes 2% annual inflation.								Short-Term Total		\$77,033
								Long-Term Total		\$1,885
*Annual cost			Regional Projects—Funded (Constrained) Subtotal						\$54,098	
ZEB= zero emission bus; HFCB= hydrogen fuel cell bus			Regional Projects—Unfunded (Unconstrained) Subtotal						\$24,820	
			PUBLIC TRANSPORTATION PROJECTS TOTAL (000)						\$78,918+TBD	

PERFORMANCE INDICATORS

In addition to meeting reporting requirements, performance indicators should be used to gauge transit goals, policies, operations, budgeting, and funding. Some performance measures are specifically required for public transit and paratransit. For example, transit agencies must track performance for federal reporting requirements (the National Transit Database), for documenting compliance with the Americans with Disabilities Act (ADA), and for some federal and state grant applications.

Performance indicators will help identify public transportation benefits and needs for the agency, passengers, and the community.

Table *Transit-3*. **Regional Transit Service Performance Indicators for Operations**

Performance Goal	Indicator	Standard
Safety & Security	• Miles between preventable accidents • Passenger injuries per 100,000 miles • Security-related incidents per 1,000 passengers	Target > 500,000; minimum > 100,000 Less than 1
Service Quality Reliability	• Average system peak headway • Percentage of on-time departures (on-time defined as within 5 minutes of scheduled time). • Dial-a-ride/ Dial-a-lift: maximum wait time • Number of service refusals on demand-response service • Service span • Increased frequency and reliability of transit service per \$1,000 invested. (<i>from STIP/RTIP Guidelines</i>)	Goal is 100%; minimum performance level is 90% peak and 94% off-peak. < 30 minutes Goal is 0; minimum performance is < 1 per day
Cost Effectiveness	*• Operating subsidy per passenger *• Farebox recovery ratio • Operating cost per passenger (boarding) • Operating cost per passenger-mile • Operating ratio	Targets: \$1.75-\$12 depending on system, \$20 (Dial-a-ride); maximum \$2.50-\$4, \$10, \$15, or \$25 Targets 12%-40%, minimum 10%-26% (depending on system)
Cost Efficiency	*• Operating cost per vehicle service hour *• Operating cost per vehicle service mile • Operating cost per peak vehicle in service • Vehicle miles (hours) per revenue mile (hour)	
Use & Productivity	• Percentage of capacity used by subscription trips *• Passengers per vehicle service hour *• Passengers per vehicle service mile *• Annual total passengers • Annual passenger miles • Average trip length • Ridership per capita (annual) • Ridership by market segment	< 50% per hour
Increase In Ridership	*• Projected versus actual ridership. • Increase in ridership correlated to new services or new areas served.	

Performance Goal	Indicator	Standard
	• Increase in ridership correlated to frequency and reliability of transit service. • Increased ridership per \$1,000 invested. (<i>from STIP/RTIP Guidelines</i>)	
Maintenance	• Miles between service calls • Road calls per monthly mileage • Maintenance cost as % of operating cost	
Transit Investment/ System Preservation	• Average vehicle fleet age • Spare ratio • Local/State/Federal revenue • Operating funding per capita • Capital funding per capita • Percent of Zero Emission Busses (ZEB)	

*Performance measures that are currently reported in the 5-Year *Transportation Development Plan*

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