



# Siskiyou Transportation Agency

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Melissa Cummins, Executive Director  
190 Greenhorn Road  
Yreka, California 96097  
Phone: 530.842.8220

## Regular Meeting of the Siskiyou Transportation Agency

**Date:** Tuesday, December 17, 2024

**Time:** Immediately following the SCLTC meeting at or about 10:45 A.M. PST

In-Person Location: Siskiyou County Transit Center – Conference Room  
190 Greenhorn Road  
Yreka, CA 96097

Information to participate by Zoom:

Conference Call In Number: +1.669.444.9171 US

Meeting ID: 892 5171 1543

All agendas are available at: <https://siskiyoucoltc.org/docs-category/meeting-agenda/>

### Siskiyou Transportation Agency Members

#### Representatives of the Siskiyou County Board of Supervisors

Michael Kobseff, Vice Chair	County Supervisor – District 3
Nancy Ogren	County Supervisor – District 4
Ed Valenzuela	County Supervisor – District 2
Brandon Criss (Alternate)	County Supervisor – District 1

#### Representatives of the League of Local Agencies

Bruce Deutsch, Chair	Councilmember, City of Dunsmuir
Paul McCoy	Councilmember, City of Yreka
Susan Tavalero	Councilmember, City of Weed
Julia Mason (Alternate)	Councilmember, Town of Fort Jones

The agenda items are as follows:

- 1) Roll Call
- 2) Presentations from the Public

### 2024 Board of Directors

Nancy Ogren  
Sue Tavalero

Bruce Deutsch  
Paul McCoy

Michael Kobseff  
Brandon Criss

Ed Valenzuela  
Julia Mason

PLEASE NOTE: This time slot is for information from the public. No action or discussion will be conducted on matters presented at this time. You will be allowed three (3) minutes for your presentation. The Chair can extend the time for appropriate circumstances. When addressing the Board, please state your name for the record prior to providing your comments. Please address the Board, as a whole, through the Chair. Comments should be limited to matters within the jurisdiction of the Board.

**3) Consent Agenda**

*The following consent agenda items are expected to be routine and non-controversial. They may be acted upon by the Board at one time without discussion. Any Director, staff member, or interested person may request that an item be removed from the Consent Agenda for discussion and consideration. Approval of a consent item means approval of the recommended motion as specified on the Agenda Worksheet.*

Regular Informational Items

A. STAGE Staff Report - Monthly report from staff on activities, reporting, and other projects.

4) Presentation/Discussion – Presentation and discussion regarding a draft South County Regional Transit Plan.

5) Discussion/Action – Discussion and possible action regarding the disposal of STAGE buses 3021, 3022, 3028, 3029, and 3030.

6) Discussion/Action – Discussion and possible action regarding appointments of delegates and alternates to the Board of Directors for the California Transit Indemnity Pool.

7) Discussion/Action – Discussion and action regarding the appointment of the Transportation Commission Executive Director as the Authorized Agent or signer for the Siskiyou Transportation Agency for various grants, reports, and other required documents related to STAGE operations.

**8) Other Business**

A. Executive Director – Other Items

B. Other Business – Items from the Board that do not require an agenda item or requests for future agenda items.

C. Next Regular Meeting – Tuesday, January 14, 2024, immediately following the Siskiyou County Local Transportation Commission meeting which begins at 10:30 A.M. PST.

**9) Adjournment**

**NOTE:**

Siskiyou Transportation Agency offers teleconference participation in the meeting via Zoom, or similar technology, as a courtesy to the public, who have the option and right to attend in person. If no member of the Board is attending the meeting via teleconference and a technical error or outage occurs, or if a participant disrupts the meeting in a manner that cannot be specifically addressed, the Board reserves the right to discontinue Zoom, or similar technology, access and to continue conducting business.

Topic: Siskiyou Transportation Agency

Time: Tuesday, December 17, 2024 – Following the SCLTC meeting at or about 10:45 A.M. Pacific Time (US and Canada)

**Zoom Attendees:**

Conference Call In Number: +1.669.444.9171 US

Meeting ID: 892 5171 1543

I declare a copy of this agenda was posted at the Siskiyou County Transit Center at 190 Greenhorn Road, Yreka, CA 96097, on December 13, 2024, by 5:00 p.m.

A printed agenda packet will be available for public review by 5:00 p.m. on December 13, 2024, at the Siskiyou County Transit Center and online at:

<https://siskiyoucoltc.org/docs-category/meeting-agenda/>

**NOTE:**

Public participation is encouraged. In compliance with Section 202 of the Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12132) and in compliance with the Ralph M. Brown Act, if you plan on attending the public meeting and need a special accommodation because of a sensory or mobility impairment or disability, or have a need for an interpreter, please contact Melissa Cummins at 530.842.8238, 48 hours in advance of the meeting to arrange for those accommodations. (Government Code 53953)



# Siskiyou Transportation Agency

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Melissa Cummins, Executive Director  
190 Greenhorn Road  
Yreka, California 96097  
Phone: 530.842.8220

To: Siskiyou Transportation Agency

Agenda Item: 3A

Date: December 17, 2024

Subject: Monthly STAGE Staff Report

## Past Action

This is a monthly report from STAGE staff on transit operations.

## Background

Staff from STAGE provide a monthly update on ongoing projects related to STAGE.

Report for December 17, 2024:

- We are pleased to report that our new Happy Camp Driver has been undergoing training throughout December. The driver is scheduled to attend the Jiffy School in January to receive his CDL License and Passenger Endorsement credentials. We anticipate that the route will officially begin sometime in February.
- Management recently traveled to Happy Camp to review all the bus stops. We are pleased to report that the stops will remain the same, with only the schedules being updated. Everything is in great shape!
- Additionally, we are updating our current schedule to include the Happy Camp route. We will be reaching out to the Happy Camp community to inform them of the official start date for the route.
- The two mid-size Freightliner buses we ordered in March 2022 have been pushed back again and are scheduled to be delivered the second week of January.
- STAGE is currently in the process of hiring an eighth bus driver to support our growing service needs. We are excited to expand our team and continue providing reliable transportation to our community.
- STAGE is currently in the midst of its end-of-year audit. We have applied for an extension, which has been granted until March 31<sup>st</sup>. Once the audit is complete, we will present the findings to the Board at that time.

## Discussion

If necessary, review any items the Commission wishes to seek clarification on.

## Recommendation

None. This is an information item only.

Attachments (1)

- STAGE Ridership Report

### 2024 Board of Directors

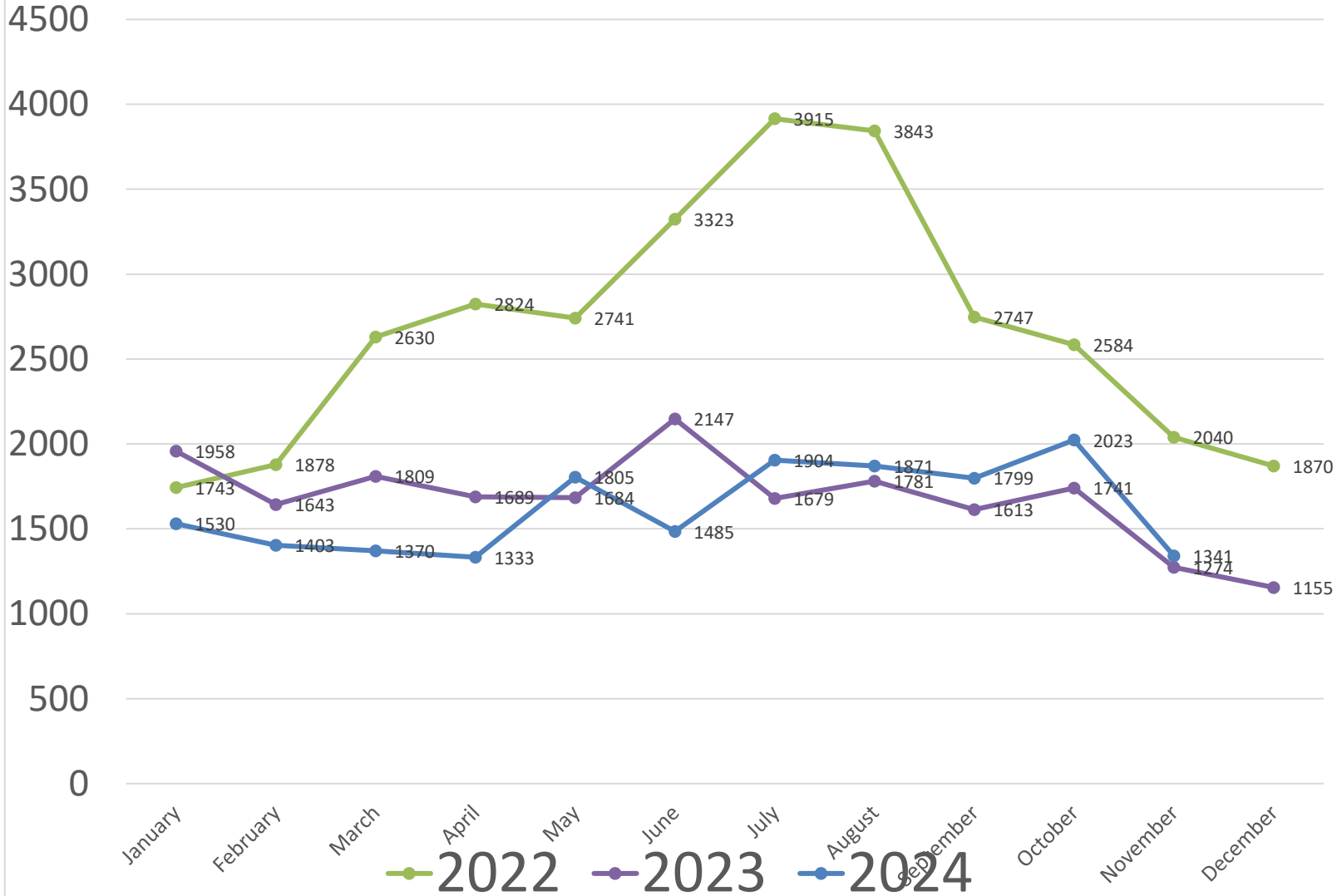
Nancy Ogren  
Sue Tavalero

Bruce Deutsch  
Paul McCoy

Michael Kobseff  
Brandon Criss

Ed Valenzuela  
Julia Mason

# Historical Ridership Comparison 2022,2023,2024



May 2020 through  
September 2022  
7 Routes, Free Fares

October 2022 through  
February 2023  
6 Routes, \$1 Fares

Feb 2023 through today  
5 Routes, Full Fares

February 2023  
Implimented Changes to the  
Schedule, 5 routes, Full Fares

April 2, 2024 new schedule to  
meet rider needs, 5 routes,  
Full Fares

November 2024 multiple 15  
closures and two holidays



# Siskiyou Transportation Agency

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Melissa Cummins, Executive Director  
190 Greenhorn Road  
Yreka, California 96097  
Phone: 530.842.8220

To: Siskiyou Transportation Agency

Agenda Item: 4

Date: December 17, 2024

Subject: Presentation of a Draft South Siskiyou Regional Transit Plan.

## Past Action

Commissioner Deutsch requested an agenda item to present a draft South Siskiyou Regional Transit Plan that he has prepared.

## Background

This is a subsequent agenda item related to the previous discussions at the Siskiyou County Local Transportation Commission meetings concerning the transit services in the communities of Weed, Mt Shasta, Dunsmuir, and McCloud specifically.

Commissioner Deutsch has prepared the enclosed materials and will present this item.

## Discussion

If necessary, review any items the Commission wishes to seek clarification on.

## Recommendation

None. This is a presentation and discussion only item.

Attachments (1)

- Draft South County Regional Transit Plan

## 2024 Board of Directors

Nancy Ogren  
Sue Tavalero

Bruce Deutsch  
Paul McCoy

Michael Kobseff  
Brandon Criss

Ed Valenzuela  
Julia Mason



**DRAFT**

# **SOUTH COUNTY REGIONAL TRANSIT PLAN**

December 17, 2024

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## **1. Executive Summary**

### **1.A. Background.**

The South County Regional Transit Plan stems from a series of efforts to address the pressing transit needs of communities within Siskiyou County. The catalyst for this plan was the August 8, 2022 submission of the Dunsmuir Unmet Needs Document to the Siskiyou County Local Transportation Commission (LTC). This document highlighted critical gaps in transit service, including insufficient internal city connectivity in Dunsmuir, inadequate headways, and the need for better commuter and tourist travel options.

Following the submission, the LTC formally acknowledged these unmet needs. However, the commission lacked the funding necessary to implement solutions at the time. Recognizing the complexity of addressing South County's transit challenges, the LTC sought external expertise to develop actionable solutions.

### **1.B. Engagement of Academic Expertise**

In August 2023, the LTC partnered with UCLA's Institute of Transportation Studies to secure a graduate student, Mia Lewis, to develop strategic recommendations. Mia's project leveraged data analytics, case studies, and innovative transportation models to tackle the following objectives:

- Increase ridership: Design services that appeal to transit-dependent populations and attract choice riders.
- Optimize route coverage: Ensure efficient and equitable connectivity within and between South County communities.
- Enhance system efficiency: Address operational challenges, such as headways and scheduling, within the constraints of rural transit environments.

### **1.C. Plan Development**

This South County Regional Transit Plan incorporates Mia Lewis's findings and actionable recommendations, alongside local input and funding opportunities, to create a tailored solution for South County's unique transit needs. The plan builds on the momentum of prior efforts, providing a clear roadmap to improve mobility and accessibility across Weed, Mt. Shasta, Dunsmuir, Yreka, and their satellite communities.

## **1.D. Description**

This South County Regional Transit Plan outlines a comprehensive approach to enhancing mobility, accessibility, and sustainability in the communities of Weed, Mt. Shasta, and Dunsmuir, along with their respective satellite communities of Lake Shastina, McCloud, and Castella. The plan seeks to meet the transportation needs of both residents and visitors by addressing gaps in service, increasing frequency, and integrating innovative transit solutions.

Due to the unique geography and demographic distributions of Siskiyou County, the northern and southern regions face distinct transportation challenges that require tailored approaches.

The South County, characterized by its dispersed communities, vibrant tourism industry, and reliance of satellite communities on the primary cities, has specific needs that differ significantly from the North County, where distances between cities are greater and Yreka serves as the single destination of those cities.

Recognizing the significant planning, infrastructure development, and operational adjustments necessary to establish an effective South County transit system, this plan proposes the creation of separate regional transit plans for North and South Siskiyou County. This document represents the South County Regional Transit Plan, focused on addressing the unique mobility demands of Weed, Mt. Shasta, Dunsmuir, and their surrounding satellite communities of Lake Shastina, McCloud, and Castella.

## **2. Introduction**

South County, Siskiyou County, encompasses distinct cities and satellite unincorporated communities, each with unique transit needs. Weed, Mt. Shasta, and Dunsmuir are hubs for regional travel, with nearby satellite areas (Lake Shastina, McCloud, and Castella) depending on these hubs for essential services and connectivity.

### **2.A Purpose of the Plan**

To improve transit services in South County, ensuring they are:

- Accessible to all residents, including seniors, students, commuters, and underserved populations in satellite areas.
- Reliable and frequent in order to meet commuting and tourism needs.
- Adaptable to seasonal and recreational demand, particularly in satellite communities.

### **3. Goals and Objectives**

#### **3.A. Goals:**

- Enhance inter-city connectivity among Weed, Mt. Shasta, and Dunsmuir.
- Improve internal city mobility and accessibility to satellite communities.
- Address specific needs of commuters, tourists, and transit-dependent populations.
- Foster sustainability and regional collaboration in transit planning.
- Improve transit service quality by addressing critical factors that influence rider satisfaction, particularly service frequency.

#### **3.B. Objectives:**

- Introduce direct, express routes linking cities and their satellite communities.
- Achieve a headway of 30 minutes (LOS C) on high-demand routes to make the system attractive to choice riders and more accessible to transit-dependent populations.
- Ensure headways are consistent across commuter and local circulator routes to meet residents' and visitors' needs.
- Expand seasonal and recreational services for tourism.
- Partner with local businesses and stakeholders to support satellite-area transit.

### **4. Existing Conditions Analysis**

#### **4.A. Demographics and Transit Usage**

- South County is home to a diverse population, including seniors (20% in Dunsmuir), commuters, and tourists.
- Satellite communities rely heavily on nearby cities for access to jobs, services, and recreational opportunities.

#### **4.B. Current Transit Services**

Operated by STAGE with excessive headways.

- Limited service to satellite communities like Lake Shastina, McCloud, and Castella.
- Challenges include long travel times, low ridership, and limited frequency.

#### **4.C. Identified Needs**

Connectivity to Satellite Communities:

- Ensure reliable links from Weed to Lake Shastina, Mt. Shasta to McCloud, and Dunsmuir to Castella.

Faster Inter-City Routes:

- Direct express services between Weed, Mt. Shasta, and Dunsmuir.

Tourism-Oriented Services:

- Seasonal routes connecting recreational destinations in satellite areas (e.g., Lake Shastina, McCloud Falls).

## **5. Proposed Transit Strategies**

### **5.A. Direct Multi-City and Satellite Routes**

- Provide express services linking Weed, Mt. Shasta, and Dunsmuir.
- Integrate connections to Lake Shastina, McCloud, and Castella as part of the transit network.

### **5.B. Increased Frequency**

Background: A key component of the South County Regional Transit Plan is improving service frequency to reduce wait times and enhance usability. According to the Transit Capacity and Quality of Service Manual (TCQSM), the quality of transit service is highly dependent on headways, or the time interval between buses. Current operations in South County suffer from excessive headways (LOS F), making the service unattractive to most riders.

Recommended Headway Standard: Implement a 30-minute headway (LOS C) on primary intercity routes between Weed, Mt. Shasta, and Dunsmuir, as well as on internal circulator routes serving local and satellite communities like Lake Shastina, McCloud, and Castella.

This standard minimizes wait times, particularly for commuters and those relying on transit for essential trips and aligns with the maximum desirable time for missed connections.

Supporting Data: The TCQSM emphasizes the critical role of headways in rider satisfaction, citing the following table to illustrate the relationship between service frequency and usability:

LOS	Headway (min)	Vehicles/hour	Comments
A	<10	>6	Passengers don't need schedules.
B	10–14	5–6	Frequent service; passengers consult schedules.
C	15–20	3–4	Maximum desirable time to wait if a bus is missed.
D	21–30	2	Service unattractive to choice riders.
E	31–60	1	Service available during the hour.
F	>60	<1	Service unattractive to all riders.

### 5.C. Internal Circulator Routes

- Establish loops within cities to connect neighborhoods and key destinations.
- Expand circulators to serve satellite communities, such as a route from Dunsmuir to Castella.

### 5.D. Seasonal and Recreational Services

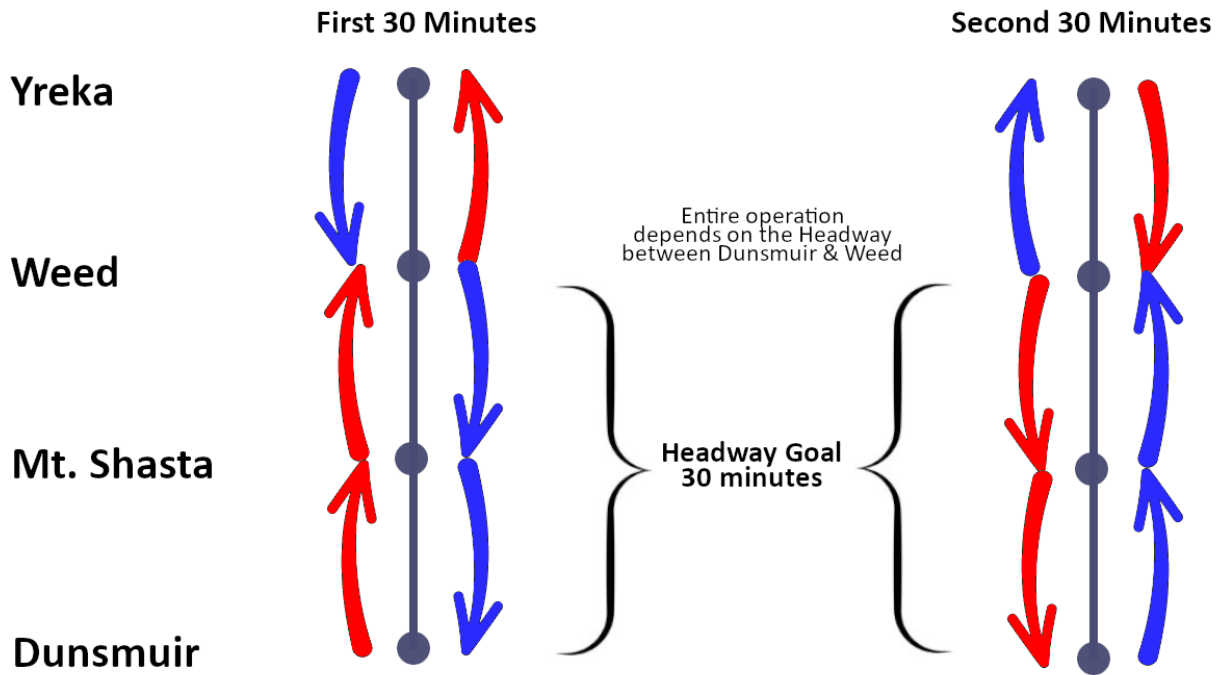
- Design tourism-focused routes to serve destinations like McCloud Falls, Lake Siskiyou, and Pacific Crest Trailheads.
- Collaborate with tourism boards and businesses to optimize funding and design.

### 5.E. Demand-Responsive Transit

- Introduce flexible, on-demand services for satellite communities and low-density areas.

## 6. System Flow Diagram and Operational Overview

This diagram illustrates the interplay between the proposed express buses connecting the primary cities (Weed, Mt. Shasta, Dunsmuir, and Yreka).



### 6.A. Design Principles:

The transit system design is built on the following principles:

#### Express Buses:

- Serve as the backbone of the system, connecting Weed, Mt. Shasta, and Dunsmuir directly.
- Prioritize speed and efficiency by reducing intermediate stops.
- Operate on a consistent 30-minute headway (LOS C) to ensure dependable service for commuters and intercity travelers.

#### Circular City Buses:

- Operate within each city to connect residential neighborhoods with key destinations, such as grocery stores, medical facilities, and employment hubs.
- Provide seamless connections to express buses at transit hubs, minimizing transfer wait times.

### 6.B. Purpose of the Design

The interplay between express and circular routes ensures that:

- Intercity travel is quick and efficient.
- Residents and visitors in local and satellite communities have reliable access to transit.
- Transfers between systems are seamless and user-friendly, with synchronized schedules.

## **7. Implementation Plan**

### **7.A. Phase 1: Pilot Program Launch**

- Begin pilot services connecting cities and their satellite areas.
- Test tourism-focused seasonal routes.

### **7.B. Phase 2: Modernization**

- Implement cashless payment systems, real-time tracking, and stop upgrades in satellite areas.

### **7.C. Phase 3: Full Rollout and Expansion**

- Scale successful pilots to integrate additional stops and increase frequency.
- Add seasonal and recreational routes based on pilot results.

## **8. Funding Sources and Financial Plan**

Effective implementation of the South County Regional Transit Plan requires securing diverse and reliable funding streams. Below are detailed descriptions of grant opportunities that align with the plan's objectives, including improving regional transit access, serving vulnerable populations, and enhancing disaster preparedness.

### **8.A. Federal Grant Opportunities**

#### **8.A.1 FTA Section 5311 - Formula Grants for Rural Areas**

- Purpose: Supports rural transit systems by funding capital, operating, and administrative expenses.
- Relevance: This grant can finance route expansions, infrastructure upgrades, and service frequency improvements in South County.
- URL: <https://www.transit.dot.gov/rural-formula-grants-5311>
- Preparation Tips:

- Demonstrate how projects will increase transit accessibility for underserved areas, including satellite communities like Lake Shastina and Castella.
- Highlight the plan’s alignment with federal goals, such as equitable access and sustainability.

**8.A.2. FTA Section 5310 - Enhanced Mobility for Seniors and Individuals with Disabilities**

- Purpose: Funds transportation services and facilities for seniors and persons with disabilities.
- Relevance: Ideal for purchasing ADA-compliant vehicles, building accessible bus stops, and implementing on-demand services for communities like McCloud and Castella.
- URL: <https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310>
- Preparation Tips:
  - Conduct a needs assessment for ADA-compliant infrastructure.
  - Include community support letters from senior centers and disability advocacy organizations.

**8.A.3. FTA Buses and Bus Facilities Program**

- Purpose: Provides funding for bus purchases, rehabilitation of facilities, and the construction of new transit infrastructure.
- Relevance: Critical for modernizing the fleet, adding fire-resistant vehicles for forest fire evacuations, and building well-equipped transit hubs in Mt. Shasta and Weed.
- URL: <https://www.transit.dot.gov/bus-program>
- Preparation Tips:
  - Emphasize the need for fire evacuation support, detailing South County’s vulnerability to wildfire risks.
  - Present cost-benefit analyses of replacing outdated vehicles with low-emission or fire-resistant models.

**8.A.4. Federal Lands Access Program (FLAP)**

- Purpose: Funds transportation projects that enhance access to federal lands.
- Relevance: Useful for creating seasonal transit routes to recreational areas like McCloud Falls and Pacific Crest Trailheads.
- URL: <https://highways.dot.gov/federal-lands/programs-access>
- Preparation Tips:



- Partner with tourism boards and federal agencies to emphasize benefits for park visitors and environmental protection.

## **8.2. State Grant Opportunities**

### **8.B.1.. Caltrans Sustainable Transportation Planning Grant Program**

- Purpose: Supports transportation planning projects that reduce greenhouse gas emissions and promote sustainable mobility.
- Relevance: Suitable for planning new bus routes, conducting climate vulnerability assessments, and upgrading transit stops with sustainable materials.
- URL: <https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/regional-and-community-planning/sustainable-transportation-planning-grants>
- Preparation Tips:
  - Align the application with California’s climate goals, such as reducing vehicle miles traveled (VMT).
  - Include community engagement activities in the proposal to showcase equity-focused planning.

### **8.B.2. California Low Carbon Transit Operations Program (LCTOP)**

- Purpose: Uses Cap-and-Trade revenues to reduce greenhouse gas emissions and improve transit for disadvantaged communities.
- Relevance: Can fund zero-emission buses, fare-free programs, and service expansions in areas like Lake Shastina and Dunsmuir.
- URL: <https://dot.ca.gov/programs/rail-and-mass-transportation/low-carbon-transit-operations-program-lctop>
- Preparation Tips:
  - Highlight South County’s eligibility as a disadvantaged area under CalEnviroScreen.
  - Propose zero-emission vehicle purchases to align with state environmental priorities.

### **8.B.3. California State Transportation Agency (CalSTA) Transit and Intercity Rail Capital Program (TIRCP)**

- Purpose: Provides funding for transformative transit projects that reduce emissions and improve service quality.
- Relevance: Suitable for constructing transit hubs and integrating advanced technologies like real-time tracking and cashless payment systems.
- URL: <https://calsta.ca.gov/subject-areas/transit-intercity-rail-capital-prog>
- Preparation Tips:

- Emphasize regional benefits such as improved interconnectivity and reduced carbon footprint.
- Collaborate with regional partners for a stronger application.

#### **8.B.4. Caltrans Active Transportation Program (ATP)**

- Purpose: Funds walking and biking infrastructure projects that improve access to transit.
- Relevance: Can support the development of safe pedestrian pathways to transit stops, particularly in satellite communities.
- URL: <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program>
- Preparation Tips:
  - Include safety data to justify the need for pedestrian infrastructure upgrades.
  - Show how improvements will boost transit ridership.

#### **8.B.5. The Caltrans Adaptation Planning Grant Program**

- Purpose: This program funds local and regional planning efforts to prepare transportation systems for climate change impacts. It supports initiatives such as vulnerability assessments, adaptation strategies, and plans to enhance infrastructure resilience.
- Relevance: The South County faces challenges from extreme weather conditions, including wildfires and heavy snowfall, which impact transit operations. This grant is particularly suited to addressing climate-related vulnerabilities, ensuring that the transit system can adapt to environmental changes and maintain service reliability for Weed, Mt. Shasta, Dunsmuir, and their satellite communities.
- URL: <https://dot.ca.gov/programs/transportation-planning/regional-planning/adaptation-planning-grants>
- Preparation Tips:
  - Vulnerability Assessments:
    - Include data on climate risks affecting South County transit operations

### **8.3. Emergency Preparedness and Disaster Resilience Grants**

#### **8.C.1. FTA Emergency Relief Program**

- Purpose: Provides funding to repair and enhance transit systems affected by natural disasters or major emergencies.
- Relevance: Can support the acquisition of fire-resistant buses and infrastructure upgrades to handle extreme weather.

- URL: <https://www.transit.dot.gov/funding/grant-programs/emergency-relief-program>
- Preparation Tips:
  - Include wildfire risk assessments and evacuation plans in the application.
  - Propose investments in resilient transit shelters and vehicles capable of operating during emergencies.

### **8.C.2. FEMA Hazard Mitigation Assistance (HMA) Grants**

- Purpose: Funds projects that reduce the risks posed by natural disasters.
- Relevance: Ideal for integrating transit into South County’s wildfire evacuation strategies.
- URL: <https://www.fema.gov/grants/mitigation>
- Preparation Tips:
  - Coordinate with emergency management agencies to strengthen the proposal.
  - Highlight how transit investments align with countywide hazard mitigation goals.

### **8.D. Local Partnerships and Funding Sources**

- Tourism Boards and Local Businesses: Collaborate to fund seasonal services and promote ridership to recreational destinations.
- Public-Private Partnerships (PPPs): Seek partnerships with rideshare companies for demand-responsive transit solutions.
- Community Investment Programs: Engage local stakeholders to fund small-scale improvements like bus stop upgrades.

### **8.E. Financial Plan Overview**

- Develop a detailed budget for short-term, medium-term, and long-term projects.
- Allocate funding priorities as follows:
  - Pilot Programs: Initial route expansions and ADA-compliant vehicles.
  - System Modernization: Real-time tracking, cashless payments, and fire-resistant infrastructure.
  - Expansion: Seasonal routes and increased service frequency.

## **9. Community Engagement and Stakeholder Collaboration**

- Host workshops in Weed, Mt. Shasta, Dunsmuir, and their satellite areas to gather feedback.

- Partner with local organizations in satellite communities to address specific transit needs.

## **10. Monitoring and Evaluation**

- Develop KPIs for ridership, service reliability, and community satisfaction in both cities and satellites.
- Conduct regular evaluations to adapt services based on demand and feedback.

# **Appendices**

Dunsmuir Unmet Transit Needs Submission

Revitalizing Rural Transit – Mia Lewis Capstone Project

# CITY OF DUNSMUIR

"Home of the Best Water on Earth"



August 8, 2022

Board of Directors  
Siskiyou County Local Transportation Commission  
190 Greenhorn Road  
Yreka, CA 96097

Dear Members of the Board of Directors:

In reviewing the proposed alternative designs for the STAGE bus system presented at the July 12, 2022, meeting of the Local Transportation Commission (LTC), we have determined that a number of essential transit needs are not supported by either alternative.

The needs that are not being met can be broken into four categories:

- The need to support travel internal to Dunsmuir
- The need to adequately support travel to/from local cities
- Support for commuters traveling to/from local cities
- Support for the reduction of parking downtown

Both alternatives suffer from two essential flaws.

First, as supported by the Transit Capacity and Quality of Service Manual (TCQSM), the quality of service is profoundly affected by the transit system's "headway." "Headway" is defined by the manual as "the time interval between the passing of the front ends of successive transit units (vehicles or trains) moving along the same lane or track (or other guideway) in the same direction, usually expressed in minutes."

This table from the manual shows the effect of headway on ridership.



**Exhibit 5-5  
Service Frequency LOS: Urban Scheduled Transit Service**

<b>LOS</b>	<b>Headway (min)</b>	<b>Veh/h</b>	<b>Comments</b>
A	<10	>6	Passengers don't need schedules
B	10-14	5-6	Frequent service, passengers consult schedules
C	15-20	3-4	Maximum desirable time to wait if bus/train missed
D	21-30	2	Service unattractive to choice riders
E	31-60	1	Service available during hour
F	>60	<1	Service unattractive to all riders

The STAGE bus system currently runs on a 2-hour headway.

A rider from Dunsmuir traveling to a doctor's appointment in Mt. Shasta would have to wait two hours for a return opportunity. In oppressive heat, in freezing cold, or in rain/snow.

The second fundamental flaw in the two proposals is the treating all three south county cities as just stops on a single route. This creates a situation where a rider from Dunsmuir wishing to travel to Weed has to stop at every stop in Mt. Shasta before heading to Weed. A rider from Dunsmuir wishing to travel to Yreka has to stop at every stop in Mt. Shasta AND every stop in Weed before heading to Yreka.

The combination of these two flaws means that any trip taken by a rider traveling outside of Dunsmuir will have to treat what would otherwise be a quick trip into an hours long ordeal.

The particular unmet needs are detailed as follows.

- 1) The need to support travel internal to Dunsmuir:

# CITY OF DUNSMUIR

"Home of the Best Water on Earth"



Dunsmuir has a significantly high number of senior citizens and disabled citizens. For those without transportation, the most basic need is to shop for food. At present, STAGE does not provide a way for riders to travel within Dunsmuir to our supermarket, Dollar General, Farmer's Market, or other destinations.

As Steven Bryan reports from Dunsmuir's Family Resource Center, "around 20% of the community struggles with transportation needs. More seniors than any other age group."

2) The need to adequately support travel to/from local cities:

A 2-hour headway and the circulator route make routine trips to Mt. Shasta & Weed too burdensome. The citizens of Dunsmuir have a unique dependency on the city of Mt. Shasta. STAGE should be able to make travel between the two cities attractive to riders.

3) Support for commuters traveling to/from local cities:

Those wishing to use STAGE to commute to work, whether within the city of Dunsmuir or to Mt. Shasta, Weed, or Yreka, need to have a bus schedule that jibes with those potential riders' work schedules. Due to the two aforementioned flaws, those wishing to commute with either of the two proposed alternatives would only be able to use STAGE to commute to work if their work hours line up with one of the four STAGE runs. Further, it does not support a rider who has to work late.

Attached is an image depicting Census data on those commuting into and out of Dunsmuir. The figure of 478 citizens commuting outside of Dunsmuir represents only those who participated in the Census survey, so the actual number is more than likely higher. A significant number of those commuting into Dunsmuir may also be potential STAGE riders.

4) Support for the reduction of parking downtown:

The city of Dunsmuir has a parking problem that is set to increase greatly in the near future. The second attachment is from the Placer.ai system that tracks visitors to Dunsmuir. As the attachment shows, on a typical summer weekend, roughly 4,000 people visit the city per day. It also shows the distance traveled and locations traveled from for visitors to Dunsmuir.



# CITY OF DUNSMUIR

"Home of the Best Water on Earth"



Throughout the tourist season, it is often difficult to find a parking space downtown, with tourists staying at one of Dunsmuir's motels/hotels driving downtown to a restaurant or musical event.

Two future events will dramatically increase the parking challenge.

First, the Travelers Hotel is under development with plans for 30 residential units, at least 4 commercial units, and a restaurant. Second, when the Mossbrae Trail is finally completed and the city begins promoting the falls, traffic will explode.

All of this speaks to the need to provide tourists with an alternative to driving their cars downtown.

The City of Dunsmuir requests that the LTC fund an in-depth study into the challenges laid out in this letter with the goal of developing a model for south county cities that meets the needs of our citizens as delineated above, with quality service, as delineated in the Transit Capacity and Quality of Service Manual.

Foremost would be the goal of achieving a 30-minute headway.

The fact that ridership is still down despite free rides and the onerous cost of gas is a clarion call for dramatic change.

The vote to submit this letter of Unmet Needs was unanimous, 5-0.

A handwritten signature in black ink, appearing to read "Matthew Bryan", with a long horizontal flourish extending to the right.

Matthew Bryan  
Mayor of Dunsmuir

UNIVERSITY OF CALIFORNIA  
Los Angeles

**Revitalizing Rural Transit**  
Transit Analysis and Recommendations for Siskiyou County, California

A comprehensive project submitted in partial satisfaction of the requirements for the degree Master of Urban and Regional Planning

by  
Mia Lewis

Client: Siskiyou County Local Transportation Commission  
Project Advisor: Juan Matute

**LAST UPDATED 5/24/2024**

Disclaimer: This report was prepared in partial fulfillment of the requirements for the Master in Urban and Regional Planning degree in the Department of Urban Planning at the University of California, Los Angeles. It was prepared at the direction of the Department and of the Siskiyou County Local Transportation Commission as a planning client. The views expressed herein are those of the authors and not necessarily those of the Department, the UCLA Luskin School of Public Affairs, UCLA as a whole, or the client.

*Special thanks to Bruce Deutsch of the Siskiyou County Local Transportation Commission for your long-standing support and facilitation of this project.*

## Executive Summary

This client project aims to provide actionable recommendations for improving public transportation in Siskiyou County by leveraging data analytics, case studies, and innovative transportation models. The primary focus is on developing strategies to increase ridership, optimize route coverage, and enhance overall system efficiency while considering the unique challenges of provisioning rural transit.

The project employs a multi-faceted approach, including quantitative data analysis using LODES, Google Maps POI, and STAGE transit data, a comprehensive literature review of case studies highlighting successful rural transit initiatives, and an assessment of the current transit system's accessibility and connectivity to key points of interest. Semi-structured interviews with local planners, city officials, and transit professionals provide valuable insights into the current state of transit and inform the subsequent recommendations.

The access analysis reveals varying levels of transit accessibility for different points of interest, with significant gaps in coverage for lodging, tourist attractions, home locations, and work locations. The routing analysis proposes strategic interventions, such as a South County Hub-and-Spoke System, Siskiyou Seasonal Explorer Programs, partnered and subsidized rideshare, and community engagement initiatives.

The project identifies numerous grant funding opportunities that Siskiyou County can pursue to support the implementation of the proposed transit enhancements, including the FTA Section 5311 Formula Grants for Rural Areas, the Caltrans Sustainable Transportation Planning Grant Program, and the California State Transportation Agency Transit and Intercity Rail Capital Program, among others.

By implementing these data-driven recommendations and leveraging the identified funding opportunities, Siskiyou County can create a more efficient, accessible, and user-friendly public transportation system that effectively meets the needs of its residents and visitors, ultimately enhancing mobility, supporting economic development, and improving the overall quality of life for its communities.

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## I. Introduction

### Background

Siskiyou County is a rural county in Northern California with a population of approximately 44,000 people, and a land area of 6,347 square miles (70 miles North to South). The county is known for its scenic and diverse geography, including the Klamath Mountains, Cascade Range, and most notably, Mount Shasta. The county's economy is primarily driven by agriculture, forestry, and tourism, with the population spread across several small cities and unincorporated communities.

Siskiyou County's demographic profile skews older, with a median age of 47.2 years, compared to the California median of 36.5 years (U.S. Census Bureau, 2022). This aging population presents unique challenges for the public transit system, as older residents may have increased mobility needs and a greater reliance on public transportation. The county experiences hot, dry summers and cold, wet winters, with higher elevations receiving significant snowfall during the winter months.



The county's public transit system faces significant challenges due to its large land area, extreme weather conditions, limited financial resources, and the diverse needs of both long-time residents and tourists, particularly those in South County cities such as Dunsmuir, Mt. Shasta, and McCloud. The vast distances between communities and the dispersed population make it difficult to provide efficient and cost-effective transit services, while the county's limited financial resources constrain the ability to invest in and expand the public transit system.

Despite these challenges, Siskiyou County recognizes the importance of providing accessible and reliable public transportation to its residents and visitors. The county's transit system, operated by the Siskiyou Transit and General Express (STAGE), offers weekday fixed-route services along the I-5 corridor to connect communities and provide access to essential services, such as healthcare, education, and employment opportunities.

### Research Question

This project aims to provide actionable recommendations for improving public transportation in Siskiyou County by leveraging data analytics, case studies, and innovative transportation models. The primary focus is on developing strategies to increase ridership across key groups, optimize route coverage, and enhance the overall system efficiency while considering the unique challenges of provisioning rural transit. The central research question driving this analysis is: *How can rural municipalities like Siskiyou County utilize data-driven insights, best practices from successful case studies, and innovative transportation models to improve mobility, accessibility, and overall transit service quality for both residents and tourists?*

City	Population	Median Age	Median Household Income	Med. Commute Time (min)	Cars per Household	Top Industries
Dunsmuir	1,826	37.3	\$39,737	18.2	2	1. Office & Administrative Support, 2. Management Occupations, 3. Healthcare Support
McCloud	870	52.8	\$41,950	18.8	2	1. Accommodation & Food Services, 2. Health Care & Social Assistance, 3. Agriculture, Forestry, Fishing & Hunting
Mt. Shasta	3,247	58.7	\$45,020	14.2	2	1. Health Care & Social Assistance, 2. Retail Trade, 3. Professional, Scientific, & Technical Services
Weed	2,870	41.7	\$28,857	18.9	2	1. Manufacturing, 2. Health Care & Social Assistance, 3. Accommodation & Food Services
Yreka	7,807	35.6	\$44,444	14.3	2	1. Health Care & Social Assistance, 2. Public Administration, 3. Accommodation & Food Services
<i>data.io (2021)</i>						

To address this question, this project will:

- Conduct an in-depth analysis of the current challenges faced by Siskiyou County's transit system, including:
  - Examining factors contributing to low ridership levels and underutilization of transit services
  - Assessing the impact of extreme weather conditions and climate on transit operations and ridership
  - Evaluating the limitations of the current route coverage and its effect on accessibility for residents and tourists
  - Identifying the specific needs and challenges of key demographic groups, such as commuters, students, the elderly, and visitors
- Employ a multi-faceted approach to analyze these challenges, incorporating:
  - Quantitative data analysis using LODS, Google Maps POI, and STAGE transit data to identify trends, patterns, and areas for improvement in the current transit system

- A comprehensive literature review of case studies highlighting successful rural transit initiatives to identify best practices and potential solutions that can be adapted to Siskiyou County's context
- An assessment of the current transit system's accessibility and connectivity to key points of interest, including employment centers, medical facilities, educational institutions, and tourist attractions
- Develop a comprehensive set of data-driven recommendations for revitalizing Siskiyou County's rural public transit system, with an emphasis on:
  - Exploring route optimization techniques to enhance service coverage and accessibility, particularly for underserved areas and popular destinations
  - Proposing innovative approaches to increase ridership
  - Identifying strategies for enhancing operational efficiency and cost-effectiveness
  - Locating potential funding sources to support the implementation of proposed recommendations

By addressing these key points, this project seeks to provide Siskiyou County with actionable recommendations for revitalizing its rural public transit system and providing a more efficient, accessible, and user-friendly service.

## **II. Qualitative Methods**

### **Literature Review**

A comprehensive literature review was conducted to examine the current state of academic and non-academic literature on rural transit, with a focus on funding, ridership, and accessibility. The review also included an analysis of case studies documenting successful rural transit improvement projects and an exploration of potential grant funding opportunities. The literature was sourced from various databases and resources, with the RTAP Resource Library proving particularly valuable in providing recent and relevant literature specific to rural America. The literature review aimed to establish a solid foundation for understanding the challenges and opportunities associated with rural transit systems.

### **Interview Methodology**

Semi-structured interviews were conducted with local planners, city officials (including mayors and city managers), and transit professionals from various Siskiyou County organizations to gain insights into the current state of transit. Interview questions were tailored to each interviewee's area of expertise, allowing for an open and candid discussion about their work, the challenges faced by the transit system, and their aspirations for the future. To encourage genuine and honest dialogue, interviews were not recorded or directly transcribed; instead, major themes and points of discussion were documented throughout each interview. The data collected from these



interviews were used to inform and guide the subsequent recommendations for grant funding, projects, and routing improvements. This qualitative approach aimed to provide a comprehensive understanding of the local transit landscape and to ensure that the recommendations were grounded in the experiences and expertise of key stakeholders.

### **III. Literature Review**

This literature review examines strategies to enhance rural public transportation in Siskiyou County, focusing on funding, ridership, local transportation case studies, and strategic planning.

#### **1. Funding and Farebox Recovery**

Funding and farebox recovery are critical issues for rural transit agencies. The UCLA Institute of Transportation Studies' critique of the Transportation Development Act (TDA) in California highlights the limitations of focusing solely on farebox recovery as a performance metric (Gahbauer et al., 2021). The study suggests that this narrow focus can discourage initiatives to increase ridership and improve service quality. Instead, the authors propose a comprehensive suite of performance metrics, including service accessibility, customer satisfaction, operational efficiency, service reliability, safety and security, environmental impact, and innovation and adaptation.

Ripplinger (2012) also emphasizes the distinct economic, policy, and administrative challenges faced by rural transit systems, underlining the need for innovative funding solutions tailored to the unique needs of rural communities. The study highlights the significant increase in federal funding for rural transit from 2001 to 2011, and subsequent scrutiny over efficiency and funding levels. It provides economic justifications for government involvement in rural transit and emphasizes the critical role of states in managing federal programs. For Siskiyou County, this suggests the importance of leveraging state and federal funding opportunities, while also exploring local partnerships and revenue sources to support transit services.

#### **2. Ridership**

In a 2007 report, the National Academies of Sciences, Engineering, and Mathematics examine effective strategies for enhancing transit ridership, emphasizing a blend of internal and external approaches. The report advocates for transit agencies to refine their service design, develop strategic marketing campaigns, and optimize pricing structures to actively stimulate ridership growth. These internal strategies are critical for making public transportation more appealing and accessible to potential users.

However, the report identifies external factors which impact transit demand even more profoundly. These include economic conditions, which can influence public transportation usage rates during times of economic growth or recession; the availability of alternative transportation

modes, such as biking, ride-sharing, or driving; and land use patterns, which affect the density and distribution of work, home, and leisure spaces.

### **3. Local Transportation Case Studies**

#### *3.1 Victor Valley, California*

In 2016, the Victor Valley Transit Authority (VVTA) launched the Route 200 Needles Link service to connect the remote city of Needles with Barstow and Victorville in San Bernardino County, California. This service was specifically designed to assist transit-dependent residents of Needles in accessing court hearings, coordinating with the court system to schedule Needles residents' appointments exclusively on Fridays—the same day the service operates. The introduction of the Needles Link has been positively received by the community, and there are ongoing discussions about potential expansion to meet growing demand. This initiative showcases a targeted approach to addressing specific transportation needs within a rural community.

#### *3.2 Lake County, California*

The Lake Transit Authority (LTA) in Lake County, California, population of approximately 65,000, operates a comprehensive public transit system that includes fixed-route buses, dial-a-ride services, and a community college shuttle bus. The LTA has focused on improving accessibility and mobility for its residents, particularly seniors, individuals with disabilities, and low-income populations. The agency has implemented innovative strategies such as a volunteer driver program, which provides mileage reimbursement for approved volunteer drivers who transport seniors and individuals with disabilities to medical appointments and other essential services (LTA, 2021).

#### *3.3 Nelson, British Columbia, Canada*

Nelson, a small city in BC with a population of 10,000, implemented a successful rural paratransit system called the "Nelson and Area Transit System" (NATS) (Plazinic & Jovic, 2019). The system combines fixed-route and demand-responsive services particularly for seniors and individuals with disabilities. Key strategies include 1) flexible routing and demand-responsive services that adapt to the diverse mobility needs of rural residents, 2) strong community partnerships with local organizations, healthcare providers, and senior centers, and 3) a focus on understanding and responding to local needs through ongoing community engagement and outreach.

#### *3.4 Kalispell, Montana*

Kalispell, a city with a population of 25,000, implemented a successful demand-response transit system called "Eagle Transit" (KFH Group, 2018). The system serves seniors, individuals with disabilities, and the general public, and has achieved success through strong partnerships with

local organizations, such as senior centers, healthcare providers, and human service agencies, a diversified funding mix, including federal, state, and local sources, as well as fare revenues and contracts with partner organizations, the use of advanced scheduling and dispatch software to optimize operations and improve service quality, and a focus on providing affordable and reliable transportation to essential services, such as healthcare and shopping.

### *3.5 Allendale County, South Carolina*

Allendale County, a rural county with a population of 9,000, implemented a fixed-route transit system called the Allendale County Scooter (Smalls, 2014). Despite challenges such as limited funding, low population density, and high levels of poverty, the system has succeeded through strong community partnerships with local organizations, businesses, and faith-based groups, creative funding strategies, including grants, local contributions, and partnerships with employers, a focus on providing access to essential services, such as healthcare, education, and employment opportunities, and ongoing community engagement and outreach to build support for the system and identify unmet needs.

### *3.6 Huron County, Ontario, Canada*

Huron County, a rural county with a population of 60,000, implemented a community transportation pilot program focused on the needs of seniors and individuals with disabilities (Marr, 2015). The program used a combined fixed-route and demand-responsive service model and achieved success through a thorough needs assessment that engaged the community and identified key transportation gaps and priorities, collaboration with local partners, including healthcare providers, senior centers, and disability organizations, flexible and affordable service options that responded to the diverse needs of the target populations, and a focus on providing access to essential services, such as healthcare and social support programs.

### *3.7 Redwood Coast Transit, California*

Redwood Coast Transit (RCT) is a rural transit system serving Del Norte County, California, with a population of approximately 28,000. RCT operates a mix of fixed-route and demand-responsive services, including local routes, intercity routes, and Dial-A-Ride services (RCT, 2021). Key strategies that have contributed to RCT's success include a focus on regional connectivity, with intercity routes that connect rural communities to larger towns and transportation hubs, coordination with neighboring transit systems to provide seamless connections and transfer options, integration with active transportation modes, such as bicycling and walking, through bike racks on buses and bus stops located near trails and pedestrian facilities, and partnerships with local tribes, social service agencies, and healthcare providers to identify and serve the transportation needs of specific populations.

### *3.8 Laramie, Wyoming*

Laramie, Wyoming, is a small city with a population of approximately 32,000, home to the University of Wyoming and a growing tourism industry (Saha & Shinstine, 2015). The city's transit system has implemented several strategies to enhance transit services and meet the needs of both residents and visitors, including a comprehensive analysis of the existing bus transit network, identifying inefficiencies and opportunities for improvement, such as closing underutilized stops and redesigning routes to increase efficiency and ridership, proposing a new loop route to increase ridership without adding buses, exploring partnerships with local businesses and organizations to promote transit services and increase ridership among visitors and tourists, and investing in technology solutions, such as automatic vehicle location systems and passenger information displays, to improve the reliability and accessibility of transit services.

#### **4. Tourism and Transit**

Daigle (2008) explores the relationship between transit and tourism in rural areas, highlighting the importance of integrating transit planning with tourism development strategies. The study emphasizes the need for collaboration between transit agencies, tourism boards, and local businesses to develop services that meet the needs of visitors, such as shuttle services to popular attractions, seasonal routes, and integrated ticketing and information systems.

Kline, Cardenas, Viren, and Swanson (2015) examine the factors that influence tourist satisfaction with transit services in rural areas, based on a case study of the Island Explorer system in Acadia National Park, Maine. The study finds that factors such as frequency of service, ease of use, and quality of information are key drivers of tourist satisfaction with transit. The authors also highlight the importance of marketing and outreach efforts to promote transit services to visitors, as well as the need for ongoing evaluation and improvement based on visitor feedback. For Siskiyou County, this highlights the importance of designing transit services that are easy to use and understand for visitors, as well as investing in marketing and outreach efforts to promote transit options to tourists.

#### **5. Vision and Strategy Development**

Developing a successful rural transit system begins with a comprehensive strategy, as detailed in the Rural Transit Assistance Program (RTAP) guide, *Getting Started: Creating a Vision & Strategy for Rural Transit* (2022). The process first starts by engaging a broad array of community stakeholders, including local businesses, healthcare providers, and educators, to ensure diverse needs are considered. Then, a steering committee of dedicated local leaders then guides the project, prioritizing thorough community engagement to map out current and future transportation needs through surveys and data analysis. This phase also involves identifying available resources, such as existing infrastructure and potential funding sources, to support the initiative. With these elements in place, the committee can then craft a strategic plan that sets clear, actionable goals and regularly updates these objectives to adapt to evolving community

needs. The guide asserts that this methodical approach ensures the transit system remains robust, adaptable, and well-supported by the community.

This literature review highlights significant aspects of improving rural transit systems, such as innovative funding mechanisms, targeted strategies to boost ridership, and the importance of comprehensive planning. These strategies will be essential for Siskiyou County to develop an efficient and sustainable transportation system that addresses the current and future needs of both visitors and residents.

#### **IV. Interview Findings**

##### **1. Weather and Climate**

Weather was consistently listed as the top factor impacting ridership. The planner, city manager and transit operator all emphasized the extreme weather conditions, particularly snow in the winter months and heat/fire in the summer. The transit operator is looking into utilizing more buses and emergency funding to help community members evacuate in summer wildfires. The transit operator also mentioned challenges with the implementation of EVs, given Siskiyou's heavy snowfall and routes of about 200 mi on average - making both electric and nitrogen buses difficult to implement. They estimated they would need to double their fleet (and workers) in order to accommodate these buses.

##### **2. Ridership**

Current ridership spans across several key groups. All interviewees (Planner, City Manager, Mayor, and Transit Operator) emphasized south-north commuters along I-5, with the south county cities of Dunsmuir, McCloud, Mt. Shasta, and Weed serving as bedroom cities for Yreka. Tourism was a consistently mentioned theme, particularly in the warmer months when there are hikers from the Pacific Crest Trail. This group has been such a key block (presumably because they are traveling without vehicles, and comfortable walking long distances) that STAGE has successfully added extensions in Castella and Etna to accommodate these hikers for the past 4 years. The transit operator also mentioned high school and college student commuters, the elderly, and unhoused community members as frequent riders. The desire of folks in Siskiyou County was mentioned by the Planner and Mayor, with many having little financial options if they did choose to relocate.

##### **3. Recreation and Tourism**

Seasonal routes were mentioned by each interviewee, with a winter emphasis on skiing and snow sports (Mt. Shasta and McCloud) and a summer emphasis on hiking and water-based activities (Lake Siskiyou, South County Local Travel, Campgrounds, PCT Connections). Connections to the Mt. Shasta Ski Park were especially emphasized. The possibility of public-private partnerships were brought up by the transit operator and city manager to meet this need.

#### 4. System Accessibility

System accessibility and education were mentioned by the transit operator, mayor, and city manager. The mayor emphasized the importance of defining systems users, surveying needs, building a strong customer base, and transit education - saying political will be a major driver in Siskiyou's transit quality. The city manager emphasized the importance of maintaining a consistent schedule, meeting community and budget needs, and advertising transit to the community - possibly using a third party to do so. The transit operator mentioned challenges staffing certain routes, but has been actively hiring and expanding to better accommodate early morning South-North commuters headed to Yreka. They also expressed a desire for more local travel systems, possibly loops with connections to I-5. The transit operator and mayor expressed a strong desire for cashless payment, with the mayor emphasizing its importance in easing the "transit anxiety" tourists may experience.

#### Key Takeaways and Recommendations

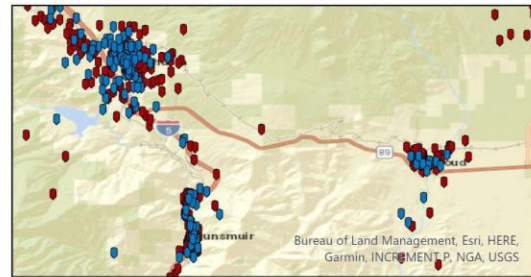
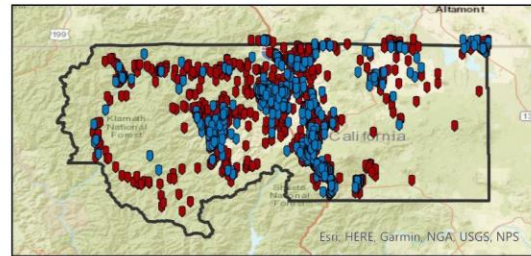
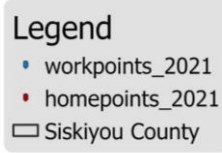
1. Ensure transit maps are digitally available and accessible. Pursue grant funding to upgrade payment systems and explore cashless options.
  - a. Will help in capturing tourists and easing "transit anxiety."
2. Explore grant funding and scheduling possibilities for seasonal routes.
  - a. STAGE expressed successful projects to community pools, and local champions for a Lake Siskiyou Bus.
  - b. Connect these seasonal route programs to state and federal climate goals such as reduced vehicle travel, equitable access to parks and recreation, and local economic development.
3. Utilize climate/sustainability, safe routes to school, and aging/disability transportation funds to upgrade infrastructure and expand routes.
  - a. Extreme weather conditions impact ridership, making upgrades to bus/stop infrastructure, free/reduced transit funding, and service expansion funding possibilities. Students and the elderly as key populations highlight this need.
4. Consolidate trips for each group when possible.
  - a. While certain groups will be more difficult to capture, such as the elderly and seasonal/service workers, many travel patterns are fairly consistent across groups. Condensing trips for commuters (S-N Yreka commuters, students) and tourists (Ski Parks, Lakes/Campsites, Hikers) could be a way to potentially 1) provide more consistent and easily advertised routes 2) save on operating costs.
    - i. STAGE expressed that it is relatively easy to add new routes and stops *when there is capacity to do so.*

#### V. Quantitative Methods

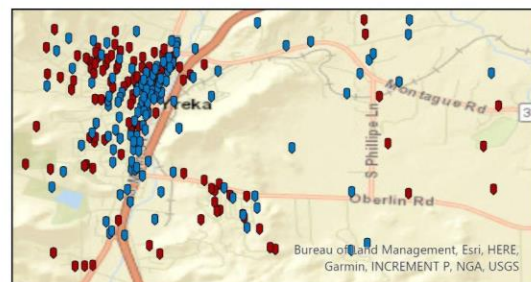
## 1. Data Acquisition

### *LODES Dataset*

The data collection and preparation process for the Siskiyou County transit analysis commenced by accessing the U.S. Census Bureau's Longitudinal Employer-Household Dynamics (LEHD) program website (<https://lehd.ces.census.gov/>). The LODES (LEHD Origin-Destination Employment Statistics) dataset for the state of California and the desired year of analysis was selected. Two specific datasets were chosen: the Workplace Area Characteristics (WAC) dataset, which provides information on employment patterns within Siskiyou County, and the Residence Area Characteristics (RAC) dataset, which offers insights into residential distributions. These datasets were downloaded in CSV format and stored in a designated folder for further processing.



Mount Shasta, Dunsmuir and McCloud LODES Data, 2021



Yreka LODES Data, 2021

### *Google Maps POI Data*

To supplement the LODES data, Octoparse, a web scraping tool, was utilized to extract points of interest (POIs) data from Google Maps. A new task was created in Octoparse, configured to search for specific POI categories, including Schools, Shopping, Government Facilities, Lodging, Restaurants, Medical Facilities, and Things to Do within Siskiyou County. The task was executed to automatically navigate Google Maps and scrape relevant POI data, including names, addresses, categories, and geographical coordinates. The scraped data was then exported from Octoparse in CSV format and saved in the same folder as the LODES datasets. Since the searches were conducted based on specific categories, the resulting POI data was automatically categorized, eliminating the need for manual categorization.

### *STAGE Transit Data*

To analyze the existing transit network, shapefiles of the STAGE transit lines were created using ArcGIS Pro. Stop locations were manually obtained from the STAGE routes list, and assigned coordinate points from Google Maps searches.

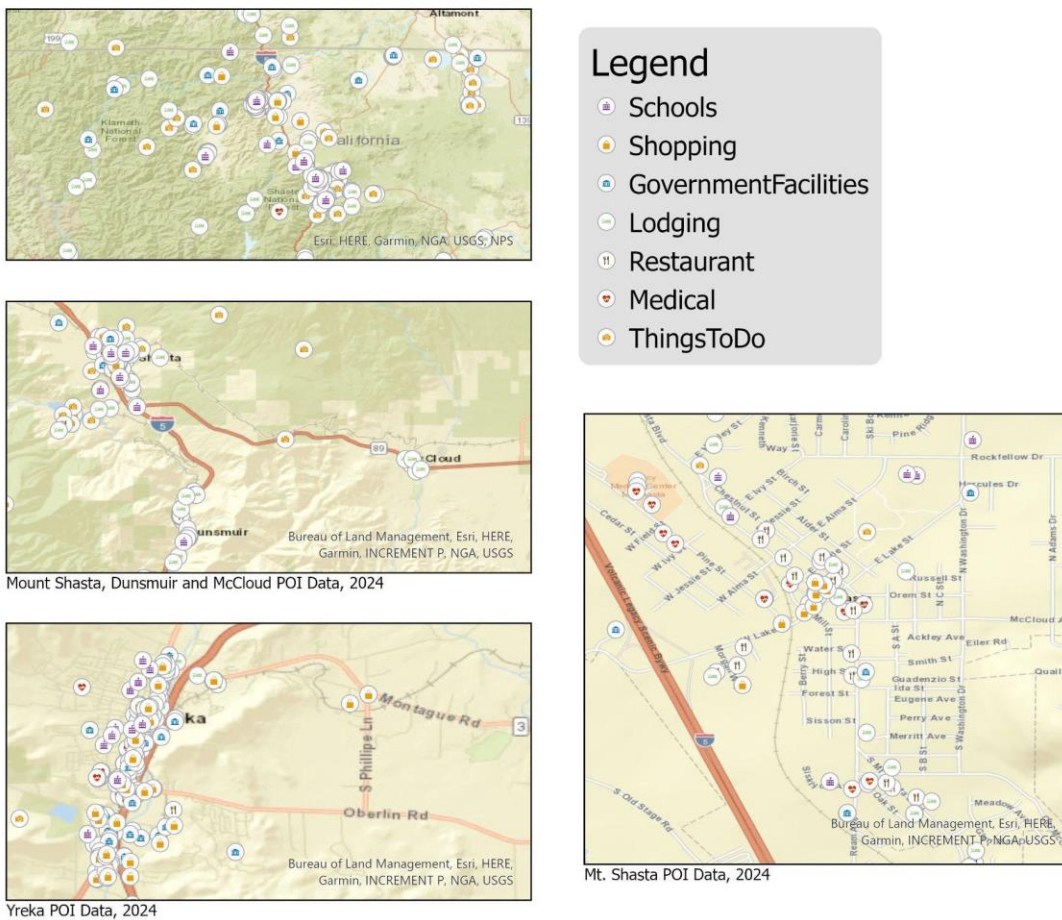
## 2. GIS (Geographic Information Systems) Integration

*LODES Data*

To integrate the cleaned data into a GIS-compatible format, the LODES files were downloaded as point-based shapefiles (.shp) from the LEHD website. These shapefiles contained the necessary spatial information, including coordinates and projections, making them ready for direct import into ArcGIS Pro.

*POI Data*

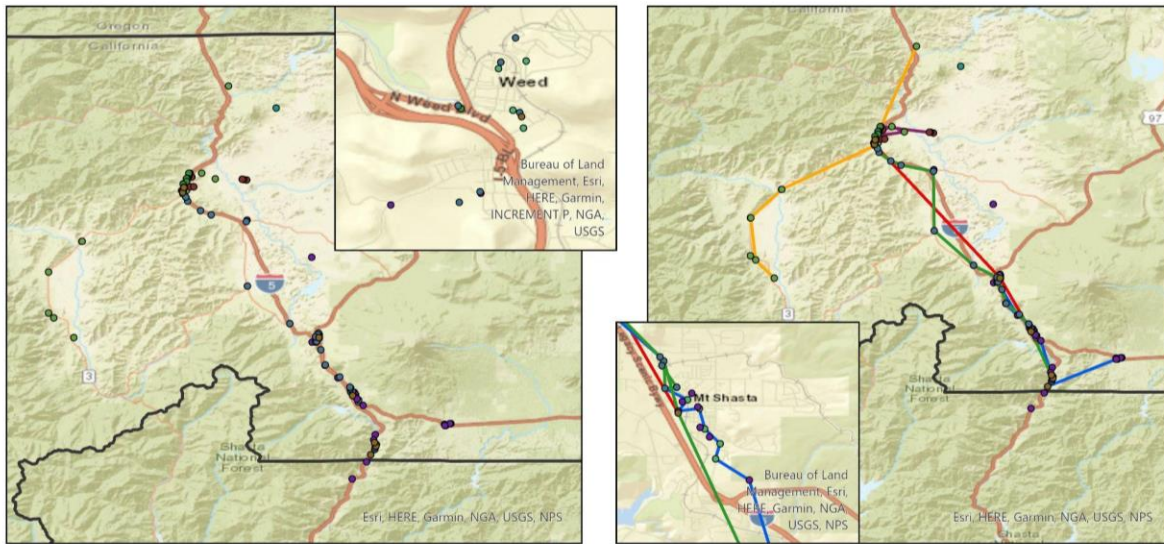
The Google Maps POI data, after being manually cleaned and converted to excel format, was imported into ArcGIS Pro, and the "XY to Point" tool was used to convert the various POI coordinates into point features.



*STAGE Transit Data*

Excel files containing STAGE transit stop names, routes, and coordinates were imported into GIS and converted into point shapefiles using the “XY to Point” tool. Then, bus line shapefiles were approximated using the “Point to Line” feature to connect the stops based on their Object ID (assigned order). Note: Bus *line shapefiles* stops were plotted





Existing Stage Transit Stops and Point-to-Point routing for analysis purposes.



directly point-to-point rather than along roadways, failing to gather certain route complexities, but largely capturing bus routing along existing roadways within a half-mile buffer.










### Layer Creation

This process resulted in the created of 3 distinct data groups: Points of Interest for both tourists and residents (schools, shopping, government facilities, lodging, restaurants, medical facilities, and things to do), LODES data (Siskiyou County work and home block locations), and STAGE transit data (bus stops and approximated bus routes.) This data was used to perform the following quantitative and quantitative analysis exercises detailed in the coming sections.

## VI. Access Analysis

To determine the approximate service area of STAGE transit lines (noting the limitations listed in section 5), a 0.5-mile buffer was generated around each stop and line using ArcGIS Pro. This buffer represents the area within a reasonable walking distance from the transit stops (Untermann, 1984).

Using ArcGIS Pro’s Intersect function, the POI and LODES data points were then joined with the 0.5-mile transit buffer to determine that percentage of locations currently accessible via STAGE bus routes, representing a reasonable walking distance for transit users.

	Total	Within 0.5 Mile Buffer	Accessible By Transit
<b>Schools</b>	36	27	 <b>75%</b>
<b>Shopping</b>	119	115	 <b>97%</b>
<b>Government Facilities</b>	87	72	 <b>83%</b>
<b>Lodging</b>	132	65	 <b>49%</b>
<b>Restaurants</b>	99	90	 <b>91%</b>
<b>Medical Facilities</b>	120	108	 <b>90%</b>
<b>Things to Do</b>	64	16	 <b>25%</b>
<b>Home Locations</b>	1822	697	 <b>38%</b>
<b>Work Locations</b>	601	320	 <b>53%</b>

The access analysis revealed varying levels of transit accessibility for different POIs in Siskiyou County. Schools (75%), shopping centers (97%), government facilities (83%), restaurants (91%), and medical facilities (90%) showed high accessibility within the 0.5-mile buffer around STAGE transit lines. However, significant gaps were identified in transit coverage for lodging (49%), tourist attractions (“things to do”) (25%), home locations (38%), and work locations (53%).

These findings highlight the strengths and weaknesses of the current transit system. While many essential destinations like schools, shopping, and healthcare are well-served, the limited accessibility of lodging and tourist attractions may hinder tourist’s ability to utilize transit. Because most tourist destinations in Siskiyou are centered around nature and the outdoors, there are challenges to this. Specifically targeted routes that serve these most remote destinations could serve as a way to better service the tourist population - mirror the success of the existing Castella extension.

The low accessibility of home and work locations highlights the challenges faced by residents, especially the aging population and job seekers, in accessing services and employment. Expanding transit coverage in residential areas and connecting them well-serviced to key employment centers and services, such as medical and government facilities, could improve quality of life and economic opportunities for local residents.

**VII. Routing Analysis**

**Existing Transit Accessibility:**

- a. Dunsmuir:

- Current Access: LODES (Longitudinal Employer-Household Dynamics) points and Points of Interest (POIs) are generally well-served by existing transit, indicating good coverage within the town center.
- b. Mt. Shasta:
- Current Access: Coverage is less comprehensive, with only about 50% of LODES points and two-thirds of the POIs currently accessible by transit routes.
- c. McCloud:
- Current Access: Approximately two-thirds of residential areas are accessible, though key attractions like mountain trailheads and ski parks remain outside the accessible areas, highlighting a gap in service to significant tourist destinations.
- d. Weed:
- Current Access: While POIs are almost entirely accessible, only about half of the LODES points are within a 0.5 mile of transit stops.
- e. Yreka and Montague:
- Current Access: Most areas are well-covered, though some homes in the northern regions are outside the effective service buffer, potentially isolating certain residents from essential services.

## Proposed Strategic Interventions:

### 1. South County Hub-and-Spoke System

This system aims to improve connectivity by establishing a central transit hub in the city of Mt. Shasta, with strategic spoke routes connecting outwards to the surrounding communities of Yreka, Weed, Dunsmuir, and McCloud. This model draws upon the success of the Amador Transit model in Sutter Creek, CA, a rural Hub-and-Spoke System with routes that run twice daily.

Mt. Shasta is an ideal location for the central hub due to its centrality and role as a regional draw for both residents and tourists. The hub should be established in the downtown area, or adjacent to amenities (either public or private) such as Wi-Fi, food and beverage, shopping, and restrooms. This will better accommodate passengers during long wait times and allow for easier travel planning.



*Downtown Transit Hub in Juneau, Alaska, Google Maps, 2023*

Infrastructure enhancements at the hub should include covered or enclosed waiting areas with seating, wayfinding devices such as maps and signage, bicycle/pedestrian infrastructure, and designated pick-up/drop-off zones for potential integration with ride-sharing services. Though the Downtown area is fairly dense already, and is within walking distance of existing transit stops, the pedestrian/transit infrastructure is not enough to motivate drivers to use transit. Situating a hub with benches, shade structures, and other amenities in a visible and accessible location will be key to enhancing ridership.

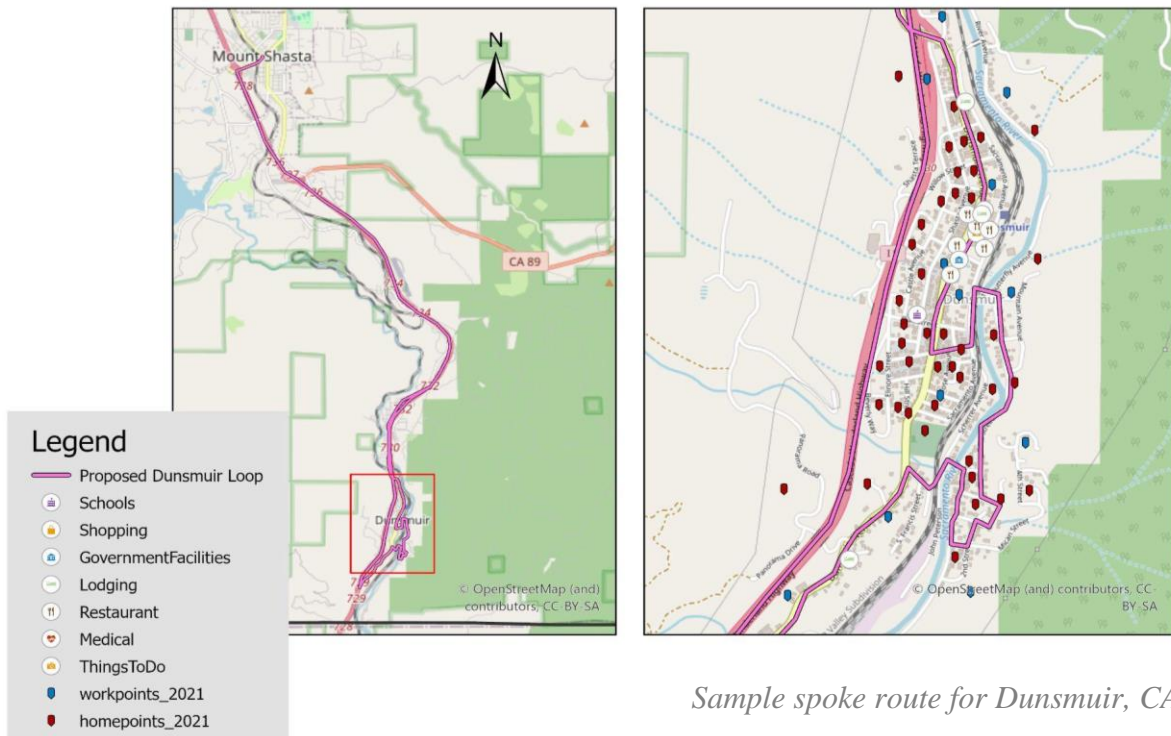


*Rendering of what a potential Mt. Shasta Transit Hub could look like. This sample site is in front of the Mt. Shasta Police Station, features benches, trash cans, shelter, signage, and is adjacent to shops and local eateries. Rendering over Google Maps, 2024*

The proposed spoke routes would connect Mt. Shasta to the following communities:

- **Yreka:** Implement a direct route with limited stops to reduce travel time from Yreka to Montague, Etna, and the Mount Shasta Hub.
  - The county seat, Yreka, has a high concentration of services but struggles to meet the needs of its significant unhoused, aging, and low-income populations. With major improvements underway on the main SR-3 arterial, there is an opportunity to implement pedestrian infrastructure, enhance transit access, and encourage development. Key transit investments should provide accessible service to essential services, affordable housing projects, and leisure destinations to improve mobility and equity for underserved residents.

- **Weed:** Establish a route with stops at points of interest and educational institutions, such as College of the Siskiyous, that connects to the Yreka and Mount Shasta Hubs.
  - Weed, like Yreka, has a significant low-income population and notable Black, Asian, and Native communities, reflecting historical equity concerns. To improve accessibility, key recommended transit stops include College of the Siskiyous, Ray's Market, City Hall, Siskiyou County Food Assistance (Davis Blvd.), Weed High School, and ideally routes serving the Lake Shastina community, as advised by Commissioner Susan Tavalero of the Local Transportation Commission. Prioritizing these locations will help ensure transit serves the needs of disadvantaged residents and connects Weed to surrounding communities.
  
- **Dunsmuir:** Create a route that serves both the downtown and recreational areas.
  - Dunsmuir, a compact town served by Amtrak, albeit at inconvenient hours, holds a charming downtown main street that appeals to both locals and visitors. Transit planning should focus on connecting Dunsmuir's downtown to key destinations like Mount Shasta and Yreka, while also ensuring that elderly residents in the more sprawling neighborhoods beyond downtown have reliable access to transportation services. This could potentially occur through ADA transportation programs, enabling aging residents to reach essential amenities and maintain their independence. Ideally, transit should provide convenient connections to popular outdoor recreation spots such as Hedge Creek Falls within Dunsmuir and the nearby Pacific Crest Trailhead in Castella.



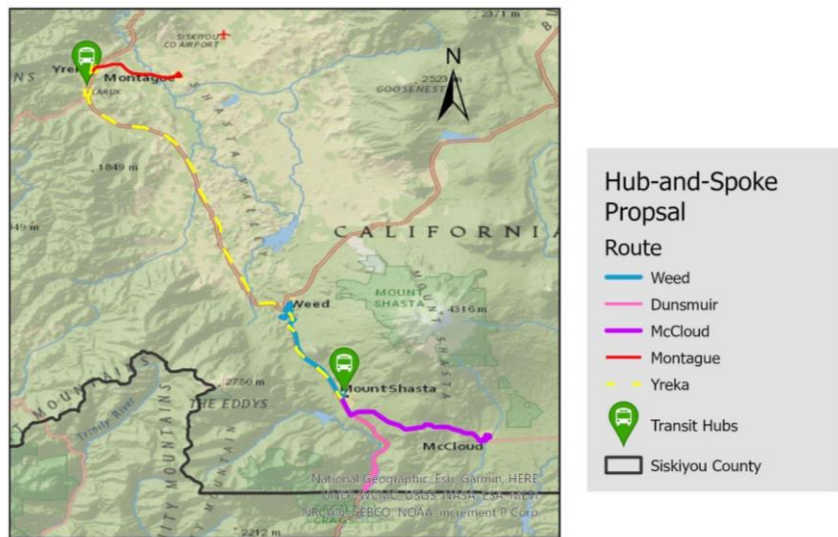
*Sample spoke route for Dunsmuir, CA*

- This sample route for Dunsmuir Begins up near the Cedar Lodge Motel and Hedge Creek Falls area, runs down Dunsmuir Avenue through Downtown Dunsmuir, and over to Butterfly Avenue East of the Sacramento River. It then runs South to Mican Street, and back up South 1st Street. The route could then run South to the Dunsmuir Railroad Park Resort (likely an on-call stop) and would finish by traveling back north to the proposed Mt. Shasta Transit Center. This route covers both tourist (access to shops, restaurants and natural attractions) and resident (work/medical travel, efficiency, and neighborhood access) needs.
- McCloud: Develop a route that connects residential and recreational areas to the hub and other essential services.
  - McCloud, a historic logging town near Mount Shasta, could benefit from a transit route connecting its residential areas to job centers, schools, and recreation in neighboring communities via the Mount Shasta Hub. Seasonal transit connections to popular outdoor destinations like the McCloud River Waterfalls could be greatly beneficial in enhancing access to nature and supporting local tourism.

To optimize efficiency and reduce operational costs, these spoke routes should be designed to consolidate demand during peak school and work commuter times, and ideally, the travel patterns of other transit riders. This may include medical appointments, recreation and hospitality workers, and tourists.

To ensure seamless connectivity, the South County Hub-and-Spoke System should collaborate with regional transit agencies to coordinate schedules, offer combined ticketing options, and provide clear information on transfer points.

A comprehensive marketing and outreach campaign should be developed to promote the benefits of the hub-and-spoke system to the community, highlighting convenience, cost savings, and environmental benefits. Partnering with local employers and institutions to encourage transit use among employees and students, as well as offering incentives such as discounted fares or loyalty programs, can further boost ridership.



## 2. Siskiyou Seasonal Explorer Programs:

In addition to the South County Hub-and-Spoke System, Siskiyou County should consider implementing Siskiyou Seasonal Explorer Programs to enhance transit options for tourists and support the local industry. The routes would operate during peak tourist seasons, aligning with local events and popular travel times. By providing convenient access to natural and recreational sites, these routes would encourage visitors to use public transportation, reducing traffic congestion and parking issues at popular destinations.

The Siskiyou Seasonal Explorer Programs could include two main types of routes:

1. **Tourist Destination Loops:** These routes would capture multiple tourist destinations in a single loop, operating 2-3 times per day.
2. **Specialty Trips:** These routes would focus on providing park-and-ride services to high-traffic destinations, operating 1-2 times per day. For instance, a specialty trip could be designed to transport visitors from a designated parking area directly to the Mt. Shasta Ski Park or Lake Siskiyou during peak season. Ideally, these lots would connect with transit routes and hubs along the hub-and-spoke system.

To ensure the success of the Siskiyou Seasonal Explorer Programs, the county should collaborate with local tourism boards and leverage existing local champions in government, the private sector, and the tourism industry. These partnerships can help effectively market seasonal routes to potential visitors using platforms that tourists frequently consult, such as travel blogs, hotel booking sites, and visitor centers.

Marketing efforts should highlight the convenience, cost savings, and environmental benefits of using the seasonal routes, as well as the opportunity to explore Siskiyou County's natural beauty without the stress of driving and parking. Promotional materials should be made available at key tourist entry points, including train and (intercity) bus stations, visitor centers, and online.

To further incentivize the use of the Siskiyou Seasonal Explorer Programs, the county could consider offering special discounts or package deals in partnership with local businesses and attractions. For example, visitors who use the Siskiyou Explorer routes could receive discounted admission to participating sites, or special offers at local restaurants and shops. This would not only enhance the visitor experience, but also encourage tourists to visit local businesses.

3. Partnered and Subsidized Reshare:



*View from a STAGE Bus Yreka-Weed, Mia Lewis, 2024*

Siskiyou County could form partnerships with rideshare companies and local taxi services to extend transportation options into underserved areas, particularly during off-peak hours or for residents with accessibility needs. To ensure affordability for targeted groups, such as the elderly, disabled, and low-income families, the county should explore potential grant opportunities like the FTA Section 5310 program. By using these grants, Siskiyou County can subsidize the costs of rideshare and taxi services, making them accessible to those who need them most.

#### 4. Community Engagement

Siskiyou County should conduct regular workshops and forums within each community to actively involve residents in the transit planning process. These events provide an opportunity for residents to share their experiences and offer input on potential improvements, ensuring that transit services meet the needs and preferences of local communities.

- **Ambassador Program:** The county can develop an ambassador program that engages local volunteers to assist with navigation, promote transit usage, and gather informal feedback at major transit hubs. These ambassadors serve as friendly faces and knowledgeable resources for transit users, helping them navigate the system and providing guidance on routes, schedules, and connections. By gathering feedback from users, ambassadors can help identify areas for improvement and relay this information to transit planners and operators, fostering a more responsive and user-friendly transit environment.

#### **Evaluation and Adaptation:**

1. **Feedback Mechanism:** Integrate a digital feedback system on the STAGE website, allowing for easy reporting of issues and suggestions. This system should support ongoing adjustments to services based on user input and community needs.
2. **Grant Utilization for Enhancements:** Identify and apply for relevant grants that support transit infrastructure improvements, operational enhancements, and service expansions to ensure the financial viability of these proposed interventions.

### **VIII. Grant Funding Opportunities**

Based on a comprehensive analysis of interviews, existing literature, and quantitative data, the following grants have been identified as promising funding opportunities for enhancing transit services and infrastructure in Siskiyou County.

#### **FTA Section 5311 Formula Grants for Rural Areas:**

<https://www.transit.dot.gov/rural-formula-grants-5311>

- The Federal Transit Administration (FTA) Section 5311 - Formula Grants for Rural Areas is the largest federal grant program supporting rural transit, providing financial assistance for capital



investments, planning initiatives, and operating expenses. *Siskiyou County is already utilizing these funds.*

**FTA Enhanced Mobility of Seniors & Individuals with Disabilities (Section 5310):**

<https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310>

- The FTA Enhanced Mobility of Seniors & Individuals with Disabilities (Section 5310) grant program supports transportation services and projects that improve mobility for seniors and individuals with disabilities. This program is essential for ensuring that these populations have access to safe, reliable, and accessible transportation options, enabling them to remain active and engaged in their communities. Funds can be used for a variety of purposes, including purchasing accessible vehicles, providing door-to-door service, and making capital improvements such as installing bus shelters and benches that enhance accessibility and safety for these riders.

**Caltrans Sustainable Transportation Planning Grant Program:**

<https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/regional-and-community-planning/sustainable-transportation-planning-grants>

- The Caltrans Sustainable Transportation Planning Grant Program provides a significant opportunity for local, regional, and tribal governments, as well as transit agencies, to secure funding for transportation planning projects that promote sustainability, reduce greenhouse gas emissions, and enhance the resilience of California's transportation system. Applicants who are not Metropolitan Planning Organizations (MPOs) can apply for the Sustainable Communities Competitive and Technical grant program or the Climate Adaptation Planning grant program. These programs fund projects such as active transportation plans, corridor enhancement studies, complete streets plans, transit-oriented development studies, climate vulnerability assessments, evacuation planning, transportation infrastructure adaptation plans, and nature-based solutions. Successful projects will demonstrate a strong commitment to sustainability, innovation, and equity while addressing the needs of underserved communities

**California State Transportation Agency (CalSTA) Transit and Intercity Rail Capital Program (TIRCP):**

<https://calsta.ca.gov/subject-areas/transit-intercity-rail-capital-prog>

- California State Transportation Agency (CalSTA) Transit and Intercity Rail Capital Program (TIRCP) offers transit agencies funding for a wide range of transformative capital projects that reduce greenhouse gas emissions, expand and improve transit services, and enhance transit safety. While well-suited for purchasing zero-emission buses and associated infrastructure, the program also supports initiatives such as transit route optimization, transit signal priority, fare payment system improvements, passenger amenities, and the construction of new transit centers, mobility hubs, and charging infrastructure. The program encourages collaboration and partnerships among transit providers, local governments, and regional planning organizations to develop comprehensive, regional solutions that improve transit connectivity and accessibility.

**Caltrans Adaptation Planning Grant Program:**

<https://dot.ca.gov/programs/transportation-planning/regional-planning/adaptation-planning-grants>

- The Caltrans Adaptation Planning Grant Program funds local and regional planning efforts to prepare for and adapt to climate change impacts on transportation infrastructure. This program is particularly relevant for rural areas vulnerable to extreme weather events and sea-level rise. Eligible projects include vulnerability assessments, adaptation strategies, and resilience plans. In 2023, Humboldt County received a grant to assess the vulnerability of its coastal transportation assets and develop adaptation strategies to ensure long-term sustainability.

**Caltrans Active Transportation Program (ATP):**

<https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program>

- The Caltrans Active Transportation Program (ATP) primarily focuses on funding walking and biking infrastructure projects, but it can also support improvements to transit stops, such as installing benches, shelters, and signage. These enhancements are particularly relevant when they improve access and connectivity to transit, making it easier and more comfortable for people to use public transportation in conjunction with active modes of travel. By creating safe, attractive, and accessible transit stops, the ATP helps to encourage multimodal transportation and promote sustainable mobility options.

**California Low Carbon Transit Operations Program (LCTOP):**

<https://dot.ca.gov/programs/rail-and-mass-transportation/low-carbon-transit-operations-program-lctop>

- Funded by Cap-and-Trade revenue, the California Low Carbon Transit Operations Program provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. This program is critical for enabling agencies to invest in low carbon transit operations such as expanding services, implementing fare-free transit programs, or purchasing zero-emission buses. Projects under this program must demonstrate how they will achieve a reduction in greenhouse gas emissions while also providing benefits to disadvantaged or low-income communities.

**FTA Buses and Bus Facilities Program:**

<https://www.transit.dot.gov/bus-program>

- The FTA Buses and Bus Facilities Program provides funding for transit agencies to replace, rehabilitate, and purchase buses and related equipment, as well as to construct bus-related facilities. This program is crucial for maintaining and upgrading bus fleets and infrastructure, ensuring that transit systems can provide safe, reliable, and accessible service. Eligible projects include purchasing new buses, retrofitting existing vehicles with modern amenities and safety features, and constructing or renovating bus shelters, benches, and signage.

**Federal Lands Access Program (FLAP):**

<https://highways.dot.gov/federal-lands/programs-access>

- The Federal Lands Access Program (FLAP) provides funding for transportation projects that improve access to, and within, federal lands, such as national parks, forests, and wildlife refuges. This program is crucial for enhancing the visitor experience, reducing congestion, and protecting sensitive natural resources. Eligible projects include transit services, such as shuttles and bus routes, that connect visitors to popular destinations within these federal lands. By providing convenient and sustainable transportation options, FLAP helps to promote responsible tourism

and ensure that visitors can easily access and enjoy these treasured public spaces. While the call for projects in California is currently closed, it is slated to reopen in 2026.

**Caltrans Division of Local Assistance:**

<https://dot.ca.gov/programs/local-assistance>

- The Caltrans Division of Local Assistance serves as a valuable resource for local transportation agencies, including those in rural areas, by providing technical assistance and support for a wide range of transportation projects. This division is dedicated to helping local agencies navigate the complex process of securing funding, planning, and implementing transportation improvements that enhance mobility, safety, and sustainability in their communities.
  - The division's staff can help local agencies identify appropriate funding opportunities, such as the Active Transportation Program (ATP), Highway Safety Improvement Program (HSIP), and other state and federal grants. They can also provide guidance on developing strong grant proposals, ensuring that projects meet eligibility criteria, and assembling the necessary documentation.

## **VIII. Conclusion**

This capstone project provides a comprehensive analysis of the challenges and opportunities for improving public transportation in Siskiyou County, California. By employing a multi-faceted approach that includes quantitative data analysis, a literature review of rural transit case studies, and qualitative insights from local stakeholders, this report offers a holistic analysis of the current state of transit in the county, and proposes actionable recommendations to address identified issues.

The quantitative analysis, utilizing LODES, Google Maps POI, and STAGE transit data, reveals significant gaps in transit accessibility for key points of interest, particularly lodging, tourist attractions, home locations, and work locations. The qualitative findings from interviews with local planners, city officials, and transit professionals provide valuable context and highlight the challenges posed by extreme weather conditions, the need for improved system accessibility and education, and the potential for leveraging seasonal routes to serve both residents and tourists.

To address these challenges, this project proposes strategic interventions, including a South County Hub-and-Spoke System, Siskiyou Seasonal Explorer Programs, partnered and subsidized rideshare, and community engagement initiatives. These recommendations aim to improve connectivity, better serve tourists, extend transportation options in underserved areas, and ensure that transit services meet local needs. This project also identifies numerous grant funding opportunities that Siskiyou County can pursue to secure the necessary resources for implementing these recommendations and revitalizing its rural public transit system.

Successful implementation of these recommendations will require close collaboration among various stakeholders, including the Siskiyou County Local Transportation Commission, transit operators, local government agencies, community organizations, and the general public. By embracing the insights derived from both quantitative and qualitative analysis, leveraging funding opportunities, and fostering partnerships, Siskiyou County can transform its rural transit

system into a vital asset that enhances mobility, supports economic development, and improves the overall quality of life for its communities.

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*GIS data sources created for this project are stored here:*

<https://bit.ly/siskiyoucapstonemapping>



# Siskiyou Transportation Agency

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Melissa Cummins, Executive Director  
190 Greenhorn Road  
Yreka, California 96097  
Phone: 530.842.8220

To: Siskiyou Transportation Agency

Agenda Item: 5

Date: December 17, 2024

Subject: Discussion and direction regarding disposal of STAGE buses 3021, 3022, 3028, 3029, and 3030.

## Past Action

None.

## Background

STAGE currently has five retired vehicles that are located at the County yard. These vehicles are summarized below:

Bus # 3021 – 2006 GMC C5500 – 24 Passenger Bus (Inventory Tag# 920365)  
Vehicle Moved to Surplus 06/07/2020

Bus # 3022 – 2007 GMC C5500 – 24 Passenger Bus (Inventory Tag# 920768)  
Vehicle Moved to Surplus 09/08/2021

Bus # 3028 – 2007 Bluebird Xcell – 32 Passenger Bus (Inventory Tag# 920849)  
Vehicle Moved to Surplus 06/17/2020

Bus # 3029 – 2011 Ford F650 – 28 Passenger Glaval Bus (Inventory Tag# 921709)  
Purchase Date: 06/29/2011 / Out of service since May 2020

Bus # 3030 – 2012 Ford F650 – 28 Passenger Glaval Bus (Inventory Tag# 9921989)  
Purchase Date: 10/03/2012 / Vehicle Junked 06/30/2020

Bus # 3021, 3022, and 3028 are not identified on the list of fixed assets transferred to the JPA since they were moved out of STAGE's inventory prior to the drafting of the fixed asset attachment.

Bus 3029 was not included on the inventory list provided, but the vehicle ownership remains with STAGE and thus jurisdiction over the asset is with Siskiyou Transportation Agency.

Bus 3030 is listed on the JPA's inventory list that was transferred upon formation of the JPA being finalized on December 3, 2024.

These vehicles have either reached the end of their useful life, would require repairs that are cost prohibitive, or have damages beyond repair.

### 2024 Board of Directors

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Sue Tavalero

Bruce Deutsch  
Paul McCoy

Michael Kobseff  
Brandon Criss

Ed Valenzuela  
Julia Mason

Research shows these vehicles were purchased with state funding through the Public Transportation Account, which is a subsection of the State Transportation Improvement Program. Caltrans was contacted to confirm any special requirements for disposal of the assets. Staff will share any information received back during the presentation of this agenda item.

Staff are requesting authorization to execute the following actions:

Bus 3021, 3022, and 3029 – Post on the County’s Public Surplus Auction site for sale. If the units fail to sell through this channel staff request to junk the vehicles and dispose of them through other vehicle disposal means such as crushing and recycling.

Bus 3028 – The Siskiyou County Sheriff’s Office is interested in acquiring this unit to utilize for SWAT trainings.

Bus 3030 – Staff request to dispose of this unit due to extensive damage from a previous accident. This vehicle will be junked and crushed.

**Discussion**

If necessary, review any items the Commission wishes to seek clarification on.

**Recommendation**

Authorize STAGE to dispose of Bus 3021, 3022, 3029, and 3030.

Authorize the donation of STAGE Bus 3028 to the Siskiyou County Sheriff’s Office.

Attachments (0)

- None





# Siskiyou Transportation Agency

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Melissa Cummins, Executive Director  
190 Greenhorn Road  
Yreka, California 96097  
Phone: 530.842.8220

To: Siskiyou Transportation Agency

Agenda Item: 6

Date: December 17, 2024

Subject: Appointment of Delegate and Alternates for the Board of Directors for the California Transit Indemnity Pool

## Past Action

None.

## Background

STAGE is a founding member of the California Transit Indemnity Pool (CalTIP), which provides vehicle physical damage and liability coverage for transit operations.

Each member holds a seat on the CalTIP Board of Directors. The agency must designate an alternate and delegate for their agency to serve on the Board of Directors.

Historically the delegate and alternate position were the Transportation Services Manager and the Transportation Services Coordinator.

## Discussion

If necessary, review any items the Commission wishes to seek clarification on.

## Recommendation

- Appoint the Transportation Services Manager to the alternate seat on the California Transit Indemnity Pool Board of Directors.
- Appoint the Transportation Commission Executive Director to the delegate seat on the California Transit Indemnity Pool Board of Directors.

Attachments (0)

- None

### 2024 Board of Directors

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Julia Mason



# Siskiyou Transportation Agency

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Melissa Cummins, Executive Director  
190 Greenhorn Road  
Yreka, California 96097  
Phone: 530.842.8220

To: Siskiyou Transportation Agency

Agenda Item: 7

Date: December 17, 2024

Subject: Discussion and direction regarding the Transportation Commission Executive Director acting as the Authorized Agent or Authorized Signer for various grants, reports, and other documents related to STAGE.

## Past Action

None.

## Background

STAGE has multiple programs that require their governing body appoint and/or authorize an agent to execute documents on behalf of the agency.

This request is to appoint the Transportation Commission Executive Director as authorized agent for the Siskiyou Transportation Agency as it relates to state or federal funding or grant programs and reporting.

Some of these programs include:

- Low Carbon Transit Operations Program
- Federal Transit Administration Section 5311 Grant Program

## Discussion

If necessary, review any items the Commission wishes to seek clarification on.

## Recommendation

Adopt Resolution appointing the Transportation Commission Executive Director as the Authorized Agent for the Siskiyou Transportation Agency.

Attachments (1)

- Resolution appointing the Transportation Commission Executive Director as the Authorized Agent for the Siskiyou Transportation Agency.

### 2024 Board of Directors

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Siskiyou Transportation Agency

Resolution No. 24-

RESOLUTION AUTHORIZING THE TRANSPORTATION COMMISSION  
EXECUTIVE DIRECTOR AS AUTHORIZED AGENT

WHEREAS, Siskiyou Transportation Agency is eligible to apply for and receive grant apportionments from the Federal Transit Administration (FTA) and the State of California Department of Transportation for various transit funding programs; and

WHEREAS, Siskiyou Transportation Agency receives federal and state funding administered by the California Department of Transportation; and

WHEREAS, the Siskiyou Transportation Agency wishes to authorize the Transportation Commission Executive Director to execute all required documents necessary to obtain the grants and comply with reporting and invoicing requirements; and

WHEREAS, the Transportation Commission Executive Director is authorized to enter into contracts for grants awarded from federal, state, and local funding; and

WHEREAS, SISKIYOU TRANSPORTATION AGENCY delegates the authority to execute any agreements and amendments to the Transportation Commission Executive Director;

NOW, THEREFORE, BE IT RESOLVED that the Siskiyou Transportation Agency hereby authorizes Ms. Melissa Cummins, Transportation Commission Executive Director, to execute all standard agreements and other required documentation necessary to obtain funding and meet all requirements of said programs effective December 17, 2024, and until rescinded by the Board of Directors.

PASSED AND ADOPTED this 17<sup>th</sup> day of December 2024 by the SISKIYOU TRANSPORTATION AGENCY by the following vote:

AYES:  
NOES:  
ABSENT:  
ABSTAIN:

\_\_\_\_\_  
Bruce Deutsch, Chairperson

ATTEST:

\_\_\_\_\_  
Melissa Cummins  
Executive Director



# Siskiyou Transportation Agency

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Melissa Cummins, Executive Director  
190 Greenhorn Road  
Yreka, California 96097  
Phone: 530.842.8220

To: Siskiyou Transportation Agency

Agenda Item: 8 (A/B/C)

Date: December 17, 2024

Subject: Other Business

## Discussion

- A. Executive Director – Other updates for the Commission.
- B. Other topics from the Commission that do not require a formal agenda item.
- C. Next regular meeting – Tuesday, January 14, 2024, immediately following the Siskiyou County Local Transportation Commission meeting which begins at 10:30 A.M. PST.

## Recommendation Action

None.

### 2024 Board of Directors

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Sue Tavalero

Bruce Deutsch  
Paul McCoy

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Brandon Criss

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Julia Mason