

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
KATIE COLLENDER
Deputy General Manager
CONSUELO ESPINOSA
Secretary to the Board



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

Public Participation In-person or Teleconference
Microsoft Teams
Join on your computer, mobile app or room device
[Join the meeting now](#)
Meeting ID: 234 271 049 372 3
Passcode: RZ37YT78

March 4, 2026

9:00 AM

Regular 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 Presentation
 - 1. Public Operation of Fortuna Transit Page 03
[Humboldt County Association of Governments \(HCAOG\) Staff: Brendan Byrd](#)
HCAOG will update the Board on changes to the City of Fortuna's transit system, which will be opening to the public. Fortuna is seeking funding from SB125 and STA to purchase vehicles and fund their increased operational costs.
 - 2. Analysis of Humboldt Transit Authority Dial-a-Ride Service Page 04
[Humboldt County Association of Governments \(HCAOG\) Staff: Steven Luther](#)
HCAOG will present the findings of the Western Transportation Institute's analysis of the current Dial-a-Ride structure, costs, and funding methodology.
 - E. 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 February 4, 2026, Regular Board Meeting Page 05
Staff have prepared the minutes from the prior meeting.
[Staff: Consuelo Espinosa](#)
Action Recommended: Approve Minutes
 - F. Item Removed from Consent Calendar
 - G. Reports
 - 1. Caltrans District 1 Report
[Caltrans Staff: Saskia Rymer-Burnett & Tasha Ahlstrand](#)
No Action Required

2. Draft December 2025 statistics and financial statements for all systems operated by HTA

Handout

Staff: Carolann Aggeler

No Action Required

H. New Business

1. HTA Board Member Attendance of PAACT Project Workshop

Page 11

Staff: Jerome Qiriaz

Staff would like to invite members of the Board to attend the Partnering Assets and Authorities for Comprehensive Transit (PAACT) Project Stakeholder Workshop and 2-Day Core Design Retreat.

Action Recommended: Select a minority of Board members to attend the PAACT Stakeholder Workshop on April 28th from 1pm – 4pm, and optionally also the 1-hour debrief sessions during the core design retreat on April 29th and 30th from 4pm – 5pm.

2. Fiscal Year 2026/2027 Measure O Draft Workplan

Page 12

Staff: Greg Pratt

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.

Action Recommended: Approve the Humboldt Transit Authority's Fiscal Year 2026/2027 Work Plan by Adopting Resolution 26-02

I. Board Communications

J. Staff Communications

K. Closed Session

1. Public Comment

2. The Board will meet in closed session pursuant to Government Code Section 54956.9(d), conference with legal counsel -- exposure to litigation, 1 case.

3. 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.



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TO: Chair Arroyo
All Governing Board Members

FROM: Greg Pratt, General Manager

DATE: March 4, 2026

SUBJECT: Public Operation of Fortuna Transit

The City of Fortuna's Parks and Recreation Department operates the Fortuna Transit system through its Transit Division, providing curb-to-curb transportation services to senior (50+) and disabled residents within the Fortuna city limits. The current fare is \$3 per ride or \$30 for a 15-ride punch card. In fiscal year 2024/2025 their fare revenue was approximately \$24,929 and operational costs were around \$236,123, requiring \$211,174 from other sources. Fortuna budgets \$12,000 from their local tax initiative "Measure E" towards weekly medical trips to Eureka. Fortuna's member contribution to Redwood Transit System was \$194,813 and their regional apportionment of Local Transportation Funds was \$470,986.

At their City Council meeting on February 2, 2026, four options were presented as a path forward for the service. These were to make no changes to their service, to open to the public and hire a full-time transit supervisor and access regional funds, to explore outsourcing their service to HTA, and the final was to cease operations. It was decided that Fortuna Transit would open to the public and hire a full-time Transit Supervisor at a \$35,000 per year impact to the General Fund, then they would seek funding available to public operators in Humboldt County overseen by the Humboldt County Association of Governments (HCAOG).

A representative from HCAOG is present to inform the Board about the status of this transition and its impact on funds available locally.



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TO: Chair Arroyo
All Governing Board Members

FROM: Greg Pratt, General Manager

DATE: March 4, 2026

SUBJECT: Analysis of Humboldt Transit Authority Dial-a-Ride Service

A county's Consolidated Transportation Services Agency (CTSA) is a designated entity under California's Social Services Transportation Improvement Act that coordinates social services transportation to reduce duplication. It provides specialized transportation for the elderly, disabled, and underserved, often acting as a bridge between specialized and public transit. As the regional planning agency, the Humboldt County Association of Governments (HCAOG) is responsible for ensuring these goals are met and for identifying the agency serving as the CTSA for the County.

Humboldt Transit Authority (HTA) has been the CTSA since 2017 and in alignment with the goal of streamlining this service began operating Dial-a-Ride directly this fiscal year. Growth across funding sources has not kept pace with rising costs and this program has become fiscally unsustainable as currently structured. It became evident that an assessment was needed to review existing operations.

HCAOG enlisted the Western Transportation Institute to complete this study of existing Dial-a-Ride Services in November 2024. The purpose of the study was to better understand where DAR trips occur, how resources are being spent, and whether funding responsibilities align with actual service delivery. The findings of this report and potential next steps for the program will be presented to the Board by a staff member from the Humboldt County Association of Governments (HCAOG).

The full report can be found on the HCAOG's website in the February 4, 2026 agenda for the Social Services Transportation Advisory Council.

<https://www.hcaog.net/calendar/social-services-transportation-advisory-council-mar-2026>

MINUTES FOR THE HUBOLDT TRANSIT AUTHORITY
REGULAR BOARD MEETING
February 4, 2026
9:00 AM

Present

Absent

Board Members

Tami Trent – City of Fortuna

Alex Stillman – City of Arcata

Natalie Arroyo – County of Humboldt

Leslie Castellano – City of Eureka

Jack Tuttle - City of Trinidad

Debra Garnes – City of Rio Dell

Nancy Diamond, HTA Legal Council

Mike Wilson – County of Humboldt

Staff

Greg Pratt – HTA General Manager

Consuelo Espinosa- Human Resources Manager

Katie Collender – Deputy General Manager

Carolann Aggeler – Finance Manager

Andi Evans – Finance and Administration Assistant (via Teams)

Trisha Anderson – Bookkeeper (via Teams)

Jim Wilson – HTA Director of Maintenance

Cody Ferreira – HTA ADA & Safety Coordinator (via Teams)

Jerome Qiriazzi – Transit Planner

Stephanie Groves – Operations Manager

Aaron Lagasse – Transportation Supervisor (via Teams)

Also present –

Saskia Rymer-Burnett, Caltrans District 1; Oona Smith, HCAOG; and Joanne McGarry, Member of the Public.

CALL TO ORDER

Chairperson Natalie Aroyo called the meeting to order at 9:03 am.

COMMUNITY MEMBERS COMMUNICATIONS

Joanne McGarry a regular bus rider, reported on several issues affecting the rider experience. She noted that smartphone-based ticketing systems can cause delays of several minutes when registering digital tickets, whereas physical cards such as the Jack Pass are quicker and more reliable. She also referenced a recent talk by the new president of Cal Poly, during which students highlighted both challenges with the shuttle system and the benefits of the Jack Pass, stating that greater awareness and usage among students is needed. Additionally, she described a recent experience in which she nearly missed the bus after attending a City Council meeting on climate change, illustrating the importance of coordinating these meetings with the bus for members of the public to attend. She emphasized that certain barriers, including the inability to carry e-bikes on buses, can limit the effectiveness of public transit for regular riders.

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.

Minutes from January 7, 2026, Regular Board Meeting

Staff have prepared the minutes from the prior meeting.

Staff: [Consuelo Espinosa](#)

Action Recommended: Approve Minutes

Motion by Mayor Debra Garbes and Second by Councilmember Tami Trent, to approve the consent calendar. ***Motion carried unanimously.***

ITEMS REMOVED FROM CONCENT CALENDAR

None

REPORTS

Caltrans District 1 Report

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

Saskia Rymer-Burnett, representing Caltrans District 1, provided an update on the District I Transit Plan. She reported that the plan is currently in its second year, with a draft report expected in October and adoption anticipated in early 2027. A draft engagement strategy and existing conditions report will be released at the end of February or early March, followed by phase two of public outreach to agencies, advocacy groups, cities, counties, and the general

public, beginning in April and continuing through July. Regarding the Broadway Complete Streets Project, she noted that pedestrian flashing signals are funded and plans are being finalized in coordination with Caltrans. She explained that the District Transit Plan focuses on identifying and prioritizing transit facility and stop needs along the state highway system, including potential funding and integration into Caltrans projects, such as off-ramps and park-and-ride facilities, with attention to rural transit infrastructure in Humboldt, Mendocino, and Lake counties. She also confirmed that the plan will include initial scoping documents such as the Transportation Initial Project Scoping (TIPS) to support project coordination across districts, a process that had been inconsistent in the past. Lastly, she noted that there remains demand for transit connections between Cal Poly and the Bay Area, though funding limits the frequency of service.

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

Staff: [Carolann Aggeler](#)

Carolann Aggeler, HTA's Finance Manager, provided an overview of November ridership and fare statistics. She noted that November was a relatively quiet month, following the first month of the fiscal year in July, which featured free fares. November marked a full year of the fare consolidation across all systems, with October being the initial implementation period. Year-to-date ridership has increased by 30 percent, with Jack Pass usage up nine percent on the RTS system, reflecting a ripple effect across other systems, including the H&M shuttle. She also highlighted that year-to-date usage of bikes has increased by 21 percent and wheelchairs by 14 percent, indicating that riders are combining multiple modes of transportation with bus travel. Board members discussed the importance of maintaining these routes as critical transit links, particularly for rural connections, and public comment noted interest in experiencing and documenting the usability of the bus-to-Ukiah connections.

HTA Projects Update

Staff: [Jerome Qirazi](#)

HTA's Transit Planner, Jerome Qirazi, provided an update on current and upcoming projects for HTA, noting that this year is a significant construction year. Several Cycle Five funding projects are breaking ground, including the hydrogen fueling station scheduled for June or July, the demolition of the Cedar House, and office remodels to consolidate staff into the main building. The Transit Center is also planned to break ground this summer, alongside maintenance bay retrofits to accommodate fuel cell buses and comply with fire code requirements. Additional work includes expanding bus parking on site by leveling and paving sections of the yard. Jerome highlighted the PACT project, recently kicked off by HCAOG in partnership with multiple jurisdictions and tribes, as an exciting collaborative initiative. Progress continues on the next-generation facility project, with architects developing a room matrix projecting space needs into 2050 and 2070. He also explained the importance of the General Transit Feed Specification (GTFS) data feed, which provides passenger-centric schedule and route information to the public through Google Maps, Apple Maps, Transit App, and Mobility Database. Finally, Jerome

addressed challenges regarding e-bike transport on buses, noting limitations with bike rack capacity, weight, and safety considerations, and highlighted ongoing efforts to explore solutions.

Deputy General Manager Report

Staff: [Katie Collender](#)

Deputy General Manager Katie Collender provided an update on upcoming events and operational initiatives. She announced that at the board meeting scheduled for April 8, a consultant, Rick Ramacier, will present on legislation of interest, with the goal of making these presentations a regular feature. She will attend the Community Transportation Association of America legislative fly-in on March 5, representing HTA, to meet with congressional representatives on key transit issues, including tariffs and bus procurement costs. She also reported on microtransit developments, highlighting the addition of new and virtual stops in underserved areas, with public outreach and promotional efforts underway. Two dedicated vehicles are currently operating in the zone, and early results show an increase in new users. She noted collaboration with Trinity Transit to reduce standby time on trips between Arcata and Redding, enhancing service efficiency. Additionally, Fortuna plans to open its paratransit program to the public, aligned with HTA's microtransit approach to provide a seamless rider experience. Questions from board members addressed service coverage, vehicle types, and integration with existing fixed-route and paratransit services, with cutaway vans currently in use and future expansion including hydrogen vehicles. Resources, FAQs, and a QR code for microtransit are available on the agency website to assist the public in using the system.

NEW BUSINESS

Paratransit Update

Staff: [Katie Collender](#)

Katie Collender HTA's Deputy General Manager provided a review of HTA's paratransit program since operations were brought in-house in July due to escalating costs. Key performance indicators over the first six months of direct operation show maintained or improved on-time performance for pickups and drop-offs, increased rides per vehicle hour and per revenue hour, and reduced average ride times compared to the previous contractor. The average shared ride duration is now 18 minutes, compared to 23 minutes under the prior operator, while remaining close to the direct-ride benchmark of 11 minutes. Operational adjustments, such as updated loading times for passengers with large mobility devices, have contributed to efficiency gains.

Redwood Transit System Streamlining and Increased Frequency Concept

Staff: [Katie Collender](#)

Katie Collender, HTA's Deputy General Manager and staff presented a concept for a streamlined Redwood Transit System (RTS), aiming to increase frequency and reduce travel time between key destinations. She also highlighted the system's alignment with regional goals of boosting transit use and reducing drive-alone trips. A major component of the plan includes moving toward 15-minute headways, starting with 30-minute intervals as a stepping stone. The proposal involves removing some low-ridership stops and streamlining routes to better serve passengers efficiently, while maintaining coverage through alternative services or deviations where necessary. Specific challenges, such as turning large 40-foot buses in areas like Trinidad, led to the recommendation of smaller vehicles for certain routes, allowing for more frequent trips and flexibility for microtransit services between fixed-route trips. This hybrid approach would provide predictability with fixed routes while supplementing gaps with on-demand microtransit.

General Manager Greg Pratt, emphasized the operational benefits, noting that a consistent route with fewer variations would reduce stress for drivers, shorten travel times, and improve safety. Board members discussed the importance of predictability for passengers, particularly for areas like Trinidad, and explored how microtransit could connect with the fixed-route system. Feedback from cities like Fortuna was considered, with some low-ridership stops being removed due to excessive diversion times, while alternative solutions would still serve those areas. Community engagement, particularly with youth programs and local partners like the Peninsula Community Collaborative, was highlighted as critical for introducing the hybrid model and ensuring residents can navigate the new system.

Board Members raised questions about service adjustments in specific areas, such as F Street in Arcata, and the Eureka Arcata Airport, emphasizing the importance of transfer options and accessibility for riders. The Deputy General Manager clarified that fixed-route service would continue at key transfer points while smaller vehicles would provide microtransit service in between, particularly in less dense areas. Board discussion also addressed the integration of youth and special-needs riders, with outreach through community groups like the Peninsula Community Collaborative suggested to ensure equitable access.

Joanne McGarry, member of the public expressed appreciation for the increased frequency and reduced wait times, while noting specific accessibility concerns, such as crossing busy streets safely and maintaining service to key local destinations like Arcata. The Deputy General Manager and Board Members responded that the proposed hybrid model of fixed-route and microtransit would accommodate these needs, while allowing the system to remain efficient and predictable.

The discussion then turned to budgeting and implementation. The Deputy General Manager and Board Members agreed that initial budgeting for the new service could begin in the next fiscal year, with consideration of additional drivers needed to support more frequent trips. They also discussed the possibility of summer promotional programs to introduce the public to the new system and the importance of gathering feedback before finalizing routes and schedules. Public outreach would include surveys and community engagement to ensure that the transition meets riders' needs.

Board members emphasized that the new RTS design would not only increase efficiency but also provide first-mile/last-mile connectivity, support predictable schedules, and improve rider experience across the

region, including Arcata. They expressed enthusiasm for the streamlined system, noting its potential to transform regional transit by providing faster, more reliable service. The discussion also covered logistics such as driver training, communication between vehicles for transfers, and safety considerations like seat belts on smaller vehicles. The board expressed support for moving forward with the concept, approving the preliminary steps of budgeting and public engagement, with the plan expected to be included in the new fiscal year budget and additional drivers recruited to support the increased frequency. Public feedback will be gathered through surveys and outreach before final implementation, and promotional efforts, such as a free summer trial for youth and seniors, were proposed to encourage ridership. Overall, the board recognized the plan as a significant improvement in efficiency, safety, and overall passenger experience, while noting that further refinements may be made in response to input from both riders and drivers.

Motion by Councilmember Alex Stillman, second by Councilmember Leslie Castellano, to approve moving forward with the redesigned Redwood Transit System (RTS) to implement 30-minute headways and improve first-mile/last-mile connectivity. The Board directed staff to also proceed with the preliminary budgeting for the new fiscal year and to initiate public engagement, including distributing a questionnaire to gather feedback from riders on route changes and connectivity. The motion carried unanimously.

Board Communications

Councilmember Leslie Castellano reported that a local performance troupe took used the North State Express 101 to get to and from Ukiah for a show, which resulted in a positive outcome. Chair Natalie Arroyo expressed appreciation for the staff who organized the employee recognition event for HTA, noting that it was very enjoyable. She also highlighted interactions with staff and community members, including hearing historical stories about Humboldt, and observed the positive culture and camaraderie among employees. The board also recognized General Manager Greg Pratt for his continued achievements, highlighting the prominence and significance of his recent accomplishments, including the presentation of a distinguished commemorative plaque given at the employee recognition event.

Staff Communications

None

Closed Session

None

Meeting Adjourned

10:55 AM



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TO: HTA Chair Natalie Arroyo
All Governing Board Members

FROM: Jerome Qiriazzi, Transit Planner

DATE: March 4, 2026

SUBJECT: HTA Board Member Attendance of PAACT Project Workshop

The Partnering Assets and Authorities for Comprehensive Transit (PAACT) Project is a planning project lead by HCAOG to support regional coordination around transit, active transportation and land use planning needs for achieving the Safe and Sustainable Transportation (SST) Targets in the Regional Transportation Plan (RTP).

The week of April 27th will be "paact" with planning and training activities for project partners and local stakeholders. HCAOG will be reaching out soon to select stakeholders to reserve their calendars. These activities will include:

- Stakeholder Workshop April 28th 1pm – 4pm: larger invitational event for a broad and diverse group of stakeholders involving a transit planning game and exercise to communicate key concepts and tradeoffs when planning community transit systems, explore how land use and zoning practices should take these concepts and tradeoffs into consideration, and poll participants on key policy decisions.
- 2-Day Core Design Retreat April 29th – 30th: smaller invitational event for staff in key agencies and jurisdictions involved in transit/transportation planning and land use planning. The goal is to develop comprehensive network design ideas collaboratively that will inform two network concepts focused on different goals – ridership and coverage. These concepts will be refined, mapped, and analyzed after the retreat and presented for broad public input this summer, and will inform a Comprehensive Plan recommending multi-modal system design changes for the County.
 - At the end of each day there will be a 1-hour debrief session at 4pm that will be available to additional staff and stakeholders that weren't able to attend the full retreat.

Action Recommended: Select a minority of Board members to attend the PAACT Stakeholder Workshop on April 28th from 1pm – 4pm, and optionally also the 1-hour debrief sessions during the core design retreat on April 29th and 30th from 4pm – 5pm.



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TO: Chair Arroyo
All Governing Board Members

FROM: Greg Pratt, General Manager

DATE: March 4, 2026

SUBJECT: Fiscal Year 2026/2027 Measure O Draft Work Plan

Humboldt County residents voted to approve Ballot Measure O, a 1% sales tax for 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.

- Funding gets allocated once per year (no mid-year enhancements)
- HTA's annual allocation is \$3.6M, 15% of the annual baseline revenue estimate of \$24M (actual distributions for FY 2025/2026 projected at \$29M)
- HTA will get 25% of its annual allocation up front (\$900,000)
- Revenue above this projection 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 these conditions are met, excess revenue will be split 85% to roads and 15% to HTA
- HTA will be able to carry over any unspent revenue to the next year if obligated, unobligated funds will be made unavailable in the next year, but added to the budget two fiscal years in the future
- Any amount not spent (not just obligated) by HTA by June 30, 2030 is returned to the county unless a new contract is established

The first step in the County's mandated process is taking HTA's spending plan to the Social Services Advisory Committee (SSTAC) for review and public comment. HTA staff drafted this workplan with consideration for current priorities and past unmet needs. Staff would like the Board's feedback before presenting this to the SSTAC later today at the Humboldt County Association of Governments. Below is the proposed workplan for fiscal year 2026/2027. Prior year workplans for both HTA and Public Works are attached.

<u>Cost/Year</u>	<u>Project Description</u>
\$780,000	Purchase one replacement bus
\$1,385,319	Redwood Transit System: Streamline, increase frequency & maintain service
\$368,550	Demand Response (Dial-A-Ride): Maintain service
\$445,536	North State Express 101: Maintain service
\$189,353	North State Express 299: Maintain service
\$234,000	Eureka Transit System: Maintain service
\$197,242	Southern Humboldt Intercity: Maintain service
\$3,600,000	Total



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Staff are successfully implementing the Measure O workplan for the current fiscal year. Reimbursements will be submitted when HTA and the County finalize the five-year contract that will end on June 30, 2030. After this date, a new contract could be pursued pending the direction of the Humboldt County Board of Supervisors.

Action Recommended: Approve the Humboldt Transit Authority's Fiscal Year 2026/2027 Work Plan by Adopting Resolution 26-02

HTA Fiscal Year 2025/2026 Measure O Workplan

<u>Cost/Year</u>	<u>Project Description</u>
\$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

Public Works Fiscal Year 2025/2026 Measure O Workplan

