

Board of Directors  
NATALIE ARROYO  
County of Humboldt  
LESLIE CASTELLANO  
City of Eureka  
DEBRA GARNES  
City of Rio Dell  
ALEX STILLMAN  
City of Arcata  
TAMI TRENT  
City of Fortuna  
JACK TUTTLE  
City of Trinidad  
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**

**June 25, 2025**

**9:00 AM**

**Special Board Meeting**

**Closed Session (9:00 a.m.)**

Public Participation In-person or Teleconference

Microsoft Teams

Join on your computer, mobile app or room device

[Join the meeting now](#)

Meeting ID: 239 675 335 134 6

Passcode: RL65Qu6Q

**A. Call Meeting to Order**

1. Public Comment on Closed Session Items
2. Pursuant to Government Code Section 54956.9(a) the Board will meet in Closed Session to discuss the following existing litigation: Charles Edwards and Ted Sheets dba ADS in MOTION vs. Humboldt Transit Authority, et al; Humboldt County Superior Court Case # CV2300002

---

**Open Session (9:30 a.m.)**

Public Participation In-person or Teleconference

Microsoft Teams

Join on your computer, mobile app or room device

[Join the meeting now](#)

Meeting ID: 217 044 616 117 6

Passcode: Y8vx3r5r

**A. Call Meeting to Order**

**B. Report out of Closed Session**

**C. Community Members Communication**

Members of the community are invited to comment on items or issues not on the agenda.

**D. Consent Calendar**

By motion, recommend the approval of the following items considered to be routine and enacted in one motion. Items may be removed from the consent calendar upon request and will be heard separately.

1. Minutes from June 4, 2025, Regular Board Meeting. Page 04  
**Staff:** [Consuelo Espinosa](#)  
**Action Recommended:** *Approve Minutes*
  
2. Resolution 25-08 Correcting Dollar Amount in Resolution 25-07 Page 08  
**Staff:** Jerome Qiriaz  
*To Correct the Cost Award for Two Years of Transitional Fuel, Operations, and Maintenance Services*  

At a Special Meeting on May 23, 2025, the Humboldt Transit Authority Board approved Resolution 25-07, awarding a contract to Linde Engineering North America, LLC for the design-build of a hydrogen fueling station. Resolution 25-08 has been prepared to revise and correct a clerical error in the cost award that was made in Resolution 25-07.

**Action Recommended:** *Approve Resolution 25-08 Revising Resolution 25-07 to Correct the Cost Award for Two Years of Transitional Fuel, Operations, and Maintenance Services.*
  
- E. **Items Removed from Consent Calendar**
  
- F. **Reports**  
None
  
- G. **New Business**
  1. Adoption of the Fiscal Year 2025/26 Final Budget for Humboldt Transit Authority Page 10  
**Staff:** [Katie Collender](#)  

The preliminary budget was adopted on June 4, 2025. All requirements have been met in preparation for the adoption of the final budget for Humboldt Transit Authority.

**Action Recommended:**
    1. *Open a public hearing opportunity for members of the public to comment on the adopted preliminary budget for fiscal year 2025/26.*
    2. *After hearing comments, close the public hearing.*
    3. *Make changes if necessary & approve the final budget by adopting Resolution 25-09.*
  
  2. Humboldt Transit Authority Ad hoc Committee Page 25  
**Staff:** [Greg Pratt](#)  

Staff is requesting the Board select a replacement member for the ad hoc committee to provide advice and directions for all projects pertaining to the TIRCP grant.

**Action Recommended:** *Appoint a Replacement Member to the TIRCP Ad Hoc Committee and Approve Clarifying and Memorializing the Authority for the TIRCP Ad Hoc Committee by Adopting Resolution 25-10.*
  
  3. Measure O Work Plan for the Humboldt Transit Authority Page 27  

This past November election Humboldt County residents voted to approve Ballot Measure O, which is a 1% sales tax to be put towards Humboldt County roads and transit service. The County Board of Supervisors approved a 15% allocation to HTA. As part of the process to receive funding, Board approval is required.

**Action Recommended:** *Approve the Humboldt Transit Authority's Work Plan by Adopting Resolution 25-11.*
  
- H. **Board Communications**

**I. Staff Communications**

**J. 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.*

**MINUTES FOR THE HUMBOLDT TRANSIT AUTHORITY**

**REGULAR BOARD MEETING**

**June 4, 2025**

**9:00 am**

**PRESENT**

Board Members

Alex Stillman, City of Arcata

Jack Tuttle, City of Trinidad

Leslie Castellano, City of Eureka

Natalie Arroyo, County of Humboldt

Debra L. Garnes, City of Rio Dell

Mike Wilson, County of Humboldt

**ABSENT**

Tami Trent, City of Fortuna

Attended Via Teams

Charolette Merkel, Humboldt County Public Works; Oona Smith, HCAOG; Genevieve Stubblefield, Natalie Arroyo's Interim; and Althea Christensen, Member of the Public.

Staff

Consuelo Espinosa, Human Resources Manager

Carolann Aggeler, Admin & Finance Assistant

Andi Evans, Bookkeeper

Katie Collender, Finance Manager

Jerome Qiriaz, Transit Planner

Jim Wilson, Director of Maintenance

Dan Scales, Operations Manager

Greg Pratt, General Manager

Also in attendance were Nancy Diamond, HTA Legal Counsel; Saskia Rymer Burnette, CalTrans; and Joanne McGarry, Member of the Public.

**CALL TO ORDER**

Chairperson Natalie Arroyo called the meeting to order at 9:00 am.

**ROLL CALL & INTRODUCTIONS**

Introductions were made.

**COMMUNITY MEMBERS COMMUNICATION**

Joanne McGarry shared her appreciation for the free bus service and commended a recent driver's professional response to an emergency situation involving a coolant leak. She highlighted the driver's clear communication and safe handling of the incident. Joanne also expressed continued support for expanding Arcata service south of Samoa Boulevard and mentioned her personal advocacy efforts to promote public transit through community outreach, such as organizing bus trips and engaging with other groups.

## SPECIAL PRESENTATIONS

None

## CONSENT CALENDAR

By motion, recommend the approval of the following items considered to be routine and enacted in one motion. Items may be removed from the consent calendar upon request and will be heard separately.

***Motion by Councilmember Garnes, second by Supervisor Wilson to amend the May 7, 2025, minutes with a language correction changing “overstaying” to over stay”, and to approve the Public Transportation Agency Safety Plan for the Humboldt Transit Authority by adopting Resolution 25-08. Motion carried unanimously.***

Minutes from Minutes from May 7, 2025, Regular Board Meeting.

[Staff: Consuelo Espinosa](#)

***Action Recommended: Approve Minutes***

Humboldt Transit Authority Public Transportation Agency Safety Plan (PTSAP)

In 2020, HTA established a Public Transportation Agency Safety Plan to increase the safety of its drivers and passengers and to strengthen the agency’s safety and risk management program. The program has been a success and staff has made a few minor edits for the 25/26 fiscal year’s plan.

~PTSAP Enclosed

***Action Recommended: Approve the Public Transportation Agency Safety Plan for the Humboldt Transit Authority by adopting Resolution 25-08.***

## Items Removed from Consent Calendar

None

## REPORTS

Caltrans District 1 Report

[Caltrans Staff: Saskia Rymer-Burnett](#)

Saskia Burnett, Transit Planner from Caltrans District 1, provided several updates. She began by congratulating HTA on the successful Hydrogen Green Bus event. She reported that the FTA Section 5310 program will issue a Call for Projects on June 30, with applications due by September 3 at 1:00 PM. Kevin Chen from Caltrans Headquarters is now the program contact, and outreach is planned for early June. While there are no current changes to the program, updates may be announced prior to the next cycle. Saskia also relayed that Wendy King from Local Assistance indicated FTA formula funding for FY 2025 appears solid, with full apportionment secured. LCTOP funds for FY 2024–25 are also in place, with distributions expected in late summer. She noted that potential changes to the FTA Master Agreement are currently under review. Lastly, Saskia shared that she recently participated in a site visit to Crescent City as part of the unmet transit needs process and the 2023 Partnering Grant project, for which Green Dot has been selected as the consultant for the PAME phase.

Draft March 2025 statistics and financial statements for all systems operated by HTA

[Staff: Carolann Aggeler](#)

Carolann Aggeler from the finance team presented ridership and financial updates. Overall annual ridership growth is slowing slightly but remains positive, with weekday ridership performing particularly well. Tap-to-pay usage continues to increase significantly, easing fare payment for both local and out-of-area riders. Fare revenue saw a 12% increase compared to last March, despite flat ridership numbers—an encouraging sign linked to recent fare structure changes. School-issued week passes were notably high this month, with schools purchasing in bulk through the finance office.

This led to a broader discussion around student transit access and absenteeism. Chairperson Natalie Arroyo shared insights from a recent Eureka City Schools meeting, where lack of transportation was identified as the primary reason for student absenteeism.

Chairperson Natalie Arroyo added that the removal of school crossing guards may have contributed to transportation challenges, discouraging walking and increasing car traffic. The board expressed interest in revisiting school transit access as a future agenda item to explore solutions collaboratively.

## NEW BUSINESS

### Preliminary Budget for Humboldt Transit Authority FY 2025/2026.

#### Staff: Katie Collender

Katie Collender, HTA's Finance Manager, presented the draft FY 2025–26 budget, highlighting enhancements to improve transparency and long-term planning. The updated format includes a traditional service-based budget and a multi-year financial forecast, with recurring capital needs now incorporated to better reflect true operating costs. Large, one-time capital projects such as facility upgrades and the Intermodal Transit Center remain listed separately in the narrative to avoid skewing year-over-year comparisons. Board members discussed the need to clarify terminology, suggesting changes such as labeling the document as an "Operating Budget," renaming "non-operating resources" for clarity, and adding a visually consistent page for special projects. The Board agreed that these edits could be integrated by staff without reconvening the Finance & Operations Committee.

***The Board directed staff to publish a notice requesting public input on the proposed budget at the next meeting.***

## BOARD COMMUNICATIONS

During Board Communications, Supervisor Mike Wilson shared ideas to engage new students at Cal Poly Humboldt and College of the Redwoods through a transit-based scavenger hunt, where participants would visit key locations using public transit and be entered to win prizes. He also proposed developing incentive programs, such as reward-based systems for high school and college students who regularly use their transit passes, potentially with financial incentives or prize drawings. He emphasized the importance of not just offering free transit but actively encouraging its use. Staff noted the legal and logistical considerations, as well as the potential for university or business partnerships to support such initiatives. Supervisor Wilson's suggestions will be explored further for feasibility and possible pilot implementation.

Following this, public comments were opened. Joanne McGarry expressed support for forming a "Friends of Humboldt Transit Authority" group modeled after Friends of the Arcata Marsh to help organize outreach and events like the scavenger hunt. She noted that Greg Pratt was investigating the feasibility of creating such a group. Eve Stubblefield echoed the interest in a transit host program to assist riders with information and engagement, acknowledging past board interest pending insurance and other considerations. Board members discussed the organizational structure and success of Friends of the Arcata Marsh as a nonprofit volunteer-driven model. Staff committed to further exploring these ideas and providing updates in future meetings.

## STAFF COMMUNICATIONS

Katie Collender announced HTA's sponsorship of the upcoming *Week Without Driving* event, organized by the Coalition for Responsible Transportation Priorities, and encouraged participation in the pledge. She also highlighted current free fares for seniors and youth (June–August), and free fares for all riders in June and July in celebration of HTA's 50th anniversary. She reminded the board of the upcoming *Strategic Planning Meeting* on July 11 and encouraged members to bring their ideas.

The board discussed the need for a July meeting to finalize the agreement with Linde and adopt the budget. Given the lack of a regular July meeting and scheduling conflicts around the July 4th holiday and the transit symposium (July 15–17), several dates were considered. Ultimately, the board tentatively scheduled a special meeting for June 25 at 9:00 a.m. to adopt the FY 2024–25 budget and address other time-sensitive items.

To celebrate the 50th anniversary, Chair Natalie Arroyo suggested a 1970s-themed photo at the strategic planning meeting, encouraging board members to dress in period attire.

#### CLOSED SESSION

None

#### ADJOURNMENT

10:20 am



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](http://www.hta.org)

TO: Chair Arroyo  
All Governing Board Members

FROM: Jerome Qiriaz, Transit Planner

DATE: June 25, 2025

SUBJECT: Resolution 25-08 Correcting Dollar Amount in Resolution 25-07

At the May 23, 2025 Special Board Meeting the Board of Directors adopted Resolution No. 25-07 which awarded a contract for the design and construction of the hydrogen fueling station to Linde Engineering North America, LLC (LENA) in the amount of \$13,400,000 for capital costs and \$2,760,000 for two years of transitional fuel, and operation and maintenance services.

Unfortunately, there was a clerical error in the cost award for transitional services. The total cost for transitional services is \$2,767,000, a difference of \$7,000.

A new resolution 25-08 is proposed to correct this error.

***Action Recommended: Approve Resolution 25-08 Revising Resolution 25-07 to Correct the Cost Award for Two Years of Transitional Fuel, Operations, and Maintenance Services.***



**RESOLUTION No. 25-08**  
**A RESOLUTION OF THE HUMBOLDT TRANSIT AUTHORITY GOVERNING BOARD OF DIRECTORS REVISING**  
**RESOLUTION NO. 25-07 TO CORRECT THE COST AWARD FOR TWO YEARS OF TRANSITIONAL FUEL,**  
**OPERATIONS, AND MAINTENANCE SERVICES**

**Recitals**

**WHEREAS**, on May 23, 2025, the Humboldt Transit Authority (HTA) Board of Directors adopted Resolution No. 25-07, *Awarding A Contract To Linde Engineering North America, LLC (LENA) For The Design And Construction Of A Hydrogen Fueling Station*, in the amount of \$13,400,000 to design and build the fueling station and \$2,760,000 for two years of transitional fuel, operations, and maintenance services after acceptance of the new fueling station; and

**WHEREAS**, Resolution No. 25-07 incorrectly stated the contract amount for the two years of transitional fuel, operations, and maintenance as \$2,760,000, rather than the correct the amount of \$2,767,000; and

**WHEREAS**, the purpose of this Resolution No. 25-08 is to revise and correct the clerical error that was made in the cost award for the two years of transitional services.

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

1. All Recitals are restated and incorporated into this Resolution.
2. Resolution No. 25-07 is hereby revised by replacing the cost award with the following:

The LENA cost proposal in the amount of \$13,400,000 to design and build the liquid hydrogen fueling station and \$2,767,000 for two years of transitional fuel, operations, and maintenance is fair and reasonable, and provides best value to HTA and to the public.
3. All other provisions, terms, recitals and approvals of Resolution 25-07 are ratified in their entirety except to the extent inconsistent with the terms and conditions of this Resolution 25-08.

**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 25th day of June 2025 by the following vote:

AYES:

NOES:

ABSENT:

---

Chair of the HTA Governing Board of  
Directors

ATTEST:

---

HTA Secretary to the Board



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](http://www.hta.org)

TO: Chair Arroyo  
All Governing Board Members

FROM: Katie Collender, Deputy General Manager

DATE: June 25, 2025

SUBJECT: Adoption of the Fiscal Year 2025/26 Final Budget for Humboldt Transit Authority

Included in this agenda packet is the Final Draft Budget for the Humboldt Transit Authority. This budget was reviewed by the HTA Finance & Operations Committee and was adopted by the Board as an approved preliminary budget with minor requested edits during its regular June 4, 2025, meeting.

Staff also placed a notice in the Times-Standard newspaper offering the public an opportunity to comment on the preliminary budget. No comments or suggestions have been received from any members of the public, nor have any changes made by the Board or the Finance & Operations committee.

Members of the public may still make comments regarding this budget during the public hearing portion of the June 25, 2025 Board meeting. At that time, the Board may also make changes to the budget as they see fit.

***Action Necessary:***

- 1. Open a public hearing opportunity for members of the public to comment on the adopted preliminary budget for fiscal year 2025/26.***
- 2. After hearing comments, close the public hearing.***
- 3. Make changes if necessary & approve the final budget by adopting Resolution 25-09.***

**RESOLUTION 25-09  
HUMBOLDT TRANSIT AUTHORITY BUDGET ADOPTION  
FOR FISCAL YEAR 2025-2026**

WHEREAS, on May 27, 2025 the Finance and Operations Committee met to review the fiscal year 2025-2026 draft budget and directed staff to bring the draft to the next Board of Directors meeting; and

WHEREAS, on June 4, 2025 the Board of Directors discussed and made edits to the draft, directing staff to make changes and return for public comment and potential adoption at a special meeting on June 25, 2025; and

WHEREAS, all legal requirements for the adoption of the budget of the Humboldt Transit Authority for fiscal year 2025-2026 have been complied with;

NOW, THEREFORE, BE IT RESOLVED that the following budget for the fiscal year beginning July 1, 2025, and ending June 30, 2026, be, and the same hereby is, approved and adopted.

RESOURCES

Transit Fares	\$1,179,500
JPA Member Assessment	\$3,639,095
State Operating Grants	\$4,967,842
Federal Operating Grants	\$1,782,857
Other	\$5,266,906
Total Resources	\$16,836,200

REQUIREMENTS

Payroll & Benefits	\$8,467,000
Insurance & General	\$1,821,000
Facilities	\$898,200
Technology	\$440,000
Vehicles	\$4,940,000.00
Equipment	\$270,000
Total Requirements	\$16,836,200

BE IT FURTHER RESOLVED that the details of the budget are contained in the complete budget which is on file in the offices of the Humboldt Transit Authority at 133 V Street, Eureka, California. Said complete budget is included herein by reference as though fully set forth.

PASSED, APPROVED AND ADOPTED this twenty-fifth day of June 2025, on the following vote:

AYES:

NOES:

ABSENT:

---

Chair of the HTA Governing  
Board of Directors

---

ATTEST:  
HTA Secretary to the Board

---

# Humboldt Transit Authority Budget

Fiscal Year 2025-2026



# Table of Contents

Introduction .....	3
Current Services .....	3
Key Items .....	4
Addition to Budgeting Model .....	4
<i>Funding Updates</i> .....	5
Senate Bill (SB) 125 .....	5
Measure O .....	5
Regional Early Action Planning (REAP) 2.0 Grant .....	6
<i>Service Changes</i> .....	7
Arcata & Mad River Transit System (A&MRTS) .....	7
Paratransit "Dial-a-Ride" .....	7
Ride Humboldt Flex Microtransit .....	8
General Service Changes .....	8
<i>Other Items</i> .....	9
Staffing and Recruitment .....	9
Insurance .....	9
Draft Operating Budget and Forecast .....	10
Draft 2025-26 Operating Budget By Service .....	11
Projects .....	12-13



# Introduction

Staff have completed the annual budget for the upcoming fiscal year. Through the budgeting process HTA examines its transactions closely, identifies service changes, gathers funding estimates, and considers economic forecasts to produce a balanced draft budget that anticipates how the agency will meet financial obligations in the upcoming year while striving towards its operational goals. This year, a five-year financial forecast and expanded narrative have been added to strengthen HTA's ability to plan for future needs.

HTA is committed to rebuilding the ridership base lost during the pandemic, this year RTS is on track to hit 70% of peak ridership. Recovery will continue through enhanced marketing campaigns, expanding outreach, simplifying processes, listening to community needs, and continuing to build public and private partnerships. Investment in technology will further this goal while increasing comfort and streamlining processes for riders. An accessible, convenient, affordable transit system benefits all residents of Humboldt County, and these priorities are embedded in next year's budget.

## Current Services:

Redwood Transit System (RTS)  
Eureka Transit Service (ETS)  
Arcata & Mad River Transit System (A&MRTS)  
Southern Humboldt Intercity (SHI)  
North State Express 299 (NSE 299)  
North State Express 101 (NSE 101)  
Paratransit or Dial-a-Ride (DAR)  
Flex Microtransit (Flex)



# Key Items:

## Addition to the Budgeting Model

The traditional single-year budgeting model focuses on maintaining current programs without addressing their long-term implications. To achieve sustainable growth, it is essential to assess what decisions on service levels and expenses in the current year mean for the agency's future. The resource projections in this plan allow the Board to play a critical role in shaping these decisions and ensuring the agency's lasting viability. The budget showing costs by route is also included, with expected cost distributions based on contracts, allocations by miles, hours, or a combination of factors.

Prior annual budgets focused on an operating cash flow model and did not include regular capital costs. These include large equipment purchases, facility and bus stop costs, and vehicle replacement. Larger capital projects are not included and are budgeted with their corresponding grants. Because these capital amounts were not in the budget last year, there appears to be a greater increase when comparing this upcoming budget to the current year. Moving forward, the method used will show consistency and allow for continued comparison after the 24-25 fiscal year closes.





# Funding Updates:

## Senate Bill (SB) 125

Senate Bill (SB) 125 will distribute \$4 billion from the Transit and Intercity Rail Capital Program to regional transportation planning agencies over the next few fiscal years. This money is highly flexible and can be used for operations or capital improvements. The Humboldt County Association of Governments (HCAOG) is administering these funds for Humboldt County. SB 125 also establishes a Transit Transformation Task Force led by the California State Transportation Agency to develop policy recommendations on how to grow transit ridership, improve the transit experience, and address the long-term operational needs agencies face.

## Measure O

The citizens of Humboldt County have memorialized their support for public transportation with a new sales tax. On November 6, 2024, Humboldt County voters passed a 1% sales tax known as “Measure O.” This new tax is estimated to bring over \$24 million to the county each year to improve road infrastructure and to maintain and enhance local public transit. On April 22, 2025, the Humboldt County Board of Supervisors adopted a resolution that named HTA as the appropriate agency to represent local transit and receive 15% of the total amount collected starting on July 1, 2025, until June 30, 2030. Each year, HTA will bring its Work Plan to the Social Services Transportation Advisory Council for review and input. HTA will then finalize the plan as they deem appropriate and bring it before the HTA Board of Directors for adoption.





Staff will then submit quarterly reports to the County Administrative Office to receive payment. An annual report will be submitted to the Humboldt County Audit Committee by the end of December following each fiscal year.

Measure O priorities for the upcoming fiscal year include the restoration of late-night and early-morning service on Redwood Transit System, Southern Humboldt, North State Express 299, and North State Express 101, and support for Dial-a-Ride. Although HTA is committed to the transition to zero emissions, with no local redundancy for hydrogen fuel, it is essential to retain a diversified fleet. With 76.4% of the RTS fleet past its useful life, as defined by the FTA and Caltrans, HTA plans to purchase two diesel buses to strengthen its ability to provide reliable transportation to the county.

### Regional Early Action Planning (REAP) 2.0 Grant

The HCAOG applied for the California Department of Housing and Community Development Regional Early Action Planning (REAP) 2.0 grant on behalf of HTA and “We are Up” in late 2022. The original grant amount for HTA was for \$2.19 million, but it was reduced to \$1.47 million with a delayed start date. Due to changes to the grant term and award, services will now only be available for one fiscal year. This initiative aims to provide on-demand transportation options that connect residents to essential services and fixed route transit, serving as a model for other rural communities with similar needs. The REAP 2.0 program supports sustainable, equitable, and climate-friendly infrastructure projects in underserved communities.



# Service Changes:

## Arcata & Mad River Transit System (A&MRTS)

Starting July 1, 2025, the Arcata & Mad River Transit System (A&MRTS) and its assets will be transferred to HTA and fully integrated into its operations. The City of Arcata has managed A&MRTS independently since its inception in 1975, the same year HTA was founded. Since 2001, HTA has provided bus maintenance and parking for Arcata. After the pandemic, A&MRTS experienced driver staffing shortages, which led to HTA becoming the operations contractor starting July 1, 2023. This consolidation will allow better coordination and streamlining of the fixed route network in Humboldt County. Cal Poly Humboldt funds extended hours on the Orange line and the Green and Gold line, and now HTA will contract with them directly for these services.

## Paratransit "Dial-a-Ride"

HCAOG contracts with HTA to serve as the Consolidated Transportation Services Agency for Humboldt County, responsible for ensuring paratransit services are provided to populations unable to be properly served by traditional transit. Paratransit operations, often called "Dial-a-Ride" (DAR), have been performed by a contractor, CAE Transport, for many years. Costs have continued to rise across the transit industry, including in the paratransit space. Continuing the theme of consolidation and efficiency through operations utilizing the structure of HTA to manage these programs, resulting in administrative cost savings. Expenses that were under Contract Transportation in the prior year's budget are now reflected in Payroll and other direct costs.



## Ride Humboldt Flex Microtransit

Ride Humboldt Flex is an on-demand shared ride service that operates between bus stops, including both existing and newly designated virtual stops. The service is designed to complement HTA's fixed-route bus systems by offering additional connectivity options within the existing service areas. Riders can plan customized journeys by choosing optimal times and selecting the most convenient bus stops or other approved locations as both their pick-up and drop-off points. The REAP 2.0 grant will enable the expansion of transit choices throughout McKinleyville by piloting a program for on-demand microtransit in that area.

## General Service Changes

For the new fiscal year, the Humboldt Transport Authority (HTA) is implementing several service adjustments designed to better align with rider needs and improve overall efficiency. Notably, SHI will receive one additional northbound and southbound run, while the NSE 299 will benefit from one extra eastbound and westbound run, which will enhance travel options and reduce wait times during peak hours. Conversely, HTA will reduce service by 96 operating days on both the Green and Gold and late Orange routes, reallocating resources from underutilized runs to higher-demand services. These strategic changes aim to optimize operational efficiency and provide more reliable service where it's needed most. Additional changes may be made through the Measure O prioritization process that includes the Social Services Transportation Advisory Council.



# Other Items:

## Staffing and Recruitment

Challenges with driver recruitment across the transit industry required HTA to increase driver salaries to attract qualified applicants and retain valuable employees. These measures have reduced vacancies and given HTA the ability to maintain the exceptional growth seen in the past few fiscal years. Since 2023, HTA has increased its staffing by 22%, with projections reaching a 41% increase by the start of the 2025-26 fiscal year. HTA will now be operating DAR with its own drivers rather than contract labor and has planned service increases in the upcoming year, which means a significant addition to driver allocations.

## Insurance

HTA is a member of the California Transit Indemnity Pool (CalTIP), a Joint Powers Authority insurance pool. By joining with other agencies to establish a pooled program layer and to purchase reinsurance, members are slightly insulated from the volatile insurance industry. CalTIP provides general liability, and vehicle physical damage. For the next fiscal year, there were changes to the lowest starting amount of what reinsurance partners were willing to offer in the general liability program. This meant that CalTIP was required to fund its self-funded layer at \$2.25 million rather than \$2 million per incident. The cost share between pool members is based on loss history and revenue miles. HTA's service increases in the coming year combined with this self-funded layer change equates to a \$550,205 contribution to the general liability program. This is 49.5% higher than the prior year.



DRAFT 2025-26 OPERATING BUDGET AND FORECAST									
	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	FY 29-30		
	Actual	Budget	Budget	Forecast	Forecast	Forecast	Forecast		
Resources									
Service Revenue									
Fares & Passes	\$ 1,014,981	\$ 1,097,800	\$ 1,179,500	\$ 1,238,475	\$ 1,300,399	\$ 1,365,419	\$ 1,433,690		
Contract Transportation	\$ 1,833,664	\$ 1,905,469	\$ 1,431,906	\$ 1,474,963	\$ 1,519,109	\$ 1,564,662	\$ 1,611,622		
Service Total	\$ 2,848,645	\$ 3,003,269	\$ 2,611,406	\$ 2,713,338	\$ 2,819,508	\$ 2,930,101	\$ 3,045,312		
Supplementary Resources									
Advertising	\$ 161,349	\$ 185,000	\$ 190,000	\$ 195,700	\$ 201,571	\$ 207,618	\$ 213,847		
Interest/Miscellaneous	\$ 302,969	\$ 39,500	\$ 45,000	\$ 22,000	\$ 22,440	\$ 22,889	\$ 23,347		
Federal Formula 5311	\$ 1,666,341	\$ 1,752,270	\$ 1,782,857	\$ 1,818,514	\$ 1,854,884	\$ 1,891,962	\$ 1,929,822		
JPA Member Assessment	\$ 2,962,417	\$ 3,248,551	\$ 3,639,095	\$ 3,748,268	\$ 3,860,716	\$ 3,976,537	\$ 4,095,833		
State Transit Assistance	\$ 1,631,783	\$ 325,573	\$ 1,561,673	\$ 1,613,306	\$ 1,645,572	\$ 1,678,483	\$ 1,712,053		
State of Good Repair	\$ 222,784	\$ 250,435	\$ 274,308	\$ 279,794	\$ 285,390	\$ 291,098	\$ 296,920		
Low Carbon Transit Ops Prgm	\$ 375,914	\$ 385,676	\$ 402,198	\$ 410,242	\$ 418,447	\$ 426,816	\$ 435,352		
Transit Intercity Rail Capital Prgm	\$ 1,488,227	\$ 325,000	\$ 325,000	\$ 341,250	\$ 358,313	\$ 376,229	\$ 395,040		
SB125 Formula Transit Intercity	\$ -	\$ 1,358,307	\$ 1,194,413	\$ 1,567,408	\$ 2,203,129	\$ 2,890,465	\$ 3,633,506		
Measure O	\$ -	\$ -	\$ 3,600,000	\$ 3,600,000	\$ 3,600,000	\$ 3,600,000	\$ 3,600,000		
Regional Early Action Planning 2.0	\$ -	\$ -	\$ 1,190,250	\$ -	\$ -	\$ -	\$ -		
Supplementary Total	\$ 8,831,784	\$ 7,870,312	\$ 14,224,794	\$ 13,596,482	\$ 14,450,462	\$ 15,362,117	\$ 16,335,720		
TOTAL RESOURCES	\$ 11,680,429	\$ 10,873,581	\$ 16,836,200	\$ 16,309,820	\$ 17,269,970	\$ 18,292,218	\$ 19,381,032		
Requirements									
Service Requirements									
Payroll	\$ 3,818,216	\$ 4,629,300	\$ 5,967,000	\$ 6,265,350	\$ 6,578,618	\$ 6,907,549	\$ 7,252,926		
Employee Costs	\$ 1,031,655	\$ 1,123,394	\$ 1,526,000	\$ 1,602,300	\$ 1,682,415	\$ 1,766,536	\$ 1,854,863		
Retirement	\$ 986,513	\$ 832,000	\$ 974,000	\$ 1,022,700	\$ 1,073,835	\$ 1,127,527	\$ 1,183,903		
Contract Transportation	\$ 955,939	\$ 852,078	\$ -	\$ -	\$ -	\$ -	\$ -		
Insurance	\$ 763,688	\$ 930,700	\$ 1,188,000	\$ 1,283,040	\$ 1,385,683	\$ 1,496,538	\$ 1,616,261		
General Operating	\$ 446,328	\$ 372,361	\$ 633,000	\$ 658,320	\$ 684,653	\$ 712,039	\$ 740,521		
Facilities	\$ 273,349	\$ 277,089	\$ 315,000	\$ 330,750	\$ 347,288	\$ 364,652	\$ 382,885		
Technology	\$ 327,414	\$ 354,500	\$ 440,000	\$ 462,000	\$ 485,100	\$ 509,355	\$ 534,823		
Vehicles	\$ 1,117,270	\$ 1,502,149	\$ 2,050,000	\$ 2,255,000	\$ 2,480,500	\$ 2,728,550	\$ 3,001,405		
Service Total	\$ 9,720,371	\$ 10,873,581	\$ 13,093,000	\$ 13,879,460	\$ 14,718,092	\$ 15,612,746	\$ 16,567,587		
Asset Management									
Equipment Purchases	\$ 87,953	\$ -	\$ 270,000	\$ 283,500	\$ 297,675	\$ 312,559	\$ 328,187		
Facility Maintenance	\$ 1,262,819	\$ -	\$ 583,200	\$ 612,360	\$ 642,978	\$ 675,127	\$ 708,883		
Vehicle Replacement	\$ 780,997	\$ -	\$ 2,890,000	\$ 1,534,500	\$ 1,611,225	\$ 1,691,786	\$ 1,776,375		
Asset Total	\$ 2,131,769	\$ -	\$ 3,743,200	\$ 2,430,360	\$ 2,551,878	\$ 2,679,472	\$ 2,813,445		
TOTAL REQUIREMENTS	\$ 11,852,140	\$ 10,873,581	\$ 16,836,200	\$ 16,309,820	\$ 17,269,970	\$ 18,292,218	\$ 19,381,032		
Resources Less Requirements	\$ (171,711)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
Note: Special projects and associated funding not eligible for operating use on Grant Funded Projects sheet									



DRAFT 2025-26 OPERATING BUDGET BY SERVICE

		Redwood Transit System		Eureka Transit Service		Arcata & Mad River Transit System		Southern Humboldt Intercity		North State Express 299		North State Express 101		Paratransit		Flex Microtransit		Total		
Planned Miles	42%			8%		9%		11%		7%		6%		9%		8%		100%		
Planned Hours	36%			15%		11%		6%		4%		3%		13%		12%		100%		
Resources																				
Service Revenue		Fares & Passes	\$	723,000	\$	231,000	\$	70,000	\$	48,000	\$	32,000	\$	7,500	\$	48,000	\$	20,000	\$	1,179,500
		Contract Transportation	\$	120,000	\$	13,000	\$	341,500	\$	500	\$	31,700	\$	50	\$	925,156	\$	-	\$	1,431,906
Service Total		\$	843,000	\$	244,000	\$	411,500	\$	48,500	\$	63,700	\$	7,550	\$	973,156	\$	20,000	\$	2,611,406	
Supplementary Resources																				
Advertising		\$	68,400	\$	28,500	\$	20,900	\$	11,400	\$	7,600	\$	5,700	\$	24,700	\$	22,800	\$	190,000	
Interest/Miscellaneous		\$	16,200	\$	6,750	\$	4,950	\$	2,700	\$	1,800	\$	1,350	\$	5,850	\$	5,400	\$	45,000	
Federal Formula 5311		\$	750,000	\$	308,125	\$	-	\$	300,000	\$	209,132	\$	215,600	\$	-	\$	-	\$	1,782,857	
JPA Member Assessment		\$	2,059,957	\$	202,027	\$	305,003	\$	626,803	\$	303,944	\$	-	\$	141,361	\$	-	\$	3,639,095	
State Transit Assistance		\$	200,000	\$	450,000	\$	214,000	\$	222,000	\$	166,650	\$	89,000	\$	200,000	\$	40,023	\$	1,581,673	
State of Good Repair		\$	45,000	\$	75,000	\$	40,000	\$	36,274	\$	14,349	\$	21,685	\$	42,000	\$	-	\$	274,308	
Low Carbon Transit Ops Pgm		\$	156,856	\$	46,253	\$	40,220	\$	34,187	\$	22,121	\$	18,099	\$	44,242	\$	40,220	\$	402,198	
Transit Intercity Rail Capital Prgm		\$	117,000	\$	48,750	\$	35,750	\$	19,500	\$	13,000	\$	9,750	\$	42,250	\$	39,000	\$	325,000	
SB125 Formula Transit Intercity		\$	43,149	\$	242,697	\$	587,680	\$	23,005	\$	-	\$	-	\$	19,189	\$	278,693	\$	1,194,413	
Measure O		\$	2,337,408	\$	201,402	\$	-	\$	165,750	\$	159,120	\$	424,320	\$	312,000	\$	-	\$	3,600,000	
Regional Early Action Planning 2.0		\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	1,190,250	\$	1,190,250	
Supplementary Total		\$	5,793,970	\$	1,609,504	\$	1,248,503	\$	1,441,619	\$	897,716	\$	785,504	\$	831,592	\$	1,616,386	\$	14,224,794	
TOTAL RESOURCES		\$	6,636,970	\$	1,853,504	\$	1,660,003	\$	1,490,119	\$	961,416	\$	793,054	\$	1,804,748	\$	1,636,386	\$	16,836,200	
Requirements																				
Service Requirements																				
Payroll		\$	2,226,886	\$	803,158	\$	630,115	\$	423,657	\$	278,062	\$	218,392	\$	723,200	\$	663,530	\$	5,967,000	
Employee Costs		\$	569,502	\$	205,400	\$	161,146	\$	108,346	\$	71,112	\$	55,852	\$	184,951	\$	169,691	\$	1,526,000	
Retirement		\$	363,498	\$	131,100	\$	102,854	\$	69,154	\$	45,388	\$	35,648	\$	118,049	\$	108,309	\$	974,000	
Contract Transportation		\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	
Insurance		\$	498,960	\$	95,040	\$	106,920	\$	130,680	\$	83,160	\$	71,280	\$	106,920	\$	95,040	\$	1,188,000	
General Operation		\$	227,880	\$	94,950	\$	69,630	\$	37,980	\$	25,320	\$	18,990	\$	82,290	\$	75,960	\$	633,000	
Facility Operation		\$	132,300	\$	25,200	\$	28,350	\$	34,650	\$	22,050	\$	18,900	\$	28,350	\$	25,200	\$	315,000	
Technology		\$	184,800	\$	35,200	\$	39,600	\$	48,400	\$	30,800	\$	26,400	\$	39,600	\$	35,200	\$	440,000	
Vehicle Operation		\$	861,000	\$	164,000	\$	184,500	\$	225,500	\$	143,500	\$	123,000	\$	184,500	\$	164,000	\$	2,050,000	
Service Total		\$	5,064,826	\$	1,554,048	\$	1,323,115	\$	1,078,367	\$	699,392	\$	568,462	\$	1,467,860	\$	1,336,930	\$	13,093,000	
Asset Management																				
Equipment Purchases		\$	113,400	\$	21,600	\$	24,300	\$	29,700	\$	18,900	\$	16,200	\$	24,300	\$	21,600	\$	270,000	
Facility Maintenance		\$	244,944	\$	46,656	\$	52,488	\$	64,152	\$	40,824	\$	34,992	\$	52,488	\$	46,656	\$	583,200	
Vehicle Replacement		\$	1,213,800	\$	231,200	\$	260,100	\$	317,900	\$	202,300	\$	173,400	\$	260,100	\$	231,200	\$	2,890,000	
Asset Total		\$	1,572,144	\$	299,456	\$	336,888	\$	411,752	\$	262,024	\$	224,592	\$	336,888	\$	299,456	\$	3,743,200	
TOTAL REQUIREMENTS		\$	6,636,970	\$	1,853,504	\$	1,660,003	\$	1,490,119	\$	961,416	\$	793,054	\$	1,804,748	\$	1,636,386	\$	16,836,200	
Resources Less Requirements		\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	
Note: Special projects and associated funding not eligible for operating use on Grant Funded Projects sheet																				

# Projects

Large capital projects were not included in this operationally focused budget, which is centered on the annual costs related to sustaining transit services and improving efficiency for riders. Including large projects in the operations budget would create inconsistencies from year to year, as these one-time or infrequent expenses can significantly skew annual comparisons and planning. While funding for major infrastructure investments falls outside the scope of this budget, HTA remains committed to long-term improvements and system upgrades. A list of planned or upcoming large capital projects is provided below to keep the public informed about future



# Projects

Project	Cost	Funding
Hydrogen Fueling Station	\$16,636,000.00	- Transit Intercity Rail Capital Program Cycle 5 - Federal Highway Infrastructure Program
10 Hydrogen Fuel Cell Buses	\$12,751,000.00	- Transit Intercity Rail Capital Program Cycle 5
Maintenance Bay Hydrogen Retrofit	\$1,197,000.00	- Transit Intercity Rail Capital Program Cycle 5
Downtown Eureka Intermodal Transit Center	\$12,331,000.00	- Transit Intercity Rail Capital Program Cycle 5 - Transit Intercity Rail Capital Program Cycle 7
5 Hydrogen Fuel Cell Buses	\$7,959,000.00	- Transit Intercity Rail Capital Program Cycle 7
Real Time Bus Stop Signage	\$1,934,000.00	- Transit Intercity Rail Capital Program Cycle 7
North Coast Zero Emission Training Center	\$846,000.00	- Transit Intercity Rail Capital Program Cycle 7
Facility Redesign and Replacement	\$65,000,000.00 (Estimated)	- Unfunded
<b>TOTAL PROJECTS</b>	<b>\$118,654,000.00</b>	







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](http://www.hta.org)

TO: Chair Arroyo  
All Governing Board Members

FROM: Greg Pratt, General Manager

DATE: June 25, 2025

SUBJECT: Humboldt Transit Authority Ad Hoc Committee

At the October 5, 2022, Regular Board Meeting, the Board of Directors established an ad-hoc committee to provide advice and direction when it comes to changes to the cost allocation plan and to approve expenses outside of the General Managers spending authority. The current members are Councilmember Castellanos and Councilmember Stillman. The third seat is currently vacant with the departure of Steve Ladwig.

The ad hoc committee falls under the direction and discretion of the Chair and reports directly to the Board. A majority of the Ad Hoc Committee constitutes a quorum.

The General Manager's spending authority is \$50,000 and with the construction of the hydrogen fueling station, change orders may exceed that amount. To keep the project on task, Staff is requesting authorizing the ad hoc committee spending authority to be up to \$150,000. All amounts above \$150,000 will need approval from the HTA Board.

***Action Recommended: Appoint a Replacement Member to the TIRCP Ad Hoc Committee and Approve Clarifying and Memorializing the Authority for the TIRCP Ad Hoc Committee by Adopting Resolution 25-10.***

**HUMBOLDT TRANSIT AUTHORITY  
RESOLUTION NO. 25-10**

**A RESOLUTION OF THE HUMBOLDT TRANSIT AUTHORITY BOARD OF DIRECTORS CLARIFYING  
AND MEMORIALIZING THE AUTHORITY FOR THE TIRCP AD HOC COMMITTEE**

**WHEREAS**, at its Regular Meeting on October 5, 2022, the Humboldt Transit Authority (HTA) Board of Directors by motion established a three-person Transit and Intercity Rail Capital Program (TIRCP) Ad Hoc Committee of the HTA Board to provide advice and direction regarding changes to the cost allocation plan and intended to approve expenditures exceeding the General Manager's spending authority up to \$150,000; and

**WHEREAS**, the TIRCP Ad Hoc Committee reports directly to the full Board; and

**WHEREAS**, the General Manager's current spending authority is limited to \$50,000; and

**WHEREAS**, with the commencement of construction on the hydrogen fueling station and related TIRCP-funded projects, change orders and other project-related expenditures may exceed the General Manager's authority; and

**WHEREAS**, in order to ensure timely decision-making, keep the hydrogen fueling project and other TIRCP initiatives on track, and provide adequate accountability it is desirable to clarify and memorialize the Ad Hoc Committee's delegated authority.

**NOW, THEREFORE, BE IT RESOLVED** that the HTA Board of Directors hereby:

1. Confirms the creation of the Ad Hoc TIRCP Committee to be comprised of three HTA Board members to assist with expenditures of the TIRCP grants related to the hydrogen fueling station, bus bay retrofit, and the Earth Center intermodal transit center; and
2. Confirms that a majority of the members of the TIRCP Ad Hoc Committee constitutes a quorum and is required for affirmative voting; and
3. Authorizes the TIRCP Ad Hoc Committee to approve expenditures related to TIRCP projects in amounts that exceed the General Manager's spending authority up to \$150,000 per item or change order; and
4. Requires that any proposed single item or change order expenditure exceeding \$150,000 be brought to the full HTA Board for approval; and
5. Confirms that the Ad Hoc TIRCP Committee will automatically sunset when the hydrogen fueling station and Earth Center intermodal transit center projects are completed.

PASSED AND ADOPTED this 25th day of June 2025, by the following vote:

AYES:

NOES:

ABSENT:



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](http://www.hta.org)

TO: Chair Arroyo  
All Governing Board Members

FROM: Greg Pratt, General Manager

DATE: June 25, 2025

SUBJECT: Measure O Work Plan

This past November election Humboldt County residents voted to approve Ballot Measure O, which is a 1% sales tax to be put towards Humboldt County roads and transit service. At the April 22nd, 2025 County Board of Supervisors meeting, the Board approved a funding allocation split between roads and transit, electing to allocate 15% of the tax measure revenue towards transit, specifically to the Humboldt Transit Authority (HTA). The Board also authorized that the HCAOG Social Services Transportation Advisory Council (SSTAC) provide input on HTA fiscal year spending plan.

Key points from the Board of Supervisors meeting.

- Annual revenue estimate is \$24M
- Funding gets allocated once per year (no mid-year enhancements).
- HTA will get 25% of its annual allocation up front (\$900,000)
- Future excess revenue will go 50% towards the Roads negative fund balance (until it gets to zero), and 50% towards building a contingency (until it gets to 16% of annual revenue, or \$3.84M)
- After those policy levels have been reached, excess revenue will be split 85% to Roads, 15% to HTA
- HTA will be able to carry over any unspent revenue.
- HTA and Public Works will be able to carry forward obligated revenue into the immediate next FY.
- Any amount not spent (not just obligated) by HTA by June 30, 2030 is returned to the county.

The first step in the process was taking HTA's spending plan to the Social Services Advisory Committee (SSTAC) for review and public comment. HTA staff took into consideration current needs and past unmet needs that have been identified as reasonable to meet. On June 11, 2025 staff presented the following projects to the SSTAC who approved by consensus.

\$1,500,000	Purchase two 40' expansion buses
\$312,000	Enhance Demand Response (Dial-A-Ride)
\$837,408	RTS: Late night / Early morning & Express Routes
\$424,320	North State Express: Route 101
\$159,120	Expand/Maintain North State Express: Route 299
\$201,402	ETS: Maintain services
\$165,750	Expand Southern Humboldt Intercity

***Action Recommended: Approve Humboldt Transit Authority's Measure O Work Plan by Adopting Resolution 25-11***

**RESOLUTION No. 25-11**  
**A RESOLUTION OF THE HUMBOLDT TRANSIT AUTHORITY GOVERNING BOARD OF DIRECTORS**  
**APPROVING THE ANNUAL “MEASURE O” BUDGET FOR FISCAL YEAR 2025-2026**

**Recitals**

**WHEREAS**, on November 5, 2024 the voters of Humboldt County approved Ballet Measure O, imposing a 1% sales tax, with baseline revenue projected to raise \$24,000,000 annually (“Baseline Projected Revenue”);

**WHEREAS**, on April 22, 2025, the Humboldt County Board of Supervisors (“BOS”) took action to allocate the Baseline Projected Revenue for fiscal years 2025-26 through 2029-30 at the ratio of 85% to public road improvement projects and services and 15% to public transit purposes, with the contingency that funding will be proportionally reduced if Measure O revenues do not meet projections;

**WHEREAS**, the BOS further prioritized the allocation of Measure O revenue in excess of Baseline Projected Revenue to be applied to first to road projects split 50% to pay down an existing negative fund balance and 50% to build a contingency fund of 16% of the Baseline Projected Revenue (\$3.84 million), and thereafter allocated between roads and public transit at the ratio of 85% and 15% respectively;

**WHEREAS**, the Humboldt County Board of Supervisors identified HTA as the appropriate agency to administer the Measure O transit funds subject to the following requirements:

1. Annual Work Plan and Budget: HTA shall develop an annual work plan and budget for expenditure of Measure O funds to describe with as much budgetary detail as possible funding priorities and specific projects related to transit purposes. HTA shall receive input from the HCAOG Social Services Transportation Advisory Council (SSTAC) prior to adopting the annual budget. HTA expenditures related to the Work Plan are restricted to supporting operational and capital expenses that directly enhance and maintain transit service. This excludes large infrastructure projects like building construction that does not directly contribute to service expansion.
2. Carry Forward Funding: HTA must obligate funds by April 1 of each fiscal year and can carry forward unspent funds into the next fiscal year.
3. Unspent Funds: HTA will have access to funds not spent during the fiscal year, to be applied the first full year after that funding is accounted for. Funding not spent as of June 30, 2030 is to be returned to the BOS for consideration.
4. HTA will include in its annual budget presentation to the SSTAC information concerning the current status of projects and expenditures which had been previously presented to the SSTAC in the year prior. HTA will also provide this information to Humboldt County Department of Public Works to be included in its annual report to the Board of Supervisors;
5. HTA will provide information and records requested by the Humboldt County Audit Committee in time for its annual meeting to examine of Measure O expenditures. HTA will attend the Audit Committee’s annual meeting to discuss Measure O expenditures with the Audit Committee.

**WHEREAS**, the Measure O allocation for public transit is estimated at \$3,600,000 and the Humboldt County Board of Supervisors committed to providing HTA with 25% of the annual allocation (\$900,000) as soon as possible after approval of the County’s recommended budget, and the remainder to be provided on a reimbursement basis;

**WHEREAS**, HTA staff met with the SSTAC on June 11, 2025 and received approval by consensus on a spending plan for HTA’s expenditure of the Measure O tax revenue.

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

1. All Recitals are incorporated herein.
2. The Humboldt County Board of Supervisor's request to administer the Measure O transit allocation subject to the requirements recited above is accepted.
3. The following Measure O budget is hereby approved for Fiscal Year 2025-2026:

\$1,500,000	Purchase two 40'expansion buses
\$312,000	Enhance Demand Response (Dial-A-Ride)
\$837,408	RTS: Late night / Early morning & Express Routes
\$424,320	North State Express: Route 101
\$159,120	Expand/Maintain North State Express: Route 299
\$201,402	ETS: Maintain services
<u>\$165,750</u>	Expand Southern Humboldt Intercity
<b>TOTAL: \$3,600,000</b>	

4. The HTA FY 2025-2026 budget is hereby updated to include these budgetary allocations and the General Manager is authorized to expend such funds consistent with HTA policies and practices.

**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 25th day of June 2025 by the following vote:

AYES:

NOES:

ABSENT:

---

Chair of the HTA Governing Board of  
Directors

ATTEST:

---

HTA Secretary to the Board

# HUMBOLDT TRANSIT AUTHORITY MEASURE O WORK PLAN





# HUMBOLDT TRANSIT AUTHORITY MEASURE O WORK PLAN

## 40' Coach Replacement

- Purchase two 40' buses
- Interim solution needed to increase frequency and address aging fleet
- \$1,500,000



# HUMBOLDT TRANSIT AUTHORITY MEASURE O WORK PLAN

## Enhance Demand Response (Dial-A-Ride)

- Add one additional vehicle
- Operational Hours/Year: 2,080
- Cost/Year: \$312,000





# HUMBOLDT TRANSIT AUTHORITY MEASURE O WORK PLAN

## Redwood Transit System

### Late Night/Early Morning Service & Express Routes

- Increased service hours from 8:30 pm to 10:30 pm
- Streamlined trips for commuters
- Operational Hours/Year: 5,233.8
- Cost/Year: \$837,408



# HUMBOLDT TRANSIT AUTHORITY MEASURE O WORK PLAN

## North State Express: Route 101

- Fills service gap between Benbow and Willits
- Operational Hours/Year: 2,496
- Cost/Year: \$424,320



# HUMBOLDT TRANSIT AUTHORITY MEASURE O WORK PLAN

## North State Express: Route 299

- Reduces westbound travel time from 8 hours to 4 hours
- Operational Hours/Year: 1,060.8
- Cost/Year: \$159,120



# HUMBOLDT TRANSIT AUTHORITY MEASURE O WORK PLAN

## Eureka Transit Service:

- Maintain Operations
- \$201,402



# HUMBOLDT TRANSIT AUTHORITY MEASURE O WORK PLAN

## Southern Humboldt Intercity

- Operational Hours/Year: 1,105
- Cost/Year: \$165,170

# HUMBOLDT TRANSIT AUTHORITY

## MEASURE O WORK PLAN

Projects Summary

38

\$1,500,000	Purchase two 40'expansion buses
\$312,000	Enhance Demand Response (Dial-A-Ride)
\$837,408	RTS: Late night / Early morning & Express Routes
\$424,320	North State Express: Route 101
\$159,120	Expand/Maintain North State Express: Route 299
\$201,402	ETS: Maintain services
\$165,750	Expand/Maintain Southern Humboldt Intercity
\$3,600,000	Project Total