

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

April 8, 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 Presentations
  - 1. Legislative Briefing  
[Ramacier Consulting on behalf of CalACT: Rick Ramacier](#)  
Rick Ramacier will present the Board with an update on relevant current federal and state legislation.  
*No Action Required*
- 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 March 4, 2026, Regular Board Meeting and March 19, 2026 Special Board Meeting.  
Staff have prepared the minutes from the prior meeting.  
[Staff: Consuelo Espinosa and Andi Evans](#)  
*Action Recommended: Approve Minutes*

Page 05

Page 10

- 2. Project Approval for State Transit Assistance (STA) Funds and State of Good Repair (SGR) Funds for fiscal year 2026/27. Page 17  
 Staff: [Katie Collender](#)  
 Each year STA and SGR funds become available to the region for eligible operators through the Humboldt County Association of Governments. Staff have recommended projects to the HTA Governing Board of Directors for approval.  
*Action Recommended: Authorize staff to submit an application to the Humboldt County Association of Governments for State of Good Repair Funds in the amount of \$1,472,791 and State Transit Assistance Funds for Fiscal Year 2026/27 in the amount of \$319,273 by approving resolution 26-03.*
  
- 3. Project Approval for Low Carbon Transit Operations Program (LCTOP) Funds for fiscal year 2026/27. Page 19  
 Staff: [Jerome Qiriazzi](#)  
 This year LCTOP funds have been split into two application cycles: Cycle A and Cycle B. Staff is requesting approval to apply for Cycle A funds, which have been released.  
*Action Recommended: Adopt resolution 26-02 authorizing application for LCTOP Cycle A grant funds and authorize the General Manager to execute all required documents of the LCTOP grant.*
  
- 4. Fiscal Year 2026/2027 Measure O Draft Workplan Page 27  
 Staff: [Katie Collender](#)  
 Residents voted to approve Ballot Measure O, which is a 1% sales tax 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 26-04.*
  
- 5. Project 24-01 Construction of Maintenance Bay Retrofit to Support Fuel Cell Electric Buses – Authorization to Release Invitation for Bid Page 31  
 Staff: [Jerome Qiriazzi](#)  
 To safely work on hydrogen fuel cell vehicles in the maintenance bays, a retrofit is required.  
*Action Recommended: Authorize the General Manager to release an Invitation for Bid for Project 24-01 Construction of Maintenance Bay Retrofit to Support Fuel Cell Electric Buses.*
  
- 6. Project 24-03 Demolition of Cedar House at 104 W Street, Eureka – Authorization to Release Invitation for Bid Page 32  
 Staff: [Jerome Qiriazzi](#)  
 The Hydrogen Fueling Station project requires demolition of staff offices at the "Cedar House."  
*Action Recommended: Authorize the General Manager to release an Invitation for Bid for Project 24-03 Demolition of Cedar House at 104 W Street, Eureka.*

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 January 2026 statistics and financial statements for all systems operated by HTA. Handout  
 Staff: [Carolann Aggeler](#)  
*No Action Required*

3. HTA Projects Update Page 33  
Staff: [Jerome Qiriaz](#)  
No Action Required

4. Deputy General Manager Report Page 34  
Staff: [Katie Collender](#)  
No Action Required

#### H. New Business

1. Humboldt Transit Authority Regular Board Meeting Dates & Location. Page 36  
Staff: [Katie Collender](#)

Due to the HTA Conference room being converted to offices, Board Meetings will need to be held at an offsite location.

*Action Recommended: Approve the Schedule and Meeting Location for Regular Board Meetings for the 2026 Calendar Year by Adopting Resolution 26-05.*

2. Project 26-01 Office Remodel Invitation for Bid: Response to Submitted Bids Page 38  
Staff: [Jerome Qiriaz](#)

To accommodate staff from the Cedar House, which must be demolished for the hydrogen station, in the main office building a remodel is required.

*Action Recommended: Award Project 26-01 IFB to the lowest responsive bidder and authorize the General Manager to execute a contract with the lowest bidder.*

3. Affordable Housing Sustainable Communities (AHSC); Transit Service Agreement for Eureka Sunset Heights Housing Development Phase 2 Page 39  
Staff: [Jerome Qiriaz](#)

Rural Communities Housing Development Corporation (RCHDC) is working with HTA and the City of Eureka in their application to the AHSC Program Cycle 10 for Phase 2 of their Sunset Heights housing development.

*Action Recommended: Approve the Agreement between the City of Eureka and Humboldt Transit Authority and Authorize the General Manager to Sign the Agreement, subject to approval by HTA General Counsel.*

#### I. Board Communications

#### J. Staff Communications

#### K. Closed Session

1. Public Comment
2. The Board will meet in closed session pursuant to the following:
  - A. Government Code Section 54957(b)(1) (employee performance evaluation): incoming General Manager.
  - B. Government Code Section 54957.6 (meeting with designated representative, unrepresented employee): Unrepresented Employee, incoming General Manager, Designated representative, Board Chair.
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.*



133 V Street  
Eureka, CA 95501

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TO: Chair Arroyo  
All Governing Board Members

FROM: Katie Collender, Deputy General Manager

DATE: April 8, 2026

SUBJECT: Legislative Briefing

Rick Ramacier, on behalf of the California Association for Coordinated Transportation (CalACT), will present a legislative update covering key policy changes, proposed legislation, and regulatory actions relevant to the HTA. The update is intended to keep the Board informed and prepared to respond to evolving legislative and funding environments.

From 1989 to 2021 he held a number of progressively more responsible positions at the Central Contra Costa Transit Authority (County Connection), culminating as the General Manager from 1998 through his retirement at the end of 2021. Now he is the president of Ramacier Consulting and provides part time consulting to transit operators, including the Bay Area General Manager's on MTC's Regional Network Management, select short term projects for CalACT, and as a member of the Capitol GCS Executive Bench, which is comprised of former and retired transit General Managers. He has served as the chair of the CalACT Legislative Committee since 2002.

***No Action Required***

TO: Katie Collender, Deputy General Manager  
Humboldt Transit Authority

FROM: Rick Ramacier  
Ramacier Consulting on Behalf of CalACT

DATE: March 30, 2026

RE: Periodic State & Federal Legislative Summary Update

## **STATE**

After a few years where public transit funding and related legislation was one of the more active items in the state legislature, public transit is expected to take a back seat this legislative year. The key exception is within the state budget where potential reductions in some public transit programs are possible.

### Legislation

As of the end of March, there are just a handful of proposed Bills in play that directly impact public transit. These include: AB1599 (Ahrens), AB1837 (Gonzalez), AB 1944 (Lee) and AB2560 (Schultz).

**AB1599** – This bill is perhaps the one being most closely by public transit. It would require Caltrans to establish a centralized California Transit Stop Registry of all bus stops in the state. A unique identifier (yet to be defined). All public transit operators would be required to include this identifier with their route information. This would likely require the transit operators to work with their bus stop and scheduling software providers to accommodate the providing of identifier as well transferring that data to the state system. Potential costs to the transit operators or the state are unknown. This bill is priority this year for various organized transit advocates such as Move LA in Los Angeles.

Status: It passed out of the Assembly Transportation Committee 16-0 on March 23<sup>rd</sup>. It now moves on to the Assembly Appropriations Committee.

**AB1837** – Existing law authorizes public transit operators to use forward facing cameras to issues tickets based on video images to those illegally parked in bus stops. This enforcement option has mainly been used by large urban systems like LA Metro, and AC Transit and San Francisco MUNI. No small urban or rural operators have yet used this authority. The law expires on January 1, 2027. This bill would extend the law indefinitely.

Status: It passed out of the Assembly Transportation Committee 14-1 on March 23<sup>rd</sup>. It now moves on to the Assembly Privacy & Consumer Protection Committee.

This bill is sponsored by the California Transit Association (CTA) and supported by CalACT.

**AB1944** – Public transit buses (30ft and 40ft standard coaches) are not to exceed a 22,000 pound axel weight limit in the State of California. At this time, all Zero Emission Buses (ZEV) regardless of the power unit, exceed that weight limit. This bill would allow public transit operators to purchase and operate ZEVs that exceed the 22,000 pound axel weight limit through 2030.

Status: It passed out of the Assembly Transportation Committee 15-1 on March 23<sup>rd</sup>. It will go to the Assembly floor later this spring.

This bill is sponsored by CTA.

**AB2560** – This bill places a heretofore pilot program – the Climate Action Plan for Transportation Infrastructure (CAPTI) into statute and authorizes CalSTA to periodically update the CAPTI Plan. This plan would aim to fund transportation programs such as the Interregional Transportation Program (ITP) and the Transit & Intercity Rail Capital Program (TIRCP). As you know, Humboldt Transit Authority has been very successful in securing TIRCP grants in the past.

Status: This bill has been set for hearing in the Assembly Transportation Committee on April 6<sup>th</sup>.

### State Budget

In mid-January, the Governor released his initial budget proposal for 2026-27. It projects a shortfall of just under \$3 billion. Thus, there are no proposals to increase transit funding in this initial budget. Moreover, the budget contains a cut of about \$30 million in STA funding, down from \$888 in the current fiscal year. This is largely due to lower fuel prices through January of this year. How the increasing fuel prices will impact the STA will likely be known when the Governor releases his May Revise later this spring.

Last year, the Legislature reauthorized the state Cap & Invest program (SB840). This placed the individual programs funded through Cap & Invest into prioritized tiers. Unfortunately, transit is placed in the third tier. The first tier (includes high speed rail) is fully funded in the budget as is tier two. Tier three, where most of the transit funding sits, is not fully funded. This is due to the use of projected Cap & Invest auction proceeds to fund these expenditures in the budget. So, in the Governor's initial budget, the Low Carbon Transit Operations Program (LCTOP) is forecast to receive \$142 million vs the \$200 million it would receive under the previous authorization. Likewise, the budget proposes less funding for

TIRCP funding coming from the auctions as well from the SB1 funding for FY2026-27 through deferrals to later years.

TDA farebox recovery ratio requirement and STA performance requirement exemptions set to end without legislative action.

During the first year of Covid-19, the legislature acted to exempt transit operators from meeting the farebox recovery ratios required to remain eligible for TDA funding and the STA performance requirements to remain eligible to spend STA funding on transit operations. Those exemptions are set to expire at the end of the current fiscal year.

Discussions are underway to address this in some way. At this time, there are no legislative proposals to do the extend the exemptions. However, interest in doing so is strong. This could be done through separate legislation, or through a budget trailer bill (also known budget jr. bills).

Both CTA and CalACT are fully engaged in these efforts.

State Transit Transformation Task Force (TTTF)

Over most of 2024 and 2025, CalSTA convened a task force to look at public transit in California. TTTF had 25 members, made up of transit operators, transit stakeholders, CalSTA, and other experts. They were tasked with developing recommendations to improve transit, how, where, and to what levels transit should be like in the future, and how should it be funded moving forward among other key questions.

After 13 meetings, TTTF was unable to develop any significant or specific recommendations. They forwarded 140 broad recommendations to the state legislature that do not lend themselves to clear legislative proposals. These include soft recommendations that the state should provide more funding to transit and greater support generally.

At this point, we are not seeing any direct effort to implement anything from the final TTTF report through legislative action or via the administration.

California Air Resources Board (CARB) and the Innovative Clean Transit (ICT) Rule Update

CARB adopted the ICT in 2018. At that time, there was some expectation that ZEVs would be further along in their useful development and that the costs of them would a good deal less than they are at this time. While ZEVs have continued to go up in cost beyond inflation, their reliability remains less than expected in many cases. CARB has responded by working with individual transit operators on one-year ZEV purchase requirement exemptions. Exemptions can be sought for financial reasons as well operational issues (unable to secure a charging station or hydrogen fuel).

Both CTA and CalACT are working to secure additional state support related to the ICR Rule either through additional funding and/or temporary regulatory relief without amending the ICT itself.

The state also has stood up an ICT ZEV Task Force. This task force is exploring ways that the state can increase its overall support of transit operators working to implement the ICT, successfully.

## **FEDERAL**

### Funding

While some federal funding disbursements have been cut or clawed back, federal formula programs continued to receive general support and remained funded near authorized levels. This is particularly true for Small Urban 5307 and 5311.

Funding for ZEV project have all but dried up for now.

### Disadvantaged Business Enterprise (DBE)

In the latter half of 2025, the federal government announce they were overhauling all the federal DBE program. Meanwhile, federal grantees were advised to suspend DBE programs. This overall haul is not yet complete.

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

Present

Absent

Board Members

None

Tami Trent – City of Fortuna  
Alex Stillman – City of Arcata  
Natalie Arroyo – County of Humboldt (via videoconference)  
Leslie Castellano – City of Eureka  
Jack Tuttle - City of Trinidad  
Mike Wilson – County of Humboldt  
Debra Garnes – City of Rio Dell  
Jack Tuttle – City of Trinidad

Staff

Greg Pratt – HTA General Manager  
Carolann Aggeler – Finance Manager  
Andi Evans – Finance and Administration Assistant  
Jim Wilson – HTA Director of Maintenance  
Cody Ferreira – HTA ADA & Safety Coordinator  
Jerome Qiriazzi – Transit Planner  
Stephaine Groves – Operations Manager HTA  
Aaron Lagasse – Transportation Supervisor – HTA  
Jerome Qiriazzi – Transit Planner HTA  
Trisha Anderson – HTA Bookkeeper (via Teams)  
Maria Vakhid – HTA Marketing Coordinator (via Teams)

Also present –

Nancy Diamond, HTA Legal Counsel; Stevie Luther, HCAOG; Brendan Byrd, HCAOG; Una Smith, HCAOG; Saskia Rymer-Burnett, CalTrans District 1; Joanne McGarry, member of the public (arrived late).

Also Present Online -

Charlotte Merkel – County of Humboldt; Colin Fiske – CRTP

CALL TO ORDER AND ROLL CALL:

Vice-Chair Garnes called the meeting to order at 9:00 am.

Roll call was made.

Chairperson Arroyo requested a vote to allow herself to attend and lead the Board Meeting, via Teams, due to Just Cause.

*Motion by Councilmember Trent and second by Councilmember Stillman to approve Chairperson Arroyo's*

***Just Cause to attend the HTA Board Meeting via Teams.***

*Motion carried unanimously.*

COMMUNITY MEMBER COMMUNICATIONS

No Comments

## SPECIAL PRESENTATIONS

### 1. Public Operation of Fortuna Transit

Brendan Byrd from Humboldt County Association of Governments (HCAOG) has been working with the City of Fortuna, Humboldt Transit Authority (HTA), and HCAOG to explore opportunities to expand transit services within Fortuna. Discussions have focused on streamlining Redwood Transit System (RTS) operations through Fortuna, while recognizing that the City currently operates a senior-focused transit service. The 2023 Transit Plan recommends that RTS continue to operate more efficiently and directly through Fortuna, while the City considers implementing microtransit to better serve local transportation needs. In recent months, conversations have advanced regarding a potential transition to microtransit. This would require the City of Fortuna to modify its current operations and secure additional funding to support expanded service levels. Transitioning to a microtransit model would also position Fortuna as a traditional transit provider, making it eligible for additional public funding sources, including SB-125 and State Transit Assistance (STA) funds. An implementation plan is currently in development. As of February 2, 2026, City staff have been directed to continue investigating options for securing SB-125 funding allocations. HCAOG has indicated the potential to allocate approximately \$300,000 from HTA's share to assist Fortuna with initial implementation. These discussions are still in the early stages, with additional funding opportunities under consideration, including STA, State of Good Repair (SGR), and Low Carbon Transit Operations Program (LCTOP) funds. Concerns regarding acquiring vehicles, staffing, and additional software technology resumed.

#### Bullet Points:

- Fortuna is considering reclassifying an existing staff position to oversee transit operations rather than hiring new staff.
- Discussion centered on whether Fortuna can operate microtransit more cost-effectively than HTA, including considerations of distance and efficiency.
- Board members requested a detailed cost analysis, including software and dispatching costs.
- Proposed plan would reduce the number of Redwood Transit System (RTS) stops in Fortuna, with microtransit filling service gaps.
- Staffing challenges noted; microtransit allows use of Class C drivers and smaller vehicles, easing hiring constraints.
- Questions raised about whether HTA should operate the microtransit service instead of the City of Fortuna.
- Concerns expressed about maintaining Fortuna's existing "hometown" and senior-focused service model.
- Confirmation that Fortuna's senior transit service will continue regardless of microtransit implementation.
- Potential impact to HTA's Operational Budget
- Funding discussion included SB-125, with approximately \$300,000 previously associated with Yurok Transit potentially available, pending eligibility.
- Additional funding sources and long-term sustainability are still being evaluated.
- Clarification that the project remains in the conceptual phase and requires further analysis and board direction.
- Councilmember Castellano suggested that HCAOG provide a cost analysis and look into the feasibility of HTA operating a Microtransit service in Fortuna under current operational capabilities.

## 2. Analysis of HTA Dial A Ride Service

Stevie Luther of HCAOG discussed the importance of making efficient use of public funding, referencing a 2024 report by the Western Transportation Institute on maintaining current service levels amid rising costs. A key issue identified is the ADA-mandated service zones associated with fixed-route transit. Greg Pratt presented a visual outlining these mandated areas, as well as additional non-mandated (supplemental) service zones that have been added over time. The study analyzed costs based on service hours and miles, finding that mandated zones account for approximately 20% of total costs, while supplemental zones account for an additional 8%. It was noted that Eureka currently funds 58% of DAR services, which limits available funding for ETS operations. Stevie presented a cost-share table outlining revised allocations for Eureka, Arcata, Humboldt County, and HCAOG. It was acknowledged that Humboldt County's share may not be realistic, as existing transit funds are already committed to other services. Discussion also noted that some riders are utilizing supplemental zones as a subscription-type service. There is a need to evaluate these zones and determine how services can be sustained moving forward, including potential service adjustments. HCAOG has also identified unmet transit needs within the region, including service from Humboldt Hill to Arcata Adult Day, which is currently classified as a County allocation cost.

Additional comments on shared services, long term funding concerns and additional study.

Bullet Points:

- Discussion on microtransit assisting DAR users; ADA vehicles can be shared with micro services, limiting additional costs.
- Appreciation expressed for HCAOG's study and HTA's 79% county share coverage.
- Long-term funding concerns:
  - HCAOG clarified it will not maintain long-term funding for supplemental services.
  - Consideration for fare collection or limited subscription service outside standard zones.
- STA funding: 14% comes from HCAOG; otherwise allocated to HTA.
- Greg Pratt suggested a third-party study for fare scenarios to assess county cost impact.
- Councilmember Castellano asked about funding allocation if Eureka pays less; most ETS funding is grant-based.
- Brendan emphasized regional sustainability concerns without HTA support for core operations.
- Eligibility clarification: subscription service restricted to ADA-eligible riders.
- Councilmember Wilson recommended including RCRC to explore disability-focused transit solutions and potential insurance coverage for rides.

### 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 February 4, 2026, Regular Board Meeting

Staff: [Consuelo Espinosa](#)

*Action Recommended: Approve Minutes*

*Motion by Councilmember Castellano, seconded by Supervisor Wilson, to approve the consent calendar.*

Roll Call Vote:

Chair Arroyo – Yes  
Councilmember Castellano – Yes  
Councilmember Garnes – Yes  
Councilmember Stillman – Yes  
Councilmember Trent – Yes  
Councilmember Tuttle – Yes  
Supervisor Wilson - Yes

*Motion carried unanimously.*

#### ITEMS REMOVED FROM CONSENT CALENDAR

None

#### REPORTS

Caltrans District 1 Report

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

Deferred report for the next meeting due to time constraints.

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

Staff: [Carolann Aggeler](#)

HTA's Finance Manager, Carolann Aggeler, presented the December 2025 ridership statistics:

Chair Arroyo asked with Cal Poly Humboldt's spring enrollment showing the biggest increase in a while, do we have a way of knowing Jack Pass usage across other routes? Carolann advised that each system shows Jack Pass usage.

Chair Arroyo also asked what kind of outreach HTA is doing around Cal Poly? Carolann stated that we are doing tabling events, orientations and Maria, our Marketing Coordinator and recent Cal Poly Graduate is posting bulletins around CPH. The Dorm Shuttles are helping to show they can use their passes on other systems. Councilmember Stillman said that the program started in the 1970's for students to be able to get around.

Public Comment:

Joanne McGeary commented that it is beautiful how the Jack Pass works. The Jack Pass program is a great model. She was able to use it in Arcata, Eureka, several times a day and being able to get places without the use of a car.

#### NEW BUSINESS

1. HTA Board Member Attendance of PAACT Project Workshop

Staff: [Jerome Qirazi](#)

HCAOG is leading the PAACT Workshop with HTA, exploring network analysis of transportation and housing. Workshops will be happening at the end of April. First workshop is a 3-hour intensive Stakeholder meeting with 50 – 60 people. The intent is a planning game to educate people on transit planning and challenges in planning; Ridership vs. Coverage, tying land use and housing planning in collaboration with transit. Second Workshop is a 2-day, 8-hour intensive Transit Planner type sessions, for a smaller group of people. Each day will have a 1-hour debrief at the end of the day. The hope is that Board members would be interested in attending the 3-hour workshop and the 1-hour debriefs for the second workshop, not the full 8-hour workshops. Response can be confirmed next board meeting and managed through online polling to the

whole board.

2. Fiscal Year 2026/2027 Measure O Draft Workplan  
Staff: [Greg Pratt](#)

Greg Pratt noted the information presented reflects items being brought forward to the SSTAC that day. He reviewed the proposed changes outlined in the handout. Mr. Pratt clarified that the item is informational only at this time and will return to the Board for formal approval at a later date. No resolution or action was requested. He also noted that no indirect administrative costs are included in the proposal at this time; however, such costs may be presented to the Board in the future as they are identified.

Natalie Arroyo encouraged Board members to attend the Audit Committee meeting for a more detailed discussion of Measure O allocations.

Public Comment:

Colin inquired whether revenue has been received and how it impacts the proposal. Mr. Pratt responded that HTA is still in negotiations with the County and has not yet executed a contract.

BOARD COMMUNICATIONS:

None

STAFF COMMUNICATIONS

None

CLOSED SESSION

The Board adjourned to Closed Session at 10:56 AM.

Closed Session Adjourned 11:02 AM.

Report Out:

Tabeling this discussion for a Special Meeting, to be held March 19, 2026, at 9:30 am.

MEETING ADJOURNED

11:04 AM

MINUTES FOR THE HUBOLDT TRANSIT AUTHORITY  
SPECIAL BOARD MEETING  
March 18, 2026  
9:30 AM

Present

Natalie Arroyo – County of Humboldt  
Tami Trent – City of Fortuna  
Debra Garnes – City of Rio Dell  
Alex Stillman – City of Arcata  
Leslie Castellano – City of Eureka  
Mike Wilson – County of Humboldt

Absent

Jack Tuttle - City of Trinidad

Staff

Greg Pratt – HTA General Manager  
Andi Evans – HTA Finance and Administration  
Carolann Aggeler – HTA Finance Manager

CALL TO ORDER

Chairperson Natalie Arroyo called the meeting to order at 9:33 am.

ROLL CALL AND INTRODUCTIONS

Introduction were made at 9:01 am.

COMMUNITY MEMBERS COMMUNICATIONS

No in-person or online public comments.

SPECIAL PRESENTATION

None

CONSENT CALENDAR

None

REPORTS

None

NEW BUSINESS

Project 26-01 Office Remodel Invitation for Bid: Response to Submitted Bids

Staff: [Jerome Qirazi](#)

Staff recommended rejecting all bids due to price and re-releasing another Invitation for Bids now that funding has been identified.

Transit Planner Jerome Qirazi described the remodeling project for the Main office at HTA. HTA issued Requests for Bid in February 2026 and received a good response, 5 bids. All the bids came in higher than budgeted. Engineers estimated \$138,000. The lowest bid received was \$220,000. HTA needed additional time to look at our budget. We looked at STA Funding and are able to move funds over fiscal years.

There will be no change in scope of work with reissuing the new bid, but this will change our timeline by putting us behind by a month however this timeline setback was factored in the original bid. This change will not change the current timeline.

Further discussion:

- Jerome Qirazi advised that HTA received a letter from HCAOG dated March 17, 2026, indicating \$50,000 in excess STA funds available for reallocation to HTA following an audit.
- Legal Counsel advised that the project cannot be awarded to the lowest bidder at this time due to changes in the construction schedule; a new Request for Bids must be issued.
- Jerome Qirazi stated the construction timeline remains the same, but the bid timeline will be shortened, with bids due by April 3, 2026.
- Leslie Castellano inquired about asbestos and whether it was included in the original bid. Jerome Qirazi confirmed it will be addressed through an addendum to the bid.
- It was confirmed that an air quality permit is not required, as asbestos levels are low; proper disposal procedures will be followed.
- Greg Pratt advised that after the April Board meeting, the current conference room will be converted into office space and will no longer be available for Board meetings.
- Alternative meeting locations suggested by Board members included: HCAOG, NCUAQMD, Wharfinger Building, and Adorni Center.
- Legal Counsel advised that Board meeting locations must be publicly identified. Greg Pratt stated this information will be included in future Board meeting agendas.

*Motion by Councilmember Garnes and second by Councilmember Trent to reject all bids received due to price; and Authorize the General Manager to re-issue a new IFB.  
Motion passed unanimously.*

BOARD COMMUNICATIONS:

Various Board Members will check locations for future board meetings.  
Councilmember Alex Stillamn advised she will not be here in May, will send an alternate  
No Public Comment

CLOSED SESSION

Adjourned to Closed Session at 9:49 AM  
Closed Session adjourned at 10:28 AM  
Report out: nothing to report

ADJOURNMENT

Meeting Adjourned at 10:28 AM



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Eureka, CA 95501

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Office: (707) 443-0826  
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TO: Chair Arroyo  
All Governing Board Members

FROM: Katie Collender, Deputy General Manager

DATE: April 8, 2026

SUBJECT: Projects for State Transit Assistance Funds and State of Good Repair Funds for fiscal year 2026/27.

Each year funds become available to eligible regional operators through the State Transit Assistance Fund and State of Good Repair programs. This is a vital source of recurring revenue for the agency. This year staff is recommending the following projects be submitted to Humboldt County Association of Governments for consideration:

State Transit Assistance Funds Projects in the amount of \$1,472,791

- Match for 5339(c) BEB Application
- Match for 5310 DAR Application
- 1 Bus as match for 2 from 5339(b)
- Farebox system upgrade
- Facility Upgrades and Redesign
- Facility Maintenance
- Passenger Information Systems
- Operating Assistance

State of Good Repair Projects in the amount of \$319,273

- Fleet Tires
- Vehicle Maintenance & Repairs

***Action Recommended: Authorize staff to submit an application to the Humboldt County Association of Governments for State of Good Repair Funds in the amount of \$1,472,791 and State Transit Assistance Funds for Fiscal Year 2026/27 in the amount of \$319,273 by approving resolution 26-03.***

RESOLUTION No. 26-03

RESOLUTION OF THE HUMBOLDT TRANSIT AUTHORITY  
AUTHORIZING SUBMITTING APPLICATIONS TO HCAOG FOR STATE TRANSIT ASSISTANCE FUNDS AND  
STATE OF GOOD REPAIR FUNDS FOR FISCAL YEAR 2026/2027

WHEREAS, the California State Controller published the Fiscal Year 2026/27 State Transit Assistance Funds (STAF) Allocation estimate; and

WHEREAS, Senate Bill 1, passed in 2017, named the California Department of Transportation as the administrative agency for the State of Good Repair (SGR); and

WHEREAS, The Humboldt Transit Authority is an eligible applicant and may receive STAF and SGR funding pursuant to Public Utilities Code Sections 99313 and 99314.

NOW, THEREFORE, BE IT RESOLVED by the Humboldt Transit Authority Governing Board of Directors approve submitting applications to the Humboldt County Association of Governments for the following projects:

State Transit Assistance Funds Projects in the amount of \$1,472,791.

- Bus funding match for 5339(c) Application
- Bus funding match for 5310 DAR Application
- Bus funding match for 5339(b) Application
- Farebox system upgrade
- Facility Upgrades and Redesign
- Facility Maintenance
- Passenger Information Systems
- Operating Assistance

State of Good Repair Projects in the amount of \$319,273.

- Fleet Tires
- Vehicle Maintenance & Repairs

BE IT FURTHER RESOLVED that the General Manager be authorized to execute all required documents of the SGR Program and the STAF Program.

PASSED, APPROVED AND ADOPTED this eighth day of April 2026, on the following vote:

AYES:  
NOES:  
ABSENT:

ATTEST:

---

Chair of the HTA Governing  
Board of Directors

---

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

TO: Chair Arroyo  
All Governing Board Members

FROM: Jerome Qiriaz, Transit Planner

DATE: April 8, 2026

SUBJECT: FY25/26 Low Carbon Transit Operations Program (LCTOP)

LCTOP is one of several programs that are part of the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014 by Senate Bill 862 (SB 862). The LCTOP was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority of serving disadvantaged communities. Approved projects in LCTOP will support new or expanded bus or rail services and intermodal transit facilities, and may offset equipment acquisition, fueling, maintenance and other costs to operate those services or facilities, with each project required to show a reduction in greenhouse gas emissions.

This year LCTOP funds are split into two application cycles: Cycle A and Cycle B. The funding allocated to Cycle B is not yet known as the auction of carbon credits that this funding relies upon has not yet occurred. Staff was notified by the Humboldt County Association of Governments (HCAOG) that there is a total of \$263,214 in LCTOP funds available in Cycle A to HTA for projects that will reduce greenhouse gas emissions. Staff would like to apply the total amount for Cycle A to capital projects that support the transition to Fuel Cell Electric Buses. This will help support increasing costs beyond what was planned with other funding sources.

*Action Recommended: Adopt resolution 26-02 authorizing application for LCTOP Cycle A grant funds and authorize the General Manager to execute all required documents of the LCTOP grant.*



# FY 2025-2026 LCTOP Authorized Agent

**AS THE** Chair  
 (Chief Executive Officer/Director/President/Secretary)

**OF THE** Humboldt Transit Authority Governing Board of Directors  
 (Name of County/City/Transit Organization)

I hereby authorize the following individual(s) to execute for and on behalf of the named Regional Entity/Transit Operator, any actions necessary for the purpose of obtaining Low Carbon Transit Operations Program (LCTOP) funds provided by the California Department of Transportation, Division of Local Assistance. I understand that if there is a change in the authorized agent, the project sponsor must submit a new form. This form is required even when the authorized agent is the executive authority himself. I understand the Board must provide a resolution approving the Authorized Agent. The Board Resolution appointing the Authorized Agent is attached.

Katie Collender, General Manager OR  
 (Name and Title of Authorized Agent)

Click here to enter text. OR  
 (Name and Title of Authorized Agent)

Click here to enter text. OR  
 (Name and Title of Authorized Agent)

Click here to enter text. OR  
 (Name and Title of Authorized Agent)

Click here to enter text. Click here to enter text.  
 (Print Name) (Title)

\_\_\_\_\_  
 (Signature)

Approved this 8 day of April, 2026



## FY 2025-2026 LCTOP Certifications and Assurances

**Lead Agency:** Humboldt Transit Authority

**Project Title:** HTA 25/26 Capital Projects Supporting ZEB Adoption

**Prepared by:** Jerome Qirazi

The California Department of Transportation (Caltrans) has adopted the following Certifications and Assurances for the Low Carbon Transit Operations Program (LCTOP). As a condition of the receipt of LCTOP funds, Lead Agency must comply with these terms and conditions.

### **A. General**

1. The Lead Agency agrees to abide by the current LCTOP Guidelines and applicable legal requirements.
2. The Lead Agency must submit to Caltrans a signed Authorized Agent form designating the representative who can submit documents on behalf of the project sponsor and a copy of the board resolution appointing the Authorized Agent.

### **B. Project Administration**

1. The Lead Agency certifies that required environmental documentation is complete before requesting an allocation of LCTOP funds. The Lead Agency assures that projects approved for LCTOP funding comply with Public Resources Code § 21100 and § 21150.
2. The Lead Agency certifies that a dedicated bank account for LCTOP funds only will be established within 30 days of receipt of LCTOP funds.
3. The Lead Agency certifies that when LCTOP funds are used for a transit capital project, that the project will be completed and remain in operation for its useful life.
4. The Lead Agency certifies that it has the legal, financial, and technical capacity to carry out the project, including the safety and security aspects of that project.
5. The Lead Agency certifies that they will notify Caltrans of pending litigation, dispute, or negative audit findings related to the project, before receiving an allocation of funds.
6. The Lead Agency must maintain satisfactory continuing control over the use of project equipment and facilities and will adequately maintain project equipment and facilities for the useful life of the project.
7. Any interest the Lead Agency earns on LCTOP funds must be used only on approved LCTOP projects.

## FY 2025-2026 LCTOP

8. The Lead Agency must notify Caltrans of any changes to the approved project with a Corrective Action Plan (CAP).
9. Under extraordinary circumstances, a Lead Agency may terminate a project prior to completion. In the event the Lead Agency terminates a project prior to completion, the Lead Agency must (1) contact Caltrans in writing and follow-up with a phone call verifying receipt of such notice; (2) pursuant to verification, submit a final report indicating the reason for the termination and demonstrating the expended funds were used on the intended purpose; (3) submit a request to reassign the funds to a new project within 180 days of termination.

### C. Reporting

#### 1. The Lead Agency must submit the following LCTOP reports:

- a. **Annual Project Activity Reports October 30<sup>th</sup> each year.**
- b. **A Close Out Report within six months of project completion.**
- c. **The annual audit required under the Transportation Development Act (TDA), to verify receipt and appropriate expenditure of LCTOP funds. A copy of the audit report must be submitted to Caltrans within six months of the close of the year (December 31) each year in which LCTOP funds have been received or expended.**
- d. **Project Outcome Reporting as defined by CARB Funding Guidelines.**
- e. **Jobs Reporting as defined by CARB Funding Guidelines.**

2. Other Reporting Requirements: CARB develops and revises Funding Guidelines that will include reporting requirements for all State agencies that receive appropriations from the Greenhouse Gas Reduction Fund. Caltrans and project sponsors will need to submit reporting information in accordance with CARB's Funding Guidelines, including reporting on greenhouse gas reductions and benefits to disadvantaged communities.

### D. Cost Principles

1. The Lead Agency agrees to comply with Title 2 of the Code of Federal Regulations 225 (2 CFR 225), Cost Principles for State and Local Government, and 2 CFR, Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
2. The Lead Agency agrees, and will assure that its contractors and subcontractors will be obligated to agree, that:
  - a. Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, et seq., shall be used to determine the allow ability of individual project cost items and

## FY 2025-2026 LCTOP

- b. Those parties shall comply with Federal administrative procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments. Every sub-recipient receiving LCTOP funds as a contractor or sub-contractor shall comply with  
Federal administrative procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
3. Any project cost for which the Lead Agency has received funds that are determined by subsequent audit to be unallowable under 2 CFR 225, 48 CFR, Chapter 1, Part 31 or 2 CFR, Part 200, are subject to repayment by the Lead Agency to the State of California (State). All projects must reduce greenhouse gas emissions, as required under Public Resources Code section 75230, and any project that fails to reduce greenhouse gases shall also have its project costs subject to repayment by the Lead Agency to the State. Should the Lead Agency fail to reimburse moneys due to the State within thirty (30) days of demand, or within such other period as may be agreed in writing between the Parties hereto, the State is authorized to intercept and withhold future payments due the Lead Agency from the State or any third-party source, including but not limited to, the State Treasurer and the State Controller.

### A. Record Retention

1. The Lead Agency agrees and will assure that its contractors and subcontractors shall establish and maintain an accounting system and records that properly accumulate and segregate incurred project costs and matching funds by line item for the project. The accounting system of the Lead Agency, its contractors and all subcontractors shall conform to Generally Accepted Accounting Principles (GAAP) and enable the determination of incurred costs at interim points of completion. All accounting records and other supporting papers of the Lead Agency, its contractors and subcontractors connected with LCTOP funding shall be maintained for a minimum of three (3) years after the "Project Closeout" report or final Phase 2 report is submitted (per CARB Funding Guidelines, Vol. 3, page 3.A-16), and shall be held open to inspection, copying, and audit by representatives of the State and the California State Auditor. Copies thereof will be furnished by the Lead Agency, its contractors, and subcontractors upon receipt of any request made by the State or its agents. In conducting an audit of the costs claimed, the State will rely to the maximum extent possible on any prior audit of the Lead Agency pursuant to the provisions of federal and State law. In the absence of such an audit, any acceptable audit work performed by the Lead Agency's external and internal auditors may be relied upon and used by the State when planning and conducting additional audits.
2. For the purpose of determining compliance with Title 21, California Code of Regulations, Section 2500 et seq., when applicable, and other matters connected with



## FY 2025-2026 LCTOP

the performance of the Lead Agency's contracts with third parties pursuant to Government Code § 8546.7, the project sponsor, its contractors and subcontractors and the State shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts. All of the above referenced parties shall make such materials available at their respective offices at all reasonable times during the entire project period and for three (3) years from the date of final payment. The State, the California State Auditor, or any duly authorized representative of the State, shall each have access to any books, records, and documents that are pertinent to a project for audits, examinations, excerpts, and transactions, and the Lead Agency shall furnish copies thereof if requested.

3. The Lead Agency, its contractors and subcontractors will permit access to all records of employment, employment advertisements, employment application forms, and other pertinent data and records by the Civil Rights Department, or any other agency of the State of California designated by the State, for the purpose of any investigation to ascertain compliance with this document.

### F. Special Situations

Caltrans may perform an audit and/or request detailed project information of the project sponsor's LCTOP funded projects at Caltrans' discretion at any time prior to the completion of the LCTOP.

I certify all these conditions will be met.

Katie Collender

*(Print Authorized Agent)*

General Manager

*(Title)*

*(Signature)*

*(Date)*

RESOLUTION No. 26-02

A RESOLUTION OF THE HUMBOLDT TRANSIT AUTHORITY GOVERNING BOARD OF DIRECTORS AUTHORIZING THE EXECUTION OF THE CERTIFICATIONS AND ASSURANCES AND AUTHORIZED AGENT FORMS FOR THE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP) FOR THE FOLLOWING PROJECT(S):

HTA 25/26 **Capital Projects Supporting ZEB Adoption**: \$263,214

Recitals

WHEREAS, the Humboldt Transit Authority is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, the Humboldt Transit Authority wishes to delegate authorization to execute these documents and any amendments thereto to Katie Collender, General Manager.

WHEREAS, the Humboldt Transit Authority wishes to implement the following LCTOP project(s),

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Humboldt Transit Authority that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances and the Authorized Agent documents and applicable statutes, regulations and guidelines for all LCTOP funded transit projects.

NOW THEREFORE, BE IT FURTHER RESOLVED that Katie Collender, General Manager be authorized to execute all required documents of the LCTOP program and any Amendments thereto with the California Department of Transportation.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Humboldt Transit Authority that it hereby authorizes the submittal of the following project nomination and allocation request to the Department in FY2025-2026 LCTOP funds:

Project Name: HTA 25/26 Capital Projects Supporting ZEB Adoption

**Project description:** This project will support capital project costs associated with the adoption of Fuel Cell Electric Buses.

Amount of Cycle A LCTOP funds requested: \$263,214

**Benefits to Priority Populations:** Yes

**Amount of Priority Populations benefits:** \$263,214

**Contributing Sponsors:** Humboldt County Association of Governments (HCAOG) and the City of Arcata

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 8<sup>th</sup> Day of April 2026 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

TO: Chair Arroyo  
All Governing Board Members

FROM: Katie Collender, Deputy General Manager

DATE: April 8, 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 to take HTA’s spending plan to the Social Services Advisory Committee (SSTAC) for review and public comment, which occurred on March 4, 2026. Staff received the Board’s feedback before presenting this to the SSTAC at the Humboldt County Association of Governments. Below is the proposed workplan for fiscal year 2026/2027.

<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
<b>\$3,600,000</b>	<b>Total</b>



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

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 26-04.***

**RESOLUTION No. 26-04**  
**A RESOLUTION OF THE HUMBOLDT TRANSIT AUTHORITY GOVERNING BOARD OF DIRECTORS**  
**APPROVING A MEASURE O SPENDING PLAN**

**Recitals**

**WHEREAS**, on November 5, 2024 the voters of Humboldt County approved Ballet Measure O, imposing a 1% sales tax, estimated to raise \$24,000,000 annually;

**WHEREAS**, on April 22, 2025, the Humboldt County Board of Supervisors took action to allocate 85% of the expected Measure O sales tax revenue to public road infrastructure improvement purposes and 15% to public transit purposes, with all excess revenue to be applied to roads split 50% to pay down an existing negative fund balance and 50% to build a road contingency fund up to \$3.84 million, at which time the excess revenue will be allocated between roads and public transit at the ratio of 85% and 15% respectively;

**WHEREAS**, the Humboldt County Board of Supervisors desires to have HTA administer the Measure O funds allocated to public transit purposes with input from the HCAOG Social Services Transportation Advisory Council (SSTAC) on the annual spending plan;

**WHEREAS**, the Humboldt County Board of Supervisors further specified that HTA can carry over funds that are unspent, and return to the County any amount not spent by June 30, 2025;

**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), then will operate on a reimbursement on a quarterly basis thereafter;

**WHEREAS**, HTA staff will meet with the Social Services Transportation Advisory Council and receive feedback on a spending plan for HTA’s expenditure of the Measure O tax revenue as a condition of finalizing adoption.

**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. The following Measure O spending plan is hereby approved:

<u><b>Cost/Year</b></u>	<u><b>Project Description</b></u>
\$780,000	Bus Replacement
\$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
<b>\$3,600,000</b>	<b>Total</b>

3. The HTA fiscal year 2026-2027 budget shall 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 8th Day of April 2026 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

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

TO: Chair Arroyo  
All Governing Board Members

FROM: Jerome Qiriazzi, Transit Planner

DATE: April 8, 2026

SUBJECT: Project 24-01 Construction of Maintenance Bay Retrofit to Support Fuel Cell Electric Buses – Authorization to Release Invitation for Bid

A component of the TIRCP Cycle 5 grant is the retrofit of three of our existing maintenance bays to support fuel cell electric buses (FCEBs). This includes moving and upgrading electrical infrastructure that exists within 18” of the interior ceiling, installing hydrogen gas detectors, bringing fire suppression infrastructure up to existing code requirements, tying in fire suppression and hydrogen detection into central alarm systems, installing upgraded space heating and ventilation systems, and installing diesel exhaust gas vent reels. This also involves the installation of a new fire hydrant on 2<sup>nd</sup> Street.

LDA Partners, LLP was procured as the design architect and engineer in winter of 2024. The full construction package was completed and a building permit secured in June of 2025. Staff has largely completed the Invitation for Bid (IFB) for a construction contractor for the above scope and is ready to release in the next couple of weeks.

The engineer’s estimate is \$666,468 with a proposed completion date no later than the end of 2026. The engineer’s estimate is within the amount budgeted and allocated by TIRCP Cycle 5.

***Action Recommended: Authorize the General Manager to release an Invitation for Bid for Project 24-01 Construction of Maintenance Bay Retrofit to Support Fuel Cell Electric Buses.***



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

TO: Chair Arroyo  
All Governing Board Members

FROM: Jerome Qiriaz, Transit Planner

DATE: April 8, 2026

SUBJECT: Project 24-03 Demolition of Cedar House at 104 W Street, Eureka – Authorization to Release Invitation for Bid

Demolition of the existing Cedar House building is needed to make room for the new Hydrogen Fueling Station. The demolition was originally planned to be included in the scope of work of the Design-Builder of the Hydrogen Fueling Station when the first RFP was released in early 2024. However, this scope was removed due to feedback received from the qualified bidders during a debrief process. Therefore, HTA committed to completing the demolition prior to Linde mobilizing for construction.

Whitchurch Engineering was procured as the design engineer for this project. The demolition project manual has been finalized and City approval has been secured. The engineer's cost estimate is \$127,183. This cost will be covered by State Transit Assistance (STA) funds and is currently budgeted for this fiscal year.

***Action Recommended: Authorize the General Manager to release an Invitation for Bid for Project 24-03 Demolition of Cedar House at 104 W Street, Eureka.***



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

TO: HTA Chair Natalie Arroyo  
All Governing Board Members  
FROM: Jerome Qiriazzi, Transit Planner  
DATE: April 8, 2026  
SUBJECT: Humboldt Transit Authority Project Updates

#### TIRCP Cycle 5 Grant

This project funds the purchase of fuel cell electric buses, construction of a hydrogen fueling station, upgrades to maintenance bays, and construction of an intermodal transit center.

- Hydrogen Fueling Infrastructure
  - a. Most of the design phase float has been used, though the construction start date is still on track for late July.
  - b. The Cedar House is on track for demolition in May. An IFB is planned for release in the next week or two. See agenda item E.6.
- Eureka Transit Center
  - a. Current target for submitting construction package to the City is end of this month.
- Production Buses
  - a. HTA received three of the ten production buses the last week in March.
  - b. Currently performance testing these buses prior to acceptance.
- Retrofit of Maintenance Bays
  - a. Staff plans to release an IFB for construction this month. See agenda item E.5.
- Temporary Fueling
  - a. The temporary hydrogen fueler is currently shut down and is under going a safety review by Linde. HTA has been in discussions with Linde about supplying an alternative fuel source until it is up and running again. This hasn't yet impacted our ability to conduct performance testing of the FCEBs received. However, this has prevented us from assigning our existing FCEB on runs.

#### Partnering Assets and Authorities for Comprehensive Transit (PAACT) Project

This 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).

- Board members' attendance of planned workshops is being finalized for the week of April 27<sup>th</sup>
- HCAOG is facilitating outreach and invitations to other key stakeholders

#### Miscellaneous

This covers various other projects

- Pilot deployment of new bus stop pole signs featuring our new Ride Humboldt! branding will be deployed along the North State Express 101 route. Designs have been completed and consultants are currently working on the encroachment permit process.
- The new route schedules and maps have been finalized. They will be going out for printing this month and will be replacing our current schedules.

***No Action Required***



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Eureka, CA 95501

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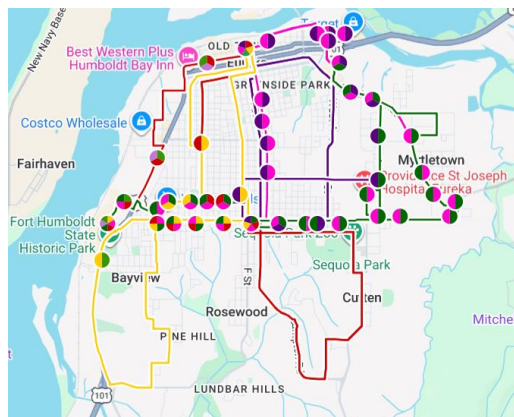
TO: Chair Arroyo  
All Governing Board Members

FROM: Katie Collender, Deputy General Manager

DATE: April 8, 2026

SUBJECT: Deputy General Manager Report

- Community Transportation Association of America (CTAA) Legislative Fly-In
  - March 5<sup>th</sup> in Washington D.C., attendance was sponsored by CalACT
  - Discussed CTAA legislative priorities and shared HTA overview sheet
  - Met with staff at the following offices:
    - Office of Representative Jared Huffman (D-CA-02)
    - Office of Representative Ami Bera (D-CA-06)
    - Office of Senator Alex Padilla (D-CA)
    - Office of Senator Adam Schiff (D-CA)
- Offsite Bus Parking
  - Staff are gathering potential options for offsite overflow bus parking during yard construction projects
- Redwood Transit System Redesign
  - Current staffing levels will not allow this transition yet, when they do there will be a comprehensive rollout plan
- New Website
  - Transitioning website management to HTA’s IT contractor, Infinite Consulting Services
  - Increased features including interactive maps with toggle bars for each line
  - Riders can see all lines together for easier navigation:



**No Action Required**

# Ride Humboldt

## Humboldt Transit Authority (HTA) Overview

Connect with us at [Ridehumboldt.org](https://ridehumboldt.org)



### Humboldt County, CA

A remote coastal county in far Northern California known for its breathtaking natural beauty, close-knit communities, & independent character.



**Population:** 132,380

**Density:** 38 people per sq mile (Avg. CA 240 per sq mile)

**Physical Size:**

3,568 square miles of land, 80% forestland

**Drive time to San Francisco:**

270 miles, 5.5 hours



Transit Dependent Population		
Population	Humboldt Avg. %	California Avg. %
Youth	20%	21%
People w/ Disabilities	17% ↑	11%
Low Income	19% ↑	11%
Without Vehicle	7% ↑	5%
Seniors	18% ↑	11%
Veterans	6% ↑	4.50%

**Top 5 Employers:**

- Healthcare - Retail - Education
- Government - Construction

### Budget and Stats:

**Operating Budget:** \$16.5 M

**Capital Budget:** \$2.7 M

**Grant Percentage of Budget:** 80%

**Federal Grants:** 15%

**Routes:** 8

**Miles per year:** 1,310,500

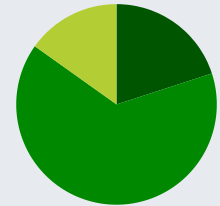
**Rides per year:** 827,000+

The only public transit provider serving Humboldt.

**Why they ride:**

- Employment
- Medical including VA Hospital (limited local medical facilities make travel for care essential.)
- Middle School, High School, and College

- Generated Revenue \$3.3 M
- Non-Federal Grants \$10.7 M
- Federal Grants \$2.5 M



### Why funding for operations and capital for rural transit is so important:

#### Local Transit Providers organize to fill transportation gap with North State Express (NSE):

- Greyhound ended service to Humboldt on June 30, 2024.
- Today, Amtrak operates once/day at about \$50 round trip, North State Express provides once/day service for \$4 round trip.

A lifeline for residents to essential travel and medical care.

- NSE 101 to Ukiah and Santa Rosa
- NSE 299 to Redding



Route 101 NORTH STATE EXPRESS  
 Route 20 Transfer Point  
 Route 5 Bus Stop  
 Route 299 Amtrak  
 SMART Airport

**Annual Costs — Unfunded:**

HTA's portion: \$1.7 M  
Full network: \$8 M

**NSE Systems:**

- Humboldt Transit Authority
- Mendocino Transit Authority
- Redwood Coast Transit
- Trinity Transit
- Lake Transit
- Glenn Ride
- Redding Area Bus Authority
- Nevada County Connects
- Siskiyou STAGE

**NSE Network Benefits:**

- Projected annual ridership: 186,515
- Access to hospitals, urgent care and routine care providers.
- Servicing 50+ rural communities across the region.
- Estimated annual GHG emissions reduction: 2,603 Metric Tons

For more information, visit [NorthStateExpress.org](https://NorthStateExpress.org)

#### HTA's Next Gen Facility:

The current facility age spans between 25 to 75 years old. Due to insufficient space for existing operations and fleet needs, expansion and modernization are necessary to maintain service levels and meet current demand.



Conceptual rendering of the proposed new HTA facility

**Budget:** \$65 million — unfunded

#### Will include North Coast Zero Emission Training Center Workforce Development

A critical component of rural workforce development and competitive modernization.

**Capital Budget:** \$846k - funded **Ongoing Operation:** \$200k — unfunded

Contact me for more details or to visit us in-person!

Katie Collender | Deputy General Manager  
Humboldt Transit Authority | 133 V St. Eureka CA, 95501  
707.443.0826 x115 | [Katie@hta.org](mailto:Katie@hta.org)



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: Katie Collender, Deputy General Manager

DATE: April 8, 2026

SUBJECT: Humboldt Transit Authority Meeting Dates

The Humboldt Transit Authority Joint Powers Agreement addresses Board Meeting dates as follows:

*3.3. Regular Meetings. The Governing Board shall provide for its regular and special meetings; provided, however, that at least one regular meeting shall be held quarterly. The date, hour and place of the holding of the regular meetings shall be fixed by resolution of the Governing Board and a copy of such resolution shall be filed with each party hereto.*

Due to the need for additional office space, construction work at the HTA office and the Conference Room will begin in mid-April. Staff is proposing meeting at Conference Room of the North Coast Unified Air Quality Management District located at 707 L St, Eureka, CA 95501

Staff has included Resolution 26-03 with meeting dates, time, and venue for the 2026 Calendar year. Special meetings will be scheduled as needed and coordinated with board members.

***Action Recommended: Approve the Schedule and Meeting Location for Regular Board Meetings for the 2026 Calendar Year by Adopting Resolution 26-03.***

**RESOLUTION No. 26-05**

**A RESOLUTION OF THE HUMBOLDT TRANSIT AUTHORITY GOVERNING BOARD OF DIRECTORS FIXING THE DAY AND TIME FOR REGULAR BOARD MEETINGS**

**WHEREAS**, the Joint Powers Agreement for the Humboldt Transit Authority (HTA) requires the HTA Governing Board to hold at least one regular meeting per quarter, at a date, hour and place to be determined by resolution of the Governing Board; and

**WHEREAS**, an alternative venue is needed due to office expansion and construction in HTA's conference room; and

**WHEREAS**, special meetings may be called at other times in the discretion of the Board Chair working with General Manager.

**NOW THEREFORE, BE IT RESOLVED** that the Governing Board of the Humboldt Transit Authority hereby adopts its regular meeting schedule as follows:

- First Wednesday of May at 9:00 am
- First Wednesday of June at 9:00 am
- First Wednesday of August at 9:00 am
- First Wednesday of September at 9:00 am
- First Wednesday of October at 9:00 am
- First Wednesday of November at 9:00 am
- First Wednesday of December at 9:00 am

**BE IT FURTHER RESOLVED** that;

1. Resolution 25-16 has been rescinded and replaced with Resolution 26-02.
2. All regular meetings shall be held in the Conference Room of the North Coast Unified Air Quality Management District located at 707 L St, Eureka, CA 95501.

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 eighth day of April 2026, by the following vote:

AYES:

NOES:

ABSENT:

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Chair of the HTA Governing Board of Directors

ATTEST:

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HTA Secretary to the Board



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Eureka, CA 95501

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

TO: Chair Arroyo  
All Governing Board Members

FROM: Jerome Qiriaz, Transit Planner

DATE: April 8, 2026

SUBJECT: Project 26-01 Office Remodel Invitation for Bid: Response to Submitted Bids

The Hydrogen Fueling Station project requires demolition of the Cedar House. To make up for the loss of office space HTA staff have developed plans to remodel the existing Administration Building to construct four additional office spaces in the existing interior. Staff released an Invitation for Bid (IFB) on February 18<sup>th</sup> and received five (5) bids by the deadline of March 6<sup>th</sup>. All bids exceeded the budgeted amount so the Board rejected all bids due to price at the March 18, 2026 Special Meeting.

At the March 18, 2026 Special Meeting the Board also authorized the General Manager to reissue an IFB with a revised schedule. This was due to staff identifying sufficient additional funding to pay for the expected costs based on the results of the first IFB. Therefore, HTA staff re-issued Version 2 of the IFB on March 23, 2026 with a due date of April 3, 2026.

Submitted bids were opened at 3:00pm April 3, 2026. The results of the submitted bids are provided in a handout.

As staff is expecting bids to come in very similar to what they were for the first IFB, and assuming bids are responsive, staff recommends awarding to the lowest responsive bidder as shown in the handout.

***Action Recommended: Award Project 26-01 IFB to the lowest responsive bidder and authorize the General Manager to execute a contract with the lowest bidder.***



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TO: Chair Arroyo  
All Governing Board Members

FROM: Jerome Qiriaz, Transit Planner

DATE: April 8, 2026

SUBJECT: Affordable Housing Sustainable Communities (AHSC); Transit Service Agreement for Eureka Sunset Heights Housing Development Phase 2

Rural Communities Housing Development Corporation (RCHDC) is working with HTA and the City of Eureka in their application to the AHSC Program Cycle 10 for Phase 2 of their Sunset Heights housing development. The RCHDC was successfully awarded for Phase 1 of this project under AHSC Program Cycle 9.

The AHSC Program will assist project areas by providing grants and/or loans, or any combination that will achieve GHG emissions reductions and benefit Disadvantaged Communities through increasing accessibility of affordable housing, employment centers, and key destinations via low-carbon transportation resulting in fewer vehicle miles traveled (VMT) through shortened or reduced trip length or mode shift from Single Occupancy Vehicle (SOV) use to transit, bicycling, or walking.

RCHDC's application requests significant funding for transit, pedestrian, and bicycle infrastructure and operations. Transit-specific projects that will be funded through RCHDC's application includes the following:

- Bus stop improvements
- Transit Signal Priority
- Operating Assistance for enhanced service
- Annual Transit Pass for each apartment

The specifics of the improvements have not yet been modified. However, the total dollar amount spent on the improvements has yet to be determined. The total amount spent will not exceed \$9,000,000, and will likely be in the vicinity of \$4,000,000.

The application is due on May 4, 2026, and will be notified if successful later this year.

*Agreement; agenda handout*

**Action Recommended: Approve the Agreement between the City of Eureka and Humboldt Transit Authority and Authorize the General Manager to Sign the Agreement, subject to approval by HTA General Counsel.**

## TRANSIT SERVICE AGREEMENT

This Transit Service Agreement (“Agreement”) is made and entered into as of \_\_\_\_\_, ~~2025~~ 2026 (“Effective Date”), by and between the City of Eureka (“City”), a municipal corporation, and Humboldt Transit Authority (“HTA”). City and HTA may each be referred to herein as a “Party”, or collectively as the “Parties”.

### RECITALS

A. Rural Communities Housing Development Corporation, a California nonprofit public benefit corporation (“Developer”), is developing certain real property in the City of Eureka, California as an affordable housing community known as Sunset Heights Affordable Housing Development (“the Project”) and is a third-party beneficiary to this agreement.

B. In connection with the development of the Project, the Developer is applying for the Affordable Housing and Sustainable Communities (“AHSC”) program (the “AHSC Application”) through the State of California Strategic Growth Council (“SGC”) and the Department of Housing and Community Development (“HCD”). The application will be submitted jointly with City.

C. The AHSC program funds land-use, housing, transportation, and land preservation projects to support infill and compact development that reduces greenhouse gas emissions by improving mobility options and increasing infill development, which decrease vehicle miles traveled and associated greenhouse gas and other emissions.

D. The AHSC program features Eligible Capital Project types – Sustainable Infrastructure (“STI”) and Housing Related Infrastructure (“HRI”). In addition, the AHSC program permits the funding of Eligible Program Costs (“PGM”) which includes transit subsidy programs. The STI, HRI, and PGM definitions can be found in Section 104 (Eligible Use of Funds) on pages 21 – 24 of the AHSC Round 9-10 FY Program Guidelines (“AHSC Guidelines”). City and HTA will have a role in the STI and PGM portions of the AHSC, with the City disbursing STI funds and the Developer disbursing PGM funds to HTA. The follow items will require coordination between City and HTA: STI items include six-a maximum of 10 years of transit operations, installation of transit signal priority systems, bus stop infrastructure and improvements, and STI employment benefits and outcomes reporting. PGM items include three-a maximum of ten years of free transit passes for affordable housing resident households.

E. City and HTA have determined, with the concurrence of Developer, that funding transportation operations to add an additional fixed route increasing the frequency of service to 30 minutes for a period of six years enhance service by either the Eureka Transit System, microtransit service, and/or the Redwood Transit System for a period not to exceed 10 years would be an effective and expeditious method of achieving the goals of the AHSC program by directly expanding the availability and reliability of transit options for local residents. City will contribute up to \$3,103,6596,000,000 if and when obtained from an AHSC grant from HCD to HTA's Operations Budget to contribute toward the expanded operations of the fixed route system transit service (the “**Transit Vehicle Operations**”) for a period of six-not to exceed 10

years.

F. City and HTA have determined, with the concurrence of Developer, that purchasing ~~eight~~ transit signal priority systems would be an effective and expeditious method of achieving the goals of the AHSC program. The transit signal priority systems would help ensure limited wait times at intersections for transit vehicles. City and HTA will coordinate the operations of the transit signal priority system (the “**Transit Signal Priority Purchase**” and the “**Transit Signal Priority System**”).

G. City and HTA have determined, with the concurrence of Developer, that funding STI employment benefits and outcomes reporting would be an effective and expeditious method of achieving the goals of the AHSC program. By tracking employment benefits and outcomes, the grant recipients can coordinate and monitor the development of the aforementioned improvements and provide the state with valuable data about jobs and related benefits associated with the AHSC investment. HTA will provide necessary data to City for employment benefits and outcomes reporting (the “**STI Benefits and Outcomes Reporting**”).

H. City and HTA have determined, with the concurrence of Developer, that a purchase of annual transit passes for each apartment would be an effective and expeditious method of achieving the goals of the AHSC program. The proposed transit pass purchase would grant ~~three years of~~ free transit passes to affordable housing residents (one annual pass per apartment, ~~43 total~~) to support increased ridership at locations served by the HTA within the project area. City or Developer will contribute ~~\$85,140~~ no more than \$250,000 if and when obtained from an AHSC grant toward the purchase of transit passes for households making up to 60% AMI (the “**Annual Transit Passes**”).

I. HTA is not an applicant for the AHSC funding, but, as set forth herein, will have obligations to complete/coordinate the **Transit Vehicle Operations, Transit Signal Priority Systems, and STI Benefits and Outcomes Reporting** under its Operations Budget if Transit Funds are granted and made available for that purpose. HTA can demonstrate prior experience and provide evidence of at least two prior projects that are similar in scope and size which have been completed during the ten years preceding May 28, 2025, as follows: HTA has been operating fixed route and demand-responsive public transit services since 1976. HTA has created ten new Eureka Transit Service (ETS) bus routes during the history of the ETS service, and has created four new ETS bus routes in last ten years. In total, HTA operates 14 different fixed routes, a paratransit service that covers the Humboldt Bay region, and a microtransit system. Lastly, HTA has maintained 110 facilities around bus stops during the 45-year history of the ETS service. In total, HTA operates over 190 bus stops.

J. HTA is not an applicant for the AHSC funding, but, as set forth herein, HTA will provide necessary data to City for **STI Benefits and Outcomes Reporting** purposes.

K. City and HTA now wish to enter into this Agreement for the purpose of addressing the expenditure of the Transit Funds and to satisfy the requirements of the AHSC Application.

L. This agreement is null and void if the AHSC application submitted on or before May 28, 2025 is unsuccessful.

NOW, THEREFORE, City and HTA agree as follows:

1. **Transit Vehicle Operations**

If the Transit Funds are delivered to HTA under the terms of this Agreement, HTA shall complete the investment in the **Transit Vehicle Operations**, all in accordance with, and subject to, the terms and requirements of HTA's then current Procurement Policies and Procedures, this Agreement, the AHSC Application, and the HCD grant documents. The new **Transit Vehicle Operations** purchased with these funds is not for a specific operator. The new **Transit Vehicle Operations** will be assigned to the appropriate operating division as determined by HTA. It will not differ from any other **Transit Vehicle Operations** in its same order.

The agreed-to amount of \$3,103,659 in Transit Funds is City's maximum contribution towards the new **Transit Vehicle Operations**. All costs for the **Transit Vehicle Operations** that exceed this amount will be paid by HTA. City's obligation to provide the Transit Funds and HTA's obligation to invest in the new **Transit Vehicle Operations** under this Agreement is subject to City obtaining the award of Transit Funds from HCD pursuant to the AHSC Application. City shall have no obligation to provide any funds to HTA if City does not receive award of Transit Funds from HCD as part of the AHSC Application.

2. **Transit Signal Priority Purchase**

If the Transit Funds are delivered to HTA under the terms of this Agreement, HTA shall coordinate with the City on the operations of the **Transit Signal Priority System**, all in accordance with, and subject to, the terms and requirements of HTA's then current Procurement Policies and Procedures, this Agreement, the AHSC Application, and the HCD grant documents. The new **Transit Signal Priority System** purchased with these funds is not for a specific brand of transit priority signal system. It will not differ from any other **Transit Signal Priority System** in its same order.

City's obligation to provide the Transit Funds and HTA's obligation to invest in bus equipment for the new **Transit Signal Priority System** under this Agreement is subject to City obtaining the award of Transit Funds from HCD pursuant to the AHSC Application. City shall have no obligation to provide any funds to HTA if City does not receive award of Transit Funds from HCD as part of the AHSC Application.

3. **STI Employment Benefits and Outcomes Reporting**

If the Transit Funds are delivered to HTA under the terms of this Agreement, HTA shall provide data to the City for **STI Employment Benefits and Outcomes Reporting**, all in accordance with, and subject to, the terms and requirements of HTA's then current Procurement Policies and Procedures, this Agreement, the AHSC Application, and the HCD grant documents. The new **STI Employment Benefits and Outcome Reporting** purchased with these funds is not for a specific employee or operator. It will not differ from any other **STI Employment Benefits and Outcomes Reporting** in its same order.

HTA's obligation to provide data to the City for **STI Employment Benefits and Outcomes Reporting** under this Agreement is subject to City obtaining the award of Transit Funds from HCD pursuant to the AHSC Application. City shall have no obligation to provide any funds to HTA if City does not receive award of Transit Funds from HCD as part of the AHSC Application.

#### 4. **Annual Transit Passes**

If the Transit Funds are delivered to HTA under the terms of this Agreement, City or Developer shall complete the purchase of 43 **Annual Transit Passes** for households making up to 60% AMI, all in accordance with, and subject to, the terms and requirements of HTA's then current Procurement Policies and Procedures, this Agreement, the AHSC Application, and the HCD grant documents. The **Annual Transit Passes** will cover a period of three years.

The agreed-to amount of \$85,140 in Transit Funds is City or Developer's maximum contribution towards the purchase of **Annual Transit Passes**. City or Developer's obligation to provide the Transit Funds are subject to City obtaining the award of Transit Funds from HCD pursuant to the AHSC Application. City or Developer shall have no obligation to provide any funds to HTA if City does not receive award of Transit Funds from HCD as part of the AHSC Application.

#### 5. **Disbursement of Transit Funds**

Following HTA's purchase order of the **Transit Vehicle Operations, Transit Signal Priority System, STI Employment Benefits and Outcomes Reporting, and Annual Transit Passes**, HTA shall submit to City all cost invoices and draw requests for Transit Funds that are associated with the purchase order, along with such supporting documentation as reasonably requested by City. City shall immediately submit such requests to HCD for reimbursement. Upon receipt of the requested Transit Funds from HCD, City will immediately deliver those funds to HTA. In the event that HTA is not ordering any of the aforementioned items in the capital year of this Agreement, then available Transit Funds shall be used to reimburse HTA for costs expended in the next year when such **Transit Vehicle Operations, Transit Signal Priority System, STI Employment Benefits and Outcomes Reporting, and Annual Transit Passes** are made by HTA; provided however that HTA agrees that it shall complete the purchase no later than the deadline required by HCD under the AHSC grant documents. HTA shall reasonably assist City in complying with any requirements related to the expenditure of the Transit Funds from HCD as part of the AHSC Application.

#### 6. **Indemnification**

HTA shall indemnify, defend with counsel acceptable to City, and hold harmless City and its officers, officials, employees, agents and volunteers (collectively, "City Indemnitees") from and against any and all liability, loss, damage, claims, expenses, and costs, including without limitation, attorney's fees, costs and fees of litigation, (collectively, "Liability") of every nature arising out of or in connection with HTA's breach of this agreement or use of the

Transit Funds.

City shall indemnify, defend with counsel acceptable to HTA, and hold harmless HTA and its officers, officials, employees, agents and volunteers (collectively, "HTA Indemnitees") from and against any and all liability, loss, damage, claims, expenses, and costs, including without limitation, attorney's fees, costs and fees of litigation, (collectively, "Liability") of every nature arising out of or in connection with City's breach of this agreement or use of the Transit Funds in violation of the AHSC program.

City and HTA shall indemnify, defend with counsel acceptable to Developer, and hold harmless Developer and its officers, officials, employees, agents and volunteers (collectively, "Developer Indemnitees") from and against any and all liability, loss, damage, claims, expenses, and costs, including without limitation, attorney's fees, costs and fees of litigation, (collectively, "Liability") of every nature arising out of or in connection with City and HTA's breach of this agreement or use of the Transit Funds in violation of the AHSC program.

**7. Termination**

Either Party, by written notice to the other Party, may terminate this Agreement, in whole or in part, if the funding for **Transit Vehicle Operations, Transit Signal Priority System, STI Employment Benefits and Outcomes Reporting, and Annual Transit Passes**, is not obtained or if there is a breach of this Agreement by the other Party that is not cured within a reasonable period after the occurrence of such breach. If this Agreement is so terminated, HTA shall, subject to City's indemnification obligation set forth above, remit any uncommitted Transit Funds it has received to HCD, or such other governmental agency as directed by HCD, and HTA shall have no further liability under this Agreement.

**8. Notices**

Formal notices, demands, and communications between the Parties shall be sufficiently given if, and shall not be deemed given unless, dispatched by registered or certified mail, postage prepaid, return receipt request, or delivered by express delivery service, return receipt requested, or personally delivered, as follows:

City: City of Eureka  
531 K Street  
Eureka, CA 95501  
Attn: City Manager

HTA: Humboldt Transit Authority  
133 V Street Eureka, CA 95501  
Eureka, CA 95501  
Attn: General Manager

**9. Miscellaneous**

A. *Counterparts*. This Agreement may be executed in any number of counterparts, all of which shall be deemed one original and complete instrument.

B. *Time*. Time is of the essence for the performance of all obligations and the satisfaction of

all conditions of this Agreement.

- C. *Covenant of Further Assurances.* City and HTA each agree to execute such other documents and perform such other acts as are consistent with this Agreement and the AHSC program and may be reasonably necessary or desirable to effectuate this Agreement.
- D. *Governing Law.* This Agreement shall be governed by, interpreted under, and construed and enforced in accordance with, the laws of the State of California. The exclusive venue for any action arising out of, or relating to the performance of, this agreement is in the Superior Court of Humboldt County, California.
- E. *Authority.* Each party signing this Agreement has the right, power, legal capacity and authority to enter into and perform its obligations under the Agreement.
- F. *Entire Agreement.* This Agreement constitutes the complete and entire Agreement between HTA and City and supersedes any prior representations, understandings, communications, commitments, agreements, proposals, or proposals, oral or written, regarding the subjects herein.
- G. *Amendment.* This Agreement may only be amended by a writing signed by the Parties hereto.
- H. *Waiver.* The waiver or any breach of a specific provision of this Agreement does not constitute a waiver of any other breach of that term or any other term of this Agreement.

IN WITNESS WHEREOF, the parties have executed this Transit Service Agreement of the first date set forth above.

**HTA**  
Humboldt Transit Authority

By: \_\_\_\_\_  
Greg Pratt, General Manager

By: \_\_\_\_\_  
Title: \_\_\_\_\_

Approved as to Form:

\_\_\_\_\_  
Office of General Counsel

**CITY**  
City of Eureka

By: \_\_\_\_\_  
Miles Slattery, City Manager

