HUMBOLDT COUNTY ASSOCIATION OF GOVERNMENTS

REGIONAL ALLOCATION REQUEST FOR SB 125 FORMULA-BASED TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM & ZERO EMISSION TRANSIT CAPITAL PROGRAM

SUBMITTED TO CALIFORNIA STATE TRANSPORTATION AGENCY
DECEMBER 22, 2023

HCAOG
Regional Transportation Planning Agency

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

December 21, 2023

Toks Omishakin, Director
California State Transportation Agency
400 Capitol Mall, Suite 2340
Sacramento, CA 955814

Dear Director Toks Omishakin,

The Humboldt County Association of Governments (HCAOG) is delighted to submit the regional allocation request for SB 125 funds. HCAOG consulted with the Humboldt Transit Authority (HTA), Arcata and Mad River Transit System (A&MRTS), and the Yurok Tribe Transit Service (YTTS) to develop the allocation package request. HCAOG is requesting $16,492,431 of TIRCP and ZETCP formula funds over the four-year funding program to use as stopgap funding to maintain transit services, prevent service cuts and increase ridership.

HCAOG's Regional Transportation Plan adopted in 2022 includes a bold target to increase transit ridership eightfold by 2040. Working closely with transit providers and other stakeholders in the County, HCAOG is excited by the considerable progress toward providing a convenient transit system that provides an attractive alternative to automobiles. Under the leadership of HTA, the regional transit system is improving operations by implementing on-demand micro transit, fare simplification, and regional transit branding. The A&MRTS is making strides to expand routes to serve the needs of the growing Cal Poly Humboldt population, an essential piece in reducing regional VMT.

As a recipient of the Transit and Intercity Rail Capital Program competitive grants for Cycle 5 and 6, HTA is at the forefront of the transition to hydrogen fuel-cell vehicles with 11 hydrogen busses planned for the fleet and a prototype hydrogen over the road coach in the works that will eventually serve the new inter-city Redwood Coast Express route connecting Eureka to Sonoma County and beyond. The Eureka Intermodal Transit Center will provide a modern hub for multi-modal trips in the heart of downtown Eureka. The Yurok Tribe will be purchasing electric vehicles to serve the essential route connecting the rural communities of Orleans and Hoopa.

Despite these advances, our regional public transit agencies face significant operational deficits. The SB 125 funds will be used to meet operational needs, prevent service cuts, and to expand service span and frequency to attract new riders. The operational funds will provide a bridge to continue serving those who depend on transit, such as the higher than state average proportion of citizens in Humboldt County who are over 65, have a low-income, or have a disability.

Thank you for CalSTA's efforts to roll out the SB125 formula funds. We look forward to the positive impact these funds will have on our transit system.

Sincerely,

Beth Burks, AICP
Executive Director

SB125 Fund Request Template

The following template is designed to capture SB 125 request information for TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM (TIRCP) & ZERO EMISSION TRANSIT CAPITAL PROGRAM for each Regional Transportation Planning Agency (RTPA). Each row represents a "project-fund-source-fund-type" combination, so if a project recieves multiple fund sources, enter on multiple rows. Insert additional rows as needed.

				Operating				Total
RTPA	**Implementing Agenc-y/-ies**	**Project**	**Fund Source**	**FY23-24**	**FY24-25**	**FY25-26**	**FY26-27**	
Humboldt County Association of Governments	Humboldt Transit Authority	Maintain Existing Service	TIRCP	$ 772,834	$ 1,910,431	$ 2,971,956	$ 7,415,199	**$ 13,070,420**
Humboldt County Association of Governments	Humboldt Transit Authority	Maintain Existing Service	ZETCP (PTA)	$ 342,326	$ -	$ -	$ -	**$ 342,326**
Humboldt County Association of Governments	Humboldt Transit Authority	Maintain Existing Service	ZETCP (GGRF)	$ 391,693	$ 432,747	$ 432,747	$ 432,747	**$ 1,689,934**
Humboldt County Association of Governments	Arcata and Mad River Transit System	Operations	TIRCP	$ 204,188	$ 413,152	$ 291,131	-	**$ 908,471**
Humboldt County Association of Governments	Arcata and Mad River Transit System	Operations	ZETCP (GGRF)	$ 51,028	$ 30,084	$ 30,084	$ 30,084	**$ 141,280**
Humboldt County Association of Governments	Yurok Tribal Transportation System	Operations	TIRCP	$ 150,000	$ 150,000	-	-	**$ 300,000**
Humboldt County Association of Governments	HCAOG	RTPA Administration	ZETCP (PTA)	$ 40,000	-	-	-	**$ 40,000**
								$ -
								$ -
								$ -
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								$ -
Grand Total				**$ 1,952,069**	**$ 2,936,414**	**$ 3,725,918**	**$ 7,878,030**	**$ 16,492,431**

Humboldt County Association of Governments (HCAOG) Regional Allocation Plan Narrative for SB 125 Formula TIRCP and ZETCP Funding

i. An explanation of what funding and service actions are being taken within the region that utilize resources other than SB125 funding. This section shall focus on the approaches the region is taking and plans to take before the use of SB 125 funds to mitigate operational deficits.

HCAOG works closely with transit operators in the region to maximize the efficiency of available funding sources. All available state and federal operating funds are currently applied to fund ongoing operations. HCAOG is requesting the full apportionment of TIRCP and ZETCP formula funds in the amount of $16,492,599 as detailed in the SB125 Fund Request. These funds are needed to meet operational shortfalls for Humboldt County's regional transit operators, as demonstrated in the short-range financial information provided by operators.

The Humboldt Transit Authority (HTA) and Arcata and Mad River Transit System (A&MRTS) do not currently have service cuts planned, but low-performing routes may need to be removed in the future if funding does not stabilize. In addition, the lack of operational funding means that unmet transit needs in the region are unable to be met. These include expanded span of service, coverage, and frequency of service. Sunday service on both RTS and ETS was discontinued due to COVID, and has not been able to be reinstated due to low projected performance despite the needs of residents. In addition, earlier and later weekday service for commuters is an unmet need that is not able to be met due to operational costs. Additional needs call for serving the Bayside area between Arcata and Eureka, and the Samoa area. Due to low population density, these areas are difficult to serve with fixed-route service. Although the Willow Creek and Southern Humboldt Intercity service have very high operating costs per passenger ($47 and $35 respectively), these services are fully funded through the County of Humboldt LTF. The Yurok Tribe Transit Service operates public transit service in the rural tribal communities of Orleans, Weitchpec, and Hoopa connecting to HTA's route in Willow Creek. This is an essential service and HCAOG has earmarked $300,000 in TIRCP funding to be distributed to the Yurok Tribe through HTA.

Listed below are several funding and service actions that have been taken or are actively being considered to mitigate operational deficits:

- Promote ridership growth: Increasing ridership is a major strategy for mitigating operational deficits. Efforts include fare simplification, branding and marketing, on-demand microtransit and mobility-as-a-service, span of service increase, and new express routes.
- Consolidate services: HTA has made operational efficiency gains by running the Eureka Transit Service for the City of Eureka. In 2023, the City of Arcata decided to contract with HTA to run the operations for the Arcata and Mad River Transit System (A&MRTS). The Arcata system already uses the HTA yard and maintenance services, and this is an intermediary step toward further consolidation of transit operations which would likely yield

funding efficiencies. While the City of Arcata feels strongly about maintaining A&MRTS as a City service, the potential to consolidate operations under HTA as ETS remains an open topic of discussion.

- Dial-a-Ride Restructure and No-Show Enforcement: The region currently provides paratransit service beyond the mandated zones. The 2021 Coordinated Plan identified a need to review costs and service distribution for on-demand service. Most recently, the 5-year Transit Development Plan recommended that DAR funding responsibilities should be adjusted to reflect the relative costs associated with the provision of service to various areas. Currently, the City of Eureka pays a significant share despite the fact that rides with destinations to unincorporated areas like McKinleyville are the most expensive. The DAR expense takes away from the amount of state LTF funds that could otherwise be used for ETS operations. HCAOG will be working to restructure the DAR funding agreement in FY 24-25. In addition, better enforcing DAR no-show and late cancellation policies will increase the efficiency of DAR service.

City of Arcata	$89,174	10.03%
Humboldt Transit Authority	$515,395	57.97%
County of Humboldt	$163,323	18.37%
HCAOG	$121,181	13.63%

- Joint Powers Agreement: HTA is investigating the benefits of restructuring its Joint Powers Agreement with member agencies. The cost share is based on population, however the operational cost to serve more distant localities such as the City of Trinidad to the North and the City of Rio Dell to the south well exceeds the amount paid by these jurisdictions in JPA member assessments.
- Pursue FTA 5307 Urbanized Area Designation: HTA staff have noted the significant FTA funding available for urbanized transit areas. For instance, the key FTA funding program for urban areas (Section 5307 – Urbanized Area Formula Grants program) provides a total of $7.1 billion annually, while the FTA non-urbanized area program (Section 5311 Formula Grants for Rural Areas) provides only $935 million annually. The 2020 US Census found the urban area population for Eureka to be 45,951, which is very close to the 50,000-population threshold. HCAOG plans to conduct a focused study to determine if the Eureka area meets the criteria for urban transit funding programs.
- Change LTF Allocation Policy: The HCAOG Board directs the HCAOG TDA Policy and Guidelines. Under current policies, individual jurisdictions claim LTF funds under Article 8 for Streets and Roads purposes. HCAOG has noted that other jurisdictions, such as Mendocino COG, apportion the entirety of their regional LTF allocation to the transit agency. As there is no current desire from HCAOG member jurisdictions to revise TDA policies to this extent, HCAOG's strategy is to closely follow the Transit Transformation Task Force and state legislature actions regarding TDA statute, and adjust our local policies as needed to ensure as much funding goes to public transit as possible.
- Local tax: The County Board of Supervisors is considering a local sales tax measure to support local transportation projects. Community transit advocates are actively calling for a portion of the funds to be directed to public transportation. The HCAOG Technical

Advisory Council is following development of the measure with updates from the County Director of Public Works, and HCAOG will be involved in providing education around the measure. The fiscal impact of the measure is unknown at this time, however if passed any funds going toward public transportation would not be likely to make a meaningful impact in meeting short or long-term transit funding needs.

- State grants: HCAOG and HTA applied for the Regional Early Action Planning Program 2023 (REAP 2.0) and were awarded $1.7 million. The project includes funding for microtransit service in McKinleyville, the third largest community in Humboldt County. McKinleyville is currently served by HTA's Redwood Transit System but does not have dedicated intra-city transit. HCAOG is currently putting together an application for the Caltrans Strategic Partnerships Transit to conduct a Transit Network Analysis that will strengthen regional partnerships around land use decision making and transit route planning. The City of Eureka was awarded an Affordable Housing and Sustainable Communities grant that includes operational funding for micro-transit within Eureka.
- Federal grants: HCAOG and HTA have partnered to apply for previous rounds of the RAISE program to fund various capital and long-range planning projects. HTA applies for FTA Low-No grants. HTA applies to FTA 5310, 5311 and 5311(f). The City of Arcata has partnered with Caltrans District 1 to apply for a federal Reconnecting Communities grant that includes substantial funding to increase the frequency of regional transit.
- Non-transit revenues: HTA is considering how to generate revenue outside of transit fares and bus advertising. There is the potential to collect parking fees from downtown Eureka in collaboration with the City of Eureka. Congestion pricing and revenue generating capital projects are also avenues HTA is exploring.

ii. Based on a review of projected transit financing, operational costs, and the need to increase ridership, HCAOG and transit agencies are strategically using SB 125 funds for operating expenses. The primary goal of Humboldt Transit Authority and the Arcata and Mad River Transit System at this time is to attract riders by operating service that is fast, frequent and convenient, and to maintain existing service levels to continue to meet the needs of people who depend on transit. The decision to fund operating expenses supports the SB125 intent to provide bridge funding for transit operators to address operational costs until long term transit sustainability solutions are identified, to assist the operators in preventing service cuts and increasing ridership, to prioritize the availability of transit for riders who are transit dependent, and to prioritize transit agencies representing a significant percentage of the region's ridership.

In the course of gathering projected financial information for this report, HCAOG staff was somewhat surprised to see the significant operational shortfalls projected for HTA and A&MRTS. We track transit finances through the annual and tri-annual TDA claims and audits, and are aware of the significant drop in total ridership that occurred due to COVID-19 that has not fully recovered. However, the full financial impact of this precipitous drop was buffered by one-time CARES, CRRSA, and ARPA funds which have now been expended. In FY 23, HTA drew down the remainder of CRSAA and ARPA funds to ensure it wasn't deallocated, resulting in a small operational surplus. Looking forward, costs are projected to increase significantly reflecting rising labor, fuel and materials costs. The HTA Board recently approved a wage increase for drivers which has had a positive impact on driver recruitment but also adds to operational costs. When HTA's fuel-cell hydrogen buses come on-line, the price of fuel will be 3 times as expensive as diesel. These realities paint a picture of a regional transit system that will struggle to remain solvent and would be forced to cut services. All told, the SB 125 formula funding would retain approximately 40,246 revenue service hours for HTA through FY 26 and a total of 5,961 for A&MRTS through FY 25.

In addition, HCAOG aims to work with operators to grow ridership by increasing services. With assistance from the SB125 bridge funds, HTA plans to return to the pre-COVID operating schedule by adding back one earlier and one later run on the Redwood Transit System. HTA is looking to start express routes from Arcata (Cal Poly Humboldt) to Eureka and eventually to College of the Redwoods which are projected to increase ridership by 27,200 riders. Both HTA and A&MRTS have service plans to institute on-demand microtransit service to expand the coverage area and convenience to connect passengers to main trunk lines.

Our transit agencies have plans to expand the span of service to include later weekday hours, later weekend hours and Sunday service. These services require a higher operational subsidy due to low ridership, however we know from the annual Unmet Transit Needs process that these services are needed for people who depend on transit. In addition, increasing frequency on Stabilizing operational funding and developing long-term sustainable funding strategies is a necessary prerequisite to eventually expand services to grow ridership and make transit available for people who depend on it.

Table 1 shows the Humboldt Transit Authority revenue and expenses in 2023 and projected through FY 29-30. Total revenue in FY 24-25 is $9,222,696 while direct expenses are $10,105,884. The projected deficit for HTA in FY 24-25 is $1,506,853. With projected annualized cost increases, the annual deficit grows to $4.8 million by FY 28-29. The A&MRTS short-range financial information in Table 2 demonstrates a future projected deficit of $439,443 in FY 23-24 and increasing up to a $677,000 deficit in FY 25-26.

The primary strategy for mitigating operational deficits is promoting ridership growth which is accomplished through a variety of operational changes including fare modernization, service expansion such as new express routes and on-demand microtransit. HTA has taken a leadership role in pushing forward service updates to improve ease of payment. Credit card validators have been installed on every bus, allowing riders to board seamlessly using contactless tap-to-pay. Along with this, HTA implemented fare capping with a promotion of $2.00 for 2 hours across all lines and a daily 24 hour maximum of $6.00. HTA is planning to institute further fare simplification across the various transit lines. Currently, multi-ride rates on ETS and A&MRTS are $1.40 and $1.25 respectively, while the fare on RTS is $3.50.

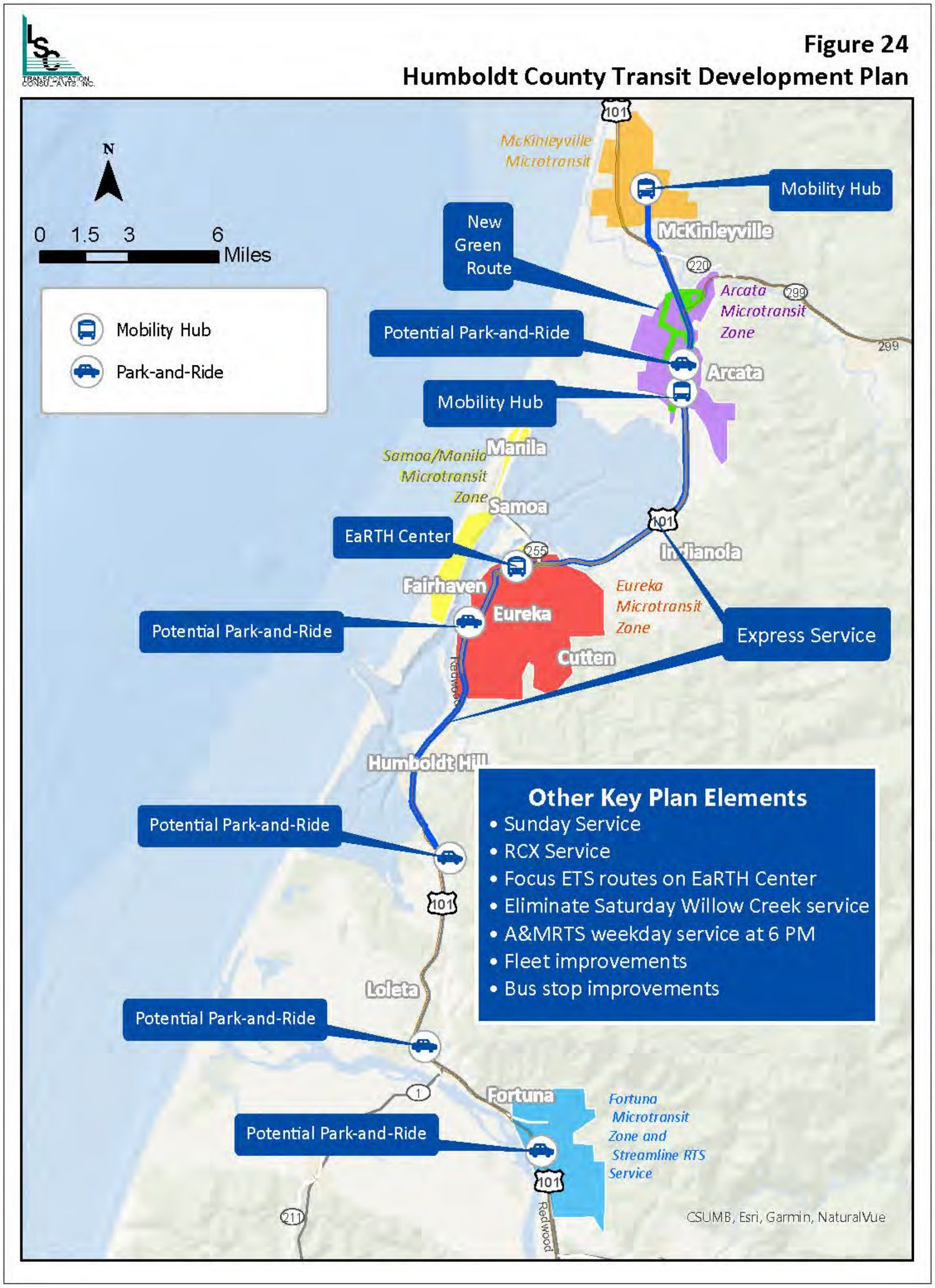
Table 1. Humboldt Transit Authority Financial Information

	HISTORICAL			PROJECTED				
	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28
REVENUE								
Farebox Revenue	$ 695,589	$ 562,081	$ 811,906	$ 896,134	$ 985,747	$ 1,084,322	$ 1,128,871	$ 1,219,180
Operating Assistance	$ 6,568,094	$6,584,227	$ 8,208,799	$ 6,873,644	$ 7,371,233	$ 7,912,798	$ 8,502,523	$ 9,144,998
Other Revenue	$ 1,106,283	$1,050,108	$ 1,191,896	$ 829,253	$ 865,716	$ 904,001	$ 944,202	$ 986,412
Total	$ 8,369,966	$8,196,417	$ 10,212,601	$ 8,599,031	$ 9,222,696	$ 9,901,122	$ 10,575,595	$ 11,350,590
EXPENSES								
Labor and Benefits	$ 5,331,655	$4,665,592	$ 5,169,414	$ 6,321,857	$ 7,206,895	$ 8,220,641	$ 8,153,083	$ 8,896,995
Spare Parts & Supplies	$ 319,473	$ 324,305	$ 371,299	$ 614,030	$ 705,191	$ 812,450	$ 938,848	$ 1,088,019
Fuel	$ 387,274	$ 595,235	$ 676,362	$ 962,000	$ 1,298,700	$ 1,753,245	$ 2,366,881	$ 3,195,289
Purchased Transportation	$ 813,673	$ 924,727	$ 966,543	$ 979,223	$ 1,008,600	$ 1,038,858	$ 1,070,023	$ 1,102,124
Operating to Capital Transfers	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Other Expenses	$ 2,581,304	$2,575,626	$ 2,769,311	$ 1,228,774	$ 1,346,488	$ 1,480,631	$ 1,699,968	$ 1,904,374
Total	$ 9,433,378	$9,085,485	$ 9,952,928	$ 10,105,884	$ 11,565,874	$ 13,305,824	$ 14,228,803	$ 16,186,801
Operational Surplus / (Deficit)	**$ (1,063,412)**	**$ (889,069)**	**$ 259,673**	**$ (1,506,853)**	**$ (2,343,178)**	**$ (3,404,703)**	**$ (3,653,209)**	**$ (4,836,211)**

Table 2. Arcata and Mad River Transit System Financial Information

City of Arcata	HISTORICAL			PROJECTED		
Arcata & Mad River Transit System						
	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26
REVENUE						
Farebox Revenue	$ 154,496.00	$ 173,149.00	$ 241,241.00	$ 218,000.00	$ 228,900.00	$ 236,911.50
DAR ticket sales	$ 2,176.00	$ 1,122.00	$ 16,036.00	$ 12,000.00	$ 12,600.00	$ 13,041.00
Operating Assistance	$ 746,096.00	$ 1,671,318.00	$ 1,368,919.00	$ 1,043,517.00	$ 1,050,000.00	$ 1,086,750.00
Other Revenue	$ 1,645.00	$ 776.00	$ 93,570.00	$ 140,000.00	$ 500.00	$ 517.50
Total	$ 1,020,520.00	$ 1,846,365.00	$ 1,719,766.00	$ 1,413,517.00	$ 1,292,000.00	$ 1,337,220.00
EXPENSES						
Labor and Benefits	$ 327,131.00	$ 388,199.00	$ 390,783.00	$ 142,094.00	$ 153,460.00	$ 159,598.40
Services and overhead	$ 67,892.00	$ 82,264.00	$ 110,256.00	$ 69,002.00	$ 71,762.08	$ 74,632.56
Vehicle Maintenance and Fuel	$ 177,154.00	$ 210,008.00	$ 255,600.00	$ 848,121.00	$ 890,527.05	$ 926,148.13
Materials and supplies	$ 2,588.00	$ 3,219.00	$ 11,815.00	$ 450.00	$ 2,500.00	$ 2,600.00
Repairs and maintenance	$ 13,070.00	$ 26,081.00	$ 11,530.00	$ 30,000.00	$ 31,500.00	$ 33,075.00
Depreciation	$ 196,393.00	$ 191,869.00	$ 335,994.00	$ 335,000.00	$ 340,000.00	$ 355,000.00
Dial a Ride Expenses	$ 15,093.00	$ 18,984.00	$ 11,974.00	$ 8,749.00	$ 9,098.96	$ 9,462.92
Insurance	$ 55,012.00	$ 67,555.00	$ 71,446.00	$ 74,390.00	$ 77,365.60	$ 80,460.22
HTA/RTS asessment	$ 236,682.00	$ 236,682.00	$ 243,783.00	$ 255,980.00	$ 266,219.20	$ 276,867.97
DAR allocation	$ 79,281.00	$ 79,281.00	$ 83,312.00	$ 89,174.00	$ 92,740.96	$ 96,450.60
CARES covid expenditures	$ 19,743.00	$ -	$ -	$ -	$ -	$ -
Total	$ 1,190,039.00	$ 1,304,142.00	$ 1,526,493.00	$ 1,852,960.00	$ 1,935,173.85	$ 2,014,295.80
Operational Surplus / (Deficit)	**$ (169,519.00)**	**$ 542,223.00**	**$ 193,273.00**	**$ (439,443.00)**	**$ (643,173.85)**	**$ (677,075.80)**

Branding and marketing is an important element of promoting ridership growth. HTA led a brand redesign to begin the unification of regional services under the brand "Ride Humboldt." The Ride Humboldt brand will be utilized in the launch of the Redwood Coast Express service from Eureka to Ukiah, and is also used in the microtransit pilot launch. To promote transit ridership, HCAOG will be entering into a contract with a transit marketing firm to prepare and implement a Multi-Modal Marketing plan. These efforts will be funded through HTA's TIRCP Cycle 5 award.



With regard to the decision to fund operating expenses over capital projects, HCAOG works closely with transit operators in our region to determine short and long-term funding needs for both capital projects and operating expenses. The Regional Transportation Plan, Varieties in Rural Options of Mobility (*VROOM)* 2022-2042 acknowledges the need for both transit capital and operating projects. For instance, *Table Transit-2 Regional Projects for Public Transportation* includes capital needs for vehicle replacements, a McKinleyville Transit Hub, Eureka Transit Hub, and bus parking restructuring. Operational needs on the project list include increased frequency and a microtransit pilot program. In addition, HCAOG leads the 5-year Transit Development Plan which was recently adopted by the HCAOG Board in November 2023. The TDP was guided by stakeholder interviews, on-board rider surveys, community-wide surveys, and two community meetings. The TDP identified operational changes in the next five years that could grow ridership by an estimated 98%. Top near-term recommendations include an express route from Arcata to Eureka, rolling out on-demand microtransit to serve as feeder lines, implementing Sunday service, re-routing the Eureka Transit Service, and other operational improvements. Recommendations from the recently adopted Humboldt County Transit Development Plan are summarized in Figure 24 from the TDP copied above.

HCAOG also works with operators to complete the annual Unmet Transit Needs process. Transit agency staff serve on the Social Services Transportation Advisory Council (SSTAC) to assist in providing operational direction. HCAOG staff works with the transit agencies to determine whether an unmet need is reasonable to meet based on adopted criteria and projected service performance. Unmet needs that have not been able to be funded in the past will be funded in upcoming fiscal years with SB 125 funds. These needs include earlier and later service during weekday commutes, later weekend service on the RTS, and Sunday service.

Capital expenses have increased significantly for HTA and A&MRTS. Currently, the HCAOG TDA Rules and Guidelines identify Capital as a top priority for the use of STA funds. This allows operators to make use of historically high STA funds, while retaining the flexibility to use STA for operating funds as needed. HTA has hired a Transit Planner with expertise in zero-emission transportation and grant-writing. HTA plans to utilize the expertise and experience of its staff to apply for available grants to meet the capital needs of vehicle replacement in line with the ICT Rollout Plan. HTA has been successful in the TIRCP competitive grant, receiving a Cycle 5 award for $38.7 million towards procuring 11 FCEBs, installing FCEB charging infrastructure, constructing the Eureka Intermodal Transit Center, and initiating the new RCX service. In 2023, the HTA was awarded $8.6 million in partnership with the Yurok Tribe and Redwood Coast Transit to deploy four ZEVs in tribal regions, further expand the RCX service, and advance transit capital projects in Del Norte County.

The City of Arcata also has staff that seeks external grant funding and makes use of City General Funds to support capital improvements. HCAOG has identified a need to conduct a Bus Passenger Facility Study to identify high-use and high-impact bus shelter improvements, and work with transit agencies to implement bus shelter improvements. HCAOG will be seeking to fund the study with external grant funding, make use of state or local funds, or submit a revised allocation request for SB125 funds if it is determined that is the best funding source for the Passenger Facilities Plan.

Overall, we are prioritizing operating expenses, to: 1. Keep our regional operators solvent and prevent draconian measures that would be needed if operating assistance was not available (note HTA operates without reserves or a line of credit. Operating deficits quickly impact the ability to continue transit services, and pay for fuel and labor), 2. Our region has had relative success in attracting capital funding through grants and has the resources to continue pursuing funding for capital projects, and 3. Improving frequency and efficiency (shorter ride times) of transit is the key to increasing ridership and will require increased operating budgets.

iii. HCAOG used the STA 99314 revenue basis for transit operators as the basis for a regional allocation methodology. The revenue basis from FY 22-23 was used to calculate a percentage share of regional transit revenue for each agency. The Arcata and Mad River Transit Service (A&MRTS) generated 6.5% of the revenue while the Humboldt Transit Authority generated 93.5%. HCAOG set aside $300,000 from the TIRCP Year 1 for the Yurok Tribe Transportation Service which runs service between Orleans, Weitchpec, Hoopa and Willow Creek. The Yurok Tribe is not an eligible recipient of LTF funds per TDA Rules as it is not a County or City, and is therefore not an eligible STA 99314 recipient. However, the earmarked funds will be distributed to HTA and transferred to the Yurok Tribe in a separate contract agreement. In addition, $40,000 was set-aside for HCAOG administrative needs. The remaining amount was apportioned between HTA and A&MRTS based on the 99314 revenue share percentage in 2023-24.

As described above, the transit operators will use all TIRCP and ZETCP funds to support ongoing operational costs for continued operations, expanded services, and on-demand microtransit.