

Board of Directors
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REX BOHN
County of Humboldt
STEVE LADWIG
City of Trinidad
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City of Rio Dell
ALEX STILLMAN
City of Arcata
TAMI TRENT
City of Fortuna
MIKE WILSON
County of Humboldt

HTA Board Staff
GREG PRATT
General Manager
CONSUELO ESPINOSA
Secretary to the Board



Humboldt Transit Authority
Governing Board of Directors
HTA Conference Room - 133 V Street Eureka

AGENDA

IN-PERSON & TELECONFERENCE

Microsoft Teams meeting
Join on your computer or mobile app
[Click here to join the meeting](#)
Meeting ID: 243 001 553 423
Passcode: nK6QaW
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Monday, December 19, 2022

9:00 AM

Special Board Meeting

- A. Call Meeting to Order
- B. Roll Call & Introductions
- C. Community Members Communication
Members of the community are invited to comment on items or issues not on the agenda.
- D. Special Presentations
- E. Consent Calendar No items
- F. Items Removed from Consent Calendar
- G. Reports None

H. New Business

1. Professional Services Agreements for the Transit Intercity Rail (TIRCP)
HTA Staff and Legal Counsel have prepared professional services contracts for the Schatz Energy Research Center, Humboldt County Association of Governments, Center for Transportation and the Environment, and Creative Inclusion for TIRCP projects.
~Contracts Enclosed
Action Recommended: Adopt Resolution 22-26 Approving Professional Services Agreements with Schatz Energy Research Center, Humboldt County Association of Governments, Center for Transportation and the Environment, and Creative Inclusion for Services Related to the TIRCP Grant.

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2. Regional Early Action Planning (REAP) 2.0 Grant Application

The California Department of Housing and Community Development has issued a Notice of Funding Availability for Regional Early Action Planning grants (REAP 2.0). There is \$6.6 million set aside for the North Coast Region which includes Del Norte, Humboldt, Lake, Mendocino, and Trinity Counties. Staff is requesting authorization to partner with HCAOG and submit an application to REAP 2.0.

Action Recommended: Authorize Staff to Submit a Grant Application to the Regional Early Action Planning Grant Program by adopting Resolution 22-25

I. Board Communications

J. Staff Communications

K. Closed Session:

1. Before going into closed session, the Board will take Public Comment on both closed session items.
2. The Board will meet in closed session pursuant to Government Code Section 54957(b)(1) (employee performance evaluation); General Manager, and Government Code Section 54957.6 (meeting with designated representative, unrepresented employee)
3. Pursuant to Government Code Section 54956.9 (d)(2), the board will meet in Closed Session to consider potential litigation against the Humboldt Transit Authority.
4. Report out of closed session.

L. Adjournment

Humboldt Transit Authority (HTA) is committed to a policy of non-discrimination pursuant to the requirements of Title VI of the Civil Rights Act of 1964. Persons who require special accommodations, accessible seating, or documentation in alternative formats under the American with Disabilities Act or persons who require translation services (free of charge) should contact HTA at least two days prior to the meeting.

Humboldt Transit Authority (HTA) se compromete a una norma de no discriminación de acuerdo a los requisitos del Artículo VI del Acto Derechos Civiles de 1964. Las personas que requieren alojamiento especial de acuerdo con el American with Disabilities Act, o personas que requieren servicios de traducción (libre de cargo) deben comunicarse con HTA al menos dos días antes de la reunión.



133 V Street
Eureka, CA 95501

A Public Entity Serving Humboldt County Since 1976

Office: (707) 443-0826
Fax: (707) 443-2032
www.hta.org

TO: Chair Arroyo
All Governing Board Members

FROM: Greg Pratt, General Manager

DATE: December 19, 2022

SUBJECT: Professional Services Agreements for the Transit Intercity Rail

In July 2022, Humboldt Transit Authority (HTA) was awarded a \$38.7M grant from the California State Transportation Agency's Transit and Intercity Rail Capital Program (TRICP). The grant is for eleven (11) New Flyer fuel cell electric buses, a hydrogen fueling station at HTA's facility, bus service to Ukiah, and an intermodal transit center in downtown Eureka.

On December 8, 2022, the Transportation Commission approved HTA's first Cost Allocation Plan submission in the amount of \$6,279,000. Subject to the California Transportation Commission's (CTC) timely use of funds policy and for the construction phase, awardees are expected to execute the third-party contract within six months of the allocation.

HTA's Procurement Policy suggests the issuance of a Request for Qualifications (RFQ) or Request for Proposals (RFP) and use of best qualified as the determining factor for selection rather than price/cost; and each Consultant has the demonstrated knowledge, training and experience in the area for which it would be assisting HTA in successful Project completion.

Staff has been working with HTA Legal Council to develop the scope of work and contracts for professional services. Those contractors are Schatz Energy Research Center, Humboldt County Association of Governments, Center for Transportation and the Environment, and Creative Inclusion. Work will not begin until HTA has signed program supplements under the already executed Master Services Agreement and a notice to proceed has been issued.

~Contracts Enclosed

Action Recommended: Adopt Resolution 22-26 Approving Professional Services Agreements with Schatz Energy Research Center, Humboldt County Association of Governments, Center for Transportation and the Environment, and Creative Inclusion for Services Related to the TIRCP Grant.

RESOLUTION No. 22-26

**A RESOLUTION OF THE HUMBOLDT TRANSIT AUTHORITY GOVERNING BOARD OF DIRECTORS
APPROVING AGREEMENTS WITH SCHATZ ENERGY RESEARCH CENTER, HUMBOLDT COUNTY
ASSOCIATION OF GOVERNMENTS, CENTER FOR TRANSPORTATION AND THE ENVIRONMENT, AND
CREATIVE INCLUSION
FOR PROFESSIONAL SERVICES RELATED TO THE TIRCP GRANT**

Recitals

WHEREAS, in July 2022, HTA was awarded a \$38.7 million grant from California State Transportation Agency Transit and Intercity Rail Capital Program (“TIRCP Grant”) for HTA transit-related purposes including the purchase of zero-emission hydrogen fuel cell electric buses, installation of a hydrogen fueling station, creation of a bus service route to Mendocino County, and construction of an intermodal transit center (“Project”);

WHEREAS, on October 5, 2022 the HTA Board of Directors adopted Resolution No. 22-21, approving a Master Services Agreement with the California Department of Transportation to implement the TIRCP Grant;

WHEREAS, the California Transportation Commission approved the first budgetary allocation plan on December 8, 2022, which allows HTA to expend TIRCP Grant funds on specified components and phases of the Project;

WHEREAS, zero-emission hydrogen fuel cell electric buses have not been previously developed specifically for use on rural mountainous intercity routes, such as those found on the North Coast;

WHEREAS, successful deployment of zero-emission hydrogen fuel cell electric buses in HTA’s region and on the proposed new route to Mendocino County will require consultation with professionals who have knowledge and experience in hydrogen fuel cell electric bus technology as well as the local conditions unique to this Project;

WHEREAS, as part of the TIRCP Grant award, the California Department of Transportation approved HTA’s use of identified uniquely qualified consultants to provide specialized third-party services to HTA in support of successful Project completion, specifically the Schatz Energy Research Center, the Humboldt County Association of Governments, the Center for Transportation and the Environment, and Creative Inclusion (each, a “Consultant”);

WHEREAS, each Consultant has the demonstrated knowledge, training and experience in the area for which it would be assisting HTA in successful Project completion;

WHEREAS, HTA’s Procurement Policy suggests the issuance of a Request for Qualifications (RFQ) or Request for Proposals (RFP) and use of best qualified as the determining factor for selection rather than price/cost; and

WHEREAS, for this Project, HTA identified the best qualified entities as part of development the

TIRCP Grant application such that it is unlikely an RFQ or RFP process would identify better qualified entities to provide the specified services necessary to achieve successful Project completion.

NOW THEREFORE, the Governing Board of the Humboldt Transit Authority hereby resolves as follows:

1. All Recitals and Attachments are incorporated into this Resolution.
2. The following professional services agreements, as summarized below and set out in Attachments A-D, are hereby approved:
 - a. Schatz Energy Research Center: Engineering expertise in hydrogen fuel and fuel cell electric vehicle technologies. To provide Project-related engineering services and act as HTA's Project engineer, see Attachment A.
 - b. Humboldt County Association of Governments HCAOG: Designated as the Regional Transportation Planning Agency and authorized to implement the Regional Transportation Plan ("RTP") Public Transit Services Element Policy Transit-9, Zero-emission fleets to support transitioning transit fleets to alternative fuels that will meet zero-emission bus standards. To provide RTP and Project related public engagement, community outreach, and assist HTA with Project oversight and management, see Attachment B.
 - c. Center for Transportation and the Environment: Experience in the development, procurement and deployment of zero-emission fuel cell electric buses with supporting hydrogen fueling infrastructure. To assist in developing HTA's bus and hydrogen refueling station technical specifications, managing HTA's maintenance facility modifications, and overseeing the integration between the buses and hydrogen refueling station during design and construction phases, see Attachment C.
 - d. Creative Inclusion: Expertise in assisting designers and planners in developing strategies that promote accessibility and inclusive use by using braille and tactile interactive maps, diagrams and signage, high contrast and tactile ground surfaces as well as smart technologies which satisfy the Americans with Disabilities Act, Web Content Accessibility Guidelines v2.0, Section 508 of the Rehabilitation Act of 1973, and the Communications and Video Accessibility Act. To support HTA in transit accessibility by assisting in design of the intermodal transit center as well as design and implementation of community outreach efforts, see Attachment D.
3. The General Manager is authorized to execute professional services agreements with the entities identified above substantially in the form of the respective agreements in Attachments A-D, with any changes subject to approval by HTA General Counsel.

PASSED AND ADOPTED by the Humboldt Transit Authority of Humboldt County, State of California, at a regular meeting of said Board Meeting held on the 19th day of December, 2022, by the following vote:

AYES:

NOES:

ABSENT:

Natalie Arroyo, Chair of the HTA Governing
Board of Directors

ATTEST:

HTA Secretary to the Board

Attach: Attachments A-D



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TO: Chair Arroyo
All Governing Board Members

FROM: Greg Pratt, General Manager

DATE: December 19, 2022

SUBJECT: Regional Early Action Planning (REAP) 2.0 Grant Application

The California Department of Housing and Community Development has issued a Notice of Funding Availability for Regional Early Action Planning grants (REAP 2.0). There is \$6.6 million set aside for the North Coast Region which includes Del Norte, Humboldt, Lake, Mendocino, and Trinity Counties. Staff is requesting authorization to partner with Humboldt County Association of Governments (HCAOG) and submit an application to REAP 2.0 in the amount of \$2,190,000. HCAOG's Staff Report is attached detailing their request.

HTA's request will include the purchase of four electric shuttles, route optimization software, marketing and outreach, and operational costs for two separate microtransit services. One for inside the town of McKinleyville (see attached map) and the second between McKinleyville and select locations in Arcata. The microtransit will be considered a pilot program and will last two years, then reassessed for a possible third year.

These services would operate on weekdays, five days per week with the proposed hours of 7:30 am to 9:00 pm. The routes are designed to connect the residents in McKinleyville to RTS and to improve frequency between McKinleyville and Arcata.

The microtransit service pilot would identify 10 - 20 virtual stop locations across the McKinleyville service area. The service is designed to guarantee drop-off time with a 95% success rate. Rides can be booked anytime same day or days ahead in advance through a cell phone app. Fare structure will be integrated with the CallTP program which HTA is currently in the process of deploying on all vehicles. This streamlines payment across all transit systems in the County which makes transfers easy and improves the rider experience.

Action Recommended: Authorize Staff to Submit a Grant Application to the Regional Early Action Planning Grant Program by adopting Resolution 22-25

HUMBOLDT TRANSIT AUTHORITY
RESOLUTION 22-25
RESOLUTION OF THE HUMBOLDT TRANSIT AUTHORITY TO
TO PARTNER WITH THE HUMBOLDT COUNTY ASSOCIATION OF
GOVERNMENTS APPLYING FOR A REGIONAL EARLY ACTION PLANNING
(REAP 2.0) GRANT TO PROVIDE AN ON-DEMAND MICRO-TRANSIT SYSTEM FOR
MCKINLEYVILLE

WHEREAS, the Humboldt Transit Authority is committed to providing transit service to meet the needs of the public, and making transit a convenient choice throughout our service area; and

WHEREAS, our service area includes the community of McKinleyville; and

WHEREAS, an on-demand micro mobility project was a recommendation of the McKinleyville Transit Study which HTA participated in developing; and

WHEREAS, the adopted Regional Transportation Plan (*VROOM* 2022-2042) includes public transit objectives such as expanding and improving local and interregional transit services to improve mobility for people in Humboldt County, and to maximize the operating efficiency and productivity of transit systems without lowering service quality; and

NOW, THEREFORE, BE IT RESOLVED that the Humboldt Transit Authority hereby finds, determines, declares, orders, and resolves as follows:

1. HTA supports Humboldt County Association of Government's REAP 2.0 grant application,
2. Approves HTA as a project partner and commits to implementing an on-demand micro transit system through sub-allocation of funds as specified in the grant application.

PASSED AND ADOPTED by the Humboldt Transit Authority of Humboldt County, State of California, a special meeting of said Board Meeting held on the 19th of December 2022, by the following vote:

AYES:

NOES:

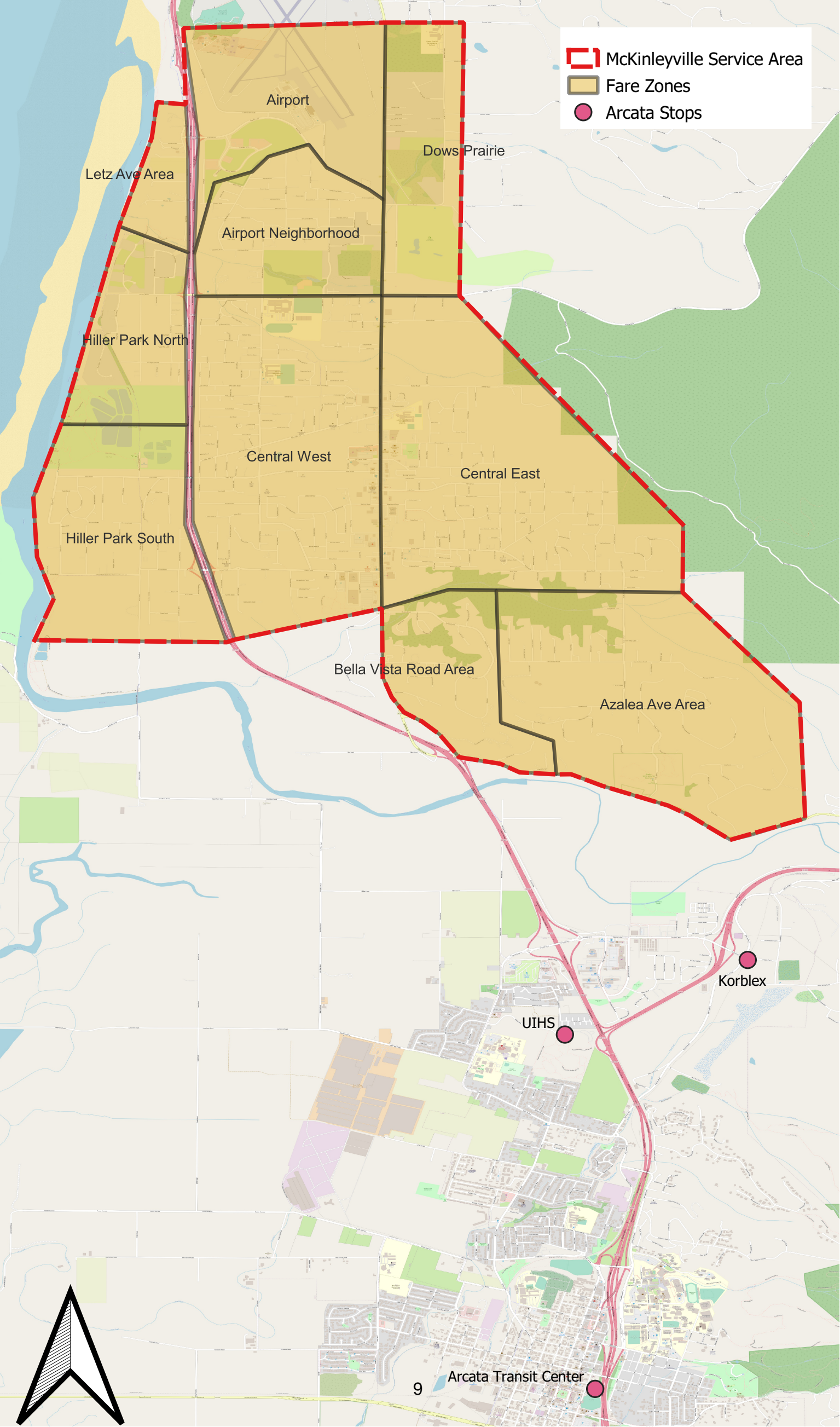
ABSENT:


ABSTAIN:


Chair of the HTA Board of Directors


ATTEST:

Secretary to the Board



 McKinleyville Service Area

 Fare Zones

 Arcata Stops



HUMBOLDT COUNTY ASSOCIATION OF GOVERNMENTS
Regional Transportation Planning Agency
Humboldt County Local Transportation Authority
Service Authority for Freeway Emergencies
611 I Street, Suite B
Eureka, CA 95501
(707) 444-8208
www.hcaog.net

AGENDA ITEM 8a
HCAOG Board Meeting
December 15, 2022

DATE: December 7, 2022
TO: HCAOG Policy Advisory Committee (PAC)
FROM: Beth Burks, Executive Director
SUBJECT: **Regional Early Action Planning (REAP) 2.0 Grant to Improve Transit and Housing Choice in McKinleyville**

STAFF REPORT

Contents:

- Staff's Recommended Action
- Staff Summary
- Resolution 22-27

Staff's Recommended Action:

1. Introduce the item as an action item;
2. Allow staff to present the item;
3. Receive public comment;
4. Discuss item and consider making the motion:
"The PAC will consider recommending that the HCAOG Board adopt Resolution 22-27, authorizing the Executive Director to submit a REAP 2.0 grant application and receive an allocation of funds if awarded."

Staff Summary:

The California Department of Housing and Community Development has issued a Notice of Funding Availability (NOFA) for Regional Early Action Planning grants (REAP 2.0). There is \$6.6 million set aside for the North Coast Region which includes Del Norte, Humboldt, Lake, Mendocino, and Trinity Counties.

The program objectives of REAP 2.0 are to accelerate infill development that facilitates housing supply, choice, and affordability, affirmatively further fair housing, and to reduce vehicle miles traveled. A wide range of implementation and planning activities are included as eligible uses.

Through community engagement efforts HCAOG recently became aware of the non-profit We Are Up and their intention to develop an infill housing project in McKinleyville that will serve people with and without disabilities. This use fits the REAP 2.0 objectives and would be a valuable housing asset for our region which currently has limited to non-existent housing opportunities for individuals with developmental and other disabilities to live in an integrated setting. Facilitating infill development is also compatible with HCAOG's Safe and Sustainable Transportation Targets adopted with *VROOM* 2022-2042.

With a focus on McKinleyville we will also be including an on-demand micro-transit pilot program with the intention of improving transportation choices in McKinleyville and reducing vehicle miles traveled. This will be administered by Humboldt Transit Authority. A micro-mobility program such as an on demand micro-transit system was a recommendation that was included in the McKinleyville Transit Study which the HCAOG Board approved in 2021.

The executive summary from the Grant application:

Improving Transportation and Housing Choice in McKinleyville

With a REAP 2021 grant, HCAOG and partners will be able to carry out a multi-faceted approach to reroute the development trends in the County's largest and fastest-growing unincorporated community, which struggles with the legacy of car-centric development and the resulting sprawl. Under the status quo, sprawl patterns will most likely continue. For example, a recent proposal for modestly higher density and traffic calming still faces community apprehensions, after three years in planning.

This approach seeks to lay groundwork for transforming the development "norm" towards mode shift, infill development, and affirmatively further fair housing outcomes by expanding transit and providing integrated housing opportunities for people with disabilities, seniors, and full-time students.

Eighty percent of McKinleyville residents over 16 years-old commutes alone to work. The REAP grant would support transforming transit choices throughout McKinleyville by piloting a program for on-demand micro-transit served by zero-emission vehicles. The micro-transit would offer on-demand in-town trips and connections to the intercity bus. It would be the first of its kind in Humboldt County and would inform how to replicate micro-transit in other areas that have high potential for infill, yet not the population density for fixed-route transit. Currently, transit in McKinleyville is available hourly, and, in the 21-square-mile community, bus stops are mostly on Central Avenue (which, being US 101 Business Loop, is the definition of "Highway as Main Street").

The REAP grant would also fund the pre-development phase of a community-based infill initiative led by We Are Up, a local non-profit that is building an inclusive, affordable, mixed-income, intergenerational community in McKinleyville. In proposing a development with the goal to "build community," We Are Up has already helped transform local response to what is still "affordable housing," as adjacent neighbors overwhelmingly support the proposed development of 50 new dwellings where currently there is a dilapidated duplex. The program vision is to

develop housing for individuals with autism or other disabilities, enabling them to live in a community with others and have hands-on training and other programs on site. Their program will offer permanent housing, income job opportunities, and mutual support systems for low- and moderate-income adults with and without disabilities. This would be the first community like this in the nation.

The vision includes offering temporary housing for visiting medical professionals because the lack of affordable housing is well documented as a top reason that local healthcare corporations fail to attract and retain permanent doctors and nurses.

We Are Up has site control of the 15-acre site. Others have not shown interest in developing here, as only 3.3 acres are buildable (due to a creek and wetlands). From a walkability perspective, however, the site is prime for infill because it is within walking distance of a grocery store, health care facilities, a pharmacy, a bank, entertainment venues, a health club, a bus line, designated recreational trails, and other services. Without the We Are Up program; it seems unlikely this parcel would offer any new high-density housing within the next 10 years.