

# Siskiyou County 2021 Short Range Transit Plan



## FINAL PLAN

*Prepared for the  
Siskiyou County Local  
Transportation Commission*

January 24, 2022

Prepared by LSC Transportation Consultants



Siskiyou County  
2021  
Short Range Transit Plan

*Final Plan*

Prepared for the

**Siskiyou County Local Transportation Commission**

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# Chapter 1

## INTRODUCTION

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Transportation considerations play a key role in the quality of life provided by any region. Access to social and medical services, employment opportunities, educational resources, and necessities are issues of universal concern, as they have a strong impact on the economy, ease of movement, and quality of life for residents of an area. Mobility is particularly important in Siskiyou County, with a modest population dispersed over a large and rugged terrain and limited commercial, medical, educational, and social service resources. In addition to providing mobility to residents without easy access to a private automobile, transit services can provide a wide range of economic development and environmental benefits.



The Siskiyou County Local Transportation Commission, aware of the importance of transportation issues, has retained LSC Transportation Consultants, Inc., to prepare a Short-Range Transit Plan for the next five years for the Siskiyou Transit and General Express (STAGE) public transit program. This study provides an opportunity to develop plans that will tailor transit services to current and near-term future conditions in the study area.

This document presents the setting for transportation, including demographic factors, the recent operating history of STAGE services, and connecting services. The plan encompasses the evaluation of service alternatives, capital alternatives, funding alternatives, and institutional alternatives, ultimately presenting a recommended course of action over the next five years.

The overall study affords the leaders and transportation providers of the area an opportunity to take an in-depth look at the transit systems currently in place, identify the optimal manner in which transit can meet the public's needs within this dynamic area, and carefully identify where transit resources should be devoted over the plan period. In total, the study will provide a "business plan," based on public input, which can guide the regional transit program to best meet mobility needs within the available resources.

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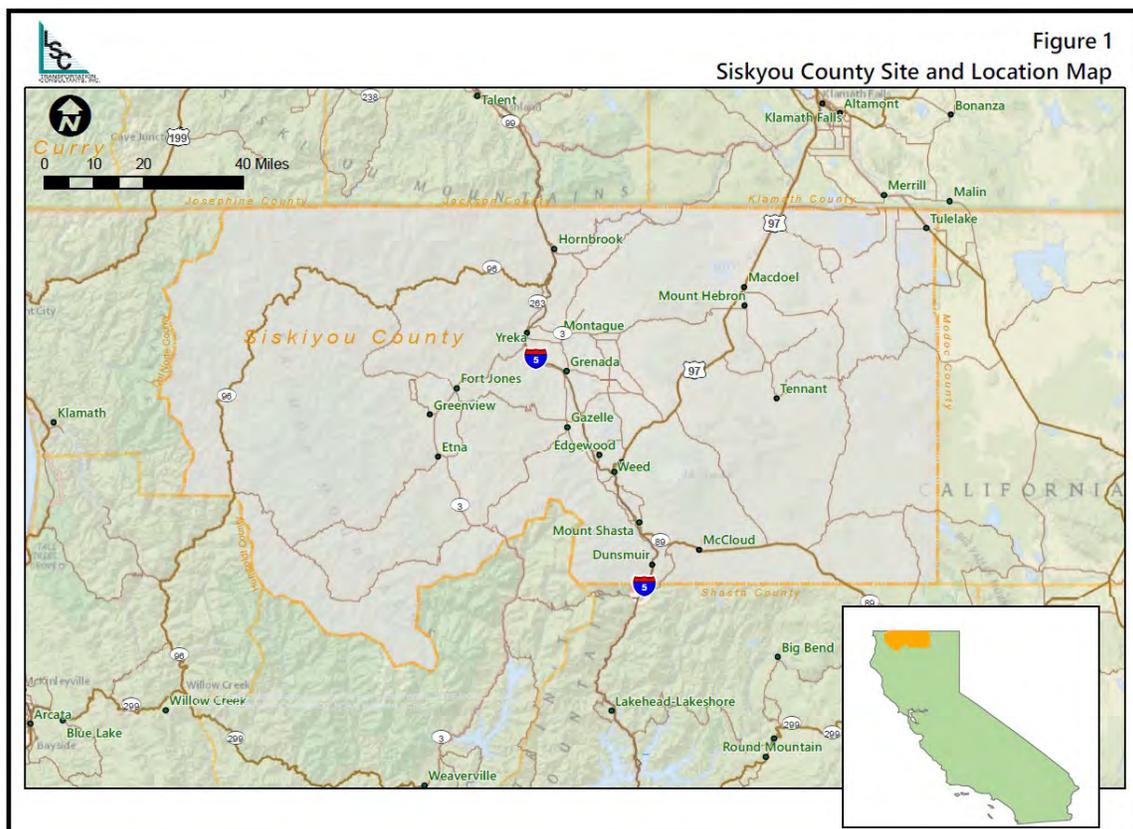
## Chapter 2 STUDY AREA CHARACTERISTICS

### STUDY AREA

Siskiyou County is a largely rural and sparsely populated mountainous area, with small towns and cities separated by long travel distances. The county is bordered by Oregon to the north and Shasta, Trinity, and Tehama Counties to the south. Mount Shasta, located in the center of the county, is the fifth highest peak in California (and the second highest in the Cascade Mountain Range). Population grew in the mid 1800's during the California Gold Rush, while tourism increased in the 1880's after the construction of the Central Pacific Railroad. Siskiyou County is home to several Native American tribes, including the Klamath, Karuk, and the Shasta Indian Nation.



Interstate 5 (I-5) runs north-to-south through many major communities in the county, including Dunsmuir, Mt. Shasta, Weed, Yreka, and Hornbrook. State Route (SR) 97 connects to the northeastern portion of the county (Macdoel) and on into Oregon, while SR 96 connects to the western portion (Happy Camp) along the Klamath River. In the southern area, SR 89 travels from Mt. Shasta southeast to McCloud and on into Shasta County, while SR 3 connects the I-5 corridor with the Scott Valley area to the southwest and on to Trinity County. The study area is shown in Figure 1.



## POPULATION CHARACTERISTICS

### Population

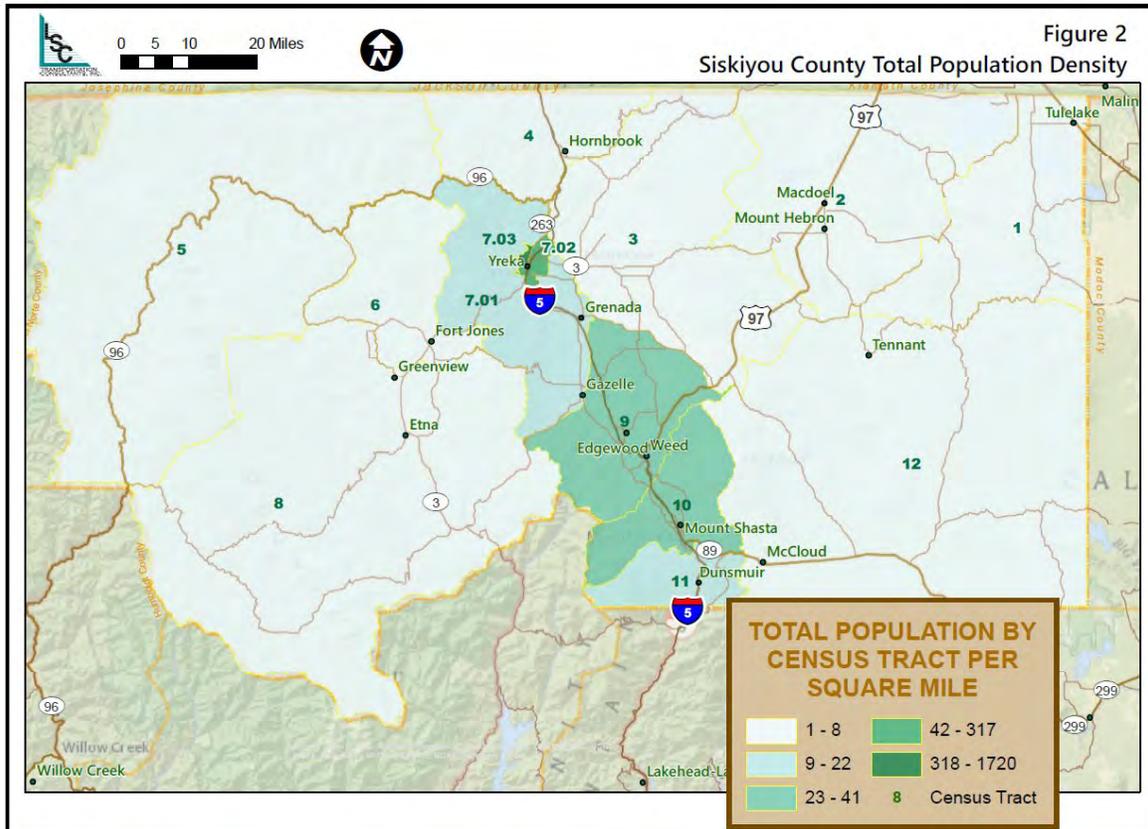
As shown in Table 1, the population of Siskiyou County was approximately 43,000 in 2019, according to the US Census American Community Survey (ACS). The largest populations are found in the communities of Mt. Shasta (Census Tract 10), Weed (Census Tract 9), and Yreka (Census Tract 701, 7.02 and 7.03). Cumulatively, these areas constitute over half (58 percent) of the county's total population.

### Potentially Transit Dependent Population

Nationwide, transit system ridership is drawn largely from various groups of persons who make up what is often referred to as the "transit dependent" population. This category includes youth, persons over 60 years old, persons with disabilities, low-income persons, and members of households with no available vehicles. There is considerable overlap among these groups. Table 1 presents the estimated transit dependent population by Census Tract and the density of this population within each Census Tract within Siskiyou County, while Figure 2 shows the total population density by Census Tract graphically. Greatest overall number of residents within each population category is also discussed.

### Youth Population

The youth population, ages 5 to 17 years old, are considered to be transit dependent persons. Children of school age that travel independently may need public transit to go to/from school or after school activities, while younger children may be riding with parents or guardians that rely solely on public transit



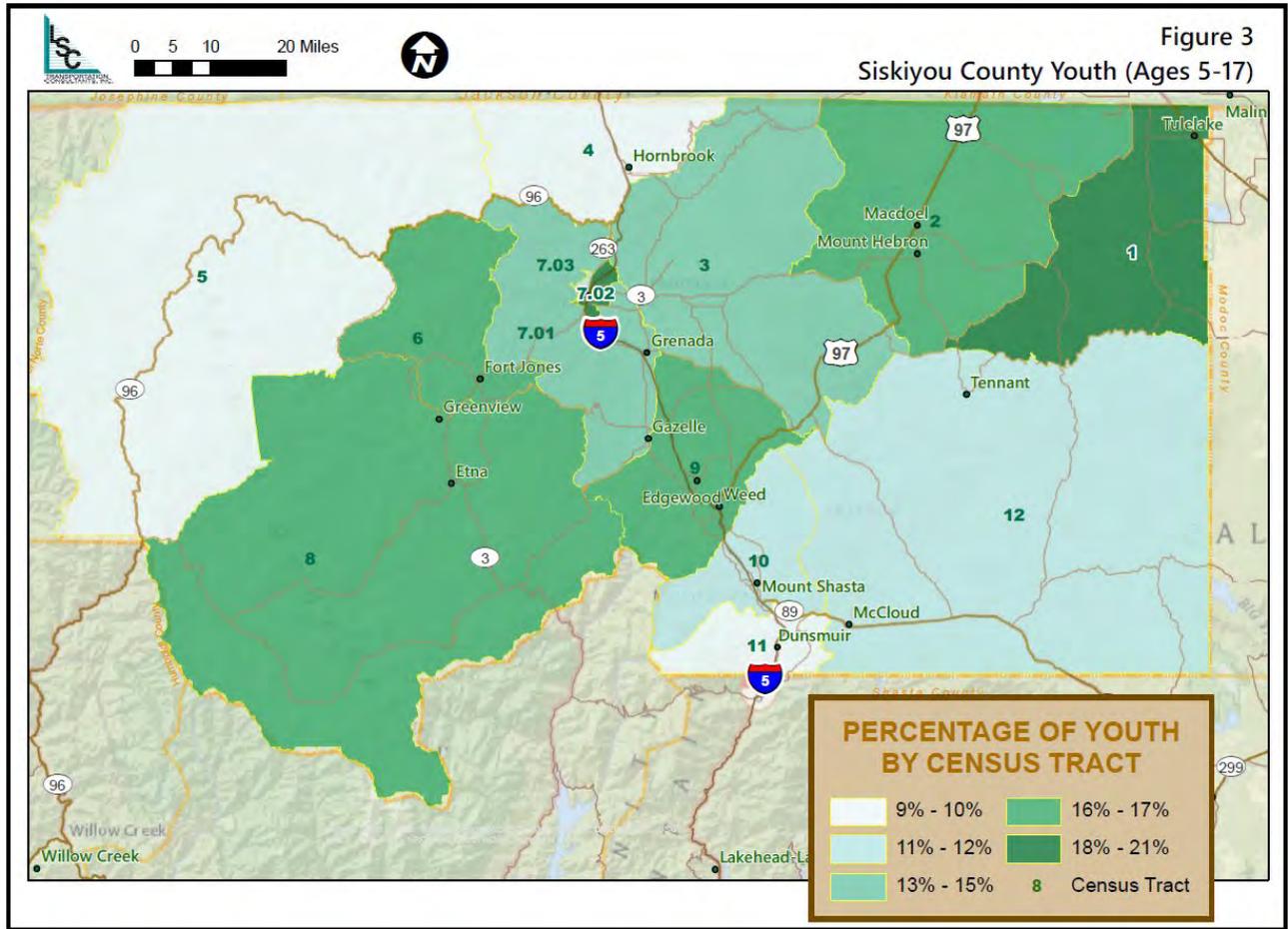
**Table 1: Siskiyou County Population Characteristics by Census Tract**

Census Tract	Area Description	Total Population	Youth (Ages 5 - 17)		Older Persons (Ages 65+)		Low Income		Disabled Persons		Zero Vehicle Households	
			#	%	#	%	#	%	#	%	#	%
1	Tulelake / Lava Beds National Monument	1,076	209	19.4%	195	18.1%	416	38.7%	82	7.6%	40	6.3%
2	Dorris / Macdoel / Mount Hebron	1,711	272	15.9%	312	18.2%	376	22.0%	152	8.9%	37	4.2%
3	Montague / Rural Area E. of Montague	3,939	532	13.5%	1,017	25.8%	569	14.4%	421	10.7%	54	2.6%
4	Hornbrook	656	63	9.6%	218	33.2%	184	28.0%	82	12.5%	15	3.5%
5	Happy Camp / Karuk Reservation / West Rural	1,834	187	10.2%	431	23.5%	566	30.9%	206	11.2%	64	5.2%
6	Fort Jones	1,733	287	16.6%	509	29.4%	339	19.6%	141	8.1%	0	0.0%
7.01	Yreka Rural Area / Grenada / Gazelle	3,777	561	14.9%	997	26.4%	293	7.8%	337	8.9%	64	3.5%
7.02	Yreka - West of Main Street & North of South Street	4,436	937	21.1%	828	18.7%	1,180	26.6%	447	10.1%	308	14.7%
7.03	Yreka - Central	3,354	393	11.7%	735	21.9%	559	16.7%	319	9.5%	137	8.4%
8	Greenview / Etna / Quartz Valley Reservation / SW Rural	3,625	631	17.4%	978	27.0%	625	17.2%	342	9.4%	36	2.1%
9	Weed / Edgewood / Carrick	7,510	1,280	17.0%	1,682	22.4%	1,339	17.8%	687	9.1%	262	6.9%
10	Mt. Shasta	6,544	810	12.4%	1,850	28.3%	1,116	17.1%	557	8.5%	169	4.0%
11	Dunsmuir	2,012	181	9.0%	537	26.7%	382	19.0%	236	11.7%	67	4.8%
12	McCloud / Tennant / SE Rural Siskiyou County	1,261	156	12.4%	443	35.1%	158	12.5%	141	11.2%	49	4.0%
<b>Total County</b>		43,468	24,136	55.3%	10,732	24.7%	8,102	18.6%	4,150	9.5%	1,302	5.4%

Source: US Census American Community Survey, 2019

themselves. Census Tract 9 (Weed / Edgewood / Carrick) has the greatest number of youths, with 1,280 persons, followed by Census Tract 7.02 (central Yreka) with 937 youths.

Areas such as Hornbrook (Census Tract 4), Dunsmuir (Census Tract 11), and McCloud (Census Tract 12) all have relatively small numbers of youths, all with less than 200 persons in this age group. In terms of percentages, the census tracts with the greatest concentration of residents aged 5 to 17 are in the northwest portion of Yreka (21.1 percent) followed by Tulelake (19.4 percent). The census tract with the smallest concentration of youth is Dunsmuir (9.0 percent). This information is presented in Figure 3.

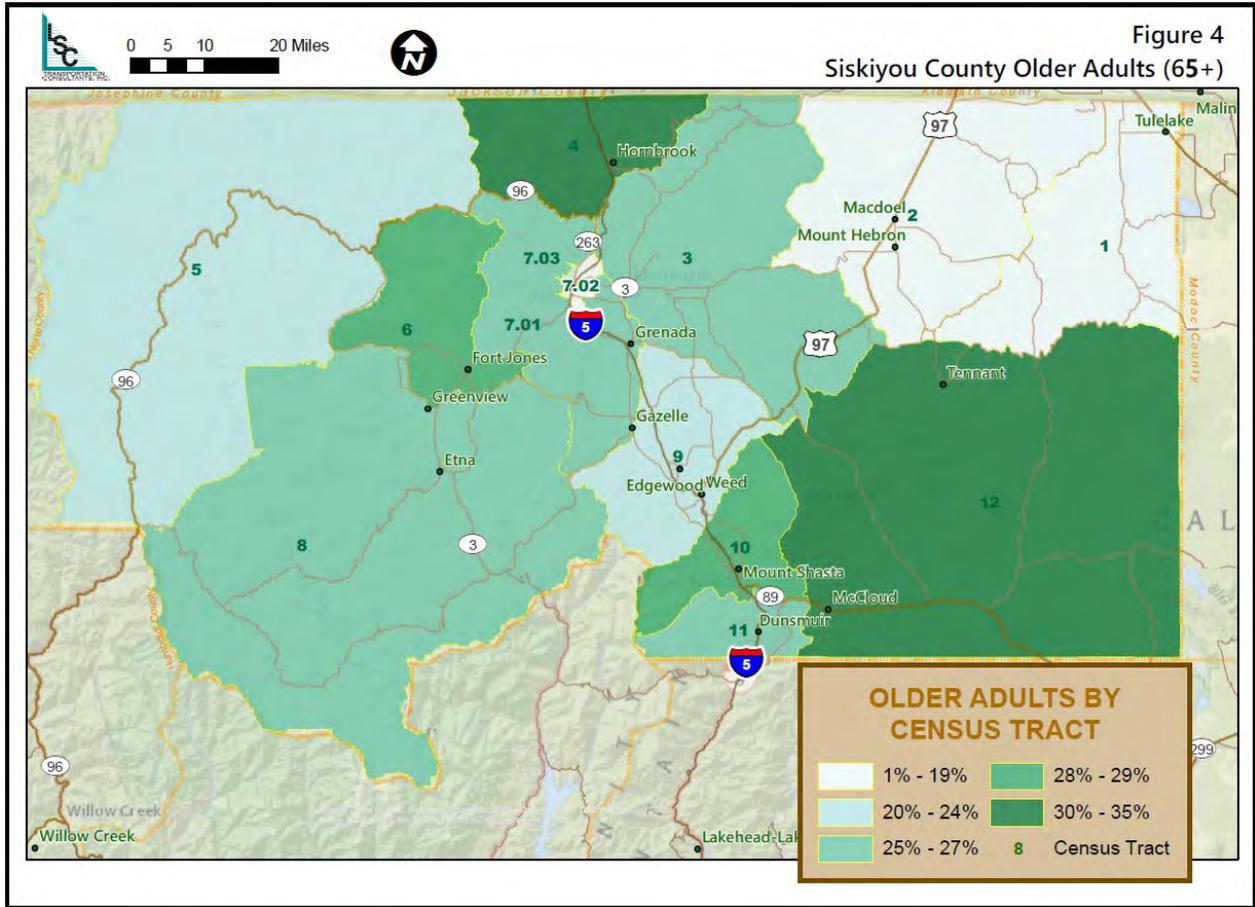


### Senior Population

Residents who are age 65 years or older are considered to be the “senior population” for the purpose of this study. This age range is a high transit generating population group, with many transit agencies offering discounted fares for this age group. There are currently an estimated 10,732 persons 65 years or older residing in the study area (or 24.7 percent of the total population). Communities with the highest overall population of those living over age 65 include Census Tract 10 (1,850 residents) and Census Tract 9 (1,682 residents).

When assessing communities with the greatest concentration of this age group, the greatest percentage live within Census Tract 12 or McCloud/Tennant (35.1 percent). This is followed by 33.2 percent within the Hornbrook community (Census Tract 4) and 29.4 percent within the Fort Jones area (Census Tract 6).

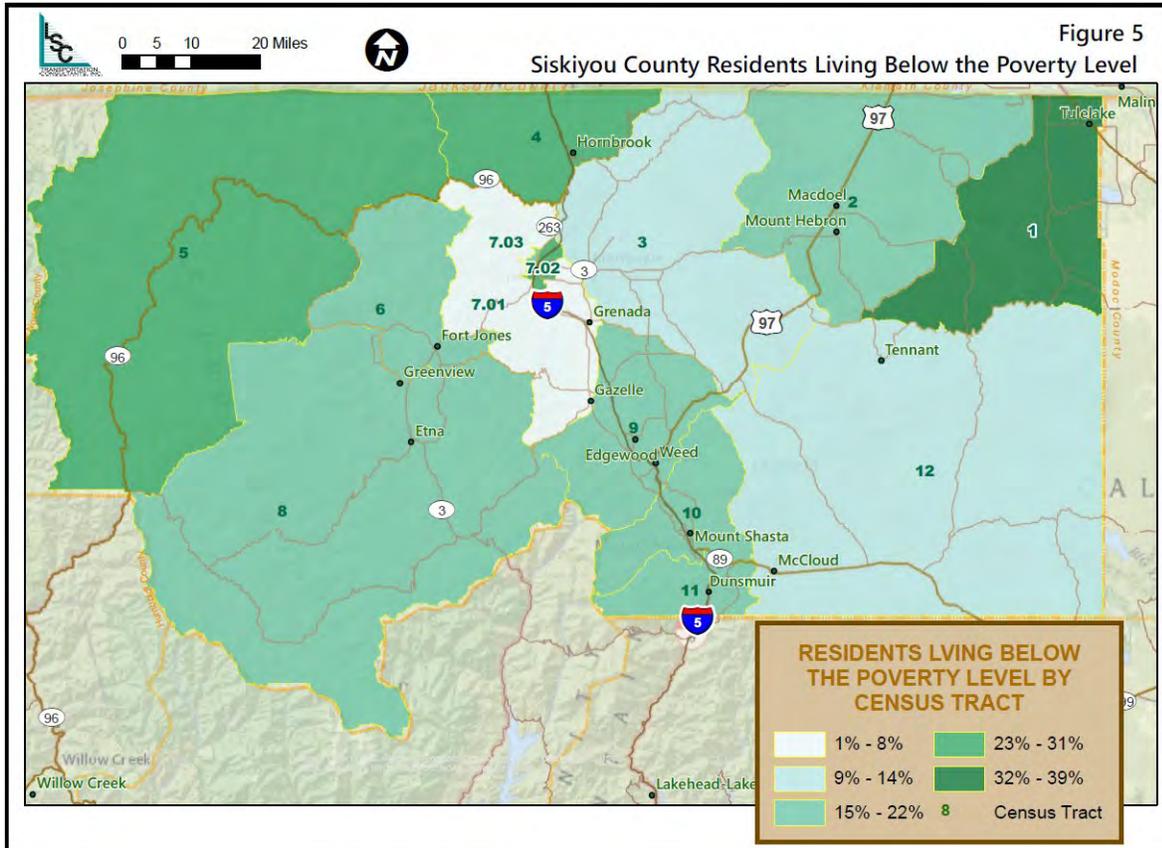
The areas of Tulelake and Dorris have the smallest concentration of over 65 years of age with 18.1 percent and 18.2 percent, respectively. Figure 4 shows the concentrations of elderly persons throughout the study area.



### Low-Income Population

Low-income persons are another likely market for transit services, as measured by the number of persons living below the poverty level. According to the 2019 ACS, an estimated 8,102 low-income persons reside in the study area, representing 18.6 percent of the total population. Areas within the county with the highest population of low-income persons included Census Tract 9, or the communities of Weed/Edgewood/ Carrick (1,339 persons) and Census Tract 7.02, or the community of Yreka west of Main Street (1,180 persons).

As shown in Figure 5, the greatest concentration of low-income persons occurs within the Tulelake area (Census Tract 1) with 416 persons (38.7 percent) of its population estimated to be living below the poverty line. This is followed by Happy Camp (Census Tract 5) with 30.9 percent (566 persons) and Hornbrook (Census Tract 4) with 28 percent (184 persons). The community with the lowest concentration of low-income persons is Census Tract 7.01 (Yreka Rural/Grenada/Gazelle) with 7.8 percent, or 293 persons.



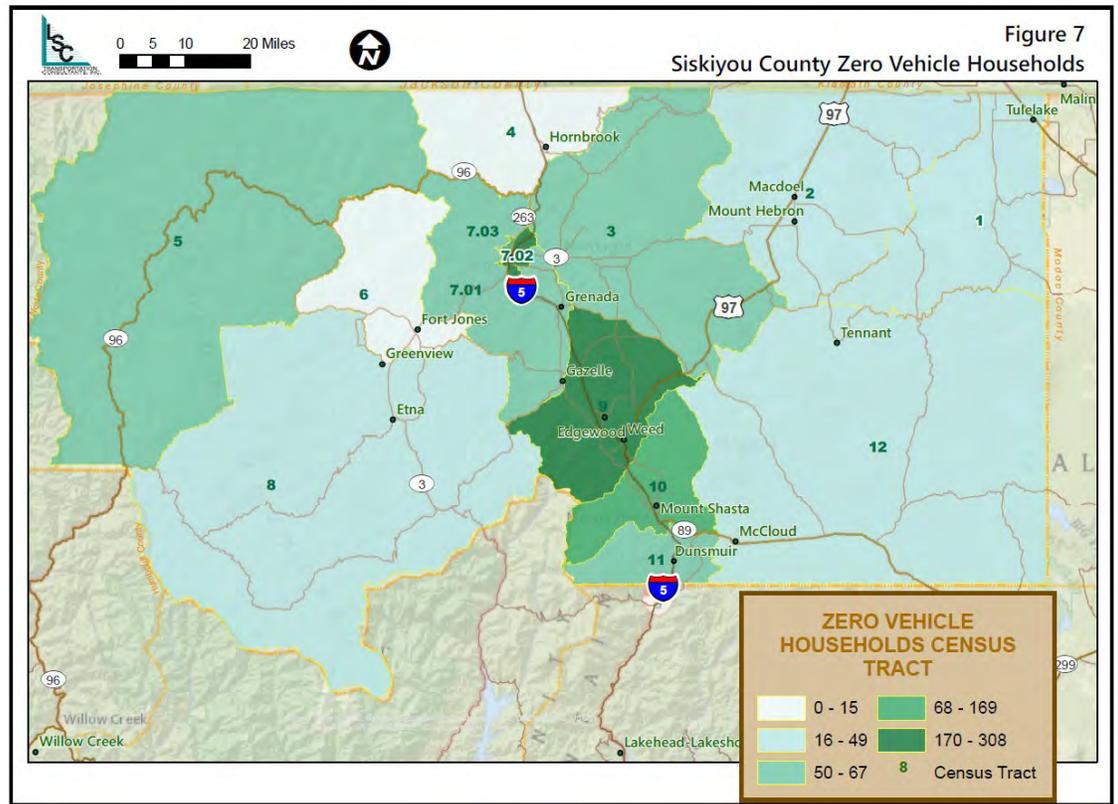
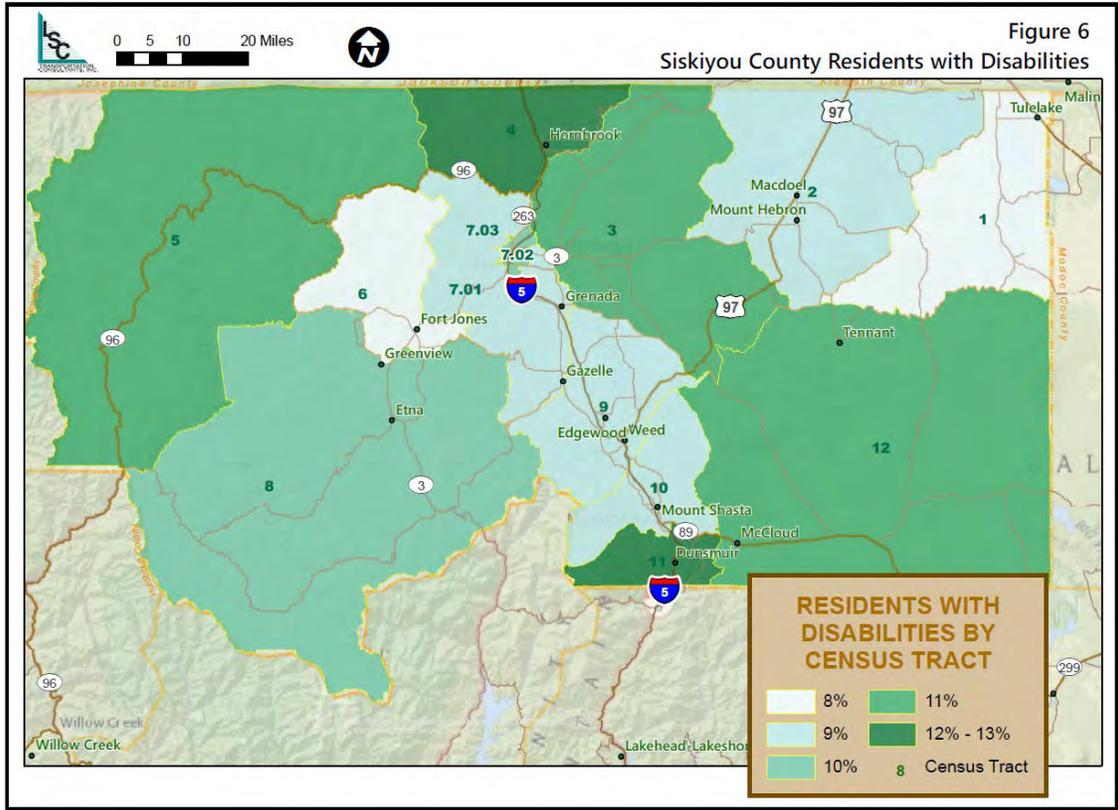
### Disabled Persons

The 2019 ACS shows that roughly 9.5 percent of the overall population is considered disabled, with the greatest numbers of disabled persons in the more populated areas of Census Tracts 9 and 10 with 687 persons and 557 persons, respectively. The Hornbrook area (Census Tract 4) has the highest concentration with 12.5 percent, or 82 persons, of the community’s population being disabled. The community of Dunsmuir (Census Tract 11) has the second highest concentration with 11.2 percent, or 236 persons, of its population living with a disability. This data is presented in Figure 6.

### Zero Vehicle Households

The last important category to consider are households that do not have a vehicle available for use, as public transit is likely their only option for travel. There is a total of about 24,000 households throughout the county, with the greatest number of households being within the Mt Shasta (Census Tract 10) area with 4,218 households.

The number of households without a vehicle available across Siskiyou County is estimated at 1,302, representing 5.4 percent of the total households in the county. As depicted in Figure 7, Census Tract 7.02 has the greatest concentration of households with no access to a vehicle with 14.7 percent (308 households) followed by Census Tract 7.03 with 8.4 percent (137 households). The community of Weed (Census Tract 9) also has a high number of households without a vehicle, with 262 households, or 6.9 percent. Census Tract 8 has the smallest concentration with only 36 zero-vehicle households (2.1 percent).



## Population Projections

Population trends can provide great insight into potential future needs for a transit system to address. For instance, as the population ages, there may be a greater need for demand response or ADA paratransit services. Table 2 presents the population projections by age for Siskiyou County through 2030, as estimated by the California Department of Finance:

- **Total population** is estimated to drop slightly (-1.1 percent) between 2020 and 2025. The overall population is expected decrease at a steeper rate between 2025 and 2030 (-8.1 percent).
- **Youth population** (Age 5 to 19) is estimated to drop by 3 percent between 2020 and 2025. This decline is expected to continue but at a slower pace in future years, with a 2 percent drop between 2025 and 2030.
- **Senior population between ages 65 and 74** grew about 3.8 percent between 2015 and 2020, however the population is expected to decrease about 3.8 percent between 2020 and 2025. This population is expected to continue decreasing at a more rapid pace between 2025 and 2030 (-10.6 percent).
- **Senior population between ages 74 and 84** grew at the greatest rate over the past five years (25.9 percent). This growth is expected to continue, with a 26 percent growth between 2020 and 2025. The growth of this age group is likely due to the aging of the Baby Boom generation.
- Finally, the **Senior population age 85 and above** grew by 11.8 percent over the past five years. Growth in this category is expected to continue to grow at a moderate pace of 11.8 percent in the next five years and a more rapid pace of 36.8 percent over the next ten years. This is also the age group that is most likely to become transit dependent in the next five years.

Overall, forecasts for ages 75 years and older indicate that the need for transit services, particularly demand response services, will increase due to the overall aging of the Siskiyou County population. This population is forecast to increase by 33 percent between 2020 and 2030.

	Age in Years								Total Population
	0 - 4	5 - 19	20 - 34	35 - 49	50 - 64	65 - 74	75 - 84	85+	
2015	2,241	7,476	7,315	6,508	10,538	6,224	2,921	1,317	44,540
2020	2,161	6,915	7,835	6,569	8,869	6,458	3,677	1,472	43,956
2025	2,218	6,710	7,678	7,113	7,267	6,211	4,632	1,635	43,464
2030	2,358	6,572	7,359	8,010	3,204	5,554	4,854	2,013	39,924
% Change 2015-2020	-3.6%	-7.5%	7.1%	0.9%	-15.8%	3.8%	25.9%	11.8%	-1.3%
% Change 2020-2025	2.6%	-3.0%	-2.0%	8.3%	-18.1%	-3.8%	26.0%	11.1%	-1.1%
% Change 2025-2030	6.3%	-2.1%	-4.2%	12.6%	-55.9%	-10.6%	4.8%	23.1%	-8.1%
Average Annual % Change 2020-2030	0.9%	-0.5%	-0.6%	2.0%	-9.7%	-1.5%	2.8%	3.2%	-1.0%

Source: California Department of Finance, 2020

## EMPLOYMENT AND ECONOMY

Table 3 presents the unemployment data for Siskiyou County by census tract. Overall, the 2019 ACS shows that the County’s unemployment rate of 7.1 percent is higher than the statewide average of 5.1 percent for 2019. For comparison, the unemployment rate was much higher in the previous 2014 SRTP at 14.7 percent.

Table 3: Employment Status by Census Tract					
Census Tract	Area Description	Persons In Labor Force	# of Employed Persons	Unemploy-ment Rate	Persons Not in Labor Force
1	Tulelake / Lava Beds National Monument	813	326	5.8%	467
2	Dorris / Macdoel / Mount Hebron	752	671	10.8%	629
3	Montague / Rural Area E. of Montague	1,644	1,527	7.1%	1,699
4	Hornbrook	248	211	14.9%	329
5	Happy Camp / Karuk Reservation / West Rural Siskiyou County	664	556	14.8%	892
6	Fort Jones	602	553	8.1%	803
7.01	Yreka Rural Area / Grenada / Gazelle	1,530	1,440	5.9%	1,544
7.02	Yreka - West of Main Street & North of South Street	1,829	1,714	6.3%	1,434
7.03	Yreka Area - Central	1,327	1,269	4.4%	1,350
8	Greenview / Etna / Quartz Valley Reservation / SW Rural Siskiyou County	1,508	1,332	11.7%	1,487
9	Weed / Edgewood / Carrick	3,229	2,998	7.2%	3,048
10	Mt. Shasta	2,841	2,773	2.4%	2,701
11	Dunsmuir	819	754	7.9%	863
12	McCloud / Tennant / SE Rural Siskiyou County	468	404	13.7%	642
<b>Total</b>		<b>18,274</b>	<b>16,528</b>	<b>7.1%</b>	<b>17,888</b>

*Source: American Community Survey, 2019*

The area with the highest unemployment rate is Census Tract 4 (Hornbrook) at 14.9 percent, followed by Census Tract 5 (Happy Camp / Karuk Reservation) at 14.8 percent and Census Tract 12 (McCloud/ Tennant) at 13.7 percent. Tract 10 (Mt. Shasta) had the lowest unemployment rate of the entire county at 2.4 percent. Note that these figures represent pre-COVID-19 levels. Per the California Employment Development Department, the countywide unemployment rate in November 2020 was only slightly higher than 2019 at 7.3 percent.

The County’s largest employers are shown in Table 4. A majority of companies with high levels of employees are located in Yreka, including County of Siskiyou employees (with between 450 and 1,050 employees) and the Fairchild Medical Center (with between 350 and 750 employees).

**Table 4: Siskiyou County Major Employers**

Company	Location	# Of Employees
County of Siskiyou	Yreka	450-1,045
Fairchild Medical Ctr	Yreka	350-750
Mt Shasta Resort & Ski Park	Mount Shasta	250-499
Klamath National Forest	Yreka	100-249
Mercy Medical Ctr Mt Shasta	Mount Shasta	100-249
Walmart Supercenter	Yreka	100-249
Nor-Cal Products, Inc.	Yreka	100-249
Roseburg Forest Products	Weed	100-249
College of the Siskiyous	Weed	100-249
US Forestry Dept	Happy Camp	100-249
Plant Science Inc	Macdoel	100-249
Rain Rock Casino	Yreka	100-249
Raley's	Yreka	100-249
Electro-Guard Inc	Mt. Shasta	50-99
Timber Products Co LP	Yreka	50-99

*Source: California Employment Development Department, Labor Market Info, 2019*

## COMMUTE PATTERNS AND TRAVEL INFORMATION

### Commute Patterns

The US Census maintains the “Longitudinal Employer Household Dataset” which provides detailed data on the location of employment for various areas of residence as well as data on the location of residences of a specific area’s workers. Table 5 presents commute pattern data for 2018 at the county and city/town level. The top portion of the table presents information about where residents of Siskiyou County work, while the lower portion shows where people live that commute into Siskiyou County. It should be noted that this data set does not separate out those who telecommute. For example, the 173 Siskiyou County residents working in Sacramento are likely working from home all or most of the time.

### *Where Siskiyou County Residents Work*

Over 63 percent of working residents, or 9,778 workers, live and are employed within Siskiyou County. In addition, 7.7 percent of Siskiyou County residents (1,193 workers) work in nearby Shasta County. Of the cities noted, Yreka has the most jobs for Siskiyou County residents with 23.1 percent of employed residents working there. Approximately 9.7 percent of county residents work in Mount Shasta, 7.8 percent in Weed, and another 5.5 percent in Redding. The remaining cities/towns in Siskiyou County, not surprisingly, do not employ many residents; Dunsmuir, Happy Camp, and Etna were the only other County locations with more than 1 percent of jobs for Siskiyou County residents.

**Table 5: Siskiyou County Local and Regional Commute Patterns, 2018**

\*Bold indicates Siskiyou County or place within Siskiyou County

***Where Siskiyou County Residents Work and Commute to***

Counties	# of		Cities/Towns	# of	
	Persons	Total		Persons	Total
Siskiyou County, CA	9,778	63.2%	<b>Yreka, CA</b>	3,569	23.1%
Shasta County, CA	1,193	7.7%	<b>Mount Shasta, CA</b>	1,505	9.7%
Jackson County, OR	549	3.5%	<b>Weed, CA</b>	1,201	7.8%
Humboldt County, CA	502	3.2%	Redding, CA	846	5.5%
Sacramento County, CA	337	2.2%	Medford, OR	275	1.8%
Butte County, CA	296	1.9%	<b>Etna, CA</b>	264	1.7%
Klamath County, OR	283	1.8%	<b>Happy Camp, CA</b>	254	1.6%
Tehama County, CA	214	1.4%	<b>Dunsmuir, CA</b>	223	1.4%
Alameda County, CA	133	0.9%	Chico, CA	192	1.2%
Josephine County, OR	131	0.8%	<b>McCloud, CA</b>	178	1.2%
Sonoma County, CA	129	0.8%	Sacramento, CA	173	1.1%
Del Norte County, CA	113	0.7%	Dorris, CA	144	0.9%
Placer County, CA	90	0.6%	Eureka, CA	142	0.9%
San Francisco County, CA	90	0.6%	Klamath Falls, OR	141	0.9%
Lassen County, CA	88	0.6%	Fort Jones, CA	134	0.9%
All Other Locations	1542	10.0%	Other Locations	6,227	40.3%
Total Number of Workers	15,468		Total Number of Workers	15,468	

***Where Persons Employed in Siskiyou County Commute From***

Counties	# of		Cities and Towns	# of	
	Persons	Total		Persons	Total
Siskiyou County, CA	9,778	74.2%	<b>Yreka, CA</b>	2,254	17.1%
Shasta County, CA	721	5.5%	<b>Mount Shasta, CA</b>	854	6.5%
Jackson County, OR	360	2.7%	<b>Weed, CA</b>	733	5.6%
Klamath County, OR	342	2.6%	<b>Dunsmuir, CA</b>	343	2.6%
Humboldt County, CA	186	1.4%	Redding, CA	343	2.6%
Modoc County, CA	147	1.1%	Montague, CA	282	2.1%
Tehama County, CA	142	1.1%	<b>Happy Camp, CA</b>	132	1.0%
Del Norte County, CA	117	0.9%	<b>Etna, CA</b>	128	1.0%
Butte County, CA	103	0.8%	<b>McCloud, CA</b>	128	1.0%
Sacramento County, CA	85	0.6%	Fort Jones, CA	124	0.9%
Lassen County, CA	61	0.5%	Medford, OR	124	0.9%
Placer County, CA	58	0.4%	Dorris, CA	120	0.9%
San Joaquin County, CA	46	0.3%	Altamont, OR	106	0.8%
El Dorado County, CA	43	0.3%	Klamath Falls, OR	105	0.8%
Glenn County, CA	41	0.3%	Grenada, CA	94	0.7%
All Other Locations	955	7.2%	All Other Locations	7,315	55.5%
Total Number of Workers	13,185		Total Number of Workers	13,185	

**Notes: Cities in bold text are within Siskiyou County.**

Source: US Census Bureau LEHD Database, 2018

## Where Siskiyou County Workers Live

Of the 13,185 persons employed within Siskiyou County, roughly 74.2 percent (9,778 employees) commute within Siskiyou County. Only 5.5 percent of workers (721 workers) in the county commute from Shasta County. Another 2.7 percent (360 workers) commute from Jackson County, OR and 2.6 percent (342 workers) commute from Klamath County, OR.

## Means of Transportation to Work

The majority (75.4 percent) of working residents (16 years or older) in Siskiyou County drive alone to work, while 8.8 percent carpool, according to the 2019 ACS. Roughly 4.3 percent of persons walked to work and only 1 percent bicycled. Less than one percent (0.2 percent) of residents take public transit to/from work. While low, this is on par with other rural communities throughout California, where communities are greatly spread out and difficult to serve with public transit. Approximately 9.6 percent of employed persons work at home and do not have a commute.

## MAJOR ACTIVITY CENTERS

The identification of major transit activity centers is useful in determining where transportation services might be needed. These types of centers include medical facilities, human service organizations, senior apartments, and grocery stores. The region's major activity centers are situated in and around Yreka and Mt. Shasta, with other facilities scattered throughout the more rural areas of the County. Major activity centers in Siskiyou County include the following:

### Activity Centers for Seniors, Persons with Disabilities, Youth and Low-Income Persons

- Butte Valley Community Resource Center
- Dunsmuir Community Resource Center
- Happy Camp Family Resource Center
- McCloud Community Resource Center
- The HUB Communities Family Resource Center
- Mt. Shasta Community Resource Center
- Scott Valley FOCUS Family Resource Center
- Tulelake/Newell Family Resource Center
- Family and Community Resource Center of Weed
- Yreka Community Resource Center
- Siskiyou Family YMCA
- STEP Office (Siskiyou Training and Employment Program)
- Personnel Preference
- Express Employment Professionals
- Mt Shasta Recreation Center
- Yreka Guest Home
- Deer Creek Apartments in Yreka
- Emerald Point Senior Apartments in Yreka
- Eskaton Washington Manor in Mt Shasta
- Juniper Terrace Apartments
- Karuk Tribal Housing
- Rockfellow House
- Sierra Vista Retirement Center
- PSA2 Area Agency on Aging
- Karuk Tribal Nutrition Center
- Greenhorn Grange
- Loaves & Fishes
- Scott Valley Berean Church
- Scott Valley Grange Senior Nutrition
- Karuk Senior Center
- Mount Shasta Senior Center
- Madrone Senior Services
- Tulelake Senior Center

## Medical Facilities

- Fairchild Medical Clinic
- Scott Valley Rural Health Clinic
- McCloud Health Clinic
- Yreka Immediate Care
- Mercy Lake Shastina Community Clinic
- Mercy Mt. Shasta Community Clinic
- Fairchild Medical Center
- Mercy Medical Center
- Madrone Hospice, Inc.
- Mercy Hospice
- Siskiyou Home Health
- Anav Tribal Health Clinic (Temporarily closed due to COVID-19)
- Butte Valley Health Center
- Tulelake Health Clinic

## Government

- Siskiyou County Economic Development
- Siskiyou County Health and Human Services
- Siskiyou County Veterans Service Office
- Butte Valley Library
- Dunsmuir Library
- Etna Library
- Fort Jones Library
- Happy Camp Library
- McCloud Library
- Montague Library
- Mt. Shasta Library
- Scott Bar Library
- Tulelake Library
- Weed Library
- Yreka Library

## Educational

- Big Springs Elementary
- Bogus Elementary
- Butteville Elementary
- Delphic Elementary
- Dunsmuir Elementary
- Forks of Salmon Elementary
- Fort Jones Union Elementary
- Gazelle Elementary
- Golden Eagle Charter
- Grenada Elementary
- Happy Camp Elementary
- Hornbrook Elementary
- Junction Elementary
- Klamath River Elementary
- Little Shasta Elementary
- McCloud Elementary
- Montague Elementary
- Seiad Elementary
- Weed Elementary
- Willow Creek Elementary
- Butte Valley Elementary
- Butte Valley Middle School
- Butte Valley High School
- Cascade High School
- Dunsmuir High School
- Etna High School
- Scott River High School
- Scott Valley Jr High School
- Happy Camp High School
- Jefferson High School
- McCloud High School
- Mount Shasta High School
- Weed High School
- Yreka High School
- Discovery High School
- College of the Siskiyous – Weed Campus and Yreka Campus

## Recreational

- Greenhorn Park (Yreka)
- Mt. Shasta City Park
- City Park (Montague)
- Hoy Park (Lake Shastina)

- Siskiyou Family YMCA
- Yreka Splash Public Pool
- Dunsmuir Community Pool
- City of Montague Public Pool
- Weed Community Pool

### Retail

- Raley's / Wal-Mart Shopping Center (Yreka)
- Grocery Outlet (Yreka)
- Ray's / Mt. Shasta Shopping Center (Mt. Shasta)
- Ray's Market (Weed, Etna, Fort Jones)

### BACKGROUND

Public transportation in Siskiyou County is provided by the Siskiyou Transit and General Express, or STAGE, which operates within the Siskiyou County General Services Department. Transit service began in Siskiyou County in 1979 as “SCAT”, originally consisting of two routes that operated two days per week, with an additional on-call route. Due to poor performance and low farebox revenues, the service was suspended temporarily in early 1981; later in the year, a new system under the current name STAGE began operations. Since that time, service has gradually grown to provide transit to a larger area, serving the needs of the more rural communities.



STAGE currently serves communities along the I-5 corridor, including Yreka, Mt. Shasta, Weed, McCloud, Dunsmuir, and Montague. Additionally, STAGE operates in outlying communities and corridors, including the Scott Valley corridor (i.e., Fort Jones and Etna), the Klamath River corridor (i.e., Happy Camp), the north valley corridor (i.e., Hornbrook), and the Lake Shastina area.

### EXISTING PUBLIC TRANSIT SERVICE

#### STAGE Fixed Route Services

In the past, the fixed route system (Routes 1 through 6) consisted of various routes, which combined to serve specific corridors. Prior to COVID-19, these corridors included Dunsmuir to Yreka, Dunsmuir to Yreka via Lake Shastina, Yreka to Scott Valley, Yreka to Montague and Hornbrook, Mt. Shasta to McCloud, and Yreka to Happy Camp. Each route has an “A” and “B” component listed on the schedule, with “A” typically corresponding to morning service and “B” corresponding to afternoon/evening service. For the purpose of our analysis, we have combined A and B lines for each route.

After COVID-19 precautions were established, service was reduced to less runs along each major corridor. All transit services are operated Monday through Friday, with no service on weekends. Figure 8 graphically depicts both temporarily discontinued routes as well as STAGE fixed route system as it is operated now by service area and corridor. Current service is summarized in Table 6 and described by community corridor below:

- **Yreka – Weed Service:** Between Yreka and Weed the bus travels along old Highway 99 to serve the small towns of Grenada and Gazelle. Many of the other routes follow this same pattern. This corridor is served six times daily in each direction between 6:24 AM and 8:47 PM.
- **Weed – Mt. Shasta Service:** Between Weed and Mt. Shasta, the routes serve major destinations such as College of the Siskiyous, Mt. Shasta shopping center, various lodges and hotels, hospitals, and the Weed Community Center. This corridor is served six times daily in each direction between 7:40 AM and 8:33 PM.

**Table 6: Existing STAGE Weekday Service Summary**

As of 2/1/21

Service Corridor									Total Daily Roundtrip Service Runs
Yreka - Weed Service	Southbound Departures	Time	6:52 AM <sup>1</sup>	10:00 PM	11:10 AM	2:00 PM	5:30 PM	7:59 PM	6
		Route	3	3	3	1	2	1	
Northbound Departures	Time	8:10 AM	12:31 PM	12:48	2:05 PM	6:04 PM	8:47 PM		
	Route	3	3	3	3	1	2		
Weed - Mt. Shasta Service	Southbound Departures	Time	8:15 AM	10:34 AM	11:45 AM	2:35 PM	6:29 PM	8:33 PM	6
		Route	2	3	3	1	2	1	
Northbound Departures	Time	7:40 AM	9:55 AM	12:10 PM	1:39 PM	5:39 PM	8:14 PM		
	Route	2	2	2	3	1	2		
Mt. Shasta - Dunsmuir Service	Southbound Departures	Time	8:33 AM	11:05 AM	12:15 PM	4:18 PM	7:00 PM	8:48 PM	6
		Route	2	3	3	1	1	1	
Northbound Departures	Time	7:12 AM	9:25 AM	12:07 PM	1:12 PM	5:10 PM	7:47 PM		
	Route	2	2	3	3	1	2		
Mt. Shasta - McCloud Service	Southbound Departures	Time	6:05 AM <sup>2</sup>	10:35 AM <sup>2</sup>	3:18 PM				3
		Route	2	2	1				
Northbound Departures	Time	6:25 AM	11:35 AM	3:45 PM					
	Route	2	2	1					
Yreka - Hornbrook - Montague Service	Southbound Departures	Time	8:24 AM	10:44 AM	2:09 PM	4:52 PM			4
		Route	2	3	3	3			
Northbound Departures	Time	10:10 AM	1:45 PM <sup>3</sup>	4:30 PM	7:26 PM				
	Route	3	3	3	4				
Yreka - Scott Valley Service	Southbound Departures	Time	9:05 AM	11:40 AM	3:11	5:16 PM			4
		Route	4	4	4	3			
Northbound Departures	Time	6:45 AM	9:47 AM	1:05 PM	6:00 PM				
	Route	4	4	4	3				

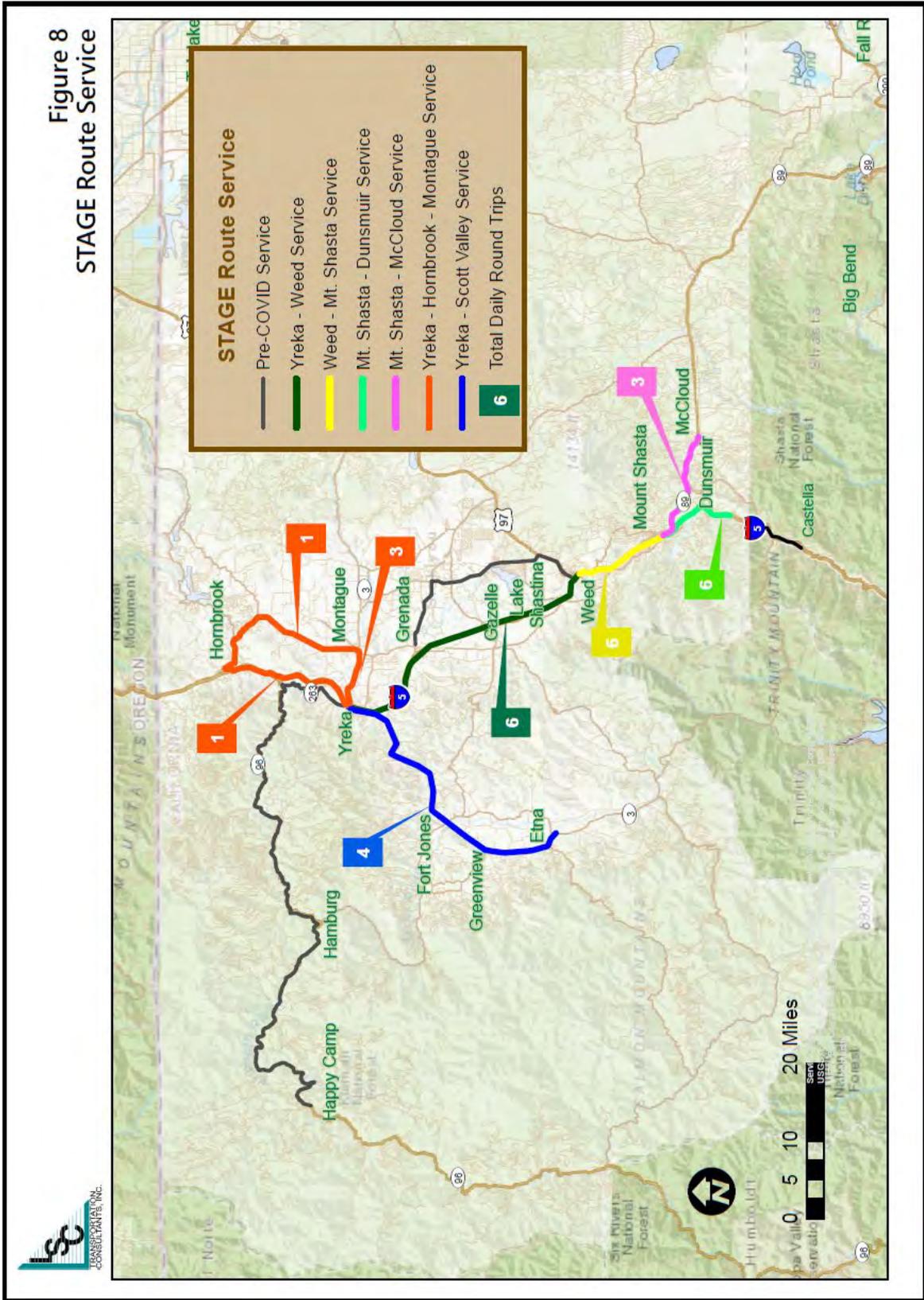
Note <sup>1</sup>: Goes to Weed only. Note <sup>3</sup>: Run goes to Hornbrook.

Note <sup>2</sup>: Runs direct to McCloud

Source: STAGE services, 2021

- Mt. Shasta – Dunsmuir Service:** This corridor provides service to locations in Mt. Shasta such as Mercy Hospital, Mt. Shasta shopping Center, and the Big Red Barn. Stops in Dunsmuir include the Cedar Lodge, City Hall, and Manfredi’s. This service travels between Mt. Shasta and Dunsmuir six times daily in each direction along the I-5 corridor between 7:12 AM and 8:48 PM.
- Mt. Shasta – McCloud Service:** This service runs east and west along SR 89 with service to the US Forest Service Complex, McCloud Community Services, Mt. Shasta Shopping Center, and Big Red Barn. This service makes three trips daily in each direction between 6:05 AM and 3:45 PM.
- Yreka- Hornbrook - Montague Service:** This service runs between 8:24 AM and 7:26 PM. The route runs between Yreka and Montague four times in each direction as well as another 1 time in each direction to Hornbrook. Stops in Yreka include the Behavioral Health Services, Transit Center, the YMCA, and Grocery Outlet. Service in Montague includes stops at Center of Town, City Hall, and Community Hall. Service in Hornbrook is limited to stops at the Community Services office.
- Yreka - Scott Valley Service:** This corridor provides service from Yreka to the communities of Fort Jones, Greenview, and Etna along SR 3 between 6:45 AM and 6:00 PM. This service occurs four times in each direction daily.

**Figure 8**  
**STAGE Route Service**



*Other Routes Operated Pre-COVID*

- **Yreka – Happy Camp Service:** Prior to COVID-19, STAGE offered service to Happy Camp two days a week. Happy Camp is roughly a 1.5-hour drive northwest from Yreka and includes a tribal community for the Karuk Tribe. This service was discontinued after the COVID-19 outbreak began.
- **Mt. Shasta – Weed – Dunsmuir – Lake Shastina:** Another pre-COVID-19 route served Carrick and Lake Shastina by travelling about 30 minutes north from Mt. Shasta along Highway 97 and Big Springs Road.

Fares

As has been the practice for many transit agencies during COVID-19, STAGE does not currently charge a fare. Prior to the pandemic, the STAGE fare schedule included differing fares depending on location, as shown in Table 7. Outlying communities – Happy Camp, Orleans, and Somes Bar, for example – have higher fares when traveling to other rural communities or to/from Yreka. When traveling within one community (In-Town), fares are \$1.75 for the full public fare and \$1.25 for discount fares. Trips to direct neighboring towns (Next Town) are \$2.50 one-way, with no discount fare options; the qualifying Next Town trip origin/destinations are as follows:

- Yreka / Montague
- Yreka / Hornbrook
- Yreka / Grenada
- Yreka / Ft. Jones
- Yreka / Klamath River
- Cove / Yreka or Grenada
- Montague / Hornbrook
- Grenada / Gazelle
- Weed / Gazelle
- Weed / Mt. Shasta
- Lake Shastina / Weed
- Mt. Shasta / McCloud
- Mt. Shasta / Dunsmuir
- Truck Village / Weed or Mt. Shasta
- Abrams Lake / Weed or Mt. Shasta
- Dunsmuir / McCloud
- Etna / Greenview
- Greenview / Ft. Jones
- Orleans / Somes Bar
- Happy Camp / Seiad Valley
- Seiad Valley / Hamburg
- Hamburg / Horse Creek
- Horse Creek / Kamath River
- Klamath River / Yreka

Table 7: STAGE Fare Schedule		
Fare Type	Full Fare	Discount Fare
Base Fare	\$4.00	\$2.75
In Town Fares	\$1.75	\$1.25
Next Town Fares	\$2.50	--
Regular One-Way Fares		
Yreka to/from Happy Camp, Seiad Valley, Hamburg & Horse Creek	\$6.00	\$4.50
Happy Camp to/from Orleans & Somes Bar	\$4.00	\$2.75
Yreka to/from Orleans & Somes Bar	\$10.00	\$7.25
Other Destination One-Way Fares <sup>1</sup>	\$4.00	\$2.75
Commuter & 10-Ride Pass		
General Commuter Pass	\$30.00	\$27.50
Happy Camp to/from Orleans & Somes Bar	\$30.00	--
Note <sup>1</sup> : Excludes the Happy Camp route, and applies to trips not considered "Next Town Fares"		
Source: STAGE Website, 2020		

For other trips outside of those within a community or noted above, fares vary as shown in Table 7. In addition to commuter passes / 10-ride passes, passengers are also able to purchase stored value cards with a minimum value of \$20.00.

## Ridership

### Historical Ridership

Table 8 and Figure 9 present historical ridership from FY 2011-12 through FY 2019-20. (FY 2016-17 data is only available systemwide and not at the route level). Systemwide STAGE ridership has decreased 53.1 percent over the last eight fiscal years. This overall decrease is concerning and the topic of increasing ridership through route and schedule adjustments will be discussed at greater detail in the alternatives section forthcoming.

While the overall ridership has been in decline, it is worth noting that total ridership rose by 21 percent between FY 2017-18 and FY 2018-19 (the last two full years prior to COVID-19). Some routes saw ridership increases over the past three fiscal years, despite COVID-19 restrictions in FY 2019-20. As for routes that have continued to decline over the past three fiscal years, Routes 5 and 6 were discontinued part way through FY 2019-20. Both Routes 1 and 3, the core STAGE routes, had ridership gains with an increase of 29.8 percent and 10.7 percent, respectively. Note that many schedule adjustments have been made over the years that could have impacted ridership.

**Table 8: STAGE Historical Transit Ridership**

*Fiscal Year 2011-12 to 2019-20*

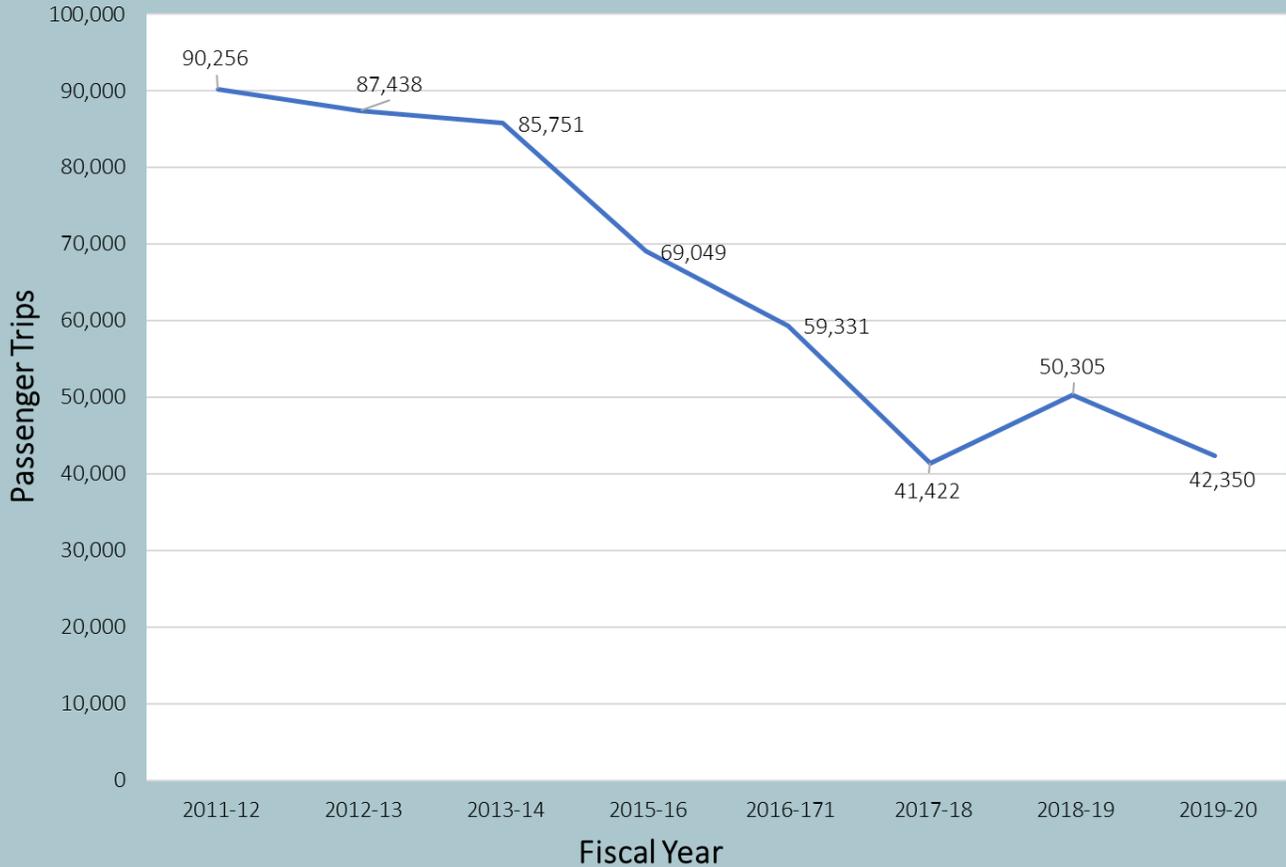
	Fiscal Year								2011-12 to 2018-19 (Pre- COVID)	% Change 2011-12 to 2019-20 (COVID)
	2011-12	2012-13	2013-14	2015-16	2016-17 <sup>1</sup>	2017-18	2018-19	2019-20		
Route 1	21,566	20,966	19,703	15,981	N/A	10,325	12,972	13,406	-39.8%	-37.8%
Route 2	20,742	18,834	18,050	15,552	N/A	7,964	9,623	6,379	-53.6%	-69.2%
Route 3	22,265	19,657	19,920	16,680	N/A	12,199	14,504	13,507	-34.9%	-39.3%
Route 4	14,514	15,191	15,470	12,344	N/A	8,556	11,360	8,580	-21.7%	-40.9%
Route 5 <sup>2</sup>	2,031	2,565	3,075	2,151	N/A	2,271	867	438	-57.3%	-78.4%
Route 6 <sup>2</sup>	9,010	10,115	9,329	6,341	N/A	107	916	40	-89.8%	-99.6%
Charter	128	110	204	0	N/A	0	63	0	-50.8%	-100.0%
<b>Total STAGE</b>	<b>90,256</b>	<b>87,438</b>	<b>85,751</b>	<b>69,049</b>	<b>59,331</b>	<b>41,422</b>	<b>50,305</b>	<b>42,350</b>	<b>-44.3%</b>	<b>-53.1%</b>

*Note<sup>1</sup> - FY 2016-17 ridership was not available for analysis by route. Total ridership was taken from Triennial Performance Audit.*

*Note<sup>2</sup> - Routes 5 and 6 were discontinued in FY 2019-20*

*Source: STAGE Operating Reports, 2020*

Figure 9: STAGE Historical Systemwide Ridership



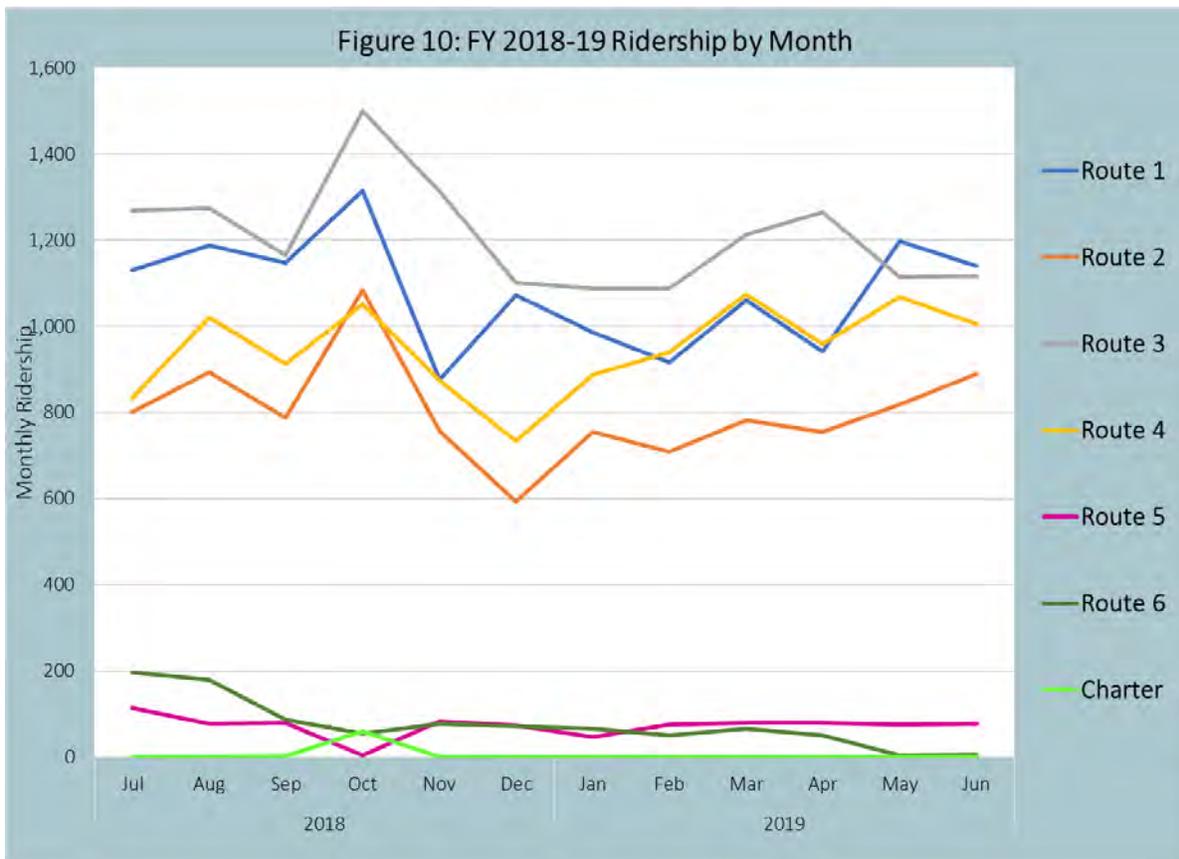
*Ridership by Route and Month*

Economic and travel restrictions in California resulting from the pandemic began in March of 2020. These restrictions had a significant impact on public transit ridership. Therefore, the study team conducted a more detailed analysis of ridership for both FY 2018-19 (pre-COVID-19) and FY 2019-20 (During COVID-19). Table 9 and Figure 10 present ridership for FY 2018-19 by route and month. As shown, Route 3 had the highest number of one-way passenger-trips, totaling 14,504 trips, followed closely by Route 1 with 12,972 one-way trips in FY 2018-19.

Table 9: FY 2018-19 STAGE Ridership by Month

	2018						2019						Total
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	
Route 1	1,131	1,187	1,148	1,315	877	1,072	985	916	1,061	942	1,198	1,140	12,972
Route 2	801	893	788	1,084	757	593	755	708	782	754	819	889	9,623
Route 3	1,268	1,275	1,165	1,499	1,312	1,102	1,088	1,087	1,212	1,264	1,115	1,117	14,504
Route 4	833	1,021	912	1,052	875	733	888	940	1,074	958	1,068	1,006	11,360
Route 5	114	78	80	4	83	73	47	76	80	79	75	78	867
Route 6	197	179	88	55	78	72	67	51	66	51	5	7	916
Charter	0	0	2	61	0	0	0	0	0	0	0	0	63
<b>Total Ridership</b>	<b>4,344</b>	<b>4,633</b>	<b>4,183</b>	<b>5,070</b>	<b>3,982</b>	<b>3,645</b>	<b>3,830</b>	<b>3,778</b>	<b>4,275</b>	<b>4,048</b>	<b>4,280</b>	<b>4,237</b>	<b>50,305</b>

Source: STAGE Operating Report, 2020

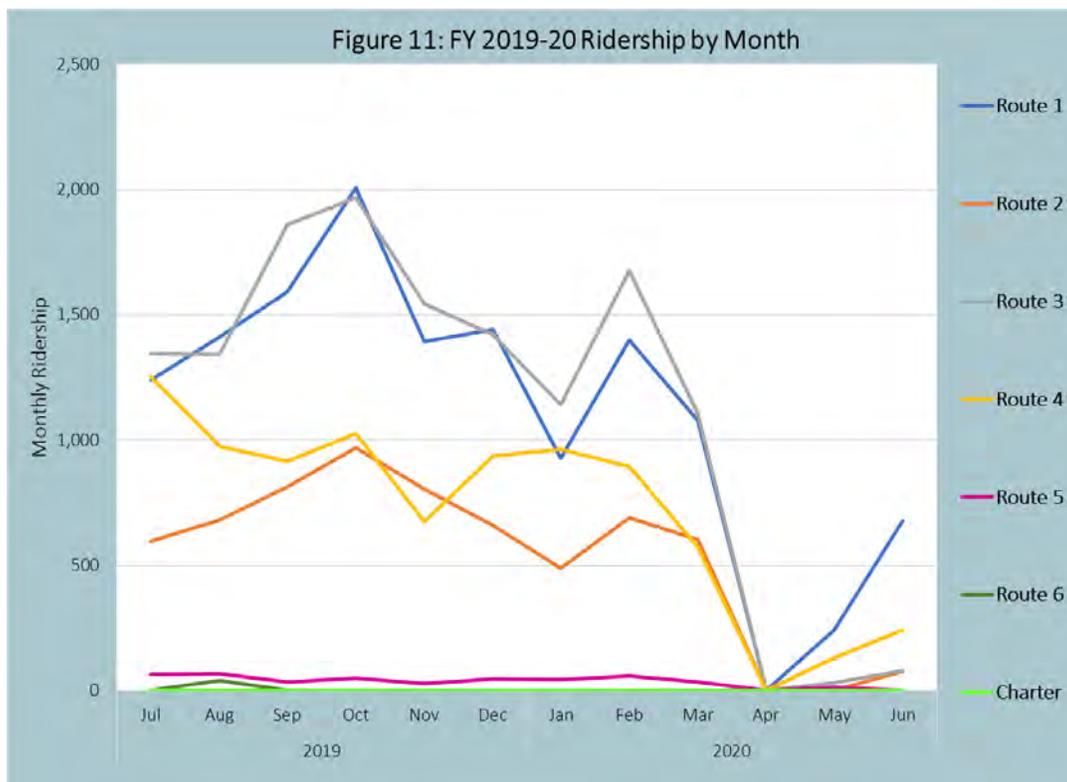


Routes 5 and 6, both of which serve the more rural areas of the County, had significantly fewer passenger-trips, with 867 trips and 916 trips, respectively. On a monthly basis, October had the highest ridership during the fiscal year (5,070 passenger-trips), followed by August (4,633 passenger-trips), and July (4,344 passenger-trips).

Table 10 and Figure 11 depict ridership by route and month for FY 2019-20. Similar to the previous year, Route 3 had the highest number of one-way passenger-trips with 13,507 trips, followed by Route 1 with 13,406 passenger-trips. Route 6 was discontinued during COVID-19 with only 40 passenger trips (nearly 4 percent of the total trips a year prior).

Table 10: FY 2019-20 STAGE Ridership by Month													
	2019						2020						Total
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	
Route 1	1,239	1,412	1,590	2,006	1,393	1,440	928	1,399	1,078	0	242	679	13,406
Route 2	595	682	814	968	804	660	489	691	601	0	0	75	6,379
Route 3	1,346	1,343	1,860	1,966	1,543	1,420	1,140	1,675	1,105	0	30	79	13,507
Route 4	1,253	976	915	1,025	675	936	962	893	571	0	131	243	8,580
Route 5	63	67	35	50	29	45	43	59	34	0	13	0	438
Route 6	0	40	0	0	0	0	0	0	0	0	0	0	40
Charter	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Ridership</b>	<b>4,496</b>	<b>4,520</b>	<b>5,214</b>	<b>6,015</b>	<b>4,444</b>	<b>4,501</b>	<b>3,562</b>	<b>4,717</b>	<b>3,389</b>	<b>0</b>	<b>416</b>	<b>1,076</b>	<b>42,350</b>

Source: STAGE Operating Report, 2020



On a monthly basis, the fiscal year began similar to the year prior with even more passenger trips occurring in October (6,015 passenger trips) and September (5,214 passenger-trips) than the previous year. Many months throughout the first half of the fiscal year experienced increased rates of ridership

over the previous year until March COVID-19 restrictions were implemented. Transit service was initially discontinued for several weeks in April, then ridership slowly rebounded in May and June.

*COVID-19 Impact to Ridership*

Figure 12 illustrates total systemwide ridership by month between FY 2018-19 to FY 2020-21 YTD. Ridership was generally consistent month to month in FY 2018-19, undulating between 3,500 and 4,500 passenger trips each month.

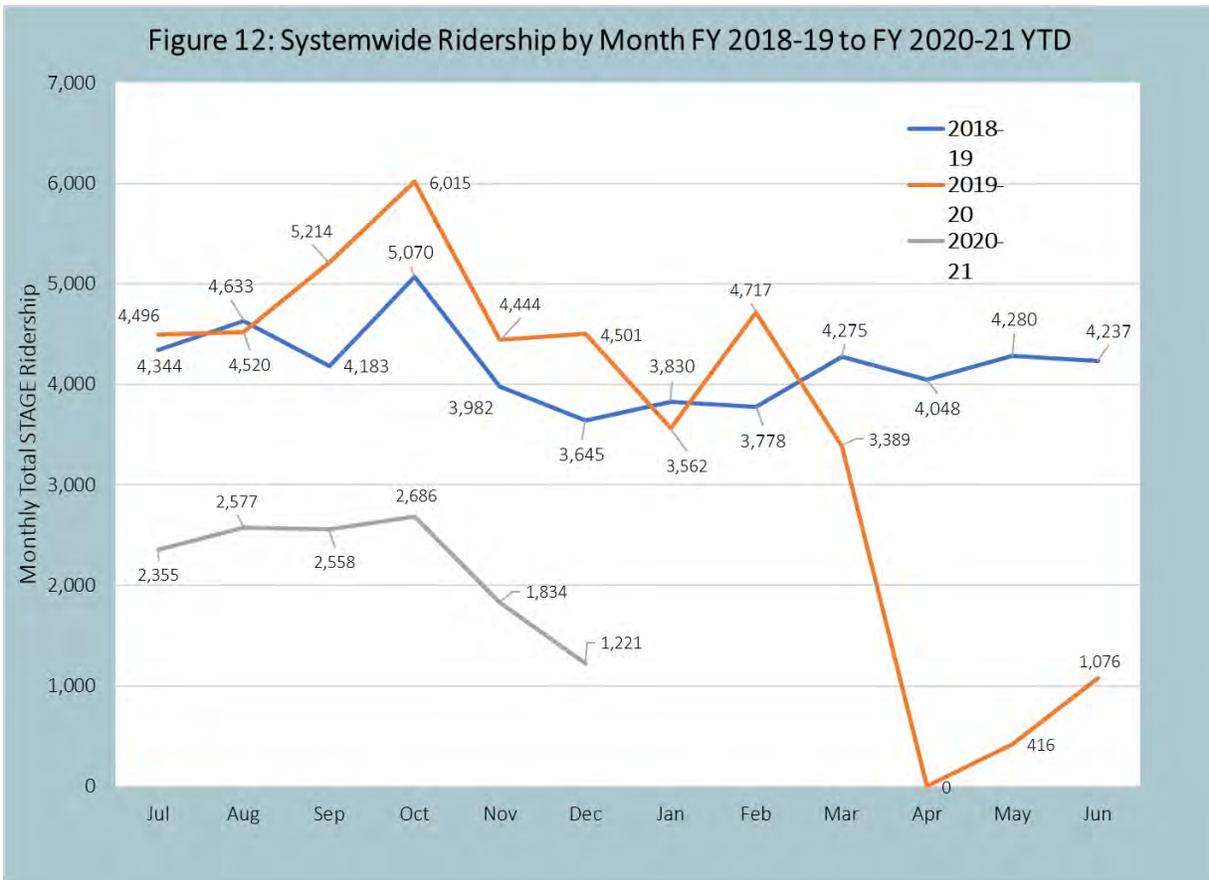


Table 11 presents STAGE ridership for FY 2020-21 year-to-date (YTD). Total systemwide ridership between July and December is around 45 percent of ridership for the same period the prior year. August had a ridership decrease of about 43 percent, while December ridership was down a full 73 percent from the previous year. Overall systemwide ridership has been down 55 percent from the previous fiscal year due to changes in services in response to COVID-19.

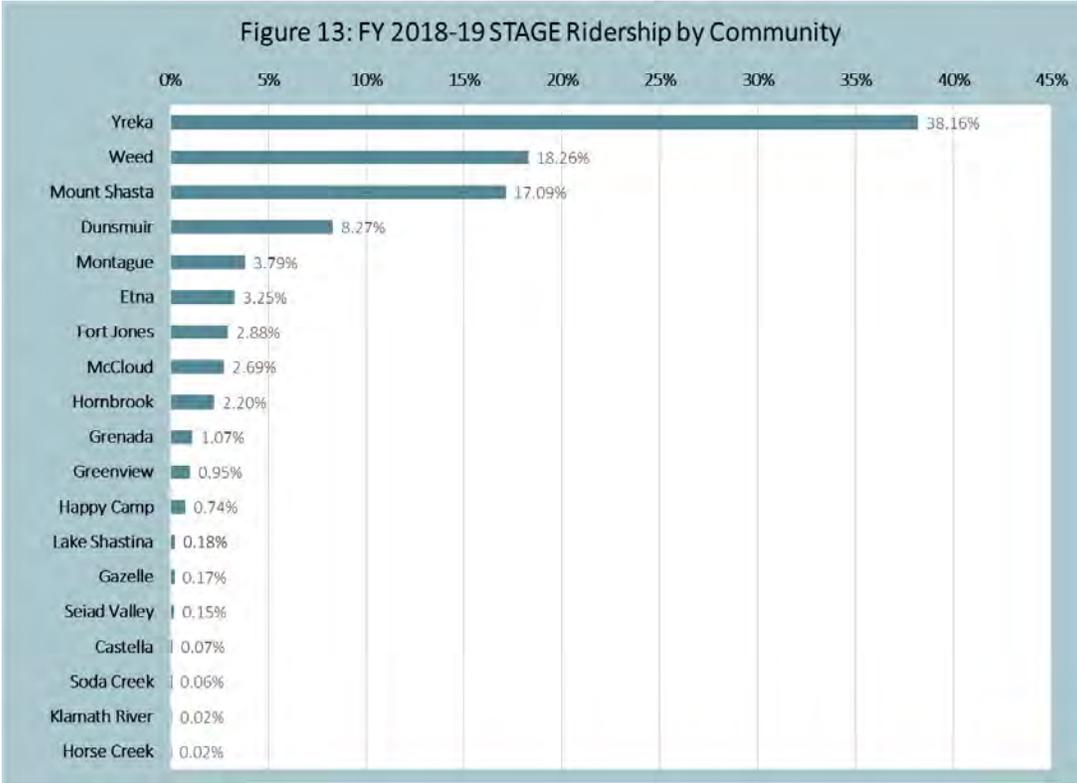
Table 11: FY 2020-21 STAGE Monthly Ridership Year-to-Date							
Route	Jul	Aug	Sep	Oct	Nov	Dec	YTD Total
Route 1	488	515	543	506	284	318	2654
Route 2	555	515	497	578	407	550	3,102
Route 3	1,027	1,228	1,106	1,148	821	35	5,365
Route 4	285	319	412	454	322	318	2,110
<b>Total</b>	<b>2,355</b>	<b>2,577</b>	<b>2,558</b>	<b>2,686</b>	<b>1,834</b>	<b>1,221</b>	<b>13,231</b>

*Source: STAGE FY 2020-21 Ridership Report YTD*

When comparing FY 2018-19 to FY 2019-20, ridership was greater at the beginning of FY 2019-20 (by nearly 1,000 trips some months), until COVID-19 lock downs were put in place and STAGE discontinued service. Since services resumed in May of 2020, ridership has steadily risen but represents about half of what ridership figures were over the previous two fiscal years. The upward trend in ridership prior to COVID-19 is a positive sign for a post-COVID-19 transit system.

*Total Ridership by Community*

According to internal operating reports, the greatest number of passenger boardings are generated within the community Yreka with 38.2 percent of total passenger boardings (or 19,157 boardings) for FY 2018-19, as shown in Figure 13.



Other communities with higher levels of ridership included Weed (18.3 percent or 9,164 boardings), and Mount Shasta (17.1 percent or 8,579 boardings). Areas with the lowest levels of annual ridership were Horse Creek and Klamath River areas (both 0.02 percent respectively).

## STAGE FINANCIAL ANALYSIS

STAGE financial and performance characteristics were reviewed for both FY 2018-19 (pre-COVID-19) and FY 2019-20 (during COVID-19).

### Revenues

Operating revenues for STAGE totaled \$1,952,258 in Fiscal Year 2018-19, as shown in Table 12. The highest contributing source was Transportation Development Act (TDA) Local Transportation Funds (LTF), with \$1,075,000, or just over 55 percent of the total revenues collected. FTA 5311 funding represented roughly 12.7 percent of revenues (\$247,776), while TDA State Transit Assistance (STA) funds comprised approximately 19.6 percent (\$382,725) and fare revenues totaled 7.9 percent (\$155,067) of revenues. Other service revenues totaled \$85,029 or about 4.4 percent of the total operating revenue.

TDA and FTA funding levels remained roughly the same in FY 2019-20 as the prior year. Passenger fares decreased by about 34 percent due to free fares, a drop in overall ridership, and the temporary discontinuation of Routes 5 and 6. LTF and STA funding remained similar to previous years at 19.2 percent and 51.2 percent of the overall revenue, respectively. Another source of revenue was approximately \$32,431 in fare reimbursement from Low Carbon Transit Operations Program (LCTOP) grant funding. The "Other Revenues" category increased by 137 percent due to moneys received from Compensation Insurance.

Source	FY 2018-19		FY 2019-20	
	Funding Amount	% of Total Funding	Funding Amount <sup>1</sup>	% of Total Funding
<b>Local Funding</b>				
Fare Revenues	\$155,067	7.9%	\$109,000	5.2%
<b>State Funding</b>				
STA	\$382,725	19.6%	\$403,077	19.2%
LTF	\$1,075,000	55.1%	\$1,075,000	51.2%
LCTOP			\$32,431	1.5%
<b>Federal Funding</b>				
FTA 5311	\$247,776	12.7%	\$257,216	12.2%
<b>Miscellaneous Other Revenues</b>				
Other Revenues	\$85,029	4.4%	\$217,174	10.3%
Interest	\$6,661	0.3%	\$7,108	0.3%
<b>Total Operating Revenues</b>	<b>\$1,952,258</b>	<b>100.0%</b>	<b>\$2,101,006</b>	<b>100.0%</b>
Note <sup>1</sup> - FY 2019-20 "Other Revenues" includes Compensation Insurance and Operation Transfers				
Source: STAGE FY 2019-20 Budget				

## Expenses and Cost Allocation Model

### *FY 2018-19 Cost Model*

In Fiscal Year 2018-19, STAGE's expenditures for transit totaled \$2,154,016, as shown in Table 13. Personnel costs were the greatest expenditure, followed by vehicle costs (maintenance, gas, etc.) and administrative expenses.

The STAGE operating costs were analyzed to assess those factors that impact cost levels. The costs presented in Table 13 represent those for the 2018-19 Fiscal Year. Each cost item is allocated to that quantity (vehicle service hour, vehicle service mile or fixed cost) upon which it is most dependent. Fuel costs, for example, are allocated to vehicle service miles and fixed costs do not change depending on the level of service offered by the transit system. When divided by the total quantity of service budgeted, a cost equation can be developed. For STAGE, this equation is:

$$\text{FY 2018-19 Operating Cost Model} = \$70.85 \times \text{annual vehicle service hours} + \\ \$0.93 \times \text{annual vehicle service miles} + \\ \$577,132 \text{ in annual fixed costs}$$

### *FY 2019-20 Cost Model*

In Fiscal Year 2019-20, STAGE's expenditures for transit totaled \$1,816,262, as shown in Table 14. Of this total, \$568,650 resulted in fixed costs, \$918,876 were per hour costs, and \$328,737 were per mile costs. The FY 2019-20 cost model equation is:

$$\text{FY 2019-20 Operating Cost Model} = \$92.27 \times \text{annual vehicle service hours} + \\ \$1.17 \times \text{annual vehicle service miles} + \\ \$568,650 \text{ in annual fixed costs}$$

Item	Total	Fixed	Vehicle Hour	Vehicle Mile
Payroll, Benefits and Insurance	\$1,545,229	\$243,397	\$1,182,410	\$119,423
Communications, Uniforms, and Insurance	\$182,429	\$182,429		
SELF-INSURANCE	\$7,625	\$7,625		
Office Equipment Maintenance and Supplies	\$2,410	\$2,410		
Miscellaneous Administration Expenses	\$65,333	\$65,333		
Gas	\$187,920			\$187,920
Training	\$145	\$145		
Towing	\$6,738			\$6,738
Utilities	\$15,641	\$15,641		
Cost Allocation	\$60,152	\$60,152		
Maintenance of Equipment	\$6,191			\$6,191
Maintenance of Equipment - Auto Service	\$81,827			\$81,827
<b>Total Expenses</b>	<b>\$2,154,016</b>	<b>\$577,132</b>	<b>\$1,182,410</b>	<b>\$402,099</b>
		Unit Quantities	16,689	434,461
		Cost per Vehicle Hour	\$70.85	
		Cost per Vehicle Mile		\$0.93
		Cost per Vehicle Hour + Fixed	\$105.43	

Source: STAGE Operation Report FY 2018-19

This equation can be used to estimate the cost of any changes in service, such as the operation of additional routes or changes in daily hours of operation. It is used in this study to evaluate the cost impacts of service alternatives.

Table 14: FY 2019-20 Operating/Admin. Cost Model				
Item	Total	Fixed	Vehicle Service Hour	Vehicle Service Mile
Payroll, Benefits and Insurance	\$1,246,841	\$214,455	\$918,876	\$113,511
Communications, Uniforms, and Insurance	\$205,483	\$205,483		
Maintenance - Building & Improvements	\$1,355	\$1,355		
Miscellaneous Administration Expenses	\$49,183	\$49,183		
Gas and Diesel	\$125,168			\$125,168
Towing	\$2,850			\$2,850
Utilities	\$14,658	\$14,658		
Cost Allocation	\$83,515	\$83,515		
Equipment	\$0			
Maintenance of Equipment	\$77,691			\$77,691
Maintenance of Equipment - Auto Service	\$9,518			\$9,518
<b>Total Expenses</b>	<b>\$1,816,262</b>	<b>\$568,650</b>	<b>\$918,876</b>	<b>\$328,737</b>
		Unit Quantities	9,958	282,110
		Cost per Vehicle Hour	\$92.27	
		Cost per Vehicle Mile		\$1.17
		Cost per Vehicle Hour + Fixed	\$149.38	

*Source: STAGE Operation Report FY 2019-20*

## STAGE TRANSIT SYSTEM PERFORMANCE

### Operating Characteristics

#### *Service Levels by Route*

Tables 15 and 16 present the total vehicle-hours and total vehicle-miles for the STAGE system for FY 2018-19 and FY 2019-20. In total, the system operated a total of 16,689 vehicle-hours in FY 2018-19 and significantly less (9,958 vehicle-hours) in FY 2019-20. Routes 2 and 3 (I-5 corridor routes) operated the most vehicle hours in FY 2018-19 with 4,013 vehicle hours and 4,274 vehicle hours, respectively. Due to COVID-19, service levels were reduced along Route 2, 5, and 6 in FY 2019-20.

During FY 2018-19, STAGE traveled a total of 434,461 vehicle-miles, the majority of which were generated by Route 3 (112,466 vehicle-miles) and Route 1 (107,160 vehicle-miles). Not surprisingly, total systemwide vehicle miles for FY 2019-20 were about half of those travelled during the previous years at only 282,110 vehicle-miles.

**Table 15: STAGE Operating Characteristics**

*Fiscal Year 2018-19*

	Rt 1	Rt 2	Rt 3	Rt 4	Rt 5	Rt 6	Total Systemwide
Vehicle Hours	3,988	4,013	4,274	2,967	749	699	16,689
Vehicle Miles	107,160	98,653	112,466	84,090	16,159	15,933	434,461
Passenger-Trips	12,972	9,623	14,504	11,360	867	916	50,242
Allocated Operating Costs	\$519,682	\$514,400	\$554,670	\$390,600	\$93,872	\$88,416	\$2,161,641
Allocated Fare Revenue	\$42,634	\$30,680	\$43,343	\$29,313	\$5,825	\$3,276	\$155,071
Operating Subsidy	\$477,047	\$483,720	\$511,327	\$361,288	\$88,047	\$85,141	\$2,006,570
<i>Cost per Passenger-Trip</i>	\$40.06	\$53.46	\$38.24	\$34.38	\$108.27	\$96.52	\$43.02
<i>Subsidy per Passenger-Trip</i>	\$36.78	\$50.27	\$35.25	\$31.80	\$101.55	\$92.95	\$39.94
<i>Farebox Return Ratio</i>	8.2%	6.0%	7.8%	7.5%	6.2%	3.7%	7.2%
<i>Passenger-Trips per Hour</i>	3.25	2.40	3.39	3.83	1.16	1.31	3.01
<i>Passenger-Trips per Mile</i>	0.12	0.10	0.13	0.14	0.05	0.06	0.12

*Source: STAGE Operating Reports, 2019*

*Operating Costs by Route*

Operating costs for each route were determined by applying the cost model above to vehicle service hours and miles operated by each route in both FY 2018-19 and FY 2019-20, as shown in Tables 15 and 16. In FY 2018-19, Routes 1 and 3 generated the highest costs at \$517,860 and \$552,718 per year, respectively. Route 2 was not far behind, with a total operating cost of \$512,567 annually. Route 6 had substantially lower operating costs due to much lower levels of service provided. During FY 2019-20, Route 1 had the highest allocated operating costs with \$571,390. This operating cost was followed by Routes 3 and 4, with \$527,974 and \$400,585, respectively.

**Table 16: STAGE Operating Characteristics**

*Fiscal Year 2019-20*

	Rt 1	Rt 2	Rt 3	Rt 4	Rt 5	Rt 6 <sup>1</sup>	Total Systemwide
Vehicle Hours	3,138	1,382	2,898	2,174	366	-	9,958
Vehicle Miles	88,152	37,243	81,552	65,060	10,103	-	282,110
Passenger-Trips	13,406	6,379	13,507	8,580	438	-	42,310
Allocated Operating Costs	\$571,390	\$249,806	\$527,974	\$400,585	\$66,507	-	\$1,816,262
Allocated Fare Revenue	\$34,419	\$19,600	\$35,101	\$25,564	\$4,443	-	\$119,128
Operating Subsidy	\$536,971	\$230,206	\$492,874	\$375,020	\$62,064	-	\$1,697,134
<i>Cost per Passenger-Trip</i>	\$42.62	\$39.16	\$39.09	\$46.69	\$151.84	-	\$42.93
<i>Subsidy per Passenger-Trip</i>	\$40.05	\$36.09	\$36.49	\$43.71	\$141.70	-	\$40.11
<i>Farebox Return Ratio</i>	6.0%	7.8%	6.6%	6.4%	6.7%	-	6.6%
<i>Passenger-Trips per Hour</i>	4.27	4.62	4.66	3.95	1.20	-	4.25
<i>Passenger-Trips per Mile</i>	0.15	0.17	0.17	0.13	0.04	-	0.15

Note<sup>1</sup>: Route 6 did not operate during FY 2019-20.

*Source: STAGE Operating Reports, 2020*

### *Fare Revenue by Route*

Total fare revenue was allocated to each route in Tables 15 and 16. Revenue received from vouchers and ticket/pass sales in the office were allocated to each route based on the proportion of actual fare revenue received as fares on the bus. Consistent with ridership totals, fare revenue generated by Route 3 is highest, with \$43,343 collected in Fiscal Year 2018-19, followed by Route 1 (\$42,634) and Route 2 (\$30,680). Route 6 generated the least fare revenue, with only \$3,276 in FY 2018-19. In total, for the whole fiscal year, the STAGE system collected \$155,071 in passenger fare revenue. STAGE discontinued charging a fare in May of 2020 as a result of COVID-19. STAGE did receive an LCTOP grant in the amount of \$17,735 to cover the cost of fares. Similar to the previous fiscal year, Route 3 had the highest fare revenue (\$35,101) followed by Route 1 (\$34,419). In contrast to the year prior, Route 4 had the third highest fare revenue with \$25,564.

### *Operating Cost per Trip*

During FY 2018-19, operating cost per passenger trip varied between \$34.26 per trip (Route 4) and \$107.88 per trip (Route 5). Aside from Route 4, Routes 3 and 1 has relatively low costs per passenger trip at \$38.11 per trip and \$39.92 per trip, respectively. Systemwide cost per passenger trip was \$42.87. The highest operating cost per passenger trip during FY 2019-20 was along Route 5 with \$151.84 per trip resulting in a cost increase of about 71 percent. Routes 2 and 3 had the lowest costs per passenger trip at \$39.16 and \$39.09 per trip, respectively. Overall systemwide cost per passenger trip has only increased by \$0.06 over the prior fiscal year.

### *Subsidy per Passenger Trip*

In FY 2018-19, subsidy per passenger trip systemwide was about \$39.79. Route 4 had the lowest subsidy at \$31.65 per trip and Route 5 had the greatest at \$101.16 per trip. Systemwide subsidy per passenger trip was slightly higher in FY 2019-20 at \$40.11. Similar to the previous year, Route 5 had the greatest subsidy at 141.70, nearly \$40 more per passenger trip. The lowest subsidy occurred along Route 2 with \$36.09 per trip.

### *Passenger-Trips per Hour*

In FY 2018-19, Route 4 had the most passenger trips per hour with 3.83 trips/hour with route 5 having the least at 1.16 passenger trips per hour. Systemwide, there was approximately 3 passenger trips per hour during FY 2018-19. FY 2019-20 had a much higher rate of passengers per hour systemwide (4.25 trips/hour) due to decreased hours of running schedule. Routes 3 and 2 had the highest rate of passenger trips per hour at 4.66 trips/hour and 4.62 trips/hour, respectively. The lowest passenger trip per hour was along Route 5 with only 1.2 trips/hour.

### *Passenger Trips per Mile*

Passenger trips per mile during FY 2018-19 varied from 0.05 trips (Route 5) to 0.14 trips (Route 4). Systemwide passenger trips per mile was approximately 0.12 trips/mile. FY 2019-20 had a slightly greater passenger trip per mile at 0.15 trips/mile. Similar to the previous fiscal year, Routes 2 and 3 had the greatest amount of passenger trips per mile with 0.17 trips/mile each.

### Farebox Ratio

The farebox return ratio is defined as the total fare revenues (whether provided by the passenger in the farebox or by a private organization) divided by operating costs. The farebox recovery ratio is particularly important as a measurement for meeting Transportation Development Act (TDA) requirements. In FY 2018-19 LSC calculated farebox ratio for all STAGE services to be 7.2 percent and 6.6 percent in FY 2019-20. For both of these years, farebox ratio is well below the TDA 10 percent farebox ratio requirement for rural transit operators. Note that the Fiscal and Compliance Auditor is responsible for verifying and calculating farebox ratios for TDA compliance purposes. The most recent Fiscal Audit for FY 2018-19 showed a total fare revenue of \$155,206 and operating costs of \$2,180,354, resulting in a farebox ratio of 7.2 percent, similar to what was calculated in Table 14.

In FY 2018-19, Route 1 had the highest farebox ratio of 8.2 percent. In FY 2019-20, Route 2 had the highest farebox ratio of 7.8 percent. Route 6 had an exceptionally low farebox ratio of 3.7 percent when it was in service in FY 2018-19.

## STAGE CAPITAL ASSETS

### Vehicles

There are a total of 10 vehicles in-service within the STAGE fleet, as presented in Table 17. The vehicles range in capacity from 7 to 28 passengers and all are wheelchair accessible. As shown, six of the vehicles will be due for replacement within the plan period. STAGE will need to consider the California Air Resources Board (CARB) Innovative Clean Transit Rule requirements for Zero Emission Buses beginning in 2026, the end of this planning period.

Table 17: Vehicle Fleet				
Bus #	Make/Model	Year	Mileage	Replacement Date
3030	Glaval Concorde II/Cutaway	2012	104,311	2023
3031	Gillig Low Floor/Bus	2013	331,300	2025
3032	Gillig Low Floor/Bus	2013	351,762	2025
3033	Gillig Low Floor/Bus	2013	351,378	2025
3034	Gillig Low Floor/Bus	2013	360,510	2025
3035	Gillig Low Floor/Bus	2013	340,988	2025
3036	Starcraft Allstar/Cutaway	2017	80,405	2027
3037	Starcraft Allstar/Cutaway	2017	93,772	2027
3038	Starcraft Allstar/Cutaway	2017	58,576	2027
3039	Starcraft T350/Cutaway	2017	20,723	2027

Source: STAGE Operation Report, 2020

### Facilities

Within the STAGE system, there are a total of 88 bus stops, 40 of which are designated with signage. Of these, there are 18 stops in Yreka, 17 stops in Mt. Shasta, 15 stops in Dunsmuir, and 10 stops in Weed. There are roughly 6 benches and 15 shelters (which also have benches), most of which are located within

Yreka, at the College of the Siskiyous, and in Mt. Shasta. In addition, there are seven bus stops with small seats attached to their signage posts. All transit vehicles are stored at the County Corp yard in Yreka except for one which is stored at the Etna City yard. All vehicles are fueled and maintained at the yard in Yreka.

## STAGE PEER TRANSIT OPERATORS

A “peer analysis” is a useful tool in comparing a transit program with other, similar programs. This can provide a good context for the ridership and performance figures and help in identifying areas of relative strength and weakness. This discussion first presents the peer systems selected for comparison, followed by the data and analysis.

## PEER TRANSIT OPERATORS

Table 18 displays operating data for five rural transit systems serving similar areas. These peer counties were chosen based on the following characteristics:

- Service areas with similar population (18,000 to 65,000 people)
- A location not immediately adjacent to a major metropolitan area.
- A rural location in the northern California.
- Transit system annual ridership between 35,000 and 85,000.

Table 18: Peer Transit System Operational Analysis FY 2018-19								
Transit System	County	Input Data (Annual)						
		Ridership	Vehicle Service Hours	Vehicle Service Miles	Service Area Population	Operating Costs	Fare Revenues	
<b>STAGE</b>	Siskiyou	<b>50,242</b>	<b>16,689</b>	<b>434,461</b>	<b>43,539</b>	<b>\$2,161,641</b>	<b>\$155,071</b>	
Plumas Transit Systems	Plumas	35,932	6,028	202,275	18,800	\$771,609	\$103,847	
Lassen Rural Bus	Lassen	44,692	3,379	51,914	30,573	\$220,422	\$42,678	
Calaveras Transit Agency	Calaveras	38,789	11,924	314,493	45,905	\$1,187,855	\$100,263	
Tehama Rural Area Express	Tehama	84,766	16,535	357,536	65,000	\$1,271,778	\$88,797	
<b>Peer Average</b>		<b>51,045</b>	<b>9,467</b>	<b>231,555</b>	<b>40,070</b>	<b>\$862,916</b>	<b>\$83,896</b>	
<b>STAGE Rank (1 = Highest)</b>		<b>2</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>1</b>	

Transit System	Performance Measures							
	Annual Vehicle Service Hours per Capita	Annual Ridership per Capita	Passengers per Vehicle-Hour	Passengers per Mile	Operating Cost per Hour	Cost per Psgr-Trip	Subsidy Per Psgr-Trip	Farebox Ratio
<b>STAGE</b>	<b>0.38</b>	<b>1.15</b>	<b>3.0</b>	<b>0.12</b>	<b>\$129.53</b>	<b>\$43.02</b>	<b>\$39.94</b>	<b>7.2%</b>
Plumas Transit Systems	0.32	1.91	6.0	0.18	\$128.00	\$21.47	\$18.58	13.5%
Lassen Rural Bus	0.11	1.46	13.2	0.86	\$65.23	\$4.93	\$3.98	19.4%
Calaveras Transit Agency	0.26	0.84	3.3	0.12	\$99.62	\$30.62	\$28.04	8.4%
Tehama Rural Area Express	0.25	1.30	5.1	0.24	\$76.91	\$15.00	\$13.96	7.0%
<b>Peer Average</b>	<b>0.24</b>	<b>1.38</b>	<b>6.89</b>	<b>0.35</b>	<b>\$92.44</b>	<b>\$18.01</b>	<b>16.14</b>	<b>12.1%</b>
<b>STAGE % of Peer Average</b>	<b>62.2%</b>	<b>-16.4%</b>	<b>-56.3%</b>	<b>-66.9%</b>	<b>40.1%</b>	<b>138.9%</b>	<b>147.5%</b>	<b>-40.5%</b>
<b>STAGE Rank (1 = Highest)</b>	<b>1</b>	<b>4</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>4</b>

Source: NTD Agency Profile Summary, 2019

A brief overview of each system is as follows. Note that service levels described below represent pre-COVID-19 service levels representative of FY 2018-19:

- Plumas Transit Systems provides three fixed routes through the communities of Quincy, Chester/Greenville, and Graeagle/Portola Monday through Fridays between 6:00 AM and 10:00 PM.
- Lassen Rural Bus has five routes serving the communities of Susanville, Westwood, and Herlong. Three of these routes operate Mondays through Fridays with two operating on Saturdays.
- Calaveras Connect provides service to the Calaveras County communities of Murphys, San Andreas, and Angels Camp. The service consists of three routes operating Monday through Friday between 6:30 AM and 7:30 PM, with one route running between 9:45 AM and 6:00 PM on Saturdays.
- Tehama Rural Area Express operates six weekday routes and five Saturday routes to the Tehama County communities of Red Bluff, Gerber, and Orland between 7:00 AM and 6:00 PM.

Data was collected using the National Transit Database for 2019 (the most recent year with audited data available). As shown in the top portion of Table 18, STAGE's transit program had the greatest number service hours, miles, and fare revenues amongst its peers. As a consequence, STAGE's operating costs are also well above its peers. Lastly, ridership is around the average of its peers.

The bottom portion of Table 18 presents a performance analysis of the various peer systems. A review of this indicates the following:

- The **cost per vehicle-hour of service** ranges between \$65.23 (Lassen Transit Service Agency) and \$129.07 (STAGE). As a result, STAGE is nearly 40 percent above the peer average.
- The **annual vehicle-service-hours per capita** provided by STAGE is 1.15, or fourth out of the five systems and 16.4 percent below that of its peer systems.
- The STAGE service generates the lowest number of **passenger trips per vehicle-hour of service** (known as the service productivity). At 3, this figure is 56.3 percent below the peer average of 6.89.
- Similarly, STAGE serves a sparse number of **passenger-trips per vehicle-mile of service** at 0.12 passengers, coming in nearly 67 percent below the peer average 0.35 passengers per mile.
- STAGE's **cost per passenger-trip**, or \$42.87, is the highest of any of the peer systems and is a full 138 percent above the peer average \$18.01.
- An important measure of a transit service is the **operating subsidy** (costs minus passenger fares) **per passenger-trip**. This compares the key public "input" to a transit program (public funding) to the key desired "output" (passenger-trips). STAGE was the highest subsidy per passenger trip of the four peer systems by this measure.

- Finally, the “farebox ratio” is the proportion of operating costs that are covered by the passenger fares. The peer systems range from a low of 7 percent (Tehama Rural area Express) to a high of 19.4 percent (Lassen Transit Service Agency). STAGE routes generate a figure of 7.2 percent, which is about 40 percent below the average of 12.1 percent.

Overall, these figures suggest that STAGE performs at a much lower efficiency rate than that of its peer transit systems operating in comparable regions. While the service has the highest fare revenues the service also has the highest annual operating costs.

## PEER FARE COMPARISON

As part of the peer analysis, a comparison of the fares charged (prior to COVID-19) on the various systems was conducted, as shown in Table 19:

- The “base” one-way full fare is between \$1.00 and \$4.00, consistent with the other peer systems.
- STAGE discount fare is one of the higher fares compared to peer systems.
- The four other peer systems do not offer a punch-pass fare.
- Three of the four peer systems offer monthly passes. Depending on type of trip, monthly passes range from \$25.00 to \$100 per month. Assuming pass users make one round-trip per weekday, the average fare per one-way trip can be estimated. This indicates that the average fare for frequent riders using a punch-pass or monthly pass is significantly lower on the peer systems than on the STAGE service.

	One-Way Fare		General Public Punch Pass			General Public Monthly Pass	
	General Public	Discount One-Way Fare	Cost	Rides	Cost per Ride	Cost	Cost per Ride (1)
<b>STAGE</b>	<b>\$1.00 - \$4.00</b>	<b>\$2.75</b>	<b>\$30.00</b>	10	<b>\$3.00</b>	-	
Plumas Transit Systems	\$1.00 - \$4.00	\$0.50 - \$2.00	-	-	-	\$25 - \$100	\$0.57-\$2.27
Lassen Rural Bus	\$2.00-\$4.00	\$1.50	-	-	-	\$90	\$2.05
Calaveras Connect	\$3.00	\$1.50	-	-	-	-	
Tehama Rural Area Express	\$1.00 - \$2.50	Free	-	-	-	\$40	\$0.91

*Source: Transit System Websites, 202 Note 1: Assuming an average of 44 1-way rides per month (1 round trip per weekday).*

Overall, transit fares in Siskiyou are consistent with the peers with regards to the one-way fare but is relatively high for the multiride pass. This indicates that there may be a viable option to reduce multiride fares (perhaps through implementing a monthly pass) to encourage more ridership among frequent riders.

## OTHER TRANSPORTATION PROVIDERS

### Private and Non-Profit Organizations

#### *Madrone Senior Center and Hospice, Yreka*

The Madrone Senior Center provides curb-to-curb transportation for seniors aged 60 or older, Monday through Friday from 9:00 am (first pick up at 9:15 am) to 2:00 pm (last pick up). The center has three accessible vehicles: two 16-passenger buses, and one 8-passenger van. There is only one driver, so vehicles are rotated based on the needs of the day.

The service area is the City of Yreka. Two days per week, Madrone provides a shopping trip to Walmart/Raley's, dropping passengers off at approximately 11:30 am and picking them up again around 1:30 pm. Seven people are accommodated per shopping trip, and this is usually booked at least a week in advance and is generally full. Most trips provided by Madrone are booked 24 to 48 hours in advance, but many trips to the pharmacy or appointments are also accommodated the same day as requested. Bookings are heaviest early in the month. Approximately 500 trips are made per month, serving 45 separate individuals (2018-19 statistics). Due to COVID-19 restrictions, they have been providing only about 200 trips per month. A \$1.00 donation is suggested for a fare.

The Madrone Senior Center was the recipient of 5310 grant funding in FY 2018-19 and FY 2019-20 in the amounts of \$43,952 and \$45,058, respectively. Their typical operational costs over the past two years have been \$90,966 in FY 2019-20 and \$88,712 in FY 2019-20.

The Madrone Center coordinates trips with STAGE. While clients do not take STAGE to and from the senior center, Madrone supports seniors travelling into town on a STAGE fixed route by arranging for a Madrone vehicle to pick them up at a bus stop, take them to appointments, and return them to the bus stop for a return trip home.

#### *Mount Shasta Senior Center: Nutrition Program*

The Mount Shasta Senior Nutrition Program has provided congregate meals at the City Park Recreation Center / Senior Dining Center since 1974. Meals for seniors, ages 60 & over, are served Tuesday-Friday at the City Park site and on Fridays, meals are provided at the Eagles Hall in Dunsmuir (reservations are required). Meals are delivered to homebound seniors meeting service criteria in the South County (Meals-on-Wheels). The Senior Nutrition Program also offers referrals for other services related to Medi-Care, Social Security, supplemental health plans & prescription coverage, long-term health care, senior housing, tax preparation, and legal matters.

The Mt Shasta Senior Center has one 4-passenger, wheelchair accessible Dodge Caravan. Prior to COVID-19, transportation was available within southern Siskiyou County to and from the Mt. Shasta lunch site by reservation. Currently (and historically), only residents of Mount Shasta have taken advantage of the transportation service. A \$2.00 round-trip donation is suggested for a round-trip to the meal site. Approximately 250 individuals are served each week at the congregate meal site, with an estimated 10 individuals using the transportation service weekdays. This is equal to approximately 2,500 to 3,000 one-way passenger trips annually.

Major program funding comes from the Older Americans Act (at the Federal level) with matching State grants administered by the California Department of Aging, and USDA meal reimbursement. The meal program budget is approximately \$250,000 annually, and while costs for food and labor for the program have gone up, the operating funds have remained the same. Seniors are given the opportunity to support their program with a suggested meal donation of \$3.00 for congregate meals (meal sites) and \$3.50 for homebound meals. Additionally, the program receives private donations and holds an annual fundraiser each May.

Since COVID -19 restrictions have been put into place, numbers of home meal delivery have been doubled, with up to 80 people being served daily. In addition, window pick up from the Senior Dining Center facility has been serving around 40 people per day. There are currently no congregate meals occurring, but all services are expected to resume as usual once allowed.

#### *Siskiyou Opportunity Center*

The Siskiyou Opportunity Center (S.O.C.) is a private, non-profit organization which provides job training and placement for individuals with disabilities. The center provides jobs for between 50 and 75 adult workers daily in over 20 locations including two industrial woodshops, a certified recycling center and janitorial and landscaping maintenance to various locations throughout the county. S.O.C. has a satellite office in Yreka. S.O.C. has a staff of 20 to 25 people.

Transportation is provided between Yreka and Dunsmuir along the I-5 corridor in the mornings (7:00 AM and 8:00 AM) and in the late afternoons (4:00 PM and 5:00 PM). Outlying areas such as Scott Valley, Happy Camp and Tulelake are not served. S.O.C. has ten vehicles with a capacity of 6 to 12 passengers. Approximately 75 passengers are provided transportation to and from work sites five days per week. No staff members currently use STAGE. Transportation is funded through the Far Northern Regional Center, which reimburses mileage at a rate of \$1.72 per mile. S.O.C. operates between 10,000 – 11,000 miles monthly. Additionally, clients who use Siskiyou STAGE are reimbursed for fares.

#### *Greyhound Lines, Inc.*

The Greyhound bus route along I-5 connecting Sacramento to Portland includes a stop in Weed. While service used to occur more frequently, service has been condensed to only one northbound route leaving Sacramento at 7:30 PM and arriving in Weed at 1:00 AM. A southbound run leaves Weed at 2:50 AM and arrives in Sacramento at 8:30 AM. Among other users, college students use the service to get in and out of town. The Greyhound bus stop in Weed is located at a Shell Gas Station and Convenience Store. There is a desire among community residents to move the Greyhound stop to the transit center in Yreka.

#### *Amtrak*

The *Coast Starlight* route serves Siskiyou County at the Dunsmuir Station, which is the northernmost Amtrak station in California. The route provides service between Seattle and Los Angeles. Southbound trains depart Dunsmuir at 12:35 AM on Tuesdays, Thursdays, and Sundays, while northbound trains arrive at 4:56 AM on Tuesdays, Thursdays, and Saturdays.

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## Chapter 4

# TRANSIT DEMAND AND NEEDS

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This chapter presents a review of the needs for transit service, input from key members of the community, on-board surveys, and a summary of overall demand for service.

### UNMET TRANSIT NEEDS

The California Transit Development Act (TDA) includes allowances for rural areas to allocate LTF funds for streets and roads projects, if there are no unmet transit needs which are reasonable to meet. The Regional Transportation Planning Agency, Siskiyou County Local Transportation Commission, must hold a public hearing to make a determination if there are unmet transit needs. Below is a summary of the last three years of Unmet Needs Transit Hearings for Siskiyou County.

#### Fiscal Year 2018-19

STAGE staff held a public hearing at the College of Siskiyou in Weed, Fort Jones City Hall, and at the Commission meeting in Yreka, California. The final unmet needs hearing for Fiscal Year 2018-19 was held in June 2018. At the hearing, the Commission directed staff to either continue research or address the following issues:

- Contact Caltrans regarding the implementation of solar powered passenger activated light at the bus stop located at the Yreka Old ShopSmart.
- Implementation of a “day pass” for visitors and residents.
- Revise schedule to show that a break occurs along Lake Shastina at 11:08 AM in Mt. Shasta before the route continues to Weed.
- Potentially create on-demand service to and from the school in Edgewood.
- Construct permanent bus stops and shelters within the Main Street Rehabilitation Project Area.
- Facilitate clearer process in obtaining college discount pass.
- Revisions to summer schedule.

#### Fiscal Year 2019-20

An unmet needs hearing was held in June 2019 to review the unmet needs for Fiscal Year 2019-20. The following unmet needs were identified as reasonable to meet:

- 4:30 PM or 5:00 PM northbound service from Mt Shasta to Yreka.
- Morning service between Campbell Tracks and northern Yreka (to Wellness Center).
- New stop at Dotty’s in Etna to better serve those going to clinic.
- Service to the Boles Creek area.
- Bus stop at or near YMCA and low-income housing area in Yreka.
- Service to and from the casino and Yreka.

## Fiscal Year 2020-21

The unmet needs findings for the current fiscal year were reviewed in July 2020 by the Siskiyou County Local Transportation Commission. SSTAC members were solicited for feedback and participation in the identification of unmet transit needs. There were four requests for STAGE service, including:

- How long will it take before STAGE can put more busses back on the roads?
- Is this something we need to keep open in light of COVID-19?
- Is there a need for a commuter transit bus from Yreka to College of the Siskiyous?
- There are more students in need.

Based on applicable findings and criteria none of the requests were considered to be unmet transit needs nor were they reasonable to meet.

## **REQUESTS FOR SERVICE**

In addition to the Unmet Needs process, Siskiyou County also allows members of the community to submit ride requests, with specific information on where there may be a need for additional transit service. New service requests received by Siskiyou County include:

- Early morning service (5 AM) northbound from Weed to Dos Amigos area.
- Southbound stop at South Elizabeth St. and Northbound stop at Elizabeth St.
- Service between 3 PM and 8 PM to and from Dunsmuir.
- Service between Happy Camp and Yreka.
- Service between McCloud and Yreka is too quick to get errands done.
- Implementation of a permanent stop at Webb and 4<sup>th</sup> Street (Montague Apartments).

## **KEY PERSON INTERVIEWS SUMMARY**

As part of the study, discussions with key persons were conducted to gain a better understanding of the needs present in Siskiyou County. An overview of the stakeholders that were contacted and their responses are included in Appendix A. Key issues and comments that were discovered during this process consist of the following:

- Service to College of the Siskiyou – Pre-COVID, approximately 20 employees and 75 students were estimated to use STAGE on a daily basis. Students and faculty have requested later evening services as night classes begin at 6:00 PM and end at 9:00 PM. An upcoming residence hall to be completed in August 2023 is expected to increase the number of students living near campus from 140 to 396 students.
- General Route and Schedule understanding – Stakeholders from the Karuk Tribe and Siskiyou Opportunity Center mentioned that the existing route schedule is hard to understand. They are not sure how to get this information from the website and it is presented in a way that is difficult to read.

- Expanded Service Areas – Since the Slater Fire, there has been an increase in requests for service to and from Happy Camp. Adult Services has received complaints regarding lack of service frequency from those travelling to and from Hornbrook.
- Stop Suggestions – Add a bus stop at the intersection of Miner Street and Broadway in Yreka to serve the various banks, restaurants, and commercial retail businesses in the area.
- Intercity Services – Increased services and information regarding connections to destinations such as Ashland and Medford, Oregon and Redding and Sacramento, California. These requests indicated that many residents would like to connect to these places for shopping and medical services.
- Other Issues – Issues of frequency and accessibility were also reoccurring during the stakeholder outreach interviews. Many expressed that existing stops are difficult for ADA and mobility limited people to access. It was suggested that moving some stops to be closer to senior and group housing could improve accessibility.
- General Support – Many stakeholders expressed gratitude for the STAGE service and their efforts during the Slater Fire. Others appreciated the existing student pass program and driver friendliness.

## TRANSIT NEEDS AND TRANSIT DEMAND

A key step in developing and evaluating transit plans is a careful analysis of the mobility needs of various segments of the population and the potential ridership of transit services. Transit **needs** are defined as the number of persons likely to require transportation services. An important consideration is that this does not equate to number of trips or correspond directly to the ridership; rather it is a figure that estimates the potential number of persons that could benefit from transit service, and generally includes disabled and low-income populations, as well as zero vehicle households. Transit **demand** represents the “upper bound” for an idealized transit service that could serve all of the needs of the community, while transit ridership reflects the number of one-way passenger-trips that can actually be served, given the specific characteristics of a transit system.

In many areas, the majority of transit passengers are typically transit dependent, as outlined in Chapter 2. The communities that include the largest number of transit dependent persons are highlighted below:

- The highest numbers of youth are located in the more populated areas of Yreka, Weed/Edgewood /Carrick, and Mt. Shasta. The remaining areas of the county have relatively lower youth populations, even where the actual concentrations of youth are higher (such as in Tulelake where 19.4 percent of the area population is youth, but the total number is only 209 persons).
- The elderly population is generally high throughout Siskiyou County, but certain communities have much greater numbers. This includes Weed, Mt. Shasta, and the three census tract areas of Yreka. Again, these are primarily the areas that are more populated overall within the County.
- The greatest numbers of low-income persons are located in the areas with the highest populations (Yreka, Weed, and Mt. Shasta). However, it is important to note that the area of Tulelake (Census

Tract 1) has about 38.6 percent of its population living under the low-income poverty line. The community of Happy Camp (Census Tract 5) also has a high proportion of its population living under the low-income poverty line at 30.8 percent.

- The locations of disabled persons are fairly consistent with the other transit dependent groups, with most disabled persons residing in Yreka, Weed, Mt. Shasta, and Montague.
- While zero-vehicle households are located throughout the county, the greatest numbers are found in and around Yreka (Census Tracts 7.01, 7.02, and 7.03) with 39.1 percent of their households possessing no vehicle. This is followed by Weed (20.1 percent) and Mt. Shasta (13 percent).

An overall review of the demographic data shows residents with a high propensity to use transit are mostly located within the current service area for STAGE. Overall, the majority of transit dependent residents are located within Yreka, while Weed, Mt. Shasta, and Montague also have higher populations of transit dependent residents.

An online community survey was conducted during January of 2020 to obtain a better understanding of who rides STAGE and where they need to go. The surveys were advertised through various news outlets, local stakeholders, and social media. The survey was live for 4 weeks and consisted of 17 questions and 1 mapping exercise. A total of 85 people participated in the survey. An analysis of responses is provided below, and complete survey results are included as Appendix B.

**SURVEY SUMMARY**

General Demographics

Questions 1, 2, 3, 4, and 6 are summarized in Table 20. As shown, approximately 31 percent of those taking the survey live in Dunsmuir, followed by Mount Shasta (23.8 percent), Yreka (11.9 percent), and Weed (8.3 percent). Of the 4 percent who answered “other”, these communities included Tulelake, Lake Shastina, and Callahan, and Seiad Valley. Nearly 70 percent of all respondents were between the ages of 45 and 74 years old, followed by 19.3 percent between the ages of 26 and 44 years old and 9.6 percent who are age 75 or older.

Table 20: Survey Demographics					
Question	%	#	Question	%	#
<b>Q1. Where do you live?</b>			<b>Q3. Do you have a drivers license?</b>		
Dunsmuir	31.0%	26	Yes	80.7%	67
Mount Shasta	23.8%	20	No	19.3%	16
Yreka	11.9%	10	<i>Total 100.0% 83</i>		
Weed	8.3%	7	<b>Q4. Do you have a vehicle available for travel?</b>		
Etna	6.0%	5	Yes	79.5%	66
Montague	4.8%	4	No	20.5%	17
McCloud	3.6%	3	<i>Total 100.0% 83</i>		
Happy Camp	3.6%	3	<b>Q6. Which best described your occupation?</b>		
Fort Jones	2.4%	2	Employed full time	23.8%	20
Quartz Valley	0.0%	0	Employed part time	16.7%	14
Hornbrook	0.0%	0	Unemployed	7.1%	6
Other (please specify)	4.8%	4	College Student	0.0%	0
<i>Total</i>	<i>100%</i>	<i>84</i>	K-12 Student	1.2%	1
<b>Q2. How old are you?</b>			Retired	39.3%	33
Under 18	1.2%	1	Other (please specify)	11.9%	10
19-25	0.0%	0	<i>Total 100.0% 84</i>		
26-44	19.3%	16	<p style="font-size: small; margin: 0;">Source: Siskiyou County SRTP Online Community Survey, 2021</p>		
45-61	32.5%	27			
62-74	37.3%	31			
75 or older	9.6%	8			
<i>Total</i>	<i>100%</i>	<i>83</i>			

About 19.3 percent of respondents do not currently have a driver’s license. Only 20.5 percent do not have an available vehicle for their use and therefore are dependent on public transit or friends/family for transportation. When asked how surveyors described their occupation, 39.3 percent responded that they are retired, followed by full-time (23.8 percent) and part-time (16.7 percent) employees. About 7.1 percent stated that they are currently unemployed and about 12 percent answered "other". Of these "other" respondents, a couple indicated that they were self-employed and a few more answered that they are disabled/on disability currently.

### Current STAGE Riders

Table 21 summarizes responses made by respondents who currently use STAGE services. About 42.9 percent indicated that they had used STAGE over the last two years, while 57.1 percent indicated that they have not. Reasons as to why residents have not used STAGE are discussed in further detail below. Of those who have ridden STAGE over the last two years, the survey asked how often they rode STAGE prior to COVID-19. Of these responses, 38.9 percent rode less than once per month, followed by 30.6 percent who used STAGE one to four times per month. These participants were also asked how their travel patterns changed since the outbreak of COVID-19. Of these responses, 25.7 percent stated that they no longer use the service and another 42.9 percent stated that they still use the service less than once per month on average.

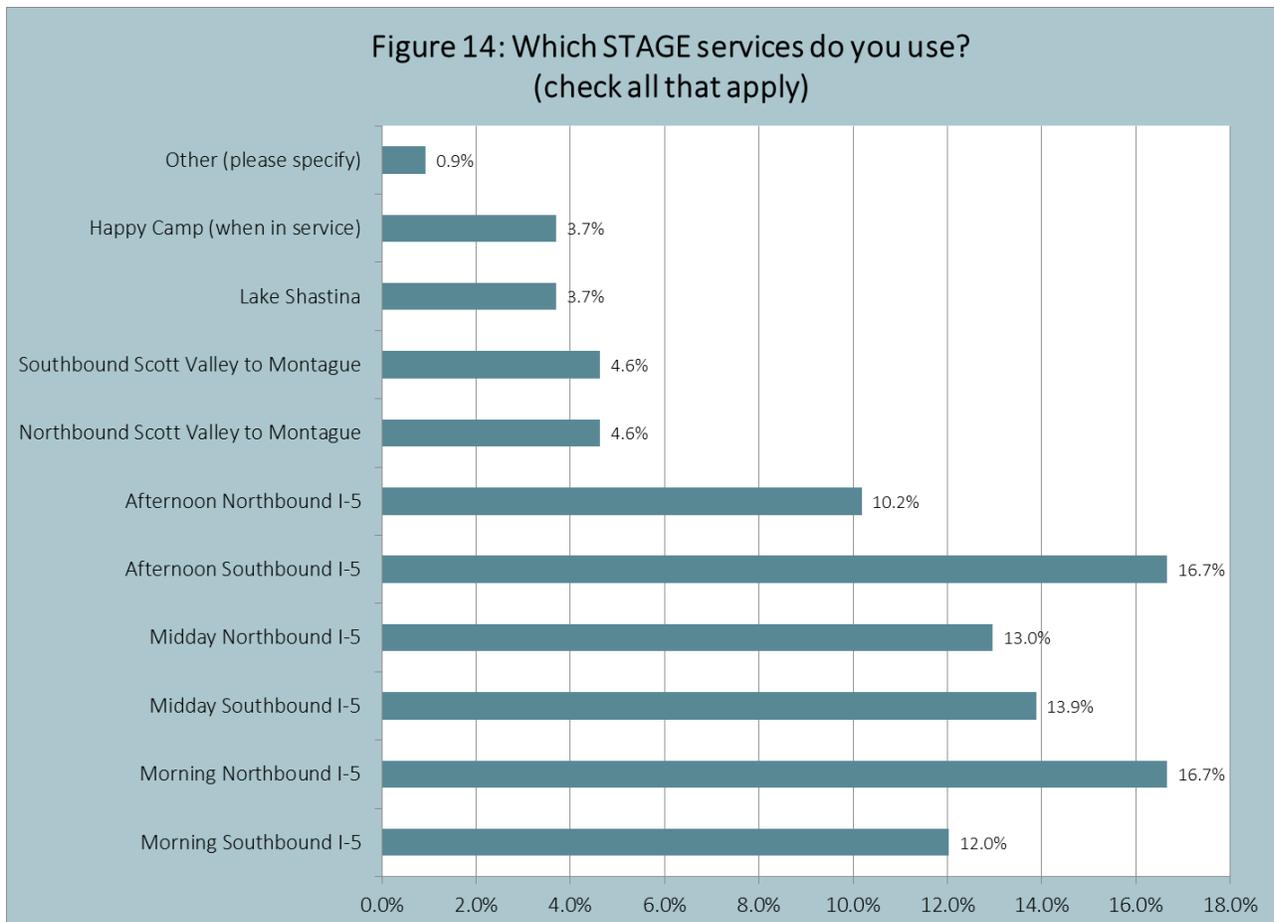
Current STAGE riders were asked whether or not they would be able to get to various activities without STAGE. While many indicated yes, there was still a substantial portion of respondents who said they would not be able to get to work (42.9 percent), medical appointments (33.3 percent), social services (53.3 percent), or recreational activities (41.9 percent). When asked whether respondents are likely to use STAGE more frequently once the COVID-19 vaccine is widely available, 44.7 percent responded “yes” and 55.3 percent responded “no”.

Table 21: Current and Frequent STAGE Passengers					
Questions	%	#	Questions	%	#
<b>Q7. Have you used STAGE within the last 2 years?</b>			<b>Q13. If STAGE were not available, would you be able to get to...</b>		
Yes	42.9%	36	Work	Yes 57.1%	16
No	57.1%	48		No 42.9%	12
Total	100.0%	84	Medical appointments	Yes 66.7%	22
<b>Q8. How often did you use STAGE prior to COVID?</b>				No 33.3%	11
I did not use STAGE before the pandemic	2.8%	1	Social Service appointments	Yes 46.7%	14
Less than once per month	38.9%	14		No 53.3%	16
1 to 4 times per month	30.6%	11	School	Yes 65.2%	15
5 to 10 times per month	13.9%	5		No 34.8%	8
More than 10 times per month	13.9%	5	Recreational or social outings	Yes 58.1%	18
Total	100.0%	36		No 41.9%	13
<b>Q9. How often have you been using STAGE services after the COVID-19 outbreak?</b>			<b>Q15. Will you use STAGE more frequently when the COVID-19 vaccine is widely available?</b>		
I don't use STAGE services anymore	25.7%	9	Yes	44.7%	34
Less than once per month	42.9%	15	No	55.3%	42
1 to 4 times per month	17.1%	6	Total	100.0%	76
5 to 10 times per month	5.7%	2			
More than 10 times per month	8.6%	3			
Total	100.0%	35			

Source: Siskiyou County SRTP Online Community Survey, 2021

## STAGE Ridership Patterns

When asked what STAGE services respondents currently use, or have used in the past, Figure 14 demonstrates that most riders are traveling along I-5 northbound in the morning and southbound in the afternoon, 16.7 percent, respectively. This indicates the general commute pattern is that residents live in the Mt. Shasta area and work in the Yreka area. Midday southbound and northbound I-5 services are also popular services with 13.9 percent and 13 percent of respondents indicating use, respectively. Happy Camp and Lake Shastina services were the routes with the lowest rate of use (3.7 percent for each service).



## STAGE Characteristics

Respondents were asked to rank STAGE characteristics on a scale of 1 (poor) to 5 (excellent), as shown in Table 22. A majority of those participating in the survey ranked overall services to be 3 or higher, with 13.3 percent indicating overall service was 1 or poor. More specifically:

- Respondents feel safe using STAGE. *System Safety* was ranked highly with 46.7 percent indicating 4, and 36.7 percent indicating 5.
- About 45.2 percent of respondents indicated that STAGE has above average “on-time performance.”

- Approximately 38.7 percent of those taking the survey ranked “service frequency” as poor.
- The second lowest ranking characteristic was “areas served” (25.8 percent).
- “Driver courtesy” was the highest-ranking characteristic with 64.5 percent indicating excellent.
- The number and condition of “STAGE bus stops and shelters” ranked average with 46.7 percent of respondents indicating 3.
- Regarding COVID-19 safety, 93.3 percent of respondents indicated that conditions were between average and excellent.

**Table 22: Q12 - Rank the Following STAGE Characteristics**

	1 (Poor)	2	3	4	5 (Excellent)
System Safety	6.7%	3.3%	6.7%	46.7%	36.7%
On-time Performance	3.2%	9.7%	22.6%	45.2%	19.4%
Service Frequency	38.7%	12.9%	22.6%	16.1%	9.7%
Driver Courtesy	0.0%	3.2%	0.0%	32.3%	64.5%
Travel Time	3.2%	0.0%	12.9%	51.6%	32.3%
Areas Served	25.8%	12.9%	16.1%	35.5%	9.7%
Bus Cleanliness	0.0%	0.0%	6.7%	46.7%	46.7%
Telephone Services	10.0%	3.3%	20.0%	60.0%	6.7%
Printed Materials	16.1%	9.7%	19.4%	48.4%	6.5%
Website	10.7%	14.3%	21.4%	39.3%	14.3%
Bus Stops and Shelters	13.3%	6.7%	46.7%	20.0%	13.3%
COVID Safety Measures	3.3%	3.3%	30.0%	33.3%	30.0%
Overall Services	13.3%	0.0%	26.7%	30.0%	30.0%

*Source: Siskiyou County SRTP Online Community Survey, 2021*

### Boarding and Alighting Patterns

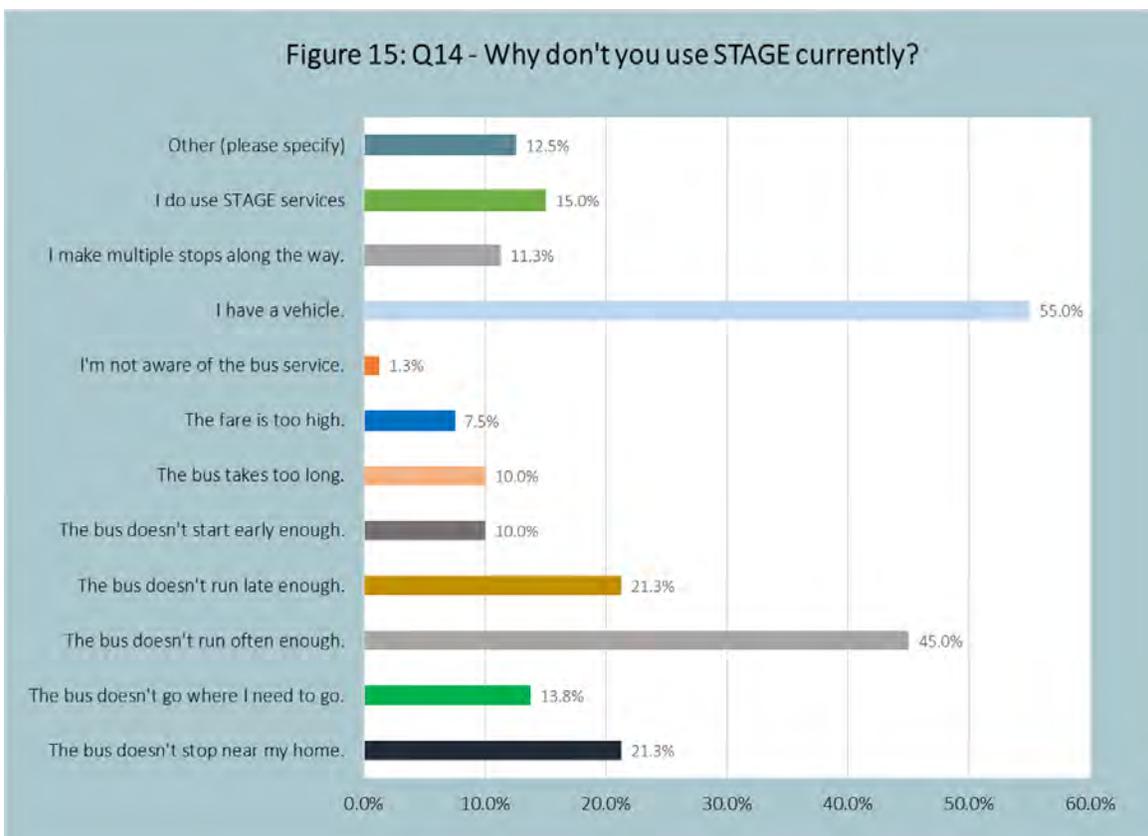
Survey participants were asked where they usually get on and off the bus for several types of trips. These trip types included home, work, school, medical appointments, shopping, recreation, and personal errands. The following includes a summary of boarding and alighting patterns by type of trip:

- Home: Dunsmuir (City Hall), McCloud, Yreka (Red Barn and Walmart), Ray’s Market (Weed), and Mercy Medical.
- Work: Weed (City Hall), McCloud, and Dunsmuir.

- School: Weed and Mt Shasta (Berryville).
- Medical: Mercy Hospital, Yreka (Walmart and Transit Station), and Fairchild Hospital.
- Shopping: Berryvale (Mt Shasta), Yreka (Raley’s Shopping Center and Walmart), and Weed (City Hall).
- Recreation/Social Outings: Berryvale (Mt Shasta), Weed (Rays Food Place), and Manfredi’s.
- Personal Errands: Mt Shasta, Dunsmuir (City Hall), McCloud, Berryvale, Yreka (Walmart).

### Respondents Who Do Not Use STAGE Services

Figure 15 indicates some of the reasons why some respondents do not currently use STAGE. As illustrated, more than half (55 percent) of respondents have their own vehicle for use. The second highest reason was that STAGE does not run frequently enough (45 percent). Other common reasons included lack of accessible bus stops near their home or that STAGE does not run late enough, both at 21.3 percent, respectively.



Of those surveyed, only 1.3 percent answered that they were not aware of STAGE services, which shows a general positive outlook on marketing. Lastly, those that answered “other” stated the following reasons as to why they do not currently use STAGE:

- I have too many destinations in a trip (lacks convenience).
- I ride my bicycle instead.
- No clear understanding of the schedule and fare.
- COVID-19

### General Trip Origins and Destinations

Respondents were asked to indicate where they travel for work, doctor or medical appointments, recreation or social outings, school, grocery shopping, and banking. As shown in Table 23, Mount Shasta, Weed, and Yreka were the most popular Siskiyou County destinations over all six types of destinations. This was followed by Dunsmuir and Redding. When looking closer at each type of trip, the following findings can be determined:

- Work – Over half of those taking the survey work in either Mount Shasta or Yreka. “Other” answers included Fort Jones, Happy Camp, Hilo, and “Siskiyou County.”
- Doctor/Medical – While 55 percent make trips to Mount Shasta and Yreka for doctors’ visits, 13.5 percent of those taking the survey commute to the communities of Ashland, Medford, and Klamath Falls Oregon to receive care.
- School – Trips to school were concentrated in the Mount Shasta, Weed, and Yreka communities. “Other” answers included those that are taking classes online.
- Recreation/Social – These answers were the most spread out throughout the county with 23 percent making social trips to Mount Shasta, followed by Dunsmuir (12.2 percent), Yreka (12.2 percent), Weed (9.5 percent), and McCloud (6.8 percent). Another 6.8 percent travel to Redding while another 8.2 percent travel outside of the county to socialize in the communities of Ashland and Medford, Oregon.
- Grocery Shopping – Yreka is the most popular shopping destination at 37.5 percent, followed by Weed (18.3 percent), and Mount Shasta (17.3 percent).
- Banking – Mount Shasta and Yreka have the most trips for banking at 32.8 percent and 31.3 percent, respectively. Dunsmuir generates about 14.1 percent of total surveyed trips. Those who answered “other” included Happy Camp and online banking.

Table 23: Where do you travel to?

Location	Work		Doctor / Medical		School		Recreation / Social		Grocery Shopping		Banking		All Destination Types		
	#	%	#	%	#	%	#	%	#	%	#	%	#	%	
California	Dunsmuir	5	10.2%	4	4.5%	0	0.0%	9	12.2%	5	4.8%	9	14.1%	32	8.2%
	McCloud	4	8.2%	3	3.4%	0	0.0%	5	6.8%	1	1.0%	0	0.0%	13	3.3%
	Mount Shasta	11	22.4%	30	33.7%	4	36.4%	17	23.0%	18	17.3%	21	32.8%	101	25.8%
	Yreka	16	32.7%	19	21.3%	1	9.1%	9	12.2%	39	37.5%	20	31.3%	104	26.6%
	Weed	5	10.2%	1	1.1%	4	36.4%	7	9.5%	19	18.3%	4	6.3%	40	10.2%
	Redding	3	6.1%	11	12.4%	0	0.0%	5	6.8%	12	11.5%	4	6.3%	35	9.0%
	Lake Shastina	0	0.0%	2	2.2%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	2	0.5%
	Etna	0	0.0%	0	0.0%	0	0.0%	4	5.4%	0	0.0%	1	1.6%	5	1.3%
	Montague	0	0	2	2.2%	0	0.0%	2	2.7%	0	0.0%	0	0.0%	4	1.0%
Oregon	Ashland	0	0.0%	4	4.5%	0	0.0%	3	4.1%	0	0.0%	0	0.0%	7	1.8%
	Medford	0	0.0%	7	7.9%	0	0.0%	3	4.1%	7	6.7%	0	0.0%	17	4.3%
	Klamath Falls	0	0.0%	1	1.1%	0	0.0%	0	0.0%	1	1.0%	0	0.0%	2	0.5%
Other	5	10.2%	5	5.6%	2	18.2%	10	13.5%	2	1.9%	5	7.8%	29	7.4%	
<b>Total</b>	<b>49</b>	<b>100.0%</b>	<b>89</b>	<b>100%</b>	<b>11</b>	<b>100%</b>	<b>74</b>	<b>100%</b>	<b>104</b>	<b>100%</b>	<b>64</b>	<b>100%</b>	<b>391</b>	<b>100%</b>	

Source: Siskiyou County SRTP Online Community Survey, 2021

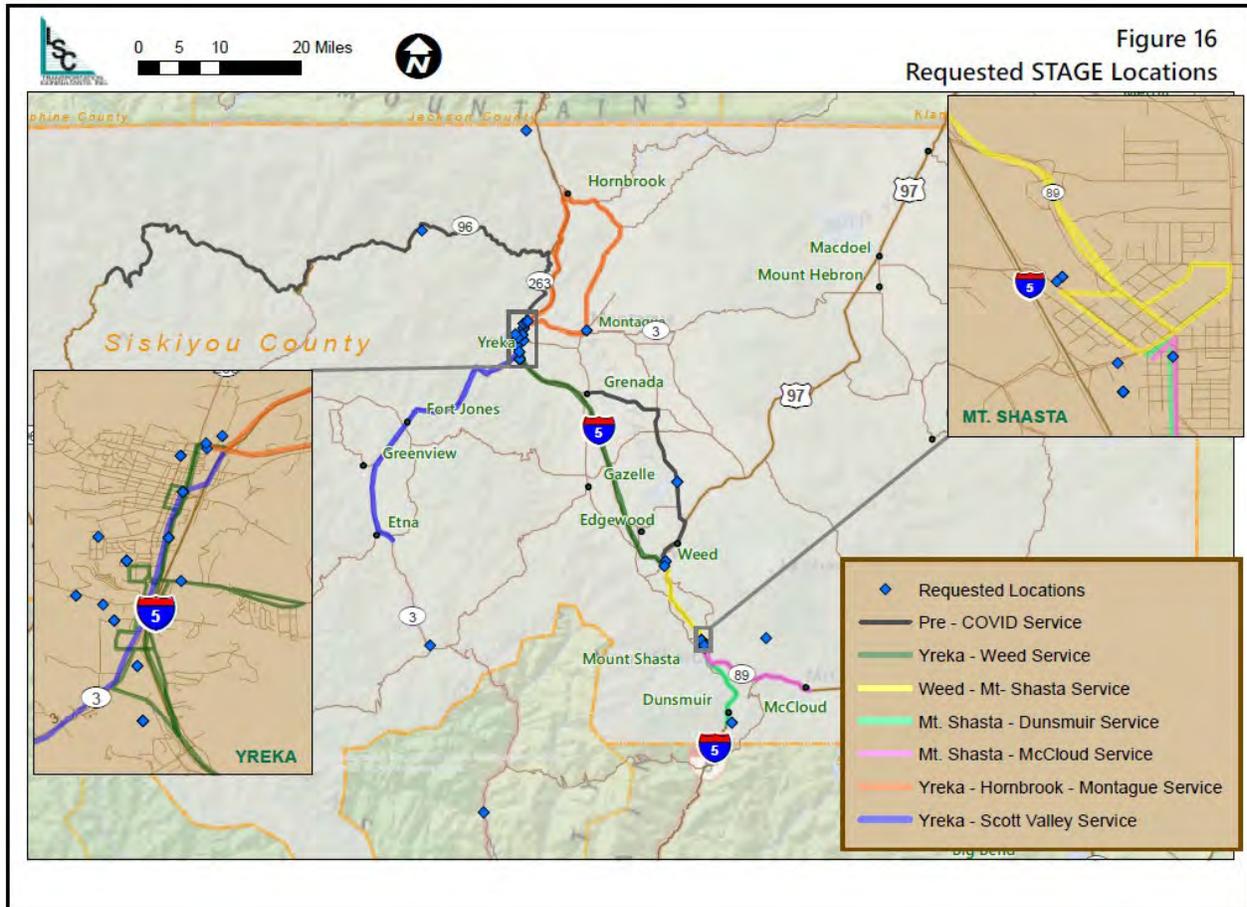
### Requested STAGE Destinations

As a final activity to our survey, respondents were asked to indicate where they would like to see additional STAGE service. As shown in Figure 16, many requested destinations were located in Yreka including Greenhorn Park, Yreka Creek Greenway Museum, and the Yreka Community Gardens. Mt. Shasta also had a considerable number of requests for stops that included Mt. Shasta Ski Park and the Mt. Shasta Black Bear Diner/Ray’s shopping center. Many requests for service were already along existing routes such as College of the Siskiyous, Mercy Hospital, and Fairchild Hospital. This suggests that either respondents are not aware of service areas or would like to see certain stops more frequently served.

### CONCLUSIONS

The following summarizes the overall findings from the community survey.

- Less than half of survey respondents who have used STAGE services in the past two years do not have a vehicle available to them and are therefore transit dependent.
- Service frequency scored the lowest among survey respondents in terms of STAGE operating characteristics. Additionally, 45 percent of non-riders indicated that they do not ride STAGE because it does not run frequently enough.
- Respondents indicated that STAGE operates a clean and friendly bus service. Most passengers also feel safe on the bus.
- The primary commute pattern is for Mt. Shasta residents to travel north on I-5 to Yreka for work.



- A fair number of respondents need to travel out of the county to either Redding or destinations in Oregon for medical purposes.
- Although most respondents grocery shop within the Siskiyou County communities of Yreka, Weed and Mt. Shasta, Redding is the primary “out of county” shopping destination.
- COVID has impacted transit ridership usage for respondents who have used the service. Additionally, just over half of respondents indicated that a widely available vaccine would not encourage them to ride STAGE more frequently. This indicates that it will be difficult to achieve prior high levels of ridership.

The following presents a list of options for STAGE transit services that are designed to increase mobility for Siskiyou County residents and/or make STAGE services more efficient. Potential ridership and operating costs are estimated for each service alternative in Table 24. Costs are based on the projected STAGE FY 2022 – 23 operating budget and represent marginal costs. This means that fixed costs such as utilities and accounting are not included at this point in the analysis, as increasing/decreasing STAGE service by x number of vehicle hours does not increase/decrease fixed costs. Although STAGE is not charging a fare in FY 2021 – 22, fare revenue is estimated as part of this analysis (based on historic fares per passenger-trip), as this is a five-year plan.

#### **FY 2022 – 23 BASE CASE (STATUS QUO)**

The first step in this analysis is to project costs for STAGE services in FY 2022 – 23 at service levels they are currently operated (status quo) as a basis of comparison for potential changes to the service. FY 2022 – 23 estimated operating cost per mile and hour were applied to service levels currently operated to determine marginal operating costs. This is shown at the top of Table 24 as “FY 2022 – 23 Base Case.” Ridership and fare revenue estimates represent FY 2019 – 20 figures.

#### **ALTERNATIVES THAT WOULD REPLACE EXISTING SERVICE (BASE CASE)**

Staff and stakeholder comments indicated a powerful desire to restructure the routes so that there is a shorter travel time along the I-5 corridor between Mt. Shasta and Yreka. This will make the service more attractive, particularly to commuters. Therefore, this alternative reviews Express Service between Mt. Shasta and Yreka combined with local service along the I-5 Corridor.

#### I-5 Corridor Express Service between Mt. Shasta and Yreka—2 AM and 2 PM Peak Hour Round Trips

The current schedule does not allow commuters living in Mt. Shasta to arrive in Yreka for an 8 AM working shift, although passengers could get as far as Weed during that time frame. Additionally, Routes 1, 2, and 3 travel along old Highway 99 to serve the communities of Gazelle and Grenada instead of using I-5, which would be faster. Therefore, the objective of the Express Service option is to connect the major population centers of Yreka and Mt. Shasta with faster service and more frequent service.

A potential schedule for the Express Route is presented Table 25. Figure 17 graphically presents the route. Census data indicates that 158 Mt. Shasta residents commute north to Weed or Yreka while 206 Yreka residents commute south in the morning to Weed or Mt. Shasta. Therefore, this schedule proposes Express runs that arrive in both Mt. Shasta and Yreka by 8:00 AM. This will require the use of two buses.

**TABLE 24: Service Alternatives**

FY 2022-23

Alternatives Options/Details	Annual			Ridership Impact (One-Way Trips)		Annual		
	Operating Days	Vehicle Service... Miles	Hours	Operating Cost <sup>(1)</sup>	Daily	Annual	Farebox Revenue	Subsidy Required
<b>FY 2022-23 Base Case</b>	249	282,110	9,958	\$1,472,230	170	42,310	\$119,128	\$1,353,102
<b>I-5 Corridor Express/Local Service between Mt. Shasta and Yreka</b>								
Express Service 2 AM and 2 PM Peak Hour Round Trips	249	82,668	1,992	\$327,400	55	13,775	\$43,390	\$284,010
Local Service (4 Round Trips)	249	87,847	2,988	\$445,760	58	14,370	\$45,266	\$400,490
<i>Subtotal I-5 Corridor</i>	249	170,515	4,980	\$773,160	113	28,140	\$88,656	\$684,500
<b>Dunsmuir - Mt. Shasta - McCloud</b>	249	58,864	2,366	\$339,500	42	10,550	\$33,233	\$306,270
<b>Etna - Montague - Hornbrook</b>	249	75,646	2,241	\$346,560	41	10,210	\$26,342	\$320,220
<b>Total of Existing Corridor Service (Alternatives)<sup>(2)</sup></b>	249	305,025	9,587	\$1,459,220	196	48,900	\$148,230	\$1,310,990
<b>Net Change from Base Case</b>		<b>22,915</b>	<b>-\$372</b>	<b>-\$13,010</b>	<b>26</b>	<b>6,590</b>	<b>\$29,102</b>	<b>-\$42,112</b>
<b>Alternatives which Increase Service Levels Beyond Base Case</b>								
<b>Checkpoint Service in Yreka</b>	249	35,856	2,988	\$380,550	65	16,260	\$27,642	\$352,910
<b>Out-of-County Transportation to Redding</b>	52	10,816	477	\$67,100	12	630	\$5,670	\$61,430
<b>Out-of-County Transportation to Medford</b>	52	11,232	312	\$49,130	12	620	\$5,580	\$43,550
<b>Reinstate Service to Happy Camp (1x week)</b>	52	7,332	208	\$32,560	12	610	\$3,660	\$28,900

Note 1: Operating cost estimates represent marginal costs. Does not include fixed costs.

Note 2: This eliminates service to Gazelle and Lake Shastina

**Table 25: I-5 Corridor Express Route Example Schedule**

Bus Stop	Bus 1 AM	Bus 2 AM	Bus 1 PM	Bus 2 PM
Yreka Transit Center	5:55 AM	7:00 AM	4:10 PM	5:10 PM
Behind Courthouse	6:00 AM	7:05 AM	4:15 PM	5:15 PM
J&D Diner/Grocery Outlet	6:05 AM	7:10 AM	4:20 PM	5:20 PM
Weed Ray's	6:32 AM	7:37 AM	4:47 PM	5:47 PM
College of the Siskiyou	6:36 AM	7:41 AM	4:51 PM	5:51 PM
Mt. Shasta Downtown	6:51 AM	7:56 AM	5:06 PM	6:06 PM
Mt. Shasta Ray's	6:54 AM	7:59 AM	5:09 PM	6:09 PM
College of the Siskiyou (Weed)	7:09 AM	8:14 AM	5:24 PM	6:24 PM
Weed Ray's	7:14 AM	8:19 AM	5:29 PM	6:29 PM
J&D Diner/Grocery Outlet	7:41 AM	8:46 AM	5:56 PM	6:56 PM
Behind Courthouse	7:46 AM	8:51 AM	6:01 PM	7:01 PM
Yreka Transit Center	7:51 AM	8:56 AM	6:06 PM	7:06 PM

The Express Route could begin at the Transit Center in Yreka, stop near the County offices, travel north along South Oregon Street and Main Street to the Grocery Outlet then turn onto I-5 and stay on the interstate until Weed. Two stops would be served in Weed (Ray’s Food Place and College of the Siskiyou) before getting back on I-5 to travel to Mt. Shasta. The bus would exit I-5 at Mt Shasta Blvd and travel to downtown. The bus could serve a new stop on Castle/Maple St. before turning right on to Lake Street to go to the Ray’s Food Place to complete the southbound trip. In the northbound direction the Express Route would get back on to I-5 at Lake Street then reverse the route to Weed and Yreka. As this would be considered commuter bus service, complementary ADA paratransit service would not be required.

One round trip will take approximately two hours. Travel time between major destinations will be reduced by anywhere from 10 to 30 minutes (depending on destination and time of day travelling). Operating two round trips in the morning and two round trips in the evening will cost roughly \$327,400 annually. Ridership was based on pre-pandemic (FY 2018 – 19) average ridership per run for the I-5 Yreka to Mt. Shasta corridor without serving Grenada and Gazelle (4.8 passenger-trips per one-way run). This figure was increased to 6.9 passengers per one-way run (based on an elasticity analysis) to account for a more consistent schedule and faster travel times.<sup>1</sup> This equates to annual ridership of around 13,775 one-way trips. With an average fare of \$3.15 (based on FY 2018 – 19 fare revenue), this service would produce around \$43,390 in fare revenue; thereby requiring an operating subsidy of \$284,010.

<sup>1</sup> Elasticity is the measurement of the percentage change of one economic variable in response to a change in another.

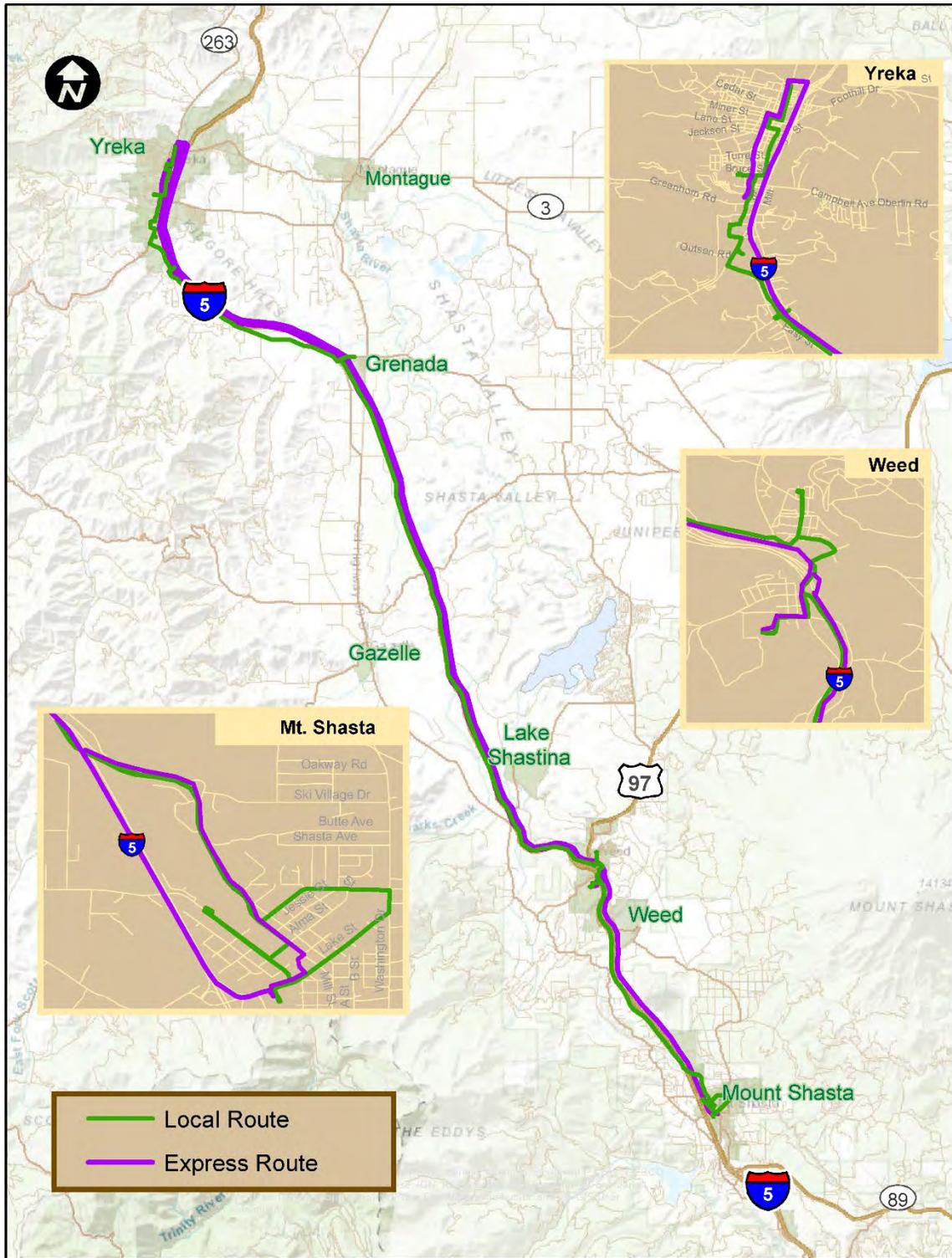


0 1.5 3 6 Miles



Figure 17

I-5 Corridor Express and Local Routes



### Local Service between Mt. Shasta and Yreka (4 Round Trips)

To complement the Express service, “Local” service could be operated during the mid-day hours between Mt. Shasta and Yreka with stops in Grenada and Weed. The Local route would follow the general path of the existing routes as they travel between Yreka and Weed along old Highway 99 and I-5. Currently the existing STAGE routes serve both the communities of Grenada and Gazelle in this corridor. Grenada has an average daily ridership of 2.1 passengers, but Gazelle’s average daily ridership is only 0.3 passengers per day. If Gazelle is eliminated from the route, the bus could travel on I-5 between Grenada and Weed saving up to \$19,000 in operating costs annually. Even with an increase in the number of round trips to Gazelle under this alternative, average daily ridership generated from Gazelle would be less than one-passenger trip per day. Therefore, it is recommended that the I-5 Local Service no longer serve Gazelle.

A proposed Local Route map and schedule are displayed in Figure 17 and Table 26. Under this alternative not all stops currently served by Routes 1, 2 and 3 in Yreka would be served (as this alternative is designed to be combined with the Yreka Checkpoint Service discussed below.) The Local Route would serve several stops in Weed including Ray’s, Boyles Creek apartments, and College of the Siskiyous. The bus would also make a small loop in Mt. Shasta. This loop would serve some residential neighborhoods in the northeast part of town, downtown near Lake Street and Mt. Shasta Blvd, Raley’s, and the hospital. It would require a new bus stop on Lake Street to serve downtown. The Local Route would take three hours to complete one round trip. Four round trips are indicated between 8:00 AM and 5:00 PM, allowing for service every two hours. The Local Route will also require two buses to operate but could be scheduled such that this route uses the same buses as the Express Route.

Using FY 2018 – 19 ridership per run data adjusted for the fact there would be a more consistent schedule and more runs in the I-5 corridor (when combined with the Express Route), it is estimated that the local service would carry around 14,370 one-way passenger-trips annually. The Local Service would cost on the order of \$445,760 to operate annually. Assuming an average fare of \$3.15, the annual operating subsidy would be \$400,490.

Combined Local and Express Service would cost \$684,500 in annual operating subsidy and carry 28,140 trips annually or an average of 102 passenger-trips per service day.

### Shasta – Dunsmuir – McCloud

A third bus would be used to operate service between Mt. Shasta, Dunsmuir, and McCloud (Figure 18 and Table 27). To be fiscally constrained, the same level of service as is currently provided to this corridor should operate: six round trips per day between Mt. Shasta and Dunsmuir and three round trips per day between Dunsmuir and McCloud. Both one round trip between Mt. Shasta and Mc Cloud and one round trip between Mt. Shasta and Dunsmuir take roughly one hour to operate. Similar to the current schedule,

**Table 26: Local I-5 Corridor Service Example Schedule**

		Bus 1 AM	Bus 2 AM	Bus 1 PM	Bus 2 PM	
<b>Local Service between Yreka and Mt. Shasta on 99 Southbound</b>						
<b>Yreka</b>	J&D Diner/Grocery Outlet	8:00 AM	10:00 AM	12:00 PM	2:00 PM	
	Carquest/Yreka Motel	8:01 AM	10:01 AM	12:01 PM	2:01 PM	
	Behind Courthouse	8:03 AM	10:03 AM	12:03 PM	2:03 PM	
	Main St./Across from Museum	8:05 AM	10:05 AM	12:05 PM	2:05 PM	
	Yreka Child Support	8:06 AM	10:06 AM	12:06 PM	2:06 PM	
	Fairchild Hospital	8:08 AM	10:08 AM	12:08 PM	2:08 PM	
	Yreka Transit Center	8:08 AM	10:08 AM	12:08 PM	2:08 PM	
	Norcal/Social Security	8:09 AM	10:09 AM	12:09 PM	2:09 PM	
	C.O.S./Behavioral Health	8:10 AM	10:10 AM	12:10 PM	2:10 PM	
	Black Bear Diner	8:12 AM	10:12 AM	12:12 PM	2:12 PM	
Raley's Shopping Center	8:14 AM	10:14 AM	12:14 PM	2:14 PM		
Fairlane Rd	8:18 AM	10:18 AM	12:18 PM	2:18 PM		
<b>99</b>	Cove Mobile	8:22 AM	10:22 AM	12:22 PM	2:22 PM	
	Grenada Gardens	8:27 AM	10:27 AM	12:27 PM	2:27 PM	
<b>Weed</b>	Ray's in Weed	8:47 AM	10:47 AM	12:47 PM	2:47 PM	
	Weed City Hall	8:51 AM	10:51 AM	12:51 PM	2:51 PM	
	Boles Creek Apt	8:53 AM	10:53 AM	12:53 PM	2:53 PM	
	Dollar General	8:54 AM	10:54 AM	12:54 PM	2:54 PM	
	College of the Siskiyous	8:59 AM	10:59 AM	12:59 PM	2:59 PM	
	Between Greyhound and Comfort Inr	9:04 AM	11:04 AM	1:04 PM	3:04 PM	
<b>Mt. Shasta</b>	Mt. Shasta Vet Clinic	9:11 AM	11:11 AM	1:11 PM	3:11 PM	
	Cold Creek Inn	9:12 AM	11:12 AM	1:12 PM	3:12 PM	
	Ivy Street/Community Blg	9:13 AM	11:13 AM	1:13 PM	3:13 PM	
	Alma Rockfellow	9:14 AM	11:14 AM	1:14 PM	3:14 PM	
	Rockfellow/Everitt Memorial	9:15 AM	11:15 AM	1:15 PM	3:15 PM	
	New stop on Lake Street	9:16 AM	11:16 AM	1:16 PM	3:16 PM	
	Ray's Shopping Center	9:18 AM	11:18 AM	1:18 PM	3:18 PM	
	<b>Local Service between Mt. Shasta and Yreka on 99 Northbound</b>					
<b>Mt. Shasta</b>	Ray's Shopping Center	9:28 AM	11:28 AM	1:28 PM	3:28 PM	
	Dr. Centro/Dignity Health	9:30 AM	11:30 AM	1:30 PM	3:30 PM	
	Mercy Hospital	9:31 AM	11:31 AM	1:31 PM	3:31 PM	
	Alma Street (USFS)	9:32 AM	11:32 AM	1:32 PM	3:32 PM	
	Cold Creek Inn	9:33 AM	11:33 AM	1:33 PM	3:33 PM	
	Mt. Shasta Vet Clinic	9:34 AM	11:34 AM	1:34 PM	3:34 PM	
	<b>Weed</b>	Between Greyhound and Comfort Inr	9:41 AM	11:41 AM	1:41 PM	3:41 PM
		College of the Siskiyous	9:46 AM	11:46 AM	1:46 PM	3:46 PM
		Dollar General	9:51 AM	11:51 AM	1:51 PM	3:51 PM
		Boles Creek Apt	9:52 AM	11:52 AM	1:52 PM	3:52 PM
Ray's in Weed		9:54 AM	11:54 AM	1:54 PM	3:54 PM	
<b>99</b>	Gazelle Post Office	10:07 AM	12:07 PM	2:07 PM	4:07 PM	
	Grenada Gardens	10:19 AM	12:19 PM	2:19 PM	4:19 PM	
	Cove Mobile	10:24 AM	12:24 PM	2:24 PM	4:24 PM	
<b>Yreka</b>	Fairlane Rd	10:28 AM	12:28 PM	2:28 PM	4:28 PM	
	Raley's Shopping Center	10:32 AM	12:32 PM	2:32 PM	4:32 PM	
	Black Bear Diner	10:34 AM	12:34 PM	2:34 PM	4:34 PM	
	C.O.S./Behavioral Health	10:36 AM	12:36 PM	2:36 PM	4:36 PM	
	Norcal/Social Security	10:37 AM	12:37 PM	2:37 PM	4:37 PM	
	Yreka Transit Center	10:38 AM	12:38 PM	2:38 PM	4:38 PM	
	Fairchild Hospital	10:41 AM	12:41 PM	2:41 PM	4:41 PM	
	Yreka Child Support	10:43 AM	12:43 PM	2:43 PM	4:43 PM	
	Main St./Across from Museum	10:44 AM	12:44 PM	2:44 PM	4:44 PM	
	Behind Courthouse	10:46 AM	12:46 PM	2:46 PM	4:46 PM	
Carquest/Yreka Motel	10:48 AM	12:48 PM	2:48 PM	4:48 PM		
J&D Diner/Grocery Outlet	10:49 AM	12:49 PM	2:49 PM	4:49 PM		



**Table 27: Mt. Shasta/Dunsmuir/McCloud Example Schedule**

<b>North Bound Dunsmuir to Mt. Shasta</b>		Bus 3	Bus 3	Bus 3	Bus 3	Bus 3	Bus 3
Dunsmuir	Crag View Dr	7:25 AM	9:33 AM	10:34 AM	12:42 PM	2:43 PM	3:44 PM
	Manfredi's	7:27 AM	9:35 AM	10:36 AM	12:44 PM	2:45 PM	3:46 PM
	S. Dunsmuir/Bransetter	7:29 AM	9:37 AM	10:38 AM	12:46 PM	2:47 PM	3:48 PM
	US Bank	7:30 AM	9:38 AM	10:39 AM	12:47 PM	2:48 PM	3:49 PM
	Park @ top of the hill	7:31 AM	9:39 AM	10:40 AM	12:48 PM	2:49 PM	3:50 PM
	Dunsmuir Inn and Suites	7:31 AM	9:39 AM	10:40 AM	12:48 PM	2:49 PM	3:50 PM
	Corner of Wells and N Dunsmuir	7:35 AM	9:43 AM	10:44 AM	12:52 PM	2:53 PM	3:54 PM
	Acorn Inn/Cedar Lodge	7:37 AM	9:45 AM	10:46 AM	12:54 PM	2:55 PM	3:56 PM
Mt. Shasta	Golden Eagle Charter School	7:47 AM	9:55 AM	10:56 AM	1:04 PM	3:05 PM	4:06 PM
	Mt Shasta Fitness Club						
	Evergreen						
	Alpine Lodge						
	Shata Base Camp/ Berryvale	7:53 AM	10:01 AM	11:02 AM	1:10 PM	3:11 PM	4:12 PM
	Ray's Shopping Center	7:55 AM	10:03 AM	11:04 AM	1:12 PM	3:13 PM	4:14 PM
	<b>Mt. Shasta Loop</b>				<b>Lunch</b>		
	Ray's Shopping Center				2:12 PM		
	Mercy Hospital	8:00 AM	10:08 AM	11:09 AM	2:17 PM	3:18 PM	4:19 PM
	Alma Street (USFS)	8:02 AM	10:10 AM	11:11 AM	2:19 PM	3:20 PM	4:21 PM
	Ivy Street/Community Blg	8:04 AM	10:12 AM	11:13 AM	2:21 PM	3:22 PM	4:23 PM
	Alma Rockfellow						
	Rockfellow/Everitt Memorial						
	Lake Street	8:07 AM	10:15 AM	11:16 AM	2:24 PM	3:25 PM	4:26 PM
Berryvale	8:08 AM	10:16 AM	11:17 AM	2:25 PM	3:26 PM	4:27 PM	
Lai Lai's							
Big Red Barn	8:09 AM	10:17 AM	11:18 AM	2:26 PM	3:27 PM	4:28 PM	
McCloud	<b>McCloud</b>						
	Reginato's	8:29 AM		11:38 AM			4:48 PM
	USFS Complex						
	Corner of Shasta/Columbro	8:31 AM		11:40 AM			4:50 PM
	Across from PO	8:33 AM		11:42 AM			4:52 PM
McCloud Community Svs	8:35 AM		11:44 AM			4:54 PM	
Mt. Shasta	<b>Mt. Shasta Loop</b>						
	Mt Shasta Fitness Club	8:55 AM		12:04 PM			5:14 PM
	Evergreen						
	Alpine Lodge						
	Shata Base Camp/ Berryvale	9:00 AM		12:09 PM			5:19 PM
	Ray's Shopping Center	9:03 AM		12:12 PM			5:22 PM
	Ray's Shopping Center	9:08 AM		12:17 PM			5:27 PM
Berryvale							
Lai Lai's							
Big Red Barn	9:13 AM		12:22 PM			5:32 PM	
Dunsmuir	<b>Southbound Mt. Shasta to Dunsmuir</b>						
	Cedar Lodge	9:23 AM	10:24 AM	12:32 PM	2:33 PM	3:34 PM	5:42 PM
	Scarlet Way/N Dunsmuir	9:23 AM	10:24 AM	12:32 PM	2:33 PM	3:34 PM	5:42 PM
	City Park near Rail Car	9:25 AM	10:26 AM	12:34 PM	2:35 PM	3:36 PM	5:44 PM
	All Aboard Expresso	9:25 AM	10:26 AM	12:34 PM	2:35 PM	3:36 PM	5:44 PM
	Across from Park @ Top of the Hill	9:27 AM	10:28 AM	12:36 PM	2:37 PM	3:38 PM	5:46 PM
	Parking Lot before City Hall	9:27 AM	10:28 AM	12:36 PM	2:37 PM	3:38 PM	5:46 PM
	S. Dunsmuir/Bransetter	9:28 AM	10:29 AM	12:37 PM	2:38 PM	3:39 PM	5:47 PM
	Manfredis	9:28 AM	10:29 AM	12:37 PM	2:38 PM	3:39 PM	5:47 PM
	Crag View Dr	9:32 AM	10:33 AM	12:41 PM	2:42 PM	3:43 PM	5:51 PM

the bus would deadhead from Yreka to Dunsmuir in the morning with a first scheduled stop time around 7:25 AM at the south end of Dunsmuir. This would allow Dunsmuir residents to arrive at Ray's in Mt. Shasta just before 8:00 AM in time for work or to catch the I-5 Corridor Express bus to Yreka. After a small loop in Mt. Shasta, the bus would then make the morning run to McCloud picking up passengers in McCloud around 8:30 AM and arrival in Mt Shasta around 9:00 AM. The bus would make two round trips between Mt. Shasta and Dunsmuir before the mid-day McCloud round trip. The schedule could be designed so that McCloud residents would have either a 2-hour or 4-hour layover in Mt. Shasta. In the evening, the last southbound departure to Dunsmuir would leave a little after 5 PM and require only a short layover from those transferring from the Southbound I-5 corridor Express Route.

This service would cost on the order of \$339,500 to operate annually. Ridership estimates were based on average daily ridership per one-way trip from pre-Covid times (FY 2018 – 19) adjusted for the following factors: 1) more consistent schedule with local loop options in Mt. Shasta (increases ridership) 2) timed connections to the Express Route (increases ridership) and 3) service only offered until 6 PM instead of 9 PM (decreases ridership). It is expected that this service would carry around 42 one-way passenger trips each service day or 10,550 annually.

### Etna – Yreka – Hornbrook – Montague

Similar to current services, a separate route would be operated along the Highway 3 corridor between Etna and Yreka (Table 28 and Figure 19). The same bus would provide loops to Hornbrook and Montague. Four round trips between Etna and Yreka would be provided along with three round trips between Montague and Yreka and two round trips between Hornbrook and Yreka. Using a vehicle based in Etna, the morning run would start at the City Yard in Etna around 6:45 AM and arrive at the Raley's in Yreka around 7:22 AM. After travelling north through Yreka to the Grocery Outlet, the bus would travel north on I-5 to Hornbrook, then travel south to Montague along Montague Ager Road. After serving a few stops in Montague, the bus would return to the Grocery Outlet in Yreka and then serve local Yreka stops before returning to Etna on Highway 3. One round trip would take around 2.5 hours to operate. The bus would then make a second trip between Etna and Yreka with no loop to Montague and Hornbrook. A third roundtrip between Etna and Yreka would serve Montague and Hornbrook on a schedule, which would allow for a five-hour layover in Yreka for Montague/Hornbrook residents. At this point, the Etna based bus would return to Etna and go out of service. A fourth round-trip would begin in Yreka with a different bus around 4:00 PM, serve Montague (not Hornbrook), return to Yreka then travel on Highway 3 to Etna and back.

This service would cost on the order of \$346,560 to operate annually. FY 2018 – 19 ridership data would suggest that this service will carry around 41 one-way passenger-trips daily or 10,210 annually.

### Total Existing Corridor Alternatives

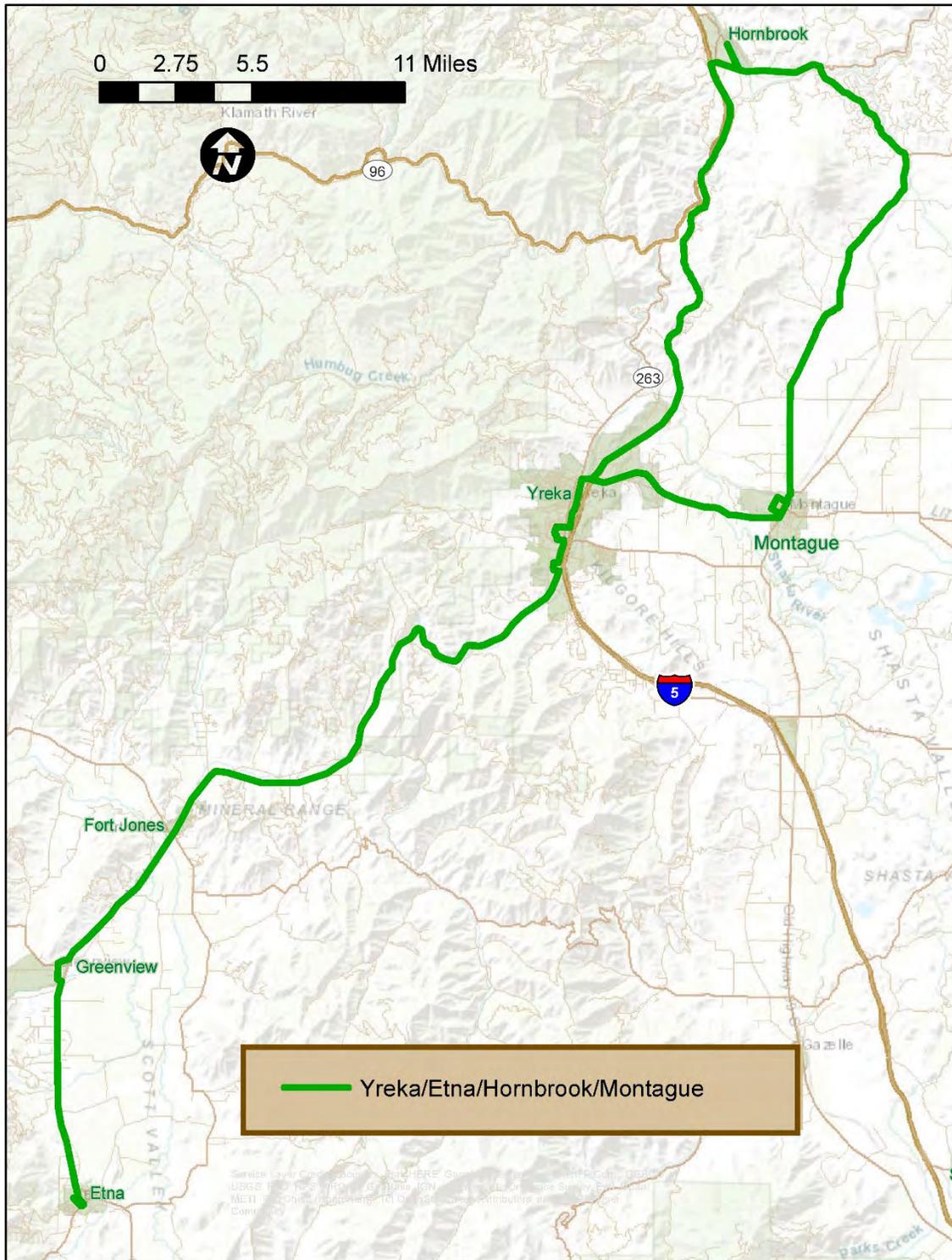
Combined, the alternatives discussed above (I-5 Corridor Express Route, I-5 Corridor Local Route, Mt Shasta – Dunsmuir – McCloud Route and Etna – Yreka – Hornbrook – Montague Route) represent transit service that closely compares to the service levels and service area of existing STAGE service and are

**Table 28: Yreka/Etna/Hornbrook/Montague Example Schedule**

		Bus 4 (Based in Etna)			Bus 5 (Based in Yreka)	
Etna	<b>Etna to Yreka</b>					
	City Yard/Howell	6:43 AM	9:23 AM	12:09 PM	--	5:11 PM
	Etna across from Ray's	6:45 AM	9:25 AM	12:11 PM	--	5:13 PM
	Etna Motel				--	
	Greenview PO	6:55 AM	9:35 AM	12:21 PM	--	5:23 PM
	Fort Jones PO	7:04 AM	9:44 AM	12:30 PM	--	5:32 PM
Yreka	Raley's Yreka	7:22 AM	10:02 AM	12:48 PM		5:50 PM
	Black Bear Diner	7:24 AM	10:04 AM	12:50 PM	--	Drop as needed
	C.O.S/Behavioral Health	7:26 AM	10:06 AM	12:52 PM	--	
	Norcal/Social Security	7:27 AM	10:07 AM	12:53 PM	--	
	Yreka Transit Center	7:28 AM	10:08 AM	12:54 PM	--	
	Fairchild Hospital	7:31 AM	10:11 AM	12:57 PM	--	
	Yreka Child Support	7:33 AM	10:13 AM	12:59 PM	--	
	Main St./Across from Museum	7:34 AM	10:14 AM	1:00 PM	--	
	Behind Courthouse	7:36 AM	10:16 AM	1:02 PM	--	
	Carquest/Yreka Motel	7:38 AM	10:18 AM	1:04 PM	Route Begins	
J&D Diner/Grocery Outlet	7:39 AM	10:19 AM	1:05 PM	4:00 PM		
Hornbrook/ Montague	<b>Hornbrook / Montague</b>					
	Hornbrook Community Services	7:57 AM		1:23 PM		
	Montague Center of Town	8:22 AM		1:48 PM	4:10 PM	
	Montague Center of Town	8:24 AM		1:50 PM	4:12 PM	
Yreka	<b>Yreka to Etna</b>					
	J&D Diner/Grocery Outlet	8:33 AM	10:19 AM	1:59 PM	4:21 PM	
	Carquest/Yreka Motel	8:34 AM	10:20 AM	2:00 PM	4:22 PM	
	Behind Courthouse	8:36 AM	10:22 AM	2:02 PM	4:24 PM	
	Main St./Across from Museum	8:38 AM	10:24 AM	2:04 PM	4:26 PM	
	Yreka Child Support	8:39 AM	10:25 AM	2:05 PM	4:27 PM	
	Fairchild Hospital	8:41 AM	10:27 AM	2:07 PM	4:29 PM	
	Yreka Transit Center	8:41 AM	10:27 AM	2:07 PM	4:29 PM	
	Norcal/Social Security	8:42 AM	10:28 AM	2:08 PM	4:30 PM	
	C.O.S/Behavioral Health	8:43 AM	10:29 AM	2:09 PM	4:31 PM	
Black Bear Diner	8:45 AM	10:31 AM	2:11 PM	4:33 PM		
	Raley's Shopping Center	8:47 AM	10:33 AM	2:13 PM	4:35 PM	
Etna	Fort Jones PO	9:07 AM	10:53 AM	2:33 PM	4:55 PM	
	Greenview PO					
	Etna City Yard (Howell)	9:23 AM	11:09 AM	2:49 PM	5:11 PM	

Route ends

**Figure 19**  
**Yreka/Etna/Hornbrook/Montague Alternative**



designed to replace that service. The primary differences between the Existing Corridor Alternatives and Existing “Base Case” transit service are:

### *Benefits*

- Daily round trips between Yreka and Mt. Shasta are offered instead of six.
- The Express Service offers shorter travel times and the option to arrive in either Yreka or Mt. Shasta for work by 8:00 AM.
- The local I-5 Corridor schedule is more consistent in terms of headways and stops served. Service is generally every two hours.
- There are more options for local trips within the central Mt. Shasta area.

### *Disadvantages*

- Eliminates service to Gazelle and Lake Shastina.
- The span of service is shorter for the alternatives. The alternatives service hours end anywhere from 5:00 PM to 7:00 PM; whereas the existing service ran as late as 8:00 PM or 9:00 PM. It should be noted that transit ridership generally decreases significantly after 6:00 PM.
- A few stops in Yreka are not served (Campbell Tracts, YMCA, and Veteran’s Services). These stops are only served twice a day currently.
- The alternatives would require the use of one more bus during peak service. STAGE has several extra buses in the fleet but finding an additional driver may be a challenge.

## **ALTERNATIVES THAT INCREASE SERVICE LEVELS BEYOND BASE CASE**

### Yreka Checkpoint Service

Transit service in the Yreka area (and the remainder of Siskiyou County) is generally limited to those persons that can get to the existing fixed-route bus stops, by walking, biking, or driving. Although per ADA regulations route deviation is available for persons who are unable to travel to a fixed route bus stop, deviations are only required to be provided within a three-quarter mile radius of the fixed route. This excludes many residents of neighborhoods not located in the center of communities.

The current fixed route service acts as both the inter-community transit service and local service for Yreka. This makes for longer travel times for inter-community passengers and limited options (generally along the Main Street corridor) and inconsistent schedules for local passengers. One possible strategy to expand the quality of local service would be to operate a separate “checkpoint” service. This would

consist of a single van, operating from approximately 7:30 AM to 7:00 PM in the Yreka area. A series of checkpoints would be served by this van, as shown in Figure 20. There would be two distinct types of checkpoints:

- Scheduled checkpoints would be served once per hour (near the south and north ends) and once per hour in each direction (in the central area), as shown in Table 29. Note that the times shown are the earliest that they would be served, and actual service would be dispatched to pass each scheduled checkpoint within 15 minutes after the time shown. There are a total of 9 scheduled checkpoints shown. One of the checkpoints should be the new Rain Rock Casino.
- Request checkpoints would be served only upon request. For pickups, passengers would make a request of the STAGE dispatcher for pickup in a specific hour. To assure service, the request would need to be made at least a half-hour in advance (though later requests may be accommodated if time allows). For drop-offs, passengers that have boarded at a checkpoint need only ask the driver for service to their request checkpoint. If a pattern of consistent requests at specific times develops, a “standing request” could be established at that time, obviating the need for daily requests.

These checkpoints would be available to the public. Individual passengers could travel between any two checkpoints. If no requests are received, the van would simply operate the schedule of scheduled checkpoints. The schedule shown in Table 29 provides relatively good connection times between the checkpoint service and the I-5 Corridor Local Route at the Transit Center in the southbound direction (15 minute or less layover). Passengers returning from Mt. Shasta on the local I-5 route could travel through Yreka and disembark at Grocery Outlet to have a closer connection with the checkpoint service. The schedule also provides layover and recovery time at the northern and southern ends of the service area (where the number of passengers onboard to be inconvenienced would be at a minimum).

To meet the requirements of the Americans with Disabilities Act, the van would also be available to provide curb-to-curb service for persons meeting the ADA definition of disability traveling anywhere within three-quarter mile of any of the checkpoints. This effectively encompasses all the developed Yreka area. Note that curb-to-curb service is not available to the public or to those (such as seniors) not considered disabled under the ADA; expanding service to non-disabled persons would generate more overall demand than a single van could accommodate while still serving the checkpoints.

Checkpoint fares would be consistent with the current STAGE In-Town fares (\$1.75, and \$1.25 for discount fares). Curb-to-curb fares would be twice the standard fare or \$3.50 per ride.

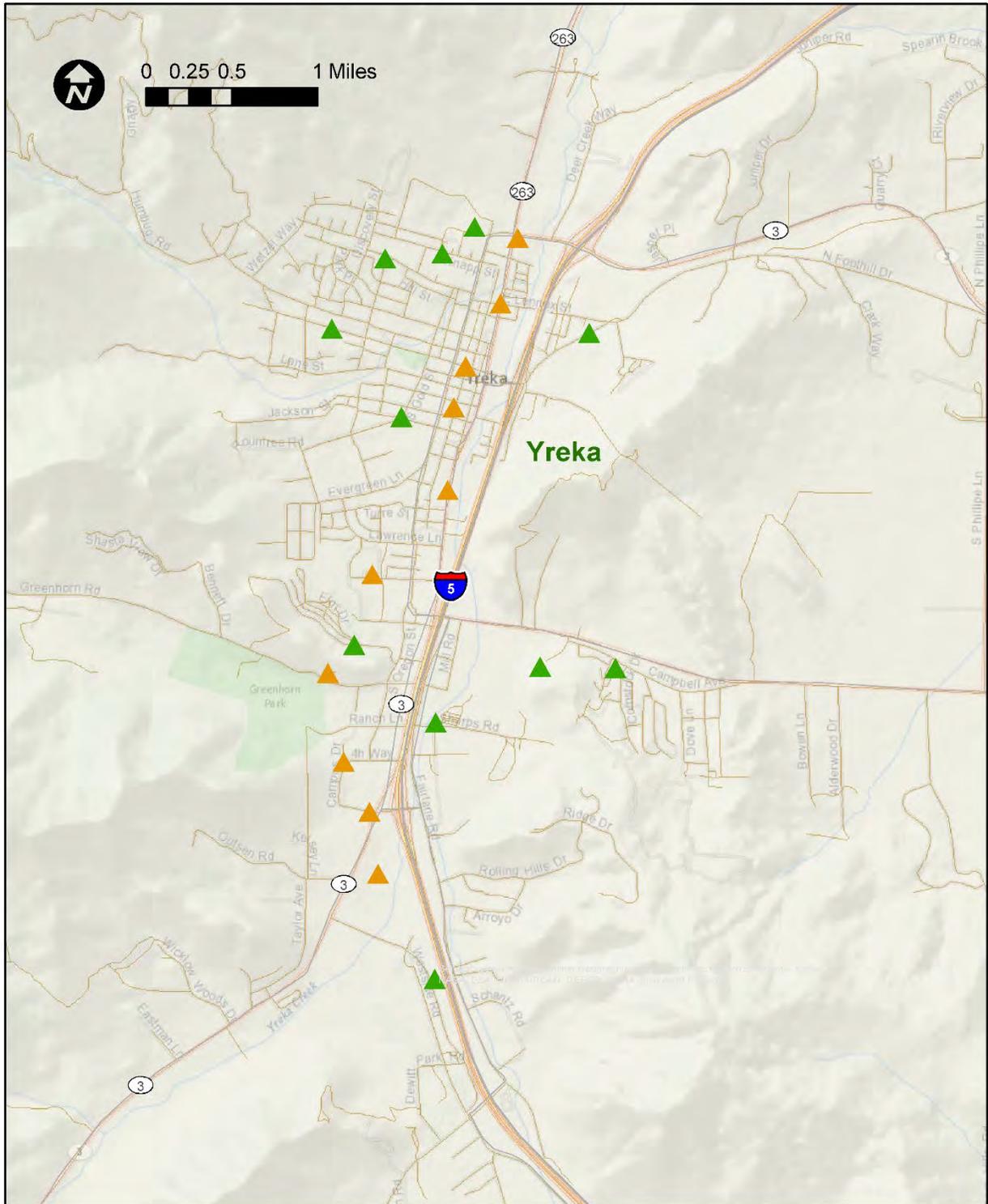
This service strategy has several advantages:

- It provides consistent hourly service to the substantial proportion of the community within a convenient walk distance of a checkpoint.



- ▲ Scheduled Checkpoint
- ▲ On-Demand Checkpoint

**Figure 20**  
**Potential Yreka Checkpoint Service**



**TABLE 29: Example Yreka Checkpoint Service Schedule**

Bus 6

✦ Call for pickup, or ask driver for dropoff

**Scheduled Service Time -- Actual Service May Be Up to 15 Minutes Past Time Shown**

**NORTHBOUND SERVICE**

Walmart/Raleys	7:25 AM	8:25 AM	9:25 AM	10:25 AM	11:25 AM	12:25 PM	1:25 PM	2:25 PM	3:25 PM	4:25 PM	5:25 PM	6:25 PM
Black Bear	7:27 AM	8:27 AM	9:27 AM	10:27 AM	11:27 AM	12:27 PM	1:27 PM	2:27 PM	3:27 PM	4:27 PM	5:27 PM	6:27 PM
College of the Siskiyou	7:28 AM	8:28 AM	9:28 AM	10:28 AM	11:28 AM	12:28 PM	1:28 PM	2:28 PM	3:28 PM	4:28 PM	5:28 PM	6:28 PM
Transit Center	7:29 AM	8:29 AM	9:29 AM	10:29 AM	11:29 AM	12:29 PM	1:29 PM	2:29 PM	3:29 PM	4:29 PM	5:29 PM	6:29 PM
Sharps / Fairground	✦	✦	✦	✦	✦	✦	✦	✦	✦	✦	✦	✦
Karuk / Campbell	✦	✦	✦	✦	✦	✦	✦	✦	✦	✦	✦	✦
Rain Rock Casino	✦	✦	✦	✦	✦	✦	✦	✦	✦	✦	✦	✦
Hiram Page / Acorn	✦	✦	✦	✦	✦	✦	✦	✦	✦	✦	✦	✦
Fairchild Medical Center	7:29 AM	8:29 AM	9:29 AM	10:29 AM	11:29 AM	12:29 PM	1:29 PM	2:29 PM	3:29 PM	4:29 PM	5:29 PM	6:29 PM
Shop Smart	7:30 AM	8:30 AM	9:30 AM	10:30 AM	11:30 AM	12:30 PM	1:30 PM	2:30 PM	3:30 PM	4:30 PM	5:30 PM	6:30 PM
Jackson & Gold	✦	✦	✦	✦	✦	✦	✦	✦	✦	✦	✦	✦
Miner & 4th	7:31 AM	8:31 AM	9:31 AM	10:31 AM	11:31 AM	12:31 PM	1:31 PM	2:31 PM	3:31 PM	4:31 PM	5:31 PM	6:31 PM
900 W. Miner St	✦	✦	✦	✦	✦	✦	✦	✦	✦	✦	✦	✦
N Foothills/E. Lennox	✦	✦	✦	✦	✦	✦	✦	✦	✦	✦	✦	✦
Main & Lennox	7:32 AM	8:32 AM	9:32 AM	10:32 AM	11:32 AM	12:32 PM	1:32 PM	2:32 PM	3:32 PM	4:32 PM	5:32 PM	6:32 PM
Fairchild & Lennox	✦	✦	✦	✦	✦	✦	✦	✦	✦	✦	✦	✦
J&D Diner/Grocery Outlet	7:33 AM	8:33 AM	9:33 AM	10:33 AM	11:33 AM	12:33 PM	1:33 PM	2:33 PM	3:33 PM	4:33 PM	5:33 PM	6:33 PM

**SOUTHBOUND SERVICE**

J&D Diner/Grocery Outlet	7:54 AM	8:54 AM	9:54 AM	10:54 AM	11:54 AM	12:54 PM	1:54 PM	2:54 PM	3:54 PM	4:54 PM	5:54 PM	6:54 PM
High School	✦	✦	✦	✦	✦	✦	✦	✦	✦	✦	✦	✦
Rec Center	✦	✦	✦	✦	✦	✦	✦	✦	✦	✦	✦	✦
Fairchild & Lennox	✦	✦	✦	✦	✦	✦	✦	✦	✦	✦	✦	✦
Main & Lennox	7:55 AM	8:55 AM	9:55 AM	10:55 AM	11:55 AM	12:55 PM	1:55 PM	2:55 PM	3:55 PM	4:55 PM	5:55 PM	6:55 PM
N Foothills/E. Lennox	✦	✦	✦	✦	✦	✦	✦	✦	✦	✦	✦	✦
900 W. Miner St	✦	✦	✦	✦	✦	✦	✦	✦	✦	✦	✦	✦
Miner & 4th	7:56 AM	8:56 AM	9:56 AM	10:56 AM	11:56 AM	12:56 PM	1:56 PM	2:56 PM	3:56 PM	4:56 PM	5:56 PM	6:56 PM
Jackson & Gold	✦	✦	✦	✦	✦	✦	✦	✦	✦	✦	✦	✦
Shop Smart	7:57 AM	8:57 AM	9:57 AM	10:57 AM	11:57 AM	12:57 PM	1:57 PM	2:57 PM	3:57 PM	4:57 PM	5:57 PM	6:57 PM
Fairchild Medical Center	7:58 AM	8:58 AM	9:58 AM	10:58 AM	11:58 AM	12:58 PM	1:58 PM	2:58 PM	3:58 PM	4:58 PM	5:58 PM	6:58 PM
Hiram Page / Acorn	✦	✦	✦	✦	✦	✦	✦	✦	✦	✦	✦	✦
Karuk / Campbell	✦	✦	✦	✦	✦	✦	✦	✦	✦	✦	✦	✦
Sharps / Fairground	✦	✦	✦	✦	✦	✦	✦	✦	✦	✦	✦	✦
Transit Center	7:59 AM	8:59 AM	9:59 AM	10:59 AM	11:59 AM	12:59 PM	1:59 PM	2:59 PM	3:59 PM	4:59 PM	5:59 PM	6:59 PM
College of the Siskiyou	8:01 AM	9:01 AM	10:01 AM	11:01 AM	12:01 PM	1:01 PM	2:01 PM	3:01 PM	4:01 PM	5:01 PM	6:01 PM	7:01 PM
Black Bear	8:02 AM	9:02 AM	10:02 AM	11:02 AM	12:02 PM	1:02 PM	2:02 PM	3:02 PM	4:02 PM	5:02 PM	6:02 PM	7:02 PM
Walmart/Raleys	8:04 AM	9:04 AM	10:04 AM	11:04 AM	12:04 PM	1:04 PM	2:04 PM	3:04 PM	4:04 PM	5:04 PM	6:04 PM	7:04 PM
Siskiyou Eye Center	✦	✦	✦	✦	✦	✦	✦	✦	✦	✦	✦	✦

- It expands the effective service area for the public.
- It provides ADA curb-to-curb service within Yreka.
- It allows the Local I-5 Corridor service to serve only the primary stops along the Main Street corridor.

A disadvantage of this option is that it would by necessity operate with a loose definition of “on-time” as actual travel times between the scheduled stops would vary depending on requests for service to the request stops and for ADA curb-to-curb trips. This would be seen as an inconvenience to some potential passengers who would be dissuaded from riding.

This service would require one van in service as well as a second as a backup. As shown in Table 24, the new service would cost \$380,550 per year. Based on transit ridership per capita for the Yreka area adjusted for increased frequency of service, it is estimated that this alternative would generate around 65 rides per day. This equates to a total of 16,260 passenger-trips per year. This results in an operating subsidy of \$352,910.

As an aside, another potential means of expanding local transit service in Yreka would be to operate a fixed route service. However, this would also require a separate “complementary” curb-to-curb service van service under the requirements of the ADA. This would effectively double the cost of service, for slight change in ridership. Therefore, this option was not considered further.

### Out-of-County Transportation

Public transit service connecting Siskiyou County residents with larger urban areas is limited, with a focus on medical travel needs. Greyhound serves a stop in Weed but nowhere else in Siskiyou County, with one run per day in each direction along I-5. The current schedule allows for the following daytrips:

- To Medford, one northbound run is available at 1:00 AM, arriving in Medford at 2:40 AM. The return trip departs Medford at 1:10 AM and arrives in Weed at 2:55 AM. Neither of these times are convenient for medical appointments or shopping or allow for connections with STAGE or other regional public transit services.
- The same Greyhound bus departs Weed southbound at 2:55 AM to reach Redding at 4:15 AM. The reverse trip departs Redding at 11:35 PM to arrive in Weed at 12:55 AM.
- These schedules are subject to change and a new bus will be added soon in each direction; however, likely not during the operating hours of STAGE.
- It is not possible to get to Klamath Falls or Ashland without a transfer and layover in Medford.

In sum, Greyhound does not provide convenient or frequent intercity transit service for Siskiyou County residents. On a side note, Greyhound is considering relocating the bus stop in Siskiyou County to the transit center in Yreka.

STAGE could operate one-day-a-week transit services to one of the larger urban centers to allow Siskiyou residents to go to medical appointments, do some shopping or transfer to other regional and intercity transit services. This would be scheduled to provide roughly a six-hour window in the urban center (sufficient for late morning or early afternoon medical appointments). According to the survey the most popular out of county destination for medical appointments is Redding (12.4 percent of respondents), followed by Medford (7.9 percent). Redding also ranked high for shopping (11.5 percent), followed by Medford (6.7 percent). One advantage of Redding over Medford is that Medi-Cal services are available. Therefore, this alternative reviews out-of-county transportation to Redding.

In addition to shopping and medical services, Siskiyou County residents may have a need to connect to other regional and intercity transit services such as Greyhound, Amtrak, and the Redding Area Bus Authority (RABA). If meaningful connections to intercity transit services are available, feeder intercity transit service to Redding could be partially funded through the FTA 5311(f) program (50 percent for operations and 80 percent for capital purchases).

#### Mt. Shasta to Redding Service

An example schedule for one-day-a-week service is shown in Table 30 for a service connecting Mount Shasta with Redding, including a stop in Dunsmuir. The bus would deadhead from the yard in Yreka to Mt. Shasta in the morning and deadhead from Mt. Shasta to Yreka in the afternoon. The morning run would be timed to provide a good connection with the second southbound I-5 Express run, and 20 minutes of time in Redding would be provided for drop-offs at medical activities prior to ending the run at the downtown RABA Transit Center which is adjacent to the Amtrak Train Station. As the mileage costs of returning to Mt. Shasta would be more than the reduction in driver layover costs (assuming the driver is paid for all but an hour lunch break in Redding), this bus would lay over before a 3:20 PM departure to serve medical pick-ups and then head north to Mt. Shasta. The driver would be available for an additional fare to transport STAGE passengers between appointments. In Mt. Shasta, passengers going on to Yreka would have a good connection to the first northbound I-5 Express departure in the afternoon.

To qualify for FTA 5311(f) funding, STAGE service between Mt. Shasta and Redding must have “meaningful connections” to intercity transit services. Amtrak’s Coast Starlight operates daily between Seattle and San Diego. The train stops in Redding at 2 AM in the southbound direction and 3 AM in the northbound direction, not reasonable for connections to at STAGE service to Redding. Additionally, the Coast Starlight stops in Dunsmuir which would be a shorter travel time for Siskiyou County residents.

The San Joaquin Joint Powers Authority (SSJPA) operates Amtrak thruway bus service between Sacramento and Redding along the 99/70 corridor. Passengers must have connecting train travel to ride the Thruway bus. Currently two round trips (previously four) are offered daily. The second departure

**TABLE 30: Example Schedule for Mt. Shasta -- Redding Service**

Mt Shasta (Shopping Center)	Depart	8:20 AM	--
Dunsmuir	Depart	8:35 AM	--
Start Medical Drop-Offs in Redding		9:35 AM	--
Redding (RABA Transit Center)/Amtrak	Arrive	9:55 AM	--
Redding (RABA Transit Center)/Amtrak	Depart	--	3:20 PM
End Medical Pick-Ups in Redding		--	3:40 PM
Dunsmuir	Depart	--	4:40 PM
Mt Shasta (Shopping Center)	Depart	--	5:00 PM

leaves the Redding transit center for Sacramento at 10:05 AM. This would be a meaningful connection with the proposed STAGE intercity service. However, the return trip from Sacramento would arrive in Redding two hours after the departure of STAGE Intercity Redding bus.

The Shasta Regional Transportation Agency (SRTA) has a long-term goal of intercity bus service connecting all the counties in the North State (including Siskiyou County) using zero emission vehicles. It is proving to be a challenging task to obtain funding and find zero-emission vehicles which can travel long distances. However, STAGE should be aware of this service and coordinate with SRTA if this alternative is implemented.

This alternative would cost an estimated \$67,100 per year to operate.

Ridership estimates were based on ridership per capita rates generated by similar intercity services. Sage Stage operates intercity transit service for the general public one day per week between Alturas and Redding and one day per week between Alturas and Klamath Falls. Ridership data from 2018 indicates an average ridership per capita rate of 0.14 for these services. Trinity Transit operates two round trips, 3 days per week from Weaverville to Redding. After adjusting for more frequent service on Trinity Transit, ridership per capita for the Trinity Transit Redding Route is around 0.32 trips per capita. This results in an average peer intercity trip per capita rate of 0.2. This rate was reduced by 30 percent to account for Mt. Shasta being a larger city with more services and therefore less need for residents to travel to an urbanized center. This results in an annual ridership of 630 passenger-trips on potential STAGE intercity service to Redding.

It is recommended that a fare be charged for out-of-county transportation. Sage Stage and Trinity Transit's full fare to Redding is around \$0.18 per mile with a 25 percent discount available to elderly and disabled passengers. Therefore, it is reasonable for STAGE to charge \$10 general public fare and \$7.50 for discounted passengers for service to Redding. This equates to roughly \$5,670 in annual farebox revenues and an annual operating subsidy of \$61,430. If FTA 5311(f) grant funds were obtained the operating subsidy would be \$27,880.

Yreka to Medford

Although not quite as popular among survey respondents as Redding as a medical or shopping destination, Medford is still an important hub of medical and retail services. For Yreka residents, a trip to Medford is roughly one hour one-way, whereas a trip to Redding is 1.5 hours one way. Transit dependent passengers living in Yreka would have to begin their transit trip to Redding one hour earlier than Mt. Shasta residents with the Shasta to Redding route. Therefore, an evaluation of inter-city service between Yreka and Medford is warranted.

A reasonable schedule for this service is shown in Table 31. It would connect Yreka with the main Rogue Valley Transit hub and Amtrak/Greyhound Station in Medford (Front Street Station), with stops in Hornbrook and Ashland. Deviations would also be provided northbound and southbound runs for medical facilities in Ashland and Medford. 20 minutes per run are built into the schedule for these deviations. This schedule would provide approximately 6 hours in Medford (or 7 hours in Ashland). The departures and arrival times in Yreka would allow convenient connections to/from the Yreka Checkpoint service.

<b>TABLE 31: Example Schedule for Yreka - Medford Service</b>			
Yreka Transit Center	Depart	8:35 AM	1:45 PM
J&D Diner/Grocery Outlet	Depart	8:40 AM	1:50 PM
Hornbrook	Depart	9:00 AM	2:10 PM
Ashland	Depart	9:30 AM	2:40 PM
Start Medical Drop-offs in Medford		9:50 AM	--
Medford (Front St. Station)	Arrive	10:10 AM	3:00 PM
Medford (Front St. Station)	Depart	10:25 AM	3:15 PM
End Medical Pick-ups in Medford		--	3:35 PM
Ashland	Depart	10:45 AM	3:55 PM
Hornbrook	Depart	11:15 AM	4:25 PM
J&D Diner/Grocery Outlet	Depart	11:20 AM	4:30 PM
Yreka Transit Center	Depart	11:40 AM	4:52 PM

This service would also be eligible for FTA 5311(f) funding if meaningful connections were provided to intercity services. Passengers could catch an Amtrak Thruway Bus at Front Street Station in Medford to connect them to the Amtrak Coast Starlight around 3:30 PM. There is also a commercial airport in Medford. Note that any service into Oregon would require that STAGE drivers obtain the necessary licenses for operations in Oregon.

A reasonable condition would be to require a minimum number of passenger reservations, such as three reservations at least 24 hours in advance. As shown in Table 24, assuming that all runs are operated, this

service would incur an annual operating cost of \$49,130. Having the driver return to Yreka during the mid-day is remarkably close to the cost of laying over (with pay) in Medford, as the reduction in daily driver costs balances the additional vehicle costs within \$20. As returning the bus mid-day provides some additional travel options for Siskiyou County residents, this is preferred.

Using the peer intercity fare rate of \$0.18 per mile equates to a one-way trip to Medford of roughly \$10 for a full fare and \$7.50 for discounted passengers. Any incidental trips between Hornbrook and Yreka would be charged the standard \$2.50 “next town” fare.

Applying the same peer intercity ridership per capita rate of 0.07 equates to annual ridership of 620 one-way passenger trips per year. At an estimated average fare of \$9.00, fares would total an estimated \$5,580 per year, requiring an operating subsidy of \$43,550 per year. If FTA 5311(f) funds were obtained, the operating subsidy would be \$19,000.

### Volunteer Driver Program

A cost-effective way to provide additional mobility options for Siskiyou County residents is a volunteer driver program. Volunteer driver programs can be useful in serving rural areas and small urban areas where budgets will not allow all areas to be served, or demand is so low and infrequent that regular service is not warranted.

There are multiple approaches generally used for such programs and many handbooks and resources describing how to start programs. In general, there are several approaches, such as:

1. True Volunteer Programs, where the driver provides transportation to passengers using their own vehicle with no or nominal reimbursement.
2. Driver Reimbursement Programs, where the passenger selects a driver of their choosing (either someone known to the passenger or someone from a list provided by the program), and the driver is reimbursed at a per-mile rate using their own vehicle.
3. Supported Volunteer programs, where volunteer drivers are recruited and/or vehicles are provided by a public or non-profit entity.

Relying strictly on volunteers to provide transportation as a community service using their own resources is a challenging task. The primary challenge is the need to continually recruit volunteers as burnout is high. This type of program has the most success in small, tight-knit communities with a strong advocate for the program. This type of grass-roots volunteer program requires a local advocate to organize and launch such an effort. STAGE’s role would be secondary to the organizer’s and would primarily be to publicize such a program and serve as an informational source to potential volunteers and passengers in need.

Driver reimbursement programs are often used by transit agencies or social programs to “fill in the gap” of transportation needs, particularly in rural areas, in post-transit hours, or for specific populations (such as seniors, homeless or others with high transit needs). Such programs are sometimes supported by Area Agencies on Aging, Social Service programs, or hospitals. The support can be offered in terms of financial (on a per-mile basis) and coordination. One of the advantages of a driver reimbursement program is that it tends to limit the liability of the sponsoring agency as the agency has no say in assigning specific individual drivers to a passenger trip.

Finally, some volunteer driver programs are more substantial and may include donated vehicles, ongoing financial support, and/or paid administrative support. Funding sources may come through TDA funding, FTA 5310 grants, private donations, or other specialized grants. Sometimes a transit agency will donate a vehicle to a volunteer program.

Tuolumne County, located in the Sierra Nevada foothills, has partnered with local non-profit organizations to provide a reimbursement program called the Tuolumne Trip Program. The program is designed to serve residents who require extra assistance and therefore are unable to use the fixed route or DAR services. Eligible users are responsible for finding and paying their own volunteer driver. The Tuolumne County Transit Agency (TCTA) only provides reimbursement for the trip and therefore the program requires little in the way of administrative costs. The Tuolumne Trip Program is advertised through social service agencies and the TCTA Executive Director approves each users’ eligibility. TCTA provides up to \$10,000 in LTF funding for the reimbursements. In FY 2018 – 19 a total of 270 trips were provided with an average cost per trip provided of \$24.67.

For Siskiyou County, any of these approaches would be reasonable and helpful, but the driver reimbursement program is most appropriate.

### Reinstate Service to Happy Camp One Day Per Week

In the past, STAGE provided public transit service to Happy Camp from Yreka, which is 70 miles and a 1 hour and 45-minute travel time one-way. (The service was discontinued when COVID related service reductions were made.) In FY 2018 – 19, the Happy Camp service had an operating subsidy per passenger trip of \$101.55, over 2.5 times higher than the systemwide operating subsidy per trip average. The Happy Camp service only carried 1.2 passenger-trips per hour. However, there are very few services available in Happy Camp and the town includes the Karuk Tribe community. Therefore, service to Happy Camp would be considered lifeline transit service. In the past, the Karuk Tribe had funding available for transit service between Happy Camp and Orleans, but this was also discontinued due to low ridership. Unfortunately, the Karuk Tribe indicated that there is currently no funding available to support service to either Orleans or Happy Camp from Yreka.

If service were reinstated at lower service levels (one round trip per week instead of two), this would incur an annual operating cost of \$32,560. This assumes that a bus would be parked in Happy Camp and therefore no costs related to deadhead travel. Ridership on the service is estimated at 610 one-way

passenger-trips per year, which represents a reduction of 250 trips due to operating fewer days per week. Considering revenue from fares, the annual operating subsidy would be \$28,900.

### Service to Lake Shastina

In FY 2018-19 (prior to COVID), STAGE Route 6 provided two round trips between Dunsmuir and Lake Shastina and one round trip between Weed and Lake Shastina three days per week. Route 6 had a high operating subsidy of \$92.95 per trip and carried 1.31 passenger-trips per hour on average. Ridership by community data shows that Lake Shastina generated 0.2 trips per one-way run on average in FY 2018-19 (lowest of all communities). This indicates that much of the ridership on Route 6 was generated by other communities such as Weed and Dunsmuir which could be served by the local I-5 corridor route. Additionally, the Lake Shastina community generally has a higher number of single-family homes which are less likely to be transit dependent. Therefore, it is recommended that service to Lake Shastina not be reinstated at this time.

### Comparison of Service Alternatives and Performance Analysis

A quantitative comparison of the service alternatives is presented in Table 32 and Figures 21 – 23. For this comparison it is assumed fares will be charged. Operating costs estimates used to develop these performance measure represent marginal costs, meaning they do not include fixed costs required to operate the transit system.

**Annual Ridership** – In terms of ridership the “Total Existing Corridor Alternatives” will generate around 48,900 one-way passenger-trips. This is roughly 6,600 more than “Base Case” services. The I-5 Corridor Express and Local Routes will generate the bulk of the ridership. The Checkpoint Service in Yreka alternative is expected to generate a fair amount of ridership (16,260 trips). The intercity transportation alternatives to Redding and Medford and Happy Camp Service will only generate around 600 trips annually.

**Passenger-Trips per Hour (Figure 21)** – Productivity of a transit system is often measured in terms of passenger-trips per hour. “Base Case” carries on average 4.2 trips per vehicle hour. This analysis shows that productivity could increase to 5.1 trips per hour if the “Total Existing Corridor Alternatives” are implemented. Of alternatives which increase service levels, the Checkpoint Service in Yreka is estimated to be the most productive with 5.4 one-way passenger-trips per hour. The least productive alternative is Out-of-County Transportation to Redding (1.3 trips per hour).

**Operating Subsidy per Trip (Figure 22)** – Operating subsidy (operating cost-fare revenue) per passenger-trip is a good measure of the level of public subsidy required for a service. Lower figures represent the best performance. “Base Case” requires a subsidy per trip of \$32 per trip while the “Total Existing Corridor Alternatives” would require a lower subsidy of \$27 per trip. The Out-of-County Transportation to Redding has the highest operating subsidy per trip (\$98). (This analysis assumes no FTA 5311(f) grant funding is obtained.) Followed by Out-of-County Transportation to Medford (\$70). The more cost-effective alternatives which increase service levels is the Checkpoint service in Yreka (\$22 per trip).

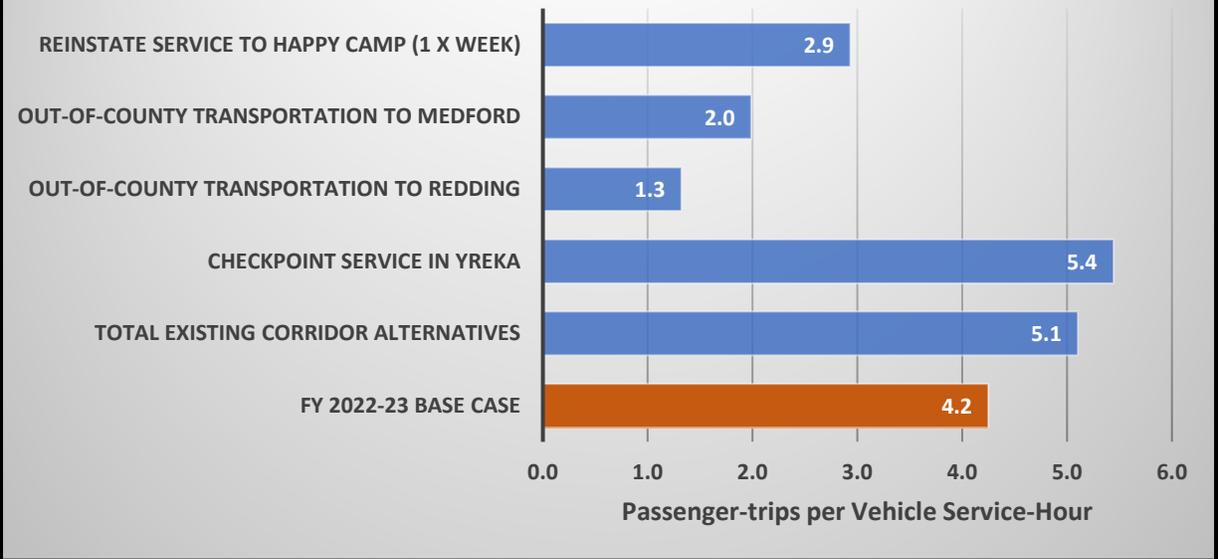
**Table 32: Comparison of Service Alternatives**

**Performs Better Than Existing Average Base Case**

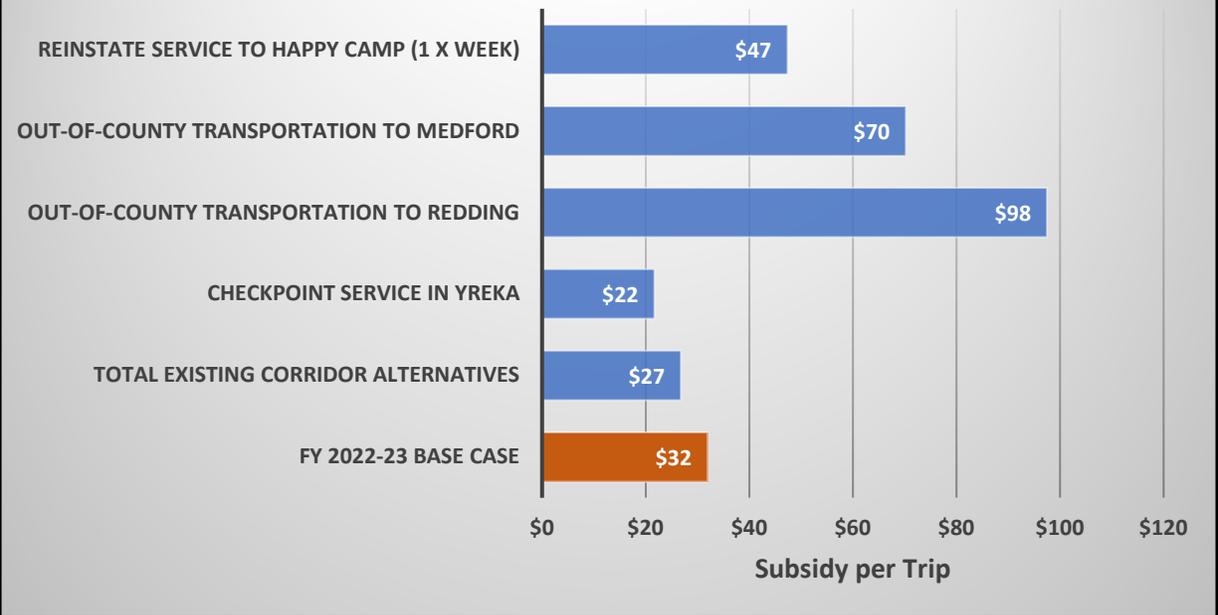
Alternative	Annual Ridership	Annual Marginal Operating Cost		Annual Marginal Operating Subsidy	Passenger-trips per Vehicle-Hour	Marginal Operating Cost per Passenger Trip		Marginal Subsidy per Passenger Trip	Marginal Farebox Ratio
		Operating Cost	Marginal Operating Cost			Operating Cost per Passenger Trip	Marginal Subsidy per Passenger Trip		
FY 2022-23 Base Case	42,310	\$1,472,230	\$1,353,102	\$1,353,102	4.25	\$34.80	\$31.98	\$31.98	8.1%
Total Existing Corridor Alternatives	48,900	\$1,459,220	\$1,310,990	\$1,310,990	5.10	\$29.84	\$26.81	\$26.81	10.2%
<i>I-5 Corridor Express/Local Service between Mt. Shasta and Yreka</i>	28,140	\$ 773,160	\$ 684,500	\$ 684,500	5.7	\$27.48	\$24.32	\$24.32	11.5%
<i>Dunsmuir - Mt. Shasta - McCloud</i>	10,550	\$ 339,500	\$ 306,270	\$ 306,270	4.5	\$32.18	\$29.03	\$29.03	9.8%
<i>Etna - Montague - Hornbrook</i>	10,210	\$ 346,560	\$ 320,220	\$ 320,220	4.6	\$33.94	\$31.36	\$31.36	7.6%
Alternatives which Increase Service Levels									
Checkpoint Service in Yreka	16,260	\$ 380,550	\$ 352,910	\$ 352,910	5.4	\$23.40	\$21.70	\$21.70	7.3%
Out-of-County Transportation to Redding	630	\$ 67,100	\$ 61,430	\$ 61,430	1.3	\$106.51	\$97.51	\$97.51	8.5%
Out-of-County Transportation to Medford	620	\$ 49,130	\$ 43,550	\$ 43,550	2.0	\$79.24	\$70.24	\$70.24	11.4%
Reinstate Service to Happy Camp (1 x week)	610	\$ 32,560	\$ 28,900	\$ 28,900	2.9	\$53.38	\$47.38	\$47.38	11.2%

Note: Does not include fixed costs

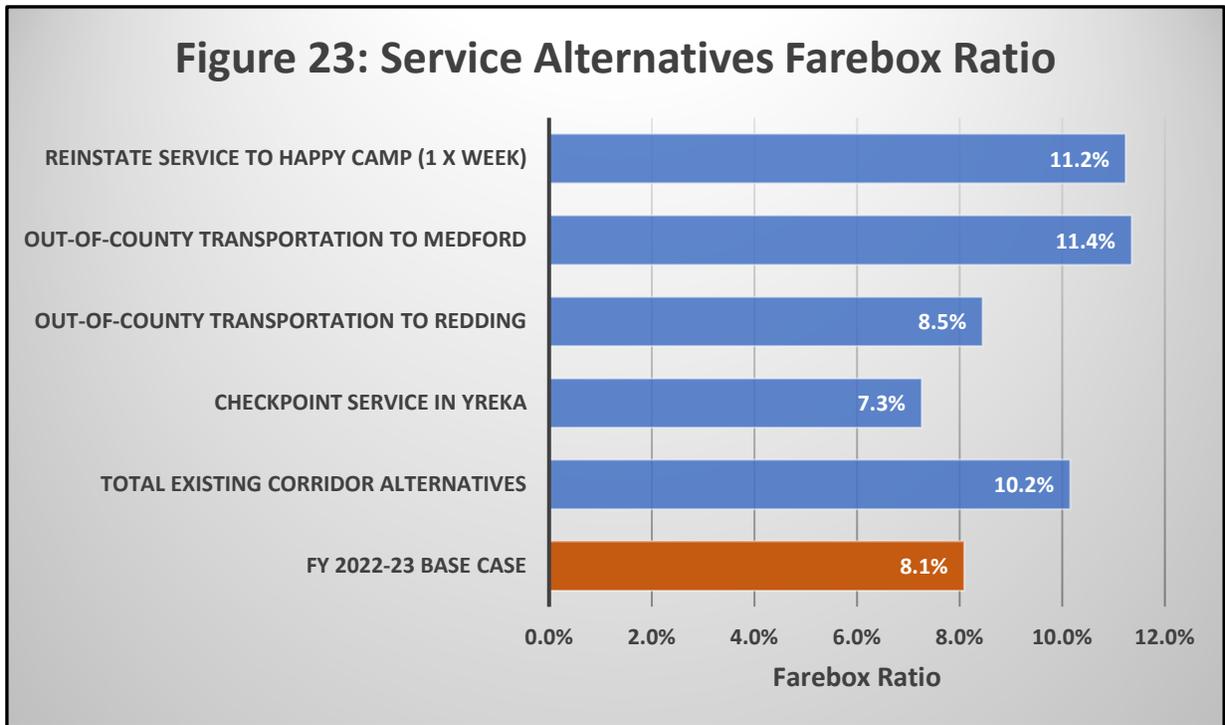
**Figure 21: Service Alternatives Passenger-Trips per Vehicle Service-Hour**



**Figure 22: Service Alternatives Subsidy per Trip**



**Farebox Ratio (Figure 23)** – Although there are exemptions from TDA farebox ratio requirements in the next fiscal year, TDA requirements should still be considered. Under TDA law, STAGE is subject to a



systemwide 10 percent farebox ratio. In FY 2018-19, STAGE had a systemwide farebox ratio (including fixed costs) of 7.2 percent. As shown in Figure 23 and Table 32, “Base Case” would have a farebox ratio of 8.1 percent, below the TDA minimum, assuming that a fare structure similar to pre-COVID times is implemented. The “Total Existing Corridor Alternatives” is anticipated to just meet the 10 percent farebox ratio requirement. Some of the alternatives which have not performed as well in terms of productivity or cost effectiveness are estimated to have a good farebox ratio because a relatively high fare is proposed for the service. This includes Out-of-County Transportation to Medford (11.4 percent) and Service to Happy Camp 1 x week (12.7 percent).

### Performance Analysis Findings

This performance analysis indicates that the proposed “Total Existing Corridor Alternatives” will improve overall performance from FY 2022-23 Base Case STAGE services, although it will require the use of one additional bus and driver. The Checkpoint Service in Yreka alternative also performs very well and would greatly improve transit service in Yreka. Although the out-of-county transportation alternatives and reinstating service to Happy Camp could achieve a relatively high farebox ratio, they are not productive alternatives when compared to average Base Case or Checkpoint Service in Yreka. If FTA 5311(f) funding were obtained for the out-of-county alternatives, operating subsidy required would be significantly less; however, this is a competitive funding source.

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#### Fare Structure Alternatives

When the COVID-19 pandemic began in early 2020, many transit agencies stopped charging a fare to limit contact between drivers and passengers and to provide economic relief to the transit dependent. STAGE followed this practice. Low Carbon Transit Operations Program (LCTOP) funds have been acquired to help pay for the fare free service. STAGE plans to continue fare free service through FY 2021-22. As this is a five-year plan, a review of the STAGE Fare structure is still relevant for when STAGE reinstates fares.

#### Lower In-Town Fares from \$1.75 to \$1.00

One request that STAGE staff have received is to lower the in-town fares from \$1.75 to \$1.00. Table 33 compares the fare structure for several similar rural transit agencies in northern California. Similar to Stage, the other public transit systems fares increase with distance travelled. With the exception of Calaveras Connect, all the peer transit agencies have a local general public fare of \$1.00. Studies show that ridership increases if the transit fare is lowered. The increase tends to be greater over the long term. The amount of increase can be estimated by an elasticity analysis. Elasticity is the measurement of the percentage change of one economic variable in response to a change in another. Transportation Research Board studies provide insight as to the percentage change in ridership observed at other transit agencies after a fare change. If STAGE were to lower the in-town fare to \$1.00, it is possible that In-Town ridership would increase by 2,530 one-way passenger-trips and fare revenue would decrease by \$1,700 annually. It should be noted that any change in fare structure would result in a \$1,200 one-time fee to modify the Genfare electronic fareboxes.

#### Monthly Pass

There is no monthly pass option for STAGE, only 10 ride passes and the option to purchase a stored value card in the office. STAGE staff receive requests for a monthly pass option. As the fare structure is based on the distance travelled, it would be difficult to establish one monthly pass which could be used for all STAGE services. A more realistic approach would be to have a monthly pass option for In-Town fares. This alternative would be implemented in-lieu of reducing the In-Town fare rates as discussed above.

A reasonable monthly pass rate for In-Town service would be a 10 percent discount off the cost of using the bus 2 times per day every service day for the month. This equates to roughly \$70 for the full fare and \$50 for the discounted fare. Using the same elasticity factor as the above analysis, shows that offering a monthly pass at these rates would only decrease fare revenue by less than \$300 per year but only increase ridership by 370 trips per year. Although lowering the overall fare would have a larger decrease in fare revenue than implementing a monthly pass, ridership would increase more and therefore is preferred.

**Table 33: Peer Transit System Fare Analysis**

	One-Way Fare		General Public Punch Pass			General Public Monthly Pass	
	General Public	Discount One-Way Fare	Cost	Rides	Cost per Ride	Cost	Cost per Ride <sup>(1)</sup>
<b>STAGE</b>	<b>\$1.75 - \$6.00</b>	<b>\$1.25 - \$4.50</b>	<b>\$30.00</b>	<b>10</b>	<b>\$3.00</b>	<b>-</b>	
Plumas Transit Systems	\$1.00 - \$4.00	\$0.50 - \$2.00	-	-	-	\$25 - \$100	\$0.57-\$2.27
Lassen Rural Bus	\$1.00-\$2.00 + \$1.00 per 15 miles	\$0.50 - \$2.00 + \$1.00 per 15 miles	-	-	-	\$90	\$2.05
Calaveras Connect	\$2.00 - \$2.50	\$1.00 - \$1.50	-	-	-	\$60	\$1.36
Tehama Rural Area Express	\$1.00 - \$2.50		-	-	-	\$40	\$0.91

Source: Transit System Websites, 2021 Note 1: Assuming an average of 44 1-way rides per month (1 round trip per weekday).

#### Capital Alternatives

For effective operations, the transit program must have adequate administrative and operations space, as well as facilities for housing and maintaining the vehicles. Given the large size of Siskiyou County, facilities are located at multiple sites within the community. The facilities and the needs over the Short-Range Transit Plan period are evaluated below.

#### Transit Program Administration

STAGE administrative activities are conducted at the transit center on Greenhorn Road and South Oregon Street. The facility houses administrative offices, a small conference room for driver training and other meetings, and public restrooms. The site includes three bus pullouts for STAGE vehicles and an indoor and outdoor waiting area for passengers. The facility also includes two spaces for other buses such as Greyhound or Amtrak. It is hoped that the new facility will encourage Greyhound Bus Lines to add a local stop at this location (currently, the only Siskiyou County stop is in Weed). This is currently being discussed by Greyhound.

#### Vehicle Storage and Maintenance

Most STAGE buses are stored and maintained at the County Yard located on Sharps Road next to the fairgrounds in Yreka. This location is fenced and secure, and has a maintenance bay, some administrative space, and a conference room. In addition to the County yard, one bus is stored in Etna. If service to Happy Camp is reinstated a vehicle could be stored there. These facilities are sufficient for STAGE services currently.

#### New Bus Stops

The I-5 corridor Express and Local service alternatives would require new bus stops located at:

- Castle and Maple Street in Mt. Shasta
- Lake Street near Chestnut Street in Mt. Shasta

Additionally, 47 out of STAGE's 87 bus stops are not signed. The number of signs required will depend on the alternatives chosen for the transit plan.

#### Vehicle Replacement Schedule

Over the next five years, the entire STAGE fleet will be eligible for replacement. One cutaway is due for replacement this year with another cutaway meeting the end of its useful life in 2023. Five vehicles are

due for replacement in 2025 and another 4 vehicles could be replaced in 2027. STAGE has a fleet of 11 vehicles currently. Even if all the alternatives in this plan were implemented, STAGE would only need 8 vehicles at peak times to operate the transit system (not include spare buses). Therefore, not all vehicles will need to be replaced. The vehicle replacement schedule will depend on the alternatives chosen for the final plan.

Another important consideration with respect to transit vehicle replacement is meeting the California Air Resources Board (CARB)'s Innovative Transit Regulations. Beginning with buses purchased after January 1, 2026, 25 percent of new transit vehicle purchases over 14,000 pounds gross vehicle weight rating will need to be Zero Emission Buses (ZEB) per California Air Resources Board (CARB) regulations. At present, ZEB vehicles (whether battery electric buses or hydrogen) are much more expensive than diesel buses. By 2029, 100 percent of new vehicle purchases must be ZEB (with some exemptions for situations where ZEBs are infeasible). Small transit agencies such as STAGE will need to develop a Zero Emission Bus Rollout Plan by July 1, 2023. The Rollout Plan should demonstrate how the agency will gradually transition 100 percent of their fleets to ZEB by 2040.

#### **Institutional Structure: County Department vs. Joint Powers Authority**

In recent years, some key STAGE staffers have left the transit agency. This makes it more challenging to take on all operations management duties of the transit system, particularly if the transit routes are redesigned significantly. STAGE is currently staffed by county employees and considered a subset of the General Services Department of the County of Siskiyou. There are benefits for transit operators to be a part of a local government. Non-transit related functions such as accounting, human resources and legal services can be performed by county staff, thereby requiring fewer staff for the transit system. However, there can also be disadvantages for this type of governance model:

- Interdepartmental charges for non-transit functions (often referred to as A-87 or cost allocation charges) can be large and seem inequitable.
- The transit vehicle fleet maintenance facility is not dedicated to transit but rather is shared with County fleet services.
- Public transit is only a small part of the duties of the Board of Supervisors who make the financial decisions. This can take away from the understanding of needs and appreciation for public transit in the region.

Many transit agencies operate as an independent joint powers authority with their own administrative, operations and maintenance functions. El Dorado Transit Authority (EDCTA) is a good example of an effective joint powers authority in a rural/urban county. With the exception of legal services, information technology and audits, EDCTA staff perform most key administrative functions. This model will likely not work for STAGE, as it is already challenging to find sufficient staff. Particularly for a relatively small transit program, a fully independent JPA would typically increase overall costs, rather than decrease costs.

More common among the small rural counties in California is a combination of the two. As shown in Table 34, most rural transit agencies operate as a Joint Powers Agency with a separate governing board. Many of these agencies are staffed by city/county employees and rely on county departments for certain functions for overall management, accounting and legal services. Lassen and Nevada County are examples of this. With this type of arrangement, overall costs could be roughly in line with current costs (depending on interdepartmental charges); however, conversion to a JPA would not result in any significant cost savings and could increase administrative requirements.

#### **Contracting for Service and Vehicle Maintenance**

A more noticeable difference in how different rural areas provide public transit is whether or not the agency contracts with a private/non-profit transit operator for the operation of public transit. Lassen

**Table 34: Rural Northern California Transit Services Contracting Status**

County Served	Organization	Type of Organization	Private Contractor?	
			Service	Vehicle Maintenance
Alpine	Alpine County DAR	County	No	No
Butte	B-Line	JPA	Yes	Yes
Del Norte	Redwood Coast Transit Auth.	JPA	Yes	Yes
Glenn	Glenn Ride	JPA	Yes	No
Humboldt	Humboldt Transit Auth.	JPA	No	No
Inyo and Mono	Eastern Sierra Transit Auth.	JPA	No	Partial <sup>(1)</sup>
Lake	Lake Transit Auth.	JPA	Yes	Yes
Lassen	Lassen Transit Services Agency	JPA	Yes	Yes
Mendocino	Mendocino Transit Auth.	JPA	No	No
Modoc	Modoc Transportation Agency	JPA	Yes	Yes <sup>(2)</sup>
Nevada	Nevada County Connects	JPA	No	No
Plumas	Plumas Transit Services	County	Yes	Yes
Siskiyou	STAGE	County	No	No
Tehama	TRAX	JPA	Yes	Yes
Trinity	Trinity Transit	County	No	No
		Total County	4	
		Total JPA	11	
		% JPA	27%	
			<i>Total Wholly or Partially Contracting: #</i>	8
			<i>%</i>	53%
Note 1: Town of Mammoth Lakes maintains a portion of the fleet, with private shops maintaining the remainder Note 2: Private shops				

Rural Bus (with a private transit operator) follows this practice, as does Tehama Rural Area Express (TRAX) (with a private transit operator) and Plumas Transit Systems (with a non-profit agency). Operators can contract for both operations and maintenance of the transit system.

Typically, the primary advantage of contracting is cost effectiveness. The competitive bidding process for a transit contract helps to keep costs low. Private companies can often take advantage of lower wage rates to provide a lower unit service cost. Private transportation contractors take on personnel management duties and therefore reduce some (though certainly not all) administrative overhead for public transit agencies. Private transportation companies can also increase service flexibility by having access to specialists in particular aspects of management and training. On the other hand, the primary

advantages operating services in-house is the potential for higher service quality based on better retention of staff, lower insurance rates and overall internal control over service quality.

The Transportation Research Board (TRB) Special Report 258: Contracting for Bus and Demand Response Transit Services, 2001 outlines some of the pros and cons of transit contracting based on a survey of over 250 public transit agencies. According to the results, reduction in operating costs is the primary reason for contracting. Table 35 demonstrates that in FY 2018-19 STAGE had the highest total operating cost per vehicle service hour and total operating cost per vehicle service mile when compared to Lassen Transit Services Agency (LTSA), Tehama Rural Area Express (TRAX) and Plumas Transit Systems (PTS), who all contract for operations and maintenance. In fact, STAGE’s operating cost per hour was 33 percent above the peer average.

**Table 35: Peer Rural Transit Agencies Cost Comparison  
FY 2018-19**

<b>Transit Operator</b>	<b>Total Operating Cost per Hour</b>	<b>Total Operating Cost per Mile</b>
<b>Siskiyou (STAGE)</b>	<b>\$129.52</b>	<b>\$4.98</b>
Lassen (LTSA)	\$94.49	\$4.71
Tehama (TRAX)	\$76.91	\$3.56
Plumas (PTS)	\$121.23	\$3.62
Peer Average	\$97.54	\$3.96
% of Peer Average	133%	126%
STAGE Rank (1 = Highest)	1	1

Source: NTD, LTSA and Plumas Triennial Performance Audit for FY 2018-19

According to the TRB report, smaller transit systems were more likely to cite the primary benefit of contracting is a reduction in administrative costs. Surveyed transit managers were asked to provide advice to other transit agencies considering privatization. The top five responses were:

- Outline specific duties/responsibilities
- Specify performance requirements
- Monitor contract performance
- Scrutinize contractors beforehand
- Talk to other agencies

Other issues to consider include the cost allocation plan. According to the FY 2022-23 operating budget, around \$50,000 is allocated to other County departments for administration of public transit services. The General Services department does not receive a breakdown of which department is charging public transit for services. This expense category could potentially be reduced if transit service is contracted out.

## **Regulatory Issues**

### Federal

Several issues should be considered before going out to bid for a transit operations contract. There are legal and regulatory issues associated with transferring from a publicly operated transit system to a privately operated transit system funded through federal and state grants. Section 13c of the Federal Transit Act sets forth labor management stipulations for entities receiving Federal Transit Administration (FTA) grant funding which are switching from or to public or private operations.

When federal funds are used to acquire, improve, or operate a mass transit system (public transportation), federal law requires arrangements to protect the interests of mass transit employees. 49 U.S.C. § 5333(b) (formerly Section 13(c) of the Urban Mass Transportation Act). Section 5333(b) specifies that these protective arrangements must provide for the preservation of rights and benefits of employees under existing collective bargaining agreements, the continuation of collective bargaining rights, the protection of individual employees against a worsening of their positions in relation to their employment, assurances of employment to employees of acquired transit systems, priority of reemployment, and paid training or retraining programs. 49 U.S.C. § 5333(b)(2).

The Department of Labor (DOL) must certify that protective arrangements are in place and meet the above requirements for all grants of assistance under of the Federal Transit Law before the Department of Transportation's Federal Transit Administration (FTA) can release funds.

### State

The Transportation Development Act, the primary funding source for public transit in Siskiyou County, does not prevent recipients from contracting with private transportation companies nor are there any regulations regarding contracting.

Section 1072 of the *California Labor Code* outlines labor protections for when a public transit agency awards a new contract to provide bus or rail service:

- A bidder must include in the bid proposal whether or not he or she will retain the employees of the prior contractor or subcontractor for a period of not less than 90 days.
- The awarding authority of a transit service contract must give a 10 percent preference to any bidder who agrees to retain the employees of the prior contractor or subcontractor for at least 90 days (as stated above).

- If, at any time, the successor contractor or subcontractor determines that fewer employees are required than were required under the prior contract or subcontract, he or she shall retain qualified employees by seniority within the job classification. In determining those employees who are qualified, the successor contractor or subcontractor may require an employee to possess any license that is required by law to operate the equipment that the employee will operate as an employee of the successor contractor or subcontractor.
- Section 1072 of the California Labor Code does not require the successor contractor or subcontractor to pay the same wages or offer the same benefits provided by the prior contractor or subcontractor.

In summary, the California Labor Code provides incentives to hire the existing labor force but does not require it.

#### Discussion of Advantages and Disadvantages of Contracting in Siskiyou County

If Siskiyou County were to go out to bid for operations and maintenance of the transit system, wage and benefit costs would remain relatively constant in the short term, but some administrative overhead cost savings could be realized through using a private contractor. There is the potential for the contractor to take advantage of economies of scale in terms of transit management. Some contractors have significant management experience with a large variety of transit systems which could be beneficial for a small system. This potential for savings is particularly great for contractors with other relatively small transit service contracts in the nearby region, which could allow sharing of administrative staff between programs. Additionally, as part of the contract, the private entity would pick up many of the administrative functions now performed by Siskiyou County staff such as payroll, training and simple accounting; thereby freeing existing staff time for other duties. However, it should be noted that public staff would still be needed for a variety of management functions, including overseeing the contract, grants management, financial oversight, addressing service complaints by the public, planning service changes, direct liaison with the transit agency governing board and marketing.

There is also the potential to reduce interagency charges from departments which perform functions the private contractor could take over such as Human Resources. Any charges from high level administrative staff at the county could decrease if the overall operating budget decreased.

The greatest perceived drawback of privatizing transit is a loss of control over day-to-day operations which could negatively impact the passenger experience. This is particularly true when large private transportation companies operate a small rural system. The overall emphasis of the contractor may be the bottom line (a focus on the monthly or quarterly site profit)

instead of the well-being of the transit dependent community. In addition, there has been some history of large contracting firms using smaller transit operations as a “training ground” for their project managers before they are assigned to larger properties, resulting in a high level of turnover of management staff. In an effort to maintain high quality of service, Lassen Transit Services Agency requires

that the contractor conduct public outreach efforts. Yuba-Sutter Transit Authority staff work in the same building as contractor staff and therefore have greater control over daily operations. Transit agencies which contract for service have indicated that it is important to design a contract which incorporates all elements the transit agency feels is important. Agencies also caution against basing the decision to hire a contractor solely on price.

The peer analysis in Table 35 presented above indicates that there is a potential for cost savings associated with contracting. This potential is very dependent upon the specific bids that would be received from a Request For Proposal process. Further, Siskiyou County would have to decide whether or not to include vehicle maintenance in the scope of work of a new contract. As there is a good relationship between STAGE and County maintenance and there are no existing private contractor vehicle maintenance facilities, it would be reasonable for Siskiyou County to continue to use County staff for vehicle maintenance. There are also a wide range of issues that would need to be addressed. If there is interest in pursuing this option, a “next step” would be to prepare and release an RFP.

#### Introduction

The plan below has been developed based on a review of existing services and transit demand, public and rider input and an evaluation of a wide range of options. The recommended operating plan is first presented, followed by a capital plan, a review of fare structure and an institutional plan. Figure 24 graphically presents service plan elements.

#### Operating Plan

##### Summary of Alternatives

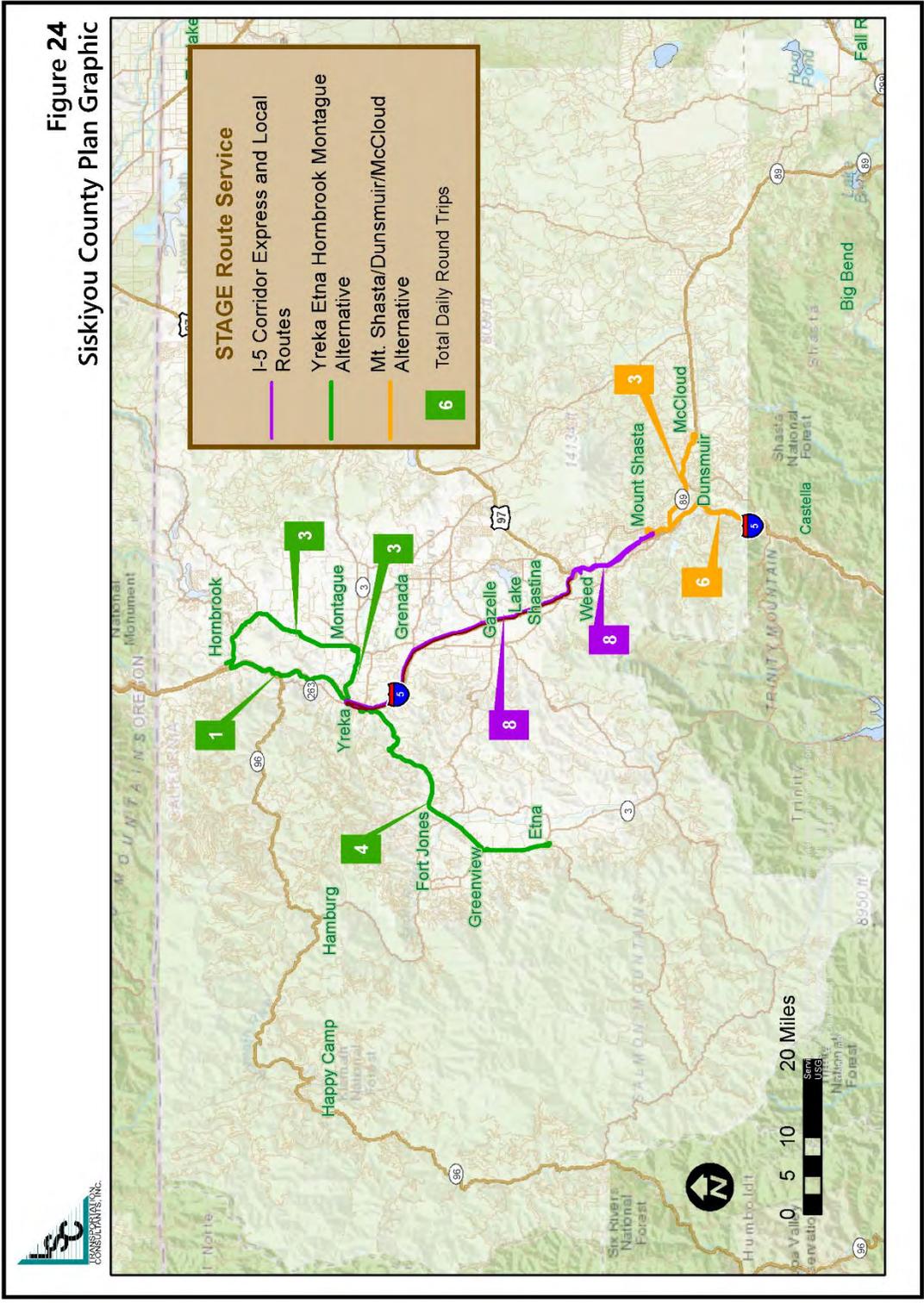
Preliminary review of the transit operating revenue available for FY 2022-23 indicates a budget of around \$1.8 million. Over the next fiscal year, there is also another \$546,000 available through COVID stimulus funding (CARES Act), but this is not a recurring funding source. If the “Existing Corridor Alternatives” discussed in Chapter 6 are implemented the required total operating cost would be about \$2,068,000. The Base Case Scenario (what STAGE is currently operating) would cost an additional \$42,000 in operating subsidy (assuming a fare is charged). With the addition of CARES Act funding there would be sufficient funds to implement the Existing Corridor Alternatives for two years. However, after that time, unless annual operating revenue levels increase to the \$2.1 million range, STAGE will likely need to decrease service levels to be financially constrained. The analysis assumes fares will be charged going forward. It should be noted that **not** implementing the Existing Corridor Alternatives would slightly worsen the future funding gap.

As noted in the alternatives chapter, the Existing Corridor Alternatives would provide more frequent and regular transit service to the areas of the county with the greatest transit demand, while resulting in a slightly lower operating subsidy and improved transit performance. Specifically, the pros and cons of implementing the “Total Existing Corridor Alternatives” over “Base Case” are:

##### *Pros*

- 8 daily round trips between Yreka and Mt. Shasta are offered instead of 6.
- The Express Service offers shorter travel times and the option to arrive in either Yreka or Mt. Shasta for work by 8:00 AM.
- The local I-5 Corridor schedule is more consistent in terms of headways and stops served. Service is generally every two hours.
- There are more options for local trips within the central Mt. Shasta area.

**Figure 24**  
**Siskiyou County Plan Graphic**



- Passenger-trips per vehicle-hour of service will increase from 4.25 to 5.1 on average.
- Total annual operating subsidy is \$42,000 less.
- Subsidy per passenger-trip will decrease from \$31.98 to \$26.81.
- Farebox ratio will improve from 8.1 percent to 10.2 percent.

#### *Cons*

- This eliminates service to Gazelle and Lake Shastina.
- The span of service is shorter for the alternatives. The alternatives service hours end anywhere from 5:00 PM to 7:00 PM; whereas the existing service ran as late as 8:00 PM or 9:00 PM. It should be noted that transit ridership generally decreases significantly after 6:00 PM.
- A few stops in Yreka are not served (Campbell Tracts, YMCA, and Veteran’s Services). However, these stops are only served twice a day currently.
- This strategy would require the use of one more bus during peak service. STAGE has several extra buses in the fleet but finding an additional driver may be a challenge.

The service alternatives analysis also showed that the Checkpoint Service in Yreka would be a productive service and combined with the Existing Corridor Alternatives would greatly improve public transit service in Yreka. However, this service requires an additional operating subsidy of around \$350,000 and would not be financially constrained. Given current uncertainty about long-term funding levels, this option is not currently recommended, but should be considered if funding becomes available.

#### Operating Plan

Table 36 presents the Operating Plan for STAGE for the next five years. It is recommended that STAGE implement the Existing Corridor Alternatives as this option improves ridership, reduces costs and maintains transit service similar to existing levels. Even with these cost savings, however, Table 36 indicates that there will be a deficit of around \$200,000 in operating funds in FY 2024-25, if the current allocation of \$1,075,000 LTF funds to public transit remains. Around \$475,000 in LTF revenues are allocated to the local jurisdictions for streets and roads purposes annually, after it has been determined that there are no unmet transit needs reasonable to meet. If transit operating revenues dip below operating costs, as projected in Table 36, transit service would have to be reduced below the “Base Case” level. If this were to occur, it would be reasonable to assume that the LTC would find that there are unmet transit needs reasonable to meet. As such, some of the LTF allocated for streets and roads purposes in the past would be allocated to public transit so that Base Case transit levels could be maintained. As shown in Table 36, an additional \$200,000 to \$265,000 LTF would need to be allocated to

public transit to be able to maintain transit service levels currently operated. This would still leave over \$250,000 in LTF funds for streets and roads purposes annually.

	Fiscal Year				
	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
<b>Operating Cost of Plan Elements</b>					
I-5 Corridor Express/Local Service between Mt. Shasta and Yreka					
Express Service 2 AM and 2 PM Peak Hour Round Trips	\$327,400	\$333,948	\$340,627	\$347,439	\$354,388
Local Service (4 Round Trips)	\$445,760	\$454,675	\$463,769	\$473,044	\$482,505
<i>Subtotal I-5 Corridor</i>	<i>\$773,160</i>	<i>\$788,623</i>	<i>\$804,396</i>	<i>\$820,484</i>	<i>\$836,893</i>
Dunsmuir - Mt. Shasta - McCloud	\$339,500	\$346,290	\$353,216	\$360,280	\$367,486
Etna - Montague - Hornbrook	\$346,560	\$353,491	\$360,561	\$367,772	\$375,128
Fixed Costs	\$608,675	\$620,848	\$633,265	\$645,930	\$658,849
<b>Total Operating Plan Elements ( Existing Corridor Service)</b>	<b>\$2,067,895</b>	<b>\$2,109,252</b>	<b>\$2,151,437</b>	<b>\$2,194,466</b>	<b>\$2,238,356</b>
Annual Operating Revenue <sup>(1)</sup>	\$1,822,743	\$1,859,198	\$1,896,382	\$1,934,309	\$1,972,995
CARES Act Funding	\$546,000	\$0	\$0	\$0	\$0
Carryover Revenue from Previous FY	\$0	\$300,848	\$50,793	\$0	\$0
<b>Total Operating Revenue</b>	<b>\$2,368,743</b>	<b>\$2,160,046</b>	<b>\$1,947,175</b>	<b>\$1,934,309</b>	<b>\$1,972,995</b>
<b>Surplus/Deficit with current LTF Allocation</b>	<b>\$300,848</b>	<b>\$50,793</b>	<b>-\$204,262</b>	<b>-\$260,157</b>	<b>-\$265,360</b>
Additional new LTF Available for Region <sup>(2)</sup>	\$475,000	\$484,500	\$494,190	\$504,074	\$514,155
Additional LTF needed for Existing Corridor Service	\$0	\$0	\$204,262	\$260,157	\$265,360
Remaining Available for Streets and Roads or carryover	\$475,000	\$484,500	\$289,928	\$243,917	\$248,795
<b>Revised Transit Operating Revenue with Additional LTF Funds</b>	<b>\$2,368,743</b>	<b>\$2,160,046</b>	<b>\$2,151,437</b>	<b>\$2,194,466</b>	<b>\$2,238,356</b>
<b>Surplus/Deficit with revised LTF Allocation</b>	<b>\$300,848</b>	<b>\$50,793</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<small>Note 1: Includes fare revenue and annual TDA LTF allocation of \$1,075,000. Operating revenue increased by 2% annually.</small>					
<small>Note 2: Represents LTF which in the past has been allocated for streets and roads purposes, as there were findings of no unmet transit needs reasonable to meet.</small>					

Although Table 36 projections use the best cost and revenue estimates available, there are several factors which could change STAGE’s financial outlook over the next five years.

- Personnel costs could potentially be reduced if STAGE contracts with a private transportation provider for operation of public transit service (as discussed in the Institutional Plan).
- Although CARES Act funding will no longer be available, there may be additional funding sources available through the newly passed federal infrastructure bill (Infrastructure Investment and Jobs Act).
- The State of California has ambitious goals to reduce Greenhouse Gas (GHG) emissions. As transportation accounts for 40 percent of GHG emissions in California, it is likely that the state will dedicate more funding to alternative modes of transportation such as public transit.

Given all these variables, STAGE and the LTC should reevaluate the financial plan in FY 2023-24 to determine the best course of action. If additional funding is available beyond the Existing Corridor/ Base Case Service Plan, STAGE should consider implementing the Checkpoint Service in Yreka option.

Capital Plan

Table 37 presents STAGE’s capital improvement plan for the next five years. In 2022, STAGE intends to replace two of the mid-size vehicles in the fleet as they have reached the end of their useful lives. These vehicle replacements will be funded through the STAGE capital replacement fund. In FY 2023-24 another two vehicles are scheduled for replacement. STAGE will apply for FTA competitive grant funds to pay for 80 percent of the cost of the vehicles. With the recommended operating plan, STAGE will have a maximum of five vehicles in service at one time. If funding becomes available for the Yreka Checkpoint service, an additional vehicle will be required. The fleet should also have at least one spare vehicle or a total of 7 buses. Therefore, STAGE does not need to replace all 10 buses currently in the fleet. Four new cutaways were purchased in 2017 and will be eligible for replacement at the very end of this planning period but replacement may not be necessary until 2028.

<b>Table 37: STAGE 5-Year Capital Financial Plan</b>					
	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
<b>Capital Replacement Fund Starting Balance</b>	<b>\$456,000</b>	<b>\$136,800</b>	<b>\$184,600</b>	<b>\$323,600</b>	<b>\$462,600</b>
<b>Capital Expenses</b>					
Vehicle Replacement	\$456,000	\$456,000			
Bus Stop Improvements	\$87,200		\$10,000		\$10,000
<b>Total Expenses</b>	<b>\$543,200</b>	<b>\$456,000</b>	<b>\$10,000</b>	<b>\$0</b>	<b>\$10,000</b>
<b>Capital Revenues</b>					
STA (State of Good Repair)	\$64,000	\$64,000	\$64,000	\$64,000	\$64,000
LTF - Capital	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000
FTA Discretionary Grant (80 % funding)	\$0	\$364,800	\$0	\$0	\$0
LCTOP	\$85,000	\$0	\$10,000	\$0	\$10,000
<b>Total Revenues</b>	<b>\$224,000</b>	<b>\$503,800</b>	<b>\$149,000</b>	<b>\$139,000</b>	<b>\$149,000</b>
Annual Balance	-\$319,200	\$47,800	\$139,000	\$139,000	\$139,000
<b>Capital Replacement Fund Ending Balance</b>	<b>\$136,800</b>	<b>\$184,600</b>	<b>\$323,600</b>	<b>\$462,600</b>	<b>\$601,600</b>
Source: STAGE					

As for addressing CARB’s Innovative Clean Transit Rule, the four vehicles purchased during this planning period can be diesel buses, as the requirement to purchase zero-emission vehicles will not begin until 2026. STAGE is required to prepare a Zero-Emission Bus Rollout Plan by July 2023. This plan should study the best way for Siskiyou County to meet the CARB rule through necessary charging infrastructure and vehicle replacement schedule.

STAGE is also conducting a bus stop improvement program. Roughly half of STAGE's 87 designated bus stops are not signed. STAGE is in the process of purchasing poles, Simme-seats (small seats attached to the bus stop sign pole), schedule holders and solar powered lights. Each bus stop improvement (including the Simme-seat) costs around \$1,100. STAGE also has plans to construct one shelter. STAGE received \$85,000 in LCTOP funds to construct these bus stop improvements in 2022. The bus stop improvement program will continue throughout the five-year planning period.

The I-5 corridor Express and Local service alternative will require new bus stops located at:

- Castle and Maple Street in Mt. Shasta
- Lake Street near Chestnut Street in Mt. Shasta

The cost of a sign and Simme-seat attached to a pole at \$1,100 per stop for these new bus stops is included in FY 2022-23 in the capital plan.

In addition to LCTOP funds, STAGE receives State of Good Repair funds in the amount of \$64,000 annually. Roughly \$75,000 in LTF funds are allocated for capital purposes each year.

### Fare Structure

As noted in earlier chapters, STAGE has not charged passenger fares the past two fiscal years as a way of reducing person to person contact and providing financial relief for the transit dependent. STAGE received state LCTOP program and federal CARES Act grant funds to replace the lost fare revenue. Fare revenue is important because of the farebox ratio requirement associated with receiving TDA funds. However, the state suspended farebox requirement ratio requirements through FY 2022-23 because of the pandemic. In FY 2019-20, STAGE had a 6.6 percent farebox ratio requirement, below the 10 percent customary minimum requirement for rural transit agencies.

The alternatives analysis projects that the Existing Corridor Alternatives will just meet the 10 percent farebox ratio if a fare similar to pre-COVID levels is charged. Roughly \$148,000 in fare revenue could be collected. During COVID, STAGE received around \$100,000 from the LCTOP and CARES programs in lieu of charging a fare. Given STAGE's delicate financial situation and difficulty in making the required farebox ratio, it is recommended that passengers are charged a fare. This is on par with similar rural transit agencies.

### Institutional Plan

The Peer Rural Transit Agencies Cost Comparison Table (Table 35) shows that STAGE has the highest operating cost per hour and per mile when compared to other nearby rural transit agencies who contract with a private transportation operator for service. Due to the remoteness of Siskiyou County, it is also difficult for STAGE to recruit and retain high level administrative transit professionals with extensive transit expertise. If a transit contractor is employed, there is the potential for cost savings as well as the availability of experienced administrative staff. Therefore, it is recommended that Siskiyou County

prepare a Request for Proposals for operation (not maintenance) of the STAGE transit system. Responses to this RFP can then be compared with the costs and pros/cons of retaining operations within the county staff, in order to determine the best strategy for the future.



**Appendix A**  
**SISKIYOU COUNTY SRTP – STAKEHOLDER OUTREACH**

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As a part of the Stakeholder outreach process, the following organizations of Siskiyou County were contacted for input regarding existing transportation and transit services. This appendix goes on to show the responses of those who chose to participate.

SSTAC - College of the Siskiyou

SSTAC - Siskiyou County Health and Human Services

SSTAC - Karuk Tribe

TAC - Eskaton George Washington Manor

TAC - Siskiyou Opportunity Center

TAC - Quartz Valley Indian Reservation (ANAV Tribal Health Clinic)

PSA Area 2, Agency on Aging

Yreka Community Resource Center

Fairchild Medical Center

Weed Community Center

Mt. Shasta Mercy Hospital

**From:** [Misty Rickwalt](#)  
**To:** [Justine Marmesh](#)  
**Subject:** RE: Siskiyou County STAGE SRTP Stakeholders  
**Date:** Friday, January 8, 2021 2:48:35 PM

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Thank you! I will share this link with the Tribe. How long will the survey be available?

**Yôotva (thank you),**  
**Misty D. Rickwalt**  
Karuk Tribe Transportation Director  
530-627-3016 office || 530-517-0045 cell

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**From:** Justine Marmesh <[justine@lsctahoe.com](mailto:justine@lsctahoe.com)>  
**Sent:** Friday, January 08, 2021 2:45 PM  
**To:** Misty Rickwalt <[mrickwalt@karuk.us](mailto:mrickwalt@karuk.us)>  
**Subject:** RE: Siskiyou County STAGE SRTP Stakeholders

Hello Misty,

Thank you so much for your time! We do typically conduct on-board surveys but due to pandemic we are trying to reach out in alternative ways. We have an online survey at the moment as well if you or anyone else would be interested in participating. Feel free to forward this link along!

<https://www.surveymonkey.com/r/Siskiyou2021>

Thanks again,

Justine Marmesh, AICP  
Transportation Planner

Please note that our office is primarily working remote during this time. If you would like to reach me directly, please email me or call my cell phone anytime between 8:30 AM and 5:30 PM Monday through Friday (530) 448 2550.

LSC Transportation Consultants  
2690 Lake Forest Road, Tahoe City CA 96145  
(539) 583-4053

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**From:** Misty Rickwalt <[mrickwalt@karuk.us](mailto:mrickwalt@karuk.us)>  
**Sent:** Friday, January 8, 2021 2:34 PM  
**To:** Justine Marmesh <[justine@lsctahoe.com](mailto:justine@lsctahoe.com)>  
**Subject:** RE: Siskiyou County STAGE SRTP Stakeholders

Hello Justine,

Thank you for reaching out to me on this. I have answered the questions below to the best of my knowledge but, since the STAGE is not directly affiliated with the Tribe, I very rarely (if ever) receive feed-back on any issues or concerns the riders may have. I would suggest a survey being conducted on the STAGE, if possible, for better accuracy. Please see my answers, in red, below.

Thank you again for reaching out to me.

**Yôotva (thank you),**  
**Misty D. Rickwalt**  
Karuk Tribe Transportation Director  
530-627-3016 office || 530-517-0045 cell

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**From:** Justine Marmesh <[justine@lsctahoe.com](mailto:justine@lsctahoe.com)>  
**Sent:** Friday, January 08, 2021 2:05 PM  
**To:** Misty Rickwalt <[mrickwalt@karuk.us](mailto:mrickwalt@karuk.us)>  
**Subject:** Siskiyou County STAGE SRTP Stakeholders

Good Afternoon Ms. Rickwalkt,

LSC Transportation Consultants is currently conducting the Short-Range Transit Plan (SRTP) for Siskiyou County. The objectives of the SRTP are to provide a means for evaluating a local transit organization's performance, such as STAGE, and provide meaningful recommendations for improvements. As part of the process, LSC is reaching out to various stakeholders and SSTAC members for input.

I have included some questions for your review and response below. We hope to hear from you before January 22<sup>nd</sup> so that your input may be considered in our analysis. Please let me know if you have any additional questions or concerns moving forward. If this would be better answered by someone else, please feel free to forward this message along.

If you would prefer to speak with me over the phone, please feel free to call me at 530 448 2550 Monday through Fridays between 8:30 AM and 5:30 PM.

1. How many people within the Karuk Tribe community do you suppose use STAGE? (This can be an approximation) **10-20**
2. What are some of the most popular destinations? **Grocery Stores, Walmart, Rain Rock Casino**
3. What times of day do you feel people are most likely to take the bus? **Early morning, mid-late afternoon**

4. What sorts of transit related complaints or suggestions does the tribe receive (if any)? **I would like to know what the STAGE schedule is. I have not had anyone contact me regarding any complaints or suggestions recently. But I might have suggestions if I was more informed on what days and times the STAGE goes to and from Happy Camp.**
  
5. Any recommendations for how STAGE can better serve you and your community? **More communication and outreach to me, so I can disseminate the information to others. Discount opportunities.**

Thank you,

Justine Marmesh, AICP  
Transportation Planner

Please note that our office is primarily working remote during this time. If you would like to reach me directly, please email me or call my cell phone anytime between 8:30 AM and 5:30 PM Monday through Friday (530) 448 2550.

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(539) 583-4053

## Justine Marmesh

---

**From:** Sara Kerr <Sara@madronehospice.org>  
**Sent:** Tuesday, January 26, 2021 3:20 PM  
**To:** Justine Marmesh  
**Subject:** Response to questions

Hello Justine,

Here are the answers to your questions.

1. Did Madrone Senior Center receive a 5310 grant in FY 2018-19 and 2019-20? If so, what were the grant amounts? For example, it was for \$59,062 in 2013-14  
18/19-\$43,952 and 19/20-\$45,058
2. How much was Madrone Senior Center's operation costs for transportation services in FY 2018-19 and 2019-20?  
Our operation cost for 18/19 was \$90,966 and 19/20 was \$88,712
3. Have there been any recent changes (over the past few years) in your services due to lack of funding?  
We have cut our hours back
4. How has covid impacted your services? What extra precautions are you currently making for your clients?  
Before COVID we provided about 500 one-way trips a month and now we are lucky to do 200. We have limited seating and clients are required to wear masks and have temperature checks before they can ride the bus.
5. Do any of your current employees use STAGE services? If so, how many would you estimate?  
No
6. Do any of your clients use STAGE services to get to and from the Madrone Senior Center?  
No.
7. What could STAGE implement to better serve your organization if anything?  
N/A

I hope this helps.



**Sara Kerr**

**Senior Program Manager**

**[sara@madronehospice.org](mailto:sara@madronehospice.org)**

**810 N. Oregon Street, Yreka, CA 96097**

**Phone (530) 841-2366**

**Fax (530) 841-2339**

**From:** [Corey Watson](#)  
**To:** [Justine Marmesh](#)  
**Cc:** [Susan Cervelli](#); [Trish Barbieri](#)  
**Subject:** Updated STAGE STRP Stakeholders Requested Information  
**Date:** Friday, January 15, 2021 11:08:44 AM

---

Good Morning,

We have updated the previous information that I sent this morning to include our adult services customers.

1. How many of your clients and employees use STAGE currently? (this can be approximate)

Adult and Children's Services: Approximately 50%, around 50 individuals.

In-Home Support Services: <25% (100 + individuals)

2. Where do you think most clients and employees are traveling from (which communities of Siskiyou?)

Locally in Yreka, we do have some customers that travel from south county, Dunsmuir, Weed and Mount Shasta.

Since the Slater Fire, there have been increased requests for transport services to and from the Happy Camp area.

Adult Services has numerous clients from the Hornbook area that often report transportation issues.

3. What sorts of transit programs does your organization offer to clients and employees if any?

We provide stage tickets to customers. If the Stage is not available, we in some instances can setup transportation.

Internally, we have a county transportation team that offers one-on-one transportation (vehicles/vans) for clients with open cases.

Our clients also access transportation services (non-medical transporter, taxi, Uber, Lift) through Partnership for medical appointments, though some have indicated it is often difficult to find an available transport provider in Siskiyou.

4. What sorts of transit/transportation related complaints has your organization received (if any)? Do people have a hard time getting to your organizations facility?

We have heard complaints such as the STAGE does not run frequently enough to some outlying communities; Lake Shastina, Horbrook, Happy Camp, Dorris ect.

We have also received some concerns that STAGE is difficult to access for some ADA/mobility limited clients as the designated pick-up/drop off locations are sometimes not easily accessible or located near senior housing, apartments etc. On the other hand, we have had some client's note that the STAGE drivers will go out of their way to make accommodations to help them access the bus service when they are regular riders

5. Any recommendations for how STAGE can better serve your organization?

More frequent trips to outlying communities such as Hornbrook, Lake Shastina, Happy Camp, Dorris ect.

The need for non-medical transport is significant, and if STAGE had smaller vehicles (vans, etc) that would meet that need/be Partnership billable, it would likely be highly utilized.

6. Is there anything else you would like to share with us?

Although limited at times we are grateful for the public transportation options in our community.

During the Slater Fire, the STAGE bus staff and drivers went above and beyond, helping to evacuate residents (including their animals and belongings) out of the Happy Camp area. Their quick actions and ability to get busses to the Happy Campy area immediately after the fire started likely saved lives and prevented residents with no transportation from being trapped within the burn zone. For several weeks following the Slater Fire, the STAGE adjusted routes and arranged special bus runs to assist in transporting sheltered clients from the Happy Camp area and local hotels to the Temporary Emergency Evacuation Center and Local Assistance Centers. This transportation assistance, and the flexibility in scheduling this required, was an invaluable service to the citizens of Happy Camp and the county. Most of the evacuees would not have been able to access services, such as FEMA and American Red Cross assistance, meals and shopping, without this service.

Thank you!

Thank you,

Corey Watson  
Program Manager  
Siskiyou County Adult and Children's Services  
530-841-4200

**From:** [Teri Gabriel](#)  
**To:** [Justine Marmesh](#)  
**Subject:** RE: Siskiyou County STAGE SRTP Stakeholders  
**Date:** Tuesday, January 19, 2021 10:38:05 AM

---

Thank you for following up. We have our responses ready. Please see below.

Note: I also shared the surveymonkey link with our Advisory Council members and will share it with our local community partner distribution list to encourage their participation.

Thank you! Please feel free to contact me with any further questions regarding transportation in Siskiyou County which remains a top priority and unmet need in our region.

Teri

Teri Gabriel  
Executive Director  
PSA 2 Area Agency on Aging

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**From:** Justine Marmesh <justine@lsctahoe.com>  
**Sent:** Monday, January 18, 2021 3:24 PM  
**To:** Teri Gabriel <teri@psa2.org>  
**Subject:** RE: Siskiyou County STAGE SRTP Stakeholders

Hello Ms. Gabriel,

I would like to follow up on my previous email below. We hope to receive responses to the written survey by this Friday so we may include it into our plan for Siskiyou County. Please let me know if you have any questions. The online survey will be closing by end of day Wednesday.

Thank you,

Justine Marmesh, AICP  
Transportation Planner

Please note that our office is primarily working remote during this time. If you would like to reach me directly, please email me or call my cell phone anytime between 8:30 AM and 5:30 PM Monday through Friday (530) 448 2550.

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(539) 583-4053

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**From:** Justine Marmesh

**Sent:** Friday, January 8, 2021 3:08 PM

**To:** [teri@psa2.org](mailto:teri@psa2.org)

**Subject:** Siskiyou County STAGE SRTP Stakeholders

Good Afternoon Ms. Gabriel,

LSC Transportation Consultants is currently conducting the Short-Range Transit Plan (SRTP) for Siskiyou County. The objectives of the SRTP are to provide a means for evaluating a local transit organization's performance, such as STAGE, and provide meaningful recommendations for improvements. As part of the process, LSC is reaching out to various stakeholders and SSTAC members for input.

I have included some questions for your review and response below. We hope to hear from you before January 22<sup>nd</sup> so that your input may be considered in our future recommendations. Please let me know if you have any additional questions or concerns moving forward. If this would be better answered by someone else, please feel free to forward this message along.

If you would prefer to speak with me over the phone, please feel free to call me at 530 448 2550 Monday through Fridays between 8:30 AM and 5:30 PM.

1. How many of your clients and employees at PSA 2 use STAGE currently? (this can be approximate)  
**0 – Staff, Unknown – Clients (we do not track that information specially)**
2. Where do you think most clients and employees are traveling from (which communities of Siskiyou County?)  
**Weed, Mt. Shasta, Hornbrook, Tulelake, Happy Camp**
3. What sorts of transit programs does your organization offer to clients and employees if any?  
**Title III B Transportation services with Older Americans Act funding. We currently hold a contract with Madrone Senior Services (serving the Yreka area) and Great Northern Services (serving the Mt. Shasta area) to provide these services in Siskiyou County. III B Transportation services are available to those aged 60 and over.**
4. What sorts of transit/transportation related complaints has your organization received (if any)?  
**Lack of transportation options for out of area medical appointments, specifically in Ashland, Medford, Redding and Sacramento**
5. Do people have a hard time getting to your organizations' facility?  
**Not that we are aware since Information & Assistance resource referrals can**

be provided over-the-phone and via US mail; however, we did receive a comment that there was no bus stop closer to the Miner Street and Broadway intersection in Yreka.

6. Any recommendations for how STAGE can better serve your organization?

Provide more stops throughout areas in the county and more busses to shorten trips. Collaboration with other transportation services to coordinate trips outside of Siskiyou County.

7. Is there anything else you would like to share with us?

We have heard from clients who have used STAGE that anytime they use the service for errands, it becomes an all day event. They state that it takes too long to get from point A to point B.

When you have a moment, please also take our online survey. Feel free to share this survey with others as well.

<https://www.surveymonkey.com/r/Siskiyou2021>

Thank you,

Justine Marmesh, AICP  
Transportation Planner

Please note that our office is primarily working remote during this time. If you would like to reach me directly, please email me or call my cell phone anytime between 8:30 AM and 5:30 PM Monday through Friday (530) 448 2550.

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2690 Lake Forest Road, Tahoe City CA 96145  
(539) 583-4053

**From:** [Haugen, Douglas](#)  
**To:** [Justine Marmesh](#)  
**Subject:** RE: Siskiyou County STAGE SRTP Stakeholders  
**Date:** Tuesday, January 19, 2021 11:28:48 AM

---

Hi Justine,

See below.

Here is my direct line if you'd like to follow up on any of these items. 530-938-5295

Doug Haugen

---

**From:** Justine Marmesh <[justine@lsctahoe.com](mailto:justine@lsctahoe.com)>  
**Sent:** Friday, January 08, 2021 1:53 PM  
**To:** Haugen, Douglas <[Haugen@siskiyous.edu](mailto:Haugen@siskiyous.edu)>  
**Subject:** Siskiyou County STAGE SRTP Stakeholders

Good Afternoon Mr. Haugen,

LSC Transportation Consultants is currently conducting the Short-Range Transit Plan (SRTP) for Siskiyou County. The objectives of the SRTP are to provide a means for evaluating a local transit organization's performance, such as STAGE, and provide meaningful recommendations for improvements. As part of the process, LSC is reaching out to various stakeholders and SSTAC members for input.

I have included some questions for your review and response below. We hope to hear from you before January 22<sup>nd</sup> so that your input may be considered in our analysis. Please let me know if you have any additional questions or concerns moving forward. If this would be better answered by someone else, please feel free to forward this message along.

If you would prefer to speak with me over the phone, please feel free to call me at 530 448 2550 Monday through Fridays between 8:30 AM and 5:30 PM.

1. How many students, faculty, and employee take the bus? (This can be approximate)  
[Due to COVID-19 ridership from the college is way down as a result of remote learning and work from home. Pre pandemic I'd estimate that 20 employees and 75 students rode the STAGE bus to campus daily.](#)
2. What communities are they coming from/going to?

[Key cities served by the Stage Bus to COS campuses are.](#)  
[Mount Shasta,](#)  
[Dunsmuir](#)

Weed

Yreka

Service to Lake Shastina for students would likely be low because short term rentals and subletting rooms to non-family members is not allowed by their CCR.

3. How is the student transit pass program going overall? Is there room for improvement?

Being able to share with students that their bus rides are at no cost to them feels great. I'm not sure the ridership changed very much, but I'd anticipate that the pre-pandemic data would provide information about the impact on ridership.

4. What times do you feel people are most likely to take the bus to and from the college? Does this vary between students, faculty, and staff?

Early morning, and mid-afternoon. (evening hours have been requested for courses starting at 6pm- ending at 9pm in the evening)

5. What sorts of transit-related complaints does the college receive (if any)?

The staff has said that their transit schedule doesn't work with their home and work schedule

6. Do you have any recommendations for how STAGE can better serve your college?

Weekend service for access to shopping would be helpful – every now and then.

7. Anything else you would like to add for our consideration?

COS is in process of developing a new residence hall. This new facility is scheduled to open in August 2023. This will increase the number of students living on campus from 140 to 396 when full

Thank you,

Justine Marmesh, AICP

Transportation Planner

Please note that our office is primarily working remote during this time. If you would like to reach me directly, please email me or call my cell phone anytime between 8:30 AM and 5:30 PM Monday through Friday (530) 448 2550.

LSC Transportation Consultants

2690 Lake Forest Road, Tahoe City CA 96145

(539) 583-4053

## Justine Marmesh

---

**To:** Justine Marmesh  
**Subject:** RE: Siskiyou County STAGE SRTP Stakeholders

Good Afternoon Mr. Chianello,

LSC Transportation Consultants is currently conducting the Short-Range Transit Plan (SRTP) for Siskiyou County. The objectives of the SRTP are to provide a means for evaluating a local transit organization's performance, such as STAGE, and provide meaningful recommendations for improvements. As part of the process, LSC is reaching out to various stakeholders and SSTAC members for input.

I have included some questions for your review and response below. We hope to hear from you before January 22<sup>nd</sup> so that your input may be considered in our future recommendations. Please let me know if you have any additional questions or concerns moving forward. If this would be better answered by someone else, please feel free to forward this message along.

If you would prefer to speak with me over the phone, please feel free to call me at 530 448 2550 Monday through Fridays between 8:30 AM and 5:30 PM.

1. How many employees or clients take the bus to and from the Opportunity Center?  
**No current employees or clients currently take STAGE.**
2. What are some of the most popular origins? Where do employees and clients live?  
**Popular destinations: Walmart, dollar store, museums, parks.  
Primarily located in Mt. Shasta, Weed, Lake Shastina, Grenada, Yreka, Hornbrook, and Montague.**
3. What times of day do you feel people are most likely to take the bus? (this can be approximate)  
**Mornings (Shasta 7AM and Yreka 8AM) and late afternoons (Shasta 3PM and Yreka 4PM)**
4. What sorts of transit related complaints or suggestions do you receive (if any)?  
**More frequency in STAGE. Would also like a really simple ADA, easy to understand schedule.**
5. Does your organization provide any sort of transit or transportation incentives to your clients and/or employees?  
OC provides transportation to their members  
**10-12 vehicles (10 mini and 2 industrial) pick them up at home/group homes and take them to facility or work opportunities.**
6. Any recommendations for how STAGE can better serve you and your community?  
**See below.**
7. Is there anything else you would like us to know?  
**Typically the STAGE runs up and down I-5. If they could expand to more regions off of I-5 such as more communities in Yreka and Montague.**

Thank you,

Justine Marmesh, AICP

## *Transportation Planner*

*Please note that our office is primarily working remote during this time. If you would like to reach me directly, please email me or call my cell phone anytime between 8:30 AM and 5:30 PM Monday through Friday (530) 448 2550.*

### **LSC Transportation Consultants**

2690 Lake Forest Road, Tahoe City CA 96145

(539) 583-4053

**Appendix B**

**SISKIYOU COUNTY SRTP – COMMUNITY ONLINE SURVEY**

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## **Siskiyou County Short Range Transit Plan - Community Survey**

Welcome to the our survey!

The Siskiyou County Local Transportation Commission is preparing a transit plan for the county and would like your input on transit services and travel needs. Please take a few moments to answer the following questions so that our transit services can best meet the needs of the community.

Thank you!



# Siskiyou County Short Range Transit Plan - Community Survey

Tell us about yourself...

1. In which community do you live?

- |  |                                     |
|--|-------------------------------------|
| <input type="radio"/> Yreka                  | <input type="radio"/> Dunsmuir      |
| <input type="radio"/> Montague               | <input type="radio"/> Happy Camp    |
| <input type="radio"/> Hornbrook              | <input type="radio"/> Fort Jones    |
| <input type="radio"/> Mount Shasta           | <input type="radio"/> Quartz Valley |
| <input type="radio"/> McCloud                | <input type="radio"/> Etna          |
| <input type="radio"/> Weed                   |                                     |
| <input type="radio"/> Other (please specify) |                                     |

2. How old are you?

- |                                |                                   |
|--------------------------------|-----------------------------------|
| <input type="radio"/> Under 18 | <input type="radio"/> 45-61       |
| <input type="radio"/> 19-25    | <input type="radio"/> 62-74       |
| <input type="radio"/> 26-44    | <input type="radio"/> 75 or older |

3. Do you have a driver's license?

- Yes
- No

4. Do you typically have a vehicle available for travel?

Yes

No

5. What community do you typically travel to for...

Work

Doctor / Medical

School

Recreation / Social

Grocery Shopping

Banking

6. What best describes your occupation? (select one)

Employed full time

College Student

Employed part time

K-12 Student

Unemployed

Retired

Other (please specify)



## **Siskiyou County Short Range Transit Plan - Community Survey**

Tell us about your transit use...

7. Have you used Siskiyou Transit and General Express (STAGE) services within the last two years?

Yes

No



## Siskiyou County Short Range Transit Plan - Community Survey

8. How often do you use Siskiyou Transit and General Express (STAGE) services?

- I no longer use STAGE
- Less than once per month
- 1 to 4 times per month
- 5 to 10 times per month
- More than 10 times per month



## Siskiyou County Short Range Transit Plan - Community Survey

9. Which STAGE services do you use (or have you ever used)? (check all that apply)

- |   |  |
|---|--|
| <input type="checkbox"/> Morning Southbound I-5   | <input type="checkbox"/> Afternoon Northbound I-5            |
| <input type="checkbox"/> Morning Northbound I-5   | <input type="checkbox"/> Northbound Scott Valley to Montague |
| <input type="checkbox"/> Midday Southbound I-5    | <input type="checkbox"/> Southbound Scott Valley to Montague |
| <input type="checkbox"/> Midday Northbound I-5    | <input type="checkbox"/> Lake Shastina                       |
| <input type="checkbox"/> Afternoon Southbound I-5 | <input type="checkbox"/> Happy Camp (when in service)        |
| <input type="checkbox"/> Other (please specify)   |  |

10. When you use STAGE, where do you usually get on or off of the bus (please list bus stop location) for any trips you typically make....

To leave or arrive HOME, I usually board or exit the bus at...(list stop location)

To leave or arrive to WORK, I usually board or exit the bus at...(list stop location)

To leave or arrive to SCHOOL, I usually board or exit the bus at...(list stop location)

To leave or arrive to a MEDICAL or DENTAL appointment, I usually board or exit the bus at...(list stop location)

To leave or arrive for SHOPPING, I usually board or exit the bus at...(list stop location)

To leave or arrive for RECREATION/SOCIAL OUTINGS, I usually board or exit the bus at...(list stop location)

To leave or arrive for PERSONAL ERRANDS, I usually board or exit the bus at....(list stop location)

11. Please indicate your opinion of STAGE services from 1 (poor) to 5 (excellent) from the list below.

	1 (poor)	2	3	4	5 (excellent)
System Safety	<input type="radio"/>				
On-time Performance	<input type="radio"/>				
Service Frequency	<input type="radio"/>				
Driver Courtesy	<input type="radio"/>				
Travel Time	<input type="radio"/>				
Areas Served	<input type="radio"/>				
Bus Cleanliness	<input type="radio"/>				
Telephone Services	<input type="radio"/>				
Printed Materials	<input type="radio"/>				
Website	<input type="radio"/>				
Bus Stops and Shelters	<input type="radio"/>				
COVID Safety Measures	<input type="radio"/>				
Overall Services	<input type="radio"/>				



## Siskiyou County Short Range Transit Plan - Community Survey

12. If STAGE were not available, would you be able to get to...

	Yes	No
Work?	<input type="radio"/>	<input type="radio"/>
Medical appointments?	<input type="radio"/>	<input type="radio"/>
Social Service appointments?	<input type="radio"/>	<input type="radio"/>
School?	<input type="radio"/>	<input type="radio"/>
Recreational or social outings?	<input type="radio"/>	<input type="radio"/>

13. If you don't use STAGE or only ride infrequently, what limits your use? (Check all that apply)

- The bus doesn't stop near my home.
- The bus doesn't go where I need to go.
- The bus doesn't run often enough.
- The bus doesn't run late enough.
- The bus doesn't start early enough.
- The bus takes too long.
- Other (please specify)
- The fare is too high.
- I'm not aware of the bus service.
- I have a vehicle.
- I make multiple stops along the way.
- I do use STAGE services



## Siskiyou County Short Range Transit Plan - Community Survey

Tell us about your transit needs....

14. Do you have public transit needs outside of Siskiyou County? For what purpose?

To Redding? If so, list purpose

To Ashland? If so, list purpose

To Medford? If so, list purpose

To Klamath Falls? If so, list purpose

Other location? If so, list location and purpose

15. Do you think STAGE transit service in Siskiyou County is...

- Very valuable
- Somewhat valuable
- Not very valuable
- No value at all



## **Siskiyou County Short Range Transit Plan - Community Survey**

### Mapping Survey

16. Please follow the link below to show us where you take the bus currently, and where you would like new or additional service.

<https://wikimapping.com/Siskiyou-Transit-and-General-Express.html>

When you have finished the mapping question, please return to this page and click "Done".

Thank you!

