

2026-2027 HCAOG Unmet Transit Needs (UTN) Comments

The following comments were found to meet the adopted definitions of an Unmet Transit Need

1. To be considered reasonable to meet, a service must be operationally feasible and financially sustainable, as defined below:

a) To be considered operationally feasible, the service must have adequate running time, adequate roadways, and must be safe to operate.

b) To be considered financially sustainable, enough money should be available from identified sources of funding to pay for the marginal operating cost of the service continuously for **three**

Unmet Transit Need	Would the service be operationally feasible? If Yes, move to the next column	Would service attain a 10% Farebox Return Ratio within 2 years ? If Yes, move to the next column If No, the UTN is not reasonable to meet but may be considered in future years if financial, ridership or other pertinent conditions change.	Would the service be financially sustainable over a minimum of 3 years? If Yes, the UTN is reasonable to meet. If No, the UTN is reasonable to meet, but cannot be funded, but may be considered in future years if financial, ridership or other pertinent conditions change.	Operator Comments/Action Items
Sunday service x6	Yes	No		No funding available for Sunday service
More frequent service every 15 minutes between Arcata and Eureka x4	Yes	Yes		Streamlined RTS trunk line to increase headway in progress
Late-night weekend service on RTS	Yes	No		Low ridership / no funding available
Later evening service on ETS	Yes	No		Low ridership / no funding available
Service along Old Arcata Road (Eureka to Indianola, Arcata to Bayside area e.g. Jacoby Creek, Baywood)	Yes	No		No funding available for fixed route, currently operating microtransit
Transit service Eureka to Ferndale to attend events. (and Ferndale to Eureka/Fortuna).	Yes	No		Low ridership / no funding available

Category	Comment	Operator Comments
Unmet Need	Indianola to Eureka	Noted.
Unmet Need	Transit service to Ferndale to attend events.	City of Ferndale Need
Unmet Need	Need for public transportation at night to assist with safe rides on weekend nights	We operated at night. How late at night is this request for?
Unmet Need	Service to Bayside area.	What type of service? Microtransit is available.
Unmet Need	Service down South G Street.	Microtransit is an option here.
Unmet Need	Sunday service, more in the evenings, more covered bus stops. Support for free transit.	No funding available.
Unmet Need	Board members discussed additional public input, including requests for late-night weekend service on RTS for folks to get safe rides after popular events (i.e. Eagle House Halloween party)	No funding available.
Unmet Need	potential summer routes to recreational areas such as Prairie Creek and Big Lagoon.	
Unmet Need	Sunday service, many would benefit. Biggest issue; I can't convince anyone to ride the bus with me from Trinidad, or anywhere for that matter, because it's so slow. Everyone can drive faster. I, being incredibly poor, am left with no other option but to sacrifice hours of my life added up over the year. Which I mostly resign myself to. It's the fate of poverty in this country to be left behind by one's own peers. Cultural issue no doubt. But I bring it to attention not to complain but to reference as a real lived experience. If we claim to care about the climate and our community then we really must make the bus service competitive. Right now it's merely a lifeline for the poorest in our community. Because even the regular poor, mostly drive. What does this really say about our priorities as a nation, state or even county? I empathize with the trade off, bus stop spacing and more stops = accessible but each stop also serves as a nail in the coffin, in which we bury speed and in so doing condemn the bus to remain not viable. Thank you for considering my experience.	No funding for Sunday service. Decreasing travel times translates into less coverage for a large county. We currently looking at way to speed up travel times and maintaining coverage.
Unmet Need	More frequent service between Arcata and Eureka, say, every 15 minutes for stops between CPH and Bay Shore Mall; expanded hours	No funding available.
Unmet Need	Later Friday and Saturday service on bus lines would be great!	No funding available.
Unmet Need	Sunday service is a big ask but please please please	No funding available.
Unmet Need	Sunday service	No funding available
Unmet Need	Service to Indianola	
Unmet Need	Increase running hours and increase weekend service and expand ride humboldt flex	No funding available.
Unmet Need	More frequent public transportation clean, ease of payment (even if not daily used), easy to read/understand schedule, mixed with walking to locations safely from transit stops.	HTA has already consolidated tickets, offers onboard credit card payment, and payment through a phone App. Riders can also use an App to plan there trip and get real-time bus information.
Unmet Need	Double the number of buses runing on current routes or cut times by 1/2. Also need interconnections to overlap more.	No funding available
Unmet Need	I would like to see Rides on Sunday and open later then 6pm Everyday pick me up at bus stop near Lafayette elementary and take me to City Hall without going around through henderson center (i.e. go west on myrtle ave)	No funding available
Unmet Need	Service to West End/Glendale	No funding available
Unmet Need	Service to Jacoby Creek / Baywood	No funding available to extend AMRTS
Unmet Need	Bus service from Fernale to Fortuna and Ferndale to Eureka (medical need)	City of Fortuna & City of Ferndale Need
Unmet Need	Earlier morning SHI run for Miranda to Garberville	No funding available for extended hours. Based on the last survey, SHI riders preferred a later night service, which was recently started.

Unmet Need	Later evening service on RTS, ETS and A&MRTS.	No funding available for extended hours.
Unmet Need	Faster and more direct service within Eureka and between Eureka/Arcata	No funding available for express bus service.
Unmet Need	Hydesville service	County of Humboldt Need
Unmet Need	Earliest bus arriving at ACV from the south is at 7:33, whereas morning flights depart between 5-7am. Similarly, flights land in ACV between 8 to 11 pm while last bus is at 8:26 PM. Requests express service and earlier/later service to access airport.	No funding available for early/late night service
Unmet Need	Walnut & Fern in Cutten increase service frequency to be able to take bus on Saturday to Arcata by mid-morning	No funding available for increased/Sunday service.
Unmet Need	Additional mid-afternoon northbound run on SHI from Garberville so people coming in to Garberville to shop in the morning have longer than 20 minutes but shorter than six hours.	No funding available for extended hours. Based on the last survey, SHI riders preferred a later night service, which was recently started.
Unmet Need	Continue expanding Ride Humboldt Flex with extended service hours	No funding available for extended hours
Unmet Need	Eureka Transit additional Cutten service on Saturdays	No funding available for extended routes
Unmet Need	My aging mother, who lives in McKinleyville, is losing her ability to drive. She has been able to take the bus to my house in Arcata to visit during the weekend rather than the multiple car trips by me when I fetch her and take her back home. Unfortunately, the bus does not run on Sundays, which decreases her ability to enjoy activities in Arcata or Eureka.	No funding available for Sunday service.