



Humboldt Transit Authority
Title VI Program

Updated
June 3, 2026

Humboldt Transit Authority

Title VI Program

INTRODUCTION

Title VI of the Civil Rights Act of 1964, a federal statute, provides that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. In addition, Presidential Executive Order 13166 requires recipients, sub-recipients of federal funds to take reasonable steps to address the needs of individuals who have limited-English proficiency in order to ensure no discrimination occurs based upon national origin.

On October 1, 2012, the Federal Transit Administration (FTA) released Circular 4702.1B to comply with the newly revised Department of Transportation (DOT) regulation issued to implement the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and Executive Order 13166. The Humboldt Transit Authority's Title VI Program has been updated to reflect the requirements of the new circular. As a part of the program implementation, Humboldt Transit is also required to submit a Title VI compliance report to the CalTrans Division of Mass Transportation every three years. This plan and report highlight the Humboldt Transit Authority's efforts to support and comply with all aspects of Title VI.

Program Objectives

Humboldt Transit Authority's Title VI Program goals are;

- Ensuring that the level and quality of public transportation service is provided in a nondiscriminatory manner;
- Promoting full and fair participation in public transportation decision-making without regard to race, color, or national origin;
- Ensuring meaningful access to transit-related programs and activities by persons with limited-English proficiency.

Humboldt Transit Authority
Title VI & LEP Plan
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TITLE VI COMPLAINT PROCEDURES

HUMBOLDT TRANSIT AUTHORITY

What is Title VI?

Title VI is a section of the Civil Rights Act of 1964 requiring that “No person in the United States shall on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal assistance.” Note that the Title VI does not address gender discrimination. It only covers race, color and national origin. Other Civil Rights laws prohibit gender discrimination.

Any person who feels that he or she, individually or as member of any class of persons, on the basis of race, color, or national origin has been excluded from or denied the benefits of, or subjected to discrimination caused by the Humboldt Transit Authority System may file a written complaint with the Humboldt Transit Authority (HTA), Title VI Administrator or the Federal Transit Administration (FTA).

Filing a Complaint with The Humboldt Transit Authority

The preferred method of filing a complaint is to file your complaint in writing with using the Title VI complaint form, and sending it to:

**Humboldt Transit Authority
Attention: Title VI Administrator
133 V Street
Eureka, CA 95501**

A complaint form is available in hard copy at the administrative office of Humboldt Transit Authority or may be downloaded and submitted online at www.hta.org. Such complaints must be filed within 180 calendar days after the date the discrimination occurred.

The Complaint Process

Upon receipt of the complaint, the Title VI Administrator will record the complaint in the Title VI Complaints, Investigations and Lawsuit Log. This Log included the date of investigation, lawsuit, or complaint; summary of the allegation (s); the status of the investigation, lawsuit or complaint; and actions taken by recipient or subrecipient in response to complaint.

TITLE VI COMPLAINT PROCEDURES

Should a complaint be filed with Humboldt Transit Authority and an external agency simultaneously, the external complaint shall supersede the Humboldt Transit Authority complaint and Humboldt Transit Authority's complaint procedures will be suspended pending the external agency's findings.

If filed with Humboldt Transit Authority, the Title VI Administrator will begin assessment or investigation of the complaint within fifteen (15) working days of receiving the complaint. Based upon all of the information received, the Title VI Administrator will prepare a draft written response subject to review by the Humboldt Transit Authority Governing Board of Directors. If more time is required, the Administrator shall notify the complainant of the estimated timeframe for completing the review, not to exceed (60) calendar days of the receipt of the formal complaint. If appropriate, Humboldt Transit Authority may administratively close the complaint.

If final written response is determined to be needed, the complainant will receive a letter stating the final decision of the General Manager and the complainant will be advised of his/her right to file a complaint with the Federal Transit Administration (FTA), Office of Civil Rights should the complainant feel dissatisfied with the decision.

Filing a Complaint with the Federal Transit Administration

To file a complaint with the Federal Transit Administration, fill out a Title VI complaint form and mail it to:

**Federal Transit Administration Office of Civil Rights
Attention: Title VI Program Coordinator
East Building, 5th Floor – TCR
1200 New Jersey Ave., SE
Washington, DC 20590**

The complaint form may be downloaded from FTA's website.

Go to <http://www.fta.dot.gov/civilrights/title6/civilrights5104.html> for more information.

Upon request, assistance in the preparation of any necessary written material will be provided to a person or persons who are unable to read or write.

TITLE VI NON-DISCRIMINATION POLICY STATEMENT

The Humboldt Transit Authority is committed to ensuring that no person is excluded from participation in, or denied the benefits of, or be subject to discrimination in the receipt of its services or programs on the basis of race, color or national origin or other characteristics protected by law, including Title VI of the Civil Rights Act of 1964, as amended. Further, under the American with Disabilities Act (ADA) of 1990 , no entity shall discriminate against an individual with a physical or mental disability in connection with the provision of transportation service.

To obtain more information on The Humboldt Transit Authority's nondiscrimination obligations or to file a Title VI complaint, contact:

Consuelo Espinosa, Human Resources Manager
Humboldt Transit Authority
133 "V" Street
Eureka CA 95501

Main: (707) 443-0826
Fax: (707) 443-2032

You may file a written complaint no later than 180 calendar days after the date of the alleged discrimination.

Information on non-English alternative formats may be obtained from The Humboldt Transit Authority Office.

TÍTULO VI PROCEDIMIENTOS PARA QUEJAS HUMBOLDT TRANSIT AUTHORITY

Humboldt Transit Authority opera sus programas sin distinción de raza, origen nacional, o color, conformidad con el título VI de la ley de derechos civiles, o de otras leyes aplicables. Para mas información:

Llame a Teléfono: (707) 443-0826
O Escriba a: Humboldt Transit Authority
133 V Street
Eureka, CA 95501

O envíe un Correo electrónico: admin@hta.org

Humboldt Transit Authority Declaración de política de transito

Título VI de la ley de derechos civiles de 1964 declara que:

Ninguna persona en los Estados Unidos, por motivos de raza, color u origen nacional, se excluirá de la participación en, ser negado los beneficios de o ser objeto de discriminación bajo ningún programa o actividad que reciba asistencia financiera Federal.

Humboldt Transit Authority se compromete a cumplir con los requisitos del Título VI en todas sus actividades o programas financiados por el Gobierno Federal.

Haciendo una Queja bajo la ley de Título VI

Cualquier persona que cree que él o ella ha sido perjudicada por una práctica discriminatoria ilegal bajo el título VI puede presentar una queja debe ser por escrito y presentada con la ciudad dentro de los 180 días siguientes a la fecha de la supuesta ocurrencia discriminatoria.

Para obtener más información sobre las obligaciones de no discriminación de Humboldt Transit Authority o para presentar una queja sobre el Título VI , póngase en contacto con :

Consuelo Espinosa , Recursos Humanos
Humboldt Transit Authority
133 " V " Street
Eureka CA 95501

Teléfono: (707) 443-0826

Fax : (707) 443-2032

Correo electrónico: admin@hta.org

Presentación de quejas ante la Administración Federal de Tránsito

Para presentar una queja ante la Administración Federal de Tránsito , llene un formulario de queja del Título VI y envíelo por correo a:

Oficina Federal de Administración de Tránsito de los Derechos Civiles
Atención: Coordinador del Programa del Título VI
East Building, 5th Floor - TCR
1200 New Jersey Ave . , SE
Washington, DC 20590

El formulario de queja puede ser descargado desde el sitio web de TLC. Ir a <http://www.fta.dot.gov/civilrights/title6/civilrights5104.html> para más información .

A petición, se prestará asistencia en la preparación de cualquier material escrito necesario para que una persona o personas que no saben leer ni escribir.

TITLE VI COMPLAINT FORM

Before filling out this form, please read the Humboldt Transit Authority Title VI Complaint Procedures located on our website or by visiting our office.

The following information is necessary to assist us in processing your complaint. If you require assistance in completing this form, please call us at the phone number listed above. Complaints must be filed within 180 calendar days after the date alleged discrimination occurred.

Complaint's Name:		
Street Address:		
City:	State:	Zip Code:
Telephone Number Home:	Other:	

Where you discriminated against because of:

_____ Race

_____ National Origin

_____ Color

Date of Alleged Incident _____

Time of Incident _____

Person discriminated against (if someone other than complaint):

Name:		
Address:		
City:	State:	Zip Code:

Have you filed this complaint with any other federal, state, or local agency or with any federal or state court? ____Yes ____No

If yes, check all that apply and provide name of agency and contact information:

	Federal Agency:	Contact:
Telephone # For Contact:		Email:
	Federal Court:	Contact:
Telephone # For Contact:		Email:
	State Agency:	Contact:
Telephone # For Contact:		Email:
	State Court:	Contact:
Telephone # For Contact:		Email:
	Local Agency:	Contact:
Telephone # For Contact:		Email:
	Other:	Contact:
Telephone # For Contact:		Email:

Have you filed a lawsuit regarding this complaint: Yes____ No____

Note: If litigation is pending regarding the same issues, we defer to the decision of the court.

FORMULARIO DE QUEJA TÍTULO VI

Antes de llenar este formulario, por favor, lea los Procedimientos de Quejas de Humboldt Transit Authority Título VI que se encuentra en nuestra página web o visitando nuestra oficina.

La siguiente información es necesaria para ayudarnos a procesar su queja. Si necesita ayuda para completar este formulario, por favor llámenos al número de teléfono que aparece arriba. Las quejas deben ser presentadas dentro de los 180 días, después de que ocurrió la supuesta discriminación.

Nombre:		
Dirección:		
Ciudad:	Estado:	Código Postal :
Número de Teléfono de la casa :	Otros:	

Cual de los siguientes describe mejor la razón por la supuesta discriminación? (Marque uno)

- Raza
 Origen Nacional
 Color

Fecha del supuesto Incidente _____

Hora del Incidente _____

Persona discriminada:

Nombre:		
Dirección :		
Ciudad:	Estado:	Código Postal :

¿Ha presentado esta queja con cualquier otro programa federal, estatal o local o con cualquier corte federal o estatal ? Sí No

En caso afirmativo, marque todo lo que corresponda y proporcionar el nombre de la agencia y la información de contacto :

	Agencia Federal :	Póngase en contacto con :
N ° de teléfono de contacto:		Email:
	Tribunal Federal:	Póngase en contacto con :
N ° de teléfono de contacto:		Email:
	Agencia Estatal :	Póngase en contacto con :
N ° de teléfono de contacto:		Email:
	Corte Estatal:	Póngase en contacto con :
N ° de teléfono de contacto:		Email:
	Agencia Local:	Póngase en contacto con:
N ° de teléfono de contacto:		Email:
	Otros:	Póngase en contacto con:
N ° de teléfono de contacto:		Email:

¿Ha presentado una demanda respecto a esta queja : Si_____ No_____

Nota: Si el litigio está pendiente en relación con los mismos problemas, nos remitimos a la decisión de la corte.

AGENCY OVERVIEW

Humboldt Transit Authority

The Humboldt Transit Authority (HTA) was established in 1974 under a joint-powers agreement between the cities of Arcata, Eureka, Fortuna, Rio Dell and Trinidad and the County of Humboldt. Humboldt Transit Authority is headquartered in the county seat of Eureka. Humboldt Transit Authority is governed by a seven-member Board of Directors comprised of one representative each from the five incorporated cities and two representatives from the County of Humboldt. The Authority is administered by the General Manager, and is supported by office staff.

Humboldt Transit Authority is the primary intercity public transit system in the county, providing a fixed-route trunk service along the U.S. 101 Corridor as well as an extension to Willow Creek along Highway 299, and express bus service connecting the four corners of the US101, I-5, SR299, and SR20 corridors with each other and with Sacramento and the Bay Area.. Humboldt Transit Authority also provides both intercity and local transit service in the southern portions of the county. In addition, Humboldt Transit Authority, contracted by the City of Eureka operates the intra-city fixed route service in the City of Eureka under the name Eureka Transit Service (ETS).

SERVICE STANDARDS AND POLICES

The Humboldt Transit Authority has adopted the following service standards and policies in compliance with FTA Circular 4702.1B:

Vehicle Load Standard

Peak

The average of all loads during the peak operating period are likely not exceed each bus's achievable capacity. Peak loads are:

<u>Bus Type</u>	<u>Passenger Capacity</u>	
22' Cutaway:	6/0, 2/2	DAR and Flex Ford Transit Gas
23' Cutaway:	7/0, 3/2	DAR and Flex Ford E350 Gas
27' Cutaway:	20/0, 16/2	AMRTS and NSE101 Gas
35' Cutaway:	29/0, 23/2	NSE299 and SoHum Diesel
35' Low Floor:	32/0, 25/2	AMRTS Diesel
35' Low Floor:	31/0, 25/2	ETS Diesel
35' Low Floor:	30/0, 25/2	AMRTS Electric
40' Low Floor:	35/0, 29/2	RTS Diesel
40' Low Floor:	36/0, 30/2	RTS Hydrogen
42' Low Floor:	38/0, 32/2	RTS Electric

Redwood Transit System (RTS)

The Humboldt Transit mainline service, the Redwood Transit System (RTS), operates between the cities of Scotia and Trinidad from Monday through Sunday. Headways range from 30 minutes in the heaviest travel route sectors (between Humboldt State University and College of the Redwoods) to two hours. Destinations served include Scotia, Rio Dell, Fortuna, Fernbridge, Loleta, College of the Redwoods, Fields Landing, King Salmon, Eureka, Arcata, Humboldt State University, McKinleyville, Arcata-Eureka Airport, Westhaven, and Trinidad.

Willow Creek System

The Willow Creek System operates Monday thru Saturday and connects from the Arcata Transit Center to the community of Willow Creek, including stops at Valley West Boulevard and McKinleyville High School.

Southern Humboldt Intercity Bus System

The Southern Humboldt Intercity Bus service provides service during peak travel times in the morning and afternoon, connecting the communities of Garberville and Eureka with stops in Redway Drive, Dean Creek, Phillipsville, Miranda, Benbow, Myers Flat, Weott, Fortuna, and College of the Redwoods.

Paratransit Service Eureka Dial-a-Ride (DAR)

The service area for the Dial-a-Ride is the same as the Eureka Transit System. Riders can schedule appointments 24 hours and/or 14 days in advance for shopping trips, social visits, banking, bill paying, lunch programs, or medical appointments. From 6:00am to 7:00pm, Monday through Friday and 7:30am to 5:30pm, on Saturday; riders can contact the dispatcher to make travel arrangements. The dispatcher generally allows 30 minutes travel time to maintain on-time arrivals, while the driver picks up and delivers other scheduled riders on route.

Eureka Transit Service (ETS)

The Eureka Transit Service operates four routes Monday thru Friday and three routes on Saturdays. Routes are designated by color and cover specific areas of Eureka. Most routes originate and/or terminate at the corner of H & 3rd Streets in downtown Eureka with the exception of the Green Route. All routes run every hour on the hour.

Hinarr Hu Moulik (HHM)

The Hinarr Hu Moulik (HHM) Shuttle is part of the Arcata & Mad River Transit System (AMRTS). This service provides convenient transportation between the HHM Apartments and the Library Circle on campus. The HHM Shuttle operates approximately every 15 minutes, providing a quick and accessible transit option to campus and back while helping reduce parking demand, supports sustainable transportation, and makes it easier for students to travel to classes and campus services. The HHM Shuttle operates Monday through Friday from 7:00 AM to 5:00 PM, Saturday from 10:00 AM to 5:00 PM, and Sunday from 9:00 AM to 12:00 PM and 4:00 PM to 7:00 PM.

Ride Humboldt Flex – Microtransit System

Ride Humboldt Flex is an on-demand shared ride service that operates from bus stop to bus stop, which includes existing bus stops and added “virtual” bus stops. It is designed to enhance our fixed route bus systems by offering additional connectivity options within our existing service areas. Each zone is \$2.00 per person, crossing an additional zone will add \$4.00 per person. Using Flex allows you to plan customized journeys by choosing optimal times and selecting the most convenient bus stops or other approved locations as both your pick-up and drop-off points. However, it’s important to note that Flex is not a door-to-door service. Currently, Flex utilizes dedicated vehicles and open seats on buses in the Dial-a-Ride program to subsidize that service.

North State Express

The North State Express (NSE) is a proposed express bus service connecting the four corners of the US101, I-5, SR299, and SR20 corridors with each other and with Sacramento and the Bay Area. NSE will operate under a unified, customer-facing brand and will be fully coordinated with local public transit agencies.

Services:

NSE 101 will connect Crescent City to Santa Rosa. From Santa Rosa, connections to Amtrak, the Sonoma-Marin Rail Transit (SMART), Gold Runner thruway bus connections, and Golden Gate Transit will extend journey possibilities into the core of the Bay Area. In Arcata, transfers to service over SR299 provide access to Redding. In Ukiah, transfers to service over SR20 to Lakeport, then Marysville and finally Grass Valley are planned.

NSE 299 will directly connect the Siskiyou Transit Center to the Downtown Redding Passenger Terminal, Sacramento International Airport, and Sacramento Valley Station via services in the I5, SR299, and SR20 corridors. This will facilitate seamless transfers for passengers between vehicles for end-to-end travel.

Arcata and Mad River Transit System (A&MRTS)

The Arcata and Mad River Transit System (A&MRTS) is the local bus service in Arcata, operated by the Humboldt Transit Authority. It runs four routes; Red, Gold, Orange, and Green & Gold, primarily as loop routes that connect residential neighborhoods like Valley West and Sunny Brae with downtown Arcata and Cal Poly Humboldt. Service is focused on weekdays with some limited evening and Saturday service, and frequency often increases during the university school year. All routes center around the Arcata Transit Center, where riders can transfer to regional services such as the Redwood Transit System and Willow Creek Transit, providing connections to Willow Creek, Southern Humboldt, and other communities across Humboldt County.

Arcata and Mad River Transit System operates primarily Monday through Friday, with limited Saturday service and no service on Sundays. Most routes run from around 7:00 AM into early evenings, while the Gold and Red routes extend later, running until about 9:00 AM- 10:00PM. The Orange route also operates on Saturdays, providing key weekend coverage within the system.

ETS Service

Gold Route: Operates Monday through Friday from 8:00 a.m. to 5:00 p.m. and Saturdays from 10:00 a.m. to 5:00 p.m. Areas of the city served include downtown Eureka, Pine Hill, Bayshore Mall and Henderson Center.

Green Route: Operates Monday through Friday from 8:09 a.m. to 5:00 p.m. Areas of the city served include downtown Eureka, Myrtle town, Silvercrest, St. Joseph Hospital, and General Hospital as well as Bayshore Mall.

Purple Route: Operates Monday through Friday from 8:00 a.m. to 5:00 p.m. and Saturdays from 10:00 a.m. to 5:00 p.m. Areas served include downtown Eureka, Silvercrest, General Hospital, Henderson Center, and Burre Center.

Rainbow Route: Operates Saturdays from 10:00 a.m. and 5:00 p.m. and serves a broad area of the city such as downtown, Broadway, Bayshore Mall, Henderson Center, Sequoia Park, St. Joseph Hospital, General Hospital, and Myrtle town.

Red Route: Operates Monday through Friday from 8:00 a.m. to 5:00 p.m. and serves downtown Eureka, Broadway, Bayshore Mall, Henderson Center, Cutten and Sequoia Park.

Equity Analysis

HTA is constructing the following new infrastructure during the period covered by this update

- Hydrogen Fueling Station
- Intermodal Transit and Housing Center

The equity analyses for these projects are included.

On-Time Performance Standard

90% percent of vehicles will complete their established runs no more than 5 minutes late in comparison to the established schedule/published timetables.

Service Availability Standard

Transit routes will be distributed so that 50 percent of all residents live within a quarter of a mile of a bus route.

Vehicle Assignment Policy

Buses will be assigned to routes that each group of buses of the same age will be evenly distributed across the service area. Low-floor buses are deployed on frequent service and other high-ridership lines. These buses carry a higher share of ridership than their numerical proportion of the overall bus fleet. All buses are equipped with air conditioning and automated stop announcement systems.

Bus assignments take into account the operating characteristics of buses of various lengths, which are matched to the operating characteristic of the route.

Transit Amenities Policy

Installation of Transit amenities along bus routes are based on the number of passengers boarding at bus stops along each route. (see attachments)

**HUMBOLDT TRANSIT AUTHORITY'S
LANGUAGE ASSISTANCE PLAN**

Adopted: June 3, 2026

LANGUAGE ASSISTANCE PLAN

Consistent with Title VI, DOT's implementing regulations, and Executive Order 13166, Humboldt Transit Authority takes reasonable steps to ensure meaningful access to benefits, services, information and other important transit activities for individuals who are limited-English proficient (LEP).

To provide meaningful access to Humboldt Transit Authority programs and services for persons who have limited English proficiency, a LEP plan was adopted. This plan is a training tool and guide for transit members on how to recognize a person who may need language assistance on how to provide that assistance.

Local demographic data revealed a need to provide language assistance in the Spanish-speaking community. It is the goal of Humboldt Transit Authority's program plan to provide bi-lingual English/Spanish editions of all public transit information materials. In addition, any service change notices are posted at major transit sites and displayed in all buses in both English and Spanish.

Humboldt Transit Authority operations have special customer service staff who are bilingual and are trained to assist persons with limited English language proficiency.

Humboldt Transit Authority will comply with the Safe Harbor Provision which outlines circumstances that can provide a "safe harbor" for recipients regarding translation of written materials for LEP populations. The Safe Harbor Provision stipulates that, if a recipient provides written translation of vital documents for each eligible LEP language group that constitutes five percent (5%) or 1,000 persons, whichever is less, of the total population of persons eligible to be served or likely to be affected or encountered, then such action will be considered strong evidence of compliance with the recipient's written translation obligations. These safe harbor provisions apply to the translation of written documents only.

INTRODUCTION

The limited English Proficiency Plan has been prepared to address the Humboldt Transit Authority responsibilities as a recipient of federal financial assistance as they relate to the needs of individuals with limited English proficiency language skills. The plan has been prepared in accordance with the Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000d, et seq, and its implementing regulations, which state that no person shall be subjected to discrimination on the basis of race, color or nation origin.

Executive Order 13166, titled **Improving Access to Services for Persons with Limited English Proficiency**, indicates that differing treatment based upon a person's inability to speak, read, write or understand English is a type of national origin discrimination. It directs each agency to publish guidance for its respective recipients clarifying their obligation to ensure that such discrimination does not take place. This order applies to all state and local agencies which receive federal funds, including all Humboldt Transit Authority departments receiving federal grant funds.

Plan Summary

The Humboldt Transit Authority has developed this Limited English Proficiency Plan to help identify reasonable steps for providing language assistance to persons with limited English proficiency (LEP) who wish to access services provided. As defined Executive Order 13166, LEP persons are those who do not speak English as their primary language and have limited ability to read, speak, write or understand English. This plan outlines how to identify who may need language assistance, the ways in which assistance may be provided, staff personal who may need language assistance, the ways in which assistance may be provided, staff training that may be required, and how to notify LEP persons that assistance is available.

In order to prepare this plan, the Humboldt Transit Authority used the four-factor LEP analysis which considers the following factors:

1. The number of proportions of LEP persons in the service area who may be served by the Humboldt Transit Authority.
2. The frequency with LEP persons come in contact with Humboldt Transit Authority services.
3. The nature and importance of services provided by the Humboldt Transit Authority to the LEP population.
4. The interpretation services available to the Humboldt Transit Authority and overall cost to provide LEP assistance. A summary of the results of the four-factor is in the following section.

MEANINGFUL ACCESS: FOUR-FACTOR ANALYSIS

1. The number of proportions of LEP persons in the service area who may be served or are likely to require Humboldt Transit Authority services.

The Humboldt Transit Authority staff reviewed the latest U.S. Census language data and determined that, of the 128,327 persons in Humboldt County, 4,833 persons (3.8%) speak a language other than English at home. Of those 4,833 persons, 2,203 persons (45.6%) have Limited English Proficiency (LEP); that is, they speak English “less than very well.” This represents approximately 1.7% of the overall population in the service area. Of those persons with Limited English Proficiency, 516 speak other Indo-European languages, 137 speak Korean, 189 speak Chinese (including Mandarin and Cantonese), 289 speak Vietnamese, 173 speak Tagalog (including Filipino), 881 speak other Asian and Pacific Island languages, and 18 speak other and unspecified languages.

2. The frequency with which LEP persons come in contact with Humboldt Transit Authority services.

The Humboldt Transit Authority staff reviewed the frequency with which the Humboldt Transit Authority Employees have, or could have, contact with LEP persons. This includes documenting phone inquiries, bus rides or office visits. Within the last three (3) years, the Humboldt Transit Authority has had (65) requests for interpreters and translated program documents.

3. The nature and importance of services provided by the Humboldt Transit Authority to the LEP population.

The Humboldt Transit Authority provides important transit services to the public through its commuter, fixed route, and deviated fixed route services. The Humboldt Transit Authority is the primary resource for transit dependent individuals for daily life tasks such as medical appointments, shopping, commuting to school, and work.

Office staff and bus drivers are most likely to encounter LEP individuals through bus rides, office visits, and phone conversations.

4. The resources available to the Humboldt Transit Authority, and overall costs to provide LEP assistance.

Currently, The Humboldt Transit Authority website provides the capability of being translated into over 30 languages using a tool called Google Translate. By clicking on a particular language, the web page is refreshed into the selected language. Humboldt Transit Authority provides all critical documents in Spanish including rider guides, applications, information brochures, and all route or schedule changes. Humboldt Transit Authority has bilingual staff providing verbal assistance to LEP individuals. For those who have limitations seeing, hearing, speaking, remembering, moving, specially-trained Communications Assistant (CA) can relay telephone conversations by dialing 711.

LANGUAGE ASSISTANCE

A person who does not speak English as their primary language and who has a limited ability to read, write, speak, or understand English may be a Limited English Proficient person and may be entitled to language assistance with respect to Humboldt Transit Authority services. Language assistance can include interpretation, which means oral or spoken transfer of a message from one language into another language and/or translation, which means the written transfer of a message from one language into another language.

How the Humboldt Transit Authority employees identify an LEP person who needs language assistance:

- All Humboldt Transit Authority employees will be provided with "I Speak" cards to assist in identifying the language interpretation needed if the occasion arises.
- All Humboldt Transit Authority employees will be surveyed periodically on their experience concerning any contacts with LEP persons during the previous year.
- Post notice of Title VI Policy Statement and the availability of interpretation or translation services free of charge in languages LEP persons would understand.
- Providing customer service staff who are bi-lingual and are trained to assist persons with limited English Language proficiency.

Language Assistance Measures

The Humboldt Transit Authority is committed to making its services and programs available to LEP persons and recognizes the need to continue providing language services in Humboldt County. Humboldt Transit Authority is committed to continuing the following practices:

1. Humboldt Transit Authority employees will take reasonable steps to provide the opportunity for meaningful access to LEP clients who have difficulty communicating English.
2. The following resources will be available to accommodate LEP persons:
 - a. Network with local human service organizations that provide services to LEP individuals and seek opportunities to provide information on Humboldt Transit Authority programs and services.
 - b. When the Humboldt Transit Authority sponsors an informational meeting or event, an advanced public notice of the event should be published including special needs related to offering a translator (LEP) or interpreter with advance notice.
 - c. Post the Humboldt Transit Authority Title VI Policy Statement and Complaint Procedures on the agency website, www.hta.org and 133 V. Street, Eureka CA 95501.

STAFF TRAINING

The following training has been provided to all staff:

- Information on the Title VI Policy and LEP responsibilities.
- Description of language assistance services offered to the public.

For Example; The most common questions asked by limited English proficient individuals are:

Which bus should I take to [specific location]?

What time does the bus come?

How much is the fare?

How do I make my connection/transfer?

***Suggestions offered by HTA staff for language assistance measures include:
(please refer to your Title VI Packets)***

"I" Speak Cards - to identify language for an LEP individual

Language Line Solutions - access an interpreter

Spanish Schedules

HTA website - translates into over 30 languages using the tool google translate

- Documentation and logging of language assistance requests.
- How to handle a potential Title VI/LEP complaint.

TRANSLATION OF DOCUMENTS

The Humboldt Transit Authority weighed the cost and benefits of translating documents for potential LEP groups. At this time, it is an unnecessary burden to have any documents translated. Humboldt Transit Authority has special customer service staff who are bilingual and trained to provide translation of critical documents, as well as assist persons with limited English Proficiency.

Humboldt Transit Authority's (HTA) Public Participation Program

Introduction and Policy Statement

The Humboldt Transit Authority is committed to providing an open and visible decision-making process to which Humboldt County residents will have equal access. The Humboldt Transit Authority will actively solicit the involvement of citizens in the public decision-making process, through public notification, media exposure, neighborhood meetings, and public hearings.

Further, the Humboldt Transit Authority will offer early and continuous opportunities for the public to be involved in the identification of social, economic, and environmental impacts of proposed

transportation decisions. This includes seeking out and considering the viewpoints of minority, low income, and limited English proficiency (LEP) populations (as well as older adults and people with limited mobility) in the course of conducting public outreach activities, consistent with Federal Transit Administration (FTA) Circular 4702.1B (“Title VI Requirements and Guidelines for Federal Transit Administration Recipients”).

Public Involvement Plan

When a project, program, or an issue may have identifiable impacts on a neighborhood or citizen group, a Public Involvement Plan shall be submitted to the Humboldt Transit Authority Governing Board of Directors at the beginning of the project or program. The Plan shall be designed to:

1. Ensure responsiveness to the level of interest and concern expressed by the public;
2. Ensure visibility and understanding by the agencies, groups and individuals who may participate; and
3. Ensure that public involvement is carefully and systematically included as part of the decision-making process.

Prior to implementation, the Humboldt Transit Authority Governing Board of Directors will review and approve the Public Involvement Plans for initiated projects. This plan will be also be included as part of staff reports to the Board.

Citizens Input

The Humboldt Transit Authority will solicit public input on an ongoing basis thru a multifaceted social media strategy including, but not necessarily limited to, the County’s website and other tools. This approach will provide opportunities for proactive, early, and continuing public participation for HTA projects, programs and decision making. This multi-pronged strategy will allow staff wide latitude to adapt to take advantage of changing communications technologies and to interact with individuals, group, businesses and strategic partners to ensure citizen access and participation. Mailings and other outreach efforts may be made to solicit input from a forum of organizations serving minorities, low- and moderate-income persons, as well as persons with disabilities and limited English proficient populations. More structured meetings may be held on specific proposals and projects, to expand support and encourage broad based public participation in the development and review of programs and projects.

Public input may be drawn from, but not necessarily limited to, entities such as:

1. Transit users
2. The general public
3. Non-profit organizations that provide services to the homeless, LEP populations

Monitoring and Evaluation

The Humboldt Transit Authority will continuously monitor, evaluate and improve its public participation process. Regular review will be accomplished by tracking website usage and activity including the number of individuals on the HTA's contact list, that receive meeting notices, agendas, and other related materials. Furthermore, the public will be encouraged to provide comments and suggestions through various channels and open dialogue will be maintained with advisory groups throughout the community on transportation and planning issues. A record of public comments and those of institutional representatives will be kept, as well as responses to such comments, where pertinent.

The Solicitation of Public Comment

It is HTA's policy to disseminate information and to solicit and respond to public comment regarding transportation projects in a manner which is reasonable and practical. Specific elements of this policy are as follows:

- Except when impossible because of an emergency condition, advance notice of not less than fifteen (15) days will be provided to neighborhood and communities affected by transportation projects. The methods of providing such notice include, but are not limited to, distribution of revised timetables, handouts, posted notices and/or media releases. Moreover, notices will be published in a newspaper of general circulation and also, if applicable, in newspapers oriented to the specific groups or communities affected. Such published notices will include information as to the date, time and location of any public hearings. At least one public hearing will be held no sooner than fifteen (15) days after the notices are published.

Additional Information on Process for Soliciting Public Comment

Informational materials (available in English and Spanish) will be placed on the buses and used as handouts at public informational meetings and hearings. In order to direct interested individuals to these materials, flyers and posters will be posted on the buses, transit offices, transfer centers, and facilities (libraries, senior communities, human service organizations, schools, etc.) which may likely be impacted by the service changes.

Any interested individual is invited to make comments. Comments may be submitted in person at the public informational meetings and public hearings. They may also be submitted by mail and by Comment Card. In addition, comments may be submitted over the phone to HTA representatives, via email, and online via the website.

Information about scheduled public meetings is available via:

1. Bus posters
2. Humboldt Transit Authority Governing Board of Director's agenda
3. Posters in Transit Division offices and transfer stations
4. HTA website

5. Appropriate venues, such as senior communities, human service organizations, and schools
6. Email notification and social media

All comments received, are reviewed by HTA staff and considered in the final decisions. The goal of the HTA is to always provide the best possible service to the most current riders or potential riders.

Complaints

Any and all Title VI complaints, may be directed to the Humboldt Transit Authority Title VI Coordinator:

Humboldt Transit Authority
Attn: Title VI Coordinator
133 V Street
Eureka, CA 95501
consuelo@hta.org
Phone: 707-443-0826 ext. 105
Fax: 707-443-2032

RACIAL BREAKDOWN TRANSIT RELATED NON-ELECTED COUNCILS OR COMMITTEES

As for the table depicting membership of committees, HTA participates on HCAOG's SSTAC and TAC, however we do not have authority in selecting the committee members.

* HTA does not have non-elected committees

MONITORING

Monitoring and Updating the LEP Plan - The Humboldt Transit Authority will update the LEP Plan as required. At minimum, the plan will be reviewed and updated when data from the Census is available, or when it is clear that higher concentrations of LEP individuals are present in the Humboldt Transit Authority service area. Updates will include the following:

- How the needs of LEP persons have been addressed.
- Determination of the current LEP population in the service area.
- Determination as to whether the need for translation services has changed.
- Determine whether the Humboldt Transit Authority language assistance programs have been effective and sufficient to meet the need.
- Determine where HTA's financial resources are sufficient to fund language assistance resources needed.
- Maintain a Title VI complaint log, including LEP to determine issues and basis of complaints.

DISSEMINATION OF THE HUMBOLDT TRANSIT AUTHORITY LEP PLAN

A link to the **Humboldt Transit Authority LEP Plan** and the **Title VI Procedures** is included on the **HTA website at www.hta.org**.

Any person or agency with internet access will be able to access and download the plan from the HTA website. Alternatively, any person or agency may request a copy of the plan via email, telephone, fax, mail, or in person and shall be provided a copy of the plan at no cost.

Questions or comments regarding the LEP Plan may be submitted to;

Title VI Administrator
Humboldt Transit Authority
133 V Street
Eureka, CA 95501.

Phone: 707-443-0826
Fax: 707-443-2032
Email: admin@hta.org

RESOLUTION 13-10

THE BOARD OF DIRECTORS OF THE HUMBOLDT TRANSIT AUTHORITY AUTHORIZING
THE TITLE VI COMPLIANCE PLAN FOR THE AGENCY

WHEREAS, the agency desires to comply with Title VI of the Civil Rights Act of 1964, including new provisions detailed in the U.S. Department of Transportation's FTA Circular 4702.1B, "Title VI Requirement and Guidelines for Federal Transit Administration Recipients."

WHEREAS, Humboldt Transit Authority Board wishes to authorize approval of the Compliance Plan developed by staff to comply with necessary provisions.

WHEREAS, Humboldt Transit Authority, a state of California joint powers public entity assures that all of its programs and activities will be free from discrimination, whether those programs are federally funded or not.

NOW, THEREFORE BE IT RESOLVED, The Humboldt Transit Authority Governing Board of Directors approves and adopts the Title VI Policy and the Limited English Proficiency.

AND BE IT FURTHER RESOLVED, That the General Manager is authorized to implement components of the plan in order to meet federal requirements and update policies that may be necessary to comply with subsequent revisions or interpretations to the Civil Rights Act.

PASSED, APPROVED AND ADOPTED this eighteenth day of December 2013, on the following vote:

AYES: *Glaser, Woodall, Fulkerson, Bohn, Fennell*

NOES:

ABSENT: *Atkins*

Signed: *Michael Winkler*
Vice Chair of the HTA Governing
Board of Directors

Attest: *Brenda Fregoso*
Secretary to the Board

RESOLUTION 17-07

**A RESOLUTION ADOPTING A TITLE VI OF THE CIVIL RIGHTS ACT OF 1964
PUBLIC PARTICIPATION PLAN PROGRAM FOR THE
HUMBOLDT TRANSIT AUTHORITY**

WHEREAS, the federal government enacted Title VI of the Civil Right Act of 1964, as amended, to prevent discrimination on the grounds of race, color, sex, age, disability or national origin and to ensure that individuals are not excluded from participation in, denied the benefits of, or otherwise subjected to discrimination under any program or activity receiving federal financial assistance of the basis of race, color, sex, age, disability or national origin;

WHEREAS, throughout the years, additional regulations, statutes, directives, cases and executive orders, have been passed which expand the scope of the Title VI; and

WHEREAS, it is a requirement of the Humboldt Transit Authority, as a sub-recipient receiving federal financial assistance to adopt a Public Participation Plan Program;

NOW THEREFORE BE IT RESOLVED, The Humboldt Transit Authority Governing Board of directors approves and adopts the Public Participation Plan Program;

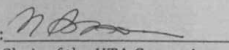
AND BE IT FURTHER RESOLVED; That the General Manager is authorized to implement components of the plan, in order to meet federal requirements and update policies that may be necessary to comply with subsequent revisions or interpretations to the Civil Rights Act.

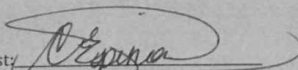
PASSED, APPROVED AND ADOPTED this nineteenth day of April 2017, on the following vote:

AYES: *Trent, Marks, Arroyo, Bohn, Pitino, Ludwig*

NOES:

ABSENT:

Signed: 
Chair of the HTA Governing
Board of Directors

Attest: 
Secretary to the Board

RESOLUTION 20-07

THE BOARD OF DIRECTORS OF THE HUMBOLDT TRANSIT AUTHORITY AUTHORIZES AND APPROVES THE TITLE VI PLAN PURSUANT TO THE CIVIL RIGHTS ACT OF 1964

WHEREAS, the agency desires to comply with Title VI of the Civil Rights Act of 1964, including new provisions detailed in the U.S. Department of Transportation's FTA Circular 4702.1B, "Title VI Requirement and Guidelines for Federal Transit Administration Recipients."

WHEREAS, Section 601 of the Title VI of the Civil Rights Act of 1964 states that no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.

WHEREAS, the Humboldt Transit Authority ensures that the level and quality of public transportation service is provided in a nondiscriminatory manner;

WHEREAS, the Humboldt Transit Authority promotes full and fair participation in public transportation decision-making without regard to race, color, or national origin;

WHEREAS, the Humboldt Transit Authority ensures meaningful access to all transit-related programs and activities by persons with limited English proficiency.

WHEREAS, Humboldt Transit Authority wishes to authorize approval of the Title VI Plan developed by Humboldt Transit Authority staff to comply with necessary provisions.

WHEREAS, Humboldt Transit Authority, a state of California joint powers public entity assures that all of its programs and activities will be free from discrimination, whether those programs are federally funded or not.

WHEREAS, each Title VI Plan must be submitted every three years.

WHEREAS, the 2020 Title VI Plan has been reviewed and approved through the Humboldt Transit Authority Board of Directors.

NOW, THEREFORE BE IT RESOLVED, The Humboldt Transit Authority certifies compliance with the policies, procedures and plans with regard to the Title VI of the Civil Rights Act of 1964 as required and hereby adopts the updated 2020 Title VI Plan.

AND BE IT FURTHER RESOLVED, That the General Manager is authorized to implement components of the plan in order to meet federal requirements and update policies that may be necessary to comply with subsequent revisions or interpretations to the Civil Rights Act of 1964.

PASSED, APPROVED AND ADOPTED this fifth day of August 2020, on the following vote:

AYES: *Pitino, Bohm, Trent, Woodall, Castellano (AH)*

NOES:

ABSENT: *Wilson, Kadwig*

Signed: 
Chair of the HTA Governing
Board of Directors

Attest: 
Secretary to the Board

HUMBOLDT TRANSIT AUTHORITY PUBLIC OUTREACH

2023-2025

Location	Date	Other Information
Tri-County Independent Living Disability & Senior Resource Expo Eureka, California	September 26, 2025 August 9, 2024	Persons with disabilities, seniors, family members friends, and the general public learn about information, programs, services, and products available to promote independent living. The expo is designed to promote disability self-advocacy, and increase awareness of disability and senior related issues.
Humboldt Transit Authority Public Relations Focus Group 133 V Street Eureka, California	No meetings since COVID (Informal group, typically meeting monthly)	In 2015 HTA established a small informal group of individuals (social service agencies, senior center, members of the public) in order to improve the experience of using our local public transit system for the general public and the disabled community. The group reviews service aspects of the local public transportation system and provides advice on best methods for meeting customer needs.
Glen Paul School Large Transportation Day Eureka, California	September 24, 2025 September 26, 2024 September 28, 2023	Glen Paul School is a special day program for severely handicapped students. Children were educated on how to board the bus, how the bus lift worked and rules and conduct.
Ambrosini School “Touch a Truck” Event	September 25, 2025	The event is a hands-on kids’ event where children can explore and climb on real trucks and emergency vehicles.
North County Fair 2-day Event	September 20 & 22, 2025 September 21& 22, 2024	Summer solstice music and arts festival held in Humboldt County. It features live music, crafts, food vendors, and community activities in a forest setting.
HSU Transportation Day Arcata, California	August 22, 2025 August 21, 2024 August 23, 2023	Outreach tour and orientation for future students.
Little Learners School “ Touch a Truck” Event	August 5, 2025	The event is a hands-on kids’ event where children can explore and climb on real trucks and emergency vehicles.
Trades Day	April 24, 2025 April 25, 2024	A local event where employers and training programs showcase skilled trade careers and connect with people looking for jobs or apprenticeships in fields like construction, welding, and electrical work.

SOCIAL SERVICES TECHNICAL ADVISORY COMMITTEE

The SSTAC is established to advise HCAOG on public transportation needs in the region. The SSTAC is required to have a minimum of nine members representing the transit community, including persons with disabilities, senior transit users, social service provider representatives, low-income representatives, and representatives of the Consolidated Transportation Service Agency (CTSA). The HCAOG Board has appointed additional members to the SSTAC in accordance with PUC 99238(b).

When seats become available on the SSTAC a solicitation process takes place. HCAOG advertises in the local newspapers throughout the region and a member is selected through HCAOG Board approval. Meetings are held quarterly.

Chair

- Richard Johnson (CHAIR)
rfjbrr@gmail.com
Advocate for Senior Transit Users

Members

- Peggy Martinez
peggy@creativeinclusion.us
*Advocate for People w/
Disabilities (Transit User)*
- Orlando Payne
Humboldt Senior Resource
Center
opayne@humsenior.org
*Social Service Provider for
Seniors*
- Susan Cleverdon
Area 1 Agency on Aging
scleverdon@a1aa.org
*Social Service Agency w/
Countywide Jurisdiction*
- Juliannah Harris
Tri-County Independent
Living
juliannah@tilinet.org
*Social Service Provider for
the Disabled*
- Kaylyn Stainbrook
Fortuna Transit System
kstainbrook@ci.fortuna.ca.us
*Social Service Provider for
the Disabled*
- Isa Pritting
Headstart
isa@ncsheadstart.org
*Advocate for Persons of
Limited Means (Transit User)*
- Katie Collender
Humboldt Transit Authority
katie@hta.org
*Regional Transit Authority /
Consolidated Transportation
Service Agency*
- Cody Ferreira
Humboldt Transit Authority
cody@hta.org
- Saskia Rymer-Burnett (VICE CHAIR)
Caltrans District 1
saskia.rymer-burnett@dot.ca.gov
Member
- Charlotte Merkel
County of Humboldt
cmerkel@co.humboldt.ca.us
County of Humboldt Representative
- Catherine Sundquist
CAE Transport
CSundquist@cityambulance.com
Transit Operator
- Carol Moné
cemone@reninet.com
Member
- Patricia Ulmer-Gensaw
Yurok Tribe Transit Service
pulmer@yuroktribe.nsn.us
Transit Operator
- Jaison Chand
City Ambulance
Jchand@cityambulance.com
Member

TECHNICAL ADVISORY COMMITTEE

HCAOG's TAC advises the Board on technical matters, funding allocations, and transportation programs. This committee consists of representatives of public works or transportation staff of each of the Joint Powers entities, as well as Native American Tribes, Rancherias, Transit Managers, Caltrans, and the California Highway Patrol. The members of the TAC are selected or hired by each individual entity to represent their individual city or tribe or agency. The HCAOG Board approves membership requests and meetings are held monthly.

- **Katie Collender (CHAIR)**
Humboldt Transit Authority (HTA)
133 V St, Eureka, CA 95521
katie@hta.org
Alt: Greg Pratt | 707-443-0826
- **Tom Mattson (VICE CHAIR)**
County Public Works
1106 Second St, Eureka, CA 95501
tmattson@co.humboldt.ca.us
Alt: Hank Seeman | 707-445-7491
- **Netra Khatri**
City of Arcata – Public Works
736 F St, Arcata, CA 95521
nkhatri@cityofarcata.org | 707-825-2173
- **Brian Issa**
City of Fortuna – Public Works
621 11th Street, Fortuna, CA 95540
bissa@ci.fortuna.ca.us | 707-725-1469
- **Misty Rickwalt**
Karuk Tribe
P.O. Box 1016, Happy Camp, CA 96039
mrickwalt@karuk.us | 530-627-3063 / 530-643-1468
- **Catharine Crayne**
Caltrans District 1
P.O. Box 3700, Eureka, CA 95502-3700
catharine.crayne@dot.ca.gov
Alt: Tatiana Ahlstrand | 707-684-6889
- **Jordan Ludtke**
City of Blue Lake – Engineer (SHN)
812 W. Wabash Ave, Eureka, CA
jludtke@shn-engr.com | 707-441-8855
Alt: Mike Foget | 707-269-1027
- **Jesse Willor**
City of Eureka – Deputy City Engineer
531 K St., Eureka, CA 95501
jwillor@ci.eureka.ca.gov
Alt: Jay Wortelboer | 707-441-4194
- **Josh Wolf**
City of Trinidad – Engineer (GHD)
178 3rd Street, Eureka, CA 95501
joshwolf@ghd.com
Alt: Camille Penny | 707-443-8326
- **Steven Pearl**
City of Rio Dell (GHD)
718 3rd Street, Eureka, CA 95501
steven.pearl@ghd.com | 707-443-8326
- **Jeff Hodge**
Hoopa Tribe
P.O. Box 789, Hoopa, CA 95546
hvtidot@gmail.com | 530-625-4017
- **Brandi Natt**
Yurok Tribe
P.O. Box 1027, Klamath, CA 95548
bnatt@yuroktribe.nsn.us
Alt: Dennis Korb | 707-482-1350
- **Jacque Hostler-Carmesin**
Trinidad Rancheria
P.O. Box 630, Trinidad, CA 95570
cherae.roads@gmail.com
Alt: Noah Rodriguez | 707-677-0211
- **Michelle Nielsen**
City of Ferndale (Planwest Partners)
1125 16th Street, Suite 200, Arcata, CA 95521
michellen@planwestpartners.com
Alt: Vanessa Blodgett | 707-825-8260
- **Pat Kaspari**
McKinleyville Community Services District
621 11th Street, Fortuna, CA 95540
pkaspari@mckinleyvillecsd.com | 707-839-3251
- **Kaylyn Stainbrook**
City of Fortuna (Transit Seat)
1656 Sutter Rd., McKinleyville, CA 95519
kstainbrook@ci.fortuna.ca.us
- **Lt. Gabriel Parker**
255 East Samoa Blvd, Arcata, CA 95521
GParker@chp.ca.gov | 707-822-5981
- **Anita Huff**
Blue Lake Rancheria
P.O. Box 428, Blue Lake, CA 95525
ahuff@bluelakerancheria-nsn.gov
- **John McGinnis**
Bear River Rancheria
266 Keisner Road, Loleta, CA 95551
johndmginis@brb.nsn.gov
Alt: Kelsey Benson

LIST OF LOCATION WHERE TITLE VI NOTICE IS POSTED

Humboldt Transit Authority's Title VI notice to the public is currently posted at the following locations:

Location Name	Address	City
www.hta.org		
Humboldt Transit Authority	133 V Street	Eureka, Ca
Bus Shelters		
Reception Area	133 V Street	Eureka, Ca
Eating Areas	133 V Street	Eureka, Ca
Interior of Buses		
Meeting Rooms	133 V Street	Eureka, Ca

HUMBOLDT TRANSIT AUTHORITY

LIST OF TRANSIT-RELATED TITLE VI INVESTIGATIONS, COMPLAINTS, AND LAWSUITS

	Date (Month, Day, Year)	Summary (include basis of complaint: race, color, or national origin)	Status	Action (s) Taken
Investigations				
1.	None			
2.				
Lawsuits				
1.	02/11/2026	The claimant alleges that they were denied full and equal access to transportation services due to a disability on or about June 3, 2025, at approximately 2:05 p.m. while riding ETS Red Route Bus 61. The claimant, who uses a walker and was carrying personal items, requested that the driver deploy the accessibility ramp. The driver allegedly refused this request.	Pending	Driver assisted passenger with a walker and belongings from the curb and onto the bus, then to the priority seating area. The bus was already positioned at the curb, and the ramp could not be deployed. Driver explained the situation to the passenger while in route.
2.				
Complaints	None			
1.				
2.				

Use the California Relay Service (CRS)

If you have limitations seeing, hearing, speaking, remembering, or moving, specially-trained Communications Assistant (CA) can relay telephone conversations for all of your calls.



Dial 711 to reach the California Relay Service (CRS). Dialing 711 is for everyone, not just those who have difficulty hearing on a standard telephone. Friends, family, and business contacts can dial 711 for relay calls, too.

If you prefer having your calls immediately answered in your mode of communication but don't have a preferred provider, dial one of the toll-free modality and language-specific numbers below. The call will be routed to one of the CRS providers.

Type of Call	Language	Toll-free 800 Number
TTY/VCO/HCO to Voice	English	1-800-735-2929
	Spanish	1-800-855-3000
Voice to TTY/VCO/HCO	English	1-800-735-2922
	Spanish	1-800-855-3000
From or to Speech-to-Speech	English & Spanish	1-800-854-7784

CRS provides a variety of modalities: Modalities are the type of service used based on the communication needs of the call parties.

Federal regulations specify very strict confidentiality requirements for CAs of all relay services. No part of the conversation that takes place between callers is revealed or recorded in written, verbal, or any other form. CRS CAs do not participate in the conversation and acquire no benefit from information relayed.

Bus Stops with Shelters	
RTS	
SB	Main St. & View Ave. (Trinidad Park & Ride)
SB	6th Ave. & Spring Ln. (Westhaven Fire Dept)
NB	McKinleyville Ave. & Murray Rd. (High School)
SB	Central Ave. & Gwin Rd. (McKinleyville Shopping Center)
NB/SB	Valley West Blvd (McDonald's)
NB/SB	Valley East Blvd. (Little Learner's Center)
SB	Guintoli Ln. & Boyd Rd.
NB	Giuntoli Ln. & Airstream Ave. (Town & Country)
NB/SB	CalPoly Library
SB	B St. & 14th St.
SB	Lupin Dr. & Peninsula Dr. (Minigolf and Market)
SB	Peninsula Dr. (Manila Community Center)
NB	5th St. & U St.
NB	5th St. & O St.
NB	5th St. & K St.
SB	4th St. & H St.
NB	5th St. & H St.
NB/SB	Bayshore Mall
NB	Broadway St. & McCullens Ave.
SB	S. Broadway St. & Humboldt Hill Rd. (Spruce Point)
NB/SB	College of the Redwoods
NB	N St. & 11th St.
SB	Fortuna Blvd. & Smith Ln.
NB	Fortuna Blvd. & Smith Ln.
NB	Redwood Way (Redwood Village)
SB	Redwood Way & St. Joseph Dr. (Redwood Memorial)
NB	Redwood Way & St. Joseph Dr. (Redwood Memorial)
NB	Painter St. & Wildwood Ave. (NB Stop)
SB	Center St. & Rigby Ave.
NB	Rigby Ave. & Davis St.
SB	Wildwood Ave. & Davis St. (Rio Dell City Hall)
ETS	
Gold/Red/Green/ Rainbow	F St & Harris St
Gold	E St & 9th St
Gold/Red	H St & 3rd St
Gold	6th St & C St
Gold	Summer St & W. 15th St
Gold/Red	W. Del Norte St & California St
Gold	Central Ave (Veterans Clinic)

Gold/Red/Green/ Rainbow	W. Harris St & Central Ave
Gold/Red/Green/ Rainbow	W. Harris St & Elizabeth St
Green/ Rainbow	St. Joseph's Hospital
Green/ Purple	Tydd St & West Ave (Silvercrest)
Green/ Purple	Myrtle Ave & Sunny Ave
Green/ Rainbow	Harris St & Granada St
Purple/ Rainbow	I St & Huntoon St
Purple	Burre Center
Purple	6th St & L St
Purple/ Rainbow	Target
Purple	General Hospital Campus
Purple	Buhne St & Harrison Ave
Red	Sequoia Park
Red	California St & Del Norte St - Senior Center
AMRTS	
Gold/Orange	G St & 18th St
Gold/Orange/ Green & Gold	Foster Ave & Alliance Rd, South
Gold/Orange/ Green & Gold	Alliance Rd & Stromberg Ave (West Side)
Gold/Orange/ Green & Gold	Alliance Rd & 27th St
Orange/Green & Gold	Spear Ave & Alliance Rd (SW Corner)
Gold	Janes Rd & Edith Dr (Hospital, East Side)
Orange/Green & Gold	Janes Rd & Palomino Ln (Gardens)
Gold	West End Rd & Alder Grove Rd (Mill Yard)
Gold/Red/Orange	F St & 8th St (Arcata City Hall)
Red	Union Street (Charter School)
Orange/Red	Buttermilk Ln & Bayside Rd
Red	Arcata Community Center
SOHUMB	
SB	School Rd - Miranda
SB	Phillipsville Post Office
WC	
East/West	Hwy 96 & Hwy 299 (Willow Creek)
BLUE LAKE	
East/West	Blue Lake City Hall
NSE	
SB	Pear Tree Center - JC Penny - Ukiah

Reasonable Modifications Request

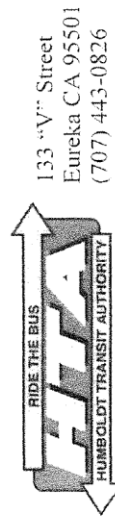
A reasonable modification for the purpose of a fixed route or ADA Paratransit, is a modification to Humboldt Transit Authority's policies, practices or procedures that is requested by an eligible customer to ensure they are able to use the system.

To request a reasonable modification to current policies, practices or procedures, such as beyond the service, please call Customer Service at (707) 443-0826 to request a Reasonable Modification Request Form.

Humboldt Transit Authority may deny requests for modifications where:

- Granting the request would fundamentally alter the nature of Humboldt Transit Authority Services, programs, or activities
- Granting the request would create a direct threat to the health and safety of others
- It is determined that the customer is able to fully use the entity's services, programs, or activities for their intended purpose without the requested modification
- Granting the request would cause an unreasonable financial or administrative burden

For more information visit www.hta.org or contact the Reasonable Modification Coordinator at (707) 443-0826 or by email at admin@hta.org.



133 "V" Street
Eureka CA 95501
(707) 443-0826

Solicitudes Para Modificación Razonable

Una modificación razonable con respecto a ruta fija y paratransito ADA es una modificación de políticas, practicas o procedimientos de Humboldt Transit Authority que sea solicitada por un cliente para asegurar que puedan utilizar el sistema de paratransito.

Para solicitar una modificación razonable a las políticas, practicas o procedimientos actuales, como el servicio mas allá del servicio, por favor llame al Servicio de Cliente al (707) 443-0826 para solicitar un formulario de solicitud de modificación razonable.

Humboldt Transit Authority puede negar solicitudes de modificaciones cuando:

- La concesión de la solicitud alteraría fundamentalmente la naturaleza de los servicios, programas o actividades de Humboldt Transit Authority
- La concesión de la solicitud crearía una amenaza directa a la salud o seguridad de los demás
- Se determina que el cliente es capaz de hacer pleno uso de los servicios, programas o actividades de la entidad sin la modificación solicitada
- La concesión de la solicitud causaría una carga financiera o administrativa irrazonable

Para obtener mas información, visite www.hta.org o comuníquese con el Coordinador de Modificación Razonable al (707) 443-0826 o por correo electrónico a admin@hta.org.



133 "V" Street
Eureka CA 95501
(707) 443-0826

Humboldt Transit Authority Conducta del Pasajero

La conducta de las personas que utilizan el sistema de tránsito está regulada por la ley del Estado, la Ley Federal, y las pólizas de Humboldt Transit Authority para hacer nuestro sistema seguro para todos los clientes.
(La Sección 99170 del Código de Servicios Públicos y el Código Penal de California 640)

Conducta del Pasajero:

1. No fumar o usar e-cigs/plumas de vapores en los autobuses, en cualquier lugar de tránsito, o paradas de autobús a menos que se trate de una zona de fumadores
 - Fumar dentro de 25 pies de una casilla de autobús está prohibido
2. No tocar música a alto volumen o crear demasiado ruido
3. Comportamiento inadecuado no será tolerado
4. No tirar/botar basura o escupir
5. Poseer cualquier líquido inflamable, las armas de fuego ilegales, materiales peligrosos (fuegos artificiales, baterías o gasolina) está prohibido
6. No consumir bebidas alcohólicas o estar en posesión de una bebida alcohólica abierta
7. Las personas involucradas en actividades ilegales o no autorizadas están sujetas a enjuiciamiento o extracción de todos los autobuses de Humboldt Transit Authority por un mínimo de 30 días, y hasta la suspensión permanente
8. NO cometer vandalismo o crear graffiti alrededor de los autobuses o en las paradas de autobús
 - Vandalismo es un delito

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Además, mientras que en el autobús:

1. Camisas y zapatos deben ser utilizados en el autobús
2. Guarde sus pertenencias libre del pasillo y asientos
3. Hable silencioso al usar medios de comunicación para no molestar a otros pasajeros
4. No comer o beber en el autobús

Animales de Servicio

1. Los animales de servicio deben estar en una correa o arnés
 - Bósaes no son necesarios
2. Deben permanecer bajo control del pasajero en todo momento
3. Deben permanecer a los pies o con el pasajero
4. NO DEBEN ocupar un asiento en cualquier momento

Bicicletas:

1. Deben ser aseguradas en la montura exterior designada para bicicletas
2. A discreción del chofer, solamente se permiten las bicicletas adentro del autobús

De forma anónima, puede informar de cualquier caso de vandalismo, abuso de condiciones inseguras, fraude u otros problemas que experimenta u observar sobre Humboldt Transit a (707) 443-0826
VER ALGO, DECIR ALGO!

Humboldt Transit Authority Passenger Conduct

*The conduct of persons using the transit system is regulated by State Law, Federal Law, and the Humboldt Transit Authority Polices in order to make our system safe and secure for all customers.
(Public Utilities Code Section 991.70 and California Penal Code 640)*

Passenger Conduct:

1. No smoking or using e-cigs/vapor pens in buses, anywhere in a transit facility, or bus stops unless in a designated smoking area
 - Smoking within 25 feet of a bus shelter is prohibited
2. No playing loud music or creating loud noise
3. Harassing behavior will not be tolerated
4. No littering or spitting
5. Possessing any flammable liquid, unlawful firearms, hazardous materials (fireworks, batteries, or gasoline) is prohibited
6. No consuming an alcoholic beverage or being in possession of an open alcoholic beverage
7. Persons involved in unauthorized or illegal activities are subject to prosecution and/or removal from all Humboldt Transit Authority Buses for a minimum of 30 days, up to permanent suspension
 - Vandalism is a crime
8. Do NOT vandalize or create graffiti in or around buses or bus stops

In addition, while on the bus:

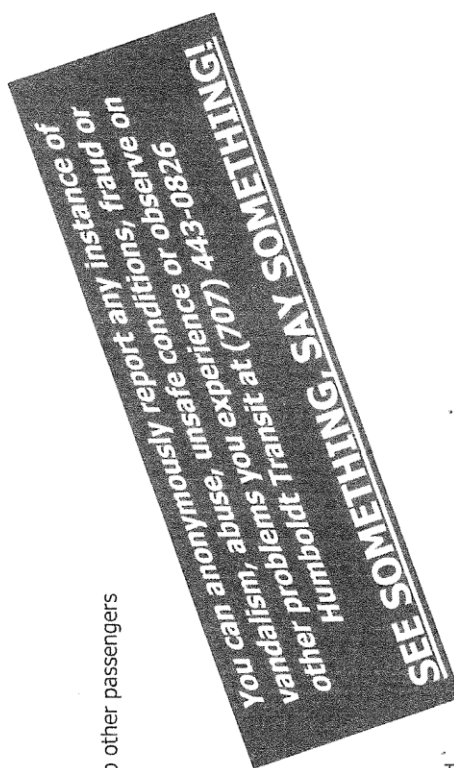
1. Shirts and shoes must be worn on the bus
2. Keep your belongings clear of the aisle and other seats
3. Speak quietly when using mobile communication devices so as not to disturb other passengers
4. No eating or drinking on the bus

Service Animals:

1. Service animals must be on a leash or harness
 - Muzzles are not required
2. Must remain under passenger control at all times
3. Must remain at passengers feet or on passengers lap
4. **MAY NOT** sit or lay on vehicle seat at anytime

Bicycles:

1. To be stored on the exterior rack
2. **ONLY** allowed on board at the drivers discretion
3. If a passenger with a wheelchair wishes to board, the bike must be removed



Humboldt Transit Authority Responsabilidad del Pasajero

Los horarios que aparecen en el formulario son los horarios de salida

Derechos del Pasajero

1. Tener un autobús seguro, cómodo y limpio
2. Tener un personal amable y conocedor del autobús
3. Contar con servicio de autobús que funciona en horario
4. Tener acceso fácil a información de programación
5. Tener el llamado de paradas en puntos de transferencia, las principales intersecciones, puntos de interés y otras ubicaciones solicitadas
6. Recibir respuestas a todas las observaciones y preocupaciones sobre todas las cuestiones relativas al tránsito
7. Ser tratados con dignidad y respeto por todos los empleados de HTA

Responsabilidad del Pasajero

- . Este preparado para abordar su autobús
- . Tener el cambio exacto, pagar la tarifa correcta y mostrar una identificación adecuada cuando sea necesario
- . Cómprale un boleto al chofer o dele validez a su tarjeta cuando borde el autobús
- . Mantenga su tarjeta o transferencia de boleto para su propio uso
 - Los pasajeros no deben dar tarjetas o boletos de transferencia a otro pasajero
- . Aquellos pasajeros que utilizan equipo de movilidad, asegúrese que el botón de volumen este a bajo nivel antes de subir al autobús
- . Mantenga los pasillos libres de obstrucciones
- . Solo tres (3) bolsas de compras son permitidas, o no más de lo que puedes llevar en un solo viaje
- . Evite el uso de los asientos para almacenar sus artículos
- . Obedecer todas las reglas, regulaciones y ordenanzas
- 0. Respete a otros pasajeros y al chofer de autobús
- 1. Ayude a mantener el autobús limpio y libre de basura, derrames líquidos, y grafiti
- 2. Ceder asientos designados para pasajeros discapacitados, ancianos, o a personas con equipo de movilidad
- 3. Comprender que los retrasos del servicio puede ser el resultado de circunstancias que están más allá del control del chofer como los retrasos de tráfico o las inclemencias del tiempo
- 4. Abstenerse de ruido excesivo y lenguaje vulgar u ofensivo
- 5. La higiene personal es un requisito para viajar en autobús

Viajar en los autobuses de Humboldt Transit Authority por lo general implica la interacción con el conductor y otros pasajeros. Cada pasajero tiene la responsabilidad de comportarse de una manera que asegure la seguridad y comodidad de todos los pasajeros y los conductores cuando viajan en un autobús en el Condado de Humboldt.

Humboldt Transit Authority Passenger Responsibility

**TIMES LISTED ON
YOUR SCHEDULE
ARE DEPARTURE
TIMES**

Passenger Rights

1. To have safe, comfortable and clean bus
2. To have a courteous and knowledgeable bus operator
3. To be provided with bus service that operates on schedule
4. To have easy access to accurate schedule information
5. To have stops called at transfer points, major intersections, points of interest and other requested locations
6. To receive a prompt response to all comments and concerns on all transit issues
7. To be treated with dignity and respect by all HTA employees

Passenger Responsibilities

- . Be prepared to board your bus
- . Have exact change, pay the correct fare, and show proper identification when required
- . Purchase a ticket from the driver or validate your card when boarding
- . Keep your card or transfer ticket for your own use
 - Passengers must not lend cards or transfer tickets to another passenger
- . Those passengers using mobility devices, use "Dial Down" feature when boarding the bus
- . Keep aisles clear from obstruction
- . Carry no more than three (3) shopping bags or more than you can handle in one single trip
- . Avoid stowing bags and other items on seats
- . Obey all posted rules, regulations, and ordinances
- 0. Respect other passengers and the bus operator
 1. Help keep the bus clean and free of trash, spills, and graffiti
 2. Yield designated seats to elderly, disabled passengers, or mobility devices
 3. Understand that service delays may result from circumstances that are beyond the control of the operator such as traffic delays or inclement weather
 4. Refrain from excessive noise and vulgar or offensive language
 5. Personal hygiene is a requirement to ride the bus

Traveling on Humboldt Transit Authority buses usually involves interaction with the driver and other riders. It is every passenger's responsibility to behave in a manner that ensures the safety and comfort of all riders and drivers when traveling on a bus within Humboldt County

RIDE HUMBOLDT

Dial-a-Ride Making Reservations – 2 different options

1st Option:

Call Dispatch @ (707) 407-1020 to schedule your ride, then provide the following information:

- Your first and last name
- The date of your requested trip
- Your preferred pick-up and return times
- Your origin and destination address and phone numbers at those locations (including building name and specific drop-off and pick-up information). If a medical appointment, include the name of the doctor and the suite number. Phone number and address will be provided to personnel, as needed.
- If you'll be traveling with an attendant, companion, or service animal
- If you or anyone accompanying you will be traveling using a wheelchair, scooter, or other equipment
- Any other information the driver should know to help you travel
- Buses with ramps or kneeling features to assist riders who use wheelchairs and other mobility devices or have difficulty getting up and down the bus steps

All requested pick-ups must be made before 5:00 pm Monday – Friday, and 4:00 pm on Saturday. Drivers will only be able to make one stop. Each time you get into the Vehicle, it will count as a separate trip and require new tickets. Reservations can be made up to 14 days in advance, 6 days a week, 8:00 am to 4:00 pm. After 4:00 pm please leave your Name, phone number, your requested pick-up location, drop off location date and time needed and if needed your return trip information. All calls after 4:00 pm will not be guaranteed and you MUST schedule your ride 24 hours in advance and be ready to go when the vehicle arrives.

For example: If your negotiated “ready time” is 8:00 a.m., your 20-minute “Pickup Window” is 8:00 a.m. to 8:20 a.m. You will need to be ready to board at 8:00 a.m. By being ready when the vehicle arrives, you help keep everyone’s trips on schedule.

2nd Option:

Call (707) 407-1020 or (707) 443-0826 To get instructions on downloading app and being able to manage your own account by * booking or canceling your own rides. Every Dial-A-Ride client has an app connected to their account, we just need to assign it to the client and enter their email address in the app and set up a temporary password for first use login. From there you would reserve a seat, whether you are in a wheelchair or not, need for an attendant to come along or that you may need the lift to board the coach, you then would choose time of day, date, and enter drop off or pick up location.

*Being a Dial-A Ride client, you must book rides 24 hours or more in advance.



creative inclusion

Arcata, CA • (707) 633-5588 • info@creativeinclusion.us • www.creativeinclusion.us

Considerations and Descriptions for EaRTH Center Accessibility

Peggy Martinez, Creative Inclusion
February 12, 2026

Introduction

The EaRTH Center will be Humboldt County's central and primary transit hub, serving riders with a wide range of needs and requirements. The adjoining housing facility will provide residences for people varying in age and ability. Hence, we have an unprecedented opportunity to include accessibility features that will serve and benefit this large user group. The recommendations below were discussed in detail with HTA and the grant team. It was decided that including the below accessibility features and amenities would add a rich and accessible experience for those with disabilities, those from other vulnerable populations, and the general community.

These include:

- Tactile ground plane wayfinding
- Accessible signage
- Appropriate lighting
- Accessible Seating
- Awning and weather protection
- Accessible routes website document

Tactile Wayfinding Functional Description

White cane detectible, high color contrast ground plane material that provides point to point guidance, e.g. from bus platform signage to transit center entry or other points of interest. Guidance materials are generally of a contrasting/detectible texture and contrast visually from that of the surrounding material, providing a clear and discernible guidance tool. Please note that this does not necessarily mean government yellow, there is plenty of room for aesthetic material choice.

Accessible Signage Functional Description

Braille and high color contrast raised print signage with raised directional arrows
Must be in the reach range, useful at decision points, i.e. bus platforms and building entries.



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Appropriate Lighting Functional Description

Lighting that provides plentiful brightness with reduced glare. Consider ground plane lighting.

Accessible Seating Functional Description

Seating choices of varied height and width, benches with/without arms.

Awning and Weather Protection Functional Description

Sufficient covered places at bus platforms etc. where passengers are required to wait out of doors.

Accessible Routes Website Document Functional Description

Website Document detailing accessible routes and features of EaRTH Center exterior and interior.



**Planning Commission Regular Meeting
Wednesday, September 10, 2025
5:30 PM**

AGENDA

The public is invited to participate in the following manner:

Attend the meeting in person. City Hall will be open for this meeting. City Hall will be unlocked at least 15 minutes before the meeting begins.

View and participate via Zoom. Meeting ID: 707 441 4243 | Passcode: 95501 | join by phone: 707-441-4243 | Dial *6 to mute/unmute and *9 to raise/lower hand | <https://us02web.zoom.us/my/cityofeureka?pwd=z6YldhKPYDdTafGbeEDn94fYcegQ33.1&omn=89415287657>

Participate in writing. Submit written comment at the meeting; by mail to 531 K Street, Eureka, CA 95501; email to planning@eurekaca.gov; or deliver comments to City Hall lobby prior to 12:00 p.m. the day of the meeting to ensure the Commission receives your comment. All written comments will be part of the public record for consideration but may not be read aloud during the meeting.

View only on the City's website (no participation). Watch live on the City of Eureka's website at www.eurekaca.gov; Watch Meeting Now in the yellow box at the top of the home page.

LAND ACKNOWLEDGEMENT

The land that Eureka rests on is known in the Wiyot language as Jaroujiji. Past actions by local, State and Federal governments removed the Wiyot and other indigenous peoples from the land and threatened to destroy their cultural practices. The City of Eureka acknowledges the Wiyot community, their elders both past and present, as well as future generations. This acknowledgement demonstrates the City's commitment to dismantle the ongoing legacies of settler colonialism.

A. ROLL CALL

B. SALUTE TO THE FLAG

C. APPROVAL OF MINUTES

C.1 Planning Commission Meeting Minutes

Recommendation: Approve the regular meeting minutes of August 13, 2025

[Meeting Minutes](#)

D. ORAL COMMUNICATIONS

NOTE: This section of the meeting provides Commissioners and the public an opportunity to address the Commission on any subject not appearing on the agenda. Pursuant to the Brown Act, the Planning

Commission cannot take action on any item that does not appear on the Agenda.

E. PUBLIC HEARINGS - CONTINUED

None

F. PUBLIC HEARINGS - NEW

F.1 Jack's Seafood Security Fence

Location: 4 C Street; APN: 001-011-026

Project: Coastal Development Permit CDP-25-5 and Design Review AA-25-5

Recommendation: Hold a public hearing; and Adopt a resolution finding the project exempt from CEQA and approving with conditions.

[Staff Report](#)

[Attachment 1 - Resolution](#)

[Attachment 2 - Applicant Submitted Material](#)

[Attachment 3 - Referral Comments](#)

F.2 Humboldt Transit Authority Hydrogen Fueling Station

Location: 133 V Street; APNs: 002-081-005; 002-091-003, -008, and -010; 002-121-002; and 002-124-008, -009, and -010

Project: Coastal Development Permit CDP-25-4; Environmental Document ED-25-6

Recommendation: Hold a public hearing; and Adopt a resolution adopting the Initial Study/Mitigated Negative Declaration, Mitigation Monitoring and Reporting Program, and Response to Comment and Errata, and conditionally approving the Humboldt Transit Authority Hydrogen Fueling Station Project.

[Staff Report](#)

[Attachment 1 - Resolution](#)

[Attachment 2 - Initial Study Mitigated Negative Declaration and Applicants Submitted Materials](#)

[Attachment 3 - Mitigation, Monitoring, and Reporting Program](#)

[Attachment 4 - Response to Comment and Errata](#)

[Attachment 5 - Engineering Department Referral Comments](#)

G. OLD BUSINESS

None

H. NEW BUSINESS

H.1 General Plan Conformance review for Humboldt County Office of Education's Acquisition of 1105 Myrtle Avenue

Location: 1105 Myrtle Ave; APN: 006-093-022

Project: General Plan Conformance GPC-25-2

Recommendation: Receive report; and Adopt a resolution finding Humboldt County Office of Education's acquisition of 1105 Myrtle Avenue substantially conforms with the City's 2040 General Plan.

[Staff Report](#)

[Attachment 1 - Resolution](#)

[Attachment 2 - HCOE GPC Request](#)

H.2 Change of Planning Commission Meeting Time and/or Day of the Week

Recommendation: If a new regular meeting date and/or time is identified that works for all of the Planning Commission members, adopt a motion to amend the Planning Commission bylaws to reflect the new meeting schedule.

I. STAFF REPORTS AND COMMUNICATIONS

J. OTHER REPORTS AND COMMUNICATIONS

K. ADJOURNMENT

L. NOTICES

The meeting room is ADA accessible. Accommodations and access to City meetings for people with special needs must be requested of the City Clerk at 441-4175 at least 72 hours in advance of the meeting. This agenda and other materials are available in alternative formats upon request.

Any writing that is a public record not exempt from public disclosure and relating to an agenda item for an open session of the Planning Commission is available for public inspection at Development Services - Planning, Eureka City Hall, 531 K Street, Eureka, CA 95501.

Development Project Referral

Due Date: December 4, 2024

Date: November 15, 2024

Project Title: Eureka Regional Transit and Housing Center (EARTH CENTER)

Location: 600 block of 3rd Street, between G and H Streets

APNs: 001-136-001, and -002

Project Numbers: Design Review (DR-24-0006), and Density Bonus (DB-24-0006)

Zoning and General Plan Designation: Downtown (DT)/Downtown Commercial (DTC)

Description: The City of Eureka, Humboldt Transit Authority (HTA), and Danco Communities are proposing to merge and develop two contiguous, City-owned parcels (currently developed as parking lots) totaling 26,400 square feet (sf), with a four-story, mixed-use building having a 19,400-sf footprint, and a total floor area of 75,701 sf. The HTA Public Transit Center will be the primary ground-floor tenant, with five additional leasable tenant spaces for future commercial uses. In addition to a public transit center lobby and bathrooms, HTA will also have offices and support space, including a conference room, staff lounge and staff restrooms. The ground-floor will also include space supporting the upper-floor housing, including a lobby with mailboxes, a manager's office, and bicycle storage room. The 2nd-4th floors will have a total of 46 residential dwelling units, consisting of three studio apartments, 18 one-bedroom, 13 two-bedroom, and 12 three-bedroom units (Figure 1). All of the dwelling units will be designated as deed-restricted affordable except for one manager's unit. The second floor will contain residential common areas and amenities, including a community room with kitchen, a fitness room, and a 2,613-sf outdoor terrace with playground. The project site will be merged into one legal parcel, followed by a condominium subdivision to separate the ownership of the housing from the ground-floor transit center.

The transit center is intended to integrate local and intercity bus service with carshare, rideshare, bicycle, and pedestrian travel. The development will provide various improvements to the surrounding rights-of-way to support this mission, including but not limited to expanded sidewalk, new bus shelters along H Street, new charging stations for buses along the alley, and a number of new vehicle charging stations along G and 3rd Streets. There will also be a major reconfiguration of H Street between 3rd and 4th Streets: the west lane where the bus shelter is currently located will become a bus-only lane, and a new bike lane will run on the eastern side of the street. The current street parking configuration on the east side of H Street, between 3rd Street and the alley, will change from angled to parallel, which will cause the street to be reduced to one-lane in this section. Between the alley and 4th Street there will be no street parking, allowing two lanes for vehicle travel (Figure 5).

Additional information, including a site plan, is attached.

The City is seeking input based on knowledge or concerns your agency, department or Tribe may have concerning the project site. Suggested *Conditions of Approval* you submit will be considered for this project. If you plan to submit written comments at the public hearing, please acknowledge your intent by email or telephone.

No acknowledgment of this referral within ten (10) business days will be accepted by the City as “no comment” and so noted in the staff report.

For comments to appear in the packet and/or be addressed in the Staff Report, written comments must be received no later than Wednesday, December 4, 2024.

✓ Please respond by email and include the project title and/or project number in the subject line.

Contact

Name: Lisa savage, Senior Planner Phone: 707-441-4186
Email: lsavage@eurekaca.gov Project Number: DR-24-0006

Figure 1 Breakdown of Units

	2nd Flr	3rd Flr	4th Flr	Total	Unit Mix*
Studio	1	1	1	3	6.7%
1-bed	6	6	6	18	40.0%
2-bed*	3	5	5	13	26.7%
3-bed	4	4	4	12	26.7%
Totals	14	16	16	46	100.0%

*One 2-bed unit is reserved for Manager, that unit excluded from Unit Mix % calc.

Figure 2: Project Location

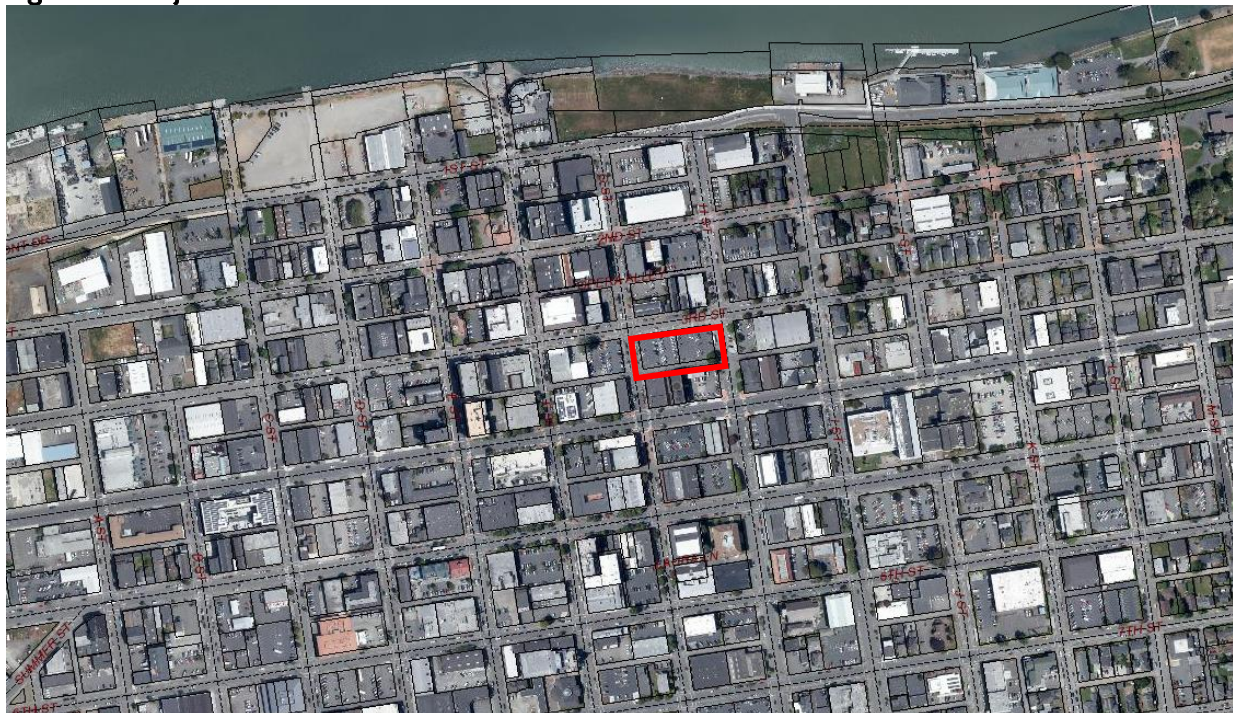


Figure 3: Site Map

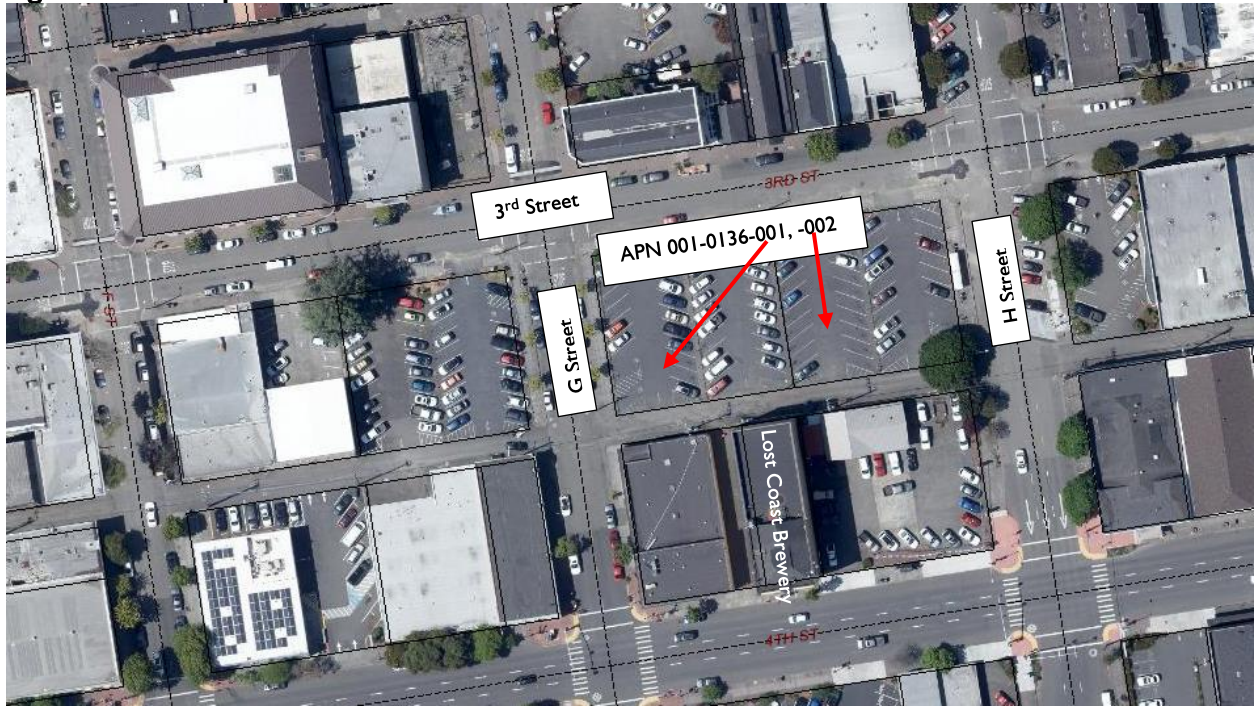


Figure 4: Street View- from 3rd Street





**City of Eureka, CA
City Council Regular Meeting
Tuesday, June 04, 2024
6:00 PM**

COUNCIL CHAMBERS, 531 K STREET EUREKA, CA 95501

AGENDA

ELECTED OFFICIALS

Mayor Kim Bergel

Councilmember Leslie Castellano, Ward 1

Councilmember Kati Moulton, Ward 2

Councilmember G. Mario Fernandez, Ward 3

Councilmember Scott Bauer, Ward 4

Councilmember Renee Contreras-DeLoach, Ward 5

HOW TO PARTICIPATE IN THE CITY COUNCIL MEETING

Pursuant to the Brown Act, public meetings will be conducted both in person and telephonically through Zoom. The City Council Chambers are open to the public. If you cannot attend in person and would like to speak on an agenda item, you can access the meeting remotely:

Join Zoom Meeting

<https://us02web.zoom.us/j/82016149675?pwd=N1JNZERDRjhtUXJoZkFUdzI5RTNJUT09>

Meeting ID: 820 1614 9675

Passcode: 503858

Or join by phone:

707-441-4243

**6 to mute/unmute and *9 to raise/lower hand*

LAND ACKNOWLEDGEMENT

The land that Eureka rests on is known in the Wiyot language as Jaroujiji. Past actions by local, State and Federal governments removed the Wiyot and other indigenous peoples from the land and threatened to destroy their cultural practices. The City of Eureka acknowledge the Wiyot community, their elders both past and present, as well as future generations. This

acknowledgement demonstrates the City's commitment to dismantle the ongoing legacies of settler colonialism.

PUBLIC COMMENT

(Limited to 3 minutes each speaker on Closed Session items only)

CLOSED SESSION - 5:00 P.M.

If closed session items cannot be completed by 5:55 P.M., they will be continued at the conclusion of the regular agenda, provided there is time. If time does not allow then those closed session items will be continued to the next regular meeting.

REGULAR SESSION – 6:00 P.M.

ROLL CALL

PLEDGE OF ALLEGIANCE

REPORT OUT OF CLOSED SESSION

A. MAYOR'S ANNOUNCEMENTS

A.1. Proclamation - Alzheimer's and Brain Awareness Month

[20240604_Alzheimers and Brain Awareness](#)

A.2. 6th Annual NorCalCyber Mayors Cup - Academy of the Redwoods

A.3. Martin Luther King Day Presentation

B. PRESENTATIONS

C. BOARD/COMMISSION REPORTS

D. PUBLIC COMMENT PERIOD

This is the time for members of the public who wish to be heard on matters that do not appear on the Agenda. City Council policy is to limit each speaker to three (3) minutes. Such time allotment or portion thereof shall not be transferred to other speakers. The public will be allowed to speak concurrently with the calling of an agenda item following the staff presentation of that item. Pursuant to the Brown Act, the City Council may not take action on an item that does not appear on the Agenda.

TIME ALLOTMENT FOR PUBLIC COMMENT ON NON-AGENDA ITEMS: A maximum of thirty (30) minutes shall be allotted to receiving public comments at the initial public comment period. If necessary, an additional period shall be allotted to public comments after City Manager Reports, but only if the first 30-minute Public Comment period was not sufficient to allow all those who wished to speak to do so.

E. PUBLIC HEARINGS

Public Hearings are scheduled for a time certain of 6:00 P.M. unless noticed otherwise, or as soon thereafter as possible.

- E.1. EaRTH Center CEQA and Disposition and Development Agreement (DDA) with Danco
Recommendation: Hold a public hearing; and
Adopt a Resolution of the City Council finding the project exempt from CEQA and authorizing the City Manager to enter into a Disposition and Development Agreement (DDA) with Danco for development of the EaRTH Center.
[Agenda Summary](#)
[Attachment 1 - Resolution](#)
[Attachment 2 - CEQA Review](#)

F. CONSENT CALENDAR

Notice to the Public: All matters listed under this category are considered to be routine by the City Council and will be enacted by one motion. Pursuant to City Council Resolution 2011-22, if a member of the public would like an item on the Consent Calendar pulled and discussed separately, the request shall be made to a Councilmember prior to the meeting. Unless a specific request is made by a Councilmember, the Consent Calendar will not be read. There will be no separate discussion of these items.

- F.1. Road Maintenance and Rehabilitation Account for Fiscal Year 2024/25
Recommendation: Adopt a Resolution of the City Council of the City of Eureka designating projects to be funded by the Road Maintenance and Rehabilitation Account (RMRA) for Fiscal Year 2024/2025.
[Agenda Summary- RMRA FY 24-25](#)
[Resolution - RMRA FY 24-25](#)
- F.2. Letter in Support of AB 2236
Recommendation: Authorize Mayor Bergel to sign and staff to transmit letter in support of AB 2236
[Agenda Summary AB 2236](#)

[Letter in Support_AB 2236](#)

G. LEGISLATIVE ACTION CORRESPONDENCE

Authorize the Mayor or the City Manager to sign correspondence on behalf of the City Council to support/oppose legislation or administrative rules proposed or pending action at the County, State or U.S. government levels.

H. ORDINANCES/RESOLUTIONS

H.1. A Resolution Calling for Ceasefire in the Israel Palestine Conflict

Recommendation: Adopt A Resolution of the City Council of the City of Eureka Calling for Ceasefire in the Israel Palestine Conflict.

[Agenda Summary Calling for Peace in Middle East](#)

[Resolution Calling for Peace in the Middle East](#)

I. REPORTS/ACTION ITEMS

I.1. FY2024-25 Proposed Budget Introduction

Recommendation: Receive report; and

Confirm Tuesday, June 11, 2024 at 5 PM for Budget Study Session

J. FUTURE AGENDA ITEMS

This is an opportunity for Council Members request an item be placed on a future agenda for discussion or consideration. Direction to staff for placement of the item must be by majority consensus.

K. CITY MANAGER REPORTS

K.1. EPD Homeless Survey

L. PUBLIC COMMENT CONTINUED

This is a time for public comment to continue should comments exceed the 30 minutes allowed at the beginning of the meeting.

M. COUNCIL REPORTS / CITY-RELATED TRAVEL REPORTS

ADJOURNMENT

If open session items cannot be completed by 9:30 P.M., the meeting may be adjourned to the next regular meeting or Council may vote to extend the meeting.

NOTICES

The numerical order of items on this agenda is for convenience of reference. Items may be taken out of order upon the request and consensus of the Mayor and Council.

Any writing that is a public record not exempt from public disclosure and relating to an agenda item for open session of the City Council is available for public inspection at the Office of the City Clerk, 531 K Street, Eureka, CA 95501.

The meeting rooms are ADA accessible. Accommodations and access to City meetings for people with special needs must be requested of the City Clerk at 441-4175 72 hours in advance of the meeting. This agenda and other materials are available in alternate formats upon request.

All persons in attendance at public meetings are requested to observe the following rules of civil debate:

- 1. We may disagree, but we will be respectful of one another.*
- 2. All comments will be directed to the issue at hand.*
- 3. Personal attacks are unacceptable*
- 4. Applauding or other displays of approval/disapproval are discouraged.*

Regular City Council meetings are broadcast live by Humboldt Access on Cable Channel 10 and live streamed on the City's web site at www.eurekaca.gov.

To minimize distractions, please be sure all personal communications devices are on silent mode.

Questions? Please e-mail cityclerk@eurekaca.gov or contact the City Clerk's office at (707) 441-4175.

EaRTH Center



DEVELOPMENT SUMMARY

On November 16, 2021 the Eureka City Council entered into a Memorandum Of Understanding (“MOU”) with Humboldt Transit Authority (“HTA”) to collaborate on the development of the 3rd & G Street parcel to include housing and an Intermodal Transit Center.

After much collaboration and study, we invite your feedback on the Eureka Regional Transit & Housing Center (The “EaRTH Center”).

The EaRTH Center will provide apartments for Eureka’s workforce and student residents. These apartment units will give much needed support to Eureka’s Regional Housing Needs Assessment and the Colleges and Universities that serve our community.

Parking will be dedicated at nearby surface parking lot(s) and will be allocated per Eureka’s land use code. Additionally, residents will be encouraged to use HTA’s ground floor intermodal transit hub, featuring:

- Dedicated ride share such as Uber and Lyft pickup/drop off
- Carshare such as ZipCar
- Taxi loading / unloading zones
- Dedicated routes to Cal Poly Humboldt
- Car rental facilities
- Secure bike storage and bike sharing, rental, & repair
- Zero emissions buses with expanded routes and services

The EaRTH Center is a Transit-Oriented Development (“TOD”), which supports our “imagine Humboldt!” plan by including:

- Affordable transportation
- Access to goods & services (a new pharmacy and childcare center)
- A wide range of housing options
- Innovating in developing transportation options
- Reinvesting into Eureka’s downtown.

Zoning & Approvals: the EaRTH Center will be designed, permitted, and constructed per Eureka’s current zoning ordinances and in collaboration with the City of Eureka & the Humboldt Transit Authority.

Financing: the EaRTH Center will be financed with a combination of a State of California grant secured by the HTA and private matching funds from a tax-exempt bond. The City of Eureka will retain ownership of the land and will receive all excess cash flows. The project will be owned by a non-profit until the project debt is paid off; then ownership is conveyed to the City.

Sustainability:

- Zero emission buses
- Solar, photovoltaic roof top panels
- Low-impact Stormwater Management Development
- Design & New Construction will be 70% more energy efficient
- Climate Future Focused Transit & Housing

Project Team:

- Citi, tax-exempt bond underwriter
- City of Eureka
- FFKR, experts in housing design
- Humboldt Transit Authority
- Madrone CDF, conduit non-profit owner/borrower
- Schatz Energy Research Center, lead energy consultant
- Servitas, a minority-owned public-private-partnership developer
- Servitas Management Group, resident property manager
- SmithGroup, experts in transit & urban design



Aerial, 3rd and H St.

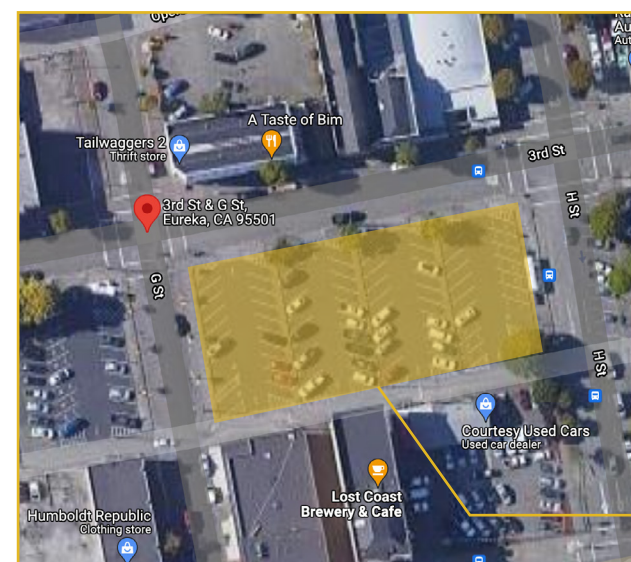


Pedestrian, 3rd St. Plaza



Pedestrian, 3rd and H St.

SITE PLAN



Future site of EaRTH Center

HOUSING UNIT MATRIX

	Bedrooms	Bathrooms	Units
Workforce Apartments	1	1	12
Student Apartments	4	2	15
Traveling Nurses & Doctors Apartments	1	1.5	4
TOTAL			31

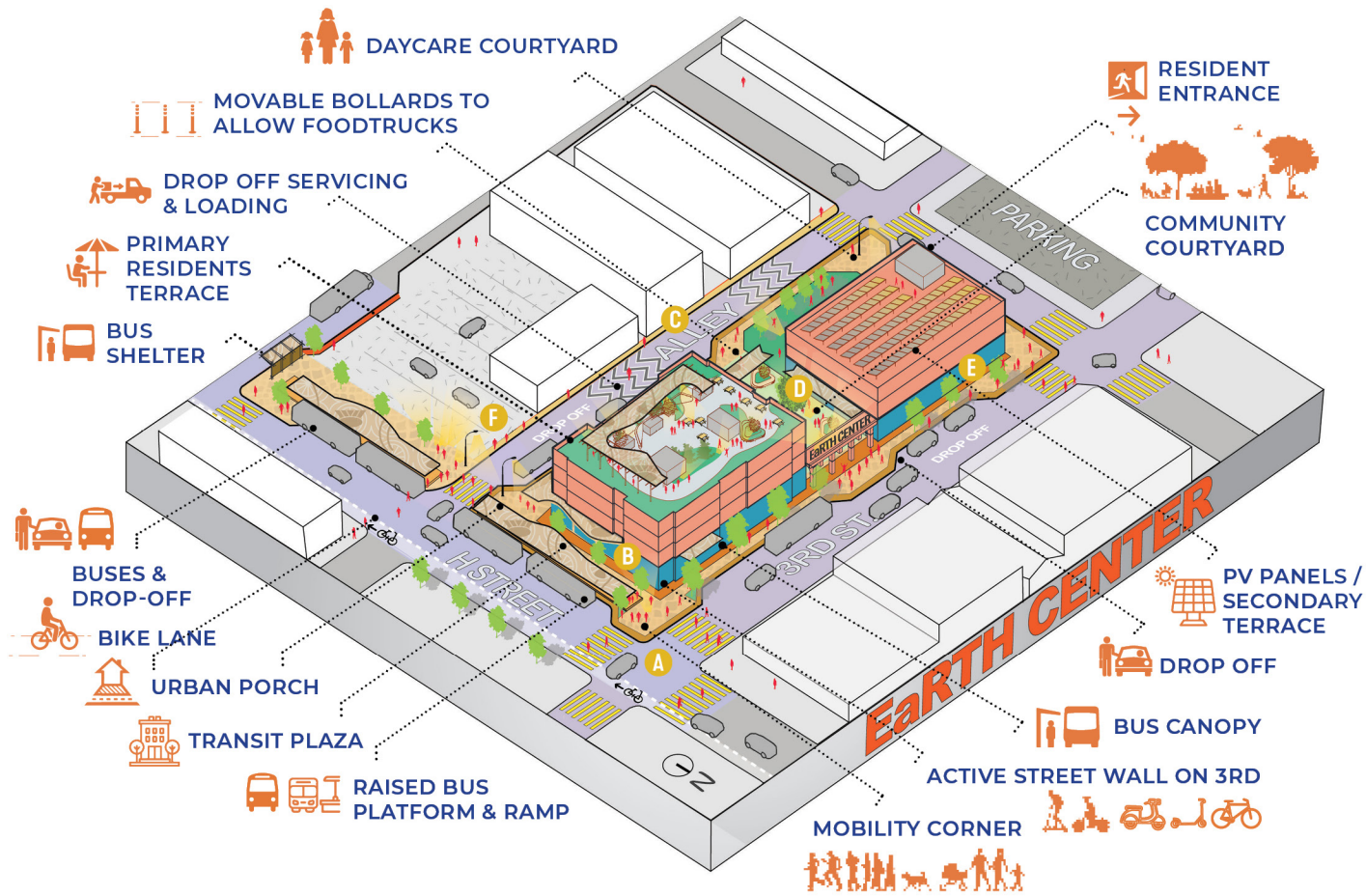


Join the meeting
on Zoom!

Meeting ID:
820 1614 9675
Passcode:
503858

EaRTH CENTER

Community first transit and housing



CANOPY & PV PANELS



WIDENED SIDEWALK & CROSSINGS



TRANSIT PLAZA



CAFE' SEATING



COMMUNITY MARKET & FOOD TRUCKS



CANOPY & BUS BENCH



1 Pedestrian comfort zone (8') access route. Obstacle free pedestrian zone with contrasting materials, colors and smoother surface textures to enable people who are blind or have low vision to navigate safely. Street furniture can also define the space for people with vision difficulties to navigate more easily.

1

2

2 Servicing & Loading is primarily on Alley to prioritize 3rd as a pedestrian first street.

3

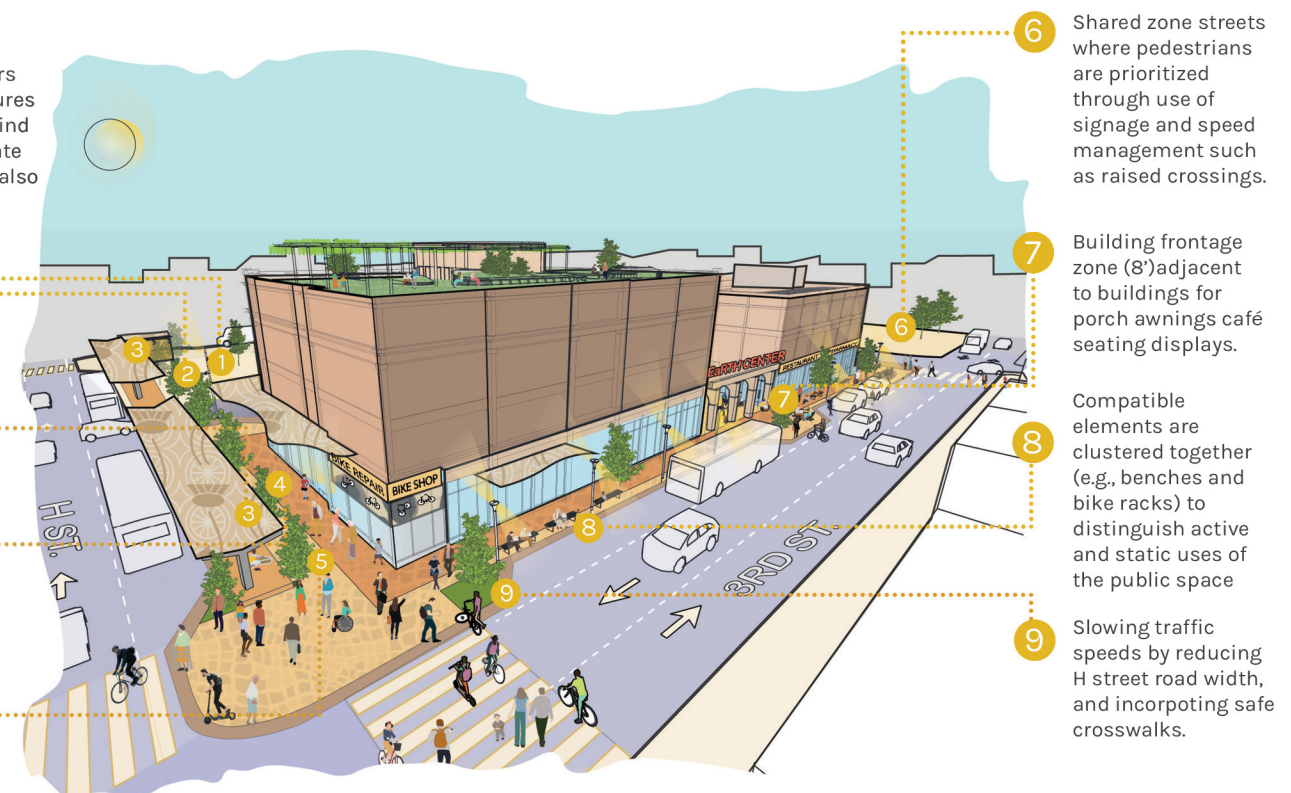
3 Raised level boarding on H Street to facilitate ADA onboarding.

4

4 Building frontage zone (8') adjacent to buildings for porch awnings, bicycle store display and food vendor seating.

5

5 Street furniture zone (8') bus benches, bus tops, poles, trees, stormwater, bike racks etc.

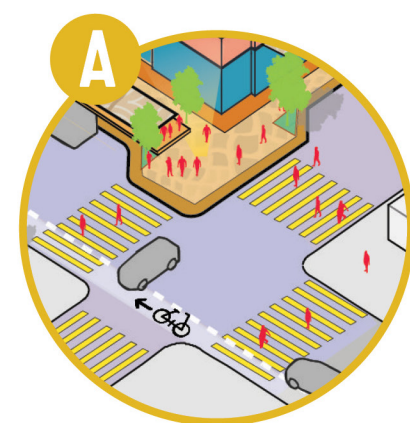


6 Shared zone streets where pedestrians are prioritized through use of signage and speed management such as raised crossings.

7 Building frontage zone (8') adjacent to buildings for porch awnings café seating displays.

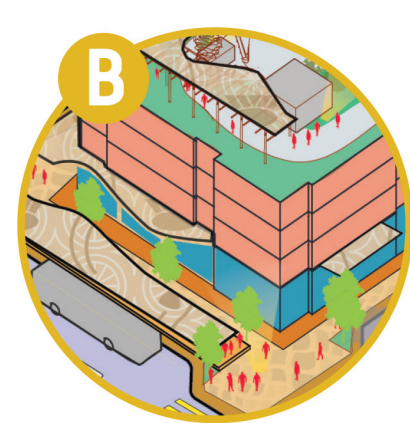
8 Compatible elements are clustered together (e.g., benches and bike racks) to distinguish active and static uses of the public space

9 Slowing traffic speeds by reducing H street road width, and incorporating safe crosswalks.



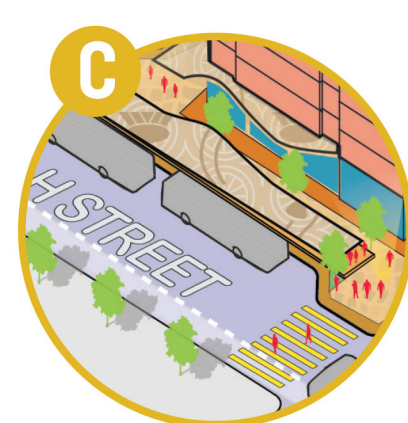
SIDEWALKS & STREETS DESIGNED FOR SAFETY

The public realm will be designed to be pedestrian friendly, accessible, and safe.



GROUND FLOOR TRANSPARENCY TO PROVIDE "EYES ON THE STREET"

The ground floor façade provides good views between inside and outside to promote safety on the streets, plaza and alley.



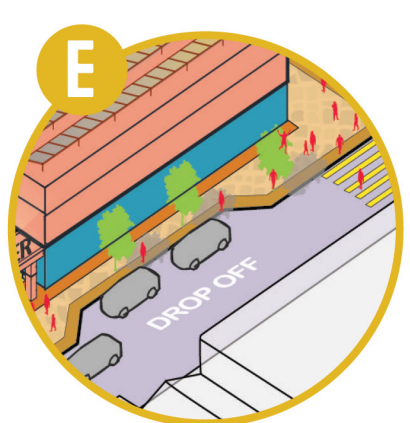
BIKE PATHS, PARKING/STORAGE

Bike paths, parking & storage are incorporated into Center design to make biking a safer experience.



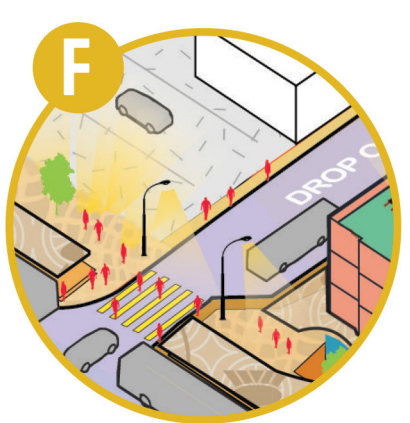
PARTNERING WITH COMMUNITY BASED ORGANIZATIONS

Create a sense of ownership and activate the public spaces and plaza. Potential incorporation of safety ambassadors into the management of the center.



INTEGRATING COMPATIBLE LAND USES

Compatible active land uses are integrated into the ground floor, such as bike repair shop, pharmacy, daycare and a café to create a lively, vibrant street life.



WELL LIT SPACES

Lighting is incorporated in and around the transit center to enhance safety and visibility.



Expanding Transit Services and Introducing Zero-Emission Fleets on California's North Coast

Application to Cycle 5 of the Transit and Intercity Rail Capital Program

Statement of Work Document

March 2022

Title VI Equity Analysis: See red boxes on Pages 16-19

Applicant Names

- Applicant and Implementing Agency: Humboldt Transit Authority (HTA)
- Lead Nominating Agency and Implementing Agency: Humboldt County Association of Governments (HCAOG)
- Committed Project Partners
 - Schatz Energy Research Center
 - Center for Transportation and Environment (CTE)
 - Air Products and Chemicals, LLC
 - New Flyer of America, Inc
 - Servitas, LLC
 - SmithGroup
 - Creative Inclusion, LLC

Project Priority: High – this is the only project being submitted.

Point of Contact: Greg Pratt, General Manger
Humboldt Transit Authority
133 V Street, Eureka, CA 95501
(707) 443-0826, ext. 101
greg@hta.org

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PROJECT SCOPE

As outlined in the project narrative, this project has four key elements. These project elements are:

1. Create an intercity express bus service between Eureka and Ukiah along U.S. Hwy 101,
2. Implement improved coordinated regional scheduling and integrated ticketing,
3. Procure eleven (11) fuel cell electric buses (FCEBs), construct a hydrogen fueling station that includes public access, and upgrade maintenance bays at HTA, and
4. Construct an intermodal transit center, which is integrated with affordable housing.

Below we provide a description of each of these project tasks, specify the deliverables and milestones associated with each task, and identify the project partners who are responsible for each task. For additional detail, see the Division of Responsibilities table (Supporting Documentation, Attachment K), which lists all detailed tasks and sub-tasks, identifies the level of responsibility for each project partner on each task/sub-task, and provides a Gantt chart showing the anticipated schedule for each task/sub-task.

Project Administration and Reporting

This covers the administrative and reporting tasks associated with the project. HCAOG will lead the administrative and reporting activities in close collaboration with HTA. Project partners will support reporting as applicable. The budget supporting grant administration and reporting is distributed throughout each project element.

Quarterly Reports

HCAOG, with input from all appropriate project team members, will compile quarterly project reports. Reports will document progress in all grant activities, milestones reached, and deliverables completed. The reports will also describe data collection and analysis, and highlight measurement and verification results during operation phases.

Final Delivery Report

HTA and HCAOG, with input from all appropriate project team members, will prepare a final project report. The final report will document the tasks performed and goals and objectives achieved. The final report will aggregate and summarize the information provided in the quarterly reports and will highlight final measurement and verification results.

Manage contracts

HTA will be responsible for managing all subcontracts, with support from HCAOG.

Process invoices

With support from HCAOG, HTA will be responsible for processing all invoices. HTA will maintain the necessary assets to manage cash flow needed to ensure the project stays on schedule.

HCAOG will support the development of marketing efforts for the new RCX service. Budget has been allocated to HCAOG for development of marketing materials, and for an online marketing, outreach, and survey platform.

Task 1.2: Operate route with existing fleet

HTA will establish the RCX route prior to delivery of the FCEBs. Existing buses will be used.

Operational funding will be provided by 5311(f), with a farebox target of 15%.

Milestone: Successful completion of RCX route with existing fleet. Early ridership data.

Task 1.3: Plan for and test integration of FCEB

HTA will work closely with New Flyer, CTE, and the Schatz Center to prepare for the integration of FCEBs onto the RCX route. The project team has worked closely over the last year to reach high confidence that New Flyer's next generation bus will successfully operate on the RCX route. This task will continue the close collaboration of the team to ensure that FCEB specifications are crafted to meet the RCX duty cycle. This includes regular onsite consulting and inspections during engineering design and manufacturing, and testing and commissioning of delivered buses. An integration and operations plan will be developed based on final specifications and engineering modeling results from New Flyer.

HTA's match funding contributes to this task. A portion of civil work costs associated Project Element 3, Task 3.3, is allocated to this task, as it will support this effort. A portion of additional match funding for HTA staff travel costs associated with bus manufacturing auditing, and FCEB maintenance training is allocated to this task. All match funding is planned from State Transit Assistance Funds (STAF).

Milestone: FCEB Integration Plan

Task 1.4: Operate FCEBs on the RCX route, and develop FCEB deployment plan

The integration of FCEBs onto this challenging duty cycle will be a significant contribution to the transit industry. The project team anticipates a significant amount of HTA staff and Schatz Center effort needed to manage the deployment of new technology. HTA plans to use TIRCP funds to increase fleet management and maintenance staff capacity to manage this additional effort, with the expectation for this additional effort to wane 18 – 24 months after initial deployment. This additional effort will involve continued trainings, regular communication with New Flyer and Air Products, additional maintenance overhead, increased fleet management complexity, and reporting and stakeholder outreach.

Milestone: Completed route and regular operations with FCEBs

Project Element 2: Improve Regional Scheduling and Ticket Integration

This project element continues regional coordination and ticket integration that has been occurring over the prior two years. HTA will procure and install new ticketing equipment that implements the CalITP effort. HCAOG will support the development of a strong and sustained marketing and outreach campaign for the new ticketing system.

Administrative and management overhead is included, as described above. Project element budget and schedule are shown in Table 2.

fabricated FCEBs. This will include at least three on-site bus inspections during the manufacturing process.

Milestone: Successful quality acceptance of all eleven FCEBs following bus inspections and quality control procedures.

Subtask 3.1.4: Plan for and integrate FCEBs into regular transit operations

HTA, with support from CTE, the Schatz Center and New Flyer, will plan for and integrate the FCEBs into regular transit operations. This will include route planning, operations, fueling, maintenance, and performance monitoring activities.

Subtask 3.1.5: Develop & conduct driver & maintenance staff trainings

New Flyer will develop and conduct driver and maintenance staff trainings for HTA staff. CTE and Schatz Center will provide training support to HTA staff to help answer questions following the trainings conducted by New Flyer.

Milestone: Successful completion of HTA driver and maintenance staff training.

Subtask 3.1.6: Develop and deliver broad-based FCEB safety and awareness trainings and educational materials

The Schatz Center, with informational support from CTE and New Flyer, will develop a broad-based FCEB safety and awareness training and supporting educational materials. The Schatz Center will deliver this training to various stakeholders, including fire personnel and first responders, HTA general staff, transit center staff, and the general public. HCAOG will help coordinate trainings and distribute educational materials via various media contact points.

Milestone: Successful delivery of safety and awareness training and delivery of educational materials and media outreach

Subtask 3.1.7: FCEB delivery and FCEB commissioning and acceptance

New Flyer will deliver eleven FCEBs. Upon receipt, HTA and CTE, with support from the Schatz Center will commission each of the buses and complete the bus acceptance procedures.

Milestone: Acceptance of all eleven FCEBs following delivery and commissioning

Subtask 3.1.8: Operate FCEBs (operate, fuel, maintain)

HTA will operate, fuel, and maintain eleven FCEBs over the term of the grant.

Milestone: Successful operation of the FCEBs

Subtask 3.1.9: Measure, troubleshoot, and report on FCEB performance

The Schatz Center and HTA will collect FCEB operational data and will measure and track FCEB performance parameters, including fuel efficiency, range, availability, and maintenance service data. The Schatz Center, with support from HTA, will prepare quarterly, annual, and final performance reports over the term of the grant. The Schatz Center will provide technical troubleshooting support to HTA for hydrogen and fuel cell systems over the term of the grant.

Deliverable: FCEB performance reports that will be included in quarterly reports

Task 3.2: Construct and operate the hydrogen fueling station

This task includes the design, procurement, construction, commissioning, operation, and maintenance of a hydrogen fueling station that will serve to fuel the FCEBs and will include a public facing fueling dispenser that can support the fueling of light and medium duty fleet vehicles for the North Coast Area. This task will also include operational and safety training activities for key personnel, safety and awareness training and educational materials for the broader community, as well as tracking and reporting on hydrogen fueling station utilization and performance. In addition, the project team will conduct public marketing and outreach to local fleets in an effort to build additional demand for hydrogen fuel.

Subtask 3.2.1: Develop/finalize H2 station and fuel supply specifications and execute contract

HTA, with technical support from CTE and the Schatz Center, will work with Air Products to finalize the specifications for the hydrogen fueling station, and negotiate a fuel supply contract. This will include specifications regarding hydrogen demand being served, hydrogen delivery quantities and pricing, hydrogen supply, hydrogen compression, hydrogen storage, and hydrogen dispensing capabilities, characteristics and features. Agreed upon specifications will inform the scope of services to be provided by Air Products. HTA, with technical support from CTE and the Schatz Center, administrative support from HCAOG, and legal assistance from HTA's attorney, will work to execute a contract with Air Products for the turnkey development of the hydrogen fueling station and the associated fuel supply.

Milestone: Executed hydrogen fueling station and fuel supply contract

Subtask 3.2.2: Develop station design

Air Products, with input from HTA, CTE and the Schatz Center, will prepare a complete hydrogen fueling station design package that meets the agreed upon design specifications, as well as all applicable codes and standards. This will include general, civil/structural, piping, instrumentation and electrical, and utilities distribution design characteristics.

The current concept design has already been extensively developed, leading to high confidence in the budget requested (see Air Products Technical Description in Supporting Documentation, Attachment I).

Subtask 3.2.3: Procure equipment

Air Products will procure all necessary equipment. This will include the following cryogenic system components: hydrogen compressor systems, cryogenic storage vessel, vaporizers, and tank telemetry remote monitoring system. Air Products will retain title to the cryogenic system components as part of their hydrogen delivery service offering. In addition, Air Products will procure the following equipment and will transfer title to HTA: gaseous high pressure storage vessels, booster compressor, stand-alone cascade panel, H35 and H70 gaseous hydrogen dispensers, heat exchangers, refrigeration units, high pressure process vaporizers and awnings.

Subtask 3.2.4: Obtain construction permit

Air Products, with support from HTA and the Schatz Center, will obtain all required state and local installation and operating permits. As noted in the Narrative, this project is likely to be exempt from CEQA because of SB 288, which encourages zero-emission transit and seeks to expedite its development.

Milestone: Completion and approval of construction permits

Deliverable: Approved construction permits

Subtask 3.2.5: Construct H2 station

Air Products will construct the H2 station according to the agreed upon and permitted H2 station design documents. Construction scope will include civil, instrumentation and electrical, and mechanical work tasks, including management of all subcontractors. HTA and the Schatz Center will provide oversight of Air Products activities.

Subtask 3.2.6: Public marketing, outreach to local fleets

The Schatz Center will work with HTA and HCAOG to develop public marketing and outreach materials for engagement with local fleets that may be interested in adopting fuel cell electric vehicles for their fleet operations. This will include local freight and delivery services, municipalities, and other regional service providers.

Subtask 3.2.7: Commission and accept H2 station

Air Products will perform start up and commissioning services for all equipment within their scope of supply. This will include performing an operational readiness inspection, functional testing of all equipment, and the first fill of a vehicle. HTA, CTE and the Schatz Center will support this effort and HTA will accept the H2 station upon successful completion of all commissioning tests.

Milestone: Acceptance of the H2 fueling station

Subtask 3.2.8: Develop and deliver H2 station operational training

Air Products will deliver operator training for HTA staff, covering all aspects of the operation, monitoring, and maintenance of the hydrogen fueling station and all associated equipment. HTA and the Schatz Center will support this effort, and the Schatz Center will provide on-going technical/training support to HTA staff over the full term of the grant.

Milestone: Completion of H2 fueling station operational training

Subtask 3.2.9: Develop and deliver broad-based H2 station safety and awareness training

The Schatz Center, with informational support from CTE and Air Products, will develop a broad-based hydrogen fueling station safety and awareness training along with supporting educational materials. The Schatz Center will deliver this training to various stakeholders, including fire personnel and first responders, HTA general staff, transit center staff, and the general public. HCAOG will help coordinate trainings and distribute educational materials via various media contact points.

Milestone: Successful delivery of safety and awareness training and delivery of educational materials and media outreach

Subtask 3.2.10: Operate and maintain H2 station

HTA, with support from Air Products and the Schatz Center, will operate and maintain the hydrogen fueling station. Air Products will provide hydrogen supply services over a ten year period.

Subtask 3.2.11: Measure, troubleshoot, and report on H2 station performance

The Schatz Center, in collaboration with HTA, will collect data on the operation of the hydrogen fueling station and will use these data to measure, track and report on the performance of the H2 station and

troubleshoot issues. The Schatz Center, with support from HTA, will prepare quarterly, annual, and final performance reports over the term of the grant.

Deliverable: H2 station performance report

Task 3.3: Prepare/improve site infrastructure to manage changes in fleet operations

This task addresses the infrastructure improvements required to support FCEB and FCEV dispensing operations at the HTA bus and public fueling station. Improvements within and adjacent to the fueling station are necessary to facilitate the proper and safe flow of vehicle traffic through the corporation yard and into and out of the bus and public dispensing areas. Civil design and construction services will be acquired to develop engineering design drawings, prepare the site for construction, improve storm water drainage adjacent to the station, pave access lots and roads, prepare the bus fleet parking lot for the new FCEBs, perform minor landscaping, and install station signage within the corporation yard for bus operators and the surrounding area for public fueling station customers.

Subtask 3.3.1: Enlist a subcontractor to provide civil engineering services

HTA, with support from HCOAG and the Schatz Center, will solicit proposals for engineering design of the various site infrastructure improvement projects. HTA will select and manage a qualified engineering subcontractor during the design phase.

Subtask 3.3.2: Perform engineering design

The selected civil design firm will work with HTA, Air Products, and the City of Eureka to develop construction-ready drawings and/or informative internal drawings depending on the specific project.

Subtask 3.3.3: Enlist a subcontractor to provide civil construction services

HTA, with support from HCOAG, will conduct the bidding and hiring process to identify a construction services firm. HTA, with assistance from the Schatz Center, will manage the construction work.

Subtask 3.3.4: Permitting of construction

The civil engineering services contractor, with assistance from HTA and Schatz Center, will obtain the necessary construction permits from the City of Eureka.

Subtask 3.3.5: Construction of civil work

The subcontractor will perform the work and provide as-built drawings at the completion of the projects.

Task 3.4: Upgrade maintenance bays

In order to safely accommodate the maintenance and repair of the FCEBs, HTA will need to retrofit a set of maintenance bays to be safe and code compliant for working on hydrogen fueled FCEBs. HTA's existing maintenance bays are designed for diesel buses, a heavier than air fuel. Hydrogen is lighter than air and requires numerous maintenance bay retrofits per NFPA 2. This will include retrofits to maintenance bay ceilings, ventilation, heating and electrical systems, as well as addition of hydrogen fuel detection and alarm systems and safety related signage. CTE will manage this task in collaboration with HTA.

Subtask 3.4.1: Solicit proposals for A&E services

HTA, with technical support from CTE and the Schatz Center, will prepare a detailed scope of work and bid package and will solicit proposals from architectural and engineering (A&E) firms. HCAOG, with

assistance from HTA's attorney, will provide contracting support services and will lead the public bidding process.

Milestone: Successful selection of an A&E firm to provide services

Subtask 3.4.2: Manage scope of A&E services

HTA and CTE will manage the full scope of A&E services for the upgrade of the FCEB maintenance bays. The Schatz Center will provide technical support to HTA.

Subtask 3.4.3: Perform A&E services

A selected and contracted A&E firm will provide the necessary services for retrofitting the FCEB maintenance bays to become compliant with NFPA 2 and other applicable codes and standards.

Subtask 3.4.4: Bidding process for construction services

HTA, with technical support from CTE and the Schatz Center, will prepare a detailed scope of work and bid package and will solicit proposals for construction services to complete the FCEB maintenance bay retrofits per the A&E construction specifications prepared in subtask 3.4.3. HCAOG, with assistance from HTA's attorney, will provide contracting support services and will lead the public bidding process.

Subtask 3.4.5: Permitting of construction upgrades

HTA and their construction contractor will obtain construction permits for the maintenance bay retrofits. CTE and the Schatz Center will provide technical support as needed.

Milestone: Receipt of a construction permit

Deliverable: Construction permit

Subtask 3.4.6: Construction of maintenance bay upgrades

HTA's construction contractor will construct all required maintenance bay retrofits. HTA and CTE will provide management oversight of the construction contractor to ensure retrofits are completed as designed.

Subtask 3.4.7: Commissioning and acceptance of upgrades

The construction contractor will perform commissioning and testing of all maintenance bay retrofits. HTA, with technical support from CTE and the Schatz Center, will observe all commissioning and testing activities and upon successful completion of all commissioning tests will accept the maintenance bay retrofits.

Milestone: Acceptance of maintenance bay retrofits

Subtask 3.4.8: Operate and troubleshoot FCEB maintenance bays

HTA will utilize the retrofit service bays to maintain and repair the FCEBs through the duration of the grant period and beyond. The Schatz Center and the construction contractor who performs the FCEB maintenance bay retrofits will provide technical troubleshooting support to HTA on an as needed basis.

Task 3.5: Regional Coordination and Workforce Training

HTA, with support from the Schatz Center and HCOAG, will continue to collaborate with members of the Far North Transit Consortium (soon to be a formal working group under the North State Super

Region) to coordinate on schedules and long-term planning. The Schatz Center and HTA will work with College of the Redwoods (CR) to provide workforce training in FCEV and hydrogen systems maintenance and repair.

Subtask 3.5.1: Coordination with FNTC

HTA will continue to collaborate with the transit agencies and governmental organizations within the Far North Transit Consortium to develop schedule coordination across nearby counties. Once formalized as a standing working group under the North State Super Region; the consortium will also contribute to coordination efforts in the north state as this and other TIRCP projects are implemented.

Subtask 3.5.2: Planning for conversion of other routes to FCEBs

HTA, with consulting from the Schatz Center, will conduct planning efforts for future conversion of the Willow Creek and Southern Humboldt RTS service routes to FCEBs. As part of this task, HTA will coordinate with Redwood Coast Transit and Trinity Transit to investigate the utilization of FCEBs on their service routes into RTS service area. Routes of interest are the RCT Route 65 between Crescent City and Eureka and the Trinity Transit Service between Willow Creek and Weaverville.

Subtask 3.5.3: Long term hydrogen fueling infrastructure planning

HTA, with assistance from the Schatz Center and Air Products, will estimate the necessary hydrogen fueling infrastructure needed to meet the regional fueling demand as more transit agencies convert their fleets to FCEBs.

Subtask 3.5.4: Catalyze zero emission vehicle workforce training

The Schatz Center and HTA, along with support from Ballard Power Systems and New Flyer, will provide fuel cell expertise and technical materials that will aid College of the Redwoods (CR) to expand their Automotive Technology training program to include fuel cell vehicle technology and hydrogen systems. HTA will work with CR to provide the FCEBs and maintenance bays as a living laboratory for CR's automotive technology students.

Project Element 4: Design and Construct the Eureka Regional Transit and Housing (EaRTH) Center

Project Element 4 includes the design, construction, and commissioning of the EaRTH Center. The ground floor will integrate a truly intermodal transit center with mixed commercial uses that will fill gaps in downtown essential services and help integrate the development into the community and the region. The Center will serve nearly all existing fixed route and on-demand transit services, and will also serve the new RCX route established in Project Element 1. Infrastructure will be included to support carshare, rideshare, taxi, bike, and pedestrian services. The upper floors contain workforce and student housing, including housing targeted to traveling medical professionals.

Servitas will act as full-service developer for the EaRTH Center and will oversee planning, design, financing, and construction. Servitas will also manage the housing upon project completion. The City of Eureka will own the property title after construction is completed, and will be responsible for managing the ground floor in collaboration with HTA. HTA will oversee the design of the ground floor in collaboration with the City and HCAOG. HCAOG will support public outreach and engagement during the design and permitting process, and will lead the development of a sustained marketing and outreach

HTA will manage and coordinate the design advising team comprised of the Schatz Center, SmithGroup, and Creative Inclusion. Schatz Center will:

- Participate in design team meetings as needed,
- Support engagement with PG&E as needed, and
- Advise on energy efficiency strategies and best practices, on all-electric design best practices, and on best practices for integrating electricity demand response and load shedding equipment and strategies.

SmithGroup will:

- Participate in design team meetings, support engagement with agencies holding jurisdiction,
- Work with Creative Inclusion to integrate recommendations for accessibility into right-of-way and public space design guides for the project,
- In support of Servitas who is leading the design process, develop up to 30% site designs for the transit center interior with a focus on public and transit amenities, and develop up to 30% site designs for exterior transit center public space and right-of-way, including transit amenities, street and infrastructure, layout, and design, and
- Provide peer review of design iterations through design completion.

Creative Inclusion will:

- Participate in design team meetings as needed, and
- Engage with the design team at certain design milestones, and provide ADA and accessibility design guidelines and recommendations for public spaces.

Task 4.4: Public engagement during design and permitting

In collaboration with the City of Eureka, Servitas and HCAOG will lead the public engagement task, with support from Creative Inclusion, SmithGroup and HTA. Outreach efforts will ensure diverse representation of stakeholders by geography, income, ability, and transportation mode. Activities will include in-person charrettes, targeted outreach and on-line engagement.

HCAOG's efforts will focus on meaningful engagement with a broad array of community stakeholders with the objective of making sure the project meets community needs, building community support, and ensuring transparency. HCAOG will develop marketing and outreach materials in collaboration with the City and Servitas, and provide an online outreach and survey platform. Creative Inclusion will train all project partners in strategies for maximizing access and inclusion of outreach and engagement efforts, will review outreach materials for accessibility, and support public engagement meetings as needed. SmithGroup will bring expertise in strategies for engaging with and leveraging Community Based Organizations and other community stakeholder groups, and supporting the development of surveys and marketing graphics as needed. The Schatz Center will support public engagement meetings as needed.

Task 4.5: Obtain construction permit

Servitas will be responsible for securing a construction permit with support from HTA.

Milestone: Award of construction permit

Task 4.6: Construct the EaRTH Center

Servitas will be responsible for construction with oversight support from HTA. Servitas will oversee construction services from the general contractor, and will manage the overall construction schedule.

HTA will conduct regular site visits during construction to audit implementation of site design requirements. HTA's design team (Creative Inclusion, SmithGroup, and Schatz Center) will conduct two or more site visits during key construction milestones to audit implementation of site design recommendations.

Task 4.7: Commission and accept EaRTH Center

Servitas will commission the development with support from the City of Eureka, HTA, and the general contractor. Upon successful completion of commissioning activities title will be transferred to the City. The City will negotiate management contracts with Servitas and HTA. HTA will draw on contracted legal services to support this effort.

Milestone: A completed and fully operational EaRTH Center

Task 4.8: Staff and operate

HTA will staff transit-related operations, and will manage the center cooperatively with the City of Eureka. HTA will coordinate with the City and Servitas on staffing on-site security.

Task 4.9: Marketing campaign

HCAOG will lead the development of a sustained community outreach and marketing campaign focused on the multi-modal transportation benefits of the project. This will include promotion of the new multi-modal services, new ticketing systems and any updated schedules (Project Element 2), and new express routes (Project Element 1). This may include tabling events, production and distribution of flyers and pamphlets, social media posts, and advertisements in local media.

Task 4.10: Measure and report on performance indicators

HTA and HCAOG will collect data that documents the impacts on transportation mode choice in the County. HTA and HCAOG will integrate findings into quarterly, annual, and final reports over the term of the grant.

Deliverable: Performance reports, to be included in quarterly and annual reports.

PROJECT LOCATION

All project elements serve census tracts within Humboldt County, with Project Element 1 also serving census tracts in Mendocino County. The majority of the project is located in downtown Eureka in census tracts 6023000100 and 6023000500. All project elements serve the census tract with the highest CalEnviroScreen percentile score in the state north of Chico (DAC score of 73%).

Figure 1 shows the location of all project elements. Project Element 1, the new Redwood Coast Express (RCX) route, is shown in blue. Project Element 2, integrated ticketing and improved regional scheduling, impacts all regional transit systems and projects. Project Element 3, hydrogen fueling infrastructure and conversion of the Redwood Transit System (RTS), is shown with a red star and a green line respectively, and also impacts the new RCX route shown in blue. Project Element 4, the Eureka Regional Transit and Housing (EaRTH) Center, is shown with a red star in Eureka. As requested in the 2022 TIRCP Guidelines, project location information is also included in the KML file included in Supporting Documentation, Attachment G.

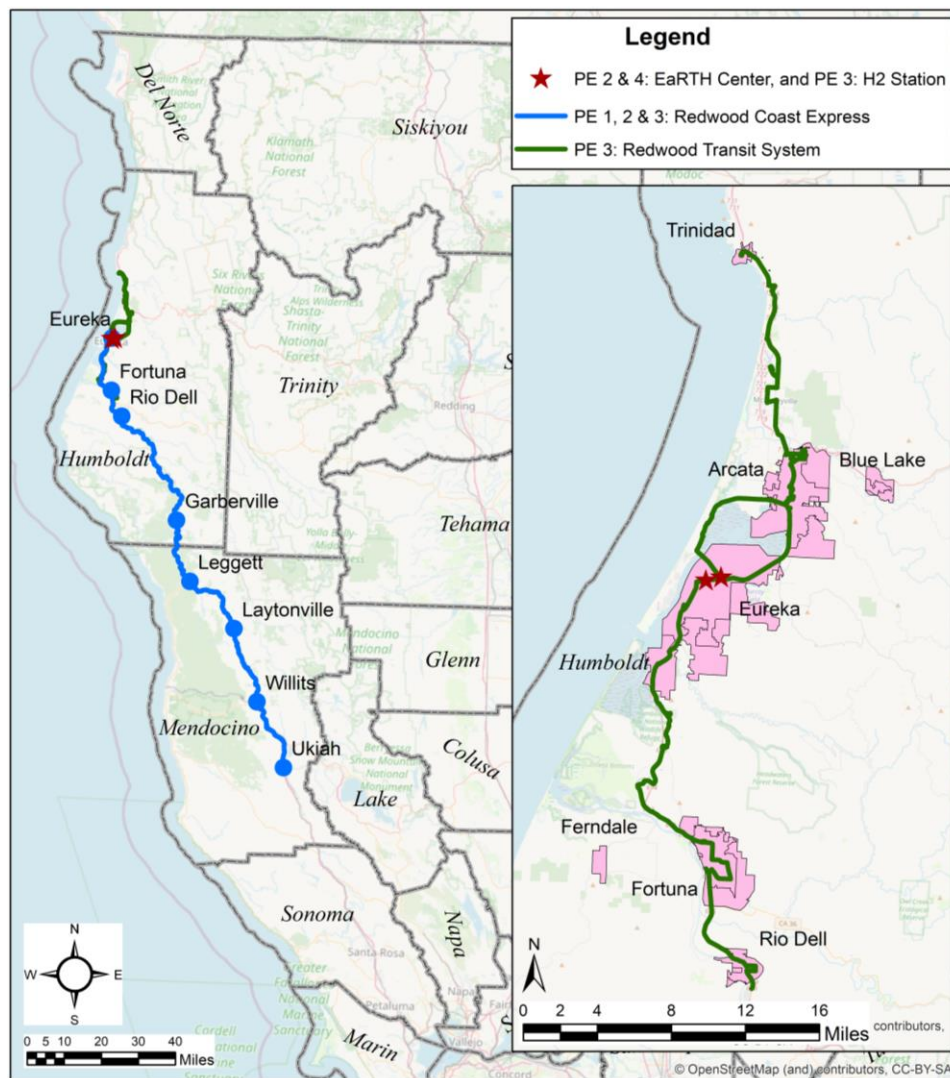


Figure 1: Geographic location of all project elements (PE).

Low Income Populations

All project elements serve low income census tracts, as defined by the Priority Populations 3.0 criteria. All project elements also serve numerous census tracts with very high Population Characteristics scores, as defined by CalEnviroScreen 4.0. Figure 2 shows how these project elements serve these various disadvantaged census tracts. Population income characteristics are also provided in the KML file included in Supporting Documentation, Attachment G.

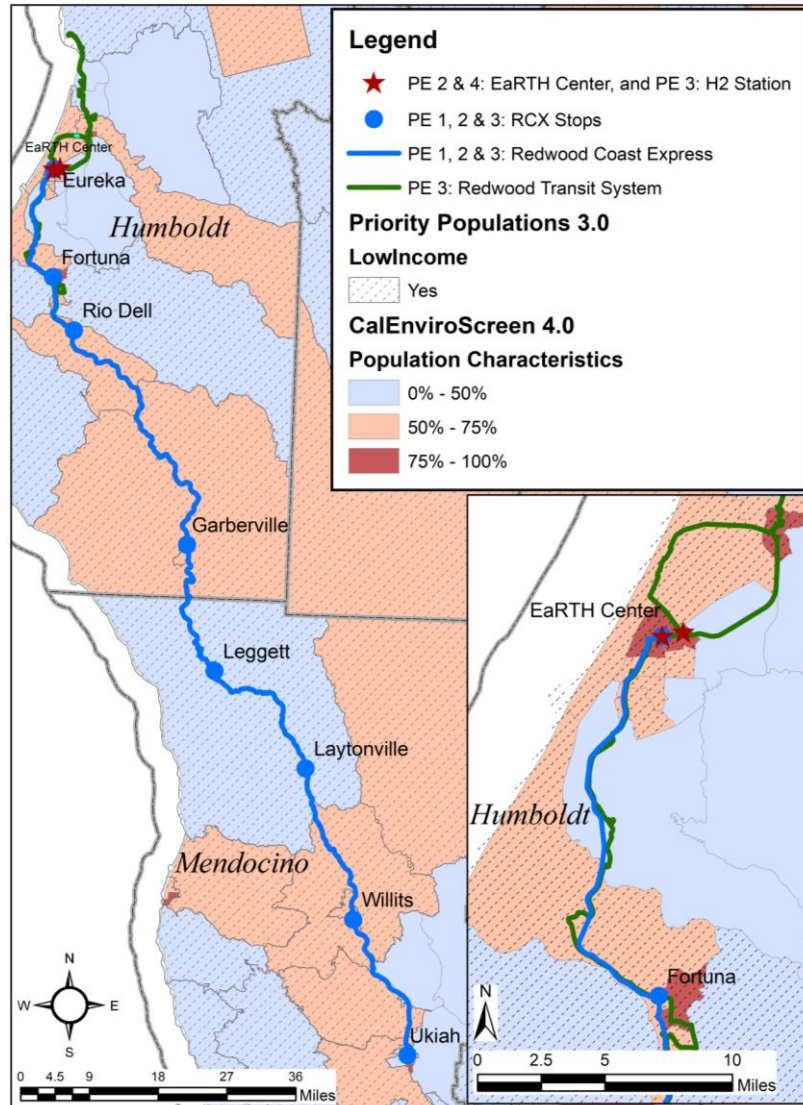


Figure 2: Low income census tracts, and population characteristics scores, for all project elements (PE).

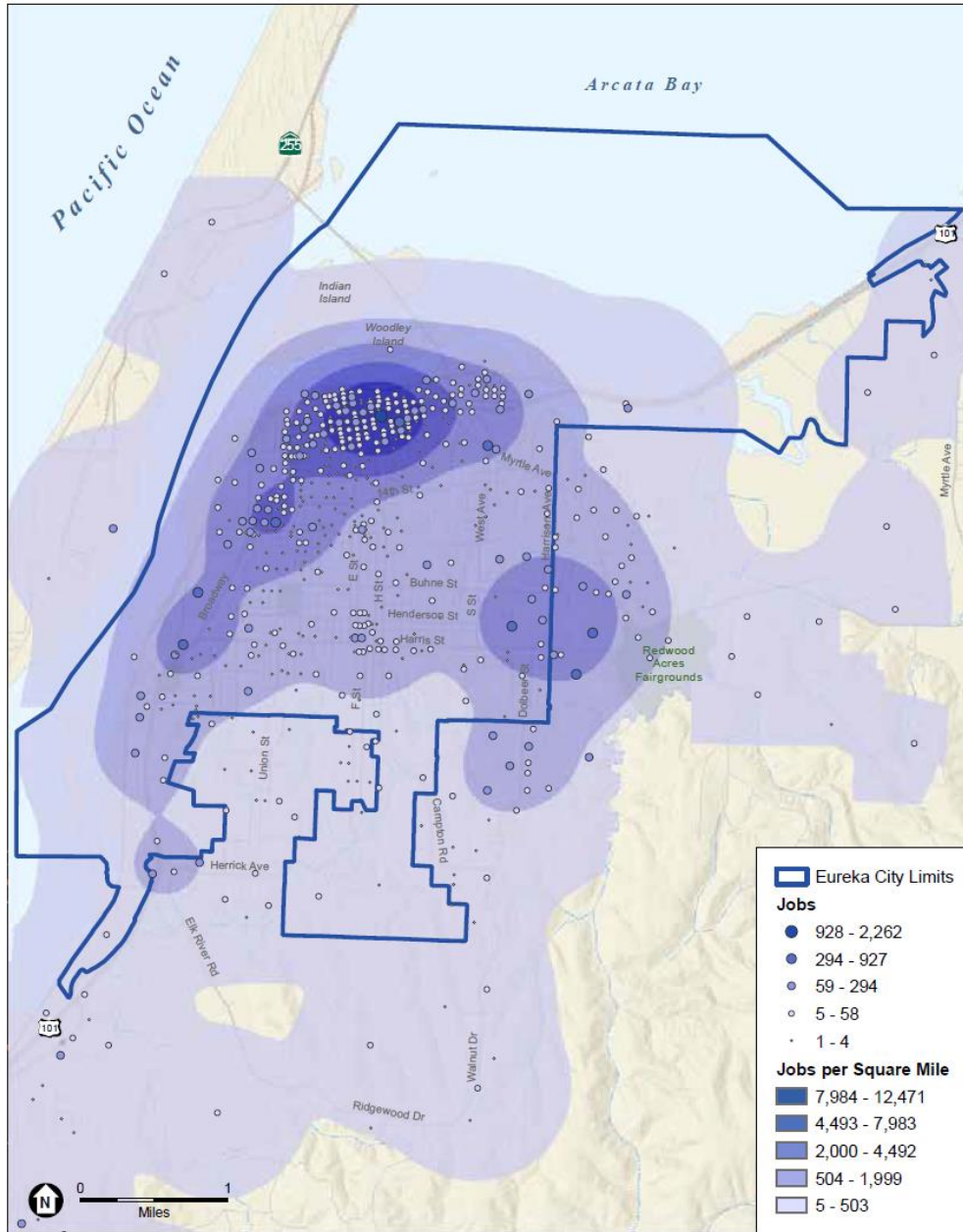
Furthermore, Project Elements 3 and 4 will construct infrastructure within Qualified Opportunity Zones as identified by the State.¹ These are census tracts that include economically-distressed communities that may be eligible for preferential federal tax treatment or preferential consideration for federal grants and

¹ <https://opzones.ca.gov/>

programs. This project represents investment that can bolster and enhance potential future infrastructure investments by providing opportunities for clean and healthy multi-modal and zero emission transportation options.

Employment Density

The EaRTH Center is located in Eureka, the Humboldt County seat, in census tracts with some of the highest employment densities in the North Coast. Figure 3 shows the employment density of Eureka. The EaRTH Center will be located in the highest employment density area of Eureka.



SOURCE: City of Eureka, 2017; US Census Bureau, 2015; ESA, 2018

Figure 3: Employment density for the City of Eureka. The EaRTH Center is located in the highest employment density region. (Source: Eureka 2040 General Plan).

Neighborhood Walkability and Active Transportation Infrastructure

This metric primarily applies to the EaRTH Center project element. However, the RTS route (Project Element 3) serves five of the seven incorporated cities in the County, and the largest unincorporated city. The new RCX route (Project Element 1) serves the majority of population centers along highway 101 between Eureka and Ukiah.

The EaRTH Center is located in an area with a walkability score of 93 out of 100, and a bikeability score of 97 out of 100,² as shown in Figure 4. It is also located two blocks from the existing Humboldt Bay Trail,³ and two blocks from the planned Eureka North-South Multimodal Corridor,⁴ as shown in Figure 5. It is also accessible within a 20-to-30-minute multi-modal commute to the majority of important services, as shown by Figure 6.

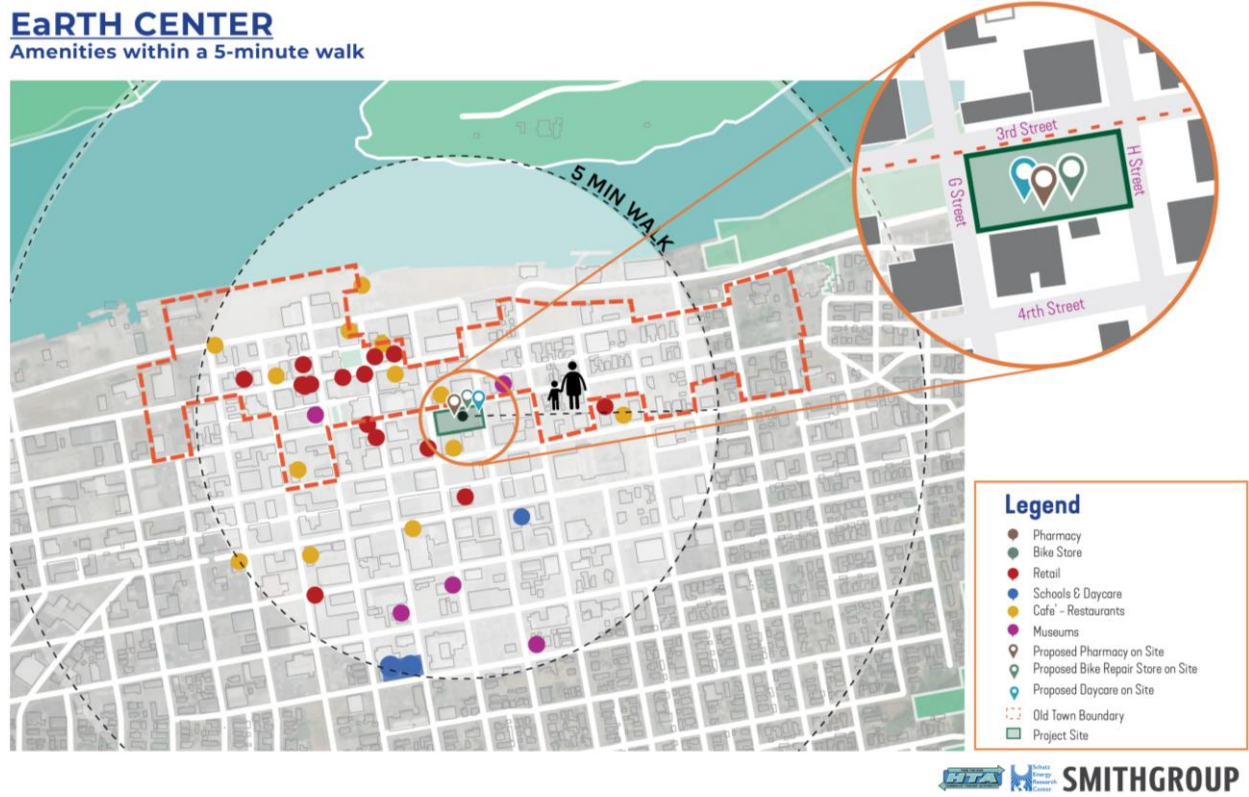


Figure 4: Five minute walkability from the EaRTH Center.

² According to walkscore.com, accessed February 20, 2022.

³ <https://humboldt.gov/1923/Humboldt-Bay-Trail>

⁴ https://www.ci.eureka.ca.gov/depts/pw/eureka_north_south_multimodal_corridor_plan/default.asp

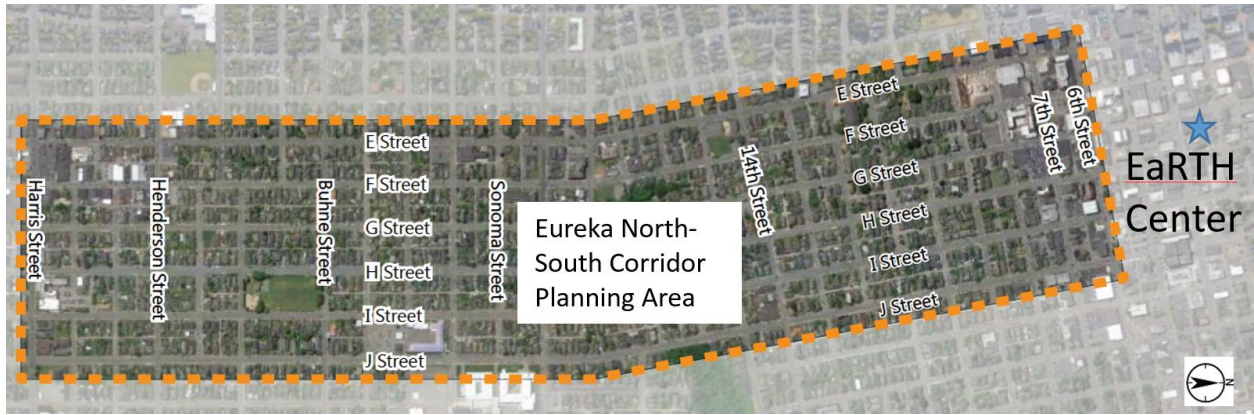


Figure 5: Planned north-south bicycle commute corridor planning area, and location of the EaRTH Center.

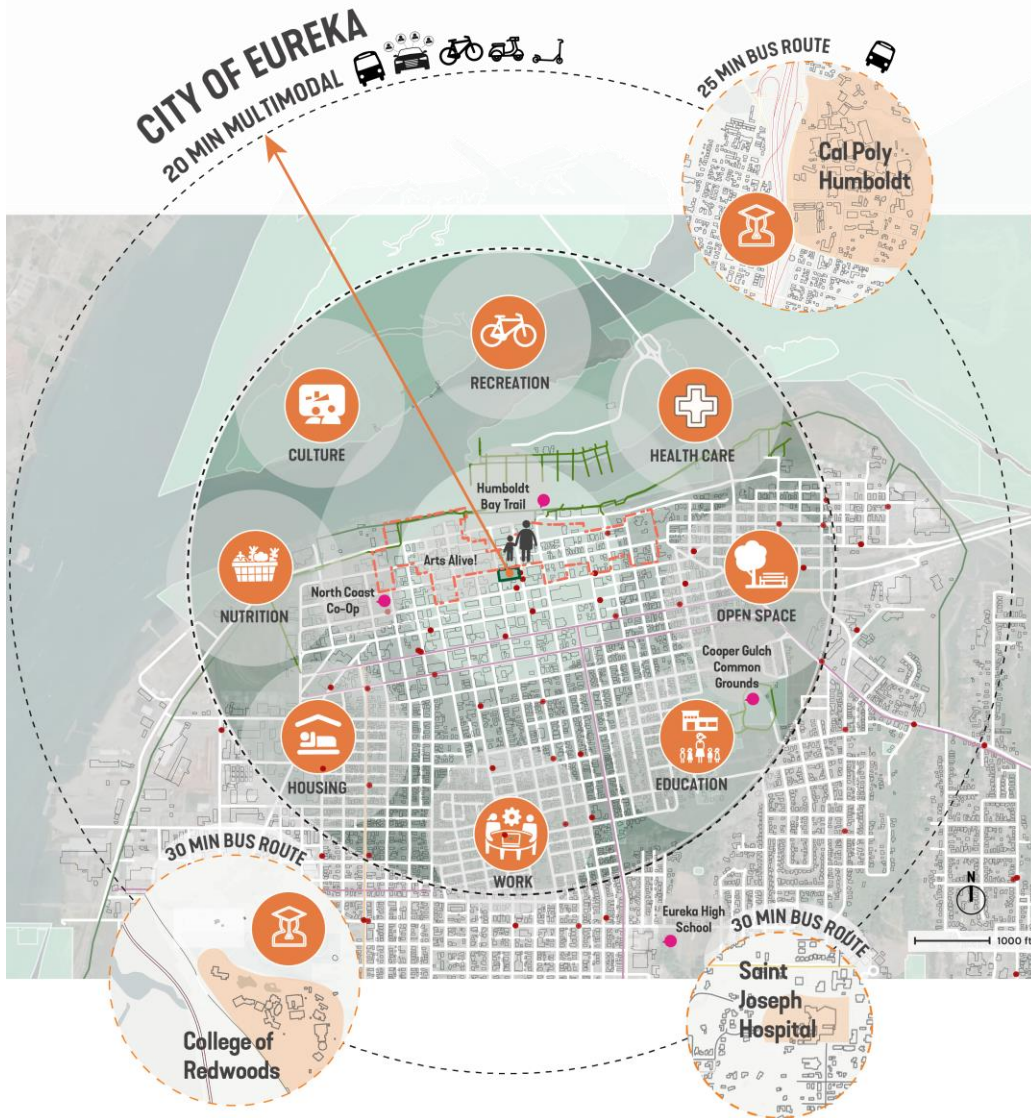


Figure 6: Twenty minute multimodality from the EaRTH Center.

PROJECT COSTS

The full project costs are estimated to be \$65,155,000, with \$485,000 invested by HTA in Innovative Clean Transit compliance planning⁵ and project planning prior to this application. Total TIRCP funds requested are \$38,743,000 (59.5%), with an additional \$2,640,000 in other GGRF funding (HVIP), \$433,000 in State Transit Assistance Funds, and \$23,339,000 in private investment committed to the project. Cost quotes by project partners are provided in Supporting Documentation, Attachment I, and summarized by source, project partner, and project element in Table 5. Additional budget and schedule information is included in Supporting Documentation, Attachment K.

Table 5: Project cost summary (dollar amounts in \$1,000s).

Project Team Member	Funding Source	Project Element				Total
		1	2	3	4	
HTA	TIRCP	\$608		\$2,067	\$696	\$3,371
	STAF	\$68	\$58	\$307		\$433
HCAOG	TIRCP	\$97	\$97	\$97	\$125	\$416
Schatz Center	TIRCP	\$260		\$1,014	\$26	\$1,300
Servitas	TIRCP				\$10,068	\$10,068
	Private				\$23,339	\$23,339
New Flyer	TIRCP	\$2,708		\$12,188		\$14,896
	HVIP	\$480		\$2,160		\$2,640
Air Products	TIRCP			\$8,000		\$8,000
CTE	TIRCP	\$45		\$342		\$386
SmithGroup	TIRCP				\$292	\$292
Creative Inclusion	TIRCP				\$15	\$15
Total by Source	TIRCP	\$3,718	\$97	\$23,707	\$11,221	\$38,743
	HVIP	\$480		\$2,160		\$2,640
	STAF	\$68	\$58	\$307		\$433
	Private				\$23,339	\$23,339
Grand Total		\$4,266	\$155	\$26,174	\$34,560	\$65,155

For Project Element 4, Servitas completed a pro-forma and a cost estimate for the EaRTH Center, with hard costs developed by an estimator (see Supporting Documentation, Attachment I). HTA and Servitas determined that 30% of total project costs are attributable to supporting transit, mode-shifting, and public space features that enhance attraction to the site thereby increasing success of achieving mode shifting targets. Table 6 shows the costs of the EaRTH Center allocated between TIRCP and private funding.

All costs for all project elements are escalated to the projected year of delivery for each project element (see discussion below). Details on projected operating costs and plans for cost overruns are discussed in the Capital and Operating Financial Plan Details section.

⁵ See the following reports included in the Supporting Documentation, Attachment N: “*Climate Resilient Battery Electric Fleet Feasibility Assessment for Humboldt County Public Transit*”, and “*Total Cost of Ownership Comparison between Fuel Cell and Battery Electric Transit Fleets for Humboldt County*”

This project is not applying for Network Integration; therefore no budget is allocated to this.

Table 6: Distribution of EaRTH Center costs between TIRCP and private funding sources.

	TIRCP	Private	Total
Soft Costs	\$2,103,782	\$4,877,018	\$6,980,800
Design and Permitting	\$1,031,880	\$2,392,120	\$3,424,000
Contingency	\$335,120	\$776,880	\$1,112,000
Fees	\$736,782	\$1,708,018	\$2,444,800
Construction	\$6,702,400	\$15,537,600	\$22,240,000
<i>West Wing</i>	\$1,322,000	\$5,260,000	\$6,582,000
Construction	\$1,013,000	\$3,964,000	\$4,977,000
Escalation and Contingency	\$60,000	\$301,000	\$361,000
Fees	\$249,000	\$995,000	\$1,244,000
<i>East Wing</i>	\$3,188,000	\$6,989,000	\$10,177,000
Construction	\$2,365,000	\$5,340,000	\$7,705,000
Escalation and Contingency	\$240,000	\$362,000	\$602,000
Fees	\$583,000	\$1,287,000	\$1,870,000
<i>Site Costs</i>	\$2,192,400	\$3,288,600	\$5,481,000
Construction	\$1,680,800	\$2,521,200	\$4,202,000
Escalation and Contingency	\$96,000	\$144,000	\$240,000
Fees	\$415,600	\$623,400	\$1,039,000
Financing	\$1,261,494	\$2,924,412	\$4,185,906
Total	\$10,067,676	\$23,339,030	\$33,406,706

Cost Escalation, Contingency, and Extended Commissioning Time

All costs are escalated to the projected year of delivery for each project element. An annual 5% escalation is applied over the project period, and all project partner quotes include contingency line items on soft and hard costs to cover possible cost overruns, accelerated increases in financing rates and material costs, and potential continued challenges with procurement timelines that have been seen during the COVID-19 pandemic.

In extensive discussions with other transit agencies who have adopted FCEBs, it is realistic to expect 18 months or more of active commissioning time before the hydrogen station and buses are performing smoothly. Given the remoteness of Humboldt County from skilled labor in the hydrogen sector, the Schatz Energy Research Center—with over 30 years of hydrogen technology experience—will work closely with project partners to be on call for technical issues during the grant period. TIRCP funds are included to provide labor costs post construction in order to support a smooth transition to hydrogen.

Funding Liquidity to Manage the Grant Reimbursement Process

HTA will seek low-cost debt financing for the first three project years to manage cash flow requirements across all project elements. HTA has started the process of obtaining an investment-grade credit rating. HTA has also initiated a pre-application process with the Transportation Infrastructure Finance and

Innovation Act (TIFIA) Rural Project Initiative⁶ to explore the possibility of a low cost loan through this agency. HTA has also initiated discussions with a local commercial bank.

Figure 7 shows the expected quarterly cash flow requirements of the project for the first three years that will be managed with a low-cost loan. The peak quarterly cumulative project liability anticipated is \$13.5M which is associated with delivery of the FCEBs. HTA will work with New Flyer to stagger invoices in order to keep the monthly cash flow requirements manageable within that quarter, which will help drive down the necessary loan size. In addition, HTA typically maintains an average annual cash balance of \$1M. These funds can be used to manage additional cash flow not covered with financing, if necessary. Cash flow for the last two years of the grant period is anticipated to average \$100,000 per quarter, which will be managed by HTA’s on-hand cash assets.

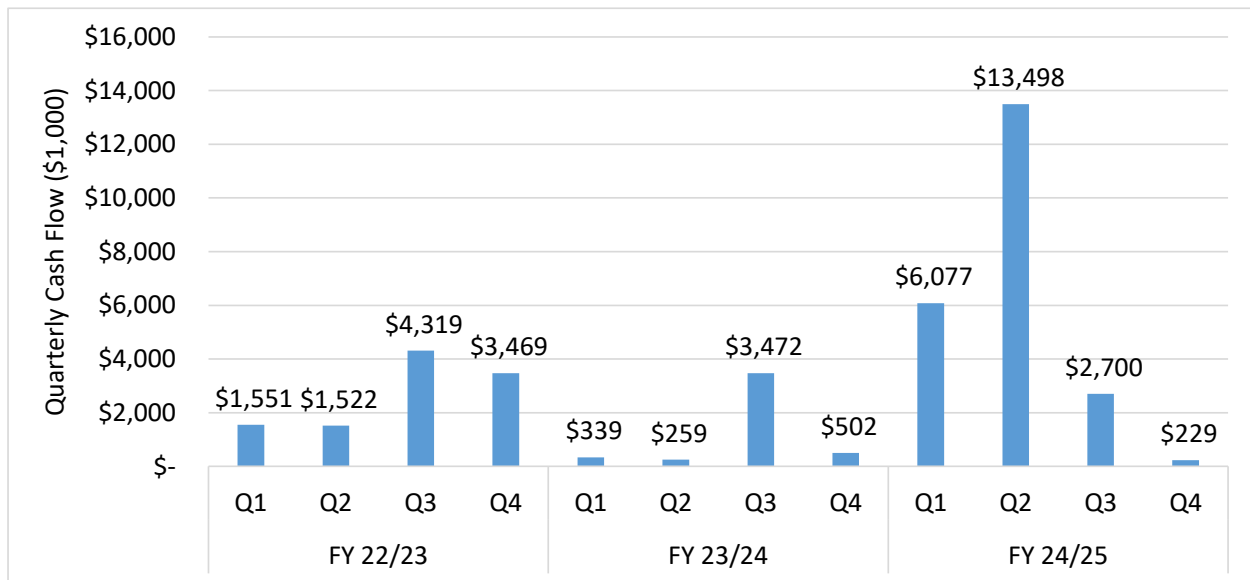


Figure 7: Expected cash flow for the first three years of the project period (dollar amounts in \$1,000s).

A conservative debt interest rate of 3% amortized quarterly is used to calculate the cost of financing, which is included in project management costs distributed across project elements.

Non-TIRCP Funding Sources

This project leverages multiple non-TIRCP funding sources for both capital and initial operating costs. A summary description of each non-TIRCP funding source for capital costs is shown in Table 7.

⁶ <https://www.transportation.gov/buildamerica/financing/tifia/tifia-rural-project-initiative-rpi>

Table 7: Summary of non-TIRCP capital cost sources by project element (dollar amounts in \$1,000).

Project Element	Non-TIRCP Funding Source			Total
	HVIP	Private	STAF	
1	\$480	\$0	\$68	\$548
2	\$0	\$0	\$58	\$58
3	\$2,160	\$0	\$307	\$2,467
4	\$0	\$23,339	\$0	\$23,339
Total	\$2,640	\$23,339	\$433	\$26,412

HVIP: Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project

Private: Tax-exempt bond funds committed by Servitas via a non-profit conduit owner/borrower

STAF: State Transit Assistance Funds

PROJECT SCHEDULE

A summary schedule of costs by project element is shown in Table 8. As described in the Narrative, Section H, HTA has established strong relationships with nearly all necessary contractors and vendors. Hence, there is high confidence in cost estimates and project schedule, and all selected contractors and vendors are ready to execute contracts immediately upon allocation of grant funds.

All elements of this project are ready to begin immediately, and HTA plans to submit an allocation request upon project approval by the Commission. HTA has high confidence in all proposed non-TIRCP funding sources as described below, and anticipates a quick approval process:

- **HVIP:** While HVIP funds will not be secured prior to submission of an allocation request, HTA has high confidence that these funds will be available. Starting this year (2022), the HVIP program will begin allowing a funding request waitlist for public transit buses.⁷ HTA anticipates finalizing an order for 11 fuel cell electric buses to New Flyer by Spring of 2023 at the latest. We anticipate that New Flyer will submit a funding request on behalf of HTA immediately upon receipt of the order by HTA, and that HVIP funding will be available to meet this request by the anticipated delivery date 18-24 months later in FY 24/25.
- **Private Funds:** Approval of private funds committed for this project are expected prior to the first Commission meeting approving Cycle 5 awards. Servitas has completed a pro-forma for the EaRTH Center project, and has met the risk requirements for securing a tax-exempt bond using a non-profit conduit owner/borrower. They are scheduled to enter into a pre-agreement contract with the City of Eureka no later than May 9th, 2022 in order to initiate the financing process (see attached City resolution). We anticipate that Servitas will achieve financial closing well before TIRCP awards are approved by the Commission.
- **STAF:** HTA is confident that the proposed uses for STAF funds will be available. The planned allocation of STAF funding for the first two fiscal years of the project can be wholly met by operator funds (99314) allocated annually to HTA. The remaining fiscal years can be met by combining regional (99313) and operator funds. HTA is confident that the regional funds needed will be a reasonable ask of 5% - 10% of annual allocation to the County.

No federal funds are proposed for this project and thus no federal approvals are required prior to submitting an allocation request.

A project schedule of effort, milestones, and invoicing schedules by project element and project partner is shown in Table 9. All project partners have reviewed and committed to the project schedule, and have accounted for this schedule in their cost estimates. In addition, the Division of Responsibilities table (Supporting Documentation, Attachment K) provides a Gantt chart showing the anticipated schedule for all detailed task and sub-tasks, and Supporting Documentation, Attachment K provides additional budget and schedule information.

⁷ <https://mailchi.mp/f3d9682a6713/hvip-wave-3-summary-772950?e=5ace26c59b>

Table 8: Budget schedule by project phase and funding source (dollar amounts in \$1,000).

Fiscal Year and Quarter	PA&ED			PS&E			R/W			CON			Vehicles			Total				
	TIRCP	STAF	Priv	TIRCP	STAF	Priv	TIRCP	STAF	Priv	TIRCP	STAF	Priv	TIRCP	HVIP	STAF	TIRCP	HVIP	STAF	Priv	
21/22	1																			
	2																			
	3																			
	4			\$1,750			\$1,750													\$3,501
22/23	1	\$763		\$763			\$0			\$16			\$8		\$58	\$1,551		\$58		
	2	\$652		\$689			\$5			\$102			\$75			\$1,522				
	3	\$46	\$7	\$74	\$7		\$45	\$7	\$93	\$4,079	\$51	\$9,242	\$74			\$4,319		\$73	\$9,336	
	4	\$49	\$7	\$86	\$7		\$269	\$7		\$3,031	\$51		\$35			\$3,469		\$73		
23/24	1	\$49	\$8	\$78	\$8		\$4	\$8		\$126	\$54		\$82			\$339		\$77		
	2	\$47	\$8	\$76	\$8		\$5	\$8		\$94	\$54		\$37			\$259		\$77		
	3	\$85		\$115			\$36		\$70	\$3,160		\$6,932	\$77		\$15	\$3,472		\$15	\$7,002	
	4	\$91		\$120			\$6			\$207			\$78		\$13	\$502		\$13		
24/25	1	\$97		\$127			\$23		\$35	\$4,088		\$3,466	\$1,743		\$16	\$6,077		\$16	\$3,501	
	2	\$86		\$107			\$6			\$1,375			\$11,923		\$13	\$13,498		\$13		
	3	\$86		\$107			\$6			\$899			\$1,602	\$2,640	\$9	\$2,700	\$2,640	\$9		
	4	\$37		\$58			\$4			\$78			\$53			\$229				
25/26	1	\$19		\$23			\$3			\$39			\$35		\$10	\$119		\$10		
	2	\$19		\$23			\$4			\$38			\$34			\$117				
	3	\$20		\$24			\$4			\$40			\$16			\$104				
	4	\$17		\$21			\$3			\$34			\$15			\$89				
26/27	1	\$16		\$21			\$2			\$34			\$15			\$88				
	2	\$17		\$22			\$3			\$35			\$15			\$92				
	3	\$16		\$21			\$2			\$34			\$15			\$88				
	4	\$21		\$25			\$3			\$42			\$18			\$109				
Total	\$2,232	\$30	\$1,750	\$2,580	\$30	\$1,750	\$432	\$30	\$198	\$17,550	\$210	\$19,640	\$15,949	\$2,640	\$133	\$38,743	\$2,640	\$433	\$23,339	
	\$4,013			\$4,361			\$661			\$37,400			\$18,721			\$65,155				

PA&ED: Project Approval & Environmental Document

PS&E: Plans, Specifics & Estimates

R/W: Right of Way

CON: Construction

Vehicles: Vehicle Procurement

TIRCP: Transit and Intercity Rail Capital Program

STAF: State Transit Assistance Funds

Priv: Private funding sources

CAPITAL AND OPERATING FINANCIAL PLAN DETAILS

Capital financial plan and cost overrun management is described in detail in the previous Project Costs section.

This project is anticipated to increase HTA’s annual operating costs by roughly 25% by the end of the grant period. It is imperative that funding sources be identified that will meet these additional costs. Table 10 shows the projected incremental operational costs by fiscal year and funding source, with an estimated cumulative contribution of \$5.2M going towards these incremental operational costs over the project period. These costs have been approved by the HTA General Manager (see cover letter).

Table 10: Projected incremental operational costs during the grant period (dollar amounts in \$1,000).

	22/23	23/34	24/25	25/26	26/27	Total
5311(f)	\$164	\$344	\$273	\$195	\$204	\$1,180
<i>1. RCX Operation</i>	\$164	\$344	\$273	\$195	\$204	<i>\$1,180</i>
Farebox	\$29	\$61	\$64	\$67	\$70	\$291
<i>1. RCX Operation</i>	\$29	\$61	\$64	\$67	\$70	<i>\$291</i>
LTF	\$0	\$0	\$24	\$71	\$75	\$225
<i>3. RTS FCEB Operation</i>	\$0	\$0	\$24	\$51	\$54	<i>\$129</i>
<i>2. CalITP Costs</i>	\$18	\$18	\$19	\$20	\$21	<i>\$96</i>
LCTOP	\$0	\$0	\$109	\$230	\$241	\$580
<i>1. RCX Operation</i>	\$0	\$0	\$109	\$230	\$241	<i>\$580</i>
SGR	\$0	\$0	\$84	\$176	\$185	\$445
<i>3. Hydrogen Station Operation</i>	\$0	\$0	\$84	\$176	\$185	<i>\$445</i>
STAF	\$0	\$0	\$243	\$510	\$536	\$1,289
<i>3. RTS FCEB Operation</i>	\$0	\$0	\$152	\$319	\$335	<i>\$806</i>
<i>4. EaRTH Center Operation</i>	\$0	\$0	\$91	\$191	\$201	<i>\$483</i>
ZERTEPI ⁸	\$0	\$0	\$226	\$473	\$493	\$1,192
<i>1. RCX Operation</i>	\$0	\$0	\$30	\$61	\$61	<i>\$152</i>
<i>3. RTS FCEB Operation</i>	\$0	\$0	\$196	\$412	\$432	<i>\$1,040</i>
Project Element 1	\$193	\$405	\$476	\$553	\$576	\$2,203
Project Element 2	\$18	\$18	\$19	\$20	\$21	\$96
Project Element 3	\$0	\$0	\$456	\$958	\$1,006	\$2,420
Project Element 4	\$0	\$0	\$91	\$191	\$201	\$483
Total	\$211	\$423	\$1,042	\$1,722	\$1,804	\$5,202

5311(f): Federal Transit Administration Formula Grants for Rural Areas, Intercity Bus Program Section

LTF: Local Transportation Funds

LCTOP: Low Carbon Transit Operations Program

SGR: State of Good Repair

STAF: State Transit Assistance Funds

ZERTEPI: Zero-Emission Rail and Transit Equipment Purchases and Infrastructure

⁸ Per discussion with staff at the Division of Rail and Mass Transportation, the “Zero-Emission Rail and Transit Equipment Purchases and Infrastructure” (ZERTEPI) funding augmentation in the FY 2021-22 State Budget (<https://www.ebudget.ca.gov/2021-22/pdf/Enacted/BudgetSummary/Transportation.pdf>) is expected to be a source of operational funds to support zero emission transit fleets. This funding is compiled from line items in the State General Fund, the State Public Transportation Account, and federal funds.

Details on each operational funding source follows:

- 5311(f): HTA will be looking to realign 5311(f) funds to support a portion of the operational costs of the RCX route. If HTA receives less 5311(f) funds than requested, SGR, STAF and LCTOP funds will be used to backfill.
- Farebox: Revenue is based on a target of 15% of total operating costs of the RCX route. For the first year ridership target, this calculates to be a cost per ticket of \$23.33 to travel from Eureka to Ukiah. This is competitive with current intercity fares. Operational costs will increase when FCEBs are put on the RCX route, and by this time ridership is expected to increase such that HTA will continue to meet or exceed the farebox target. As ridership continues to increase into the future, farebox revenue will increase and/or ticket prices will be reduced to incentivize ridership.
- LTF: These funds are variable year to year, but County typically receives on average around \$5M annually. The target request from these funds is a small fraction of the typical annual distribution. STAF funds will be leveraged if a given year provides insufficient LTF funds.
- LCTOP: This funding source is competitive. The planned use for these funds would be starting in FY 24/25 once the FCEBs become operational. HTA plans to submit allocation request for the 2024 funding announcement, and has kept annual amounts under \$250,000 to maximize competitiveness. HTA anticipates the funding source will continue to be available.
- SGR: HTA anticipates this funding source to continue over the project period. SGR funding is planned to be used starting FY 24/25 when the FCEBs become operational. The planned request is expected to be wholly met by operator funds (99314) allocated annually to HTA.
- STAF: As discussed above, HTA plans to allocate operator (93314) funds to project expenses during the first two fiscal years. Starting in FY 24/25, HTA will request a portion of regional (99313) funds along with operator funds to cover operational costs.
- ZERTEPI: This funding source has not yet been solidified into a funding program as of the submission of this application. This refers to the “Zero-Emission Rail and Transit Equipment Purchases and Infrastructure” funding augmentation in the FY 2021-22 State Budget. Discussions with Division of Mass Rail and Transit staff indicated that this is a likely source of additional operation funds that transit agencies will be able to apply for. HTA plans to submit a request for these funds starting in FY 24/25 to support the incremental costs associated with operating FCEBs, and will work closely with CalTrans staff to track the funding status and process.

HTA expects all funding sources to continue well past the grant period, and is confident this operational funding plan provides a strong foundation for maintaining operations through the planned useful life of all project elements.

Electronic Project Programming Request (ePPR)

An ePPR for this project has been completed.

Project Scalability, and Special Cash Flow and Contracting Requirements

This project has been presented as four separable elements. Details on project scalability, and associated contracting and cash flow requirements for each project element, are described below.

Project Element 1: Create the Redwood Coast Express (RCX) and Improve Connection with the SMART Train (\$3,718,000)

This project element has two phases: 1) operate with existing fleet vehicles, and 2) operate with FCEBs once they are delivered. Operation of FCEBs is completely dependent on Project Element 3 being funded. If Project Element 3 is not funded, the new route can still be established and some of the benefits realized. However, HTA will need to procure new diesel buses in the near term to maintain long term reliability of the new service, and would seek other funds to do so. Greenhouse gas reduction benefits will be significantly reduced.

Should Project Element 3 be funded, the invoicing schedule for New Flyer is wholly dependent on the planned schedule for Project Element 3.

Project Element 2: Improve Regional Scheduling and Ticket Integration (\$97,000)

This project element requests minimal funding from TIRCP. Procurement of ticketing equipment is planned using state funds and does not rely on the award of this project. This project element is flexible regarding when TIRCP funding is received, though a delay in TIRCP funding will delay marketing and outreach efforts which could delay projected benefits.

Project Element 3: Transition to Zero Emission Transit and Construct a Hydrogen Fueling Station (\$23,707,000)

This project element has multiple components, all of which must occur in parallel and maintain respective schedules. This is critical for minimizing potential non-operation time of FCEBs and the fueling station. If delivery of the first FCEB does not line up with the planned operation date of the hydrogen fueling station and maintenance bay upgrades, there could be significant impacts to the warranty and service life of the buses and/or the fueling station. Furthermore, commissioning of the FCEBs requires that the hydrogen station commissioning be completed and the station be operational.

The schedule of the entire project element as a whole could potentially be shifted out into the future. However, this is extremely undesirable given the deadline that HTA and other regional transit agencies are facing regarding Innovative Clean Transit compliance. Furthermore, this would impact the ability to deploy FCEBs on the new RCX route established under Project Element 1.

Project Element 4: Design and Construct the Eureka Regional Transit and Housing (EaRTH) Center (\$11,221,000)

The schedule for this project element is not flexible. Significant effort will be expended prior to TIRCP funding allocation in order to secure private financing and bring the permitting package to roughly 50% completion by the time TIRCP funding allocation is proposed. Furthermore, demand for workforce and student housing is extremely high, and the proposed schedule must be achieved in order to meet the requested needs of Cal Poly Humboldt and other entities who have expressed interest in securing master lease agreements for housing units. For this Project Element to succeed, it is critical for TIRCP funds to be programmed as shown in the Project Schedule above.

Minimum GTFS Guidelines

This project will utilize the current implementation of GTFS Real Time by HTA. HTA has worked with the CalITP team and confirmed that the agency exceeds California's minimum GTFS requirements. Furthermore, HTA has held a contract with Trillium Transit, which maintains HTA's GTFS data feed for many years and will continue to do so.



Expanding Transit Services and Introducing Zero-Emission Fleets on California's North Coast

Application to Cycle 5 of the Transit and Intercity Rail Capital Program

Narrative Document

March 2022

Title VI Equity Analysis: See red boxes on Page 30 and Pages 40 - 44

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This narrative document is structured to follow the list of Project Application Contents specified in the 2022 TIRCP Call for Projects. In addition to this narrative, we have provided substantial supporting documentation. A list of all supporting documentation, including associated filenames, is included within the Supporting Documentation.

A. Project Summary Data

i. Project Title

Title: Expanding Transit Services and Introducing Zero-Emission Fleets on California’s North Coast

Brief project description: The Humboldt Transit Authority (HTA) and project partners propose to procure 11 new zero-emission hydrogen fuel cell electric buses (FCEBs), design and install a hydrogen fueling station to provide fuel for the buses and for private and other fleet vehicles, and design and construct an intermodal transit and housing center. The buses will serve the local Trinidad-to-Scotia route as well as a new inter-city route to Ukiah, connecting riders to Mendocino County and south to the SMART train and the San Francisco Bay Area. The hydrogen station and transit and housing center will both be located in low-income census tracts in downtown Eureka, the Humboldt County seat and largest city.

ii. Applicant Names

- Applicant and Implementing Agency: Humboldt Transit Authority (HTA)
- Lead Nominating Agency and Implementing Agency: Humboldt County Association of Governments (HCAOG)
- Committed Project Partners
 - Schatz Energy Research Center
 - Center for Transportation and Environment (CTE)
 - Air Products and Chemicals, LLC
 - New Flyer of America, Inc
 - Servitas, LLC
 - SmithGroup
 - Creative Inclusion, LLC

iii. Project Priority

HTA is submitting one application.

iv. Project Purpose and Need

- There is currently a gap in public transit service to points south of Humboldt County. The new Redwood Coast Express (RCX) route proposed through this project will connect passengers to Ukiah, the SMART train, and Bay Area locations.
- Transit riders in adjoining northern counties have a similar service gap. Riders with Redwood Coast Transit (Del Norte) and Trinity Transit will also be connected to the SMART train, Napa, and the San Francisco Bay Area via the RCX route.
- The Humboldt Transit Authority must comply with the Innovative Clean Transit regulation to transition to zero emission transit vehicles. Through this project, HTA will acquire fuel cell electric buses (FCEBs) to begin to meet this state mandate.

- FCEBs will require a hydrogen fueling infrastructure to operate. Through this project, HTA will contract with project partners Air Products and the Schatz Center to build and maintain a hydrogen fueling station.
- The City of Eureka has no central transit center, even though such a center has been part of the area’s Regional Transportation Plan for over 20 years. Through this project, a new intermodal transit center—the Eureka Regional Transit and Housing Center (EaRTH Center)—will be designed and constructed in downtown Eureka.
- Humboldt State University has become California State Polytechnic University, Humboldt (Cal Poly Humboldt) and is projected to double in size to ~12,000 students by the end of the decade. Housing for new faculty, staff, and students is in very short supply. Through match funding, the EaRTH Center will provide housing for students, staff, and faculty.

v. Project Location

This project has four elements, with locations shown in Figure 1 below.

1. Create a new intercity express bus between Eureka and Ukiah along US Hwy 101,
2. Implement improved coordinated regional scheduling and integrated ticketing,
3. Procure fuel cell electric buses (FCEBs), construct a hydrogen fueling station that includes public access, and upgrade maintenance bays to support FCEBs, and
4. Construct the EaRTH Center.

These elements are described in detail in the narrative that follows.

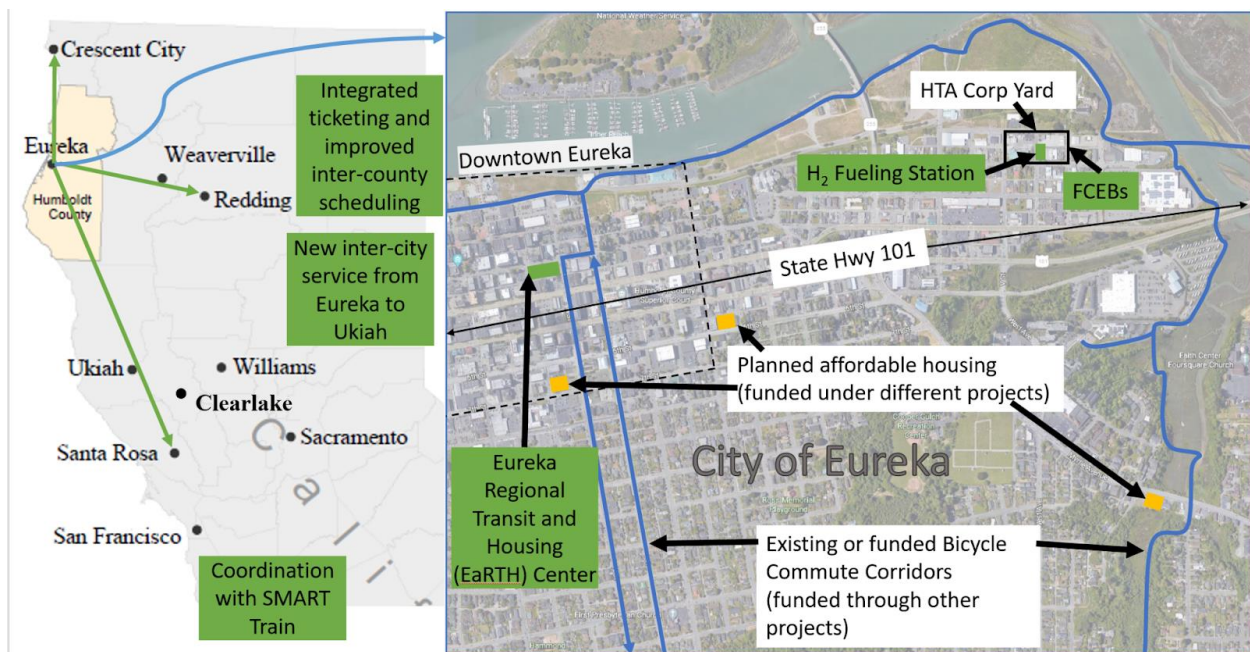


Figure 1: Map of all project elements.

Project Elements 3 and 4 will involve construction of infrastructure located in downtown Eureka in census tracts 6023000100 and 6023000500. These tracts include the highest CalEnviroScreen

percentile score in the state (73%) north of Chico and have very high Population Characteristic percentile scores. Project Elements 1, 2, and 3 serve numerous census tracts along Highway 101 with high Population Characteristic percentile scores. Figure 1 maps out the location of these project elements. An additional more detailed KML file of the project along with surrounding community features is included in Supporting Documentation, Attachment G.

vi. Project Modes

Project modes addressed by this project include:

- Local Bus: Project Elements 2, 3, and 4
- Commuter Bus: Project Elements 2, 3, and 4
- Feeder Bus Associated with Intercity Rail: Project Elements 1, 2, 3, and 4
- Vanpool: Project Element 4
- Micro Transit: Project Element 4
- Other: Project Element 4
 - Carshare
 - Rideshare
 - Bike and bikeshare
 - Scooter and scooter share
 - Pedestrian

vii. Multi-Agency Coordination

Extensive multi-agency coordination has significantly informed the design of this project and will continue to ensure its success. HTA has primarily utilized the Far North Transit Consortium (FNTC, described in detail below) to guide the design of this project. The FNTC was initially formed to coordinate COVID-19 response efforts across agencies in the North State; it will soon be integrated as a formal working group under the North State Super Region. This group has coordinated on intercity service needs, the rollout of Cal-ITP efforts, and ICT compliance efforts, among other efforts.

Furthermore, HTA has coordinated with Del Norte and Trinity County transit agencies regarding adoption of fuel cell electric buses. Both agencies expressed strong interest in adopting FCEBs, and the increased consumption of hydrogen when they do will reduce the long-term cost of the fuel. HTA has also coordinated closely with Mendocino and Lake County transit agencies regarding the new RCX route and has communicated plans to Sonoma Transit and SMART.

viii. Greenhouse Gas Emissions Reductions

An estimated 516,000 metric tons (MT) of carbon dioxide equivalent (CO₂e) are expected to be reduced by all project elements over their useful life. TIRCP funds contribute to 97% of those reductions, **at a cost effectiveness of \$77 per MT CO₂e reduced**. See Supporting Documentation, Attachments E.1 and E.2 for details.

ix. Funding Requested

The total TIRCP funding requested is \$38,743,000. Non-TIRCP match funding totals \$26,412,000 from multiple state and private sources for a total project cost of \$65,155,000.

x. Point of Contact:

Greg Pratt, General Manager
Humboldt Transit Authority
133 V Street, Eureka, CA 95501
(707) 443-0826, ext. 101
greg@hta.org

B. Project Costs

As shown in Table 1, the full project costs are \$65,155,000, with \$485,078 invested by HTA in Innovative Clean Transit compliance planning¹ and project planning prior to this application. Total TIRCP funds requested are \$38,743,000 (59.5%), with an additional \$2,640,000 in other GGRF funding (HVIP), \$433,000 in State Transit Assistance Funds, and \$23,339,000 in private investment committed to the project. **Work on all elements of this project is ready to begin immediately upon award announcement.**

Table 1: Project capital cost summary (dollar amounts in \$1,000).

Project Team Member	Funding Source	Project Element				Total
		1	2	3	4	
HTA	TIRCP	\$608		\$2,067	\$696	\$3,371
	STAF	\$68	\$58	\$307		\$433
HCAOG	TIRCP	\$97	\$97	\$97	\$125	\$416
Schatz Center	TIRCP	\$260		\$1,014	\$26	\$1,300
Servitas	TIRCP				\$10,068	\$10,068
	Private				\$23,339	\$23,339
New Flyer	TIRCP	\$2,708		\$12,188		\$14,896
	HVIP	\$480		\$2,160		\$2,640
Air Products	TIRCP			\$8,000		\$8,000
CTE	TIRCP	\$45		\$342		\$386
SmithGroup	TIRCP				\$292	\$292
Creative Inclusion	TIRCP				\$15	\$15
Total by Source	TIRCP	\$3,718	\$97	\$23,707	\$11,221	\$38,743
	HVIP	\$480		\$2,160		\$2,640
	STAF	\$68	\$58	\$307		\$433
	Private				\$23,339	\$23,339
Grand Total		\$4,266	\$155	\$26,174	\$34,560	\$65,155

¹ See the following reports included in the Supporting Documentation, Attachment N: “Climate Resilient Battery Electric Fleet Feasibility Assessment for Humboldt County Public Transit”, and “Total Cost of Ownership Comparison between Fuel Cell and Battery Electric Transit Fleets for Humboldt County”

HTA and project team members have developed detailed scopes of work and budgets based on extensive collaboration over the year prior to this application. The project team has high confidence that the funding request is accurate. Cost quotes provided by all project partners are included in the Supporting Documentation, Attachment I and are used as the basis for projected project costs. Budget details, project schedule, and financial plan, along with discussion of contingency and cash flow management, can be found in the Statement of Work.

C. Eligibility

Humboldt Transit Authority is a public agency that owns and operates regularly scheduled intercity and commuter bus transit services. As such, HTA is an eligible applicant.

D. Expanded Project Summary

~200 Word Project Summary: The Humboldt Transit Authority (HTA) proposes to expand transit service and introduce zero-emission fuel cell electric buses (FCEBs) and hydrogen fueling infrastructure to California's North Coast.

There is a gap in service that prevents transit riders in northern California from reaching Sonoma, Napa, and Marin Counties, the SMART train, and the Bay Area. A new intercity route proposed—the Redwood Coast Express (RCX) from Eureka to Ukiah—will provide that service with clean FCEBs.

HTA must transition to zero-emission bus technology to comply with CARB's Innovative Clean Transit regulation. The 11 FCEBs acquired through this project will be a critical first step in that transition. The hydrogen fueling station will be one of the first north of the Bay Area and will catalyze the development of hydrogen infrastructure along the US 101 corridor.

The City of Eureka has no central transit center and Cal Poly Humboldt is expected to double in size to 12,000 students in 7 years.² This will occur even though housing is in very short supply. The EaRTH Center will centralize local and intercity bus transit, integrate bus service with carshare, rideshare, bike, and pedestrian travel, and provide workforce and student housing conveniently located with transit.

i. Transportation Challenges Addressed by the Project

As summarized above in the Project Purpose and Need section, this project will address numerous transportation challenges for the North Coast region.

Humboldt County is rural with approximately 135,000 residents and there is currently a gap in public transit service to points south of the county. This is a serious issue for many county residents as specialized medical care, legal services, and many other cultural and entertainment

² <https://www.humboldt.edu/polytechnic/planning>

opportunities exist only in Santa Rosa or the Bay Area, more than 200 miles to the south. The new Redwood Coast Express (RCX) route proposed through this project will convey passengers to Ukiah and points south (via connection with Mendocino Transit) and will provide transit riders with convenient access to Santa Rosa, the SMART train, and Bay Area locations.

A related transportation challenge is the lack of availability of zero emission FCEBs with enough power and range to navigate the Eureka to Ukiah route. This challenging route, with its hilly topography and sustained highway driving, is common to the routes of many rural transit agencies in California (and indeed in the U.S.). Project partner New Flyer will design and produce a “next generation” FCEB, model XHE40 NG (see quote in Supporting Documentation, Attachment I), with enhanced power and extended range sufficient for the RCX service. **An important ancillary benefit of the project will be this new FCEB development, which will allow numerous other rural transit agencies to meet their zero emission bus requirements.**

It is not only Humboldt County residents who suffer from a service gap heading south in California. Transit riders in adjoining northern counties have a similar service gap and they will also benefit from the new RCX service. Through coordination with Redwood Coast Transit (Del Norte) and Trinity Transit, riders in those areas will also gain a convenient connection to the SMART train, Napa, and the Bay Area. (See Letters Section for corroboration of this coordination.)

As will all transit operators in California, the Humboldt Transit Authority must comply with CARB’s Innovative Clean Transit regulation and transition to Zero Emission Transit Vehicles. HTA has begun that transition by acquiring a single battery electric bus (BEB) and has determined that the performance of the BEB is insufficient to serve all but flat intracity routes. For many of its routes—including the heavily traveled Trinidad to Scotia Redwood Transit System (RTS) route—fuel cell electric buses are the only zero emission technology that will work. Hence, HTA will need to acquire FCEBs to meet state mandates. The project team has worked closely with New Flyer, tested their existing bus (as described in detail under Project Element 3 below), and is assured that the 11 FCEBs to be procured will more than meet the demands of the routes serviced by HTA. **HTA’s deployment of these next generation FCEBs will serve as an important example to other rural transit agencies who face similar challenges when trying to transition to zero emission transit vehicles.**

FCEBs will require a hydrogen fueling infrastructure to operate. At present, there is none in the entire north state. Through this project (and as described in detail under Project Element 3 below), HTA will contract with project partner Air Products to build and maintain a hydrogen fueling station and supply liquid hydrogen fuel. In addition to bus fueling, the station will provide over-the-fence retail hydrogen fueling for fleet operators (City of Eureka, Humboldt County, CalTrans, UPS, etc.) and private citizens. This will be the only hydrogen fueling station north of Santa Rosa—over 200 miles south—and will catalyze use of fuel cell vehicles and

additional hydrogen infrastructure in the entire North Coast region and along the heavily traveled US 101 corridor.

A daunting challenge to increasing ridership on transit and reducing VMT in Humboldt County is the fact that the City of Eureka has no central transit center, a location where bus transit can connect with other modes of transportation and where housing is nearby. This is true even though such an intermodal center has been part of the area's Regional Transportation Plan for over 20 years. Through this project, a new intermodal transit center—the Eureka Regional Transit and Housing Center (EaRTH Center)—will be designed and constructed in downtown Eureka, one block from the main US 101 corridor. The center will have multiple transit services—local and intercity bus services, rideshare, carshare, taxi, electric bike rental, etc.—as well as a childcare center and retail locations such as a restaurant, pharmacy, and bike shop. It will also have attractive, inviting open areas that will enhance and enliven urban life in Eureka.

The plans call for co-locating workforce and student housing with the transit center. This will enhance its utility and encourage ridership. This is especially pertinent given that Humboldt State University, which has recently become California State Polytechnic University, Humboldt (Cal Poly Humboldt), is projected to double in size to ~12,000 students by the end of the decade.³ Housing for new faculty, staff, and students is in very short supply in the Humboldt Bay region. Through match funding, the EaRTH Center will provide housing for students, staff, and faculty and a convenient 20-minute transit commute to the university on a zero-emission bus.

As detailed on the CARB Benefits Calculator Tool and associated Benefits Methodology Spreadsheet, these amenities of the EaRTH Center and the way it will increase ridership are critical elements of how this project will reduce GHGs and VMT.

ii. Project Elements, Scope, and Location

The project scope consists of four main project elements, which are elaborated on in the following subsections.

1. Expand intercity bus transit between Eureka and Ukiah by introducing a new Redwood Coast Express (RCX) service, to be served by new FCEBs. This new RCX route will fill existing service gaps along the US 101 corridor, provide connection with the Sonoma-Marín Area Rail Transit (SMART) service via transfer to Mendocino Transit, and provide connection to Napa via transfer to Lake Transit.
2. Implement ticket integration and improved coordinated scheduling across North Coast regional transit systems, including the new intercity service.
3. Implement zero emission bus technology and catalyze a regional hydrogen fuel supply chain.

³ <https://www.humboldt.edu/polytechnic/planning>

- a. Procure eleven (11) next-generation 40-foot New Flyer FCEBs (XHE40 NG) to support phasing out existing diesel buses and adding a new intercity service,
 - b. Construct a hydrogen fueling station at HTA's corporation yard that will include both bus fueling and over-the-fence retail fueling accessible to the public that will catalyze hydrogen supply infrastructure on the North Coast,
 - c. Upgrade existing maintenance facilities to support FCEBs and light and medium duty fuel cell fleet and private vehicles, and
 - d. Begin working with technology partners and our local community college—College of the Redwoods—to train mechanics who will need the skills to repair and maintain FCEBs and hydrogen infrastructure. These skills include ability to work with fuel cell power plants, high voltage batteries, electric drive trains, and high-pressure gaseous fuel systems.
4. Design and construct the Eureka Regional Transit and Housing (EaRTH) Center on 3rd Street between G and H Streets in downtown Eureka, including:
- a. An Intermodal Transit Center, which includes intra- and inter-city bus service, an attractive ticketing and waiting area, bicycle and e-bike rental, sales, and repair, car share (i.e., Zipcar), rideshare (i.e., Uber, Lyft), taxi service, and access to pedestrian and bicycle paths,
 - b. Workforce and student housing integrated with the EaRTH Center,
 - c. Critical community services such as pharmacy and childcare that currently don't exist in the downtown area,
 - d. Shared office and conference spaces for the Humboldt Transit Authority and other local government and community organizations, and
 - e. An attractive outdoor plaza with local artwork and sculpture that integrates with and serves downtown life and civic events, such as a regular farmer's market.

The location of these Project Elements (PE) is shown in Figure 2. The majority of the project is located in downtown Eureka in census tracts 6023000100 and 6023000500, which includes the highest CalEnviroScreen 4.0 percentile score in the state (73%) north of Chico. An additional more detailed KML file of the project, along with surrounding community features, is included in the Supporting Documentation, Attachment G.

Project Element 1: Create the Redwood Coast Express and Improve Connection with the SMART Train

Humboldt County residents have expressed demand for improved intercity service between Humboldt and Mendocino Counties along the US 101 corridor. Through this project, a new intercity service between Eureka and Ukiah called the Redwood Coast Express (RCX) will be initiated. RCX service will provide residents of Humboldt and other north state counties with a convenient transit connection to medical, legal, and other services not available locally.

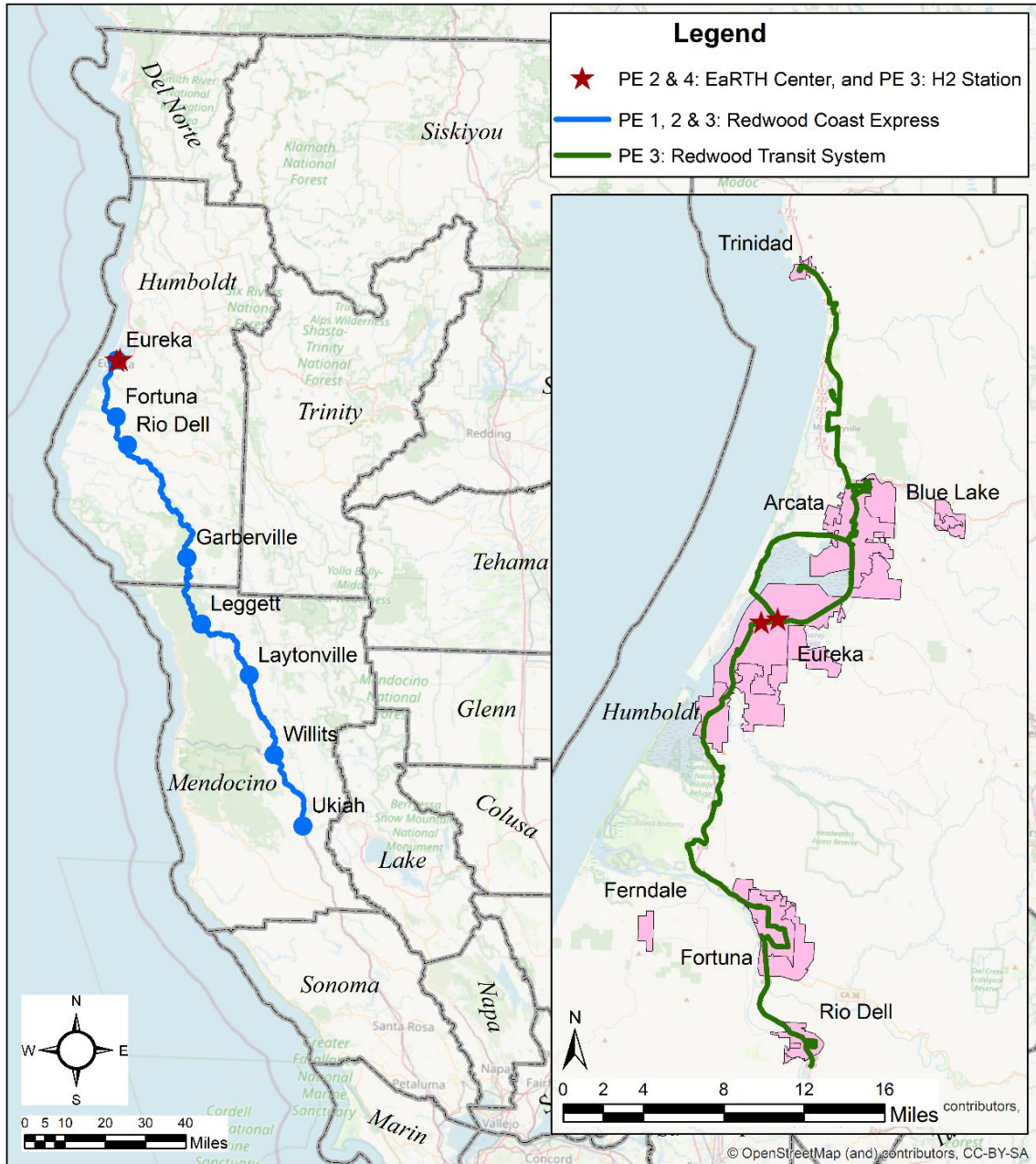


Figure 2: Location of all project elements (PE).

The proposed RCX route is shown in Figure 2. The RCX route will fill the remaining gap in public transit service along the US 101 corridor between the Oregon border and San Francisco. The RCX route will connect with Mendocino Transit Authority’s (MTA) CC Rider, which connects Ukiah with Santa Rosa in Sonoma County, and the Sonoma Airport SMART station. Schedule coordination with MTA and SMART (see Project Element 4) will include exploration of adding the Santa Rosa North SMART station to the CC Rider schedule. The RCX route will also connect with Lake Transit Authority’s Route 7, which provides transfer options into Napa County.

The proposed RCX schedule was developed in coordination with the Far North Transit Consortium (FNTC), an adhoc group founded in 2020 by HTA’s general manager Greg Pratt. The FNTC includes the following transit agencies and governmental organizations (in alphabetical order):

Arcata and Mad River Transit	Blue Lake Rancheria Transit	CalTrans
Humboldt Transit Authority	Klamath-Trinity Non-Emergency Transit	Lake Transit Authority
Mendocino Transit Authority	Mendocino Council of Governments	Modoc County Transportation Commission
Redwood Coast Transit	San Joaquin Joint Powers Authority	Shasta Regional Transportation Agency
Siskiyou (County) Transit	Sonoma-Marin Area Rail Transit (SMART train)	Sonoma Transit
Tehama County Transportation Commission	Trinity Transit	

The FNTC was formed in 2020 to coordinate service and operational changes in response to the COVID-19 outbreak. Since then, the group has expanded in scope to include schedule coordination across counties, collaboration on Innovative Clean Transit (ICT) compliance strategies, and other topics. The group has been an important vehicle for coordination and adoption of the new California Integrated Travel Project (Cal-ITP) and for commenting on relevant efforts such as the State's Middle-Mile Broadband Initiative. The FNTC is currently slated to be formalized as a standing working group under the North State Super Region; the consortium will be an important contributor to coordination efforts in the north state as this and other TIRCP projects are implemented.

A proposed schedule for the RTX route is shown in Figure 3. The new RCX will be a true express route with a minimum number of stops. With schedule coordination with MTA (see Project Element 4), the target headway between Eureka and Santa Rosa (rail connection point) is five hours, including transfer time. This travel time is only one hour longer than it takes via personal vehicle.

Per recent analysis, annual business-as-usual ridership for the RCX route is anticipated to be 4,500 passengers. The first-year target is 2,250 passengers with a 2050 target to increase ridership to 18,000 passengers, which aligns with County transit ridership growth targets. Additional runs and buses will be needed in the future to achieve this ridership target.

The RCX route will be kicked off early in the project schedule in the spring of 2023 using existing HTA buses. Once the FCEBs have been delivered, HTA will operate them on this route. Per on-road testing and discussions with New Flyer and Ballard (see detailed description in Project Element 3 below), the next generation FCEBs (New Flyer XHE40 NG) developed for

this project will easily negotiate the RCX route. HTA will run FCEBs on this route starting fall 2024.

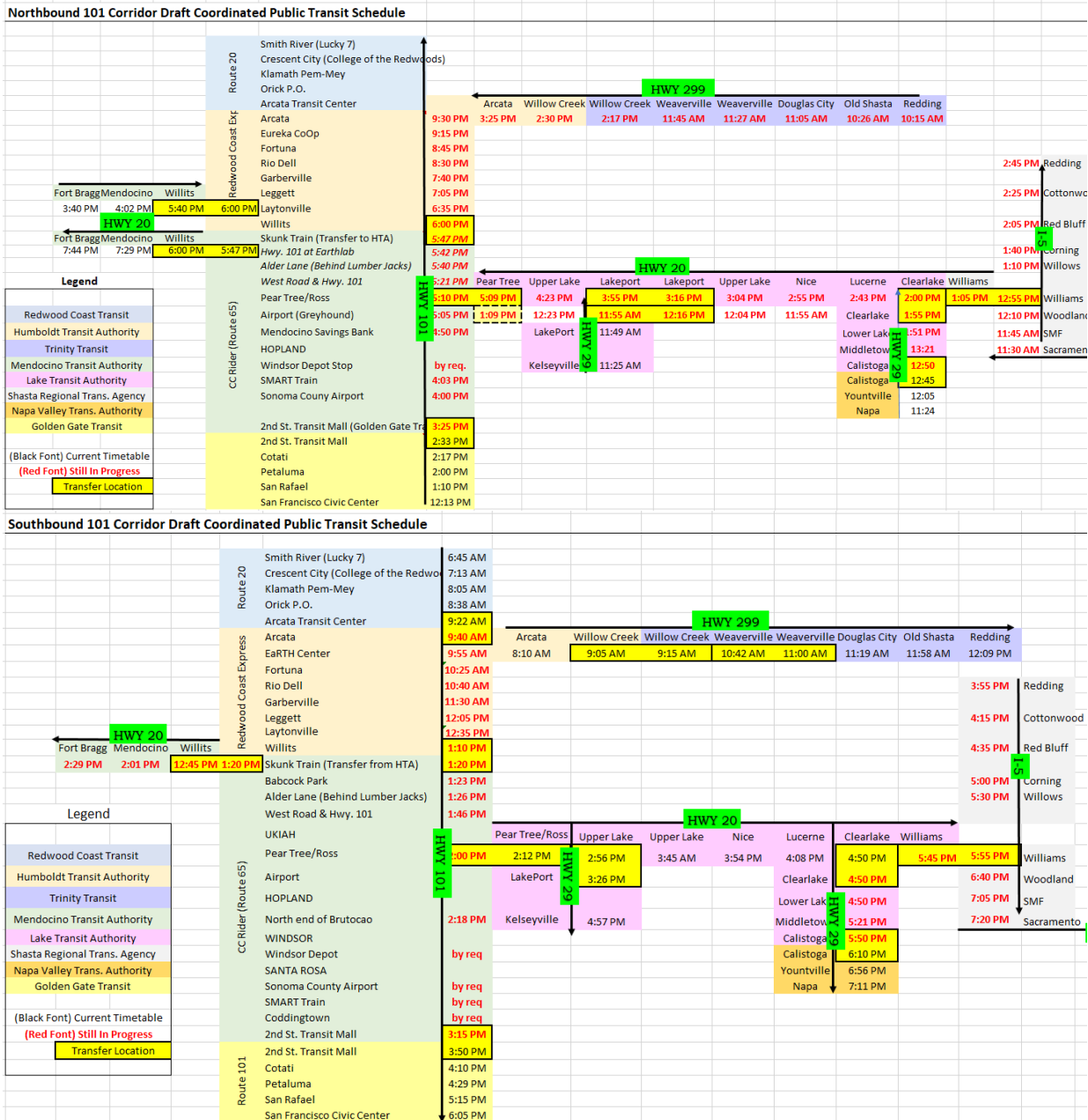


Figure 3: Proposed Redwood Coast Express (RCX) schedule and coordination with neighboring transit systems.

Currently low floor buses are the only FCEB option, so these will serve the RCX route for the foreseeable future. However, these longer routes will be better served by coaches. HTA will actively coordinate with CalTrans, other transit and transportation agencies (such as Shasta Regional Transportation Agency), and bus manufacturers (such as New Flyer) to help catalyze the future development of a fuel cell coach for intercity routes like RCX.

Project Element 2: Improve Regional Scheduling and Ticket Integration

This project element will build upon the priority strategies identified in the Humboldt County Coordinated Public Transportation Plan and will leverage and implement the schedule coordination that has been developed to date in collaboration with the FNTC. The consortium will continue to support engagement and schedule coordination efforts, including coordinating the schedule for the new Redwood Coast Express (RCX) route. Current RCX scheduling efforts include alignment with the new Amtrak Route 7 (see letter of support), and coordination with the Sonoma-Marín Area Rail Transit (SMART) system (see letter of support). Figure 3 shows the region and routes that the FNTC has coordinated on to date.

HTA has committed to joining the Cal-ITP⁴ standard along with many other counties in the FNTC. By implementing the Cal-ITP standard, HTA is helping to streamline inter-county travel. HTA will use State Transit Assistance Funds to procure equipment and retrofit fleet vehicles owned by HTA. This project element will support implementation of integrated ticketing across transit systems in the County and the region through a revision to the current revenue collection processes and development of a transition plan.

The large majority of requested TIRCP funding in this project element will be put towards marketing and outreach to promote schedule and ticket process changes. HTA and HCAOG will partner to develop and implement a sustained marketing campaign designed to promote services developed under this project element, and to advance long term goals for significantly increasing transit ridership as detailed in the current Regional Transportation Plan (RTP). Furthermore, this project element will further bolster the outreach and marketing efforts planned for Project Elements 1 and 4, as their success is tied to the goals of this project element.

Project Element 3: Transition to Zero-Emission Transit and Construct a Hydrogen Fueling Station

This project element has multiple tasks associated with achieving two key objectives:

1. Transitioning HTA's fleet to zero-emission fuel cell electric buses, and
2. Catalyzing the regional adoption of fuel cell electric vehicles.

3.1: Procure and Operate Eleven New Fuel Cell Electric Buses

We propose to procure and operate eleven (11) next generation New Flyer hydrogen-powered fuel cell electric buses. This will allow HTA to phase out existing diesel buses and add an additional intercity service south to Ukiah. **These next generation buses (model XHE40 NG) are a significant advance in FCEB technology and are being produced by New Flyer specifically for the challenging routes serviced by HTA and other rural transit agencies.**

⁴ California Integrated Travel Project, <https://www.calitp.org/>

Nine (9) of the new buses will serve existing Redwood Transit System (RTS) routes that will total approximately 695,500 vehicle miles traveled per year. RTS buses provide the main 120-mile round-trip, intercity Humboldt County service through five of the seven incorporated cities in the County, from Trinidad in the north to Scotia in the south. This includes stops at the three largest cities of Arcata, Eureka, and Fortuna; the largest unincorporated city of McKinleyville; the county's only commercial airport; California State Polytechnic University, Humboldt; and College of the Redwoods (see Figure 4).

Two of the new FCEBs will be used on a new daily service that will provide a connection link along the Highway 101 corridor between Eureka and Ukiah, and then to points south, including the SMART train (see Project Element 1). This 316-mile round trip service will initially operate once per day, 6 days a week throughout the year resulting in ~100,000 vehicle miles traveled each year. The combined number of vehicle miles traveled by the new buses will achieve sufficient daily hydrogen consumption to keep the proposed new hydrogen fueling station (described below) operating smoothly and fuel costs low enough initially to make the project economically viable. As shown below, hydrogen consumption after the first few years will need

to increase to keep fuel costs economical.

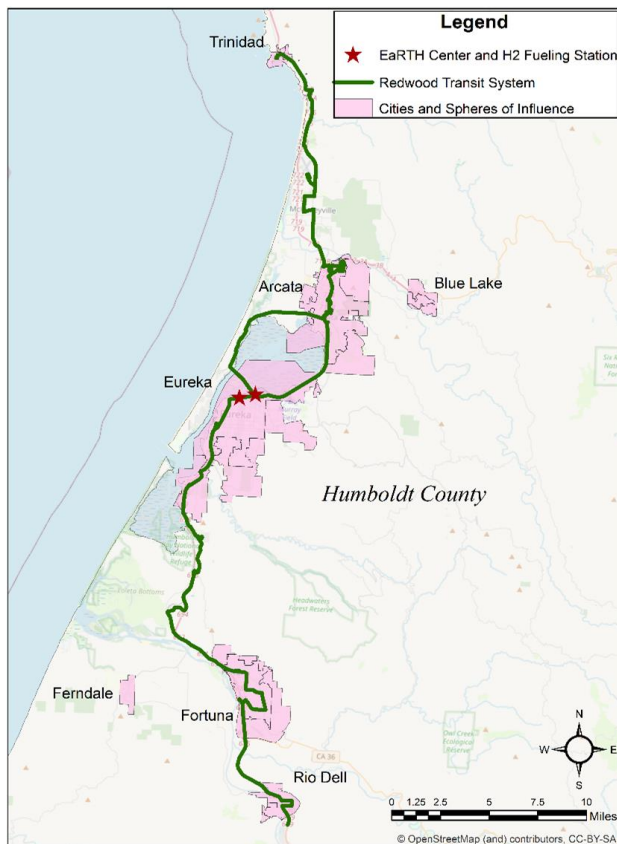


Figure 4: Map of the Redwood Transit System.

The HTA fleet size will initially expand significantly as existing fleet vehicles will not be immediately retired. This approach ensures that service can continue uninterrupted during the transition to FCEBs. Furthermore, spare ratio requirements will continue to be met or exceeded in the near term while HTA learns how best to manage their new fleet.

Completed Assessment of Commercially Available FCEBs

HTA, in collaboration with the Schatz Center and the Center for Transportation and the Environment (CTE), completed a thorough assessment of commercially available FCEBs to identify vehicles capable of serving the challenging intercity RTS routes.⁵

Although the terrain to be travelled by the new FCEBs is relatively flat around Humboldt Bay,

⁵ It should be noted that battery electric buses (BEBs) have significantly shorter ranges and cannot serve the routes necessary. This has been shown in practice here in Humboldt County, as HTA has already acquired one BEB—a Proterra X330 Model—and has determined that its performance is not sufficient for the routes described.

the roads north of Arcata and south of Eureka to Scotia and then on to Ukiah are along coastal hills that contain sections with steep grades that are challenging for electric vehicles. Because of these conditions, we considered two main criteria for bus selection: 1) the ability of the vehicle's powertrain to provide adequate power to traverse these steep gradients while maintaining highway speeds, and 2) the capability to operate efficiently enough to ensure that the FCEB can complete the long distance round-trip for the inter-city route between Eureka and Ukiah.

In June 2021, the project team attended the Stark Area Regional Transit Authority (SARTA) "Borrow a Bus Zero-Emissions Tour" in Redding, California. The Eldorado National-California (ENC®) hydrogen-fueled AXESS FC® bus was on hand for viewing by regional transit managers and government officials. The tour included a presentation by the major equipment integrators followed by a test run. Although proven successful at other transit agencies, it was discovered prior to the test run that the powertrain was not designed for the mountainous terrain frequently encountered in northern California. Thus, the test route was limited to flatter grades within the City of Redding. Even on these lesser grades, the AXESS bus—with its current powertrain design—was shown to be incapable of navigating the terrain that would be required for the new HTA buses.

In September 2021, AC Transit loaned a New Flyer Xcelsior XHE40, 40-foot hydrogen fuel cell electric bus to HTA for performance testing in the HTA service area (Figure 5). The XHE40 was a 3-year old bus that has been and continues to be in service for AC Transit. Its powertrain consists of a 100 kWh battery energy storage system (ESS), an 85-kW Ballard fuel cell, and a Siemens 210-kW electric drive motor with a rated torque of 1,475 lbf-ft. The on-board hydrogen storage system has a fuel tank capacity of 37.5kg at 5075 psig. It was trailered to Humboldt County by New Flyer with a full tank of hydrogen fuel.



Figure 5: Test of a New Flyer bus in Humboldt County, loaned by AC Transit. Photo is taken at College of the Redwoods.

A test run was performed to determine if the design and capacity of the powertrain are capable of providing service on the Trinidad-to-Scotia RTS route. The test run followed an RTS schedule with requisite stops. It began in Eureka, traveled through Manila to Trinidad, south to Scotia, and

then dead-headed back to Eureka. The New Flyer bus performed extremely well throughout the entire route. Detailed test data are shown in the Supporting Documentation, Attachment H.

Procurement of Next Generation New Flyer Buses (XHE40 NG)

The eleven (11) New Flyer FCEBs that we plan to procure through this project will be New Flyer's next generation of the XHE40 fuel cell bus (see quote from New Flyer in Supporting Documentation, Attachment I). These next-gen FCEBs (XHE40 NG)—expected to be available in 2024—will have a more powerful Ballard FCmove™ 100 kW fuel cell and a larger 140 kWh battery. The engineering improvements of this next generation will also allow the installation of 13.5 kg of additional hydrogen fuel storage on-board. The anticipated range of the new bus will meet the requirements of the new intercity service between Eureka and Ukiah.

This new FCEB is an important advance in technology. With increased range, power, and efficiency, **this new bus configuration will serve the needs of many rural transit agencies throughout California and the U.S.**

During the bus specification and procurement process, project partner CTE will support HTA by providing technical expertise and oversight. Detailed specifications such as powertrain design, fuel cell power rating, motor gear ratio, and battery system power rating and usable energy capacity will be evaluated to ensure the design meets its projected performance standards. The specification development process will also include a detailed review of the vehicle configuration to ensure that the FCEBs meet HTA's requirements. CTE and HTA will work with New Flyer and perform quality assurance inspections of the buses at the factory and upon delivery to ensure that the new vehicles meet the agreed upon specifications. Details of the collaboration between CTE and HTA in bus procurement are detailed in the Statement of Work and shown in CTE's Scope of Work included in the Supporting Documentation, Attachment I.

3.2: Construct a Hydrogen Fueling Station for Buses and "Over-the-Fence" Retail Fueling for FCEVs

We propose to install a hydrogen fueling station at HTA's corporation yard, between V and X and 1st and 2nd Streets in Eureka (Figure 6). The station will include both FCEB fueling and over-the-fence retail fueling accessible to the public. The over-the-fence facility will be the first retail hydrogen fueling station north of Santa Rosa, over 200 miles to the south. It will serve to catalyze hydrogen supply infrastructure along the US 101 corridor in this large and presently unserved area of northwestern California.

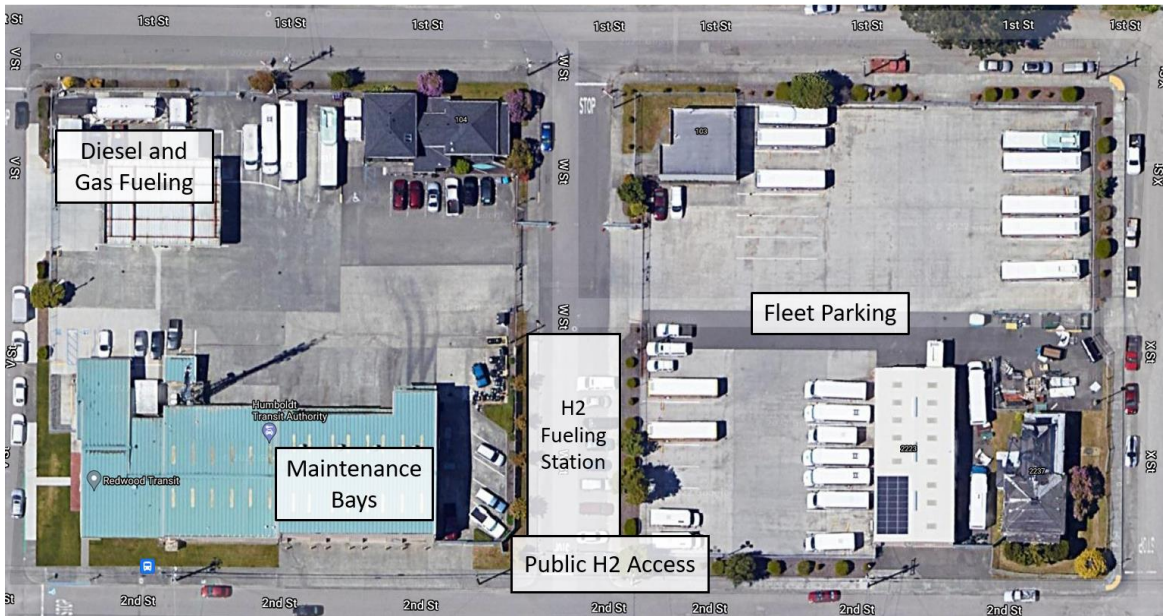


Figure 6: Proposed location of the hydrogen fueling station at the HTA corporation yard. Note the W St. right of way is under HTA’s ownership and is gated.

Hydrogen Station Developer and Gas Supplier

During the past year, project partner the Schatz Energy Research Center worked closely with HTA to plan for the hydrogen fueling station, identify and engage with potential vendors, secure a qualified vendor and develop a station design. The project team contacted five major hydrogen gas suppliers and station developers and interviewed them as to their experience and likelihood of teaming with us to install a station. In alphabetical order, they are:

- Air Products and Chemicals
- Iwatani
- Linde
- Shell
- Trillium

Based on vendor interviews and follow-up calls, Air Products and Chemicals (AP) expressed strong interest and an excellent design, and they were selected as the developer and gas supplier.

Based on a series of discussions about the hydrogen fueling needs of HTA and other local fleets—both current and projected—AP provided a proposal and technical description document for the installation of a complete turnkey hydrogen fueling station. AP's proposal is included in the Supporting Documentation, Attachment I.

The station is based on delivery of liquid hydrogen from AP's Sacramento hydrogen facility. The proposal details the pricing for hydrogen fuel (H₂ molecular price), a warranty, a monthly lease cost for certain pieces of equipment, and capital expenses based on the specifications detailed in

the technical description. The proposed turnkey system includes all civil, mechanical, and electrical design and construction work, and all state and local installation and operating permits required for construction. AP will also commission the station and provide training for HTA personnel. The majority of equipment will be purchased and transferred to HTA. For proprietary reasons, AP will retain ownership of the liquid hydrogen tank and compression equipment. This equipment will be leased during the term of the service period.

Station Description and Specifications

The hydrogen fueling station includes a liquid hydrogen supply system, a vaporization system, a compression and storage system, and two dispensing systems (Figure 7). Two dispensers will serve the FCEBs inside the yard, and one over-the-fence dispenser will provide public fueling for light- and medium-duty FCEVs. The station is designed for 99.5% reliability and will be fully automated for unattended operation using an integrated control and monitoring system to ensure safe operation.

The liquid hydrogen system consists of an 18,000-gallon cryogenic storage tank, ambient air economizer vaporizers, and a tank telemetry remote monitoring system. Cryogenic tanker trucks will deliver liquid hydrogen to the station on a regular basis to maintain onsite inventory. In the unlikely event of a tank failure or if HTA decided to switch to another tank supplier, AP will provide a dual phase tanker or gaseous tube trailers as needed to ensure there is sufficient fuel available for both transit and public vehicles during such a transition period. AP has designed the hydrogen station to meet the fuel demands of HTA’s proposed build out of FCEBs and expected use by fleets and private vehicles well into the future.

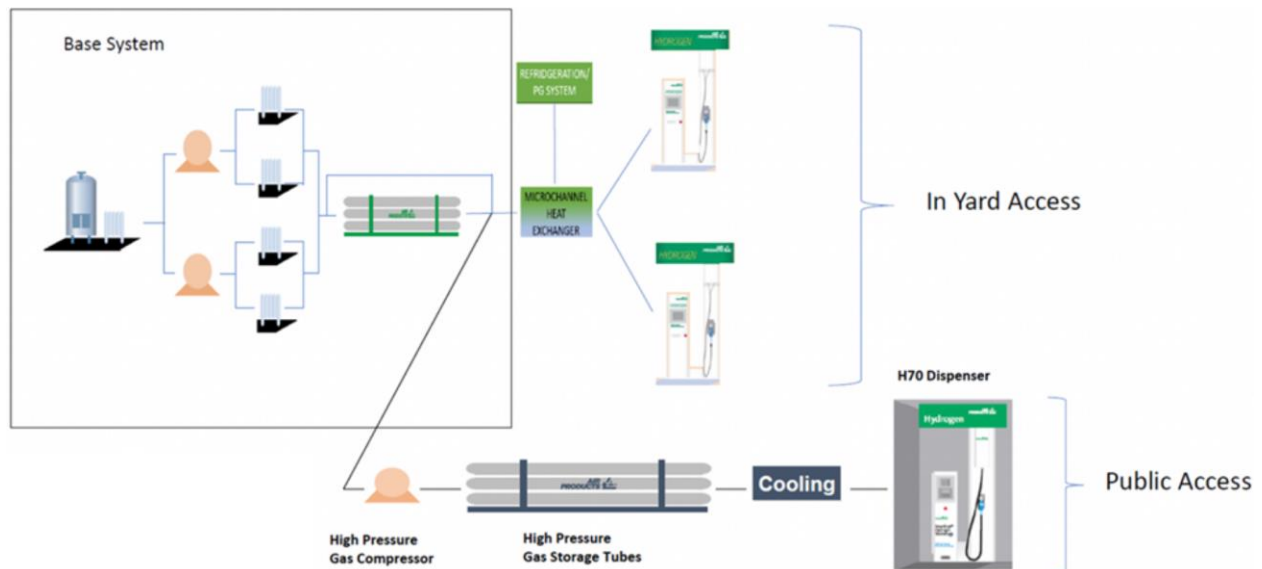


Figure 7: Air Products liquid hydrogen system proposed for HTA.

Station design safety features will include: 1) automated fail-safe positions for all equipment and components upon power loss and alarms, 2) automatic shutdowns, 3) alarms for system

overpressure or leak detection, and 4) local and remote emergency stop switches. Equipment specifications, dispensing protocols, and a list of the applicable codes and standards used in the design can be found in the Air Products’ Technical Description included in the Supporting Documentation, Attachment I.

Projected Hydrogen Fuel Consumption Schedule

Volume of daily hydrogen consumption is a critical variable that affects the cost of fuel. The project team has put in significant effort planning and projecting hydrogen sales in order to ensure HTA is set up for success during this historic transition. Table 2 summarizes the planned fuel consumption schedule. A description of each of the fleets listed in the table is provided in Section 3.5 below. From these estimates, a 10-year fuel supply schedule was developed to obtain a budgetary quote of fuel costs from project partner Air Products. This ensures that HTA is fully aware of the operating costs associated with this transition. HTA has developed a financial plan to address these costs, as described in the Statement of Work.

The amount (or percentage) of green hydrogen included in the gas deliveries has an impact on total cost, and public input has indicated that procuring green hydrogen is a priority (see letter from 350.org, for example). Because of HTA's need to control operational costs, the percentage of green hydrogen will be limited in the near-term and then ramp upwards as the amount of consumption increases and the anticipated cost of green hydrogen decreases. The resulting capital and operational costs are discussed in detail in the Statement of Work.

Table 2: Planned hydrogen fuel consumption schedule for the new fueling station at HTA.

	Years 1-3	Years 4-5	Years 6-7	Years 8-10
Daily Supply (kg/day)	275	350	600	700
Green Hydrogen (%)	0	33%	66%	100%
Service/Vehicles in Operation				
RTS and New Intercity Routes	X	X	X	X
Redwood Coast Express	X	X	X	X
Redwood Coast Transit Route		X	X	X
Southern Humboldt Route			X	X
Willow Creek Route			X	X
# of Light Duty Vehicles		29	58	88
# of Medium Duty Vehicles			12	25

3.3: Improve Site Infrastructure for FCEB and Dispensing Operations

Infrastructure improvements to the corporation yard and surrounding area are needed to accommodate the significant increase in bus fleet size and to support FCEB and FCEV dispensing operations at the HTA bus and public fueling stations. During a transition period the FCEBs will not replace existing buses, but instead will co-exist with them. In addition, HTA's

fleet is expected to grow to accommodate target increases in ridership in the Regional Transportation Plan.

The infrastructure civil work required to support this increase in fleet size and to provide a safe flow of vehicle traffic through the corporation yard and into and out of the bus and public dispensing areas includes: asphalt and concrete paving of portions of the bus fleet parking area and station access roads, upgrading stormwater drain piping along the station perimeter, and installing new fencing and security gates along sections of the property.

An estimate for the cost of this civil work was provided by the Schatz Center and is included in the Supporting Documentation, Attachment I.

3.4: Upgrade FCEB Maintenance Service Bays

Three service bays at the HTA maintenance facility (Figure 8 and Figure 9) will be modified to enable preventative and corrective maintenance on the HTA FCEBs. Other public and private, local light and medium duty fleet vehicles will also be serviced at this location to facilitate the adoption of FCEVs by other fleets and private citizens. An onsite inspection of the service bays was conducted by a CTE engineer to identify the retrofits required to comply with the National Fire Protection Association (NFPA) safety standards.

Because of the typical weather conditions in Eureka, it is important to be able to work on the FCEBs under a roof and in a conditioned space. Therefore, the service bays will be retrofitted to meet the requirements to be a designated a “Major Repair Garage” as defined in NFPA 2. This designation will allow in-bay maintenance on the hydrogen fueling system and open-flame cutting or welding in the facility.



Figure 8: Maintenance bays to be retrofitted at HTA’s corporation yard.



Figure 9: Interior of existing maintenance bays at HTA's corporation yard.

Modifications required for a Major Repair Garage include:

- Hydrogen detection system installation at ceiling level that when activated will increase exhaust ventilation rates and de-energize heaters and potential sources of ignition,
- Electrical and lighting upgrades within 18" of the ceiling deck that meet National Electric Code (NEC) Class 1, Division II, Group B electric hazards requirements,
- Ceiling deck modifications to prevent gas entrapment, and
- Mechanical ventilation and physical segregation to prevent gas migration to non-code compliant areas.

The tasks necessary to upgrade the existing bays to a Major Repair Garage will require engineering design drawings, permitting with approval by the local Authority Having Jurisdiction (AHJ), and construction, installation, and commissioning of the new equipment. An estimate of the necessary retrofits and costs are shown in the quote provided by CTE and are included in the Supporting Documentation, Attachment I. These cost estimates were used in the proposal budget for this work.

3.5: Coordinate with Neighboring Transit Agencies and Vehicle Workforce Training

The benefits for siting a new hydrogen fueling station at HTA in Eureka cannot be overstated. As the first hydrogen station in the far northern part of California, this anchor station is the key not only to transitioning the HTA bus fleet to hydrogen-powered technology, but also catalyzing the use of hydrogen as a transportation fuel for the entire North State. As described in detail below, once hydrogen fueling is available in our region, other transit agencies have indicated strong interest to switching to FCEBs. Public fleets and private citizens will also begin the transition to FCEVs.

An assessment was conducted to determine the amount of fuel required to meet the demand from these near-term and future FCEVs. The analysis considered the expected hydrogen demand using

known and projected vehicle miles traveled, and the measured and reported fuel economies for the various types of vehicles. A brief description and estimated fuel consumption for each category is provided in the following sections. On-going coordination efforts with neighboring transit agencies in the North State are described below and additional information can be found in Section 3 and in the Project Benefits section of this proposal.

Hydrogen Consumption Sources

The nine (9) next generation New Flyer FCEBs that will provide services for existing Redwood Transit System (RTS) routes will travel approximately 695,500 miles per year. The two (2) new FCEBs operating on the 316-mile round-trip service provided by the new RCX route to Ukiah (see Project Element 3) will operate once per day, 6 days a week throughout the year and will result in ~100,000 vehicle miles travelled each year.

Based on the combined vehicle miles travelled for the service routes described above and the fuel economy of the New Flyer bus measured during the performance test run, average daily fuel consumption will be 275 kg of hydrogen per day. This amount of fuel sets the minimum or baseline amount of fuel required when all buses are commissioned and are in full operation.

HTA anticipates also converting the following systems to hydrogen in future phases (not included in this project proposal) of HTA's zero emission fleet transition:

- Willow Creek Service between Eureka and Willow Creek: This service runs three round trips per day between the coast and inland to Willow Creek and would have an estimated daily hydrogen demand of 44 kg. The intent is to place a hydrogen fuel cell cut-a-way on this route.
- Southern Humboldt Intercity System between Eureka and Southern Humboldt: This round-trip service runs three times per day to Garberville with many local stops for a total of 245,000 miles travelled each year. This service is separate from the Redwood Coast Express which will run once a day, travel farther south to Ukiah, and make few local stops. The estimated daily fuel demand for this Southern Humboldt service is 103 kg of hydrogen. Hydrogen cut-a-ways are also intended for this route.

As shown in Figure 10, other North State transit agencies are also expressing interest in utilizing FCEBs to service their routes. This interest has been expressed through the Far North Transit Consortium (FNTC). Through FNTC efforts, HTA has coordinated with Redwood Coast Transit (Del Norte County) and Trinity (County) Transit Agency to consider implementing FCEBs on the following routes:

- Redwood Coast Transit (RCT) Route 65 between Crescent City and Eureka: This coastal service consists of two round trips per day between the cities that will total 104,000 vehicle miles travelled each year. The RCT bus would fuel at the HTA hydrogen fueling station with an estimated daily demand of 38 kg/day.

- Trinity Transit Service between Willow Creek and Weaverville: A future fueling station planned for Willow Creek would provide the necessary fueling operations to allow Trinity Transit to provide FCEB service between Redding and Willow Creek. Using Willow Creek as a connection site, HTA and Trinity Transit can coordinate FCEB service to provide a complete zero emission connection between the coast and inland to Redding.

The specific intent of the over-the-fence public H70 dispenser is to ensure that fuel demand is high enough so that costs for hydrogen remain affordable for HTA, as increased fuel demand drives down the cost per kg of hydrogen, and thereby the cost per mile for FCEBs. Another important benefit is that it will catalyze the local adoption of light and medium duty hydrogen fuel cell vehicles. Outreach to private and government entities conducted to date has identified the City of Eureka, the County of Humboldt, and CalTrans (District 1), as parties interested in transitioning their fleets to fuel cell vehicles when hydrogen fuel becomes readily available (see Supporting Documentation, Attachment B).

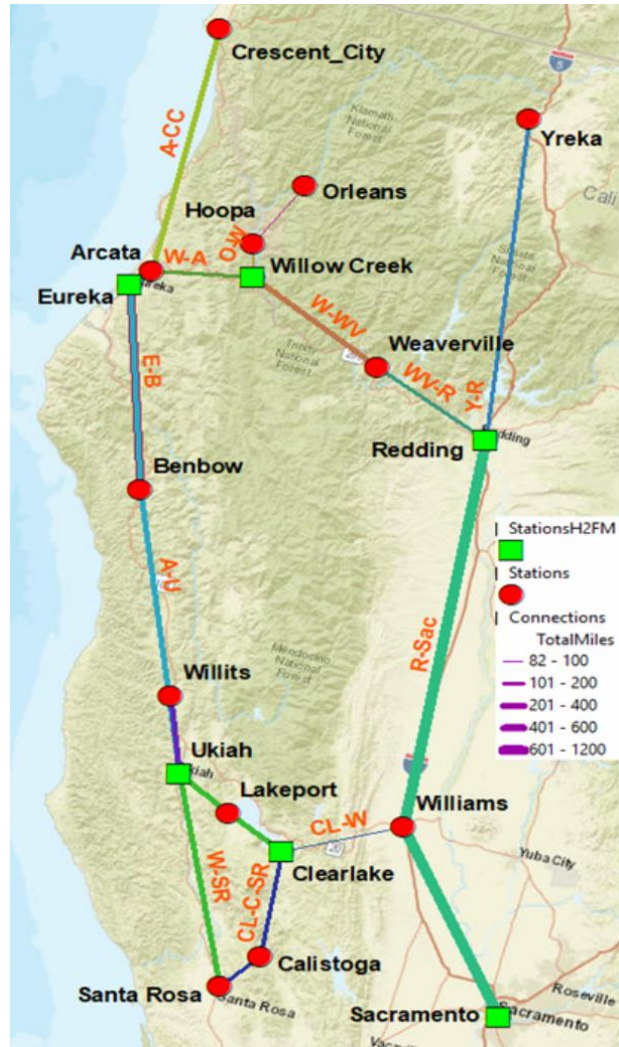


Figure 10: Projected fueling station network needed to serve the different intercity transit systems along the North Coast.

Long Term Hydrogen Fueling Infrastructure Planning

In conjunction with the FNTC planning work, project partner Air Products has extended the planning by estimating the hydrogen demand from Santa Rosa and Sacramento to the northernmost cities in the state. Using bus route and mileage data provided by county transit agencies, AP’s Digital Technology Advanced Analytics group developed a fueling network model to simulate bus operations to optimize the location of needed fueling stations and the amount of fuel required at each one to meet the demand. Six strategically placed stations could open up the entire north state to FCEBs and other FCEVs. The HTA fueling station (in Eureka) proposed in this project would be the first in such a network. Figure 10 illustrates this broader infrastructure planning effort.

Hydrogen Fuel Cell and Electric Vehicle Workforce Training

Workforce training in the region will be critical to support the introduction of hydrogen fuel cell electric vehicles. The project team met with Dr. Keith Flamer, President, and Kerry Mayer, Vice President for Instruction of College of the Redwoods (CR), our local community college. CR has a long-established Automotive Technology training program, and both Dr. Flamer and Ms. Mayer expressed strong interest in expanding the program to include fuel cell and electric vehicles. In her letter (see Supporting Documentation, Attachment B), Ms. Mayer says, “We welcome the opportunity to partner with the Humboldt Transit Authority as you seek to expand your fleet of zero-emission vehicles on the North Coast. College of the Redwoods is committed to creating educational programs within our Automotive Technology program that support the education of a workforce trained in maintaining and repairing fuel cell vehicles, and we look forward to working with you to achieve this shared vision of a sustainable future.”

Jim Wilson, Director of Maintenance at HTA, indicated he would be pleased to have CR use HTA maintenance facilities and the FCEBs as a living laboratory for CR students. This collaboration between CR and HTA will provide the first and only workforce training in FCEB maintenance and repair on the North Coast.

Project Element 4: Design and Construct the Eureka Regional Transit and Housing (EaRTH) Center

There is currently no central intermodal transit center for the City of Eureka or for Humboldt County. Such a central transit facility is critical to coordinating transit service, attracting new riders, and facilitating intermodal low-carbon transportation alternatives. To that end, we propose to design and construct an intermodal transit center in downtown Eureka. The bus routes that will be served by the FCEBs described above, as well as other local routes, Amtrak, and Greyhound will utilize the transit center as a main transfer point. The center will be truly intermodal with carshare, rideshare, taxi, bike, and pedestrian services sharing the facility.

The Eureka Regional Transit and Housing Center (EaRTH Center) will be physically integrated with onsite affordable workforce and student housing, making this a true transit-oriented development. Retail spaces and a childcare center will also be included, adding to its attractiveness and utility. The development will be located on 3rd Street between G and H Streets in the Old Town district of Eureka. This is the heart of Humboldt County, an area that claims the highest employment and population density of the County. This district serves as a key employment and commercial destination for Humboldt residents, as well as residents in neighboring Del Norte, Mendocino, and Trinity counties. It is a popular tourist destination, is located on the largest deep-water port in the state north of San Francisco and will support one of the State’s first development projects for offshore wind energy.⁶ Despite these attributes, this district also has the highest overall CalEnviroScreen 4.0 score in the state north of Chico (73%)

⁶ <https://www.boem.gov/renewable-energy/state-activities/humboldt-wind-energy-area>

and has some of the highest disadvantaged population characteristic scores in the County (see the Benefits to Priority Populations section for more details).

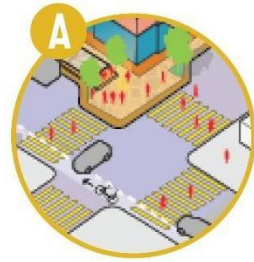
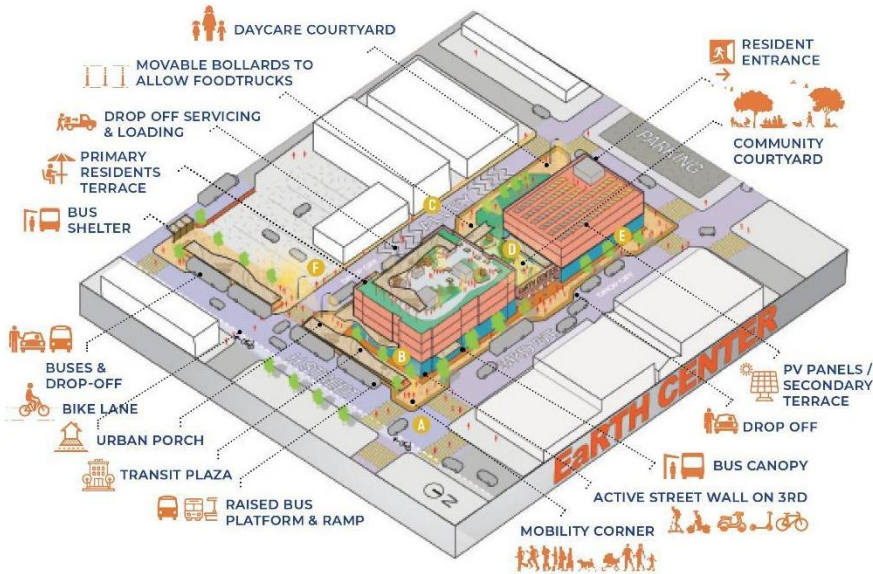
Design and development of the EaRTH Center is well underway. The land parcel described above has been secured. The City of Eureka has drafted and passed an MOU with HTA to specifically develop the parcel into a transit center. At their recent February 9 meeting, the City Council unanimously passed a resolution to work with project partner Servitas to develop the Center. (The City Council resolution and MOU are shown in the Supporting Documentation, Attachments L and M). Preliminary schematic designs, renderings, and budgets have been completed. Figure 11 shows the current design rendering, and Figure 12 elaborates on key design features planned for the EaRTH Center. The project team has conducted early stakeholder and public outreach, with additional outreach to be done post-award during the design development phase.



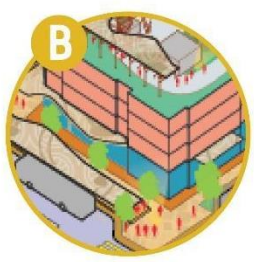
Figure 11: Rendering of the EaRTH Center. The transit center occupies the ground floor.

EaRTH CENTER

Community first transit and housing



A
SIDEWALKS & STREETS DESIGNED FOR SAFETY
 The public realm will be designed to be pedestrian friendly, accessible, and safe.



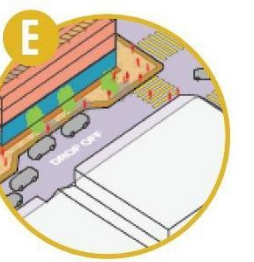
B
GROUND FLOOR TRANSPARENCY TO PROVIDE "EYES ON THE STREET"
 The ground floor façade provides good views between inside and outside to promote safety on the streets, plaza and alley.



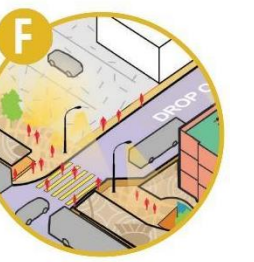
C
BIKE PATHS, PARKING/ STORAGE
 Bike paths, parking & storage are incorporated into Center design to make biking a safer experience.



D
PARTNERING WITH COMMUNITY BASED ORGANIZATIONS
 Create a sense of ownership and activate the public spaces and plaza. Potential incorporation of safety ambassadors into the management of the center.



E
INTEGRATING COMPATIBLE LAND USES
 Compatible active land uses are integrated into the ground floor, such as bike repair shop, pharmacy, daycare and a café to create a lively, vibrant street life.



F
WELL LIT SPACES
 Lighting is incorporated in and around the transit center to enhance safety and visibility.



Figure 12: Key design features planned for the EaRTH Center.

Early in the design process the following key stakeholders convened to form a project charter and vision for the EaRTH Center: HTA, City of Eureka, Humboldt County Association of Governments (HCAOG), Servitas LLC (the selected developer for the project), FFKR (selected architect for the project), SmithGroup (consulting architect with expertise in transit center and urban design), and Cal Poly, Humboldt. This process ensured that all entities are working toward a shared vision that will enhance the success of the overall project. The charter and vision led to the integration of the following key features:

- Centralize and connect transit riders with transportation services, including multiple intra- and inter-city bus services, taxis, rideshare, carshare, and e-bike rental services,
- Integrate with on-site affordable workforce and student housing that will address Regional Housing Needs Assessment (RHNA) targets, support planned growth of Cal Poly, Humboldt, and address housing shortages in key sectors such as healthcare,
- Serve multiple existing and planned affordable housing developments within ½ mile,
- Fill gaps in essential neighborhood services such as childcare and a pharmacy, and target all key services to be reachable without a personal vehicle within 20 minutes (see the Benefits to Priority Populations section for details),
- Supply office space to support anticipated HTA growth and needs of other local government departments and essential service industries such as health care, and
- Design the building to be all-electric and very energy efficient to align with and exceed State and local climate change mitigation targets.

The project developer and project partner, Servitas, has positioned the project to maximize cost effectiveness and investor interest while ensuring sufficient budget to achieve all elements of the project vision. They have developed an itemized project budget, and organized the ownership and management plan for the project (see the Statement of Work for details).

iii. Expected Users and Beneficiaries

All project elements will impact a large percentage of the population of Humboldt County. Early in the project life, existing transit riders will primarily benefit, although new residents of the EaRTH Center will also benefit from the project. In the long term, the project will support significant transit ridership and mode shift targets across multiple public agencies in the County and the North Coast region, thereby increasing the cross section of the population realizing benefits (see Section E for details). Furthermore, the majority of benefits will be realized by those who live in the Humboldt Bay region, including residents in low-income census tracts with high CalEnviroScreen Population Characteristics scores. See Section F for additional details on benefits to low income communities.

iv. Budget

Total project cost is \$65,155,000, with \$38,743,000 (59.5%) in requested TIRCP funding and \$26,412,000 (40.5%) in match funding. Additional detail is provided in the Project Costs section above, and in the Statement of Work.

As stipulated and approved by the HTA board, this project seeks to procure services through non-competitive pathways whenever possible. This significantly increases confidence in the proposed budget and the likelihood that the project will remain on schedule. To this end, the project team has already secured most vendors and contractors needed for the project.

As described above, the Eureka City Council has approved sole sourcing the full EaRTH Center project to Servitas LLC (included in Supporting Documentation, Attachment M) and has approved transfer of the city owned parking lots where development will occur via the Surplus Lands Act. Furthermore, the City Council has approved a Memorandum of Understanding (MOU) with HTA to include and coordinate on the development of the transit center portion of the project (included in Supporting Documentation, Attachment L). HTA has also contracted with the SmithGroup—a nationally prominent architectural design firm—to serve as architectural consultants. SmithGroup has extensive experience in transit-oriented development, including successfully integrating housing and transit together in the same development. SmithGroup will continue as a project partner in completing the EaRTH Center design. Finally, the full project team has already been working for almost a year to complete the schematic design phase and cost estimate presented in this application.

To select a hydrogen station partner, the project team conducted an extensive interview process with five different station developers. Based on that process, Air Products and Chemicals Inc. was chosen. Air Products has worked with the project team extensively for approximately one year, including a site visit to HTA with their design engineer and contractor. They have provided an extensive preliminary design, a budgetary quote, and other studies about hydrogen usage generally in northern California. These activities are detailed in the discussion of Project Element 3 in the Project Elements, Scope, and Location section above.

To select a FCEB vendor, the project team conducted field tests with bus manufacturers Eldorado National California and New Flyer of America Inc. The team chose to engage with New Flyer. The project team engaged in months of planning, testing, and discussion of future bus specifications with New Flyer to establish full confidence that the next generation New Flyer Xcelsior (model XHE40 NG) buses will perform as needed. Finally, the project team has been working with the Center for Transportation and Environment (CTE) for months to ensure all details are fully captured regarding the design and specification of the fueling station, buses, and maintenance bay upgrades. CTE's engineer conducted a site visit and assessed the readiness of HTA's maintenance facility for FCEBs to ensure the cost estimates in the project budget are accurate.

Significant match funding is provided via a tax-exempt bond by the EaRTH Center developers to complete the full transit-oriented development project (see Supporting Documentation, Attachment I). Additional match funding is anticipated from the following sources:

- Coronavirus Aid, Relief, and Economic Security (CARES) Act: to purchase Cal-ITP equipment,
- Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP): to reduce the cost of the FCEBs,
- Local Transportation Funds (LTF): to fund continued design work of the EaRTH Center prior to award of TIRCP funds,
- State Transit Assistance Funds (STAF): to fund travel costs associated with FCEB commissioning and training, and fund additional civil work at the HTA corporation yard.

A more detailed itemized budget for each project element by source is included in the Statement of Work, and the Supporting Documentation, Attachment J.

v. Schedule

The requested TIRCP funding period is five years. This will allow sufficient time to implement this transformative project, including measurement and verification of expected benefits as described in the Project Benefits and Impacts section. The modeled useful life of project elements ranges from twelve to forty years. HTA and HCAOG will collaboratively lead and manage the project schedule, with significant support from the Schatz Center. See the Statement of Work for more details on the project schedule.

vi. Financial Plan

It is critically important to recognize that transitioning to a hydrogen fueled fleet involves increases in operational costs primarily associated with higher fuel costs. While the hydrogen industry is making great strides in reducing fuel costs and increasing technology performance, HTA is conservatively planning for overall increases in fleet O&M costs.

Furthermore, HTA will incur additional staff costs associated with the new transit center. They will be staffing a ticket and information booth and providing onsite security. Transit center maintenance costs are not planned to be the responsibility of HTA. It is planned that the City will own and manage the transit center portion of the EaRTH Center and HTA will have a zero cost lease of this space. Management costs incurred by the City are expected to be recouped through rental income of other commercial lease spaces, such as the childcare and pharmacy. The final ownership structure will be solidified as the project develops.

See the Statement of Work for more details on the financial plan.

E. Project Benefits and Impacts

Project benefits are detailed in the following sections. Table 3 summarizes the primary and secondary scoring criteria met by each project element.

Table 3: Summary of primary and secondary scoring criteria achieved by each project element.

Benefit Criteria	1. RCX Service	2. Ticket Integration	3. H2 Buses & Fueling	4. EaRTH Center
Reduce GHGs	Yes	Yes	Yes	Yes
Increase Ridership	Yes	Yes		Yes
Integrate rail and transit operations	Yes	Yes	Support	Support
Improve Safety	Yes	Yes		Yes
Implement Sustainable Communities Strategies	Yes	Yes	Yes	Yes
Benefit Priority Populations	Yes	Yes	Yes	Yes
Collaboration Across Rail Operators				
Achieve geographic equity	Yes	Yes	Yes	Support
Consistent with Regional Planning	Yes		Yes	Yes
Benefit freight movement	Support		Yes	
Leverage non-state funds		Yes		Yes
Demonstrated financial plan	Yes	Yes	Yes	Yes

i. Greenhouse Gas and Criteria Pollutant Reductions

The total estimated reduction in greenhouse gas emissions as a direct result of all project elements is 515,980 MT CO_{2e}, with TIRCP funding accounting for 503,308 MT CO_{2e} in reductions. **With a total TIRCP fund request of \$38,743,000, this results in an average cost of \$77 per MT CO_{2e} reduced.**

This project also results in reductions in key criteria pollutants, including reactive organic gases (ROG), oxides of nitrogen (NO_x), particulate matter (PM) from diesel, and PM below 2.5μ in diameter (PM_{2.5}). For additional details see the CARB Benefits Calculator Tool and Benefits Methodology Spreadsheet (see Supporting Documentation E.1 and E.2).

A number of key assumptions are used in these calculations that are important to measure and verify during the project period. The following strategies are proposed for doing so:

- Hydrogen consumption and source: HTA, working with the Schatz Center, will directly track the volume of hydrogen delivered and dispensed by date and vehicle type.

- Fleet vehicle miles travelled (VMT): HTA will coordinate with light and medium duty fleet vehicle owners to track VMT to the extent possible. HTA will explore a cardlock payment system to enable this.
- Transit ridership: HTA will continue tracking ridership by the transit system.
- Correlation between transit ridership and project elements: HTA will work with HCAOG to conduct regular surveys to identify the primary reasons for changes in ridership.
- Average trip length of personal vehicle trips: HTA and HCAOG will use the Daily Travel resource provided by the Bureau of Transportation Statistics (<https://www.bts.gov/daily-travel>). HTA will work with HCAOG and CalTrans to continue to identify data sources and improve methods for modeling travel demand in Humboldt County.

ii. Ridership Increase Estimates

Three of the four project elements will directly increase transit ridership. Ridership increases are estimated in the methodology that supports the CARB Benefits Calculator Tool; it is included in the Supporting Documentation, Attachment E.2.

The new RCX service (Project Element 1) is expected to increase transit trips by 9,000 through the life of the FCEBs purchased under this grant, and by 18,000 annually by 2050. The improved scheduling and ticket integration (Project Element 2) is expected to increase transit ridership by 70,000 annually by 2050. The EaRTH Center (Project Element 4) is estimated to mode shift ~5M trips annually away from personal vehicles. Collectively, all project elements are estimated to catalyze mode shifting ~2.4% of all trips in Humboldt County by 2050.⁷

These three project elements are estimated to achieve ~ 6% of HCAOG’s 2050 target for converting 40% of all trips to walking, biking, micro-mobility/matched rides, and transit modes.⁸ Although the conversion to hydrogen (Project Element 3) does not directly increase ridership, it is critical for ensuring these achievements are served by a zero-emission transit fleet. It is also assumed that the new FCEBs will improve the rider experience, thereby also supporting community interest and attraction to transit as a regular travel mode. Additional discussion and details on ridership assumptions are included in the Supporting Documentation, Attachment E.2.

The following strategies are proposed for measuring and verifying these reductions:

- Transit ridership: HTA will continue tracking ridership by transit system

⁷ Calculations assume that individual personal vehicle trips can be directly replaced with trips using other modes, including transit. There is not a 1:1 replacement correlation between personal vehicle trips and trips using other mobility modes, but this assumption is assumed sufficient in the absence of more sophisticated travel demand model data. Additional details on assumptions and sources can be found in the greenhouse gas calculation methods spreadsheet in the Supporting Documentation, Attachment E.2.

⁸ Regional Transportation Plan (RTP) target.

- Correlation between transit ridership and project elements: HTA will work with HCAOG to conduct regular surveys to identify the primary reasons for changes in ridership
- Trip patterns: HTA and HCAOG will use the Daily Travel resource provided by the Bureau of Transportation Statistics (<https://www.bts.gov/daily-travel>). HTA will work with HCAOG and CalTrans to continue to identify data sources and improve methods for modeling travel demand in the County.

iii. Integration of Transit with Rail

The new RCX route (Project Element 1) along with improved scheduling coordination and integrated ticketing (Project Element 2) will improve access to the SMART Train via a transfer (using the same ticketing system) to Mendocino Transit Authority's (MTA) route 65 in Ukiah. These project elements will also improve access to Napa County via transfer (same ticketing system) to Lake Transit Authority's (LTA) Route 7. The RCX schedule has also been developed in close collaboration with Amtrak, and will compliment the current bus-only ticketing service currently offered. HTA, MTA, Amtrak, and SMART have coordinated, and will continue to coordinate, regarding current and future train schedules to ensure that existing and planned bus schedules connect (see letters of support in Supporting Documentation, Attachment B).

The EaRTH Center (Project Element 4) will improve connections to rail by improving access and rider experience on both the new RCX route and Amtrak Route 7. The EaRTH Center will be the primary boarding location for both of these routes, with amenities to support ADA travelers and those who may be carrying luggage.

Project partner HCAOG will work with HTA to measure and verify improved connection with rail through regular ridership surveys.

iv. Improved Safety

The new RCX route will increase the fraction of intercity trips completed by bus instead of personal vehicle. According to the Federal Highway Administration and the American Public Transportation Association, intercity buses are one of the safest methods of travel.⁹ Hence, Project Element 1 will support the reduction of safety-related incidents along highway 101.

Improved schedule coordination (Project Element 2) will help reduce transfer wait times and minimize nighttime arrival and departure times. To the extent possible, nighttime transfers across systems will occur at the EaRTH Center. As described below, the Center's open architecture and on-site security will increase rider safety. These efforts will help reduce safety-related incidents across all stop and transfer locations.

⁹ Todd Litman (2021), Safer Than You Think! Revisiting the Transit Safety Narrative, VTPI (www.vtpi.org); at <https://www.vtpi.org/safer.pdf>.

The EaRTH Center (Project Element 4) includes an array of features that emphasize and improve safety (see Figure 12). These include safe and easy access to H Street which connects to the planned North-South Multi-Modal Corridor, shared zone streets where pedestrians are prioritized, level boarding on H Street, integration of compatible land uses and commercial services to maintain activity through most hours of the day, well-lit and inviting community spaces, engagement with community-based organizations to appoint safety ambassadors, and on-site security. Project partners will work with EaRTH Center staff and with the Eureka Police Department to measure and verify safety design elements through tracking of incidents.

The project will measure and verify improved safety goals by:

- Documented meetings with various stakeholder groups that discuss how schedule changes may be able to address some safety issues.
- Working with the City of Eureka to track statistics associated with the EaRTH Center such as reported criminal activity and number of vehicular and non-vehicular accidents.
- Working with existing active community reporting systems such as Street Story¹⁰ to track safety concerns and incidents across the County.

v. Implement Sustainable Community Strategies

All project elements contribute significantly to sustainable community strategies. These include:

- Quantified reductions in VMT, GHGs, and criteria pollutants, as detailed elsewhere in this Project Benefits and Impacts section and in the CARB Benefits Calculator Tool included in the Supporting Documentation, Attachment E.1,
- Quantified increase in annual personal vehicle trips shifted to other modes, as detailed in the Ridership Increase Estimates section above,
- Quantified increases in transit ridership as detailed in the Ridership Increase Estimates section above,
- Development of a true transit-oriented EaRTH Center that co-locates high density affordable housing with an intermodal transit center on City-owned land, and also locates a transit center within a ½ mile of other existing and planned affordable housing, as shown in Figure 1 and Figure 12, and elaborated on in Section F,
- Enhancing coordination and integration of transit systems throughout the County and neighboring counties,
- Investment in clean vehicle technologies through the transition to zero-emission hydrogen technology for transit fleets, and catalyzing the ability for local public and private fleets to transition to hydrogen technology,
- Promotion and support of active transportation at the EaRTH Center, including providing services and amenities that support carshare, rideshare, and bikeshare,

¹⁰ <https://streetstory.berkeley.edu/county/humboldt>

- Improving air quality in census tracts with high air quality, health, and housing burdens, and
- Catalyzing workforce development in the zero-emission vehicle sector through collaboration with the College of the Redwoods Automotive Program, as described in the Expanded Project Summary section and elaborated on in Section G below.

This section addresses Section 9 items 8A through 8H of the 2022 TIRCP Guidelines. Details on benefits specifically to disadvantaged and low-income populations are detailed in Section F.

vi. Expected Benefits, Co-Benefits, and Metrics

All project elements are expected to collectively reduce 503,308 MT CO₂e over assumed lifetimes (see below) for an estimated cost to TIRCP of \$77/MT CO₂e. Expected cumulative co-benefits over project element lifetimes include:

- Reduction of 1.1 billion vehicle miles traveled,
- Reduction of 40 million gallons of fossil fuels,
- Savings of \$659 million in passenger travel costs,
- Catalyzing over 500 full time equivalent jobs, and
- Reductions in multiple criteria pollutants.

Additional details are provided in the CARB Benefits Calculator Tool and the CARB Job Co-Benefit Modeling Tool included in the Supporting Documentation, Attachment D.

This project provides direct, assured, and meaningful benefits to low income communities and households. The CARB Benefit Criteria Table documents how this project meets these criteria (see Section F below, and Supporting Documentation, Attachment E.3).

Description of Primary and Secondary Scoring Criteria

The Project Benefits and Impacts section, under which this section is included, describes each scoring criterion in detail. See Table 3 at the beginning of this section for a summary overview of scoring criteria achieved by each project element.

Estimate of Useful Life of Project Elements

Per FTA Circular 5010.1D, the useful life of the new transit center is assumed to be 40 years for benefit calculations. However, the actual useful life is expected to be substantially longer than this. The useful life of the new buses is 12 years, which is typical under federal funding requirements, and per discussions with New Flyer. The useful life of both the hydrogen fueling station and the maintenance bay upgrades is assumed to be 25 years. Project Element 2, which involves improved scheduling and integrated ticketing, is assumed to have a useful life of 12 years, the same as the life of a bus. However, the actual impacts from these efforts are expected to continue well beyond these lifetimes.

Assessment of Public and Private Benefits

Project Element 4, construction of the EaRTH Center, will leverage private capital. Private investment will fund roughly 60% of the site costs and all of the housing, while TIRCP funding is requested for the transit and related commercial ground floor and remaining 40% of site costs. This results in TIRCP funds contributing 30% of the \$33,407,000 total cost of the EaRTH Center. See cost quotes from Servitas in Supporting Documentation, Attachment I.

The major public benefit anticipated from the EaRTH Center is associated with catalyzing nearly 5 million countywide trips annually by 2050 that are mode shifted away from personal vehicles to other modes such as biking, rideshare, or transit (see the Supporting Documentation, Attachments E.1 and E.2). This benefit is nearly completely driven by the Center's ground floor, which houses the transit center portion of the EaRTH Center and for which TIRCP funds are requested, and therefore is reasonably fully attributable to these public funds.

Impact on Benefits from Other GGRF Funding Sources

Project Element 3 is planning to leverage HVIP funding for the procurement of FCEBs. HVIP will cover roughly 15% of the cost of FCEBs, roughly 6% of total GGRF funds requested, and roughly 4% of total project cost. The impact of these HVIP funds is commensurate to 2.5% of total estimated MT CO_{2e} reductions, 0.07% of VMT reductions, and 7.4% of diesel PM_{2.5} reductions (see the Supporting Documentation, Attachments E.1 and E.2 for details).

Referenced Plans and Studies

The following plans and studies are referenced throughout this narrative and are included in the Supporting Documentation, Attachment N:

- City of Eureka's Economic Development Strategic Plan Update
- City of Eureka General Plan
- HCAOG Regional Transportation Plan
- Humboldt County Transit Development Plan
- Mobility-On-Demand Strategic Development Plan
- Humboldt County Regional Climate Action Plan Draft (public draft not available as of application submission date)
- Redwood Coast Energy Authority's RePower Humboldt Strategic Plan
- Coordinated Public Transportation Plan
- Regional Housing Needs Assessment Plan
- Transportation-Disadvantaged Populations Report
- Climate Resilient Battery Electric Fleet Feasibility Assessment for Humboldt County Public Transit
- Total Cost of Ownership Comparison between Fuel Cell and Battery Electric Transit Fleets for Humboldt County

Network Integration Benefits

This project is not applying for network integration.

Impact on Other Transit Services

The new RCX service established under Project Element 1 is expected to directly increase ridership on Mendocino Transit Authority's Route 65, and Lake Transit Authority's Route 7. HTA has coordinated with both transit agencies regarding this benefit. This ridership growth is also expected to increase ridership on the SMART train by an unknown amount, though the quantity is a very small fraction of ridership growth that the SMART train is able to accommodate. HTA has coordinated with SMART. HTA will also coordinate closely with Amtrak to ensure complimentary service is provided.

Project Element 2 will impact all transit services in the County, and neighboring counties that serve inter-county travelers. HTA has coordinated with transit agencies of neighboring counties, and will all other transit agencies in the County, including Tribal agencies represented by the North Coast Tribal Transportation Commission (see letters in Supporting Documentation, Attachment B).

Development of hydrogen fueling infrastructure in Project Element 3 will directly impact the existing Redwood Transit System which HTA owns and operates. It will also provide the opportunity for other transit agencies in the County, and neighboring Del Norte and Trinity Counties, to begin adopting FCEBs. This project is critical for catalyzing FCEB adoption in the North Coast Air Basin.

The EaRTH Center proposed for Project Element 4 will also directly benefit all transit systems that operate within the County, including Amtrak.

Letters of support and cooperation have been provided by all impacted transit agencies discussed. See Supporting Documentation, Attachment B.

vii. Collaboration of Two or More Rail Operators

The project does not address this secondary scoring criterion.

viii. Geographic Equity

As is shown clearly in Figure 14, the entire North Coast region of California has not received TIRCP funding to date. This project will contribute substantially to the geographic equity of Cycle 5 awards.

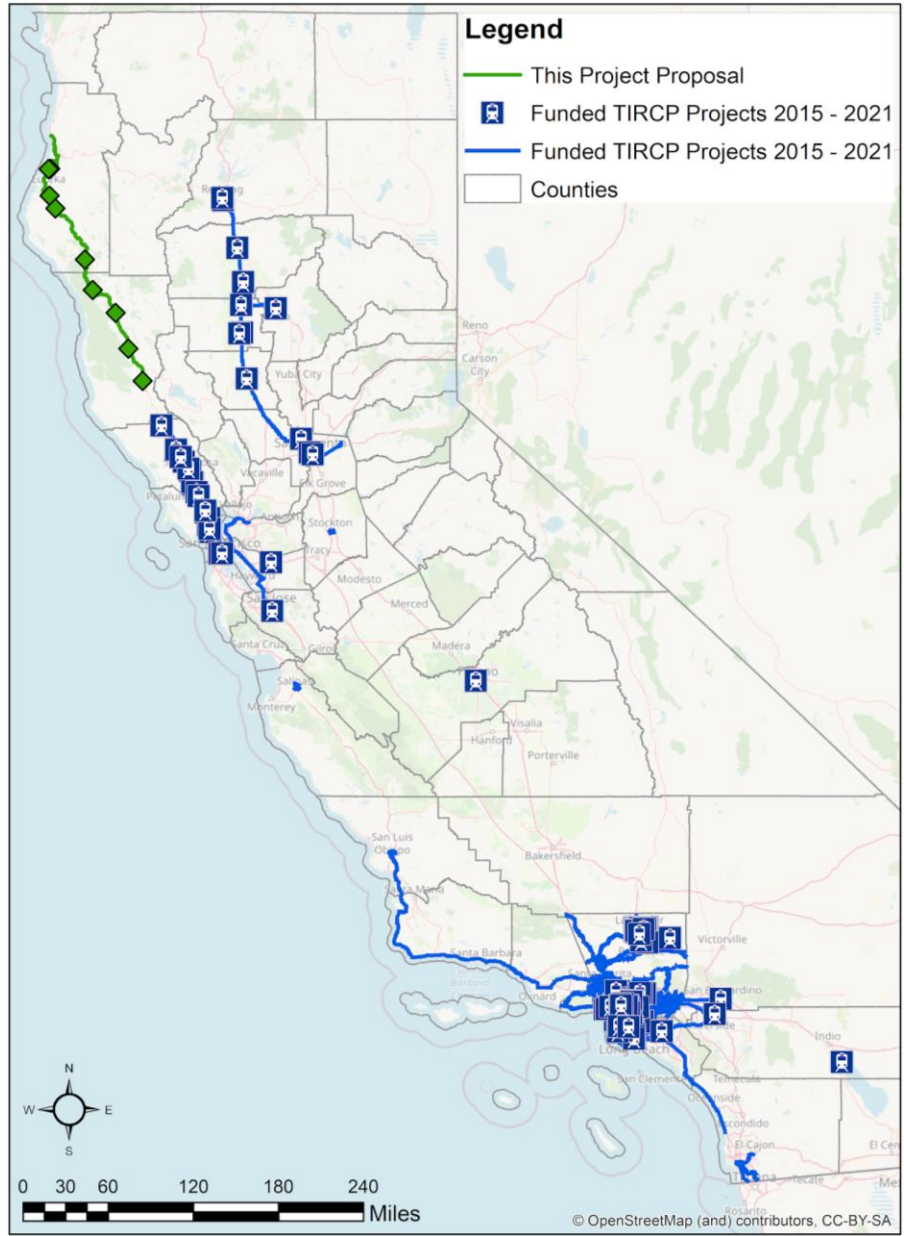


Figure 14: Geographic coverage of past TIRCP awards and the location of this project. (Data Source: <https://webmaps.arb.ca.gov/ccimap/>)

ix. Consistency with Regional Plans

The City of Eureka's Economic Development Strategic Plan Update includes walkability, bike-ability, and transit service as guiding principles in supporting a vital and resilient local economy

(Figure 15). In addition, the City, which has entered into an MOU for this project and has approved development on the project site, has several General Plan policies that support this development. Specific policies listed by their number include:

- M-4.3 Intermodal Transportation Center. Work with Humboldt Transit Authority to explore the development of an intermodal transportation center that would provide a central focal point for all transportation modes serving Humboldt County, including buses, cabs and limousines, rideshare, railroad passenger service, bay excursion services, horse-drawn carriages, and possibly cruise ships, trolleys, and carshare.
- LU-5.4 Location. Encourage the location of high-density housing in proximity to commercial and community services, employment opportunities, major transportation corridors, and where City infrastructure can accommodate increased densities.
- M-5.4 Parking Lot Location. Discourage placement of parking lots along major commercial, high pedestrian-use street frontages, and corners in the interest of maintaining continuous building frontages along the primary commercial streets and improving walkability in the Core Area.
- M-1.3 Multimodal Options. Establish an interconnected transportation network that offers safe and convenient mobility options including adequate streets, transit services, pedestrian walkways, bike routes, commercial rail connections, aviation services, and trucking and shipping

The project is also consistent with the Regional Transportation Plan (RTP). The RTP seeks to curb greenhouse gas emissions from the transportation sector and prioritizes mode shift from private vehicles to active transportation and transit. The RTP recognizes the importance of locating new housing in areas where it is convenient and safe to choose travel modes other than a private vehicle.

The Safe and Sustainable Transportation Targets adopted with the RTP have the overall goal of reducing on-road transportation related fossil fuel consumption in Humboldt County. Specific targets include:

- Increase the percentage of all trips, combined, made by walking, biking, micro-mobility/matched rides, and transit to at least 30% by 2030 and 40% by 2050.

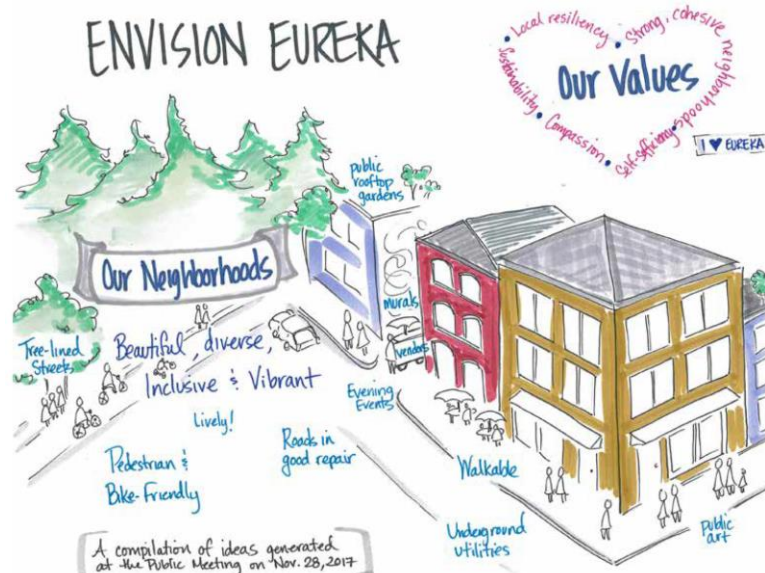


Figure 15: Summary of community input during the development of the City of Eureka 2040 General Plan.

- Double transit trips (including mobility on demand trips) by 2025, again by 2030, and again by 2040.
- Reduce VMT per capita by at least 25% by 2030 and 40% by 2050. (VMT includes zero-emission trips)
- In Humboldt County, by 2024 hydrogen fuel is available for public transit and long-haul commercial fleet vehicles, with green hydrogen fuel available as much and as soon as possible.
- In Humboldt County, by 2030 there is sufficient hydrogen fueling infrastructure and green hydrogen fuel available to enable inter-county travel of medium and heavy-duty fuel-cell EVs.
- 100% of public buses and school buses are zero-emission by 2030. Starting by 2022, 80% of all new permitted housing units are in places with safe, comfortable, and convenient access to employment, shopping, and recreation by walking, biking, rolling, or transit.
- Starting by 2022, all new housing contributes to a countywide reduction in per capita VMT from cars.
- By 2035, 60% of the county's population-equitably distributed regionwide-live in homes/apartments/dorms where they can safely, comfortably, and conveniently travel to everyday destinations by walking, biking, rolling, or transit/micro-transit, and 80% do by 2050. "Safe, comfortable and convenient travel" means people are able to travel:
 - from home to work within 20 minutes in urbanized areas or within 35 minutes outside urban areas, without riding in a private car;
 - from home to essential non-work destinations (e.g., school, local shopping, transit connections) within 15 minutes in urbanized areas or within 30 minutes outside urban areas, without riding in a private car

Additionally, the RTP includes specific objectives and policies related to public transportation which include:

- Expand and improve local and interregional transit services to improve mobility for people in Humboldt County.
- Increase percentage of all trips, combined, made by walking, biking, micro-mobility/matched rides, and transit.
- Reduce VMT per capita.
- Policy Transit-1 is to grow and meet transit demand, fund programs and support services that make public transportation a fast and convenient way for people to get to their destinations. Support funding expanded routes, increased trip frequency, faster travel times (express routes), and first-last mile services including on-demand service. Prioritize programs with the highest potential to increase ridership and reduce the number of single-occupancy-vehicle trips made in Humboldt County.

HCAOG has adopted other plans such as the Humboldt County Transit Development Plan and the Mobility-On-Demand Strategic Development Plan, which favor transit expansion and the

need for increased service and reduced headway. The Mobility-On-Demand Strategic Development Plan also includes recommendations to improve bike share facilities and to facilitate expanded bicycle parking at public places. “This may include incorporating bicycle parking in land use and development agreements, providing secure bicycle lockers at transit hubs, etc. Consider facilitating the re-introduction of a bike share program.”

The Redwood Coast Energy Authority's RePower Humboldt Strategic Plan calls for reduction of local greenhouse gas emissions by 32% under a bold scenario and 45% under a peak scenario by 2030. Projects such as the one proposed will be essential to achieving these reductions.

All plans mentioned here are included in the Supporting Documentation, Attachment N.

x. Benefits to Freight Movement

As described above, the hydrogen fueling station proposed in this project will provide fuel availability for local fleets and will catalyze the potential future development of additional hydrogen fueling infrastructure along the US 101 corridor to support both light and medium duty commercial vehicles. This project includes significant outreach and engagement with local fleets to catalyze use of this feature. This includes CalTrans District 1 and the County of Humboldt (see Supporting Documentation, Attachment B), and local freight distribution companies such as UPS and FedEx.

xi. Non-State Supplemental Funding

State funding (TIRCP, HVIP, and STAF) is planned to fund 64% of total project costs. This project leverages significant private capital for development of the EaRTH Center (Project Element 4). Of the total cost of the EaRTH Center, 70% will use private funding in the total of \$23,339,000. This represents 36% of total project costs. HTA’s financial plan covering operating cost increases leverages some federal funding sources.

See the Project Costs section and the Statement of Work for additional details.

xi. Financial Plan

This project will increase HTA’s operational costs. A detailed financial plan identifying multiple funding sources to cover these costs is described in the Statement of Work.

F. Disadvantaged Communities, Low Income Communities, and/or Low-Income Households

Per CalEnviroScreen 4.0¹¹ and CCI Priority Populations 3.0,¹² all project elements serve numerous census tracts identified as Low Income, with multiple population characteristic

¹¹ <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40>

¹² <https://webmaps.arb.ca.gov/PriorityPopulations/>

burdens. The most notable burdens are: 1) very high poverty, 2) unemployment, and 3) housing burden (see Figure 16). Needs addressed by this project were identified using three of the four approaches recommended by the CARB Evaluation Criteria (see the complete evaluation criteria document in the Supporting Documentation, Attachment E.3):

- Approach A – Community Engagement: Project Elements 1, 2, and 4 used this approach to identify the needs addressed by this project. Project Element 1 addresses the Humboldt County Transit Development Plan 2017 - 2022, which identifies the need for service to Mendocino County. Project Elements 1 and 2 address the Humboldt County Coordinated Public Transportation Plan which identifies the need for improved coordination among regional transit systems. Project Element 4 addresses the Regional Transportation Plan which has identified the need for a transit center for the last 20 years, and the 2019 Humboldt County Regional Housing Needs Assessment Plan, which identifies the need for additional housing. All these plans were developed using outreach and engagement methods that align with Approach A. See Supporting Documentation, Attachment N for copies of all referenced plans.
- Approach B – Support Letters: All project elements received letters of support from numerous community, educational, and government organizations and political leaders (see Supporting Documentation, Attachment B).
- Approach C – CalEnviroScreen: Impact to disadvantaged and low-income communities were considered during the development of this project. All project elements impact low-income communities as defined by the CCI Priority Populations 3.0 tool. The majority of the project is located in downtown Eureka in census tracts 6023000100 and 6023000500, which includes the highest CalEnviroScreen 4.0 percentile score in the state (73%) north of Chico.

A Transportation-Disadvantaged Populations Report was completed in 2006 for the County (see Supporting Documentation, Attachment N).¹³ The report quantified multivariate scores that accounted for numerous metrics including low income, carless, and mobility impaired populations. This project serves many of the census tracts that were scored as having very high disadvantage.

The EaRTH Center will provide numerous significant benefits to some of the most disadvantaged census tracts in downtown Eureka, with disadvantaged score of 73%, poverty score of 95%, unemployment score of 92%, and housing burden score of 90%. See Figure 17 for a summary of CalEnviroScreen scores of all census tracts served by each project element.

The EaRTH Center will also fill gaps in available essential services in the downtown area by providing commercial space targeted to those missing services (see Figure 18). This includes space for childcare, a pharmacy, and a bike rental and repair shop. Furthermore, most essential

¹³ Detailed maps of the analysis results can be found at http://www.nrsrcaa.org/path/Map_PDFs/.

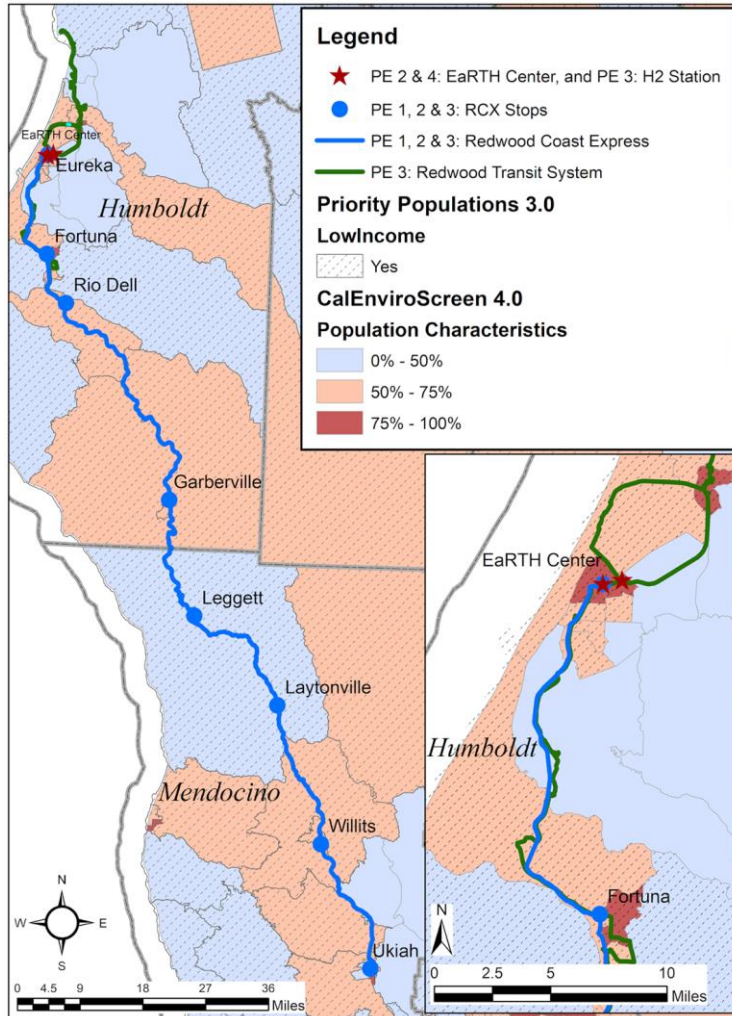


Figure 16: Census tracts served by the project with respect to CalEnviroScreen 4.0 population characteristics percentiles

services will be accessible for carless populations within a 20-minute or less multi-modal trip from the EaRTH Center. The existing RTS route, which will be converted to FCEBs, also provides 20-to-30-minute trips to nearby St. Joseph’s Hospital, College of the Redwoods, and Cal Poly Humboldt.

True affordable mixed income housing will be developed at the EaRTH Center, with 40% of units planned for below 60% of the area median income (AMI) (20% low income and 20% very low income) at a density greater than 20 units per acre, and it could be as high as 120 units per acre; this will be finalized post-award. It will feature design elements that resist gentrification, including 100% deed-restricted workforce housing in perpetuity, and workforce housing units that meet the needs of the community such as Cal Poly Humboldt (see Supporting Documentation, Attachment B) and

Open Door Community Health Centers.

Servitas, the developer selected for the EaRTH Center (see City Council Resolution in Supporting Documentation, Attachment M) is a minority owned P3 developer. Servitas has budgeted for commercial prevailing wage and is considering a Community Workforce Agreement for the project. The developer will be involved throughout the entire life of the project as a Design, Build, Finance, Operate & Maintain (DBOFM) developer, and is therefore fully vested in ensuring the project succeeds across all envisioned goals of the project.

As mapped in the California Statewide Rural Intercity Bus Study Update¹⁴ completed in 2018, this project also directly affects two counties with significant fractions of high transit dependent population needs: Humboldt with 59% of census block groups with high needs, and Mendocino with 57% of census block groups with high needs. This project also supports Del Norte County

¹⁴ California Statewide Rural Intercity Bus Study Update, 2018. California Department of Transportation.

(75% of census blocks with high needs) and Trinity County (54% of census blocks with high needs).

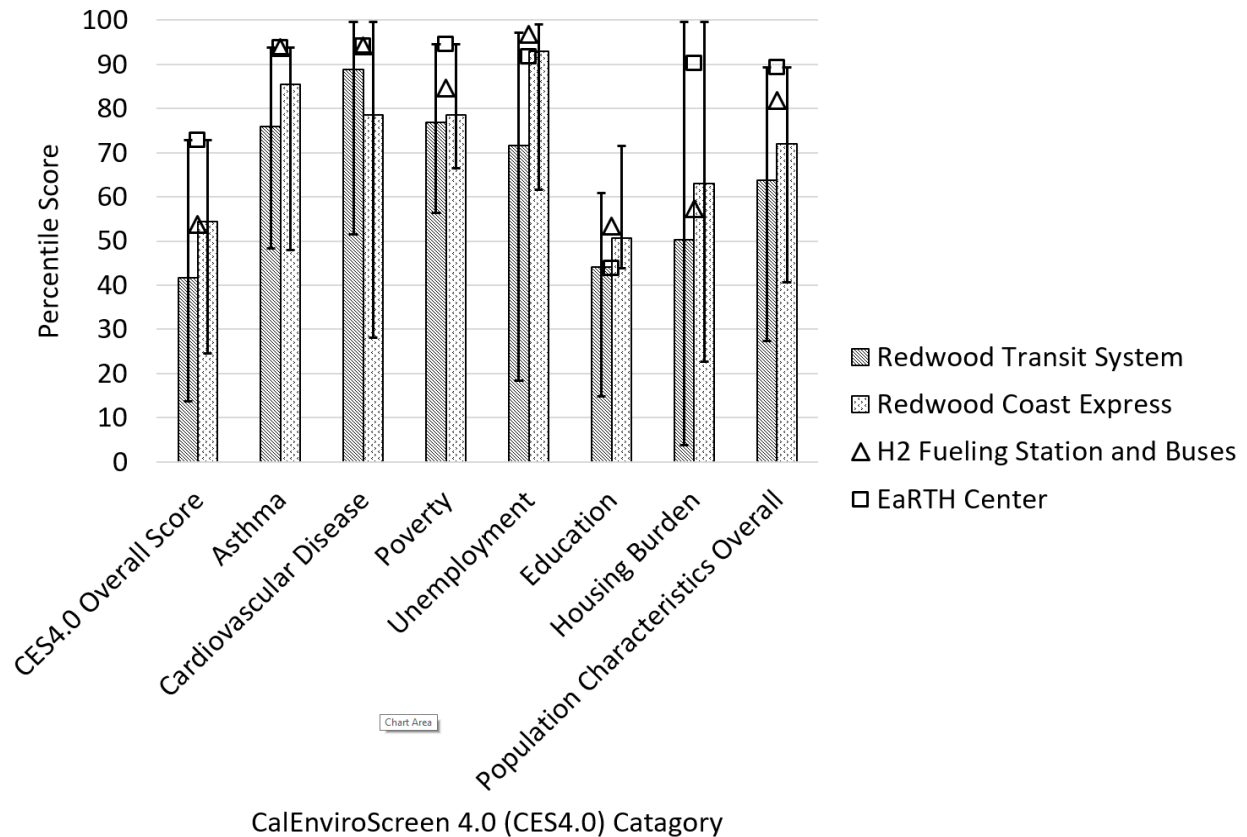


Figure 17: Percentile scores of select CalEnviroScreen4.0 categories for census tracts served by project elements. The RTS and RCX routes show the median, min, and max scores for all census tracts.

G. Employment and Workforce Development and Training Benefits

As detailed in Project Element 3.5 in Section D.ii above, the project team met with Dr. Keith Flamer, President of College of the Redwoods—our local community college—and Vice President for Instruction Kerry Mayer to discuss adding fuel cell, electric vehicle and hydrogen technology training to their extensive Automotive Technology Program. Both are extremely enthusiastic about adding this new workforce development training to their curriculum (see Supporting Documentation, Attachment B). As suggested by HTA, the FCEBs and service bays retrofitted for FCEB maintenance through this project will become a living laboratory for the College of the Redwoods program. New Flyer is committed to leveraging their Vehicle Innovation Center to support a workforce training partnership (see Supporting Documentation, Attachment I). Ballard (fuel cell manufacturer) is committed to supporting the development of curriculum materials for College of the Redwoods and Cal Poly Humboldt (see Supporting Documentation, Attachment B).

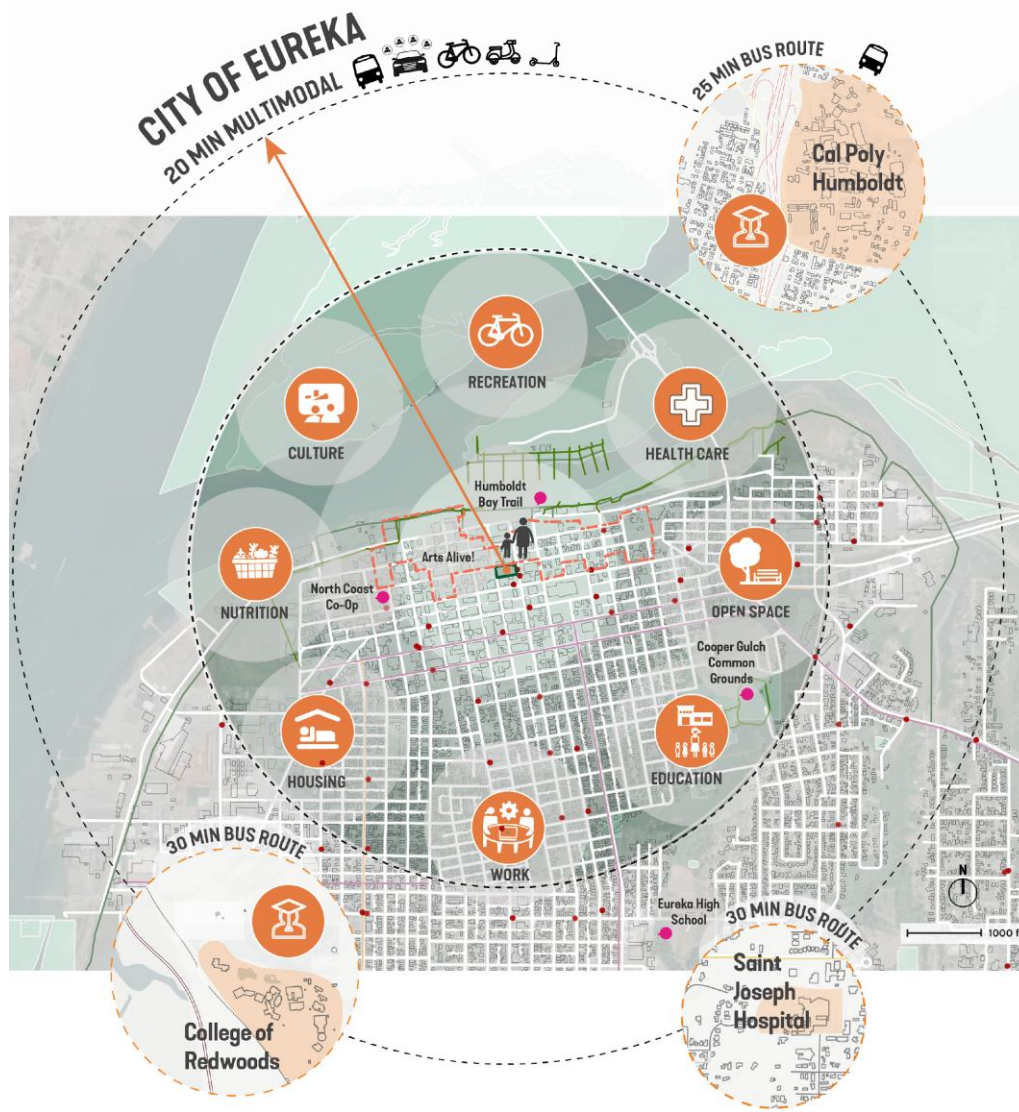


Figure 18: Map of essential services within a 20-minute multi-modal trip from the EARTH Center.

The Executive Director for Initiatives at Cal Poly Humboldt and Regional Organizer for the Humboldt Workforce Coalition, also strongly supports the effort to expand workforce training to FCEBs and other electric vehicles. Quoting from the letter included in Supporting Documentation, Attachment B, “The Humboldt Workforce Coalition is the operator of Humboldt County’s American Job Center of California and responsible for Workforce Innovation and Opportunity Act Title 1 programs. We have been in discussions with College of the Redwoods regarding its efforts to bring alternative fuels training opportunities to the region and are excited about the possibilities that this project will make possible locally. We look forward to providing support to students seeking training and employment in this emerging industry.”

Workforce training in this emerging transportation technology will clearly be catalyzed by this project and, as noted above, will be the only such program on the north coast.

H. Proposed Project Implementation and Project Management

HTA, HCAOG, and the Schatz Center will collaboratively manage the grant and contractors. As the primary grant applicant, HTA will manage all contracts with listed project partners, manage the project schedule, and manage all project changes as they arise. As HTA is a small rural agency, they have already filled a new staff position in anticipation of this additional workload. TIRCP funds are requested to cover a portion of these additional labor costs over the grant period. In addition, anticipated increases in fleet and asset management workload are also included in HTA's requested TIRCP budget, and a future staff hire is planned to fill this need.

HCAOG will provide grant and contractor management support to HTA, including leading quarterly and annual reporting requirements. HCAOG will support remaining contractor procurement required for this project and will also lead and manage public outreach and marketing efforts across project elements.

The Schatz Center will play a critical role in managing many of the technical tasks across project elements. They will act as owner's engineer for Project Element 3, leading construction oversight of the hydrogen fueling station. The Schatz Center will also work closely with CTE to oversee the successful procurement of FCEBs, ensure fueling station and FCEB specifications are in alignment, and manage planned retrofits to bus maintenance bays. The Schatz Center will provide all necessary data analysis and technical documentation needed for quarterly and annual reporting requirements. In addition, the Schatz Center, in close coordination with Air Products and associated warranty contract, will provide on-call technical support for the hydrogen fueling station during the operational phase of the grant period.

The project team has taken extensive measures to bring all construction elements to as close to permit-ready as possible in order to increase confidence in cost estimates. Furthermore, the HTA board has approved sole-sourcing to project partners to increase the confidence in target project outcomes and performance targets. This approach has allowed the development of reasonable contingencies in budget estimates and significantly reduces risks to project success.

Finally, Servitas, the lead developer of the EaRTH Center, has secured commitments to master leases for a majority of the planned housing units, thereby achieving an investment-grade risk level for the project. The project team has worked closely with Servitas and their architectural firm to bring the schematic design to a point where confidence in cost estimates is high. There is also a significant amount of public support and unanimous support from the Eureka City Council for the project, and Servitas and the City of Eureka have developed preliminary solutions that address concerns regarding impacts to vehicle parking expressed by some stakeholders and members of the public.

I. Project Readiness

As described in various sections above, the project team has been preparing for this project and assembling team members—with their detailed roles and scopes of work—for almost 2 years. Those efforts are detailed below.

i. Progress towards Achieving Environmental Protection Requirements

Environmental protection requirements under the California Environmental Quality Act (CEQA) statute and the California Coastal Act of 1976 for the construction of the hydrogen fueling station and the Eureka Regional Transit and Housing (EaRTH) Center are addressed below.

Project Element 3: Transition to Zero-Emission Transit and Construct a Hydrogen Fueling Station

Passed in 2020, Senate Bill 288, the Sustainable Transportation COVID-19 Recovery Act, provides new exemptions to the CEQA statute to expedite transit and sustainable transportation projects. One of the new exemptions includes transit agency projects that construct or maintain infrastructure to charge or refuel zero-emission transit buses. **The qualifying conditions for this exemption will be met by the fueling station.** As a public agency, HTA will be the lead agency for the construction of the fueling station and the work will be carried out by a skilled and trained workforce at the existing corporation bus yard in downtown Eureka.

The construction of the station at the HTA corporation yard falls within the Coastal Zone. As the station installer, Air Products will work with the local commission office to obtain a Coastal Development Permit (LCP). Given that the site has already been extensively developed, has no sensitive habitats, and that hydrogen gas does not pose a risk to water quality, it is anticipated that the permit will be issued.

Project Element 4: Design and Construct the Eureka Regional Transit and Housing (EaRTH) Center.

The construction of the EaRTH Center will take place in a paved parking lot in downtown Eureka. It is anticipated that this in-fill development project will be approved under a categorical exemption as described in CEQA Guidelines Class 32:

§ 15332. In-Fill Development Projects. Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section.(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.(c) The project site has no value, as habitat for endangered, rare or threatened species.(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.(e) The site can be adequately served by all required utilities and public services.

Additional support for a categorical exemption is also contained in SB 288, whose stated intent (as mentioned above) is to expand and enact CEQA exemptions to reduce the time and cost of delivering transit and sustainable transportation projects in California.

Preliminary and subsequent expert opinions on the project classification will be obtained to confirm this approach after the project is awarded. Servitas will lead the permitting process and in the unlikely event that a categorical exemption is not approved, Servitas has budgeted for the necessary studies required to obtain a negative declaration. The location of the EaRTH Center falls inland of the Coastal Zone and no coastal permit is required.

ii. Comprehensiveness and Sufficiency of Agreements with Key Partners

Air Products and Chemicals

Air Products will be supplying the hydrogen station and hydrogen fuel for this project as a turnkey package. As described in under Project Element 3, Section 3.2 above, the project team interviewed 5 station developers and hydrogen suppliers before partnering with Air Products. Since being selected, the company has worked closely with the project team—including a site visit to HTA by an AP engineer, construction contractor, and business development manager—to develop a preliminary design, a comprehensive scope of work, and a roles and responsibilities document (see Supporting Documentation, Attachment I). AP has committed to this project (see letters) and provided a budgetary quote for this proposal.

Center for Transportation and the Environment

CTE is a nationally known organization with expertise in transit development. As described above, a CTE engineer performed a site visit and furnished a budgetary quote for maintenance bay retrofits that is utilized in this proposal. As described in their Statement of Work, CTE will aid HTA with oversight on fueling station and bus specifications and participate in site visits to New Flyer for bus inspection during manufacture. They have furnished a letter of commitment (see letters) for their participation in project work.

Creative Inclusion, LLC

Creative Inclusion, LLC is a consulting firm specializing in improving accessibility for people with sight loss in technology, wayfinding, transit, recreation, travel, and entertainment. They have been involved in the design process for the EaRTH Center for six months and have been essential in ensuring ADA design and access are considered during every phase of the project. They will continue providing design review and guidance and will also be providing training to project partners on strategies for increasing access during public outreach and engagement efforts (see letters).

Humboldt County Association of Governments

HCAOG is a local joint powers agency that has been involved in transportation planning and advocacy for transit in the Humboldt County region for many years. They will work with HTA

to provide outreach to the community about new transit services, as well as handle the reporting requirements and other administrative duties for this project. HCAOG has furnished a letter of commitment (see letters) for this work.

New Flyer Industries

New Flyer will be supplying eleven (11) next-generation FCEBs for this project. The project team has been working with New Flyer for almost a year. They agreed to trailer their existing bus to Humboldt County for an on-the-road test of the actual Trinidad-to-Scotia RTS run. As described in detail in Project Element 3, Section 3.1 above and in the Supporting Documentation (see Attachment H), the bus performed extremely well. More importantly, New Flyer has committed to re-engineering their existing bus with a larger fuel cell and battery and additional fuel storage, and they are confident this design will perform well on the rural duty cycles proposed in this project. This is a prodigious effort by New Flyer and will produce a bus that will serve many rural transit agencies with technological capability that has not been available heretofore. New Flyer's letter (see Supporting Documentation, Attachment I) commits the company to this path and provides a budgetary quote for this proposal.

Schatz Energy Research Center

The local Schatz Center – headquartered at Cal Poly Humboldt – has been working closely with HTA for almost 4 years to plan for this project and assemble the project team. The Center has over 30 years of experience in hydrogen and fuel cell technology and was instrumental in helping SunLine Transit and AC Transit to transition to hydrogen bus technology. As described in its Statement of Work, the Schatz Center will work as HTA's consulting engineer throughout this project and aid in data collection and analysis. The Center has supplied a letter of commitment (see letters) for this work.

Servitas, LLC

Servitas is the development firm that will be designing (with assistance from other partners) and constructing the EaRTH Center, the intermodal transit and housing center proposed as part of this project. The project team has worked with Servitas for 6 months to develop a preliminary design and the architectural renderings (see Project Element 4). Servitas has committed to the project (see letters) and has provided a comprehensive budget, which is used in this proposal.

SmithGroup

SmithGroup is a nationally known architectural firm that has significant expertise in urban planning and transit design. They have worked with the project team on the preliminary plans for the EaRTH Center and will continue to provide expert consulting as the EaRTH Center is developed and constructed. They have committed to this work with a Statement of Work and a letter of commitment (see letters).

Arcata & Mad River Transit

Effective May 1st, 2026

Ride Humboldt

bus map & schedule

Mapa y horario de autobuses

Downtown
Northtown
Cal Poly Humboldt
Westwood/Sunset
Mad River Hospital
Sunnybrae
Valley West
West End Rd.

Monday through
Saturday Service



Cash Fares/Tarifas en efectivo	
\$2.00	One Ride Fare/Tarifa por viaje
\$2.50	A&MRTS only Day Pass/Pase de un día exclusivo para A&MRTS
\$1.50	A&MRTS Reduced Day Pass/Pase diario con tarifa reducida de A&MRTS
Regional Bus Pass Fares/Tarifas del pase de autobús regional	
\$5.00	1 Day Ride Pass/Pase de atracciones de 1 día
\$15.00	7 Day Ride Pass/Pase de viaje de 7 días
\$50.00	31 day Ride Pass/Pase de viaje de 31 días
Tap-to-Pay Bus Fares/Tarifas de autobús con pago por contacto	
\$2.00	2 hour Unlimited Rides/2 horas de atracciones ilimitadas
\$5.00	1 Day Unlimited Rides/1 día de viajes ilimitados
\$15.00	1 Week Unlimited Rides/1 semana de viajes ilimitados
\$50.00	1 Month Unlimited Rides/1 mes de viajes ilimitados
Tap-to-Pay must use same card every time and only one card per person./El pago por contacto debe realizarse siempre con la misma tarjeta, y solo se permite una tarjeta por persona.	
\$10 & \$20 Value Card Fares/Tarifas de tarjetas de valor de \$10 y \$20	
\$2.00	Regular fare/Tarifa regular
\$1.00	Reduced Fare/Tarifa reducida
Reduced Fares on \$10 and \$20 Cards Only./Tarifas reducidas solo en tarjetas de \$10 y \$20.	
Senior Citizens 62+, Youth age 3-17, and Reduced fare ID card holders. Personas mayores de 62 años, jóvenes de 3 a 17 años y titulares de tarjetas de tarifa reducida.	
Visit HTA.Org for more information on reduced fare ID cards. Visite HTA.Org para obtener más información sobre las tarjetas de identificación de tarifa reducida.	

HOLIDAYS/VACACIONES	
New Year's Day	NO SERVICE
Día De Año Nuevo	SIN SERVICIO
Martin Luther King Jr. Day	STAURDAY SCHEDULE
Día De Martin Luther King Jr.	HORARIO DEL SABADO
Memorial Day	STAURDAY SCHEDULE
Día De Los Caidos	HORARIO DEL SABADO
4th of July	NO SERVICE
4 De Julio	SIN SERVICIO
Labor Day	STAURDAY SCHEDULE
Día Laboral	HORARIO DEL SABADO
Veterans Day	STAURDAY SCHEDULE
Día De Los Veteranos	HORARIO DEL SABADO
Thanksgiving Day	NO SERVICE
Día De Acción De Gracias	SIN SERVICIO
Day After Thanksgiving	STAURDAY SCHEDULE
El Día Después De Acción De Gracias	HORARIO DEL SABADO
Christmas Eve	STAURDAY SCHEDULE
Nochebuena	HORARIO DEL SABADO
Christmas Day	NO SERVICE
Día de Navidad	SIN SERVICIO



RED ROUTE RUTA ROJA		GOLD ROUTE RUTA DEL ORO		ORANGE ROUTE RUTA NARANJA		GREEN & GOLD ROUTE RUTA VERDE Y DORADA	
Arcata Transit Center	:05	Arcata Transit Center	:05	Arcata Transit Center	:05	Cal Poly Humboldt (Library)	:30
G St. & 10 th	:06	G St. & 10 th	:06	Union St. & 7th St.	:07	LK Wood Blvd. & California Ave.**	:31
11 th & H St.	:07	G St. & 13th St.	:07	Union Street (Parkway Apts.)	:08	LK Wood Blvd. & Ridge Rd.**	:32
11 th & K St.	:08	G St. & 16th St. (Arcata High)	:08	Buttermilk Ln. & Bayside Rd.	:10	St. Louis Rd. & West End Rd.**	:33
11th & Q St.	:09	G St. & 18th St.	:10	Crescent Way & Old Arcata Blvd.	:12	West End Rd. & Alder Grove Rd.	:35
Janes Rd & 11 th St. (Market)	:10	Cal Poly Humboldt (Library)	:11	V St. & Ariel	:17	(Renner, East Side)	:35
Zehndner Ave & S St.	:11	LK Wood Blvd. & California Ave.**	:12	Janes Rd & 11th St. (Market)	:18	Guintoli Ln. & Airstream Ave.	:37
Q St. & Zehndner Ave	:12	LK Wood Blvd. & Ridge Rd.**	:12	Zehndner Ave & S St.	:19	(Town & Country)	:37
11 th St. & Q St.	:13	LK Wood Blvd. & Diamond Dr.**	:12	Q St. & Zehndner Ave	:19	Valley West Blvd. (McDonald's)	:39
11 th St. & K St.	:14	LK Wood Blvd. & Redwood Ave.**	:13	11th St. & Q St. (SE)	:20	Valley East Blvd. (South)	:40
H St. & 10 th St. (Minor Theatre)	:15	Camp Curtis**	:13	11th & K St. (SE)	:22	Valley East Blvd. (Little Learner's)	:41
H St. & 9 th St. (Plaza)	:16	Sunset Ave (Skate Park, N. Side)	:19	H St. & 6th St.	:24	Janes Rd. & Palomino Ln.	:43
H St. & 6 th St.	:17	Foster Ave. & Alliance Rd.	:20	F St. & 6th St. (Uniontown)	:25	(Mad River Gardens)	:43
F St. & 6 th St. (Uniontown)	:18	Alliance Rd. & Stromberg Ave (E)	:22	F St. & 8th St. (Arcata City Hall)	:26	Janes Rd. & Edith Dr. (Hospital, W)	:44
F St. & 8 th St. (Arcata City Hall)	:19	Alliance Rd. & Hilficker Dr.	:23	Arcata Transit Center	:27	Spear & Alliance (SW)	:46
Arcata Transit Center	:20	Spear Ave. & Alliance Rd. (NW)	:24	G St. & 10th	:28	Alliance Rd. & 27th St.	:47
G St. & 10 th St.	:21	Janes Rd. & Edith Dr. (Hospital)	:26	G St. & 13th St.	:29	Alliance Rd. & Stromberg Ave. (W)	:48
G St. & 13 th St.	:22	Janes Rd. & Palomino Ln. (Lazy J)	:27	G St. & 16th St. (Arcata High)	:31	Foster Ave. & Alliance Rd.	:50
G St. & 16 th St. (Arcata High)	:24	Valley West Blvd. (McDonald's)	:31	G St. & 18th St.	:32	Sunset Ave. (Skate Park, S. Side)	:51
Cal Poly Humboldt (Library)	:25	Valley East Blvd. (South)	:31	Cal Poly Humboldt (Library)	:33	Cal Poly Humboldt (Library)	:52
LK Wood Blvd. & California Ave.**	:26	Valley East Blvd. (Little Learner's)	:32	LK Wood Blvd. & California Ave.	:34	Arrive at Cal Poly (Break Start)	:53
LK Wood Blvd. & Ridge Rd.**	:26	Giuntoli Ln. & Boyd Rd.	:35	LK Wood Blvd. & Ridge Rd.	:34	Depart Cal-Poly (Break End)	:59
LK Wood Blvd. & Diamond Dr.**	:27	West End Rd. & Alder Grove Rd. (Mill Yard)	:37	St. Louis Rd. & West End Rd.**	:34	Cal Poly Humboldt (Library)	:00
LK Wood Blvd. & Redwood Ave.**	:28	West End Rd. & Aloha Dr.	:38	West End Rd. & Alder Grove Rd. (Renner, East Side)	:36	LK Wood Blvd. & California Ave.**	:01
Camp Curtis**	:29	Spear Ave. & Alliance Rd. (NE)	:39	Guintoli Ln. & Airstream Ave. (Town & Country)	:37	LK Wood Blvd. & Ridge Rd.**	:02
Cal Poly Humboldt (Library)	:34	Alliance Rd. & 27th St.	:41	Valley West Blvd. (McDonald's)	:38	St. Louis Rd. & West End Rd.**	:03
B St. & 14 th St.	:35	Alliance Rd. & Stromberg Ave. (W)	:42	Valley East Blvd. (South)	:39	West End Rd. & Alder Grove Rd. (Renner, East Side)	:05
Union St. & 7th St.	:37	Foster Ave. & Alliance Rd.	:43	Valley East Blvd. (Little Learner's)	:40	Guintoli Ln. & Airstream Ave. (Town & Country)	:07
Arcata Community Center (10:00am-2:00pm)		Sunset Ave. (Skate Park, S. Side)	:44	Janes Rd. & Palomino Ln. (Mad River Gardens)	:41	Valley West Blvd. (McDonald's)	:09
Union Street (Parkway Apts.)	:41	Cal Poly Humboldt (Library)	:47	Janes Rd. & Edith Dr. (Hospital, W)	:42	Valley East Blvd. (South)	:10
Buttermilk Ln. & Bayside Rd.	:43	H St. & 18th St.	:48	Spear & Alliance (SW)	:44	Valley East Blvd. (Little Learner's)	:11
Chester Ave. & Beverly Dr.	:45	H St. & 16th St. (Arcata High)	:49	Alliance Rd. & 27th St.	:45	Janes Rd. & Palomino Ln. (Mad River Gardens)	:13
Crescent Way & Old Arcata Blvd.	:46	H St. & 14th St.	:50	Alliance Rd. & Stromberg Ave. (W)	:46	Janes Rd. & Edith Dr. (Hospital, W)	:14
Union Street (Charter School)	:48	H St. & 10th St. (Minor Theatre)	:51	Foster Ave. & Alliance Rd.	:47	Spear & Alliance (SW)	:16
14 th St. & Union St.	:50	H St. & 9th St. (Arcata Plaza)	:52	Sunset Ave. (Skate Park, S. Side)	:48	Alliance Rd. & 27th St.	:17
14 th & B St. (North Side)	:51	H St. & 6th St.	:53	Cal Poly Humboldt (Library)	:52	Alliance Rd. & Stromberg Ave. (W)	:18
Cal Poly Humboldt (Library)	:53	F St. & 6th St. (Uniontown)	:55	B St. & 14th St.	:54	Foster Ave. & Alliance Rd.	:20
B St. & 14 th St.	:54	F St. & 8th St. (Arcata City Hall)	:56	Arcata Transit Center	:56	Sunset Ave. (Skate Park, S. Side)	:21
Arcata Transit Center	:56	Arcata Transit Center	:57			Cal Poly Humboldt (Library)	:22

7:00am-10:00pm Monday-Friday Lunes-Viernes	7:00am-10:00pm Monday-Friday Lunes-Viernes	7:00am-7:00pm Saturdays & Holidays Sábados & Vacaciones	6:30am-10:30am & 3:30pm-7:30pm Monday-Friday Lunes-Viernes while Cal Poly is in Session mientras Cal Poly está en clases
7:00am-7:00pm while Cal Poly is out of Session mientras Cal Poly está fuera de clases	7:00am-7:00pm while Cal Poly is out of Session mientras Cal Poly está fuera de clases		

****BUSES SERVING L.K. WOOD STOPS EAST SIDE ONLY****

Los autobuses que prestan servicio en L.K. Wood se detienen únicamente en el lado este.

Cal Poly out of session during/Cal Poly fuera de sesión durante:

Spring break, Summer break, Fall break and Winter break. See Cal Poly Calendar for dates. Vacaciones de primavera, de verano, de otoño y de invierno. Consulte el calendario de Cal Poly para ver las fechas.

Eureka Transit

Effective May 1st 2026

Ride Humboldt

bus map & schedule

Cash Fares/Tarifas en efectivo	
\$2.00	One Ride Fare/Tarifa por viaje
Regional Bus Pass Fares/Tarifas del pase de autobús regional	
\$5.00	1 Day Ride Pass/Pase de atracciones de 1 día
\$15.00	7 Day Ride Pass/Pase de viaje de 7 días
\$50.00	31 day Ride Pass/Pase de viaje de 31 días
Tap-to-Pay Bus Fares/Tarifas de autobús con pago por contacto	
\$2.00	2 hour Unlimited Rides/2 horas de atracciones ilimitadas
\$5.00	1 Day Unlimited Rides/1 día de viajes ilimitados
\$15.00	1 Week Unlimited Rides/1 semana de viajes ilimitados
\$50.00	1 Month Unlimited Rides/1 mes de viajes ilimitados
Tap-to-Pay must use same card every time and only one card per person./El pago por contacto debe realizarse siempre con la misma tarjeta, y solo se permite una tarjeta por persona.	
\$10 & \$20 Value Card Fares/Tarifas de tarjetas de valor de \$10 y \$20	
\$2.00	Regular fare/Tarifa regular
\$1.00	Reduced Fare/Tarifa reducida
Reduced Fares on \$10 and \$20 Cards Only./Tarifas reducidas solo en tarjetas de \$10 y \$20.	
Senior Citizens 62+, Youth age 3-17, and Reduced fare ID card holders. Personas mayores de 62 años, jóvenes de 3 a 17 años y titulares de tarjetas de tarifa reducida.	
Visit HTA.Org for more information on reduced fare ID cards. Visite HTA.Org para obtener más información sobre las tarjetas de identificación de tarifa reducida.	

HOLIDAYS/VACACIONES	
New Year's Day	NO SERVICE
Día De Año Nuevo	SIN SERVICIO
Martin Luther King Jr. Day	STAURDAY SCHEDULE
Día De Martin Luther King Jr.	HORARIO DEL SABADO
Memorial Day	STAURDAY SCHEDULE
Día De Los Caídos	HORARIO DEL SABADO
4th of July	NO SERVICE
4 De Julio	SIN SERVICIO
Labor Day	STAURDAY SCHEDULE
Día Laboral	HORARIO DEL SABADO
Veterans Day	STAURDAY SCHEDULE
Día De Los Veteranos	HORARIO DEL SABADO
Thanksgiving Day	NO SERVICE
Día De Acción De Gracias	SIN SERVICIO
Day After Thanksgiving	STAURDAY SCHEDULE
El Día Después De Acción De Gracias	HORARIO DEL SABADO
Christmas Eve	STAURDAY SCHEDULE
Nochebuena	HORARIO DEL SABADO
Christmas Day	NO SERVICE
Día de Navidad	SIN SERVICIO

Mapa y horario de autobuses

Old Town /
Downtown

Westside

Myrtle Ave /
Myrtle town

Medical District

Henderson
Center

Bayshore Mall

Eureka Mall

Sequoia Park

Cutten

Bayview

Pine Hills

Monday through
Saturday Service



TOKEN TRANSIT



HTA.ORG



TRANSIT APP

Fares/Tarifas

Regular Cash Fare/Tarifa Regular en Efectivo = \$2
Unlimited Ride Regional Pass/
Pase de Transito Regional Ilimitado = \$50

TAP TO PAY

Pay \$2.00 for the first two hours/Paga = \$2
Daily/Diario (24 Hr.) Maximum/Maximo = \$5
Weekly (7 Days/Dias) Maximum/Maximo = \$15
Monthly/Mensual (31 Days/Dias) Maximum/Maximo = \$50

Operates Monday - Saturday

Funciona de Lunes a Sábado

Except for road closures and extreme weather events.
Excepto en caso de cierres de carreteras y eventos climáticos extremos.

HOLIDAYS/VACACIONES	
New Year's Day	NO SERVICE
Día De Año Nuevo	SIN SERVICIO
Martin Luther King Jr. Day	STAURDAY SCHEDULE
Día De Martin Luther King Jr.	HORARIO DEL SABADO
Memorial Day	STAURDAY SCHEDULE
Día De Los Caídos	HORARIO DEL SABADO
4th of July	NO SERVICE
4 De Julio	SIN SERVICIO
Labor Day	STAURDAY SCHEDULE
Día Laboral	HORARIO DEL SABADO
Veterans Day	STAURDAY SCHEDULE
Día De Los Veteranos	HORARIO DEL SABADO
Thanksgiving Day	NO SERVICE
Día De Acción De Gracias	SIN SERVICIO
Day After Thanksgiving	STAURDAY SCHEDULE
El Día Después De Acción De Gracias	HORARIO DEL SABADO
Christmas Eve	STAURDAY SCHEDULE
Nochebuena	HORARIO DEL SABADO
Christmas Day	NO SERVICE
Día de Navidad	SIN SERVICIO

Operating Agency

Humboldt Transit Authority

HTA.org

133 V Street, Eureka, CA 95501
(707) 443-0826 / (877) 688-0826 (toll free)

Transferring Agencies

Redwood Coast Transit

redwoodcoasttransit.org

140 Williams Drive, Crescent City, CA 95531
(707) 308-7433

Mendocino Transit Authority

mendocinotransit.org

241 Plant Road, Ukiah, CA 95482
(707) 462-1422 / (800) 696-4MTA

Lake Transit Authority

laketransit.org

9240 Highway 53, Lower Lake, CA 95457
(707) 994-3334 / (707) 263-3334

**Effective
May 1st, 2026**

North State Express: Route 101

Routes, Map & Schedule
Monday - Saturday

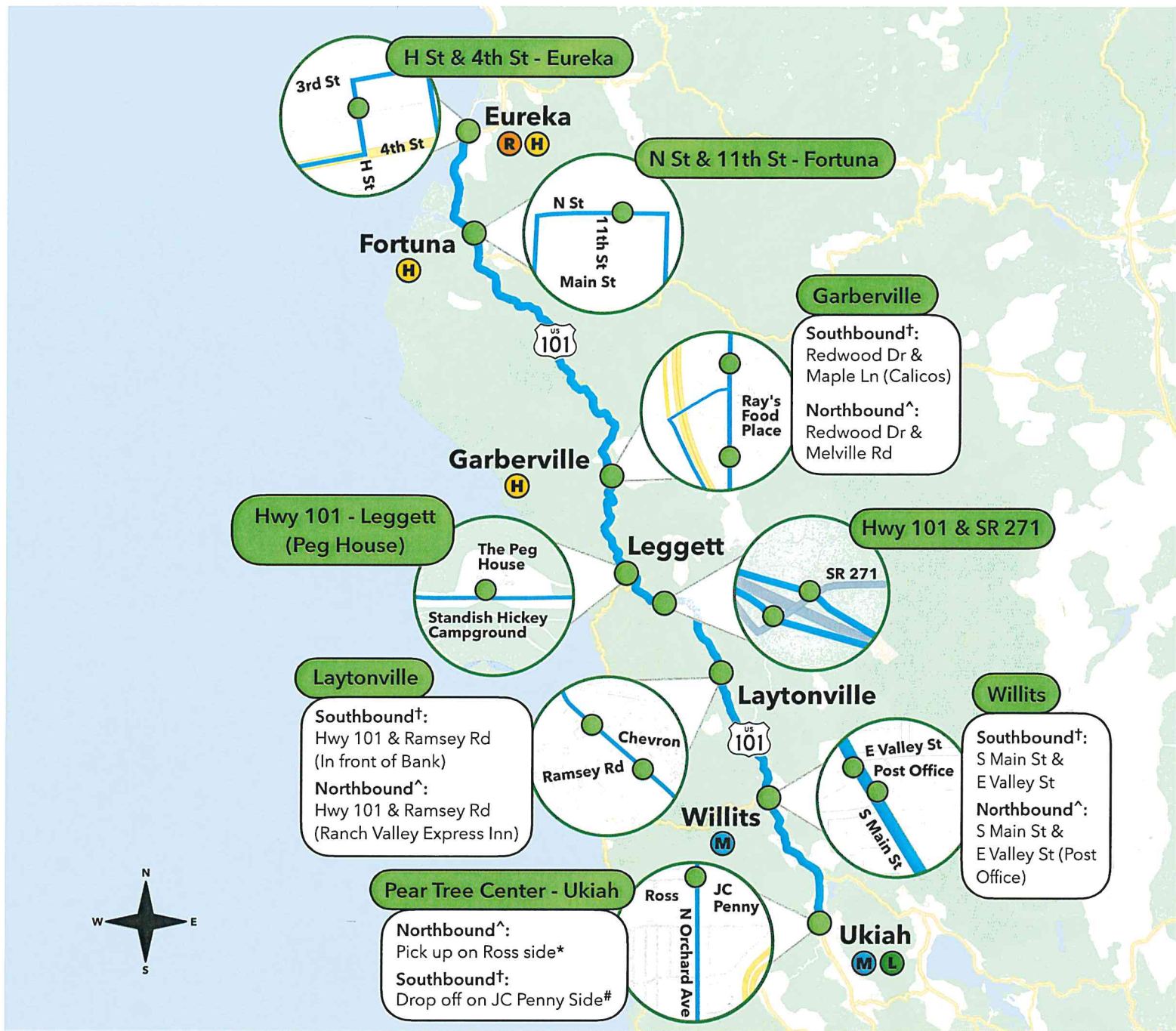
Rutas, Mapa y Horarios
Lunes - Sábado



Ride
Humboldt



HUMBOLDT TRANSIT AUTHORITY



Transfer to / Transferencia a

R Redwood Coast Transit
 H Humboldt Transit Authority
 M Mendocino Transit Authority
 L Lake Transit Authority

SCHEDULE / FORMULARIOS

Operates Monday - Saturday except on holidays, road closures, and snow / Servicio de lunes a Sábado excepto días festivos, cierre de carretera, o clima con nieve

SOUTHBOUND / HACIA EL SUR (RUN 1)

H St & 4th St - Eureka	10:00 AM
N St & 11th St - Fortuna	10:25 AM
Redwood Dr & Maple Ln Garberville (Calico's)	11:15 AM
Hwy 101 - Leggett (Peg House)	12:05 PM
Hwy 101 & SR 271 - SB Stop (S. Leggett)	12:08 PM
Hwy 101 & Ramsey Rd - Laytonville (Bank)	12:30 PM
S Main St & E Valley St - Willits (Across from PO)	1:00 PM
N Orchard Ave - Ukiah (Pear Tree Center)	1:30 PM

NORTHBOUND / HACIA EL NORTE (RUN 2)

N Orchard Ave - Ukiah (Pear Tree Center)	2:15 PM
S Main St & E Valley St - Willits (Post Office)	2:45 PM
Hwy 101 & Ramsey Rd - Laytonville (Inn)	3:15 PM
Hwy 101 & SR 271 - NB Stop (S. Leggett)	3:36 PM
Hwy 101 - Leggett (Peg House)	4:05 PM
Redwood Dr & Melville Rd - Garberville	4:30 PM
N St & 11th St - Fortuna	5:20 PM
H St & 4th St - Eureka	5:45 PM

Cash Fares/Tarifas en efectivo	
\$2.00	One Ride Fare/Tarifa por viaje
Yurok System Transfers/Transferencias del Sistema Yurok	
Free/ Gratis	Yurok transfers to Willow Creek are free. Las transferencias de Yurok a Willow Creek son gratuitas.
Regional Bus Pass Fares/Tarifas del pase de autobús regional	
\$5.00	1 Day Ride Pass/Pase de atracciones de 1 día
\$15.00	7 Day Ride Pass/Pase de viaje de 7 días
\$50.00	31 day Ride Pass/Pase de viaje de 31 días
Tap-to-Pay Bus Fares/Tarifas de autobús con pago por contacto	
\$2.00	2 hour Unlimited Rides/2 horas de atracciones ilimitadas
\$5.00	1 Day Unlimited Rides/1 día de viajes ilimitados
\$15.00	1 Week Unlimited Rides/1 semana de viajes ilimitados
\$50.00	1 Month Unlimited Rides/1 mes de viajes ilimitados
Tap-to-Pay must use same card every time and only one card per person./El pago por contacto debe realizarse siempre con la misma tarjeta, y solo se permite una tarjeta por persona.	
\$10 & \$20 Value Card Fares/Tarifas de tarjetas de valor de \$10 y \$20	
\$2.00	Regular fare/Tarifa regular
\$1.00	Reduced Fare/Tarifa reducida
Reduced Fares on \$10 and \$20 Cards Only./Tarifas reducidas solo en tarjetas de \$10 y \$20.	
Senior Citizens 62+, Youth age 3-17, and Reduced fare ID card holders. Personas mayores de 62 años, jóvenes de 3 a 17 años y titulares de tarjetas de tarifa reducida.	
Visit HTA.Org for more information on reduced fare ID cards. Visite HTA.Org para obtener más información sobre las tarjetas de identificación de tarifa reducida.	



HOLIDAYS/VACACIONES	
New Year's Day	NO SERVICE
Día De Año Nuevo	SIN SERVICIO
Martin Luther King Jr. Day	STAURDAY SCHEDULE
Día De Martin Luther King Jr.	HORARIO DEL SABADO
Memorial Day	STAURDAY SCHEDULE
Día De Los Caídos	HORARIO DEL SABADO
4th of July	NO SERVICE
4 De Julio	SIN SERVICIO
Labor Day	STAURDAY SCHEDULE
Día Laboral	HORARIO DEL SABADO
Veterans Day	STAURDAY SCHEDULE
Día De Los Veteranos	HORARIO DEL SABADO
Thanksgiving Day	NO SERVICE
Día De Acción De Gracias	SIN SERVICIO
Day After Thanksgiving	STAURDAY SCHEDULE
El Día Después De Acción De Gracias	HORARIO DEL SABADO
Christmas Eve	STAURDAY SCHEDULE
Nochebuena	HORARIO DEL SABADO
Christmas Day	NO SERVICE
Día de Navidad	SIN SERVICIO

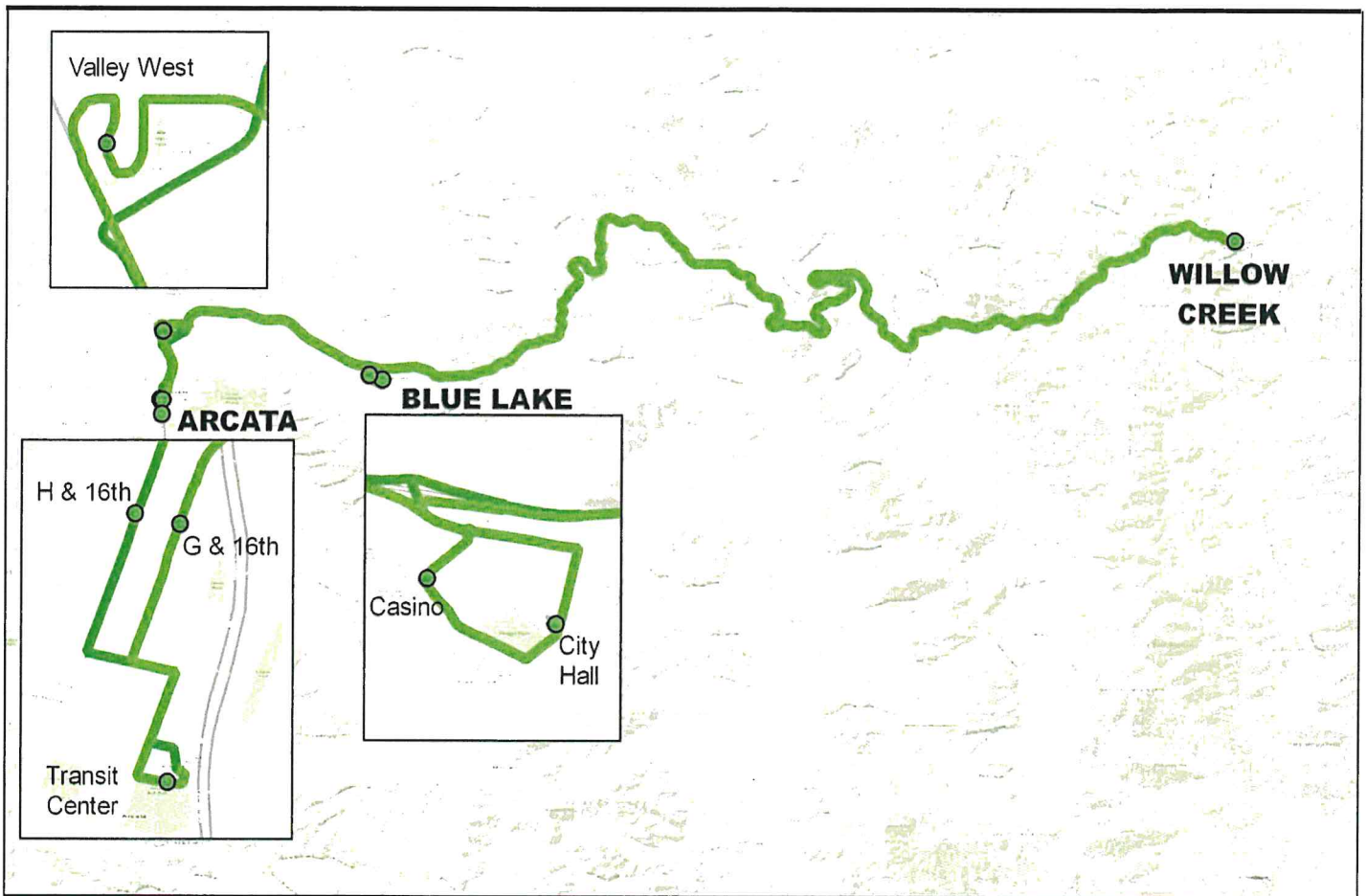
North State Express: 299
Effective May 1st, 2026

Ride Humboldt bus map & schedule

Mapa y horario de autobuses

- Willow Creek
- Blue Lake City Hall
- Blue Lake Casino
- Arcata Highschool
- Arcata Transit Center

Monday through Saturday Service



Weekday Service / Servicio Días Laborables										
Westbound / Direccion Oeste						Eastbound / Direccion Este				
Run	1	3	5	7	9	Run	2	4	6	8
Hwy 96 & Hwy 299 (Willow Creek)	6:55	9:49	1:20		5:20	Arcata Transit Center	8:13	11:54	2:55	3:54
Blue Lake City Hall	7:40	10:34	2:05	3:10	6:05	G St & 16th (Arcata High)	8:15	11:56	2:57	3:56
Chartin Rd. & Chartin Rd. (Casino)	7:41	10:35	2:06	3:11	6:06	Valley West Blvd (McDonalds)	8:21	12:02	3:03	4:02
<i>Valley West Drop off by request only/Solicitar Parada</i>						Blue Lake City Hall	8:28	12:09	3:10	4:09
H St. & 16th St. (Arcata High)	7:57	10:51	2:22	3:27	6:22	Chartin Rd. & Chartin Rd. (Casino)	8:29	12:10		4:10
Arcata Transit Center	7:59	10:53	2:24	3:29	6:24	Hwy 96 & Hwy 299 (Willow Creek)	9:19	1:00		5:00
PM times in bold/Horas p.m. en negro										

Saturday Service / Servicio Sabado									
Westbound / Direccion Oeste					Eastbound / Direccion Este				
Run	2	4	6		Run	1	3	5	
Hwy 96 & Hwy 299 (Willow Creek)	9:45	12:23	7:00		Arcata Transit Center	8:25	11:03	5:40	
Blue Lake City Hall	10:30	1:08	7:45		G St & 16th (Arcata High)	8:26	11:04	5:41	
Chartin Rd. & Chartin Rd. (Casino)	10:31	1:09	7:46		Valley West Blvd (McDonalds)	8:32	11:10	5:47	
<i>Valley West Drop off by request only/Solicitar Parada</i>					Blue Lake City Hall	8:39	11:17	5:54	
H St. & 16th St. (Arcata High)	10:47	1:25	8:02		Chartin Rd. & Chartin Rd. (Casino)	8:40	11:18	5:55	
Arcata Transit Center	10:48	1:26	8:03		Hwy 96 & Hwy 299 (Willow Creek)	9:30	12:08	6:45	
PM times in bold/Horas p.m. en negro									

Humboldt Transit Authority (HTA)
 133 V Street Eureka, CA 95501
 (707) 443-0826 (phone)
 (877) 688-0826 (toll free)
 (707) 443-2032 (fax)
www.hta.org

REDWOOD TRANSIT SYSTEM SCHEDULE

REGULAR CASH FARE / Tarifa Regular en Efectivo
 REGULAR CARD FARE / Tarifa Regular en Efectivo
 \$1.00 Reduced Card Fare / Tarifa Reducida en Efectivo
 \$50.00 Unlimited 31-Day Multi system Pass / 31-Dias Ilimitado Multisistema
 \$15.00 Unlimited 7-Day Multi system Pass / 7-Dias Ilimitado Multisistema
 \$5.00 Unlimited 1-Day Multi system Pass / 1-Dias Ilimitado Multisistema

Tap and Pay Credit Card: \$2.00 for 2 hours; (Unlimited Rides and Transfers for 2 hours)
 Toque Para Pagar Con Tarjeta de Credito: \$2.00 por 2 horas (sin limitacion por 2 horas)

Northbound Weekday service / Servicio de Lunes a Viernes

10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
Trinidad Park & Ride	10:58	11:00	11:02	11:04	11:06	11:08	11:10	11:12	11:14	11:16	11:18	11:20	11:22	11:24	11:26	11:28	11:30	11:32	11:34	11:36	11:38	11:40	11:42	11:44	11:46	11:48	11:50	11:52	11:54	11:56	11:58	12:00	12:02	12:04	12:06	12:08	12:10	12:12	12:14	12:16	12:18	12:20	12:22	12:24	12:26	12:28	12:30	12:32	12:34	12:36	12:38	12:40	12:42	12:44	12:46	12:48	12:50	12:52	12:54	12:56	12:58	13:00	13:02	13:04	13:06	13:08	13:10	13:12	13:14	13:16	13:18	13:20	13:22	13:24	13:26	13:28	13:30	13:32	13:34	13:36	13:38	13:40	13:42	13:44	13:46	13:48	13:50	13:52	13:54	13:56	13:58	14:00	14:02	14:04	14:06	14:08	14:10	14:12	14:14	14:16	14:18	14:20	14:22	14:24	14:26	14:28	14:30	14:32	14:34	14:36	14:38	14:40	14:42	14:44	14:46	14:48	14:50	14:52	14:54	14:56	14:58	15:00	15:02	15:04	15:06	15:08	15:10	15:12	15:14	15:16	15:18	15:20	15:22	15:24	15:26	15:28	15:30	15:32	15:34	15:36	15:38	15:40	15:42	15:44	15:46	15:48	15:50	15:52	15:54	15:56	15:58	16:00	16:02	16:04	16:06	16:08	16:10	16:12	16:14	16:16	16:18	16:20	16:22	16:24	16:26	16:28	16:30	16:32	16:34	16:36	16:38	16:40	16:42	16:44	16:46	16:48	16:50	16:52	16:54	16:56	16:58	17:00	17:02	17:04	17:06	17:08	17:10	17:12	17:14	17:16	17:18	17:20	17:22	17:24	17:26	17:28	17:30	17:32	17:34	17:36	17:38	17:40	17:42	17:44	17:46	17:48	17:50	17:52	17:54	17:56	17:58	18:00	18:02	18:04	18:06	18:08	18:10	18:12	18:14	18:16	18:18	18:20	18:22	18:24	18:26	18:28	18:30	18:32	18:34	18:36	18:38	18:40	18:42	18:44	18:46	18:48	18:50	18:52	18:54	18:56	18:58	19:00	19:02	19:04	19:06	19:08	19:10	19:12	19:14	19:16	19:18	19:20	19:22	19:24	19:26	19:28	19:30	19:32	19:34	19:36	19:38	19:40	19:42	19:44	19:46	19:48	19:50	19:52	19:54	19:56	19:58	20:00	20:02	20:04	20:06	20:08	20:10	20:12	20:14	20:16	20:18	20:20	20:22	20:24	20:26	20:28	20:30	20:32	20:34	20:36	20:38	20:40	20:42	20:44	20:46	20:48	20:50	20:52	20:54	20:56	20:58	21:00	21:02	21:04	21:06	21:08	21:10	21:12	21:14	21:16	21:18	21:20	21:22	21:24	21:26	21:28	21:30	21:32	21:34	21:36	21:38	21:40	21:42	21:44	21:46	21:48	21:50	21:52	21:54	21:56	21:58	22:00	22:02	22:04	22:06	22:08	22:10	22:12	22:14	22:16	22:18	22:20	22:22	22:24	22:26	22:28	22:30	22:32	22:34	22:36	22:38	22:40	22:42	22:44	22:46	22:48	22:50	22:52	22:54	22:56	22:58	23:00	23:02	23:04	23:06	23:08	23:10	23:12	23:14	23:16	23:18	23:20	23:22	23:24	23:26	23:28	23:30	23:32	23:34	23:36	23:38	23:40	23:42	23:44	23:46	23:48	23:50	23:52	23:54	23:56	23:58	24:00	24:02	24:04	24:06	24:08	24:10	24:12	24:14	24:16	24:18	24:20	24:22	24:24	24:26	24:28	24:30	24:32	24:34	24:36	24:38	24:40	24:42	24:44	24:46	24:48	24:50	24:52	24:54	24:56	24:58	25:00	25:02	25:04	25:06	25:08	25:10	25:12	25:14	25:16	25:18	25:20	25:22	25:24	25:26	25:28	25:30	25:32	25:34	25:36	25:38	25:40	25:42	25:44	25:46	25:48	25:50	25:52	25:54	25:56	25:58	26:00	26:02	26:04	26:06	26:08	26:10	26:12	26:14	26:16	26:18	26:20	26:22	26:24	26:26	26:28	26:30	26:32	26:34	26:36	26:38	26:40	26:42	26:44	26:46	26:48	26:50	26:52	26:54	26:56	26:58	27:00	27:02	27:04	27:06	27:08	27:10	27:12	27:14	27:16	27:18	27:20	27:22	27:24	27:26	27:28	27:30	27:32	27:34	27:36	27:38	27:40	27:42	27:44	27:46	27:48	27:50	27:52	27:54	27:56	27:58	28:00	28:02	28:04	28:06	28:08	28:10	28:12	28:14	28:16	28:18	28:20	28:22	28:24	28:26	28:28	28:30	28:32	28:34	28:36	28:38	28:40	28:42	28:44	28:46	28:48	28:50	28:52	28:54	28:56	28:58	29:00	29:02	29:04	29:06	29:08	29:10	29:12	29:14	29:16	29:18	29:20	29:22	29:24	29:26	29:28	29:30	29:32	29:34	29:36	29:38	29:40	29:42	29:44	29:46	29:48	29:50	29:52	29:54	29:56	29:58	30:00	30:02	30:04	30:06	30:08	30:10	30:12	30:14	30:16	30:18	30:20	30:22	30:24	30:26	30:28	30:30	30:32	30:34	30:36	30:38	30:40	30:42	30:44	30:46	30:48	30:50	30:52	30:54	30:56	30:58	31:00	31:02	31:04	31:06	31:08	31:10	31:12	31:14	31:16	31:18	31:20	31:22	31:24	31:26	31:28	31:30	31:32	31:34	31:36	31:38	31:40	31:42	31:44	31:46	31:48	31:50	31:52	31:54	31:56	31:58	32:00	32:02	32:04	32:06	32:08	32:10	32:12	32:14	32:16	32:18	32:20	32:22	32:24	32:26	32:28	32:30	32:32	32:34	32:36	32:38	32:40	32:42	32:44	32:46	32:48	32:50	32:52	32:54	32:56	32:58	33:00	33:02	33:04	33:06	33:08	33:10	33:12	33:14	33:16	33:18	33:20	33:22	33:24	33:26	33:28	33:30	33:32	33:34	33:36	33:38	33:40	33:42	33:44	33:46	33:48	33:50	33:52	33:54	33:56	33:58	34:00	34:02	34:04	34:06	34:08	34:10	34:12	34:14	34:16	34:18	34:20	34:22	34:24	34:26	34:28	34:30	34:32	34:34	34:36	34:38	34:40	34:42	34:44	34:46	34:48	34:50	34:52	34:54	34:56	34:58	35:00	35:02	35:04	35:06	35:08	35:10	35:12	35:14	35:16	35:18	35:20	35:22	35:24	35:26	35:28	35:30	35:32	35:34	35:36	35:38	35:40	35:42	35:44	35:46	35:48	35:50	35:52	35:54	35:56	35:58	36:00	36:02	36:04	36:06	36:08	36:10	36:12	36:14	36:16	36:18	36:20	36:22	36:24	36:26	36:28	36:30	36:32	36:34	36:36	36:38	36:40	36:42	36:44	36:46	36:48	36:50	36:52	36:54	36:56	36:58	37:00	37:02	37:04	37:06	37:08	37:10	37:12	37:14	37:16	37:18	37:20	37:22	37:24	37:26	37:28	37:30	37:32	37:34	37:36	37:38	37:40	37:42	37:44	37:46	37:48	37:50	37:52	37:54	37:56	37:58	38:00	38:02	38:04	38:06	38:08	38:10	38:12	38:14	38:16	38:18	38:20	38:22	38:24	38:26	38:28	38:30	38:32	38:34	38:36	38:38	38:40	38:42	38:44	38:46	38:48	38:50	38:52	38:54	38:56	38:58	39:00	39:02	39:04	39:06	39:08	39:10	39:12	39:14	39:16	39:18	39:20	39:22	39:24	39:26	39:28	39:30	39:32	39:34	39:36	39:38	39:40	39:42	39:44	39:46	39:48	39:50	39:52	39:54	39:56	39:58	40:00	40:02	40:04	40:06	40:08	40:10	40:12	40:14	40:16	40:18	40:20	40:22	40:24	40:26	40:28	40:30	40:32	40:34	40:36	40:38	40:40	40:42	40:44	40:46	40:48	40:50	40:52	40:54	40:56	40:58	41:00	41:02	41:04	41:06	41:08	41:10	41:12	41:14	41:16	41:18	41:20	41:22	41:24	41:26	41:28	41:30	41:32	41:34	41:36	41:38	41:40	41:42	41:44	41:46	41:48	41:50	41:52	41:54	41:56	41:58	42:00	42:02	42:04	42:06	42:08	42:10	42:12	42:14	42:16	42:18	42:20	42:22	42:24	42:26	42:28	42:30	42:32	42:34	42:36	42:38	42:40	42:42	42:44	42:46	42:48	42:50	42:52	42:54	42:56	42:58	43:00	43:02	43:04	43:06	43:08	43:10	43:12	43:14	43:16	43:18	43:20	43:22	43:24	43:26	43:28	43:30	43:32	43:34	43:36	43:38	43:40	43:42	43:44	43:46	43:48	43:50	43:52	43:54	43:56	43:58	44:00	44:02	44:04	44:06	44:08	44:10	44:12	44:14	44:16	44:18	44:20	44:22	44:24	44:26	44:28	44:30	44:32	44:34	44:36	44:38	44:40	44:42	44:44	44:46	44:48	44:50	44:52	44:54	44:56	44:58	45:00	45:02	45:04	45:06	45:08	45:10	45:12	45:14	45:16	45:18	45:20	45:22	45:24	45:26	45:28	45:30	45:32	45:34	45:36	45:38	45:40	45:42	45:44	45:46	45:48	45:50	45:52	45:54	45:56	45:58	46:00	46:02	46:04	46:06	46:08	46:10	46:12	46:14	46:16	46:18	46:20	46:22	46:24	46:26	46:28	46:30	46:32	46:34	46:36	46:38	46:40	46:42	46:44	46:46	46:48	46:50	46:52	46:54	46:56	46:58	47:00	47:02	47:04	47:06	47:08	47:10	47:12	47:14	47:16	47:18	47:20	47:22	47:24	47:26	47:28	47:30	47:32	47:34	47:36	47:38	47:40	47:42	47:44	47:46	47:48	47:50	47:52	47:54	47:56	47:58	48:00	48:02	48:04	48:06	48:08	48:10	48:12	48:14	48:16	48:18	48:20	48:22	48:24



Southbound Weekday service / Servicio de Lunes a Viernes

Table with 35 columns (1.0 to 35) and 100 rows of bus stop and time data for Southbound Weekday service.

Saturday Service / Servicio Sabado

Table with 35 columns (7 to 35) and 100 rows of bus stop and time data for Saturday Service.

HTA.ORG
Office Hours 8:00am - 4:30pm Mon - Fri
Closed from noon to 1:00 for lunch
Dial 711 to reach California Relay Service

PM Times in BOLD
Humboldt Transit Authority
133 V STREET, EUREKA, CA 95501
(707) 443-0826
(877) 688-0826 (TOLL FREE)
(707) 443-2032 (FAX)

Ride Humboldt

bus map & schedule

Cash Fares/Tarifas en efectivo	
\$2.00	One Ride Fare/Tarifa por viaje
Regional Bus Pass Fares/Tarifas del pase de autobús regional	
\$5.00	1 Day Ride Pass/Pase de atracciones de 1 día
\$15.00	7 Day Ride Pass/Pase de viaje de 7 días
\$50.00	31 day Ride Pass/Pase de viaje de 31 días
Tap-to-Pay Bus Fares/Tarifas de autobús con pago por contacto	
\$2.00	2 hour Unlimited Rides/2 horas de atracciones ilimitadas
\$5.00	1 Day Unlimited Rides/1 día de viajes ilimitados
\$15.00	1 Week Unlimited Rides/1 semana de viajes ilimitados
\$50.00	1 Month Unlimited Rides/1 mes de viajes ilimitados
Tap-to-Pay must use same card every time and only one card per person./El pago por contacto debe realizarse siempre con la misma tarjeta, y solo se permite una tarjeta por persona.	
\$10 & \$20 Value Card Fares/Tarifas de tarjetas de valor de \$10 y \$20	
\$2.00	Regular fare/Tarifa regular
\$1.00	Reduced Fare/Tarifa reducida
Reduced Fares on \$10 and \$20 Cards Only./Tarifas reducidas solo en tarjetas de \$10 y \$20.	
Senior Citizens 62+, Youth age 3-17, and Reduced fare ID card holders. Personas mayores de 62 años, jóvenes de 3 a 17 años y titulares de tarjetas de tarifa reducida.	
Visit HTA.Org for more information on reduced fare ID cards. Visite HTA.Org para obtener más información sobre las tarjetas de identificación de tarifa reducida.	

HOLIDAYS/VACACIONES	
New Year's Day	NO SERVICE
Día De Año Nuevo	SIN SERVICIO
Martin Luther King Jr. Day	STAURDAY SCHEDULE
Día De Martin Luther King Jr.	HORARIO DEL SABADO
Memorial Day	STAURDAY SCHEDULE
Día De Los Caídos	HORARIO DEL SABADO
4th of July	NO SERVICE
4 De Julio	SIN SERVICIO
Labor Day	STAURDAY SCHEDULE
Día Laboral	HORARIO DEL SABADO
Veterans Day	STAURDAY SCHEDULE
Día De Los Veteranos	HORARIO DEL SABADO
Thanksgiving Day	NO SERVICE
Día De Acción De Gracias	SIN SERVICIO
Day After Thanksgiving	STAURDAY SCHEDULE
El Día Después De Acción De Gracias	HORARIO DEL SABADO
Christmas Eve	STAURDAY SCHEDULE
Nochebuena	HORARIO DEL SABADO
Christmas Day	NO SERVICE
Día de Navidad	SIN SERVICIO

Mapa y horario de autobuses

Benbow	Redcrest
Garberville	Rio Dell
Redway	Fortuna
Phillipsville	College of the Redwoods
Miranda	Eureka
Myers Flat	
Weott	

Monday through Saturday Service



TOKEN TRANSIT



HTA.ORG



TRANSIT APP

Southern Humboldt Monday - Friday Schedule / Servicio de Lunes a Viernes

NORTHBOUND/DIRECCIÓN NORTE					SOUTHBOUND/DIRECCIÓN SUR			
Run #	1	3	5	7	Run #	2	4	6
5th & H	8:41	1:15	7:15	9:20	4th & H	9:15	3:05	5:10
5th & D	Request Stop/Solicitar Parada				4th & B CO-OP	9:16	3:06	5:11
Broadway & W. Hawthorne	Request Stop/Solicitar Parada				Broadway & W. Hawthorne	9:20	3:10	5:15
Bayshore Mall	Request Stop/Solicitar Parada				Bayshore Mall	9:25	3:15	5:20
College of the Redwoods	Request Stop/Solicitar Parada				College of the Redwoods		3:28	5:33
Fortuna - 11th & N St	Request Stop/Solicitar Parada				Fortuna - 11th & N St	9:43	3:43	5:48
Fortuna Blvd. & Smith	Request Stop/Solicitar Parada				Fortuna Blvd. & Smith	9:45	3:45	5:50
Redwood Village Shops	Request Stop/Solicitar Parada				Redwood Village Shops	9:46	3:46	5:51
Redwood Memorial	Request Stop/Solicitar Parada				Redwood Memorial	9:47	3:47	5:52
Davis St. Off Ramp	Request Stop/Solicitar Parada				Davis St. Off Ramp	10:00	4:00	6:05
Redcrest On Ramp	7:39	12:13	6:13	8:18	Redcrest Off Ramp	10:12	4:12	6:17
Founders Grove	Request Stop/Solicitar Parada				Founders Grove	Request Stop/Solicitar Parada		
Weott Off Ramp	7:33	12:07	6:07	8:12	Weott Off Ramp	10:18	4:18	6:23
Myers Flat	7:27	12:01	6:01	8:06	Myers Flat	10:24	4:24	6:29
Miranda (Sips Coffee & Miranda HS)	7:17	11:51	5:51	7:56	Miranda	10:36	4:36	6:41
Maple Hills Road (Spirit Art Glass)	7:15	11:49	5:49	7:54	Maple Hills Road (Spirit Art Glass)	10:37	4:37	6:42
Phillipsville Fire Dept	7:11	11:45	5:45	7:50	Phillipsville Post Office	10:42	4:42	6:47
Dean Creek Resort	7:04	11:38	5:38	7:43	Dean Creek Resort	10:48	4:48	6:53
Redway/Signature Coffee	7:02	11:36	5:36	7:41	Briceland/Redway Dr. (Redway)	10:51	4:51	6:56
Humboldt House Inn (Garberville)	6:54	11:28	5:28	7:33				
Redwood Dr. & Melville (Garberville)	6:53	11:27	5:27	7:32	Garberville (Calico's)	10:59	4:59	7:04
Benbow KOA	6:46	11:20	5:20	7:25	Benbow	11:05	5:05	7:10

p.m. times in bold

Southern Humboldt Saturday Schedule / Servicios Dias Sabados

NORTHBOUND / DIRECCIÓN NORTE					SOUTHBOUND / DIRECCIÓN SUR		
Run #	1	3	5		Run #	2	4
5th & H	10:12	2:46	7:02		4th & H	10:59	3:05
5th & D	Request Stop/Solicitar Parada				4th & B CO-OP	11:00	3:06
Broadway & W. Hawthorne	Request Stop/Solicitar Parada				Broadway & W. Hawthorne	11:04	3:10
Bayshore Mall	Request Stop/Solicitar Parada				Bayshore Mall	11:09	3:15
Fortuna - 11th & N St	Request Stop/Solicitar Parada				Fortuna - 11th & N St	11:27	3:33
Fortuna Blvd. & Smith	Request Stop/Solicitar Parada				Fortuna Blvd. & Smith	11:29	3:35
Redwood Village Shops	Request Stop/Solicitar Parada				Redwood Village Shops	11:30	3:36
Redwood Memorial	Request Stop/Solicitar Parada				Redwood Memorial	11:31	3:37
Davis St. Off Ramp	Request Stop/Solicitar Parada				Davis St. Off Ramp	11:44	3:50
Redcrest On Ramp	9:20	1:54	6:10		Redcrest Off Ramp	11:56	4:02
Founders Grove	Request Stop/Solicitar Parada				Founders Grove	Request Stop/Solicitar Parada	
Weott Off Ramp	9:14	1:48	6:04		Weott Off Ramp	12:02	4:08
Myers Flat	9:08	1:42	5:58		Myers Flat	12:09	4:15
Miranda (Sips Coffee & Miranda HS)	8:58	1:32	5:48		Miranda	12:21	4:27
Maple Hills Road (Spirit Art Glass)	8:56	1:30	5:46		Maple Hills Road (Spirit Art Glass)	12:22	4:28
Phillipsville Fire Dept	8:52	1:26	5:42		Phillipsville Post Office	12:27	4:33
Dean Creek Resort	8:45	1:19	5:35		Dean Creek Resort	12:33	4:39
Redway/Signature Coffee	8:43	1:17	5:33		Briceland/Redway Dr. (Redway)	12:36	4:42
Humboldt House Inn (Garberville)	8:38	1:12	5:28				
Redwood Dr. & Melville (Garberville)	8:37	1:11	5:27		Garberville (Calico's)	12:43	4:49
Benbow	8:30	1:04	5:20		Benbow	12:49	4:55

p.m. times in bold