

Transportation Development Act

# Unmet Transit Needs Report of Findings



April 2022



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**(Reserved for Resolution)**

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## Executive Summary

The Humboldt County Association of Governments (HCAOG) is Humboldt's designated Regional Transportation Planning Agency (RTPA). As an RTPA, HCAOG is responsible for the administration of the Transportation Development Act (TDA) funds received for the Humboldt region. HCAOG's membership includes the cities of Arcata, Blue Lake, Eureka, Ferndale, Fortuna, Rio Dell, Trinidad, in addition to the County of Humboldt.

The purpose of the Unmet Transit Needs process is to ensure that all unmet transit needs that meet HCAOG's adopted criteria of being reasonable to meet are given funding priority over non-transit uses. Local Transportation Funds (LTF) may be used for non-transit purposes, such as road improvements and bicycle and pedestrian uses, if it can be demonstrated that there are no unmet transit needs in the region that are reasonable to meet. If the HCAOG Board determines that there are unmet needs that are reasonable to meet, the affected jurisdiction must satisfy those needs before any LTF funds may be expended for non-transit purposes.

Each year, pursuant to the California State TDA, HCAOG must identify any unmet public transit need that may exist in Humboldt County. The process is led by HCAOG's Social Services Transportation Advisory Council (SSTAC). As mandated in Section 99238(c) of the TDA, the SSTAC is responsible for:

1. Annual participation in the identification of transit needs in the jurisdiction, including unmet transit needs that may exist within the jurisdiction of the council and that may be reasonable to meet by establishing or contracting for new public transportation or specialized transportation services or by expanding existing services.
2. Annual review and recommended action by the transportation-planning agency for the area within the jurisdiction of the council, which finds, by resolution, that (A) there are no unmet transit needs, (B) there are no unmet transit needs that are reasonable to meet, or (C) there are unmet transit needs including needs that are reasonable to meet.
3. Advising the transportation-planning agency on any other major transit issues, including the coordination and consolidation of specialized transportation services.

The HCAOG Board, makes the unmet transit need finding in consideration of the SSTAC recommendation based on deliberation and consideration of comments generated during the unmet needs public participation process and measured against the evaluative criteria established by HCAOG's adopted definitions for the terms "unmet transit need" and "reasonable to meet."

### Fiscal Year 22-23 HCAOG Board finding:

The HCAOG Board adopted Resolution 22-13 on April 21, 2022 finding that there are no unmet needs reasonable to meet.

The SSTAC directed staff to review whether inter-county service to Mendocino County was an unmet transit need that may be reasonable to meet. Staff analyzed the potential ridership and operating estimate, and determined the new service does not meet the 10% marginal farebox return ratio requirement, and is therefore not reasonable to meet.

# Transportation Development Act

The California State TDA was enacted in 1971 and became effective July 1, 1972. The TDA established state funding for local jurisdictions to work regionally to improve existing public transportation and coordinate regional public transportation. The TDA provides two funding sources:

1. *Local Transportation Fund (LTF)*, which is derived from a ¼ cent of the general sales tax collected statewide; and
2. *State Transit Assistance (STA)* fund, which is derived from the statewide sales tax on gasoline and diesel fuel. The STA fund was established in 1980. Effective January 1, 2018 an additional vehicle registration fee called the “Transportation Improvement Fee” is collected with rates based on the value of the motor vehicle. Statute requires that 50% of STA funds be allocated based on population, and 50% be allocated according to operator revenues from the prior year.

Other transit funding sources include the California’s State of Good Repair program and Low Carbon Transit Operations Program and the Federal Transit Administration (FTA) 5310, 5311 and 5311(f) Programs.

The following TDA Articles, under Public Utilities Code Division 10, Part II, Chapter 4, direct how LTF funds are distributed:

**Article 3** allows for up to two percent of funds made available to counties and cities for facilities provided for the exclusive use of pedestrians and bicycles unless HCAOG finds that the money could be used to better advantage for the purposes stated in Article 4 (Section 99260) and Article 4.5 (Section 99275), or for local street and road purposes in the development of a balanced transportation system.

**Article 4** generally supports public transportation systems, research, and demonstration projects. Operators that provide both fixed-route and paratransit service are required to maintain a ratio of fare revenues to operating costs (farebox ratio) of 10%.

**Article 4.5** supports “community transit services” that “link intracommunity origins and destinations,” including services to the elderly or persons with disabilities. A Consolidated Transportation Service Agency (CTSA) is eligible for TDA funds under this Article. Although the Humboldt Transit Authority is the designated CTSA in Humboldt County, they do not receive funds under this Article. HCAOG’s current policy is to allocate STA funds for CTSA duties. A CTSA may file claims for STA funds for clearly defined and budgeted CTSA duties, approved by the HCAOG Board.

**Article 8** is utilized by jurisdictions that do not operate their own transit operations. Article 8 provides transit funds to pay a contractor to provide public transportation or special needs public transportation. Article 8 also provides funding for local streets and roads, and projects which are provided for use by pedestrians and bicycles (§99400(a)); and passenger rail service operations and capital improvements (§99400(b)).

## Unmet Transit Needs Process

The TDA requires each transportation planning agency to annually identify the unmet transit needs of the jurisdiction and those needs that are reasonable to meet, before allocating any funds for any purpose *not* directly related to public transportation services or for facilities used exclusively by pedestrians and bicyclists (§99401.5). Should any unmet transit need be identified, a further determination or assessment must be made to establish whether or not those needs are “reasonable to meet.” In accordance with state law, **a jurisdiction’s** TDA funds must be allocated first to unmet transit needs, which are found to be reasonable to meet, before any remaining funds can be allocated to the jurisdiction for non-transit purposes. Figure 1 depicts the Unmet Transit Needs process.

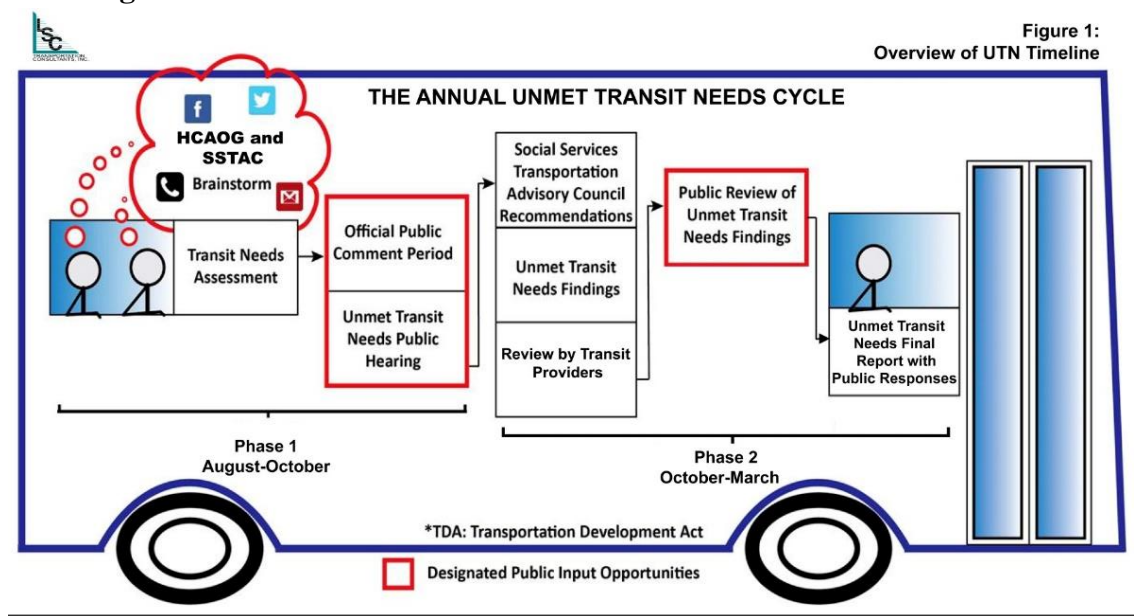
The transportation planning agency is required to:

1. Consult with the Social Services Transportation Advisory Council (SSTAC) established pursuant to Section 99238.
2. Identify the transit needs of the jurisdiction, including:
  - (a) Assessing the size and location of identifiable groups likely to be transit dependent or transit disadvantaged.
  - (b) Analyzing extent to which existing private and public transportation services are meeting transit demand.
  - (c) Analyzing potential alternative public transportation services and service improvements that would meet all or part of the transit demand.
3. Identify the unmet transit needs of the jurisdiction and those needs that are reasonable to meet, holding at least one public hearing to solicit public comments.

HCAOG encourages each member entity to conduct its own public hearing on unmet transit needs. This provides local elected officials an opportunity to hear and respond directly to the expressed needs of their constituents. HCAOG notifies all persons or groups known to have an interest in transit related matters and publishes a public notice(s) of the public hearings in the local newspaper. Flyers in both English and Spanish are posted in buses as well.

The SSTAC leads the process in soliciting input from transportation-dependent and transportation-disadvantaged persons, and in recommending a finding to the HCAOG Board.

**Figure 1: Overview of the Unmet Transit Needs Timeline**



## Definitions and Criteria

In November 2017, the 2017-2022 Humboldt County Transit Development Plan (TDP) and the SSTAC Strategic Plan were adopted by the HCAOG Board. The TDP is a five-year planning document that assesses transit and related transportation issues in the county and provides a “road map” for improvements to the public transit program over the upcoming five years. The Strategic Plan reviewed the process of defining, identifying and analyzing unmet transit needs and developed a strategy to make the UTN process as clear and efficient as possible. Both documents are available for review on HCAOG’s website:

[http://hcaog.net/sites/default/files/humboldt\\_tdp\\_2017\\_plan\\_final\\_nov\\_2017.pdf](http://hcaog.net/sites/default/files/humboldt_tdp_2017_plan_final_nov_2017.pdf)

[http://hcaog.net/sites/default/files/sstac\\_strategic\\_plan\\_final\\_nov\\_2017.pdf](http://hcaog.net/sites/default/files/sstac_strategic_plan_final_nov_2017.pdf)

Based on recommendations from the Strategic Plan, the HCAOG Board amended the TDA Rules and Regulations to include updated unmet transit needs definitions and criteria used for determining if an unmet need is reasonable to meet. Notably, the Strategic Plan resulted in a change to the definitions which previously stated that trips for purposes outside of Humboldt County would not be considered an unmet transit need. The SSTAC decided to remove the exclusion and determine out-of-county trips as “reasonable to meet” along with in-county needs.

### Definition of Unmet Transit Need:

1. Trips requested from residents who do not have access to public transportation, specialized transportation, or private transport services or resources for the purpose of traveling to medical care, shopping, social/recreational activities, education/training, and employment; or
2. Proposed public transportation, specialized transportation, or private transport services that are identified in the following (but is not limited to): a Transportation Development Plan, Regional Transportation Plan, Coordinated Public Transit–Human Services Transportation Plan.

Unmet transit needs do **not** include the following:

- Improvements funded or scheduled for implementation in the next fiscal year.
- Minor operational improvements or changes such as bus stops, schedules, and minor route changes. Minor operational improvements are changes to service which do not affect the operating cost of the transit service either by requiring additional staff and/or additional vehicle hours of service or miles of service.
- Trips for primary or secondary school transportation.
- Sidewalk improvements or street and road needs.

### Criteria to be found of Reasonable to Meet:

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 years.
2. Additionally, to be considered “reasonable to meet” the service must be projected to meet

a minimum “marginal farebox return ratio” of 10 percent within two years. If multiple competing services are requested, other factors such as estimated subsidy per passenger trip and passengers per vehicle hour of service may also be considered. Ridership and farebox return ratio thresholds will also be considered for continuing newly-introduced services.

3. Pursuant to the requirements of Transportation Development Act (TDA) Statutes (Public Utilities Code Section 99401.5 (c)), a determination of needs that are reasonable to meet shall not be made by comparing unmet transit needs with the need for streets and roads, for the allocation of TDA funds.
4. Once a service is determined to be “reasonable to meet” and is implemented, it can be expected that the ridership in the first 1-2 years of the new service will be less than the projected optimal ridership. Ridership should be evaluated at 6-month intervals to determine if service is meeting performance standards adopted by the transit provider, and specifically whether the service meets a minimum 10 percent marginal farebox ratio. If the service is being adequately promoted and fails to be within 60 percent of the identified standards after six months, 90 percent within the first year, or 100 percent within two years, the service may be cancelled and deemed “no longer reasonable to meet.” An exception to this rule is when a community or group is willing to participate in sharing the ongoing cost of the new service.

After considering all available information compiled pursuant to the Unmet Transit Needs public participation process, HCAOG must adopt, by resolution, one of the following findings:

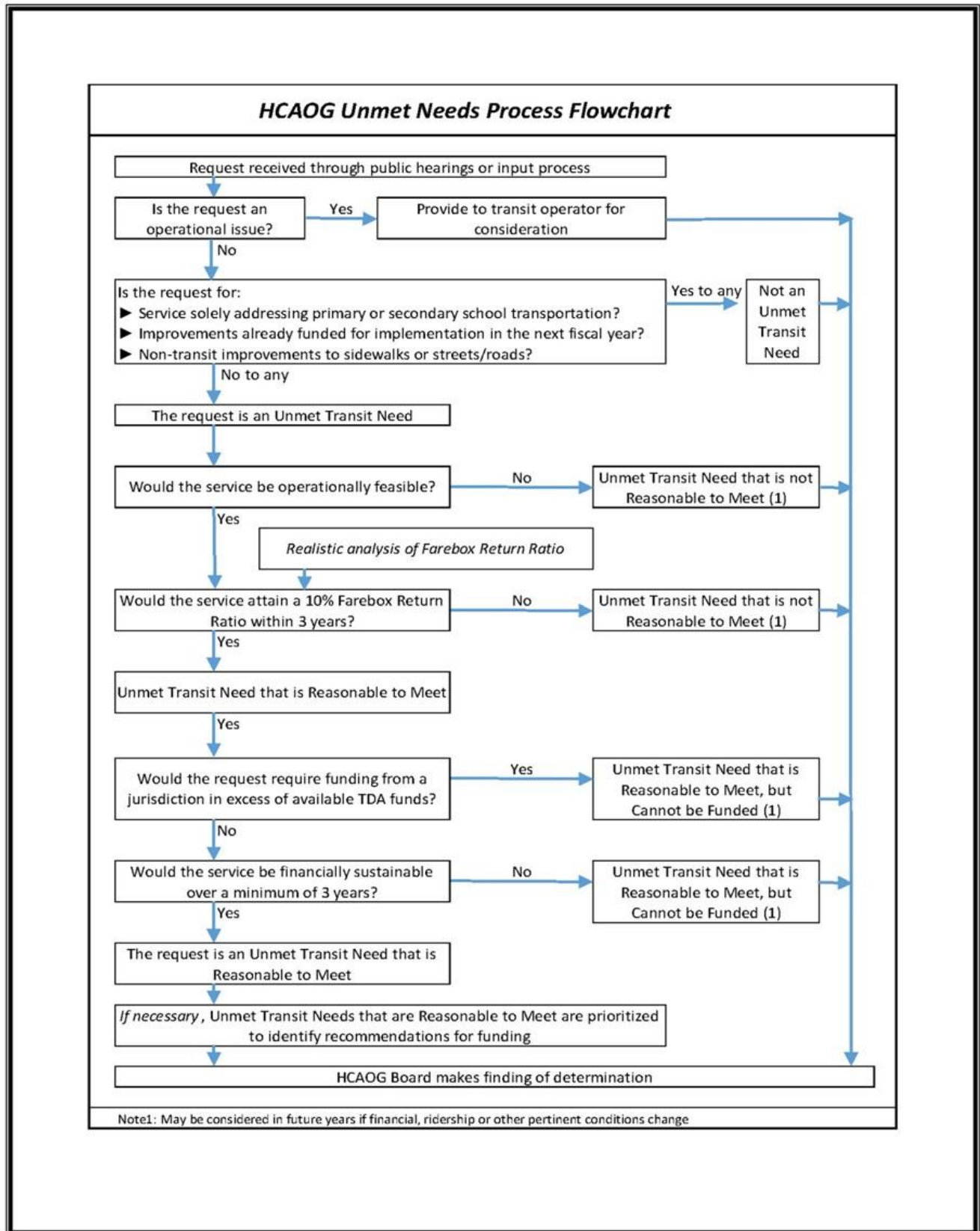
- (1) there are no unmet transit needs;
- (2) there are no unmet transit needs that are reasonable to meet; or
- (3) there are unmet transit needs, including needs that are reasonable to meet.

Pursuant to subdivision 99401.5 (e), if HCAOG adopts a finding that there are unmet transit needs, including needs that are reasonable to meet, then the unmet transit need shall be funded before any allocation is made for other (non-transit) uses within the jurisdiction. Local jurisdictions may decide to voluntarily fund needs that are determined not to be “reasonable to meet” from the jurisdiction’s TDA funds or other revenue sources.

The flowchart provided in Figure 2 depicts the process used when determining unmet transit needs:



**Figure 2: Unmet Needs Process Flowchart**



## Transit Dependent Demographics

The majority of the county’s population is located within the greater Humboldt Bay Area, centered around the highly populated communities of McKinleyville (unincorporated) and the cities of Arcata, Eureka, Fortuna, and Rio Dell. The cities of Trinidad and Blue Lake as well as unincorporated county areas of Garberville and Willow Creek are also served by the public transit system. Table 1 lists the 2022 estimated population by jurisdiction.

**Table 1: Population Estimates for 2022**

Jurisdiction	2022 Population Estimate	Percent of Countywide Population
Arcata	18,857	13.82%
Blue Lake	1,219	0.89%
Eureka	26,512	19.43%
Ferndale	1,330	0.97%
Fortuna	12,516	9.17%
Rio Dell	3,285	2.41%
Trinidad	345	0.25%
Unincorporated County	72,399	53.05%
Total Population	136,463	100%

Source: Department of Finance Projection

While all sectors of the community may utilize public and private transportation services, groups likely to be transit dependent or transit disadvantaged are those that are either unable to operate a vehicle or do not have access to a vehicle. Older citizens, young adults, persons with disabilities, carless households and persons of limited means are more likely to be transit dependent and may require specialized transportation. For all these vulnerable populations, accessibility to necessary services is a critical factor for quality of life.

For the purposes of this document, older citizens are considered to be individuals 65 years and older, and persons of limited means are those with incomes below the poverty threshold as defined by the federal government. Chapter 2 of the Transit Development Plan provides a more in-depth discussion of demographic trends and commuter patterns.

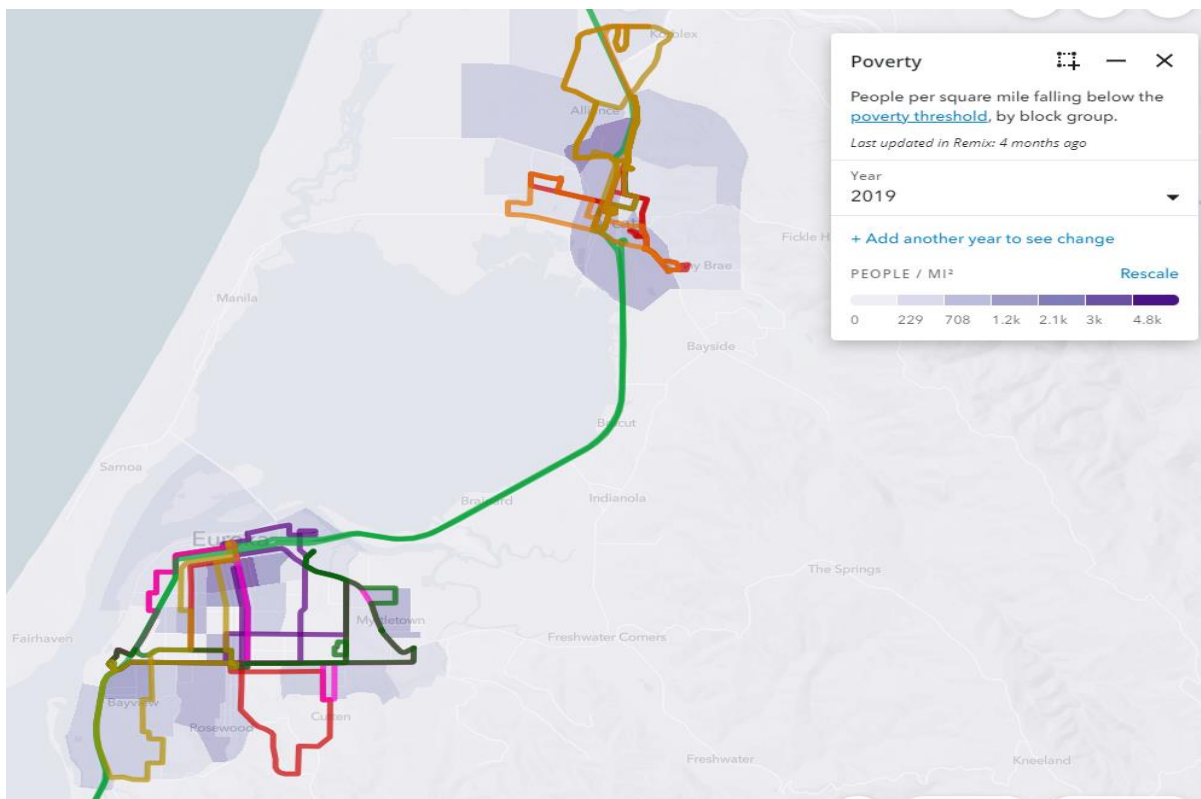
**Table 2: Transit-Dependent Groups**

Transit Dependent Group	Description
Seniors	Age 65 and over
Very Low Income	Income below the poverty line
Disabled	Non-institutionalized members of the population who may be unable to operate vehicles or utilize certain modes of public transportation due to physical or mental disabilities
Limited Automobile Access	People who have no vehicles available for their use

Demographics show that Humboldt County has a large aging population and a higher rate of poverty relative to the statewide average. Countywide, 17.3% of the population is age 65 or over and 20.1% of the population is below the poverty level. The City of Eureka and the City of Arcata have the highest rates of people with low-incomes. The high concentration of students attending Cal Poly Humboldt contributes to Arcata's low-income population.

While the countywide average is 16.5%, the cities of Blue Lake, Ferndale, Fortuna, Rio Dell and Trinidad all have just over 20% of their population living with a disability. The Cities of Arcata and Eureka are the jurisdictions with the highest percentage of carless households, indicating there is a relatively higher need for transit service in these areas.

**Figure 3: Poverty Density Map in Arcata and Eureka**



## Existing Transit Service

Humboldt benefits from several public entities and private enterprises that provide transit services. Organizations that provide and/or fund transit services include municipalities, the County of Humboldt, tribal governments, social services, private businesses, and community-based/non-profit organizations. Transit services are concentrated around the greater Humboldt Bay area, where population densities are higher and destinations are more compact. However, public transit also provides services to Blue Lake, Willow Creek, and Hoopa in eastern Humboldt, and communities in southern Humboldt.

The following existing transportation resources are identified in Chapter 3 of the Humboldt County Coordinated Public Transit - Human Services Plan:

Public transit service: Humboldt Transit Authority (Redwood Transit Service, Eureka Transit Service, Willow Creek Intercity, Southern Humboldt Intercity), Arcata & Mad River Transit Service, Blue Lake Rancheria Transit Service, Dial-A-Ride, Fortuna Transit.

Social services: Redwood Coast Regional Center, Area 1 Agency on Aging, Humboldt Senior Resource Center, County of Humboldt Health and Human Services, K'ima:w Medical Center, Adult Day Health Care of Mad River, Ferndale Senior Resource Agency "Bridging the Gap," Southern Trinity Health Services.

Private service: Humboldt Medi-Trans, Taxi services (includes City Ambulance of Eureka (CAE) Transport Inc dba City Cab, which operates DAR and CAE Transport service under contract with HTA), Cher-Ae Heights Casino Shuttle.

Interregional: Amtrak, Greyhound, Redwood Coast Transit.

The Humboldt Transit Authority and Arcata & Mad River Transit System are fixed-route transit systems defined as a system of providing designated public transportation on which a vehicle is operated along a prescribed route according to a fixed schedule. Other bus services primarily connect outlying areas with a central city through bus service that operates with at least five miles of continuous closed-door service. Paratransit service (dial-a-ride) runs flexible routes usually with door-to-door service for their customers. It is provided for persons with disabilities or health-related conditions that restrict them from using general public transportation. The Americans with Disabilities Act (ADA) requires all fixed-route public transportation systems to provide paratransit service. Other transportation services range from taxis to volunteer-driver programs for taking patients to medical appointments. More detailed information is provided in Chapter 3 of the Transit Development Plan.

## **Unmet Transit Needs Comments, Assessment, Findings**

Outreach efforts for the UTN process used similar methods to prior years, as well as some new ones. HCAOG published the UTN public meeting dates in the newspaper (North Coast Journal), operators posted flyers on buses, and HCAOG accepted comments through our website, by email, telephone, and mail. In addition to posting on social media (Facebook), HCAOG created an online survey soliciting public input. A total of 10 survey responses were received. Several comments were made during the unmet transit needs public hearings and to staff by phone/email. HCAOG conducted considerable outreach during the Regional Transportation Plan update, and comments gathered related to public transit have been included in the 2022-23 UTN comments matrix.

All comments received are summarized in Appendix A. The comments were grouped into three categories (Unmet Transit Need, Operational, General Comment) using HCAOG's adopted definitions, provided on page 4 and 5 of this report. Operational comments were forwarded to the transit operators.

Of the 156 total comments, 35 were determined to meet the definition of an Unmet Transit Need. Those 35 comments were then examined to see if they met the adopted criteria used to determine if the UTN is reasonable to meet, provided on pages 4 and 5 of this report.

The last spreadsheet in the Appendix was developed to incorporate the adopted criteria to determine if the unmet need is reasonable to meet following the schematics of HCAOG's UTN flowchart, provided on page 6 of this report.

The first query is if the requested service would be operationally feasible:

- If the answer is yes, then you move on to the question in the next column.
- If the answer is no, then the UTN is not reasonable to meet but may be considered in future years if financial, ridership or other pertinent conditions change.
- If additional information is required, then the follow up action is provided in the Comment/Action column.

Following the same flow process as the first question, the next column asks if the service would attain a 10% Farebox Return Ratio within 3 years.

### **Assessment of Unmet Need**

The SSTAC directed staff to review whether public transit service from southern Humboldt to connecting points in Mendocino County met the criteria of reasonable to meet. As noted above in definitions and criteria, out-of-county service is included in the definition of unmet need. Staff reviewed data from the *Transit Development Plan 2017-2022* which utilized an intercity travel demand model to estimate annual ridership on a new service connecting Humboldt and Mendocino Counties. The model estimated 4,500 one-way passenger-trips per year. The analysis factored in the service already provided by Greyhound and Amtrak. However, the study did not account for the impacts of the Covid-19 pandemic on ridership.

The Humboldt Transit Authority (HTA), working with the Far North Transit Consortium, has proposed a new Redwood Coast Express (RCX) intercity route as part of its efforts to implement zero-emission hydrogen fuel-cell bus travel. The RCX route from Eureka to Ukiah would fill a gap in public transit service and enable seamless inter-regional travel, as travelers from Trinity and Del Norte counties could travel from Humboldt to Mendocino, and from there connect to points

south as well as east to Lake County. The RCX proposal estimated 2,250 passengers in the first-year of service.

Taking the average of the two estimates results in a projected ridership of 3,375 trips annually. Setting a base fare of \$5.50, a similar rate as the Eureka to Garberville run, estimated annual fares would total approximately \$18,562. With a marginal operating cost of \$350,000 and estimated farebox revenue of \$18,562, the marginal farebox return ratio is 5.3%. Therefore, the need for intercity service from Humboldt County to Mendocino County is not reasonable to meet.

Farebox ratio calculation:

$$(3,375 * 5.50) / (350,000) = 0.053 \times 100 = 5.3\%$$

**Prior Year Findings**

No unmet transit needs were identified in the 2021/22 UTN process. Appendix B shows a summary of prior year findings dating to the 2015/16 UTN cycle.

## TDA Funds and Allocations

The Transportation Development Act provides State funding sources meant primarily for public transportation. The TDA funding comes through two sources, the Local Transportation Funds (LTF) and the State Transit Assistance (STA) funds.

LTF is the main funding source for transit in the region. After off-the-top allocations to the County Auditor, HCAOG administration and planning, and 2% for bicycle and pedestrian uses, LTF funds are divided among the seven cities and the County based on population in a process called apportionment. In a typical year, the City of Arcata uses the entirety of their LTF apportionment for transit purposes. The City of Eureka contracts with the Humboldt Transit Authority, which claims the entirety of their LTF apportionment for transit purposes. The Cities of Blue Lake, Fortuna, Rio Dell and Trinidad annually contribute a majority of their LTF funds to their share of HTA service. The City of Ferndale uses LTF money for streets and roads. The County of Humboldt uses LTF funds primarily for transit purposes. Any funds remaining after funding transit are used on streets and roads (on average about 10% of County LTF funds used for streets and roads after funding transit).

The State Transit Assistance (STA) fund is now fully funded by the sales tax on diesel, and can be used for capital and operating purposes. The spike beginning in 2017-18 is due to the passage of the Road Repair and Accountability Act (Senate Bill 1) Funding apportioned to Humboldt is shown in Figure 4. The zero amount shown in 2010-11 was due to the State of California’s illegal diversion of transit funding which began in the 2009-10 State Budget. The program was reinstated as part of the original “Gas Tax Swap” agreement of 2010, which reconfigured the funding streams that flow into the program.

**Figure 4: Humboldt County State Transit Assistance Trend**

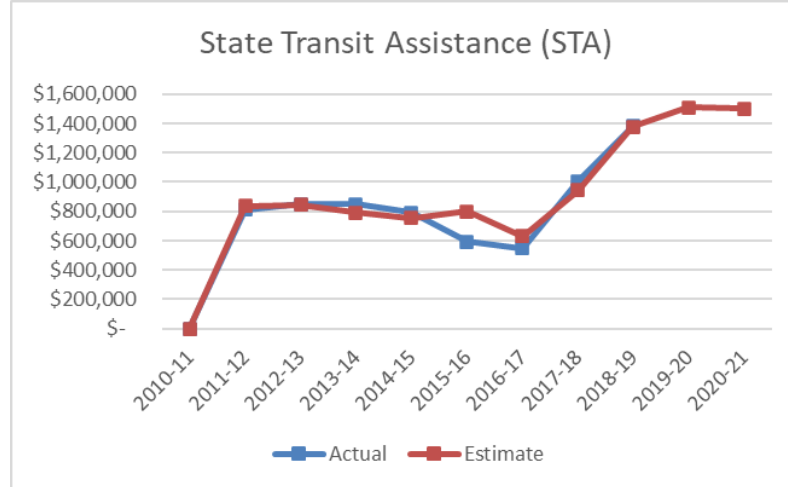


Table 3 provides FY 2022-2023 LTF apportionments for funds allocated by the HCAOG Board. These projections are based on an estimate provided by the Humboldt County Auditor Controller (Auditor) pursuant to Government Code Section 6620. The Auditor makes the estimate from such data as is available including those which may be furnished by the State Board of Equalization. The estimate includes those moneys anticipated to be deposited in the fund during the ensuing fiscal year as well as accrued interest. After close of each fiscal year, the Auditor is responsible for reporting any remaining balance in each jurisdiction’s account.

**Table 3: LTF Funds Allocated by Jurisdiction, FY 2022-23**

Jurisdiction	Dept. of Finance Population Projection	% of Total Population	FY 2022-23 Apportionment
Arcata	18,857	13.82%	\$ 815,409
Blue Lake	1,219	0.89%	\$ 52,712
Eureka	26,512	19.43%	\$ 1,146,425
Ferndale	1,330	0.97%	\$ 57,512
Fortuna	12,516	9.17%	\$ 541,214
Rio Dell	3,285	2.41%	\$ 142,049
Trinidad	345	0.25%	\$ 14,918
Humboldt County	72,399	53.05%	\$ 3,130,658
<b>Total</b>	136,463	100.00%	\$ 5,900,896

\*Allocation estimate does not include potential rollover funds from FY 21-22



## Appendix A: Summary of Public Input

### 2022-2023 HCAOG Unmet Transit Needs (UTN) Comments

The following comments were found 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

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 3 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.	Operator Comments/Action Items
Later evening weekday service, especially between Eureka and Arcata x11			Service planned to start in July
more frequent bus service, such as 15 min headway x13	Yes	No	already service
Early morning, hourly Saturday service to get to weekend events, particularly from Eureka to Arcata (Farmer's Market) x7	Yes	No	Low ridership Saturday mornings
Later service for ETS x5	Yes	No	low ridership after 5:00 pm
Sunday service to get to events and work x6	Yes	No	Farebox issue - need passengers
Add bus stop for Willow Creek Intercity at or near the Burney Vista Point to help high school students get to school x4			Added Westbound and Eastbound stop near Vista Point- ready to go
Service to Ferndale x5 (weekday early morning bus, mid-morning bus, early/late afternoon, during county fair and other special events)	Yes	No	Please ask Ferndale/Not part of our JPA
Later evening/night buses in Arcata	Yes	No	There are evening buses running in Arcata/Eureka area, frequency is limited due to budget and availability of drivers.

Early morning bus to McKinleyville arriving to Valley West around 7:05am and to the airport around 7:40am.			Service planned to start in July
Service to Greenwood Heights / Kneeland area	Yes	No	Farebox issue
Late-night weekend service for RTS Southbound and ETS (x2)	Yes	No	HTA can bring that back when ridership improves
RTS service to CR on weekends x2	Yes	No	CR should use their shuttle for their students. Low ridership
Bus routes to the rural areas - increased route options and bus stops, i.e. stops at Mrytle and Mitchel, Jacoby Creek Land Trust	Yes	No	Farebox issue
Service from Blue Lake down West End Rd to Arcata x2	Yes	No	Farebox issue
More frequent service from Rio Dell to Eureka.	Yes	No	Need more passengers from Rio Dell
More options for getting up to Del Norte			Existing service and coordinating with Redwood Coast Transit
Dial a-ride zones are too limited for individuals with disabilities- need to expand CAE availability x3	Yes	No	this is the only place that has one system for differnt cities and towns
I would like transit link between Garberville and Longvale, Mendocino County	Yes	No	Working on it
I would like more frequent routes to essential areas like hospitals/medical districts, clinics and shopping hubs x2	Yes	No	working on it
Express service (i.e. Trinidad to Arcata or Blue Lake to Eureka)	Yes	No	just over 300 residents, hard to justify more/quicker service
No public transit between Orleans, Hoopa and Willow Creek	Yes	No	Yurok Tribal Transit slated to begin service
Service to Hydesville/Carlotta	Yes	No	County of Humboldt decision
Service in or near Big Lagoon.	Yes	No	Farebox issue
Southern Humboldt bus on Sunday	Yes	No	poor ridership/students keeping that system afloat
Service to Shelter Cove for medical appointments	Yes	No	Farebox issue
Old Arcata Road, between Eureka and Arcata. I'd love more bus stop options, maybe even one at Kneeland Glen Farm.	Yes	No	Past unmet need, did not meet ridership

Service to Woodley Island and local beaches.	Yes	No	Farebox issue
Service to Ridgewood (Cutten area)	Yes	No	Farebox issue
Public transit access to state parks.	Yes	No	Farebox issue
Wheelchair transportation door-to-door to get to events in Eureka with my kids on Sundays	Yes	No	Farebox issue
We need a means of public transit for our rural areas (Bridgeville)	Yes	No	Farebox issue
More frequent service in Southern Humboldt	Yes	No	when ridership picks up
Provide service between Garberville and Redway	Yes	No	failed already
It would also be helpful if there were public transport to Humboldt Area Foundation in Bayside from Arcata.	Yes	No	Farebox issue
Increase service frequency in Fortuna	Yes	No	Farebox issue

## Appendix B: Recent History of Unmet Needs Requests

Hearing Year/Primary Request	HCAOG Response or Action
<b>FY 2015/16</b>	
<ol style="list-style-type: none"> <li>1. Service to Tish Non Community Village</li> <li>2. Service on Old Arcata Road</li> </ol>	<ol style="list-style-type: none"> <li>1. Service began, and underperformed. Discontinued.</li> <li>2. Service began and will be discontinued</li> </ol>
<b>FY 2016/17</b>	
<ol style="list-style-type: none"> <li>1. Fieldbrook / Glendale / Korbel / Blue Lake routes considered with survey</li> </ol>	Not reasonable to meet based on farebox return
<b>FY 2017/18</b>	
<ol style="list-style-type: none"> <li>1. Most frequent comments asked for increased late-night and weekend service to CR and for service to Samoa</li> </ol>	Not reasonable to meet based on farebox return
<b>FY 2018/19</b>	
<ol style="list-style-type: none"> <li>1. Late-night weekday service on RTS</li> </ol>	Lacked funding. LCTOP funds reserved and service scheduled to begin in 2020. Funding repurposed due to Covid. The 20-21 process found not reasonable to meet as a result of reduced ridership stemming from the pandemic. SSTAC requested to revisit.
<b>FY 2019/20</b>	
<ol style="list-style-type: none"> <li>1. Saturday service to Blue Lake</li> <li>2. Bus stop on south Broadway</li> </ol>	<ol style="list-style-type: none"> <li>1. Service began October 12, 2019. Willow Creek line makes 3 stops in Blue Lake on Saturdays</li> <li>2. Bus stop considered in Broadway Multimodal Corridor Plan. HTA seeking funding.</li> </ol>
<b>FY 2020/21</b>	
<ol style="list-style-type: none"> <li>1. Express bus between McKinleyville and Eureka during peak commute hours</li> </ol>	Not reasonable to meet due to Covid-19. SSTAC recommended this unmet need be revisited in future UTN cycles.
<b>FY 2021/22</b>	
<ol style="list-style-type: none"> <li>1. None</li> </ol>	None reasonable to meet
<b>FY 2022/23</b>	
<ol style="list-style-type: none"> <li>1. Analyzed out-of-county service from Eureka to Ukiah.</li> </ol>	Not reasonable to meet due to farebox return.