December 29, 2025

2025 Siskiyou County Coordinated Public Transit Human Services Transportation Plan

Siskiyou County Local Transportation Commission

LSC Transportation Consultants, Inc.

2025
Siskiyou County
Coordinated Public Transit – Human Services Transportation Plan

Prepared for

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TABLE OF CONTENTS

CHAPTERS *PAGE*

Chapter 1: Introduction 1
Introduction 1
Coordinated Plan Context and Approach 1
Siskiyou County Local Transportation Commission 1
Siskiyou Transportation Agency Joint Powers Agency 2
Federal Coordination Requirements 3

Chapter 2: Siskiyou County Existing Conditions 5
Introduction 5
Geography 5
Demographics 5
Economy 12
Employment 16

Chapter 3: Inventory of Transportation Services 21
Introduction 21
Public Transportation Providers 21
Other Regional Transportation 26
Private Providers 29
Non-Emergency Medical Transportation Providers 36

Chapter 4: Recent Planning Document Overview 39
Introduction 39
2015 Coordinated Plan Overview 39
Siskiyou County 2021 Short Range Transportation Plan 41
Unmet Needs Process 43

Chapter 5: Public and Stakeholder Outreach 47
Introduction 47
Stakeholder and Transportation Provider Outreach 48

Chapter 6: Transportation Gaps, Needs, and Duplicative Services 51
Introduction 51
Transportation Gaps in Service 51
Needs Analysis 52
Duplicative Services 53
Coordination Challenges 53

Chapter 7: Recommended Goals and Strategies 55
Introduction 55
Evaluation Criteria 55
Coordination Goals for Siskiyou County 56
Recommended Coordination Strategies 57

Chapter 8: Transportation Funding Sources 67
Introduction 67

Appendix A: Demographic Maps
Appendix B: STAGE Route and Schedule
Appendix C: Online Community Survey Results
Appendix D: Online Community Survey Instrument
Appendix E: Transportation Service Agency Survey Results
Appendix F: Transportation Service Agency Survey Instrument

TABLES *PAGE*

Table 1: Siskiyou County Local Transportation Commission Members 2
Table 2: Siskiyou Social Services Transportation Advisory Council Members 3
Table 3: Historic and Current Siskiyou County Population 8
Table 4: Siskiyou County Population Projections by Age Category 9
Table 5: Siskiyou County Region Demographic Characteristics by Census Tract - Total Persons 10
Table 6: Siskiyou County Region Demographic Characteristics by Census Tract - Total Households 12
Table 7: Major Transit Activity Centers in the Siskiyou Region 13
Table 8: Siskiyou County Current and Annual Employment 16
Table 9: Major Employers in the Siskiyou County Region 17
Table 10: Siskiyou County Local and Regional Commute Patterns 18
Table 11: Summary of STAGE Services and Frequency 22
Table 12: STAGE Fare Schedule 25
Table 13: STAGE Fixed Route Services Ridership 25
Table 14: Siskiyou County - Transit Service Providers 27
Table 15: Routes by Corridor with Communities 29
Table 16: Community Transportation Options 30
Table 17-1, 17-2, 17-3: Siskiyou County - Transportation Providers 31-33
Table 18: 2015 Siskiyou Coordinated Plan Reasonable to Meet Unmet Needs 40
Table 19: 2015 Coordinated Plan Strategies 40
Table 20: Siskiyou County Unmet Needs Findings 45
Table 21: Siskiyou County Identified Service Gaps 52
Table 22: 2025 Siskiyou County Coordinated Plan Strategies 58

FIGURES *PAGE*

Figure 1: Site and Location 6
Figure 2: Siskiyou Transit Routes 23
Figure 3: STAGE Historical Ridership 26

Chapter 1
INTRODUCTION

INTRODUCTION

The goal of the Coordinated Public Transit Human Services Transportation Plan for Siskiyou County (Coordinated Plan) is to improve mobility in Siskiyou County by enhancing coordination among public, non-profit, and for-profit transportation providers. Benefits of improved coordination include minimized service redundancy, more efficient use of limited transit funding, and the facilitation of cost-effective and interagency solutions to address unmet transit needs. The goals and strategies presented in this Coordinated Plan are designed with a specific focus on improving transportation access for senior adults, persons living with disabilities, and low-income residents in Siskiyou County.[1] The Coordinated Plan describes both capital and non-capital projects that will improve transportation services for these target demographic groups and are therefore eligible to receive funding through the Federal Transit Administration's (FTA) Enhanced Mobility of Seniors and Individuals with Disabilities program (Section 5310).

COORDINATED PLAN CONTEXT AND APPROACH

The Coordinated Plan begins with a review of existing conditions in Siskiyou County, including regional demographics and current transportation providers. The demographics analysis looks at both the countywide population as well as the underrepresented populations that are the focus of the Section 5310 program. The description of current transportation providers will review the existing services in Siskiyou County and identify interregional connections and opportunities between neighboring counties, including Modoc County to the east, Del Norte and Humboldt counties to the west, and Shasta County to the south.

In the Draft Coordinated Plan, goals and strategies, stakeholder input, transportation service needs, and gaps, as well as the identification of duplicative services, will be provided. Finally, potential coordination strategies to enhance regional mobility will be analyzed, and recommended goals and strategies will be presented, ultimately culminating in the Final Coordinated Plan.

SISKIYOU COUNTY LOCAL TRANSPORTATION COMMISSION

The Siskiyou County Local Transportation Commission (SCLTC) is the Regional Transportation Planning Agency (RTPA) in Siskiyou County. It was established in 1972 under the Transportation Development Act (TDA). With these designations, SCLTC is responsible for leading short-term and long-term transportation planning efforts in Siskiyou County, securing state and federal transportation grants, overseeing public transit funding, supporting local agencies with funding and coordination, and approving short-range transportation capital improvement programs.

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[1] *Federal Transit Administration (FTA). (2022). Coordinated Public Transit-Human Services Transportation Plans. USDOT. https://www.transit.dot.gov/funding/grants/coordinated-public-transit-human-services-transportation-plans*

To determine what transportation investments should be made with available funding, SCLTC continually assesses transportation needs across the region. Planning efforts led by SCLTC include the Coordinated Plan, Regional Transportation Plan (RTP), and the Short-Range Transit Plan (SRTP), among others.

SISKIYOU TRANSPORTATION AGENCY JOINT POWERS AGENCY

The Siskiyou Transportation Agency Joint Powers Agreement (JPA) was executed on December 3, 2024, during a Siskiyou County Board of Supervisors meeting, forming the Siskiyou Transportation Agency (STA). The STA was formed in late 2024 through a collaboration between the SCLTC, the nine incorporated cities within Siskiyou County, and the Siskiyou County Board of Supervisors. Throughout 2025, there will be an ongoing effort to finalize details, bylaws, and the agency's purchasing authority.

Current Council Members and Alternates

As of April 2025, SCLTC is comprised of eight members: four (4) County Board Supervisors and four (4) representatives from the League of Local Agencies, which represent the nine incorporated communities in Siskiyou County. The Commission generally meets on the second Tuesday of each month at 10:30 AM at the Siskiyou County Transit Center. Table 1 shows the current members and the alternate members of SCLTC.

Table 1: Siskiyou County Local Transportation Commission Members

Representatives from Siskiyou County Board of Supervisors

County Supervisor – District 1	Jess Harris (Alternate)
County Supervisor – District 2	Ed Valenzuela
County Supervisor – District 3	Michael Kobseff, Chair
County Supervisor – District 4	Nancy Ogren

Representatives of the League of Local Agencies

Councilmember, City of Dunsmuir	Matthew Bryan
Councilmember, City of Etna	Cliff Munson
Councilmember, City of Montague	Pat Vela, Vice Chair
Councilmember, Town of Fort Jones	Mercedes Garcia (Alternate)

Source: https://siskiyoucoltc.org/our-commissioners/

Social Services Transportation Advisory Council

The Siskiyou County Social Services Transportation Advisory Council (SSTAC) was established per the requirements of California Senate Bill 498 and is responsible for advising SCLTC on transit issues pertinent to underserved populations. Focus populations for the SSTAC include the elderly, disabled, and low-income groups. The SSTAC's primary responsibility is to identify transit needs in Siskiyou County through the annual Unmet Transit Needs Assessment process and recommend to the SCLTC Board of Directors which needs are unmet and reasonable to meet. The SSTAC consists of ten voting members, as shown in Table 2.

Table 2: Siskiyou Social Services Transportation Advisory Council Members

Transit User 60 years or Older	Denise Patterson
Social Services Provider for Seniors (1)	Teri Gabriel
Social Services Provider for Disabled Persons (1)	Emily Tuholski
Social Services Provider for Persons of Limited Means	Nico Purl
Member-At-Large	Misty Rickwalt

Council Vacancies

Potential Transit User With A Disability	Vacant
Social Services Provider for Seniors (2)	Vacant
Social Services Provider for Disabled Persons (2)	Vacant
Consolidated Transportation Service Agency Representative (1)	Vacant
Consolidated Transportation Service Agency Representative (2)	Vacant

Source: SCLTC, 2025 SSTAC Agenda

FEDERAL COORDINATION REQUIREMENTS

The FTA's Section 5310 program improves mobility for senior adults and people with disabilities by reducing barriers that prevent the use of existing transportation resources or by developing new services designed specifically to address unmet transit needs impacting these groups. Section 5310 is a formula funding award program; funding is awarded to states based on the number of senior and disabled residents. In California, Caltrans then allocates funding through a competitive award process to nonprofit organizations, local governments, and other transportation providers. Projects eligible for Section 5310 funding include both capital and operating assistance.

To receive Section 5310 funding, projects must be "included in a locally developed, coordinated public transit-human services transportation plan," also referred to as a Coordinated Plan.[2] The FTA defines a Coordinated Plan as a study "that identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, provides strategies for meeting those local needs, and prioritizes transportation services for funding and implementation." The Coordinated Plan must be "developed and approved through a process that includes participation" by seniors, individuals with disabilities, low-income individuals, human services agencies, and transportation providers. FTA circular 9070.1G describes the required components of a Coordinated Plan, which include:

- An assessment of available services that identifies current transportation providers (public, private, and non-profit).

[2] *Federal Transit Administration (FTA). (2022).* Coordinated Public Transit-Human Services Transportation Plans. *https://www.transit.dot.gov/funding/grants/coordinated-public-transit-human-services-transportation-plans*

- An assessment of transportation needs and gaps in service for individuals with disabilities, older adults, and people with low incomes. This assessment can be based on the experiences and perceptions of the planning partners or on more sophisticated data collection efforts.
- Strategies, activities, and/or projects to address the identified gaps between current services and needs, as well as opportunities to achieve efficiencies in service delivery.
- Priorities for implementation based on resources (from multiple transportation programs), time, and the feasibility of implementing the specific strategies and/or activities identified.

This Coordinated Public Transit Human Services Transportation Plan for Siskiyou County complies with FTA requirements. Federal statutes require a 50 percent local match for recipients to use Section 5310 funds for operations. The local match requirement for capital expenses (including acquisition of public transit services) is 20 percent.

Chapter 2

SISKIYOU COUNTY EXISTING CONDITIONS

INTRODUCTION

Mobility plays a crucial role in supporting a high quality of life, enabling residents to access the resources and opportunities they need on a daily basis. Key destinations such as workplaces, healthcare providers, schools, retail centers, and other public or commercial facilities are essential to daily life, and the ability to travel to and from these locations efficiently is fundamental to individual and community well-being. This chapter provides an overview of the geographic layout, population characteristics, and socioeconomic conditions of Siskiyou County. These factors collectively shape how people move throughout the region and help determine the overall demand for public transit services.

GEOGRAPHY

Siskiyou County is a predominantly rural, mountainous region characterized by small towns and cities separated by significant travel distances. It shares its northern border with Oregon and is bordered to the south by Shasta, Trinity, and Tehama Counties. Centrally located within the county, Mount Shasta stands as California's fifth-highest peak and the second tallest in the Cascade Mountain Range. Siskiyou County has nine incorporated communities and several Native American tribes, including the Klamath, Karuk, and the Shasta Indian Nation. Many residents live in unincorporated parts of the county.

Interstate 5 (I-5) runs north-south through the county, connecting key communities such as Dunsmuir, Mount Shasta, Weed, Yreka, and Hornbrook. State Route (SR) 97 serves the northeastern part of the county, including Macdoel, and continues into Oregon. SR 96 follows the Klamath River through the western region, providing access to the smaller, Klamath River Corridor communities of Happy Camp, Somes Bar, and Seiad Valley. In the south, SR 89 extends from Mount Shasta southeast to McCloud and into Shasta County, while SR 3 links the I-5 corridor with the Scott Valley area and continues into Trinity County. The study area is illustrated in Figure 1.

DEMOGRAPHICS

According to the 2023 American Community Survey 5-Year Estimates, the Siskiyou County population is 43,834. The County is quite rural, with an average population density of only seven people per square mile (compared to California's average of 253.7) as of the 2020 US Census[3]. The county has nine incorporated communities, including the Cities of Dorris, Dunsmuir, Etna, Fort Jones, Montague, Mount Shasta, Tulelake, Weed, and Yreka. There are 21 census-designated places (CDPs), many of which can be seen in Figure 1. This section discusses Siskiyou County population characteristics that influence the need for transportation services.

[3] Source: US Census Bureau Quick Facts
https://www.census.gov/quickfacts/fact/table/siskiyoucountycalifornia,CA/PST045223

Figure 1
Site and Location

Population Characteristics

Table 3 shows historical population data, sourced from the US Census Bureau, for Siskiyou County. Data for the State of California is also included as a point of reference. Between 2010 and 2023, Siskiyou County experienced a slight decline in population. The county's total population decreased from 44,690 in 2010 to 43,834 in 2023, with annual growth rates fluctuating modestly: slightly negative through 2020 and turning slightly positive (0.2 percent) by 2023. In comparison, the State of California saw consistent population growth from 2010 to 2020, increasing from approximately 36.6 million to 39.3 million residents. However, by 2023, the state saw a slight decline in population (-0.1 percent), marking a subtle shift in statewide demographic patterns.

Population changes across Siskiyou County's census tracts between 2020 and 2023 varied significantly, influenced in part by redrawn tract boundaries and local conditions. Notable changes to census tracts include:

- The areas covered by Hornbrook and Happy Camp in the 2010 Census (Tracts 4 and 5) were consolidated into a single tract—Census Tract 13—in the 2020 Census.
- What was formerly Census Tract 9 in 2010, which included Weed, Edgewood, and Carrick, was divided in 2020 into Tract 9.01 (Weed and Edgewood) and Tract 9.02 (Lake Shastina and Carrick).
- The Mount Shasta area, originally grouped as Census Tract 10 in 2010, was split into three new tracts in 2020: Tract 10.01 (west of Mount Shasta), Tract 10.02 (West Mount Shasta), and Tract 10.03 (East Mount Shasta). Some areas experienced notable population growth. For example, Tract 10.01 (West of Mount Shasta) recorded a substantial annual increase of 7.9 percent between 2020 and 2023. Similarly, Tract 10.02 (West Mount Shasta) and Tract 10.03 (East Mount Shasta) grew by 5.9 percent and 2.2 percent annually, respectively, over the same period. Tract 3 (Montague) also experienced strong gains, with an annual growth rate of 3.7 percent from 2020 to 2023. However, this follows a previous decline of 1.4 percent per year from 2010 to 2020. These patterns may indicate renewed residential interest, housing development, or economic activity in the Mount Shasta region and surrounding eastern Siskiyou County communities.
- Conversely, other tracts experienced notable population declines. Tract 8 (Etna and Greenview) had the sharpest decrease, with an annual loss of 3.3 percent from 2020 to 2023. Tract 13 (Happy Camp and Hornbrook) declined by 3.1 percent annually, and Tract 11 (Dunsmuir) saw a similar downward trend with a 2.9 percent annual decrease. These trends may reflect ongoing economic challenges, aging populations, or limited infrastructure in more remote or isolated parts of the county. Despite these fluctuations, more urban tracts remained relatively stable. Tract 7.01 (Grenada and Gazelle) saw moderate growth at 1.3 percent annually from 2020 to 2023, while Tract 6 (Fort Jones and Northeast Greenview) saw slight growth of 0.3 percent per year from 2020 to 2023. In contrast, Tract 7.02 (West Yreka) and Tract 7.03 (East Yreka) saw only minor declines.

Table 3: Historic and Current Siskiyou County Population

2010 Census Tract	2010 Area Description	2010 Population	2010 % Annual Growth	2015 Population	2015 % Annual Growth	2020 Census Tract	2020 Area Description	2020 Population	2020 % Annual Growth	2023 Population	2023 % Annual Growth
1	Tulelake*	1,383	--	1,349	-0.5%	1	Tulelake*	1,097	-4.1%	1,101	0.1%
2	Mount Hebron, Macdoel, Dorris*	1,826	--	1,890	0.7%	2	Mount Hebron, Macdoel, Dorris*	1,674	-2.4%	1,768	1.8%
3	Montague*	3,946	--	4,362	2.0%	3	Montague*	3,891	-2.3%	4,352	3.7%
4	Hornbrook	824	--	657	-4.5%						
5	Happy Camp	2,030	--	1,972	-0.6%						
6	Fort Jones*, Northeast Greenview	1,561	--	1,922	4.2%	6	Fort Jones*, Northeast Greenview	1,572	-4.0%	1,584	0.3%
7.01	Grenada, Gazelle, Western Yreka*	3,841	--	3,694	-0.8%	7.01	Granada, Gazelle	3,715	0.1%	3,860	1.3%
7.02	East Yreka*	4,445	--	4,031	-2.0%	7.02	West Yreka*	3,822	-1.1%	3,789	-0.3%
7.03	North Western Yreka*	3,420	--	3,637	1.2%	7.03	East Yreka*	3,700	0.3%	3,683	-0.2%
8	Greenview, Etna*	3,373	--	3,265	-0.7%	8	Etna*, Greenview	3,703	2.5%	3,358	-3.3%
9	Weed*, Edgewood, Carrick[1]	7,060	--	6,935	-0.4%	*Census Tracts 9.01 and 9.02 Combined[1]*		*8,024*	*2.9%*	*7,607*	*-1.8%*
						9.01	Weed*, Edgewood[1]	4,346	--	4,048	-2.4%
						9.02	Lake Shastina, Carrick	3,678	--	3,559	-1.1%
10	Mount Shasta*[2]	7,024	--	6,746	-0.8%	*Census Tracts 10.01, 10.02, and 10.03 Combined[2]*		6,394	*-1.1%*	7,208	*4.0%*
						10.01	To the West of Mt Shasta*[2]	1,070	--	1,358	7.9%
						10.02	West Mount Shasta*	1,277	--	1,524	5.9%
						10.03	East Mount Shasta*	4,047	--	4,326	2.2%
11	Dunsmuir*	2,398	--	1,987	-3.8%	11	Dunsmuir*	2,207	2.1%	2,022	-2.9%
12	McCloud, Tennant	1,559	--	1,448	-1.5%	12	Tennant, McCloud	1,127	-5.0%	1,145	0.5%
Census Tracts 4 and 5 Combined[3]		*2,854*		*2,629*	*-1.6%*	13	Happy Camp, Hornbrook[3]	2,590	-0.3%	2,357	-3.1%
Siskiyou County		**44,690**	**--**	**43,895**	**-0.4%**			**43,516**	**-0.2%**	**43,834**	0.2%
State of California		**36,637,290**	**--**	**38,421,464**	**1.0%**			**39,346,023**	**0.5%**	**39,242,785**	-0.1%

Note 1: Census Tract 9 in 2010 is broken out into Census Tract 9.01 and Census Tract 9.02 in 2020. The 2015 Annual Change is calculated by combining the 2020 Census Tracts.

Note 2: Census Tract 10 in 2010 is broken out into Census Tract 10.01, Census Tract 10.02, and Census Tract 10.03 in 2020. The 2015 Annual Change is calculated by combining the 2020 Census Tracts.

Note 3: Census Tract 4 and Census Tract 5 in 2010 were combined into Census Tract 13 in 2020. The Annual Change is calculated by combining the 2010 Census Tracts.

*Note: * Indicates an incorporated city or town.*

Source: US Census and California Department of Finance.

Population projections by age group for Siskiyou County, sourced from the California Department of Finance (DOF), are shown in Table 4. As indicated, the total Siskiyou County population is projected to shrink by 6 percent from 2020 to 2030. The fastest-growing age group during this period will be senior adults: the population of mature retirees (those between 75 and 84 years old) is forecasted to grow by 76 percent, and the population of older seniors (those ages 85 and older) is projected to grow by 46 percent from 2020 to 2030. The older senior population is expected to continue growing in the following decade as well, more than doubling between 2020 and 2040 (182 percent growth). The forecasted expansion of Siskiyou County's senior adult population is significant, as many older adults depend on accessible transportation options. This demographic shift is likely to drive increased demand for senior-focused mobility services, including non-emergency medical transport and paratransit.

Table 4: Siskiyou County Population Projections by Age Category

Year	Total (All Ages)	Preschool (0-4 years)	School Age to Young Adult (5-19 years)	College Age (20-24 years)	Working Age (25-64 years)	Young Retirees (65-74 years)	Mature Retirees (75-84 years)	Older Seniors (85 or older)
2010	44,690	2,279	8,178	2,145	23,552	4,692	2,860	983
2020	43,516	2,232	7,565	1,923	20,813	6,840	3,075	1,068
2030	41,063	1,582	6,445	3,060	17,342	5,674	5,400	1,560
2040	38,990	2,009	4,987	2,373	18,513	3,553	4,539	3,016
2010 to 2020 Change								
Number	-1,174	-47	-613	-222	-2,739	2,148	215	85
Percent	-3%	-2%	-7%	-10%	-12%	46%	8%	9%
2020 to 2030 Change								
Number	-2,453	-650	-1,120	1,137	-3,471	-1,166	2,325	492
Percent	-6%	-29%	-15%	59%	-17%	-17%	76%	46%
2030 to 2040 Change								
Number	-2,073	427	-1,458	-687	1,171	-2,121	-861	1,456
Percent	-5%	27%	-23%	-22%	7%	-37%	-16%	93%

Sources: California Department of Finance. Report P-2B: Population Projections by Individual Year of Age, 2020-2070, California Counties and Total Population Only By Age, American Community Survey 2010 and 2020 5-Year Estimates

Transit Dependency

This Coordinated Plan analyzes the following potentially transit-dependent groups: senior adults (ages 65 or older), people with a disability, people living below the poverty level, unemployed individuals, people who live in households with no available vehicle, and limited English-speaking households. This study uses U.S. Census Bureau American Community Survey (ACS) definitions to define these population groups.

Tables 5 and 6 detail the number of transit-dependent persons living in Siskiyou County by census tract using data from the ACS 2023 5-Year Estimates. While there is some overlap between categories, for example, a person might be both a senior and live in a zero-vehicle household, the ACS data still reveals important geographic trends that help highlight where those with the potentially greatest need for mobility services reside in Siskiyou County. Additional demographic maps that accompany Tables 5 and 6 are included in Appendix A.

Table 5: Siskiyou County Region Demographic Characteristics by Census Tract - Total Persons

Census Tract	Communities Included in Census Tract	Inhabited Sq. Mi. Miles	Total Persons	Youth (Under 18)		Senior Adults (65+)		Veterans		American Indian or Alaskan Native		Persons with a Disability		Persons Below Poverty Level	
				#	%	#	%	#	%	#	%	#	%	#	%
1	Tulelake*	336	1,101	268	3%	272	2%	61	2%	13	0%	179	2%	288	4%
2	Mount Hebron, Macdoel, Dorris*	507	1,768	392	4%	300	3%	74	2%	112	3%	246	3%	348	5%
3	Montague*	555	4,352	**988**	**11%**	892	7%	**406**	**11%**	406	12%	**854**	**11%**	730	10%
6	Fort Jones*, Northeast Greenview	214	1,584	335	4%	431	4%	135	4%	140	4%	246	3%	263	4%
7.01	Grenada, Gazelle	279	3,860	628	7%	**1,091**	**9%**	**429**	**12%**	228	7%	630	8%	410	6%
7.02	West Yreka*	14	3,789	**921**	**10%**	951	8%	214	6%	**639**	**19%**	**823**	**11%**	**917**	**13%**
7.03	East Yreka*	2	3,683	**1,035**	**12%**	881	7%	349	10%	172	5%	560	7%	**827**	**11%**
8	Etna*, Greenview	1,250	3,358	671	8%	990	8%	**431**	**12%**	**437**	**13%**	559	7%	462	6%
9.01	Weed*, Edgewood	120	4,048	739	8%	844	7%	146	4%	123	4%	**860**	**11%**	**757**	**11%**
9.02	Lake Shastina, Carrick	119	3,559	673	8%	**997**	**8%**	**419**	**12%**	104	3%	553	7%	366	5%
10.01	To the West of Mt Shasta*	53	1,358	347	4%	360	3%	78	2%	19	1%	170	2%	46	1%
10.02	West Mount Shasta*	6	1,524	150	2%	585	5%	110	3%	27	1%	161	2%	54	1%
10.03	East Mount Shasta*	100	4,326	786	9%	**1,466**	**12%**	303	8%	117	4%	573	8%	718	10%
11	Dunsmuir*	91	2,022	362	4%	598	5%	126	3%	209	6%	468	6%	322	4%
12	Tennant, McCloud	1,244	1,145	148	2%	545	5%	124	3%	75	2%	330	4%	216	3%
13	Happy Camp, Hornbrook	1,453	2,357	384	4%	700	6%	219	6%	**493**	**15%**	425	6%	472	7%
	Siskiyou County Total	**6,342**	**43,834**	**8,827**	**20%**	**11,903**	**27%**	**3,624**	**8%**	**3,314**	**8%**	**7,637**	**17%**	**7,196**	**16%**
	State of California		*39,242,785*	*8,729,012*	*22%*	*5,994,486*	*15%*	*1,355,918*	*3%*	*1,112,439*	*3%*	*4,364,431*	*11%*	*4,610,600*	*12%*

*Note: * indicates an incorporated community*

Source: American Community Survey 2023 5-Year Estimates

Key takeaways from Table 5 include:

- Youth (Under 18) – Approximately 20 percent of Siskiyou County residents are under the age of 18, slightly lower than California's statewide youth population of 22 percent. Communities with the highest percentages of youth include Census Tract 7.03-East Yreka (12 percent), Census Tract 3-Montague (11 percent), and Census Tract 7.02-West Yreka (10 percent).
- Senior Adults (65+) – Over one-quarter (27 percent) of Siskiyou County residents are senior adults over the age of 65. This is nearly double the statewide average of 15 percent, reflecting a significantly aging population in the region. The highest concentrations of older adults are located in Census Tract 10.03-East Mount Shasta (12 percent), Census Tract 7.01-Grenada/Gazelle (9.2 percent), and Census Tract 8-Etna/Greenview (8.3 percent).
- Veterans – Veterans make up 8 percent of the county's population, compared to 3 percent statewide. Notable areas with the highest percentages of veterans include Census Tract 8-Etna/Greenview (12 percent), Census Tract 7.01-Grenada/Gazelle (12 percent), Census Tract 9.02-Lake Shastina, Carrick (12 percent), and Census Tract 3-Montague (11 percent).
- American Indian or Alaskan Native Residents – About 8 percent of Siskiyou County's population identifies as American Indian or Alaskan Native—substantially higher than the California average of 3 percent. The largest shares are found in Census Tract 7.02-West Yreka (19 percent), Census Tract 13-Happy Camp/Hornbrook (15 percent), and Census Tract 8-Etna/Greenview (13 percent).
- Persons with Disabilities – Approximately 17 percent of Siskiyou County residents have a disability, higher than California's statewide average of 11 percent. Notably high concentrations of disabled residents live in Census Tract 9.01-Weed/Edgewood (11 percent), Census Tract 3-Montague (11 percent), and Census Tract 7.02-West Yreka (11 percent).
- Persons Living Below the Poverty Level – About 16 percent of Siskiyou County residents live below the federal poverty level, which is slightly higher than the statewide average of 12 percent. Census tracts with the highest poverty rates include Census Tract 7.02-West Yreka (13 percent), Census Tract 7.03-East Yreka (11 percent), and Census Tract 9.01-Weed/Edgewood (11 percent).
- Zero-Vehicle Households – While just 2 percent of Siskiyou County households report having no vehicle, below the state average of 5 percent, this still represents over 380 households with potential access barriers to essential services and opportunities. The highest concentrations are Census Tract 9.01-Weed/Edgewood (24 percent), Census Tract 10.03-East Mount Shasta (18 percent), and Census Tract 7.02-West Yreka (15 percent).
- Limited English-Speaking Households – Only about 1 percent of Siskiyou County households are considered limited English-speaking, significantly lower than California's statewide rate of 8 percent. However, certain areas have notably higher rates, including Census Tract 2-Mount Hebron/Macdoel/Dorris (25 percent), Census Tract 1-Tulelake (22 percent), and Census Tract 9.01-Weed/Edgewood (21 percent).

These demographic insights can help guide future investments in transit infrastructure, demand-response services, and accessible mobility options for those who are most likely to rely on public or specialized transportation.

Table 6: Siskiyou County Region Demographic Characteristics by Census Tract - Total Households

Census Tract	Communities Included in Census Tract	Inhabited Sq. Miles	Total Households	Zero-Vehicle Households		Limited English Speaking Households	
				#	%	#	%
1	Tulelake*	336	374	30	8%	**45**	**22%**
2	Mount Hebron, Macdoel, Dorris*	507	668	0	0%	**51**	**25%**
3	Montague*	555	1,701	5	1%	16	8%
6	Fort Jones*, Northeast Greenview	214	738	0	0%	0	0%
7.01	Grenada, Gazelle	279	1,653	37	10%	0	0%
7.02	West Yreka*	14	1,712	**60**	**15%**	0	0%
7.03	East Yreka*	2	1,486	0	0%	0	0%
8	Etna*, Greenview	1,250	1,384	1	0%	2	1%
9.01	Weed*, Edgewood	120	1,662	**95**	**24%**	**43**	**21%**
9.02	Lake Shastina, Carrick	119	1,496	16	4%	8	4%
10.01	To the West of Mt Shasta*	53	562	0	0%	7	3%
10.02	West Mount Shasta*	6	777	6	2%	12	6%
10.03	East Mount Shasta*	100	2,137	**69**	**18%**	17	8%
11	Dunsmuir*	91	973	39	10%	0	0%
12	Tennant, McCloud	1,244	565	0	0%	0	0%
13	Happy Camp, Hornbrook	1,453	1,019	30	8%	4	2%
	Total	**6,342**	**18,907**	**388**	**2%**	**205**	**1%**
	State of California		*13,434,847*	*614,932*	*5%*	*1,118,772*	*8%*

*Note: * indicates an incorporated community*
Source: American Community Survey 2023 5-Year Estimates

ECONOMY

Demographic factors may influence who needs transportation services, but it is often the economic features of a region that determine where people need to travel on said services. This section summarizes important Siskiyou County activity centers that are highly visited by local residents.

Transit Activity Centers

Transit activity centers refer to locations that are commonly visited by transit riders. Activity centers include commercial retail, public and private educational institutions, medical centers, government facilities, cultural and tourist attractions, and consolidated residential areas (e.g., high-density housing with a high percentage of transit-dependent residents). Table 7 depicts activity centers in the major communities being considered in this Coordinated Plan. It should be noted that the list presented is not inclusive of all Siskiyou activity centers. Many Siskiyou County residents will also travel to Humboldt County, Shasta County, Sacramento, Redding, Medford, OR, or Klamath Falls, OR if they need an amenity not available locally. Local services are discussed in detail below.

Table 7: Major Transit Activity Centers in the Siskiyou Region

Census Tracts	Community	Human Services & Tribal Agencies	Government	Affordable & Senior Housing	Nutritional Assistance	Shopping	Education	Medical
9.02	**Carrick**							
2	**Dorris***	Butte Valley Community Resource Center	County Sheriff, Dorris City Hall, Siskiyou County Library -Butte Valley Branch			Dollar General	Butte Valley Elementary, Butte Valley Middle School, Butte Valley High School, Cascade High School	Butte Valley Health Center
11	**Dunsmuir***	Dunsmuir Community Resource Center	Dunsmuir City Hall, Siskiyou County Library Dunsmuir Branch	Rustic Trailer Park, Riverwood Mobile Home Park, Shadow Mountain Mobile Home Park	Dunsmuir Community Resource Center	Dunsmuir Supermarket, Dollar General	Dunsmuir Elementary, Dunsmuir High School	
9.01	**Edgewood**						Butteville Elementary	
8	**Etna***		Etna Police Department, Etna City Hall, Siskiyou County Library Etna Branch	Etna Creekside Mobile Estates	Loaves & Fishes, Scott Valley Berean Church Lunch Program	Ray's Food Place	Etna High School, Scott River High School	Scott Valley Rural Health Clinic
6	**Fort Jones***	Scott Valley FOCUS Family Resource Center	Fort Jones City Hall, Siskiyou County Library Fort Jones Branch		Fort Jones Food Pantry	Ray's Food Place	Fort Jones Union Elementary, Scott Valley Jr High School	QVIR Anav Tribal Health Clinic
7.01	**Gazelle**			Gazelle Mobile Home Park			Gazelle Elementary	
8	**Greenview**					Mean Gene's Market		
7.01	**Grenada**						Grenada Elementary	
13	**Happy Camp**	Happy Camp Family Resource Center	Siskiyou County Library Happy Camp Branch	Klammath River RV Park	Karuk Tribal Nutrition Center	Ray's Food Place	Happy Camp Elementary, Happy Camp High School	Karuk Community Health and Dental Clinic
13	**Hornbrook**		Hornbrook Community Services District	Hornbrook Trailer Park		Menotti's Market	Hornbrook Elementary	
9.02	**Lake Shastina**		Lake Shastina Police Department	Shastina Mobile Estates		Dollar General		Mercy Lake Shastina Community Clinic
2	**Macdoel**							
12	**McCloud**	McCloud Community Resource Center, American Legion Cheula Post 92	Siskiyou County Library McCloud Branch, Mc Cloud Community Services District		First Baptist Church	McCloud Market	McCloud Elementary, McCloud High School	McCloud Health Clinic
3	**Montague***	The HUB Communities Family Resource Center	Montague City Hall, Montague-Yreka Airport, Siskiyou County Library Montague Branch	Horizon Hills Mobile Home Park, Cascade Sun Mobile Home Estate		Maker's Market, Cortright Market and Deli	Big Springs Elementary, Bogus Elementary, Delphic Elementary, Little Shasta Elementary, Montague Elementary	
2	**Mount Hebron**					Mt. Hebron General Store		
10.02, 10.03	**Mount Shasta***	Mt. Shasta Community Resource Center, Mt Shasta Recreation Center	Mt. Shasta DMV, Siskiyou County Mental Health Services, Siskiyou County Special Education Services, Mount Shasta City Hall, Siskiyou County Library Mount Shasta Branch	Eskaton Washington Manor in Mt Shasta, Rockfellow House, Shasta Horizon Mobile Home & RV Park	Mt. Shasta Community Café	Mt. Shasta Super Market, Food Mart, Berryvale Grocery, Ray's Food Place, Rite Aid	Mt. Shasta Elementary, Sisson, School, Golden Eagle Charter, Mount Shasta High School	Mercy Mt. Shasta Community Clinic, Mercy Hospice
12	**Tennant**							
1	**Tulelake***	Tulelake/Newell Family Resource Center, Tulelake Senior Center	Tulelake DMV, Tulelake City Hall, Siskiyou County Library Tulelake Branch		Tulelake Senior Center	Jock's Supermarket		Tulelake Health Clinic
9.01	**Weed***	Family and Community Resource Center of Weed, STEP Office (Siskiyou Training and Employment Program)	Weed City Hall, Siskiyou County Library Weed Branch	Mountain View Manor, Cal-Ore Mobile Estates, Edgewood Estates	Siskiyou Food Assistance	Grocery Outlet, Ray's Market, Coupas Grocery	Weed Elementary, Weed High School, College of the Siskiyous	Weed Health Center
7.02, 7.03	**Yreka* (County Seat)**	Siskiyou County Health and Human Services, Siskiyou County Veterans Service Office, Karuk Tribal Housing, Yreka Community Resource Center, Siskiyou Family YMCA, PSA2 Area Agency on Aging, Madrone Senior, Services	Siskiyou County Administration, Siskiyou County Library Yreka Branch, Yreka DMV, Yreka City Hall	Yreka Guest Home, Deer Creek Apartments, Emerald Point Senior Apartments, Juniper Terrace Apartments, Sierra Vista Retirement Center, Nikels Mobile Park, Oak Ridge Estates	Madrone Senior Services, St. Joseph's Catholic Church, Yreka United Methodist Church, Yreka Food Bank, Siskiyou Community Food Bank	Raley's, Walmart, Grocery Outlet, Dollar General	Golden Eagle Charter, Yreka High School, Discovery High School, College of the Siskiyous	Fairchild Medical Clinic, Yreka Immediate Care, Fairchild Medical Center, Mercy Medical Center, Madrone Hospice, Inc., Siskiyou Home Health, Karuk Tribal Yreka Medical and Dental Offices

Out-of-County Locations: Modoc County, Lassen County, Humboldt County, Shasta County, Sacramento, Redding, Medford, OR, Klamath Falls, OR

Source: LSC Transportation Consultants, Inc.

Human Services & Tribal Agencies

Health and human services, along with tribal agencies, are distributed across several communities in Siskiyou County, with the highest concentration located in Yreka, the county seat. Yreka hosts a broad range of services, including Siskiyou County Health and Human Services, Veterans Service Office, Karuk Tribal Housing, the Yreka Community Resource Center, the PSA2 Area Agency on Aging, and other senior and family-focused programs.

Smaller community resource centers are found in many other towns, including Dunsmuir, Fort Jones, Happy Camp, McCloud, Montague, Mount Shasta, Tulelake, Weed, and Dorris. These centers, such as the HUB Communities Family Resource Center in Montague and the Scott Valley FOCUS Family Resource Center in Fort Jones, offer localized access to essential services. Mount Shasta includes a recreation center supporting community wellness.

Government / Public Services

Yreka serves as the primary government hub in Siskiyou County, housing key services including Siskiyou County Administration, Department of Motor Vehicles (DMV), City Hall, and the main branch of the Siskiyou County Library. Other major communities such as Mount Shasta, Weed, Tulelake, Montague, Fort Jones, Dunsmuir, and Etna also provide access to public services through city halls, police departments, and local library branches.

Affordable and Senior Housing

Affordable and senior housing options are distributed across Siskiyou County. Most are located in Yreka, including both senior apartments (like Sierra Vista Retirement Center and Emerald Point) and mobile home communities. Mount Shasta features a mix of independent senior housing and mobile parks, including Eskaton Washington Manor and Shasta Horizon Mobile Home & RV Park. There are several housing communities in Weed, such as Mountain View Manor and Edgewood Estates. Additional affordable and low-income housing is available in smaller communities such as Dunsmuir, Etna, Montague, and Hornbrook.

Nutritional Assistance Programs

Although food and meal assistance programs are available to low-income individuals, senior adults, and vulnerable households, access varies significantly based on location. In many communities, food pantries and meal programs help address food insecurity. Programs range from prepared meals offered to seniors to emergency food banks organized by local churches and other organizations. Expanding outreach, transportation options, and food distribution in these underserved areas may help improve access to basic nutritional support across the county.

Yreka, the county seat, has the most robust array of services, including multiple food banks such as the Yreka Food Bank and the Siskiyou Community Food Bank, as well as senior nutrition programs operated by Madrone Senior Services and local churches. Weed residents have access to Siskiyou Food Assistance, while Fort Jones supports families through the Fort Jones Food Pantry. Etna's Loaves & Fishes and Scott Valley Berean Church Lunch Program provide prepared meals, and Happy Camp is served by the Karuk Tribal Nutrition Center. The Tulelake Senior Center provides meal services, while in Mount Shasta, the

Mount Shasta Community Café offers accessible meals for residents of all ages. Several smaller communities, such as McCloud, Montague, and Dorris, are served by their local family or community resource centers, which often distribute food or connect individuals to regional assistance programs.

Shopping

Retail and grocery access varies in Siskiyou County. Yreka, as the county seat, has many major retailers, including Walmart, Grocery Outlet, and Raley's. Mount Shasta and Weed offer a combination of supermarkets, pharmacies, and local markets, such as Ray's Food Place, Berryvale Grocery, and Grocery Outlet. Smaller communities, including Dunsmuir, Fort Jones, Tulelake, and Happy Camp, have at least one general store or market, while other rural communities such as Mount Hebron, Gazelle, and Hornbrook maintain essential supply points like general stores and mini-marts. Dollar General stores are also found in several towns, helping bridge basic retail gaps in more isolated areas.

Education

Siskiyou County offers comprehensive K–12 education through local elementary, middle, and high schools. Specialized education options are available through institutions like Golden Eagle Charter School in Mount Shasta and Yreka, and Scott River High School in Etna. Higher education is offered by the College of the Siskiyous, which maintains campuses in both Weed and Yreka.

Many students attending school in Siskiyou County are far from their campus and must travel varying distances to attend. Transportation may be an issue or even a barrier for these students.

Healthcare and Medical Access

Access to healthcare in Siskiyou County depends a lot on where people live. Bigger towns like Yreka, Mount Shasta, and Weed have the most services, including hospitals, clinics, senior care, and tribal health centers. Yreka has the county's main hospital, Fairchild Medical Center, along with urgent care and other support services. Mercy Medical Center in Mount Shasta also provides major medical services for the southern portion of Siskiyou County.

Some smaller towns, like Etna, Fort Jones, Tulelake, and Happy Camp, have local clinics or tribal health centers that provide basic care. But many areas—like Carrick, Tennant, Macdoel, and Mount Hebron—don't have any medical services nearby. This means people often have to travel far for even simple doctor visits.

Smaller communities like Dorris, Etna, and Montague are served by rural health centers and clinics that help fill gaps in access. Despite these efforts, many county residents still rely on travel to medical centers outside Siskiyou County, particularly in neighboring Shasta County or to the Medford/Klamath Falls areas of Oregon, for specialized care, urgent medical services, or expanded hospital resources. Transportation access and long distances remain significant barriers to healthcare equity for rural and underserved populations within the county.

EMPLOYMENT

Employment and Unemployment Statistics

Table 8 shows the current labor force, including the number employed and unemployed, as well as the historical employment since 2019. Someone is considered unemployed if they are eligible for work, are not currently employed, but are seeking work. Like many areas, Siskiyou County experienced a higher unemployment rate during the COVID-19 pandemic in 2020 (10.4 percent) and 2021 (8.5 percent). Unemployment during 2024 ranged from a low of 5.8 percent in May to a high of 9.0 percent in February.

Table 8: Siskiyou County Current and Annual Employment

Month (2024)	Labor Force	Employment	Unemployment	Unemployment Rate
January	16,050	14,660	1,390	8.7%
February	16,290	14,820	1,470	9.0%
March	16,370	15,020	1,350	8.2%
April	16,360	15,300	1,060	6.5%
May	16,320	15,390	940	5.7%
June	16,540	15,510	1,030	6.2%
July	16,120	15,010	1,120	6.9%
August	16,220	15,120	1,110	6.8%
September	16,500	15,550	950	5.8%
October	16,980	15,980	1,000	5.9%
November	15,880	14,820	1,060	6.7%
December	15,690	14,490	1,200	7.6%

Year	Labor Force	Employment	Unemployment	Unemployment Rate
2024	16,280	15,140	1,140	7.0%
2023	16,070	15,010	1,060	6.6%
2022	15,900	14,930	970	6.1%
2021	16,020	14,650	1,360	8.5%
2020	16,300	14,600	1,700	10.4%
2019	16,480	15,350	1,130	6.9%

Source: California Employment Development Department, Unemployment Rates

Large employers often generate high levels of transportation demand, from both employees as well as clients/customers. Major employers in Siskiyou County are listed in Table 9, based on data from the California Employment Development Department. Although this represents the most current and up-to-date data, some inaccuracies may be present, particularly regarding seasonal or part-time jobs and employers listed being miscategorized. Most large employers (250-499 to 400-999 employees) are within Yreka, with the largest employers being Siskiyou County (400-999 employees) and the Fairchild Medical Center (250-499 employees).

Table 9: Major Employers in the Siskiyou County Region

Employer Name	Location	Industry	# Of Employees
Siskiyou County	Yreka	County Government	400-999
Fairchild Medical Center	Yreka	Hospitals	250-499
Rain Rock Casino	Yreka	Casinos	100-249
Fairchild Medical Clinic	Yreka	Clinics	100-249
Walmart Supercenter	Yreka	Department Stores	100-249
Klamath National Forest	Yreka	Federal Government	100-249
US Forest Service	Mccloud	Federal Government	100-249
Siskiyou Joint Community College District	Weed	Education	100-249
US Forestry Department	Happy Camp	Federal Government	100-249
Mercy Medical Center	Mt Shasta	Hospitals	100-249
College of the Siskiyous	Weed	Education	100-249
Plant Science Inc	Macdoel	Agriculture	100-249
Roseburg Forest Products	Weed	Plywood & Veneers	100-249
Mount Shasta Resort	Mt Shasta	Resorts	100-249
Siskiyou Lake LLC	Mt Shasta	Resorts	100-249
Pfeiffer Vacuum Valves & Engineering	Yreka	Wholesale Supplies	100-249
Hugh Shepard Enterprises LLC	Montague	Manufacturers	100-249
Siskiyou Golden Fairgrounds	Yreka	Fairgrounds	50-99
Dignity Health Pine Street	Mt Shasta	Health Services	50-99
Timber Products Co	Yreka	Lumber-Wholesale	50-99
Electro-Guard Inc	Mt Shasta	Manufacturers	50-99

Source: Employment Development Department, https://labormarketinfo.edd.ca.gov. Accessed April 2025

Travel Behavior and Patterns

Major employers can be significant transit trip generators due to the many employees who need to get to and from work. Siskiyou County is remote and largely rural. As such, many of Siskiyou County's residents commute to work within Siskiyou County, and many Siskiyou County workers commute from another area where they live. Table 10 shows where employees who work in Siskiyou County live and where residents of Siskiyou County commute for work.

As shown in Table 10, 62 percent of employed Siskiyou County residents work within the county. Siskiyou County residents commute to Yreka (24 percent of residents), Mount Shasta (9 percent of residents), Weed (7 percent of residents), Happy Camp (2 percent of residents), Etna (1 percent of residents), Dunsmuir (1 percent of residents), and McCloud (1 percent of residents). Outside of Siskiyou County, residents commute to Redding (6 percent of residents), Medford, OR (2 percent of residents), and Chico (1 percent of residents). Shasta County accounts for 8 percent of Siskiyou County residents commuting out of the county for work.

Table 10: Siskiyou County Local and Regional Commute Patterns

2022

Where Siskiyou County Residents Work and Commute to

Counties	# of Jobs	% of Total	Cities/Towns	# of Jobs	% of Total
Siskiyou County, CA	**9,737**	**62%**	**Yreka**	**3,746**	**24%**
Shasta County, CA	1,228	8%	**Mount Shasta**	**1,422**	**9%**
Jackson County, OR	572	4%	**Weed**	**1,143**	**7%**
Humboldt County, CA	559	4%	Redding	868	6%
Sacramento County, CA	362	2%	**Happy Camp**	**269**	**2%**
Klamath County, OR	309	2%	Medford, OR	254	2%
Butte County, CA	295	2%	**Etna**	**251**	**2%**
Tehama County, CA	238	2%	**Dunsmuir**	**212**	**1%**
Sonoma County, CA	155	1%	**McCloud**	**194**	**1%**
Alameda County, CA	145	1%	Chico	189	1%
All Other Locations	2,181	14%	All Other Locations	7,233	46%
Total Number of Jobs	**15,781**		**Total Number of Jobs**	**15,781**	

Where Employees In Siskiyou County Commute From

Counties	# of Jobs	% of Total	Cities and Towns	# of Jobs	% of Total
Siskiyou County, CA	**9,737**	**74%**	**Yreka**	**2,228**	**17%**
Shasta County, CA	666	5%	**Mount Shasta**	**748**	**6%**
Jackson County, OR	400	3%	**Weed**	**734**	**6%**
Klamath County, OR	356	3%	**Lake Shastina**	**539**	**4%**
Humboldt County, CA	184	1%	**Dunsmuir**	**380**	**3%**
Tehama County, CA	141	1%	Redding	329	3%
Modoc County, CA	139	1%	**Montague**	**264**	**2%**
Del Norte County, CA	120	1%	**Fort Jones**	**158**	**1%**
Sacramento County, CA	101	1%	**Etna**	**140**	**1%**
Butte County, CA	75	1%	Medford, OR	129	1%
All Other Locations	1,159	9%	All Other Locations	7,429	57%
Total Number of Jobs	**13,078**		**Total Number of Jobs**	**13,078**	

*Note: **Bold text** indicates locations within Siskiyou County.*

Source: US Census Bureau LEHD Database, 2022

As shown in the data, a majority of employees working in Siskiyou County—74 percent—also live within the county. The top cities and towns of residence include Yreka (17 percent), Mount Shasta and Weed (6 percent each), and Lake Shastina (4 percent). Other local communities contributing to workers include Dunsmuir (3 percent), Montague (2 percent), and Fort Jones, Etna, and McCloud, each with about 1 percent of the workforce.

Among those commuting from outside the county, 5 percent reside in Shasta County, with Redding being the primary origin (3 percent). Additional out-of-county commuters come from Jackson and Klamath Counties in Oregon (3 percent each), and smaller shares from Humboldt, Tehama, Modoc, Del Norte, Sacramento, and Butte Counties, each contributing roughly 1 percent.

The U.S. Census Bureau's Longitudinal Employer-Household Dynamics LEHD database (2022) does not distinguish between remote and in-person jobs. However, reasonable assumptions can be made—such as Siskiyou County residents holding jobs based in Sacramento County are likely working remotely.

Despite this limitation, the LEHD data remains a valuable tool for identifying common commute patterns that could inform transit planning. According to 2023 ACS data, about 10 percent of Siskiyou County residents worked remotely.

Private vehicles are the primary form of commute transportation for Siskiyou County residents, with 85 percent of workers driving alone or carpooling to get to their place of work. In comparison, less than 1 percent (0.3 percent) use public transit to complete their commute[4].

[4] U.S. Census Bureau. (2023). Sex of Workers by Means of Transportation to Work [B08006 for 2023].

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Chapter 3

INVENTORY OF TRANSPORTATION SERVICES

INTRODUCTION

This chapter provides a brief overview of existing transportation services in or adjacent to Siskiyou County by service type (public, tribal, nonprofit/social services, or private). Both local and interregional services are described.

PUBLIC TRANSPORTATION PROVIDERS

Siskiyou Transit and General Express

Public transportation in Siskiyou County is provided by the Siskiyou Transit and General Express (STAGE). STAGE currently serves communities along the I-5 corridor, including Yreka, Mount Shasta, Weed, McCloud, Dunsmuir, and Montague (Table 11). Figure 2 shows these routes and the communities that they serve. Additionally, STAGE operates in outlying communities and corridors, including the Scott Valley/SR 3 corridor (i.e., Fort Jones and Etna), the Klamath River/SR 96 corridor (i.e., Happy Camp), and the north valley corridor (i.e., Hornbrook up I-5). While services to Lake Shastina have been temporarily discontinued, STAGE is currently pursuing grant funding to resume services.

Current Fixed Route Services

The STAGE fixed route system continues to operate six core routes (Routes 1 through 6), each serving key corridors across Siskiyou County. These routes provide essential connections between population centers and rural communities, with a consistent emphasis on accessibility and flexibility. Many of the routes deviate within 3/4 of a mile to provide ADA-compliant pick-up and drop-off, supporting first/last mile connections for riders who cannot easily reach standard bus stops.

To ensure the safety of passengers, drivers, and the general public, STAGE no longer permits flag stops. All passengers must board and exit the bus at clearly designated bus stops listed in the schedule, except for deviations. This policy helps maintain predictable service and reduces the risks associated with unscheduled stopping.

Some stops along the routes are marked as *On-Call* only. Buses will stop at these locations only if a passenger contacts the STAGE office to request a pickup. To use an On-Call stop, passengers must call the office at least 30 to 60 minutes before the scheduled pick-up time. Appendix B includes the schedule for all 6 routes and can be referenced to identify which stops are On-Call.

Table 11: Summary of STAGE Services and Frequency

	Service Hours [1] Weekday Service Start	End	Start & End Locations Start	End	Number of Daily Runs	Corridors
Fixed Route						
Route 1 - Cascade Flyer Express - Yreka/Weed/Mt Shasta/Dunsmuir						
Northbound	7:00	2:40 PM	Yreka Transit Center	Dunsmuir - Manfredi's	3 Runs	I-5
Southbound	8:30 AM	3:54 PM	Dunsmuir - Manfredi's	Yreka Transit Center	3 Runs	I-5
Route 2 - Dunsmuir/McCloud/Yreka						
Northbound	8:54 AM	1:33 PM	Run 1 - Dunsmuir - Manfredi's Run 2 - Mt. Shasta - Evergreen Lodge	Yreka Transit Center	2 Runs	I-5
Southbound	6:00 AM	12:27 PM	Yreka Transit Center	Run 1 - Castella - Castella Post Office Run 2 - Yreka - Golden Eagle Charter School	2 Runs	I-5
Route 3 - McCloud/ Duinsmuir/Yreka						
Northbound	2:39 PM	8:40 PM	Run 1 - McCloud - Corner of Shasta & Colombero Run 2 - Dunsmuir - Manfredi's	Yreka Transit Center	2 Runs	I-5 to SR-89 to I-5
Southbound	12:55	7:12 PM	Run 1 - Yreka Transit Center Run 2 - Yreka - N Main St Miner Diner	Run 1 - McCloud - Reginatos Run2 - Castella[3] - Castella Post Office	2 Runs	I-5
Route 4 - Scott Valley/Yreka/Montague						
Northbound	6:40 AM	1:51 PM	Etna - Etna City Yard/Howell/Church St.	Run 1 - Montague City Hall Run 2 - Yreka Dollar General Run 3 - Hornbrook - Post Office	3 Runs	SR-3, I-5
Southbound	8:34 AM	3:30 PM	Yreka - N Maint St Miner Diner	Etna - Ray's Food Place	3 Runs	SR-3, I-5
Route 5 - Yreka/Montague/Scott Valley						
Northbound	10:55 AM	6:51 AM	Run 1 - Yreka - Raley's Shopping Center Run 2 - Yreka Transit Center Run 3 - Yreka Transit Center Run 4 - Etna - Etna City Yard/ Howell/Church St. Run 5 - Etna - Ray's Food Place	Run 1 - Montague - City Hall Run 2 - Montague - City Hall Run 3 - Yreka - Dollar General Run 4 - Montague - City Hall Run 5 - Yreka Transit Center	5 Runs	SR-3, I-5
Southbound	11:30 AM	6:17 PM	Yreka - N Maint St Miner Diner	Run 1 - Yreka Transit Center Run 2 - Yreka Transit Center Run 3 - Etna - Ray's Food Market Run 4 - Etna - Ray's Food Market	4 Runs	SR-3, I-5
Route 6 - Happy Camp/Yreka						
Northbound	7:56 AM	10:10 AM	Happy Camp - Karuk Museum	Yreka Transit Center	1 Run	SR-96, SR-263/I-5
Southbound	3:00 PM	5:14 PM	Yreka - Raley's	Happy Camp - Karuk Museum	1 Run	SR-96, SR-263/I-5

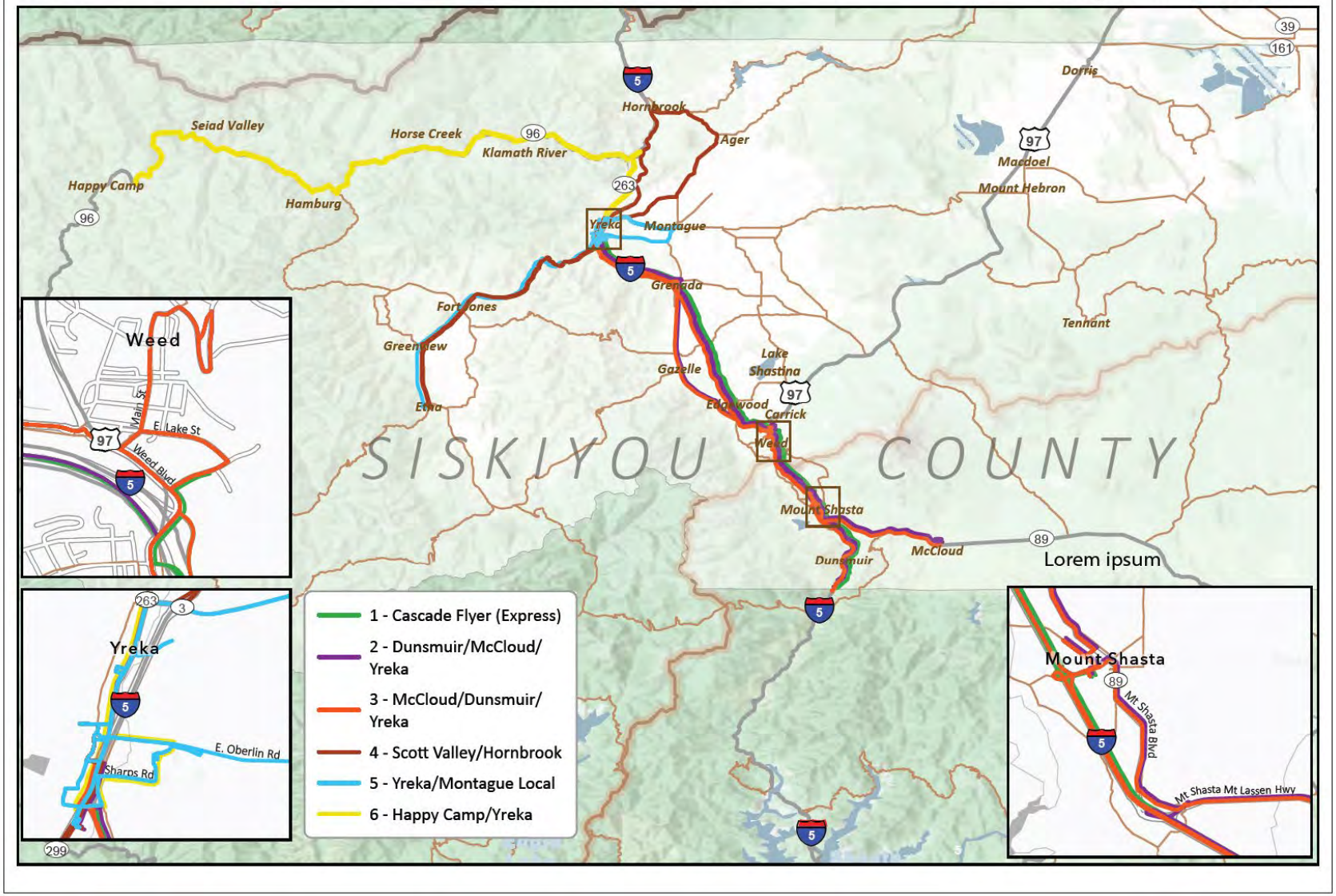
Note 1: Summary accurate as of May 2025. No service on New Year's Day, Martin Luther King Jr. Day, Presidents Day, Cesar Chavez Day, Memorial Day, Independence Day, Labor Day, Veterans Day, Thanksgiving Day, Thanksgiving Friday, Christmas Eve, Christmas Day. No Weekend Service.

Note 2: For the safety of passengers and STAGE Staff, STAGE no longer offers flag stops. Passengers must use designated bus stops to board.
Some stops are On-Call only. To be picked up, passengers must call the STAGE office 30–60 minutes in advance. On-Call stop locations are designated on the schedule.
STAGE does not charge extra for deviation pickups. Deviation service is limited to ¾ mile from the route and must be approved in advance by a supervisor for safety reasons.

Note 3: All STAGE service is within Siskiyou County, except for the stop at Castella, which is in Shasta County.

Source: https://www.siskiyoucounty.gov/stage/page/stage-schedule

Figure 2
Siskiyou Transit Routes



Route 1 – Cascade Flyer Express

Route 1 – Cascade Flyer Express travels along the I-5 corridor between Yreka and Dunsmuir, with three northbound and three southbound runs each weekday. This express service connects major hubs and is a backbone of the STAGE transportation network.

Route 2 – Dunsmuir/McCloud/Yreka

Route 2 – Dunsmuir/McCloud/Yreka operates two northbound and two southbound runs daily, linking Dunsmuir, Mount Shasta, and Castella to Yreka. It provides both local and longer-distance connections along the I-5 corridor, also reaching educational institutions like Golden Eagle Charter School.

Route 3 – McCloud/Dunsmuir/Yreka

Route 3 – McCloud/Dunsmuir/Yreka includes two runs in each direction. This route combines SR 89 and I-5 travel, serving rural locations such as McCloud and Castella, while maintaining connections to larger towns like Dunsmuir and Yreka.

Route 4 – Scott Valley/Yreka/Montague

Route 4 – Scott Valley/Yreka/Montague serves Etna, Greenview, and Fort Jones (Scott Valley) as well as Hornbrook, and Montague with three daily runs each way. The route travels along SR 3 and I-5, providing access to commercial centers, community offices, and post offices across small towns and cities.

Route 5 – Yreka/Montague/Scott Valley

Route 5 – Yreka/Montague/Scott Valley serves Scott Valley (Etna, Greenview, and Fort Jones) as well as Montague with five northbound and four southbound trips per day. It serves local and regional destinations including Raley's Shopping Center, the Yreka Transit Center, and multiple locations in Etna and Montague.

Route 6 – Happy Camp

Route 6 – Happy Camp offers one roundtrip on Mondays and Thursdays between Happy Camp and Yreka, providing access to tribal services, shopping destinations, and health services. When holidays fall on Mondays, the service is shifted to Tuesdays. Though limited in frequency, it represents a vital link for the remote Karuk tribal community to broader county resources. This route operated prior to the COVID-19 pandemic but was suspended during the pandemic. It resumed service in March 2025.

STAGE Fare System

During the COVID-19 pandemic, STAGE suspended fare collection. As of April 2023, fare collection resumed with rates varying by trip distance and location (Table 12). Basic Fare costs $4.00 (general fare) or 2.50 (discount fare). In-town trips cost $1.75 (general fare) or $1.25 (discount). One-way trips between nearby towns—referred to as "Next Town" fares—are $2.50, with no discounts. Qualifying Next Town pairs include Yreka to Montague, Hornbrook, Grenada, Fort Jones, and Klamath River, as well

as other adjacent communities across the county. STAGE also offers 10-ride commuter passes and stored value cards (minimum $20).

Table 12: STAGE Fare Schedule

Fare Type	Full Fare	Discount Fare
One-way Fares		
Base Fare	$4.00	$2.75
In Town Fares	$1.75	$1.25
Next Town Fares	$2.50	--
Commuter Passes		
10-Ride Commuter Pass	$30.00	--
10-Ride Next Town Pass	$25.00	--
Stored Value Card ($20 minimum)	$20+	--

Note 1: Excludes the Happy Camp route, and applies to trips not considered "Next Town Fares"
Source: STAGE Website, 2025

STAGE Ridership Trends

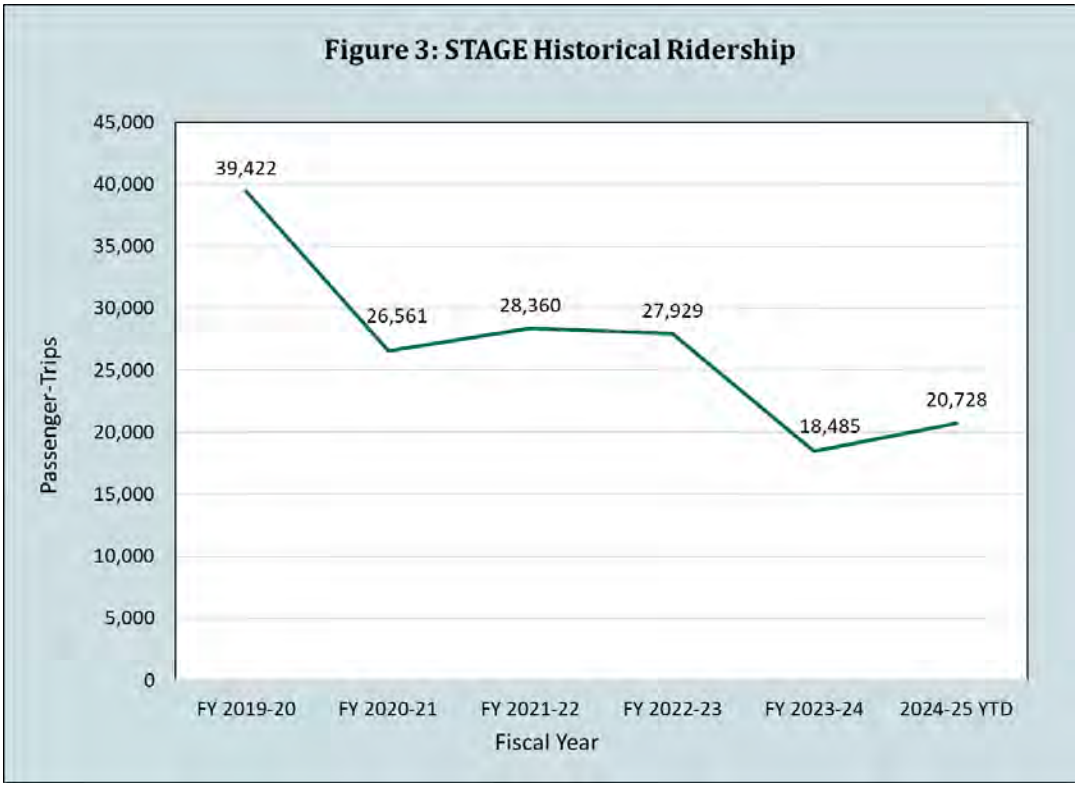
As illustrated in Table 13 and Figure 3, STAGE has experienced significant ridership fluctuations over the past several years, with overall declines since the onset of the COVID-19 pandemic. The system provided 39,422 one-way passenger-trips in FY 2019–20, but ridership fell by 32.6 percent in FY 2020–21 due to pandemic-related disruptions. A modest recovery occurred in FY 2021–22 with a 6.8 percent increase to 28,360 trips, but numbers declined slightly again in FY 2022–23 and FY 2023–24, dropping by 1.5 percent and 33.8 percent, respectively. As of FY 2024–25, passenger trips have increased by 12.1 percent from the previous fiscal year, highlighting ongoing challenges in restoring pre-pandemic service levels.

In response to the pandemic, STAGE implemented fare-free service from May 2020 through October 2022 using federal COVID-19 relief grants, followed by a temporary $1 fare through February 2023 before reinstating full fares. While these efforts helped support community recovery by easing financial burdens, they also coincided with shifting rider demographics. Like many transit systems, STAGE saw an increase in homeless ridership and a loss of traditional commuters, suggesting that long-term ridership recovery will require strategic outreach and service adjustments tailored to evolving community needs.

Table 13: STAGE Fixed Route Services Ridership

Performance	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	2024-25 YTD
One-Way Passenger-Trips	39,422	26,561	28,360	27,929	18,485	20,728
% Change from Previous Year	--	*-32.6%*	*6.8%*	*-1.5%*	*-33.8%*	*12.1%*

Source: STAGE



OTHER REGIONAL TRANSPORTATION

Sage Stage

Sage Stage is the primary public transit provider for Modoc County, located northeast of Siskiyou County. On Tuesdays, it operates a route between Alturas (Modoc County) and Klamath Falls, with a stop in Tulelake**.** The one-way fare is $26.00, or $19.40 with discounts for children under 12, seniors over 60, or those with ADA disabilities. Reservations are required, as the bus will only operate with at least one confirmed reservation (Table 14).

Greyhound Lines, Inc./FlixBus

The Greyhound bus route along I-5 connects Sacramento to Portland and includes a stop in Mount Shasta (Table 14). While service used to occur more frequently, service has been condensed to only one northbound route leaving Redding at 1:20 PM and arriving in Mount Shasta at 2:25 PM. A southbound run leaves Mount Shasta at 10:10 AM and arrives in Redding at 11:20 AM. The Greyhound bus stop in Mount Shasta is located at Mount Shasta Shopping Center, close to Starbucks.

Amtrak

The Coast Starlight route serves Siskiyou County at Dunsmuir Station, which is the northernmost Amtrak station in California (Table 14). The route provides service between Seattle and Los Angeles. Southbound trains depart Dunsmuir at 12:45 AM daily, while northbound trains arrive at 4:58 AM daily.

Mount Shasta Taxi

Offers shuttle and taxi services 7 days a week with reservations (Table 14).

Table 14: Siskiyou County - Transit Service Providers

Provider	Website	Phone Number	Service Description	Area(s) Served	Days and Hours of Service	Eligibility
REGIONAL PUBLIC TRANSPORTATION						
Siskiyou Transit and General Express (STAGE)	https://www.siskiyoucounty.gov/stage/page/stage-schedule	(530) 842-8220	STAGE is Siskiyou County's source for public transportation.	Siskiyou County	Monday - Friday 7 AM -12 PM, 1 PM - 5 PM The Sage Stage Bus does NOT run on weekends.	General Public
Sage Stage	https://sagestage.com/	(530) 233-6410	Sage Stage provides public transit in Modoc County, offering a Tuesday route from Alturas to Klamath Falls via Tulelake, with fares starting at $19.40 for eligible riders and requiring reservations.	Modoc County and Tulelake in Siskiyou County	Reservations: Monday - Friday 8 AM and 5 PM The Sage Stage Bus does NOT run on weekends.	General Public
INTERREGGIONAL PROVIDERS						
Greyhound Lines, Inc. FlixBus	https://www.greyhound.com/	1(800) 231-2222	Intercity bus services include Greyhound and FlixBus, with Greyhound's I-5 route stopping in Mt. Shasta between Sacramento and Portland.	Mt. Shasta, CA	Sunday-Saturday Hours Vary by Route	General Public
Amtrak	https://www.amtrak.com/home.html	1(800) 872-7245	The Coast Starlight route serves Siskiyou County at Dunsmuir Station, California's northernmost Amtrak stop, connecting Seattle and Los Angeles.	Dunsmuir, CA	Southbound trains depart Dunsmuir at 12:45 AM daily. Northbound trains arrive at 4:58 AM daily.	General Public
Mt Shasta Taxi	https://mtshastataxi.com/	(530) 859-3266	Private transportation providers enhance transit access, with Mt. Shasta Taxi offering daily shuttle and taxi services by reservation.	Mount Shasta & Siskiyou County	24/7 Availability	General Public

Public Transportation Provider Summary

Currently, for those wishing to travel beyond Siskiyou County, there are 3 options:

1. Amtrak serves Dunsmuir and will travel north to Klamath Falls, OR, or south to Redding, where passengers can transfer to other providers to reach other destinations. Passengers must be able to get to the I-5 corridor to access this option.
2. Greyhound services Mount Shasta and will travel north on I-5 to Medford, OR, or south on I-5 to Redding, where passengers can transfer to other providers to reach other destinations. Passengers must be able to get to the I-5 corridor to access this option.
3. Sage Stage serves Tulelake on its route between Alturas in Modoc County and Klamath Falls, OR. In Klamath Falls, passengers could transfer to Amtrak or other local transportation options. To access Sage Stage, passengers must be able to travel to Tulelake.

Public transportation coverage options are identified in Table 15 and Table 16.

Table 15 shows what corridors have access to what public transit services. Gaps in the public transportation services are notable in the SR 97 (Carrick to Dorris) corridor, with no services offered for any of the communities along this road. The area of Tulelake also has limited options, being served by Sage Stage only once per week. There is no other option for residents of that area to travel out of the region on any kind of public transportation.

Table 15: Routes by Corridor with Communities

Corridor	Routes	Corridor Communities
I-5- Corridor	Route 1 SB/NB Route 2 SB/NB Route 3 SB/NB Route 4 SB/NB Route 5 SB Route 6 EB/WB Amtrak (Dunsmuir only) Greyhound (Mt. Shasta only)	Hornbrook Yreka* Grenada Edgewood Weed* Ignera Upton Mt. Shasta* Dunsmuir* Castella (Shasta County)
Mt. Shasta to McCloud - SR 89	Route 2 SB/NB Route 3 SB/NB	McCloud
Scott Valley - SR-3	Route 4 SB/NB Route 5 SB	Etna* Greenview Ft. Jones* Montague
Klamath River/Happy Camp - SR-96/SR-263	Route 6 EB/WB	Happy Camp* Seiad Valley Hamburg Horse Creek
Other	Route 2 SB Route 3 SB	Agers
Tulelake/Klamath Lakes SR-139	SAGE Stage	Tulelake*
Carrick to Dorris - SR-97	No Services	Carrick Lake Shastina Tennant Mt. Hebron Dorris*

*Note: * Indicates an incorporated community.*

Table 16 provides an overview of community transportation options across Siskiyou County and adjacent areas, highlighting significant variation in service availability and frequency. Communities along the I-5 Corridor, such as Yreka, Weed, and Mt. Shasta, benefit from the most frequent service, with up to 15 daily runs in each direction. In contrast, many rural or remote communities, particularly in Census Tract 2 (Dorris, Macdoel, Mount Hebron) and areas like Tennant and Tulelake, lack any regular public transportation. Service is concentrated along key corridors, including I-5, Scott Valley (SR 3), and Klamath River routes (SR 96/SR 263), with limited or no coverage in more isolated regions. Incorporated cities are more likely to have some level of service, while unincorporated areas tend to face significant gaps, underscoring potential inequities in access to mobility across the region.

PRIVATE PROVIDERS

Private transportation providers can diversify access and availability of transit services within a region. A summary of tribal transportation, social services, non-medical transportation providers, and non-emergency medical transportation providers is provided in Table 17-1 through Table 17-3.

Tribal Services Providers

Karuk Tribal Health Program

The Karuk Tribal Health Program offers limited clinic transportation services at each clinic location for Karuk Tribal members who are traveling to tribal clinics for an appointment or traveling to a specialist as a referral from a tribal clinic provider.

QVIR Anav Indian Health Clinic

The QVIR Anav Indian Health Clinic provides tribal members and partnership patients with shuttle service. For shuttle service outside the service area, the patient must be a tribal member.

Social Services Providers

Many social service organizations provide valuable transportation services that are specialized for the demographic groups prioritized in the Coordinated Plan. These organizations are described on the following pages.

Siskiyou County Health & Human Services Agency (SCHHSA) Adult and Children's Services

The Siskiyou County Health & Human Services Agency, Adult and Children's Services, provides transportation assistance for eligible families working with CPS and for dependent adults and seniors who have an open APS case to attend services, medical appointments and other case specified activities. This can include STAGE passes or gas vouchers, and in some cases, transporters provided by the department. All services are determined on case-by-case need and availability.

Siskiyou County Health & Human Services Agency (SCHHSA) – CalWORKS Welfare-to-Work

The CalWORKs Welfare-to-Work program assists families transitioning from welfare to work by offering supportive services, including childcare and transportation. These services help families with the logistical needs essential for securing employment and stability.

Table 16: Community Transportation Options

Census Tract	Community	Routes	# of Daily Runs	Corridors
1	Tulelake*	SAGE Stage	1 NB, 1 SB - Thursdays ONLY	Tulelake/Klamath Lakes SR-139
2	Dorris*	No Service	No Service	Carrick to Dorris - SR-97
2	Macdoel	No Service	No Service	Carrick to Dorris - SR-97
2	Mount Hebron	No Service	No Service	Carrick to Dorris - SR-97
3	Ager	Route 4 SB/NB 5 SB	2 NB	Other
3	Montague	Route 4 SB/NB 5 SB	4 NB	Scott Valley - SR-3
6	Ft. Jones*	Route 4 SB/NB Route 5 SB/NB	5 NB, 5 SB	Scott Valley - SR-3
7.01	Gazelle	Route 2 NB Route 3 SB/NB	3 NB, 2 SB	I-5 Corridor
7.01	Grenada	Route 2 SB/NB Route 3 SB/NB	3 NB, 2 SB	I-5 Corridor
7.01	Horse Creek	Route 6 EB/WB	1 EB, 1 WB	Klamath River/ Happy Camp - SR 96
7.02	Yreka*	Route 1 SB/NB Route 2 SB/NB Route 3 SB/NB Route 4 SB/NB Route 5 SB Route 6 EB/WB	15 NB, 15 SB	I-5 Corridor Scott Valley - SR-3 Klamath River/Happy Camp - CA-263
8	Etna*	Route 4 SB/NB Route 5 SB/NB	5 NB, 5 SB	Scott Valley - SR-3
8	Greenview	Route 4 SB/NB Route 5 SB/NB	5 NB, 5 SB	Scott Valley - SR-3
9.01	Edgewood	Route 2 SB/NB Route 3 SB/NB	3 NB, 2 SB	I-5 Corridor
9.01	Weed*	Route 1 SB/NB Route 2 SB/NB Route 3 SB/NB	7 NB, 7 SB	I-5 Corridor
9.02	Carrick	No Service	No Service	Carrick to Dorris - SR-97
9.02	Lake Shastina	No Service	No Service	Carrick to Dorris - SR-97
10.02	Mt. Shasta*	Route 1 SB/NB Route 2 SB/NB Route 3 SB/NB Greyhound	7 NB, 7 SB	I-5 Corridor Mt. Shasta to McCloud - HWY 89
10.02	Upton	Route 2 SB/NB Route 3 SB/NB	3 NB, 4 SB	I-5 Corridor
11	Dunsmuir*	Route 1 SB/NB Route 2 SB/NB Route 3 SB/NB Amtrak	5 NB, 5 SB	I-5 Corridor
12	McCloud	Route 2 SB Route 3 SB/NB	1 NB, 2 SB	Mt. Shasta to McCloud - HWY 89
12	Tennant	No Service	No Service	SR-97 (14 miles SE of SR-97)
13	Hamburg	Route 6 EB/WB	1 EB, 1 WB	Klamath River/ Happy Camp - SR 96
13	Happy Camp*	Route 6 EB/WB	1 EB, 1 WB	Klamath River/ Happy Camp - SR 96
13	Hornbrook	Route 4 SB/NB Route 5 SB	2 NB	I-5 Corridor
13	Seiad Valley	Route 6 EB/WB	1 EB, 1 WB	Klamath River/ Happy Camp - SR 96
Shasta County CT - 125	Castella (Shasta County)	Route 2 SB Route 3 SB	SB 2	I-5 Corridor
9.01	Ignera	Route 2 SB/NB Route 3 SB/NB	3 NB, 2 SB	I-5 Corridor

*Note: * Indicates an incorporated community.*

Table 17-1: Siskiyou County - Transportation Providers

Provider	Website	Phone Number	Service Description	Area(s) Served	Days and Hours of Service	Eligibility
TRIBAL PROVIDERS						
Karuk Tribal Health Program	www.karuk.us	(530) 493-1600	The Karuk Tribal Health Program provides limited transportation for tribal members traveling to tribal clinics or specialist appointments by referral.	Happy Camp, Yreka, Orleans, Eureka, CA	Monday-Friday 8 AM - 5 PM Closed for most holidays	Karuk Tribe Members.
QVIR Anav Indian Health Clinic	https://qvir.com/anav-tribal-health-clinic/	(530) 468-4470	QVIR Anav Indian Health Clinic provides tribal members and partnership patients shuttle service. For shuttle service outside the service area, the patient must be a tribal member.	Quartz Valley	Monday-Friday 8 AM-5 PM. Closed - Sat./Sun.	Federally recognized tribe of Klamath, Karuk, and Shasta Indians.
SOCIAL SERVICES PROVIDERS						
Siskiyou County Health & Human Services Agency (SCHHSA) Adult and Children's Services	www.siskiyoucounty.gov	Adult Services (530) 841-4010 Children's Services (530) 841-4200	The Siskiyou County Human Services Department offers transportation assistance for dependent adults and seniors, including STAGE passes, gas vouchers, and transport services for medical and emergency appointments.	Siskiyou County	Monday-Friday APS and CPS - 8:00 AM - 5:00 PM Closed 12 PM-1 PM	Adults and Children Low Income, people with disabilities, senior population.
Siskiyou County Health & Human Services Agency (SCHHSA) – CalWORKS Welfare-to-Work	www.co.siskiyou.ca.us	(530) 841-2700	The CalWORKs Welfare-to-Work program supports families transitioning from welfare to work by providing childcare, transportation, and other essential services for employment stability.	Siskiyou County	Monday-Friday 9:00 AM-4:00 PM	Low Income, people with disabilities, senior population.
Siskiyou County Health & Human Services Agency (SCHHSA) – Behavioral Health	https://www.siskiyoucounty.gov/behavioralhealth	(530) 841-4100 - Yreka (530) 918-7200 - Mt Shasta	Siskiyou County's Behavioral Health program transports people with mental illness to and from programs all over the county and state.	Yreka, Mt Shasta, CA	Monday-Friday 8:00 AM - 5:00 PM	Community members struggling with mental illness and substance abuse.
Community Resource Centers Dunsmuir	www.siskiyoucrc.org	(530) 235-4400	Emergency demand-response transportation is available at the centers but only as a last resort when STAGE services are unavailable.	Dunsmuir, CA	Tuesday-Thursday: 9:00 AM - 4:00 PM Friday: 9:00 AM - 1:00 PM	Dunsmuir Community members.
Community Resource Centers Happy Camp	http://www.happycampcc.org/	(530) 493-5117	Emergency demand-response transportation is available at the centers but only as a last resort when STAGE services are unavailable.	Happy Camp, CA	Monday-Thursday 9 AM - 4 PM Friday 9 AM - 1 PM	Serving the Happy Camp Community.
Community Resource Centers McCloud	https://www.siskiyoucrc.org/mccloud	(530) 853-1528	Emergency demand-response transportation is available at the centers but only as a last resort when STAGE services are unavailable.	McCloud, CA		Serving the McCloud Community.
Community Resource Centers Montague	https://www.siskiyoucrc.org/montague	(530) 459.3481	Emergency demand-response transportation is available at the centers but only as a last resort when STAGE services are unavailable.	Montague, CA	Tuesdays/Thursdays 10 AM - 6 PM Wednesdays 10 AM - 5 PM Friday Walk-ins, 8 AM - 12 PM	Serving the Montague Community.
Community Resource Centers Mount Shasta	www.siskiyoucrc.org/mt-shasta	(530) 926-1400	Emergency demand-response transportation is available at the centers but only as a last resort when STAGE services are unavailable.	Mount Shasta, CA	Mon-Thu: 9:00 AM - 4:00 PM	Serving the Mt Shasta Community.
Community Resource Centers Scott Valley	www.siskiyoucrc.org/scott-valley	(530) 468-2450	Emergency demand-response transportation is available at the centers but only as a last resort when STAGE services are unavailable.	Scott Valley, CA	Tue-Thur: 9:00 AM - 2:00 PM	Serving the Scott Valley Community.

Table 17-2: Siskiyou County - Transportation Providers

Provider	Website	Phone Number	Service Description	Area(s) Served	Days and Hours of Service	Eligibility
SOCIAL SERVICES PROVIDERS (Continued)						
Community Resource Centers Tulelake/Newell Family Resource Center	https://www.teachinc.org/pdf/FRCBrochure.pdf	(530) 667-2147	Emergency demand-response transportation is available at the centers but only as a last resort when STAGE services are unavailable.	Tulelake, CA	Monday - Friday: 8 AM - 4 PM Closed 11 AM - 1 PM	Serving the Tulelake Community.
Community Resource Centers Weed	https://www.siskiyoucrc.org/weed	(530) 938-9914	Emergency demand-response transportation is available at the centers but only as a last resort when STAGE services are unavailable.	Weed, CA	Mondays: 11:00 AM - 4:00 PM Tuesday - Thursday:	Serving the communities of Weed, Edgewood, Lake Shastina.
Community Resource Centers Yreka	https://www.siskiyoucrc.org/yreka	(530) 842-1313	Emergency demand-response transportation is available at the centers but only as a last resort when STAGE services are unavailable.	Yreka, CA	Tuesday - Friday: 10:00 AM - 4:00 PM	Community members.
Krista Foster Homes	https://kristafosterhomes.org/	(530) 246-1259	This organization offers faith-based foster care and transitional housing for youth in Siskiyou County while supporting their transportation needs through RABA bus passes, bicycles, and rides to essential destinations.	Redding, Mount Shasta, and surrounding counties	Monday - Thursday: 9:30 AM - 04:30 PM Friday: 9:30 AM - 2 PM	Resource Family Approval (RFA).
Madrone Hospice Inc. Madrone Senior Services	https://www.madronehospice.org/senior-services	Madrone Hospice (530) 842-3160 Madrone Senior Services (530) 841-2365	Monday-Friday, Senior Service prepares fresh, nutritious lunches for area seniors, with home delivery available for those who qualify, while our bus travels through Yreka, providing door-to-door transportation.	Yreka, CA	Fresh meals delivered daily Monday - Friday. Transportation Monday - Friday: 9 AM - 2 PM	These services are provided at no charge to qualifying individuals 60+.
Mt. Shasta Recreation and Parks District	https://www.msrec.org/	(530) 926-2494	The Mount Shasta Recreation and Parks District's Senior Nutrition Project provides meals and transportation for seniors 60+ in Mount Shasta and Dunsmuir, including rides to meal sites, medical appointments, and activities, with a suggested $1.00 donation.	Mount Shasta, CA	Varies by location	Community members.
Mount Shasta Senior Center Nutrition Program	https://www.msrec.org/senior-nutrition	(530) 926-4611	The Mount Shasta Senior Nutrition Program provides meals for seniors 60+ at designated locations, offers Meals-on-Wheels for homebound individuals, and assists with transportation and access to services like tax preparation and legal aid.	Mount Shasta, CA	Monday - Thursday: 11:00 AM - 1:00 PM	Seniors residing within Siskiyou County communities.
Planning and Service Area #2 Agency On Aging	https://www.siskiyoucounty.gov/bc/page/planning-and-service-area-2-area-agency-aging-advisory-council	(530) 842-1687	The PSA 2 Area Agency on Aging provides transportation for seniors 60+ to medical appointments, shopping, and social activities, funded through the Older Americans Act Title III B.	Lassen, Modoc, Mounty Shasta, Siskiyou & Trinity counties	NA	Seniors in Lassen, Modoc, Shasta, Siskiyou & Trinity counties.
Weed Senior Shuttle	https://www.weedrec.org/weed-senior-shuttle	(530) 859-8132	The Senior Shuttle, operated by the Weed Recreation and Parks District, provides scheduled transportation for seniors to meals, medical appointments, pharmacy visits, and grocery shopping, with advance reservations required and no same-day or taxi-style service available.	Weed, CA	Monday: To & from Senior Lunch. Tuesday & Wednesday: 9:00 AM - 3:00 PM for medical and shopping trips. Thursday: 9:00 AM - 3:00 PM for	Ages 60+.
Far Northern Regional Center	https://www.farnorthernrc.org/	(530) 222-4791	The Far Northern Regional Center, contracted with the California Department of Developmental Services, supports individuals with developmental disabilities by providing transportation assistance through vouchers and mileage reimbursement, helping them live productive and valued lives in their communities.	Mount Shasta, Lassen, Siskiyou, Modoc and Trinity	Monday - Thursday: 8 AM - 5 PM Friday: 8 AM - 4 PM	Children and adults with developmental disabilities and their families. Low-income requirements for transportation assistance.
Siskiyou Opportunity Center	https://www.siskiyouoc.org/	(530) 926-4698	The Siskiyou Opportunity Center supports employment for individuals with developmental disabilities, offering job training, placement, and both demand-response and fixed-route transportation to work sites along the I-5 corridor between Yreka and Dunsmuir, with funding from the Far Northern Regional Center.	Siskiyou and Shasta counties	Monday - Friday: 8 AM - 4 PM	Adults with intellectual and developmental disabilities.
Dignity Health Connected Living	https://www.dignityhealth.org/north-state/locations/connected-living/services	(530) 225-6000	Meals on Wheels - Meals on Wheels volunteers deliver nutritious meals to seniors in need within the community.	Redding, and Mount Shasta CA	Monday - Friday	Seniors aged 60+ living within Siskiyou County.
Great Northern Services	https://www.gnservices.org/programs-and-services/community-services/siskiyou-senior-nutrition-community-cafes/	(530) 926-4611	Meals on Wheels - Meals on Wheels volunteers deliver nutritious meals to seniors in need within the community.	Dunsmuir, McCloud, Mount Shasta & Weed	Monday - Wednesday	Seniors residing within the four South County communities.
Northern Valley Catholic Social Services	https://nvcss.org/	(530) 241-0552	Northern Valley Catholic Social Services (NVCSS) offers as-needed transportation for disabled clients, helping them access vocational and rehabilitation services.	Butte, Shasta, Siskiyou, Tehama, Trinity Counties	Monday - Friday: 10 AM - 2 PM	Low-income and people with living with mental illness.

Table 17-3: Siskiyou County - Transportation Providers

Provider	Website	Phone Number	Service Description	Area(s) Served	Days and Hours of Service	Eligibility
NON-EMERGENCY MEDICAL TRANSPORTATION PROVIDERS						
Mercy Mt. Shasta Medical Center	https://locations.dignityhealth.org/mercy-medical-center-mt-shasta	(530) 926-6111	Mercy Mt. Shasta Medical Center provides free transportation for patients without access to transport, operated by volunteer drivers, to various medical facilities and clinics in the area.	Mount Shasta, CA	Monday - Friday: 8:00 AM - 3:00 PM Advance scheduling is required.	This transportation service is available to all Siskiyou County residents.
Fairchild Medical Center - Clinic	https://fairchildmed.org/	(530) 842-3507	The Fairchild Medical Center (FMC) Auxiliary supports hospital staff, patients, and the community through volunteer services and fundraising, including a volunteer-run transport van program for medical appointments.	Yreka, CA	Monday - Thursday: 7:45 AM - 3:30 PM	General Public.
Veteran Transportation Services	https://www.siskiyoucounty.gov/sheriff/page/veterans-services	(530) 842-8010	The Veterans Transportation Service (VTS) provides free, safe, and reliable transportation for qualifying Veterans facing barriers to accessing medical care, connecting them to nearby VA medical centers with the help of local shuttle services.	Yreka, CA	Monday - Wednesday: 8:00 AM - Noon 1:00 - 5:00 PM	Veterans and their families.
California Accessible Transportation	https://www.californiaaccessibletransportation.com/	(530) 255-8866	California Accessible Transportation provides local and out-of-state medical transportation with wheelchair-accessible vehicles, offering payment through insurance or private rates, with scheduling available most days based on staff availability.	Redding, Local and Out of State	Monday - Friday: 9 AM - 4 PM	General Public.
Alyssa Araiza Wings of Angels Organization	https://www.aawoa.com/	(530) 378-2373	The Alyssa Araiza "Wings of Angels" Organization supports families with seriously ill children in several counties by providing financial and travel assistance, prioritizing those facing pediatric cancer, single parents, and those with limited aid.	Siskiyou County	Determined on a Case-by-Case basis	Families of children diagnosed with a pediatric cancer or life-threatening illness in Siskiyou County.
EDUCATION PROVIDERS						
College Of The Siskiyous Extended Opportunity Program & Services	https://www.siskiyous.edu/eopscare/	(530) 938-5309	The Extended Opportunity Program and Services (EOPS) provides bus passes to historically underrepresented students, helping them afford travel between College of the Siskiyous and nearby towns to reduce transportation barriers and support their success.	Weed CA	Monday - Friday: 8:00 AM - 5:00 PM	Educationally and economically disadvantaged students.
Evan's Transportation	Not Available	(530) 842-5424	Evan's Transportation provides public school bus service across Siskiyou County, operating multiple routes for local school districts and offering charter buses primarily for school field trips.	Siskiyou County	School Hours	Public School Children.

Siskiyou County Health & Human Services Agency (SCHHSA) – Behavioral Health

Siskiyou County's Behavioral Health Services program transports people with mental illness to and from programs all over the county and state.

Community Resource Centers

The Community Resource Centers, located in Dunsmuir, Happy Camp, McCloud, Montague, Mount Shasta, Scott Valley, Tulelake, Weed, and Yreka, offer various human service programs with an emphasis on children and families. While the centers provide emergency demand-response transportation, this service is intended as a last resort when STAGE services are unavailable.

Madrone Hospice Inc., Madrone Senior Services, Yreka

The Madrone Senior Center provides curb-to-curb transportation for Yreka residents aged 60 and older. Services include transportation to medical appointments, shopping trips, and Senior Center meals, available Monday through Friday from 9:00 AM to 3:00 PM. A $1.00 donation is suggested, and a 48-hour reservation is required.

Mount Shasta Recreation and Parks District

The Mount Shasta Recreation and Parks District operates the Senior Nutrition Project, which offers meals and transportation for seniors aged 60 and older in Mount Shasta and Dunsmuir. The service includes transportation to meal sites, medical appointments, and other senior activities. A $1.00 donation is suggested for rides.

Mount Shasta Senior Center: Nutrition Program

The Mount Shasta Senior Nutrition Program offers meals to seniors aged 60 and older at the City Park Recreation Center in Mount Shasta and Eagles Hall in Dunsmuir. Meals are available for homebound seniors through Meals-on-Wheels. The center also provides transportation for senior diners and helps seniors access additional services such as tax preparation and legal assistance.

Planning and Service Area 2 Agency on Aging

The PSA 2 Area Agency on Aging provides transportation services to seniors aged 60 and older, helping with travel to medical appointments, shopping, and social activities. This service is funded through the Older Americans Act Title III B.

Weed Senior Shuttle

The Senior Shuttle, operated by the Weed Recreation and Parks District, provides transportation for seniors to Monday senior lunches, medical appointments, pharmacy visits, and local grocery shopping. Rides must be scheduled in advance—same-day requests are not accepted, and taxi-style service is not available.

Service is free for seniors within Weed city limits. Riders living outside the city but within the 96094 zip code pays a $5.00 fee. The shuttle runs on the following schedule:

- Monday: To and from Senior Lunch
- Tuesday & Wednesday: 9:00 AM–3:00 PM for medical and shopping trips
- Thursday: 9:00 AM–3:00 PM for Lake Shastina riders, medical and shopping trips

Far Northern Regional Center

The Far Northern Regional Center is a contract center with the California Department of Developmental Services. The center serves as a fixed point of reference for individuals and families of individuals with developmental disabilities. The mission of the center is to provide support that allows persons with developmental disabilities to live productive and valued lives as welcomed members of their communities. To this end, the center provides transportation to clients in various forms, including vouchers and mileage reimbursement.

Siskiyou Opportunity Center

The Siskiyou Opportunity Center promotes employment for people with developmental disabilities. They provide demand response transportation services while their clients are at the center, and fixed-route transportation to access work programs through the center. Funding is received from the Far Northern Regional Center. The Siskiyou Opportunity Center provides job training and placement for individuals with disabilities. It offers demand-response and fixed-route transportation services for clients to and from work sites along the I-5 corridor between Yreka and Dunsmuir, supported by the Far Northern Regional Center.

Dignity Health Connected Living

Dignity Health Connected Living (DHCL) is a private, non-profit agency dedicated to improving the lives of senior adults, adults with disabilities, and other adults in need. DHCL was founded when the Shasta Senior Nutrition Program and Golden Umbrella merged in July 2017. Programs provided by DHCL include Meals on Wheels, adult day activities, senior nutrition, senior companionship, and health and wellness services, among other initiatives.

DHCL is contracted to operate both the ShastaConnect CTSA and Sunday on-demand services, described previously under the public transportation providers section (ShastaConnect). Additionally, DHCL provides rides for senior adults aged 60 or older and adults with mobility impairments with no other means of transportation within the greater Redding area.

Great Northern Services

Meals on Wheels - Meals on Wheels volunteers deliver nutritious meals, friendly visits, and safety checks to seniors in need within the community.

Northern Valley Catholic Social Services

Northern Valley Catholic Social Services (NVCSS) provides transportation to disabled clients for vocational and rehabilitation services. The transportation is provided on an as-needed basis to help individuals access vital services and support programs.

NON-EMERGENCY MEDICAL TRANSPORTATION PROVIDERS

Non-Emergency Medical Transportation (NEMT) services are often identified as a top transportation need for senior adults and persons with disabilities. This section reviews NEMT services currently operating in Siskiyou County.

Mercy Mount Shasta Medical Center

Mercy Mount Shasta Medical Center offers transportation services to those who have no means of transport to Mount Shasta Mercy Medical Center, Mount Shasta Physical Therapy, Weed Outpatient Physical Therapy, Lake Shastina Community Clinic, Dignity Health Pine Street Clinic, Mercy Regional Cancer Center, or a physician on the hospital's active medical staff. This service is provided at no cost to the patient and is operated by volunteer drivers.

This service is available Monday through Friday from 8:00 AM to 3:00 PM, and appointments must be made at least one week in advance. Appointments are made on a first-come, first-served basis. Reservations can be made by calling the transportation system coordinator between 10:00 AM and 1:00 PM, Monday through Friday. This service is available to all residents of Siskiyou County.

Fairchild Medical Center

The Fairchild Medical Center (FMC) Auxiliary supports hospital staff, patients, and the community through volunteer services and fundraising. A volunteer-run transport van program helps transport patients to and from their medical appointments at the Fairchild Medical Center Clinic or the main hospital.

Veterans Transportation Service

The U.S. Department of Veterans Affairs (VA) offers transportation services to ensure Veterans can access the medical care they need, even when personal transportation is not available. The Veterans Transportation Service (VTS) provides free, safe, and reliable transportation to and from participating VA medical centers (VAMCs) in a multi-passenger van for qualifying Veterans. This service is available to those who face barriers such as financial hardship, medical conditions, or lack of access to a vehicle. Nearby full-service VA medical facilities include the White City VA in Oregon (approximately 49 miles from Yreka), Roseburg VA Medical Center (108 miles from Yreka), VA Sierra Nevada in Reno (215 miles from Yreka), and the Northern California VA Health Care System in Mather (near Sacramento). These facilities, in coordination with the VTS and local shuttle services, help ensure Veterans throughout the region can access the care they've earned.

California Accessible Transportation

California Accessible Transportation helps people get to and from both local and far-away medical appointments, including appointments out of state. The California Accessible Transportation fleet has vehicles capable of accommodating wheelchairs, gurneys, and other devices. Clients can either pay using medical insurance or negotiate a private rate. Rides can be scheduled Monday through Friday from 7 AM to 5 PM and on Saturday from 8 AM to 2 PM. Appointments for Sundays can sometimes be scheduled in advance, depending on staff availability.

Alyssa Araiza, Wings of Angels Organization

The Alyssa Araiza "Wings of Angels" Organization supports families with seriously ill children who must travel 150 miles or more for medical treatment. The organization serves Shasta, Siskiyou, Trinity, Lassen, and Modoc counties, offering help such as prepaid gas cards, emergency vehicle repairs, and other travel-related support, in addition to offering assistance with non-medical bills as well. Assistance is prioritized for families with pediatric cancer diagnoses, single parents, and those with limited financial aid.

Education Providers

College of The Siskiyous Extended Opportunity Program and Services

Through the Extended Opportunity Program and Services (EOPS), bus passes are provided to students from groups historically underrepresented in higher education. These passes help cover the cost of travel between the College of the Siskiyous and several nearby towns, making it easier for students to commute to campus. The program is designed to reduce transportation barriers and support student success by easing the financial burden of getting to and from college.

Evan's Transportation

Evan's Transportation provides public school bus service throughout Siskiyou County. The company currently operates five routes for the Yreka Union High School District, as well as one route each for the Montague and Seiad Elementary School Districts. In addition to its daily routes, Evan's Transportation also offers four buses for charter use, primarily serving school field trips.

The company became the county's primary school transportation provider after acquiring Dole Transportation. Since taking over, Evan's Transportation has maintained consistent service with no major changes to operations.

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Chapter 4

RECENT PLANNING DOCUMENT OVERVIEW

INTRODUCTION

This chapter briefly reviews the findings and recommendations of planning documents relevant to the CTP update. These plans include the 2015 Siskiyou County Coordinated Transportation Plan (2015 Coordinated Plan), the 2021 Short Range Transit Plan (SRTP), and the Transportation Unmet Needs Processes from FY 2022-23, FY 2023-24, and FY 2024-25.

2015 COORDINATED TRANSPORTATION PLAN OVERVIEW

The Coordinated Plan recommends strategies that will improve coordination between transportation providers, with the ultimate goal of encouraging the better use of resources and meeting the unmet transit needs of local residents.

SCLTC, as the designated RTPA for Siskiyou County, is required by the California Transportation Development Act (TDA) to hold an annual hearing to identify unmet transit needs in the region. TDA funding must be spent on any unmet transit needs deemed through the unmet transit needs process to be reasonable to meet before the RTPA can allocate funds to other transportation projects.

For SCLTC, requests for additional services must first be assessed and categorized as an unmet need. Then the requests must be assessed further to determine if it is reasonable to meet. If both criteria are true, then the request is defined as an unmet transit need that is reasonable to meet.

Through the public and stakeholder outreach process, the 2015 Coordinated Plan identified the following needs that arose during the Transportation Unmet Needs Process (Table 18):

1. Service out of Siskiyou County.
2. Evening/Weekend Service between Weed and Mount Shasta.
3. Service to Foothill Drive in Yreka.
4. More education on the transit services provided.
5. More consistent snow removal at bus stops.
6. Move the bus stop at Raley's in Yreka.
7. Include "No Smoking" signs at bus stops.

Since 2015, a new bus shelter has been installed at Raley's in Yreka. A bus shelter has also been built at the YMCA in Yreka to support services to Foothill Drive. No Smoking signs have also been installed at all bus shelters. Snow removal services have increased in frequency, allowing for passengers to access stops during winter months. Out of county service and increased evening/weekend service between weed and Mount Shasta is still "in progress" as more demand data is necessary to justify services.

Table 18: 2015 Siskiyou Coordinated Plan - Reasonable to Meet Unmet Needs

Transit Need	Area	Notes	Implemented
Service Out of Siskiyou County	Expanded Service	This is especially necessary to Medford and Redding.	In Progress
Evening/Weekend Service Between Weed and Mt. Shasta	Expanded Service	More research is needed to determine if demand is high enough to justify this type of service change.	In Progress
Service to Foothill Drive in Yreka	Expanded Service	Bus Shelter installed at YMCA in Yreka	Yes
More Education on the Transit Services Provided	Education/Outreach	Many potential users do not know what services are available.	In Progress
More Consistent Snow Removal at Bus Stops	Bus Stops	This will make waiting for the bus both safer and more pleasant.	Yes
Move the Bus Stop at Raley's in Yreka	Bus Stops	New shelter installed at Raley's.	Yes
Include "No Smoking" Signs at Bus Stops	Bus Stops	Included with all bus shelters.	Yes

Source: 2015 Siskiyou County Coordinated Public Transit - Human Services Transportation Plan

Status of 2015 Coordinated Plan Strategies

Table 19 outlines the supportive strategies of the 2015 Coordinated Plan. It is recommended that partially completed strategies under this goal be reorganized under another goal moving forward. Goals 1 through 6 will continue to be considered in the 2025 Coordinated Plan with subtle changes to the language. Through additional stakeholder interviews and consultation with SCLTC, these goals will also be prioritized from high to low priority.

Table 19: 2015 Coordinated Plan Strategies

Strategy 1	Better and More Frequent Connections Between and Within Communities *(Retained from the 2008 Coordinated Plan)*
Strategy 2	Faster/More Efficient Service
Strategy 3	Provide Service/Connect to Services Outside of the County
Strategy 4	Maintain the Current Level of Transportation Services
Strategy 5	Increase Outreach/Education *(Retained from the 2008 Coordinated Plan)*
Strategy 6	Multi-Organizational Approach to Solutions

Source: 2015 Siskiyou County Coordinated Transportation Plan)

Strategy 1: Better and More Frequent Connections Between and Within Communities

Originally retained from the 2008 Coordinated Plan, this strategy addressed the continued need for intercity and local circulator routes and improved service frequency. While outreach for this update showed less urgency, survey responses confirmed the demand for more reliable countywide connections. Some transfer points still require long waits and should be reevaluated. Weed and Mount Shasta could be considered for future circulator service expansion.

Strategy 2: Faster/More Efficient Service

This strategy focused on reducing total travel time without transfers, with all survey respondents identifying lengthy trips as a service gap. Solutions include consolidating closely spaced stops, creating more direct routes, and improving boarding times, potentially with travel assistants or policies limiting time-consuming items. Further study was recommended to determine implementation.

Strategy 3: Provide Service/Connect to Services Outside of the County

There is strong support for out-of-county service, particularly to Medford, Redding, and Yreka, due to medical, employment, recreational, and legal needs. A pilot route to Medford or Redding could be launched using FTA funding, or partnerships with neighboring providers could offer cost-effective transfer options.

Strategy 4: Maintain the Current Level of Transportation Services

Although some needs remain unmet, STAGE riders report high satisfaction with frequent weekly use. In light of unstable funding, maintaining current service levels is still a top priority. The previous plan stated that any new funding should first be used to replace lost operational dollars, and regular system evaluations should ensure efficient resource use.

Strategy 5: Increase Outreach/Education

Outreach and education remain vital to transit success, with 33 percent of non-riders who took the 2015 Coordinated Plan Public Survey citing lack of awareness as a barrier. Continued efforts—especially in-person engagement at community events and centers—should be prioritized alongside traditional media campaigns to inform residents of available services.

Strategy 6: Multi-Organizational Approach to Solutions

Improved coordination among stakeholders is needed to address shared transportation challenges, share resources, and apply for funding. This can be achieved through listservs, joint meetings, or participation in existing forums. A lead agency or individual should manage outreach and engagement to ensure consistency and follow-through.

SISKIYOU COUNTY 2021 SHORT RANGE TRANSPORTATION PLAN

A Short-Range Transit Plan (SRTP) serves as a strategic guide for public transportation services over a 5 to 10-year period. It evaluates current transit operations, identifies service gaps and rider needs, and outlines improvements to routes, schedules, and infrastructure to enhance efficiency, accessibility, and ridership. STAGE updated their SRTP in 2021.

As a part of this process, unmet transit needs from FY-2018-19 to FY 2020-21 were reviewed, and key stakeholders were interviewed to understand what transit needs and transit demands existed in Siskiyou County. Unmet transit needs findings are summarized for each of these years.

FY 2018-2019

The commission directed SCLTC staff to either continue research or address the following issues:

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

FY 2019-2020

The following unmet needs were identified as reasonable to meet:

1. 4:30 PM or 5:00 PM northbound service from Mount Shasta to Yreka.
2. Morning service between Campbell Tracks and northern Yreka (to Wellness Center).
3. New stop at Dotty's in Etna to better serve those going to the clinic.
4. Service to the Boles Creek area.
5. Bus stop at or near the YMCA and low-income housing area in Yreka.
6. Service to and from the casino and Yreka.

FY 2020-2021

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

Requests for Service

In addition to the Unmet Needs process, Siskiyou County also allowed members of the community to call or email STAGE to submit ride requests for places or times that passengers may wish to use public transit. STAGE staff recorded specific information on these requests to document where there may be a need for additional transit service. New service requests received by Siskiyou County include:

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

Stakeholder Interviews:

As part of the 2021 SRTP update, discussions with key stakeholders occurred to gain a better understanding of the needs present in Siskiyou County. Key issues included the following:

- **Service to the College of the Siskiyou** – Pre-COVID, approximately 20 employees and 75 students used STAGE on a daily basis. Students and faculty requested later evening services as night classes begin at 6:00 PM and end at 9:00 PM. A new residence hall is planned to break ground in October 2025. This project is expected to increase the number of students living near campus from 140 to 396 students.
- **General Route and Schedule Understanding** – Stakeholders from the Karuk Tribe and Siskiyou Opportunity Center mentioned that the existing route schedule is hard to understand. They were not sure how to get this information from the website, and it was presented in a way that was difficult to read.
- **Expanded Service Areas** – After the Slater Fire in 2020, there was an increase in requests for service to and from Happy Camp. Adult Services received complaints regarding the lack of service frequency from those travelling to and from Hornbrook.
- **Stop Suggestions** – Add a bus stop at the intersection of Miner Street and Broadway in Yreka to serve the various banks, restaurants, and commercial retail businesses in the area.
- **Intercity Services** – Increased services and information regarding connections to destinations such as Ashland and Medford, Oregon, and Redding and Sacramento, California. These requests indicated that many residents would like to connect to these places for shopping and medical services.
- **Other Issues** – Issues of frequency and accessibility were also reoccurring during the stakeholder outreach interviews. Many expressed that existing stops are difficult for ADA and mobility-limited people to access. It was suggested that moving some stops closer to senior and group housing could improve accessibility.
- **General Support** – Many stakeholders expressed gratitude for the STAGE service and their efforts during the Slater Fire. Others appreciated the existing student pass program and driver friendliness.

UNMET NEEDS PROCESS

The SCLTC, as the designated Regional Transportation Planning Agency RTPA, is required by the TDA to hold an annual hearing to identify unmet transit needs. Before allocating TDA funds to other transportation projects, any unmet needs deemed reasonable to meet must be addressed. SCLTC evaluates service requests to determine if they qualify as unmet transit needs and whether they are reasonable to meet. Only requests meeting both criteria are prioritized for funding. A summary of Unmet Transit Needs from FY 2022-23, FY 2023-24, and FY 2024-25 are shown in Table 20 and are described below:

FY 2022-2023

No unmet needs were identified that were reasonable to implement.

FY 2023-2024

In FY 2023-24, there were eight requests that were unmet transit needs that were found reasonable to meet. They were:

1. Reinstate the bus service from Yreka to Happy Camp. *Reinstated March 2025*
2. Move the Yreka stop into town or add a transfer; a 30-minute walk is unsafe and inconvenient.
3. Reinstate the 7:50 AM McCloud to Mount Shasta Charter School bus. *Currently providing service on Route 2 to/from McCloud Elementary and McCloud High School.*
4. Add commuter route: Weed to Mount Shasta before 9 AM, return after 5:30 PM.
5. Add southbound Yreka bus between 1:10 PM and 5:10 PM. - *Added*
6. Start service to/from Lake Shastina—*No service currently.*
7. Restore Evergreen Lodge route, used by seniors (northbound AM, southbound PM). *Served twice a day in each direction, though southbound passengers are required to deboard at Red Barn and walk 0.2 miles to Evergreen Lodge.*
8. Add an early bus to Yreka Courthouse by 8:30 AM for court. *Served by Route 4 Northbound at 7:36 AM and Southbound at 8:35 AM.*

There were 3 additional requests that were earmarked to be revisited at a later time.

1. Seasonal route from McCloud to the ski park
2. Added stop on Route 4A at Willow Creek Elementary School
3. Extend the STAGE service to Redding to allow connections to RABA.

Since these were identified, service to Happy Camp has been reinstated.

FY 2024-2025

In FY 2024-25, only one request was found to be an unmet transit need that was also reasonable to meet:

1. Mount Shasta Route Deviation & Discount Application Access
   SSTAC Recommendation: STAGE should publicize discount application methods and accept electronic applications. Route deviation can be offered upon request, and feasibility.

In addition, five requests were found to require more information from STAGE and SCLTC before the SSTAC would categorize them as an unmet need that was also reasonable to meet or not:

1. Mount Shasta High School to McCloud (Afternoon Trip)
2. Saturday Service During Summer
3. Rain Rock Casino Partnership
4. Service to Dorris & Eastern Siskiyou (Butte Valley/SR 97)
5. Service to Butte Valley/SR 97 (Twice Weekly)

Table 20: Siskiyou County Unmet Needs Findings

Transit Need	Area	Notes	Implemented
FY 2022-2023			
No Request Was Found to Be Both an Unmet Need and Reasonable to Meet			
FY 2023-2024			
Requests That Are Both Unmet Transit Needs and Reasonable to Meet			
Reinstate service from Yreka to Happy Camp.	Expanded Service	This request is considered reasonable to meet. Staff has applied for a grant to facilitate this request.	Yes
Walking 30 minutes from the station is unsafe, inconvenient, especially for elderly or families with kids. Suggests rerouting buses into town or creating a transfer link.	Expanded Service	This request is considered reasonable to meet and transfer times have been implemented.	Yes
Reinstate 7:50 AM bus from McCloud to Mt. Shasta Golden Eagle Charter School, as was previously available and ideal for students.	Expanded Service	This request is considered reasonable to meet and transfer times have been implemented.	Yes
Add route arriving at Mount Shasta before 9 AM and returning to Weed after 5:30 PM for commuters.	Expanded Service	This request is considered reasonable to meet and was referred to staff for implementation during route restructuring in the future.	Yes
Add southbound from Yreka bus between 1:10 PM and 5:10 PM, as there is no current southbound service in this window.	Expanded Service	This request is considered reasonable to meet and was referred to staff for implementation during route restructuring in the future.	No
Establish bus service to/from Lake Shastina. No existing service, identified community need.	Expanded Service	This request is considered reasonable to meet and was referred to staff for implementation during route restructuring in the future.	No
Reinstate northbound bus via Evergreen Lodge (late morning) and afternoon southbound via same route. Removed service that was heavily used, especially by seniors.	Expanded Service	This request is considered reasonable to meet and was referred to staff for implementation on an on-call basis.	Yes
Early bus to Yreka Courthouse by 8:30 AM for court appointments.	Expanded Service	This request is considered reasonable and has been met. Staff increased service in Grenada.	Yes
Requests That Require More Information To Categorize as Either Unmet Transit Needs or Reasonable to Meet			
Add seasonal route change to include McCloud to ski park from Dec 15–Apr 15. Reason: Public demand, tourism, workforce, economic benefit.	Expanded Service	This request is not considered reasonable at this time until staff can do a comprehensive study to evaluate the operational/economic feasibility and cost effectiveness in relation to fare ratio. Staff will bring recommendation back to the Commission at a future date.	No
Add a stop on route 4A at Willow Creek Elementary (York Rd) for students and residents to access transit services to Yreka.	Expanded Service	This request is not considered reasonable at this time due to the lack of service for a significant amount of population and operational feasibility.	No
Connect Siskiyou County STAGE to RABA in Redding to help STAGE passengers get to medical appointments and create more regional connectivity.	Expanded Service	This request is not considered reasonable to meet at this time. Current bus routes end in Castella. RABA would need to coordinate bus stops in that area for pickups.	No
FY 2024-2025			
Requests That Are Both Unmet Transit Needs and Reasonable to Meet			
Route deviation in Mt. Shasta and availability of discount application process to allow South County residents needing discounted fare cards to receive them without traveling north.	Education or Outreach	STAGE should make information about discount application process more publicly available. Passengers can apply via electronic methods. Route deviation offered upon request and confirmation of feasibility.	No
Requests That Require More Information To Categorize as Either Unmet Transit Needs or Reasonable to Meet			
For Mt. Shasta High School Students, an additional afternoon run to McCloud allows students to commute home after school and after extracurricular activities.	Expanded Service	Further information required and research by STAGE to identify possible solutions.	No
Requested Saturday service during the summer.	Expanded Service	Additional information needed to make determination.	No
Rain Rock Casino would like to partner with STAGE to provide more times on the schedule.	Expanded Service	STAGE setup meeting to identify specific needs, evaluate current service provided, and report back on findings.	No
Service to Dorris and THE eastern Siskiyou County communities (Butte Valley/Route 97).	Expanded Service	Additional information needed to make determination.	No
Sevice to Butte Valley twice per week.	Expanded Service	Additional information needed to make determination.	No

Source: Resolution of Unmet Transit Needs Findings for FY2022-2023, FY 2023-2024, FY 2024-2025, SCLTC

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Chapter 5
PUBLIC AND STAKEHOLDER OUTREACH

INTRODUCTION

Public and stakeholder engagement is a cornerstone of effective transportation planning. As an integral part of the Coordination Plan process, LSC encouraged the participation of various community perspectives to uncover current challenges within the existing transportation system of Siskiyou County. The following section provides a summary of the public and stakeholder engagement activities implemented during the planning process.

Online Community Survey

The online community survey was conducted in May 2025 and was available for three weeks. The survey instrument was a 17-question survey made available online in both Spanish and English formats. To inform the public of the survey effort, regional stakeholders were asked to pass along information to their clientele and post fliers with QR codes and links to the survey. The survey was also posted on SCLTC's various social networks and website, as well as advertised in Siskiyou News. The survey was targeted at all residents of Siskiyou County, including those who do not use public transit on a regular basis. The survey received a total of 144 responses.

A complete and detailed summary of responses is included in Appendix C. The Online Community Survey instrument is included in Appendix D.

A brief overview of these responses is presented below:

- Survey Participation: 144 total responses were collected over several weeks in May and June 2025 from a wide demographic range, with most respondents between the ages 31 and 60 years old.
- Vehicle Access: 93 percent of respondents had access to at least one or more vehicles; only 7 percent reported no household vehicle access, a key indicator of transit dependence.
- Transit Use: Only 9 percent of respondents personally use public or specialized transit services, but
- 50 percent had friends or family who do.
- Most-Used Providers: Among those aware of transit options, STAGE was the most used service (58 percent), followed by Amtrak (33 percent) and Evans Transportation (18 percent).
- Unmet In-County Transportation Needs: One-third of respondents stated they couldn't get rides within Siskiyou County when they needed it. This is especially true for trips to Yreka from Lake Shastina, Etna, and Weed.
- Unmet Out-of-County Transportation Needs: 28 percent of participants reported that they needed rides outside Siskiyou County that they couldn't get—most commonly to Medford, OR (56 percent), Redding (48 percent), and Ashland, OR (15 percent).
- Trip Purposes: For both in- and out-of-county unmet needs, the top reasons for the trips were medical appointments, shopping/errands, work, and school.

- Barriers to Transit Use: Top barriers included inconvenient schedules/routes (55 percent), difficulty finding information about transportation options (40 percent), and unreliable service (32 percent).
- Service Needs: Most participants needed transportation during weekday daytime hours, with limited demand on weekends and late nights.
- Public Feedback: Open-ended comments highlighted appreciation for drivers but emphasized needs for expanded service, especially for vulnerable populations and non-emergency medical transportation.

STAKEHOLDER AND TRANSPORTATION PROVIDER OUTREACH

Transportation Provider Workshop

On May 14th, 2025, a workshop was held with the objective of gathering all current transit and transportation providers in Siskiyou County to discuss their services and current challenges with providing transportation. A total of 12 local transportation and social service providers attended. After a short presentation by the consultant, the workshop then opened up to a group discussion. During the workshop, the following major themes were discussed:

- The need for additional transportation options in areas like Dorris, Tulelake, Happy Camp, and Somes Bar.
- County-wide need for medical trips, particularly for outpatient treatment or probation meetings.
- Ongoing requests for interregional connections to Redding, Medford, and Klamath Falls.
- Many providers and social service agencies were open to the idea of reimbursement programs, shared staffing, and flexible service models.
- Challenges related to driver shortages, vehicle costs, and low rural ridership.

Transportation Service Agency Survey

As part of the Stakeholder and Transportation Provider Outreach activities, a survey of public, non-profit, social service, and private transportation providers was conducted to gather information on eligibility requirements, service areas, coordination efforts, and operational data. The Transportation Service Agency Survey (TSA Survey) was distributed via email and in person at the May 14, 2025. Transportation Provider Workshop. Agencies were given from May 9 to June 16, 2025. Seven stakeholders ultimately completed the survey. Key findings from the TSA Survey are included in Chapter 3 (by agency), Chapter 7 (coordination strategies and unmet needs), and Appendix E. The Survey Instrument is included in Appendix F.

Highlights of this include:

- The TSA Survey participants identified the following current, unmet transportation needs in the Siskiyou County region:
    - Lack of non-medical transportation options (e.g., food, shopping, entertainment, employment) in rural and smaller town areas.

- Affordable, timely transportation is needed both locally and for regional travel (e.g., to airports, bus lines, and specialists).
- No public transit currently operates between Happy Camp and Somes Bar (along SR 96 and Salmon River Road).
- Many of the provider's clients require more frequent service options due to varied activity schedules throughout the day.
- Many rural residents need transportation to medical facilities outside their community, especially in and around Yreka.
- Residents without Partnership Health are unable to access necessary transport services, particularly seniors and people with disabilities.
- Transportation to addiction recovery centers (e.g., in Redding) is a notable unmet need and is challenging to provide.

- TSA Survey participants serve:
  - Elderly Population (All 7 providers)
  - Persons with sensory disabilities (including vision loss or deafness) (6 providers)
  - Persons with mental disabilities (6 providers)
  - Persons with physical disabilities (6 providers)
  - Persons with a low income (6 providers)
  - Veterans (6 providers)
  - Unemployed persons (5 providers)
  - Youth (4 providers)
  - General Public (4 providers)
  - Persons seeking addiction treatment (1 provider)
- Conversely, TSA Survey participants were NOT able to serve:
  - Youth, due to not having the required permits to transport minors.
  - Certain transportation provider services are limited to those with developmental disabilities.
  - Organizations like Madrone Senior Services primarily serve those aged 60+, due to funding restrictions through the Area Agency on Aging.
  - Many vulnerable populations, including veterans and seniors without adequate insurance, often face barriers to service if they lack coverage through Partnership HealthPlan or have Medicare, which typically does not cover non-emergency transportation to areas in California.
- Reported area served within Siskiyou County by participating providers:
  - Yreka (5 providers)
  - McCloud (4 providers)
  - Fort Jones (3 providers)
  - Weed (3 providers)
  - Hornbrook (3 providers)
  - Etna (3 providers)
  - Dunsmuir (3 providers)
  - Happy Camp (3 providers)
  - Montague (3 providers)
  - Greenview (one provider)
  - Somes Bar (one provider)
  - Dorris (2 providers)

- Tulelake (2 providers)
- Lake Shastina (2 providers)
- MacDoel (2 providers)
- Big Springs (2 providers)
- Copco (2 providers)

- Reported area served outside of Siskiyou County by participating providers:
  - Shasta County (4 providers)
  - Modoc County (2 providers)
  - Lassen County (3 providers)
  - Trinity County (1 provider)
  - Tehama County (1 provider)
  - Plumas County (2 providers)
  - Glenn County (1 provider)
  - Butte County (2 providers)
  - Humboldt County (2 providers)
  - Del Norte County (1 provider)
  - Medford, OR (1 provider)
  - Sacramento, CA (1 provider)
  - San Francisco, CA (1 provider)
- The following major suggestions were made by participants to increase coordination among transportation providers in the Siskiyou County region:
  - Participants emphasized the need for more flexible, affordable microtransit options such as vans and passenger cars for non-medical trips, as taxi fares are prohibitively expensive for many riders.
  - Suggestions to improve system efficiency included better routing and utilization of available resources, increasing route frequency, and improving inter-agency communication.
  - Many stressed the importance of continued collaboration and the pursuit of outside funding or subsidies to support more affordable transportation options.

SSTAC Presentation and Public Workshop

On October 8th, LSC presented the draft Coordinated Plan to the current SSTAC members for their review and input of recommended goals and strategies. Major feedback included positive support and discussion around the prioritization of the strategies with some revision to the travel training strategy being moved up to medium priority as many saw this strategy to have a lot of potential in implementation throughout various social service providers.

During the public workshop, one attendee representing the county Office of Education introduced a new transportation need that had not been previously identified. They expressed challenges in placing youth populations into foster homes throughout the county who still want to attend their existing schools. Often times, they are not able to place children in the same community that they originated in, and thus, they struggle to get to and from their existing school from their new foster home. Revisions to the document reflect this new identified need and a strategy that aims to support this growing challenge.

Chapter 6

TRANSPORTATION GAPS, NEEDS, AND DUPLICATIVE SERVICES

INTRODUCTION

The primary goal of the Coordinated Plan is to improve the quality and quantity of transportation services available to senior adults, people living with disabilities, and low-income residents in Siskiyou County. This is ultimately achieved by reviewing existing transportation conditions, identifying possible duplicative services for cost efficiency, and recommending coordination strategies to address gaps and unmet transportation needs in the region.

This chapter first summarizes the transportation needs identified by stakeholders and community members throughout the planning process. The demographic data is used to quantify the relative need for transportation services based on community characteristics. Gaps in service are then identified based on community input and the various demographic analyses conducted during this Coordinated Plan.

TRANSPORTATION GAPS IN SERVICE

Gaps in service are typically identified under five categories or a combination of them:

1. **Geographic gaps** are those areas which do not have service available. Besides areas with no services altogether, geographic gaps also occur when there are no specialized services available within the region (i.e., no specialized services for people with disabilities) or because there are no services available to the key destinations where people need to go.
2. **Temporal gaps** are defined as days or times when service is not available.
3. **Eligibility gaps** exist when individuals are not eligible for transportation services because they do not meet the criteria of agencies providing transportation or the programs that fund them.
4. **Modal gaps** exist where there is a lack of connection between various types of transportation.
5. **Knowledge gaps** exist when communities are not aware of the services available to them, either geographically or eligibility.

The following gaps in service were identified during the development of the 2025 Coordinated Plan through the review of existing services presented in Chapter 2, stakeholder input, and public outreach. These gaps are also summarized by type in Table 21.

1. There is a geographic and modal gap in providing connections between Siskiyou County and surrounding Counties via public transit. The community survey revealed that many people would like to be able to travel to Redding to the south and Medford, Oregon, to the north.
2. There is an eligibility gap as there are no Non-Emergency Medical Transportation (NEMT) providers within the county that provide trips for those who are not recipients of MediCal.
3. There are only a few transportation programs that offer specialized assistance, such as wheelchair accommodations and door-through-door staff support, for senior adults with limited insurance coverage.

4. There is a knowledge gap as many of those surveyed expressed a lack of transportation service understanding.
5. There is a geographic gap as several residents lack any access to public transit including the communities of Lake Shastina/Carrick.
6. Youth populations who are living in homes lack access to a personal vehicle struggle to get to and from school. This is particularly common amongst Siskiyou County youths who are living in foster homes as it is common that their foster home won't necessarily be located in their community of origin.

Table 21: Siskiyou County Identified Transportation Gaps

Service Gap Type	Identified Gap
Geographic and Modal	There is major gap in providing connections between Siskiyou County and surrounding Counties via public transit. The community survey revealed that many people would like to be able to travel to Redding to the south and Medford, Oregon to the north.
Eligibility	There are no current Non-Emergency Medical Transportation (NEMT) providers within the county that provide trips for those who are not recipients of MediCal.
Eligibility	There are only a few transportation programs that offer specialized assistance, such as wheelchair accommodations and door-through-door staff support, for senior adults with limited insurance coverage.
Knowledge	There was an overall expressed lack of transportation service understanding demonstrated in the community survey.
Geographic	There are several residents that lack any access to public transit including the communities of Lake Shastina/Carrick.
Temporal	Youth populations who lack access to a reliable household vehicle struggle to get to and from school.

NEEDS ANALYSIS

In earlier chapters, current population demographics from the 2023 American Community Survey (ACS) 5-Year Estimates and the 2020 Decennial Census were analyzed to assess transportation needs in Siskiyou County by census tract. With an emphasis on the County's population who is 65 years or older, living with a disability, and/or living below the poverty line, the following census tracts and communities stand to benefit the most from an increase in transportation services:

- Census Tract 3 (Montague) has a fair percentage of persons living with a disability (11 percent or 854 people).
- Census Tract 7.03 (West Yreka) currently has 13 percent, or 917 people, living below the poverty line.
- Census Tract 9.01 (Weed and Edgewood areas) has 11 percent (860 people) living with a disability and another 11 percent (757 people) living below the poverty line. Of the 388 zero vehicle households within the county, 24 percent (95 households) of these are located within Census Tract 9.01.
- Census Tract 10.03 (East Mount Shasta) has the highest concentration of the county's senior population with 1,466 (12 percent) people over the age of 65 residing there.

Strategies that aid the movement of those living in these communities should be prioritized in the future.

DUPLICATIVE SERVICES

A reoccurring theme throughout the public outreach and stakeholder interviewing process was that while there are several private and non-profit transportation services in the region, there were still several communities and residents still living without access either due to geographic or eligibility barriers. As there are very few transportation services in each category (public, non-profit, and private) there were no duplicative transportation services observed during this coordinated planning process.

COORDINATION CHALLENGES

Stakeholders and transportation providers within Siskiyou County expressed interest in improving coordination and increasing services, however, some potential coordination strategies, such as sharing vehicles between agencies, are logistically difficult to implement. The following challenges were identified by stakeholders as limiting coordination between transportation providers:

- **Regulatory constraints** – Most transportation providers in Siskiyou County receive some level of grant funding. Grants typically have strict requirements about who can use the funds and how funds may be used, limiting how organizations can share resources.
- **Limited organizational capacity** – Most transportation service organizations operate with limited staff and funding. In many cases, there is not even a full-time staff member dedicated to operating the transportation program nor are there enough drivers to implement services. These challenges make it difficult to potentially take on additional commitments related to improving regional coordination.
- **Different organizational focuses** – Transportation providers in Siskiyou County have different missions and clients they're serving; also, transportation is not the primary focus for most of the organizations identified. The ability to coordinate between organizations is minimized if programs serve different groups or purposes. The capacity to coordinate transportation services is also minimized if organizations have other programs requiring time and resources.

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Chapter 7

RECOMMENDED GOALS AND STRATEGIES

INTRODUCTION

This chapter begins with an overview of the evaluation criteria used in developing and prioritizing coordination strategies within Siskiyou County. A description of major goals identified through public outreach, stakeholder engagement, and SCTLC/STA consultation over the course of the planning process follows. The chapter concludes with recommended strategies identified to provide improved transit services that meet the needs of those who are over the age of 65, living with disabilities, and/or living below the poverty line.

EVALUATION CRITERIA

The 2015 Coordinated Plan identified evaluation criteria. These criteria and questions were used along with survey data and stakeholder outreach to develop and prioritize the 2015 Coordinated Strategies. The consultant team reviewed the 2015 evaluation criteria and found it applicable to the 2025 update. The Evaluation Criteria is as follows:

1. Unmet needs: Does the strategy address transportation gaps or barriers?

Does the strategy:

- Serve a geographic area with limited transportation options and/or demonstrated high need?
- Improve the mobility of clientele subject to state and federal funding sources (i.e. seniors, and individuals with disabilities)?
- Provide a level of service not currently provided with existing resources?
- Preserve and protect existing services?

2. Feasibility: Can this strategy be feasibly implemented given the timeframe and available resources?

Does the strategy:

- Meet the requirements for various grant funding?
- Result in efficient use of available resources?
- Have a potential project sponsor with the operational capacity to carry out the strategy?
- Demonstrate the potential to be sustained beyond the grant period?

3. Coordination: How does this strategy build upon existing services?

Does the strategy:

- Avoid duplication and promote coordination of services and programs?
- Allow for and encourage participation of local human service and transportation stakeholders?

COORDINATION GOALS FOR SISKIYOU COUNTY

The following regional coordination goals were established to guide recommended strategies that met the above criteria.

Goal 1: Maintain a Sustainable, Efficient, and Effective Public Transit System in Siskiyou County

A common theme throughout the public and stakeholder process was an expressed need to maintain existing levels of transit services available for seniors, disabled, and low-income individuals offered through STAGE. As the only public transit operator in the county, STAGE has the most resources available in terms of vehicles and staff in the region as well as knowledge of operating a transit system. In recent years, operating costs have increased significantly due to inflation of fuel, insurance and labor rates while sales tax revenue (primary funding source for public transit in California) has not kept pace with costs. Understanding these challenges, the state has allocated additional funding for transit agencies through SB 125. However, the longevity of this funding source is unknown.

STAGE provides an important transportation service for disadvantaged residents and its continued provision of service is a high priority goal for the region. This goal underscores the need to continue a robust and sustainable public transportation system for travelers throughout Siskiyou County through recurring and competitive grant funding. Strategies that support this goal, as they relate to schedule, span or service, and routes, are described in further detail below.

Goal 2: Provide Additional Transportation Services Within and Beyond Siskiyou County, as Feasible

It is financially and operationally challenging for a rural public transit operator to serve remote communities and out-of-county destinations; however, these areas represent a mobility need for residents, particularly, the elderly and disabled. This goal aims to strengthen services toward establishing effective, sustainable programs that meet the mobility needs of residents traveling out-of-county, as financially feasible. The recommended strategies which support this goal were generated through the data gathered in the online community survey, recent unmet transit needs reports, and stakeholder input.

Goal 3: Expand Public Outreach and Regional Education of Services

Stakeholder and community input indicated there could be greater awareness of both STAGE services as well as private and non-profit transportation services. Further, STAGE marketing materials can be confusing to the new transit user and provide a barrier to using public transit. Increasing awareness of public transit and transportation services provided by other agencies is important to garnering more ridership and improving mobility for residents and visitors. Related coordinated strategies discussed below address these issues through website and schedule updates to coordination efforts amongst various providers.

RECOMMENDED COORDINATION STRATEGIES

The following section presents a prioritized list of recommended coordination strategies, ranked from highest to lowest priority based on identified community needs and stakeholder discussion (Table 22). Each strategy is introduced by the associated unmet need or transportation challenge identified during the coordination planning process, followed by a description of how the recommended strategy could provide solutions to address the unmet need. The evaluation criteria was then considered as a method of prioritizing the strategy. Each strategy discussion concludes with implementation steps and the designation of a responsible party to support action and progress.

Strategy 1 — Improve mobility for Siskiyou County residents by increasing public transit operational efficiencies and selectively expanding services where feasible and appropriate.

Currently, STAGE operates a limited transit service between major communities along I-5, SR 3, SR 96, and SR 89. Although increasing the frequency of public transit services should continue to be a long-term goal, without additional financial resources, this is challenging due to the dispersed nature of Siskiyou County communities and a limited budget. Maintaining status quo service levels has become a challenge for rural public transit agencies. In recent years, public transit operators have seen operating costs increase significantly (wage, insurance, and fuel costs) while revenues stemming from sales tax and fuel taxes have not kept pace. Therefore, frequency improvements will need to be balanced by finding efficiencies elsewhere in the system. In order to better meet the needs of the senior, disabled, and low-income population, STAGE could make improvements to existing service through increasing service during times of the greatest need and decreasing service on low-performing runs.

It is also reasonable for STAGE to focus on improving existing services along major corridors in Siskiyou County, while smaller transportation providers meet the transit needs in the more remote areas such as Somes Bar, Lake Shastina, or Dorris. Additional strategies to address the possible provision of coordinated services to remote portions of the county are addressed in Strategies 3 and 4.

Evaluation and Prioritization: This strategy focuses on Evaluation Criteria #2: Feasibility. It is financially constrained, and there is a project sponsor in place. As such, this strategy is considered high priority and the first step in maintaining a coordinated public transit and human service agency transportation network.

Responsible Party / Actions: As the sole public transit operator in Siskiyou County, STA is the clear responsible entity for this strategy. It also falls within the responsibility of STA to refer requests for ride requests which lie outside the STAGE service area and span to other transportation providers in the area.

Strategy 2: Improve marketing materials and outreach efforts to inform public of available transportation services.

During the online survey, participants were asked which regional public and private transit services they use. Of the 84 responses, 13 percent had never heard of STAGE. A follow up question listed five other social service agencies that either provide transportation for their clients, or contract out for transportation services. Results indicated that another 56 percent had not heard of these providers

Table 22: 2025 Siskiyou County Coordinated Plan Strategies

Priority	Strategy	Description
High	Strategy 1	Maintain existing transportation services by improving operational efficiencies and selectively expanding services where feasible and appropriate.
High	Strategy 2	Improve marketing materials and outreach efforts to inform public of available transportation services.
High	Strategy 3	Seek traditional and non-traditional funding sources to fund out-of-county transportation.
High	Strategy 4	Pilot a mileage reimbursement program as a program of last resort to fill gaps in transportation service to/from small outlying communities.
High	Strategy 5	Improve regional transportation provider coordination through database and annual meetings.
High	Strategy 6	Implement a travel training program.
High	Strategy 7	Strengthen first and last mile connectivity through the support of active transportation projects that make it easy for people to reach transit.
Medium	Strategy 8	Improve frequency and coverage of STAGE routes, as resources allow.
Medium	Strategy 9	Expand marketing for existing STAGE voucher programs to human service agencies.
Medium	Strategy 10	Provide transportation information and support to Siskiyou County youth service agencies.

either. Lastly, when asked what challenges prevented participants from using transit, 40 percent indicated they had difficulty finding and understanding the current STAGE schedule. These findings support a need to redesign and expand upon the existing marketing materials not only for STAGE services, but for other transit services in the region as well.

The first step should be to create a more user-friendly bus schedule. For example, identifying the community in which each stop is located will be particularly helpful for visitors who do not know that Manfredi's is located in Dunsmuir. Combining Routes 2 and 3 would simplify the schedule as they operate along the same corridor. Developing a route map showing major stops would provide a good visual for better understanding of the transit system. The new schedule and route map should be incorporated into a distributable brochure. In the interest of coordination, a "Regional Transportation Guide" could also be developed, which provides general information on the transportation providers included in the inventory list of this plan. Lastly, a small portion of the STAGE operating budget should be dedicated to annual marketing strategies, such as a social media presence and participation in County events with informational handouts.

The SCLTC recently entered a contract with a consultant to update the STAGE website and develop a trip planning tool. This will significantly help with communicating transit information to existing and potential passengers. These efforts should be further supported by including a section on the website for information on other transportation services in the region.

Evaluation and Prioritization: This strategy addresses all the evaluation criteria by providing a better understanding of what services are already being provided. It is anticipated that this strategy will noticeably increase ridership and improve mobility for the senior and disabled population. The cost of developing a new schedule and route map is relatively low and considered financially feasible. This is a high-priority strategy.

Responsible Party / Actions: STAGE and SCLTC should continue to maintain various forms of outreach through online marketing and website maintenance, printed informational tools (such as schedules brochures, posters, news articles), and social media outlets such as Facebook. Marketing materials should be distributed both within the county and to nearby counties. Maintaining marketing materials requires coordination with all transportation services in the region.

Strategy 3 - Seek traditional and non-traditional funding sources to fund out-of-county transportation.

One of the gaps in service for elderly and disabled Siskiyou County residents is transportation to destinations outside of Siskiyou County, as major medical and commercial services are unavailable in Siskiyou County. As part of the online community survey, participants were asked why they needed transportation out-of-county, 81 percent stated medical appointments and 44 percent stated shopping and errands. The most commonly requested out-of-county destinations were Medford, OR (34 percent), and Redding (30 percent).

Both FTA 5310 and FTA 5311(f) funding could be used to subsidize the cost of out-of-county transportation, depending on how the service is designed. One option would be for SCLTC to assist a non-profit agency such as Madrone Senior Services to apply for an FTA 5310 grant to provide

transportation for primarily elderly and disabled passengers to select medical and shopping destinations in Redding and/or Medford. Service could be limited to one day a week/month and with reservations only. Only 50 percent of operating costs are eligible for reimbursement through the FTA 5310 program; however, 80 percent of vehicle purchase costs are eligible. This option would require financial and labor commitment from a non-profit agency. Madrone Senior Services currently provides transportation for seniors in Yreka. The 5310 program could be used to supplement recurring funding to expand transportation services out-of-county.

To be eligible for FTA 5311(f) funding, a public transit operator must operate a route which provides "meaningful connections" with intercity transportation providers such as Amtrak or an airport. Connections with regional transit operators such as Shasta County's Redding Area Bus Authority (RABA) or Rogue Valley Transportation District's (RVTD) should also be incorporated into the route. It would also be reasonable for an intercity route to serve a major hospital or medical center. There is a strong movement among public transit operators on the north coast (Humboldt Transit Authority, Redwood Coast Transit and Mendocino Transit) to develop a more robust public transit intercity transit network between Smith River and the San Francisco Bay Area. There could be an opportunity in the future for STAGE to tap into that grant funding and connect with this network. STAGE could also apply for FTA 5311(f) funds independently for a service to Medford or Redding; however, this is a competitive grant which has generally reached capacity. An out-of-county shuttle funded through the 5310 program would have greater flexibility to meet the needs of the target population for this coordinated plan.

Evaluation and Prioritization: This strategy meets eligibility criteria by addressing gaps in service, particularly for seniors and disabled and encouraging coordination. However, FTA 5310 and 5311(f) grants are competitive and only pay half of the operating costs. Despite not being financially feasible at this time, this is a high priority strategy as it addresses long-standing unmet transportation needs.

Responsible Party / Actions: STA/SCLTC should assist agencies who primarily cater to elderly and disabled residents, such as Madrone Senior Services with applying for FTA 5310 funding for both the purchase of vehicles and operations funding for out-of-county transportation. To support more interregional connectivity, STA and STA should continue to coordinate with nearby public transit operators to explore FTA 5311(f) funding opportunities.

Strategy 4: Pilot a mileage reimbursement program as a program of last resort to fill gaps in transportation service to/from small outlying communities.

The community survey and stakeholder workshop revealed that many Siskiyou residents need transportation to areas outside the STAGE service area or service span. While there are a handful of resources for residents eligible for Partnership Health, there are many residents in these small communities who may not be eligible for Partnership or require travel for a non-medical purpose. To compound the problem, it is possible that cuts to the Medicaid program through recent federal legislation may affect eligibility and benefits for some residents. This would increase the number of people needing transportation to medical appointments.

Several CTSA's and transit agencies such as in Tuolumne County, El Dorado County, and Placer County offer mileage reimbursement programs for high-need groups. These programs have been successful in

providing transportation assistance for rural residents while being much more cost efficient than traditional DAR services.

Under this model, the eligible program participant must find their own driver who provides the ride using their own personal vehicles. Each ride is then tracked by the participant in a provided form and submitted at the end of each month for mileage reimbursement. This encourages participants to ask for help from friends, neighbors, and other community members while allowing them a means to compensate them for their help. The self-selection of a driver and the use of private vehicle releases the LTC or transit operator from liability, however a legal professional should be consulted should a program like this be considered for implementation.

Program eligibility varies from program to program, however, eligible groups typically include disabled individuals and seniors at a minimum. A maximum number of miles eligible for reimbursement are then typically established and the milage reimbursement rate is set at the federal milage reimbursement rate which is currently $0.70 for 2025. SCLTC would establish its own policies to effectively provide this service in Siskiyou County while protecting against program abuse.

The simplest model would be for SCLTC/STA to administer the program internally. After the initial set up of the program, it may only require a few hours a week to maintain. In many regions, transportation reimbursement programs are contracted out to a local social service agency with oversight by the LTC or public transit operator. Administrative duties include marketing the program, determining eligibility of applicants, reviewing reimbursement requests and disbursing funds. This often leads to higher actual cost per mile than if the LTC administered the program, but ridership tends to be higher.

A transportation reimbursement program can be a cost-effective way to provide for the needs of rural residents, has limited risk for the LTC, and greater flexibility for riders. The disadvantage is that there is some staff time needed to setup and advertise the program initially.

Evaluation and Prioritization: This strategy addresses all three evaluation criteria. It fills a major gap in transportation, has a low cost to implementation, and encourages coordination with human service agencies and transportation providers. This is a high priority strategy.

Responsible Party / Actions: STA/SCLTC should implement a mileage reimbursement program. Tuolumne County's Transportation Reimbursement would be a good example. In addition to the SCLTC getting information out to various communities, the program would need to be advertised by social and medical service providers to their clients. The general guidelines of the program could be as follows:

- The person needing the ride locates his or her own driver;
- The driver is then reimbursed for mileage at the IRS mileage reimbursement rate, up to a certain mileage cap, which is paid to the rider, who in turn pays the volunteer.
- Initially, STA/SCLTC should administer the program. Eligible passengers should include seniors, disabled and low income. A monthly mileage cap per passenger and eligible trip purposes should be established. This program could be funded with a small amount of LTF funds, beginning on the order of $5 – 10,000 annually.
- Coordination with human service agencies and tribal entities will be important to spread the word about the new program.

Strategy 5: Improve regional transportation provider coordination through database and annual meetings.

As part of this coordinated plan effort, a regional transportation provider workshop was held in Yreka. Attendees included STAGE, Karuk Tribe, Area Agency on Aging, Siskiyou County Human Services, and private transportation providers. Topics of conversation included an overview of each provider's services along with transportation issues they typically encounter. The primary goal of the workshop was to provide a format for all the transportation related stakeholders in the county to meet and discuss opportunities for coordination. Following the workshop, the consultant team compiled a database of transportation provider information in Excel format: Agency, service description, area service, span of service and eligibility criteria. This database was shared with SCLTC. In the interest of coordination, SCLTC should maintain, distribute and update this database with the other providers.

Further, SCLTC could annually host a similar regional transportation provider workshop, perhaps as an extension to an SSTAC meeting. In-person contacts typically garner longer lasting relationships and improved collaboration. Agenda items for the workshop could include recent changes to services, planned changes and new grant opportunities.

Evaluation and Prioritization: This low-cost strategy is a relatively easy way to raise awareness about changes to existing services provided for elderly and disabled residents and increase the potential for coordination to fill in gaps. This is a high priority strategy.

Responsible Party / Actions: STA and STAGE should maintain a shared online database of contact email addresses and phone numbers of local transportation service providers to distribute amongst various types of other services in the region (social and medical). This should include an annual review and verification amongst the providers to ensure that all information is up to date.

Strategy 6: Implement a travel training program.

A travel training program can provide elderly and disabled passengers the confidence to ride the bus independently. STA should coordinate with social service providers, medical institutions, etc. to contact individuals needing transportation but are not frequent users. Travel training programs address the following for a public transit agency:

- **Enhances Mobility & Independence** – Many individuals, including seniors, people with disabilities, and those unfamiliar with transit, benefit from hands-on instruction that helps them confidently travel on their own.
- **Boosts Ridership & System Efficiency** – By equipping riders with the skills to use public transit effectively, agencies can **increase ridership**, optimize service demand, and improve cost-effectiveness.
- **Strengthens Community Engagement** – Travel training builds connections between transit providers and local organizations, fostering trust and collaboration within the community.

Evaluation and Prioritization: This strategy could improve mobility for seniors and disabled residents who are not currently comfortable riding public transit. This strategy also promotes coordination with

social service providers. Additional staff time would need to be dedicated to this program. This is a high priority strategy.

Responsible Party / Actions: A travel training program can include the following components: The program should be advertised through STA marketing material as well as the stakeholder database contacts.

- **One-on-One & Group Training** – Personalized instruction for individuals or community workshops to guide new riders through trip planning, fare payments, and safe travel habits.
- **Multilingual & Culturally Relevant Materials** – Addressing language barriers ensures broader outreach and support.
- **Hands-On Practice & Simulation** – Allowing participants to experience real-time transit scenarios fosters confidence and preparedness.
- **Ongoing Support & Refreshers** – Periodic check-ins and digital resources help maintain skills and assist riders as transit systems evolve.

Strategy 7: Strengthen first- and last-mile connectivity through the support of active transportation projects that make it easy for people to reach transit.

The Siskiyou Regional Active Transportation Plan (ATP), completed in early 2025, identified that more than half of survey respondents (65 percent) prioritized "connectivity" when considering Siskiyou County's future. Under the ATP's first goal (Multimodal Connectivity) Actions 1.2 and 1.4 recommend that STAGE continue to support multimodal connections through the consideration and provision of service to various pedestrian and bicycle trails throughout the region. The actions also suggest the ongoing importance of SCLTC's and STAGE's relationships with various community organizations and trail associations. Consistent with the ATP, STAGE should continue to be involved in the developing of active transportation projects in the ATP and Regional Transportation Plan to ensure good connections between public transit and non-motorized facilities.

Evaluation and Prioritization: This strategy addresses all three evaluation criteria. It fills a modal gap in transportation infrastructure, has a medium cost to implementation, and encourages coordination with community organizations and trail associations. It also supports existing planning goals in the region. This is a high priority strategy.

Responsible Party / Actions: SCLTC and STAGE would be responsible for the continued support of multimodal active transportation projects occurring within the County which provide access to transit.

Strategy 8: Improve frequency and coverage of STAGE routes, as resources allow.

During the FY 2023-24 Unmet Transit Needs planning effort, the following service improvements were deemed "reasonable to meet":

- Add commuter route: Weed to Mount Shasta before 9:00 AM, return after 5:30 PM.
    - While there is currently two morning routes from Weed to Mount Shasta there is a need for at least one route leaving Mount Shasta between 5:00 PM and 6:00 PM to accommodate those working.
- Start service to/from Lake Shastina

- There are currently no services to/from Lake Shastina. With just over 3,000 people (7 percent of the county's total population) Lake Shastina represented 27 percent of the total origin requests from the Online Community Survey, with a specific interest in connections to and from Yreka.

- Increased frequency to Happy Camp and Saturday service were also major themes from the online community survey effort.

If SB 125 funding continues beyond the initial four-year period or new funding sources are available, STAGE should consider increasing transit service to address identified unmet transit needs. Prior to implementation, STAGE should conduct an evaluation of ridership potential from new/changed services along with financial feasibility.

Evaluation and Prioritization: This strategy would address transportation gaps and barriers by improving or increasing service. It would also build on existing services. Financial feasibility is the question and therefore, it is considered a medium priority strategy.

Responsible Party / Actions: To continue to run a successful transit service, an agency must continue to look for opportunities to maintain efficiency under a constrained budget. STAGE should conduct a comprehensive review of existing service performance and needs (i.e., passengers per hour, popular stops, etc.) and make adjustments to service accordingly. Short Range Transit Plans are a way to measure performance, look for areas to create efficiencies and implement new services. Transit Plans should also include a capital element. When replacing buses, STAGE should consider peak passenger loads, senior and disabled needs along with roadway and passenger comfort.

Strategy 9 – Expand marketing for existing STAGE voucher programs to human service agencies.

In support of the goal to provide reliable public transportation to the County's most vulnerable populations, STAGE sells 50-ticket packets at a discounted rate to eligible social service and medical providers within the county. The agencies can distribute these vouchers to clients as they see fit.

During focus group interviews and workshops, some stakeholders were unaware of the discounted 50-ticket packets. The online community survey revealed that 63 percent of participants had no reliable way to get to and from medical appointments. Therefore, expanding marketing efforts to human service agencies for this program could meet the goals of the coordinated plan.

Evaluation and Prioritization: This strategy meets Evaluation Criteria #3 as it builds upon an existing program with improved coordination. It is also feasible. This is a medium priority strategy.

Responsible Party / Actions: STA and STAGE should annually promote the human service agency voucher program as part of a separate outreach effort and continued coordination through the regional transportation provider database.

Strategy 10 – Provide transportation information and support to Siskiyou County youth service agencies.

During public outreach efforts, the challenge of transporting unhoused youth populations within Siskiyou County to and from school is an ongoing challenge for various youth service agencies in the

region. With nearly 400 unhoused youth (primarily ages 11-17 years old) currently living in the county, many find themselves placed in foster homes that are outside their existing communities and familiar school districts. In support of the coordinated goal to provide reliable public transportation to the County's most vulnerable populations, this strategy outlines actions that would bolster coordination and education amongst youth service agencies and the children they serve. STAGE should ensure that agencies such as County Adult Services, Housing Programs, Health & Human Services, and the Office of Education are included in the regional transportation provider database and annual meetings (Strategy 5). Youth services agencies should also have access to discounted 50-ticket booklets. Lastly, working in coordination with county school districts to provide travel training programs for their staff and students would ensure more supportive STAGE scheduling and improved transportation knowledge amongst students and school staff.

Evaluation and Prioritization: This strategy meets Evaluation Criteria #3 as it builds upon an existing program with improved coordination. It is also feasible. This is a medium priority strategy.

Responsible Party / Actions: STA and STAGE should annually coordinate with youth social service agencies and county school districts to ensure that the STAGE schedule is most aligned with bell times (where feasible) and that students are aware of the transportation services available to them.

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Chapter 8
TRANSPORTATION FUNDING SOURCES

INTRODUCTION

A wide range of potential transit funding sources is available, particularly within California. The following discussion provides an overview of these programs.

Federal Funding Sources

The following are brief descriptions of federal transit funding programs available to rural areas.

FTA Capital Program Section 5339 Bus and Bus Facilities Grants

This program allocates funding for capital projects to replace, rehabilitate, and purchase buses, vans, and related equipment, and to construct bus-related facilities. A sub-program provides competitive grants for bus and bus facility projects that support low and zero-emission vehicles.

FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities

This recurring program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and the Americans with Disabilities Act (ADA) complementary paratransit services. This program consolidates the old New Freedom Program with the Elderly and Disabled Program. Grants are available for both capital (20 percent local match) and operating purposes (50% local match) to areas with less than 200,000 in population. Projects to be funded with FTA 5310 funds must be derived from a Coordinated Public Transit Human Services Transportation Plan.

Traditional Section 5310 project examples include:

- Buses and vans
- Wheelchair lifts, ramps, and securement devices
- Transit-related information technology systems, including scheduling/routing/one-call systems
- Mobility management programs
- Acquisition of transportation services under a contract, lease, or other arrangement

Nontraditional Section 5310 project examples include:

- Travel training
- Volunteer driver programs
- Construction of an accessible path to a bus stop, including curb cuts, sidewalks, accessible pedestrian signals, or other accessible features
- Improvements to signage, or way-finding technology
- Incremental cost of providing same-day service or door-to-door service
- Purchase of vehicles to support new accessible taxi, rides sharing, and/or vanpooling programs

- Mobility management programs

FTA Section 5311 Rural Transit and Intercity Bus

Federal transit funding for rural areas (population of less than 50,000) is currently provided through the FTA Section 5311 Non-Urbanized Area Formula Grant Program. In California, an 11.47 percent local funds, administered by Caltrans, are segmented into "apportioned" and "discretionary" programs. The bulk of the funds are apportioned directly to rural counties based on population levels. The remaining funds are distributed by Caltrans on a discretionary basis and are typically used for capital purposes.

Rural Transit Assistance Program (RTAP)

The RTAP (49 USC. 5311(b)(3)) provides a competitive source of funding to assist in the design and implementation of training and technical assistance projects and other support services tailored to meet the needs of transit operators in non-urbanized areas. RTAP has both state and national program components. The state program provides an annual allocation to each state to develop and implement training and technical assistance programs in conjunction with the state's administration of the Section 5311 formula assistance program. The national program provides for the development of information and materials for use by local operators and state administering agencies and supports research and technical assistance projects of national interest. There is no federal requirement for a local match.

State Funding Sources

A mainstay of funding for transit programs in California is provided by the Transportation Development Act (TDA). The TDA provides two major sources of funding for public transportation: the Local Transportation Fund (LTF), which began in 1972, and the State Transit Assistance (STA) fund, established in 1980.

Local Transportation Fund (LTF)

The majority of TDA funds are provided through the LTF. These funds are generated by a one-fourth cent statewide sales tax and returned to the county of origin. Consequently, LTF funds are based on local population and spending. The LTF may be allocated by the SCLTC for the following prioritized purposes:

- Whatever reasonable amount is needed by the SCLTC for TDA administration. This amount varies between RTPAs.
- Up to 3 percent of annual LTF revenues may be allocated to the RTPA for the conduct of the transportation planning and programming process.
- Two percent of the remaining amount may be provided for pedestrian and/or bicycle facilities.
- Up to five percent of remaining funds may be allocated for coordinated community transit services.
- The remaining funds must be spent for transit and paratransit purposes unless the Transportation Commission finds that either no unmet transit needs or that unmet needs cannot be reasonably met.

- If there are no reasonable-to-meet unmet transit needs, remaining funds may be allocated to local streets and roads to jurisdictions based on population.

State Transit Assistance (STA)

In addition to LTF funding, the TDA includes an STA funding mechanism. The sales tax on diesel fuel is used to fund public transit operations and capital improvements. This amount is augmented by the diesel fuel sales tax increase from SB1 that began in 2017.

The Low Carbon Transit Operations Program (LCTOP)

LCTOP is one of several programs that are part of the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014 by Senate Bill 862. The LCTOP was created to provide recurring operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. Eligible projects include new or expanded bus or rail services and expanded intermodal transit facilities and may include equipment acquisition, fueling, maintenance, and other costs to operate those services or facilities, as long as each project reduces greenhouse gas emissions. For agencies whose service area includes disadvantaged communities, at least 50 percent of the total money received shall be expended on projects that will benefit disadvantaged communities. This program is administered by Caltrans in coordination with the Air Resource Board (ARB) and the State Controller's Office (SCO).

Transit and Intercity Rail Capital Program (TIRCP)

Also created by SB 862, this competitive program provides funding from the Greenhouse Gas Reduction Fund, for rail or intercity rail feeder bus projects that reduce greenhouse gas emissions. Eligible applicants must be public agencies, including joint powers agencies, which operate or have planning responsibility for existing or planned regularly scheduled intercity or commuter passenger rail service (and associated feeder bus service to intercity rail services), urban rail transit service, or bus or ferry transit service (including commuter bus services and vanpool services). The recently passed SB 125 will change this program to allow use for operations purposes.

Appendix A
DEMOGRAPHIC MAPS

DETAILED DEMOGRAPHIC MAPS

A large proportion of transit riders belong to what is known as the transit-dependent population. The following demographic maps provide additional context about where transit-dependent persons live in Siskiyou County, building on the discussion presented in Chapter Two of this Short Range Transit Plan (SRTP). The subpopulations reviewed in this Appendix include:

- Figure A-1, Youths under 18 years of age – most children are unable to drive or do not have a parent/guardian to give them a ride, yet still have commitments outside of the home. Those who can drive may not have a car available.
- Figure A-2, Senior population ages 65 and older – senior adults need to travel to attend medical appointments, go grocery shopping, or do other errands, but many are either not comfortable driving or not able to drive anymore.
- Figure A-3, Individuals with a disability – disabled persons may be unable to drive due to medical concerns.
- Figure A-4, The population living below the poverty level – there are many financial barriers preventing people from owning a private vehicle. The low-income population is defined by factors such as household income and the number of dependent children.
- Figure A-5, Households without a vehicle available – public transit may be the best alternative for traveling longer distances for those who live in homes without vehicles.

Figure A-1
Youth (Under 18) Population

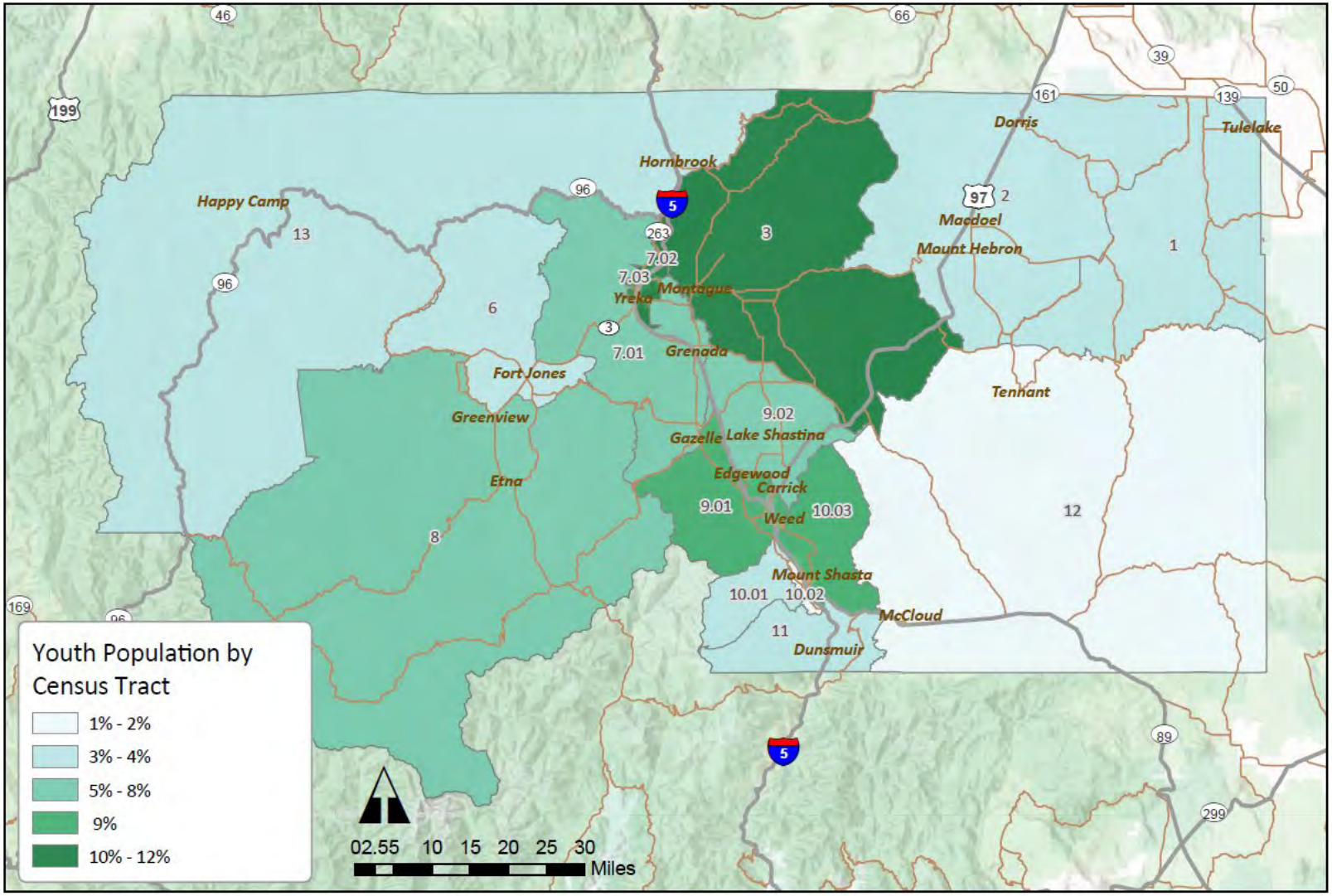


Figure A-2
Senior (65 and Up) Population

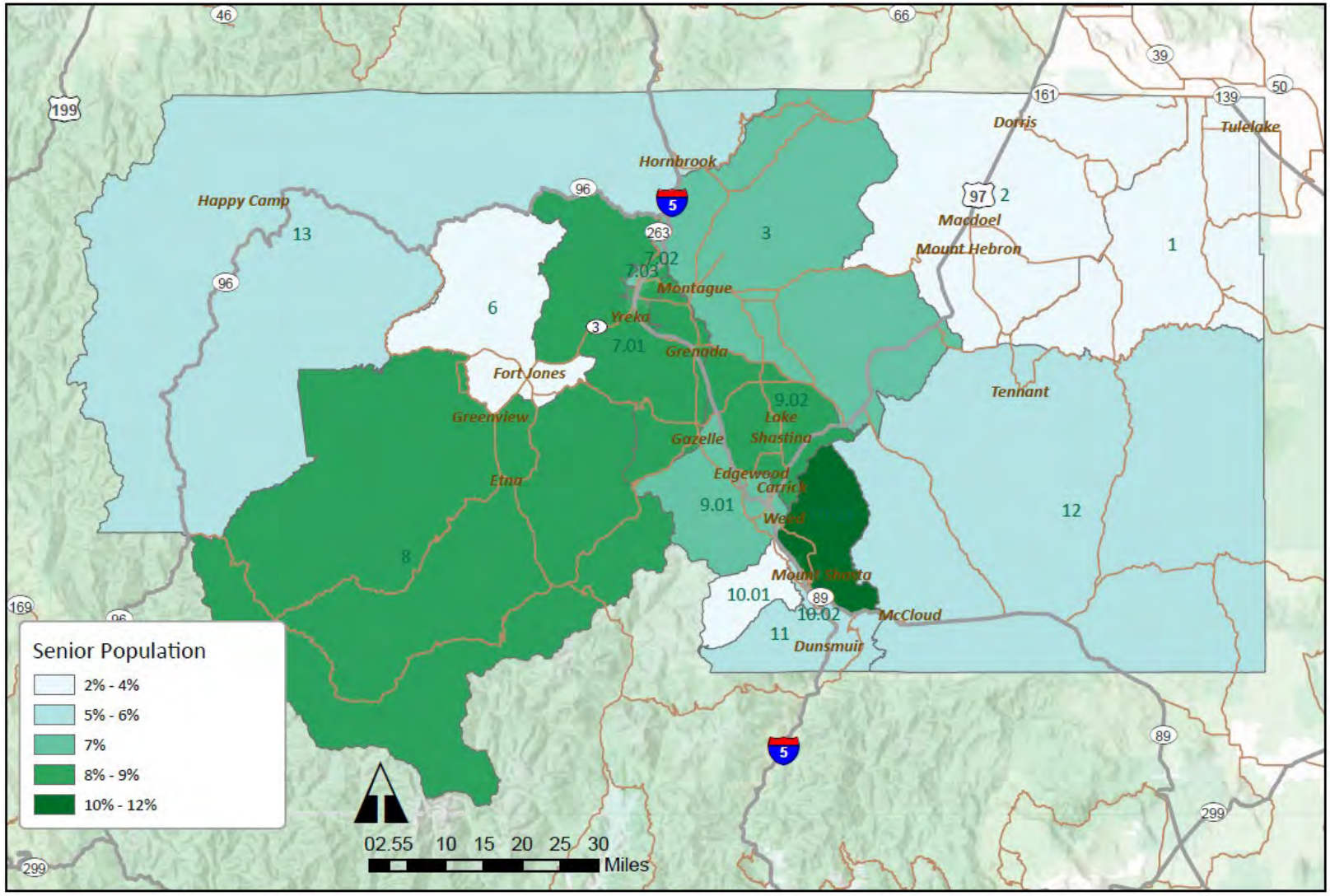


Figure A-3
Population with a Disability

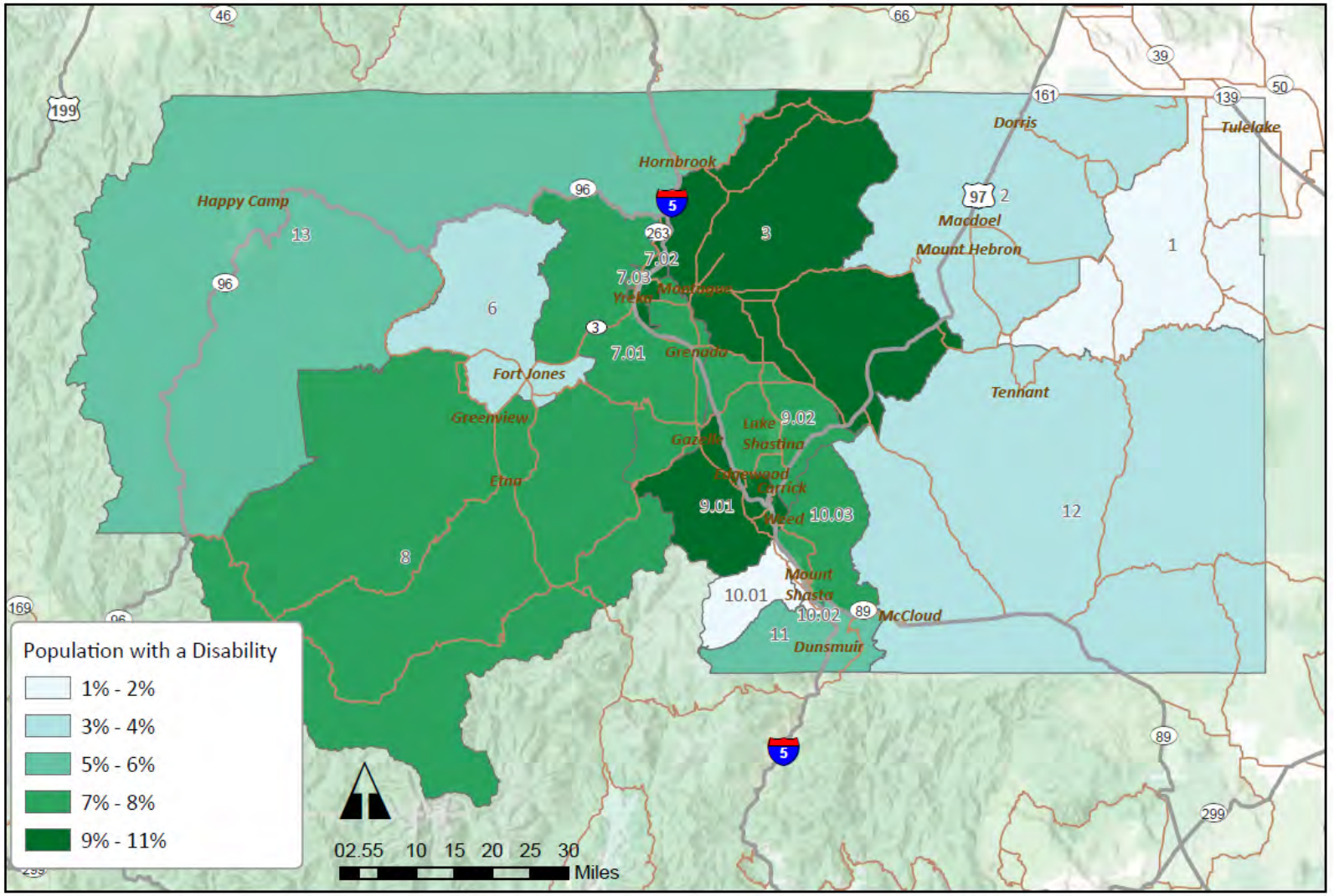


Figure A-4
Persons Living Below the Poverty Level

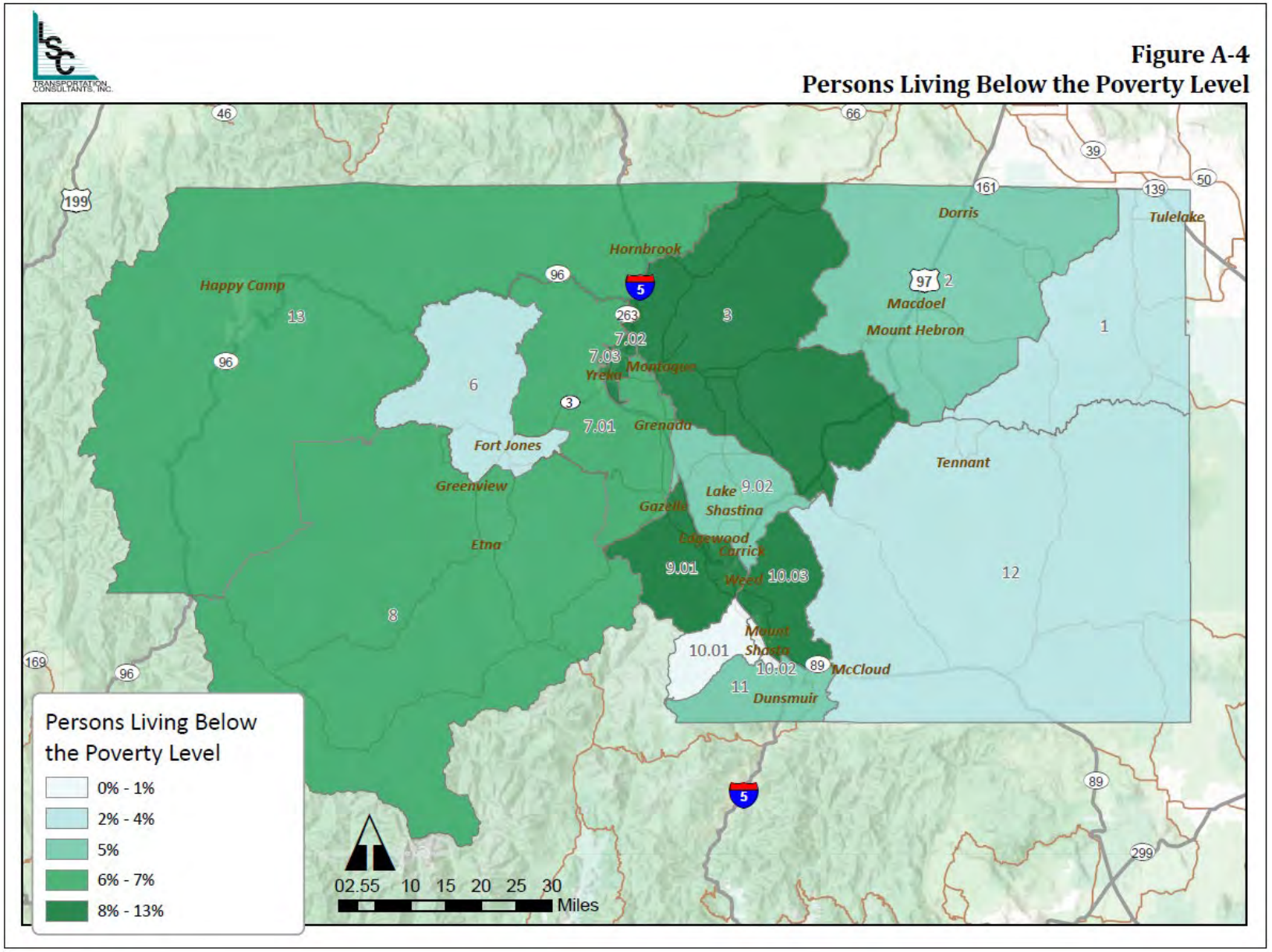
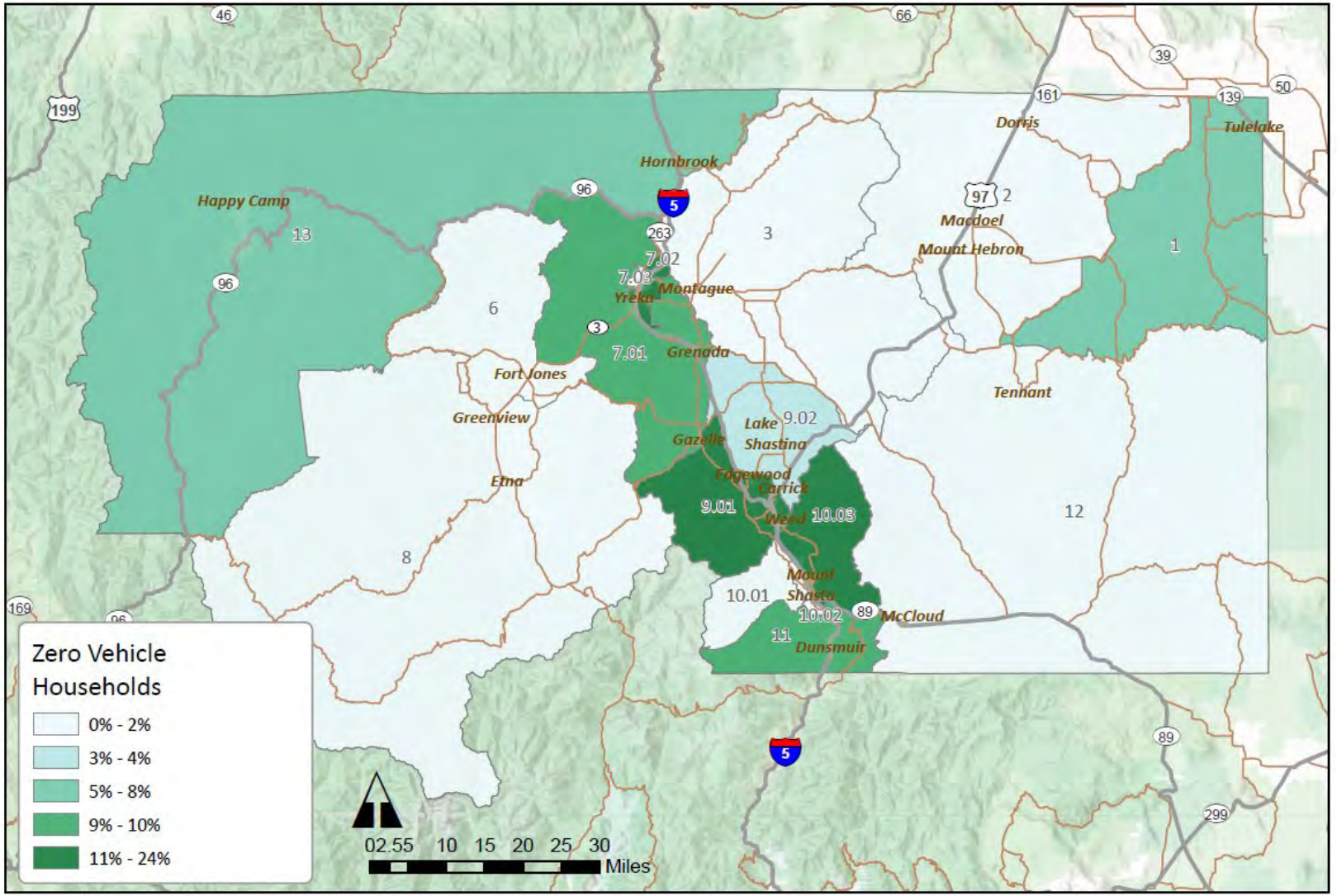
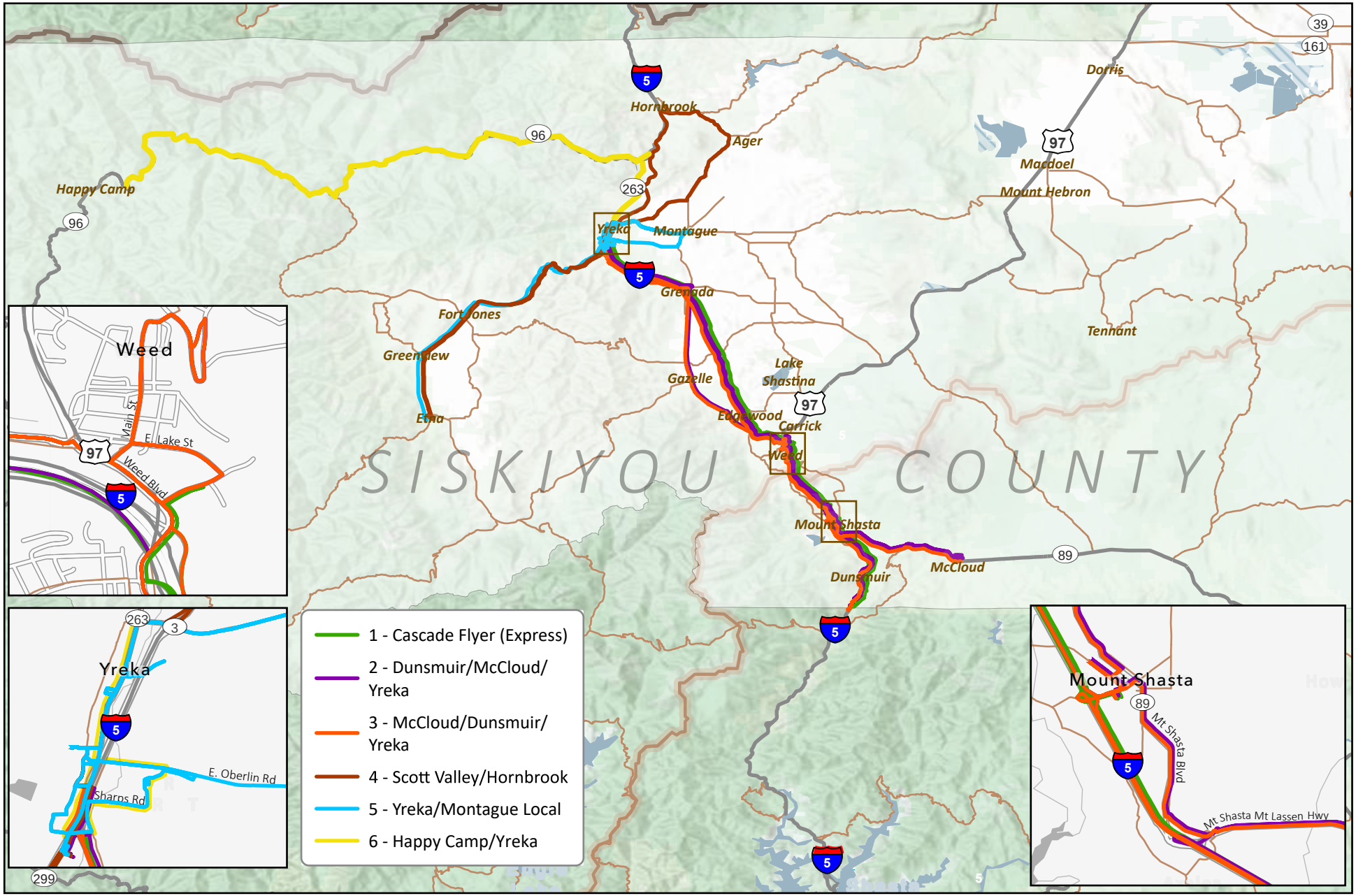


Figure A-5
Zero Vehicle Households



Appendix B

STAGE ROUTE AND SCHEDULE


SISKIYOU COUNTY
Happy Camp
Hornbrook
Ager
Yreka
Montague
Grenada
Fort Jones
Greenview
Etna
Gazelle
Lake Shastina
Edgewood
Carrick
Weed
Mount Shasta
McCloud
Dunsmuir
Dorris
Macdoel
Mount Hebron
Tennant
96
263
5
97
39
161
89
Weed
Main St
E. Lake St
Weed Blvd
Yreka
3
299
E. Oberlin Rd
Sharps Rd
Mount Shasta
Mt Shasta Blvd
Mt Shasta Mt Lassen Hwy
1 - Cascade Flyer (Express)
2 - Dunsmuir/McCloud/ Yreka
3 - McCloud/Dunsmuir/ Yreka
4 - Scott Valley/Hornbrook
5 - Yreka/Montague Local
6 - Happy Camp/Yreka

Route 1 – Cascade Flyer (Express)

Southbound

Stop	First	Second	Third
Yreka Transit Center	7:00 AM	9:55 AM	1:10 PM
Raley's Shopping Center	7:03 AM	9:58 AM	1:13 PM
Weed Dollar General	7:36 AM	10:31 AM	1:46 PM
Weed Boles Creek Apartments	7:36 AM	10:31 AM	1:46 PM
Mt. Shasta Shopping Center	7:52 AM	10:47 AM	2:02 PM
Cedar Lodge	8:05 AM	11:00 AM	2:15 PM
Dunsmuir Dollar General	8:08 AM	11:03 AM	2:18 PM
Across from Park @ Top of the Hill	8:11 AM	11:06 AM	2:21 PM
Manfredi's	8:30 AM	11:45 AM	2:40 PM

Northbound

Stop	First	Second	Third
Manfredi's	8:30 AM	11:45 AM	2:40 PM
Park @ the Top of the Hill	8:36 AM	11:51 AM	2:46 PM
Dunsmuir Dollar General	8:39 AM	11:54 AM	2:49 PM
Mt. Shasta Shopping Center	8:51 AM	12:06 PM	3:01 PM
Weed Dollar General	9:06 AM	12:21 PM	3:16 PM
Weed Boles Creek Apartments	9:06 AM	12:21 PM	3:16 pm
Raley's Shopping Center	9:38 AM	12:53 PM	3:48 PM
Yreka Museum	On Call	On Call	
Yreka Transit Center	9:55 AM	1:10 PM	3:54 PM

Route 2 –Dunsmuir/McCloud/Yreka

SOUTHBOUND

Stop	First	Second
Yreka Transit Center	6:00 AM	10:55 AM
Raley's Shopping Center		10:58 AM
Across from Easy Street Mart		On Call
Cove Mobile Home Park		On Call
Grenada Shasta & Siskiyou		On Call
Edgewood		On Call
Across from Weed Ray's Market	6:25 AM	11:28 PM
Weed Dollar General	6:30 AM	11:30 AM
Boles Creek Apartments	6:32 AM	11:32 AM
Weed Elementary	On Call	On Call
Weed City Hall	6:34 AM	11:34 AM
College of the Siskiyous	6:38 AM	11:39 AM
Siskiyou Gardens (Siskiyou Way)	6:41 AM	11:42 AM
Greyhound & Comfort Inn	6:44 AM	11:45 AM
Truck Village	On Call	On Call
Abrams Lake	On Call	On Call
Mercy Hospital	6:59 AM	12:00 PM
Dr. Centeno, DDS.	7:01 AM	12:02 PM
Mt. Shasta Shopping Center	7:03 AM	12:19 PM
Berryvale	7:05 AM	12:21 PM
Gold Room	7:07 AM	12:23 PM
Big Red Barn	7:08 AM	12:24 PM
Golden Eagle Charter School	7:08 AM	12:27 PM
Reginato's	7:30 AM	
US Forest Service	On Call	
Corner of Shasta and Colombero	7:31 AM	
Across from McCloud Post Office	7:32 AM	
Across from McCloud Community Services Office	7:33 AM	
Mt Shasta High School	7:58 AM	
Mt Shasta Shopping Center	8:00 AM	
Cedar Lodge	8:09 AM	
City Park Near Rail Car	8:10 AM	
Dunsmuir Dollar General	8:12 AM	
All Aboard Espresso	8:15 AM	

Effective: 04/02/2024 Route 2

SOUTHBOUND

Stop	First	Second
Across from Park @ the Top of the Hill	8:17 AM	
Parking Lot Before City Hall	8:19 AM	
S. Dunsmuir Ave./Branstetter	8:22 AM	
Manfredi's	8:25 AM	
Crag View Dr.	8:28 AM	
Soda Creek	8:33 AM	
Castella Post Office	8:38 AM	

Route 2 –Dunsmuir/McCloud/Yreka Northbound

Stop	First	Second
Manfredi's	8:54 AM	
Branstetter	8:57 AM	
Burger Barn	8:58 AM	
Park @ the Top of the Hill	9:00 AM	
Dunsmuir Inn and Suites	9:01 AM	
Dunsmuir Dollar General	9:01 AM	
Evergreen Lodge		12:27 PM
Alpine Lodge		12:28 PM
Petal/s Floriest		12:28 PM
Mt Shasta Shopping Center	9:16 AM	12:28 PM
Dignity Health		12:33 PM
Mercy Hospital		12:35 PM
Cold Creek Inn		12:40PM
Valley Pacific		12:41 PM
Mt. Shasta Veterinarian Clinic		12:42 PM
Abrams Lake	On Call	On Call
Truck Village	On Call	On Call
Greyhound & Comfort Inn	9:28 AM	12:50 PM
College of the Siskiyous		12:55 PM
Siskiyou Gardens (Siskiyou Way)		12:57 PM
Weed Dollar General		1:00 PM
Boles Creek Apartments		1:01 PM
Weed Elementary		On Call
Weed City Hall		1:02 PM
Weed Ray's Market	9:34 AM	1:05 PM
Edgewood	On Call	On Call
Gazelle Post Office	9:46 AM	On Call
Grenada - Shasta & Siskiyou	On-Call	On Call
Cove Mobile Home Park	10:00 AM	On Call
Easy Street Mart	On Call	On Call
Easy Street and Walters Lane	On Call	On Call
Westside Road	On Call	On Call
Raley's Shopping Center	10:11 AM	1:30 PM
Yreka Transit Center	10:14 AM	1:33 PM

Route 3 – McCloud/Dunsmuir/Yreka

Stop	Southbound	
	First	Second
N Main/Miner Diner		5:10 PM
Carquest		5:11 PM
New Courthouse		5:17 PM
Main Street/Across from Museum		5:18 PM
Yreka Child Support		5:19 PM
Fairchild Medical		5:21 PM
Yreka Transit Center	12:55 PM	5:25 PM
Pfeiffer vacuum		5:25 PM
COS/Across from Behavioral Health		5:25 PM
Chevron/Across from Black Bear Diner		5:26 PM
Raley's Shopping Center	12:58 PM:	5:28 PM
Across from Easy Street Mart	On Call	On Call
Cove Mobile Home Park	On Call	5:38 PM
Grenada Shasta & Siskiyou	On Call	On-Call
Gazelle Post Office	On Call	5:45 AM
Edgewood	On Call	On Call
Across from Weed Ray's Market	1:25 PM	6:04 PM
Weed Dollar General	1:27 PM	6:06 PM
Boles Creek Apartments	1:29 PM	6:08 PM
Weed Elementary	On Call	
Weed City Hall	1:31 PM	6:10 PM
College of the Siskiyous	1:35 PM	6:14 PM
Siskiyou Gardens (Siskiyou Way)	1:36 PM	6:15 PM
Greyhound & Comfort Inn	1:41 PM	6:20 PM
Truck Village	On Call	On Call
Abrams Lake	On Call	On Call
Mercy Hospital	1:55 PM	6:33 PM
Dr. Centeno, DDS	1:57 PM	6:34 PM
Mt. Shasta Shopping Center	2:00 PM	6:36 PM
Berryvale	2:04 PM	On Call
Gold Room	2:05 PM	On Call
Big Red Barn	2:06 PM	On Call
Golden Eagle Charter School	2:07 PM	On Call
Reginato's	2:38 PM	

Southbound

Stop	First	Second
US Forest Service Complex	On Call	
Cedar Lodge		6:46 PM
City Park Near Rail Car		6:47 PM
Dunsmuir Dollar General		6:49 PM
All Aboard Espresso		6:51 PM
Across from Park @ the Top of the Hill		6:53 PM
Parking Lot Before City Hall		6:55 PM
S. Dunsmuir Ave/Branstetter		6:56 PM
Manfredi's		6:59 PM
Crag View Drive		7:04 PM
Soda Creek		7:07 PM
Castella Post Office		7:12 PM

Route 3 – McCloud/Dunsmuir/Yreka

Northbound

Northbound

Stop	First	Second
US Forest Service Complex	On Call	
Corner of Shasta & Colombero	2:39 PM	
Across from McCloud Post Office	2:42 PM	
Across from McCloud Community Services Office	2:43 PM	
Manfredi's		7:35 PM
S. Dunsmuir/Branstetter		7:38 PM
Burger Barn		7:39 PM
Park @ the Top of the Hill		7:41 PM
Dunsmuir Inn & Suites		7:42 Pm
Dollar General		7:45 PM
Golden Eagle Charter School	3:00 PM	
Mt. Shasta Fitness Club	3:00 PM	
Evergreen Lodge	3:01 PM	
Alpine Lodge	3:02 PM	
Petals Flower Shop	3:05 PM	
Mt. Shasta Shopping Center	3:11 PM	7:57 PM
Dignity Health	3:12 PM	
Mercy Hospital	3:15 PM	
Cold Creek Inn	3:17 PM	
Valley Pacific	3:18 PM	
Mt. Shasta Veterinarian Clinic	3:19 PM	
Truck Village	On Call	
Abrams Lake	On Call	
Greyhound & Comfort Inn	3:26 PM	8:08 PM
College of the Siskiyous	3:36 PM	8:09 PM
Siskiyou Gardens (Siskiyou Way)	3:37 PM	8:10 PM
Weed Dollar General	3:40 PM	8:12 PM
Boles Creek Apartments	3:42 PM	8:12 PM
Weed Elementary	On Call	
Weed City Hall	3:44 PM	
Weed Ray's Market	3:48 PM	
Edgewood	On Call	

Northbound

Stop	First	Second
Gazelle Post Office	4:00 PM	
Grenada Shasta & Siskiyou	On Call	
Cove Mobile Home Park	4:12 PM	
Easy Street Mart	On Call	
Easy Street and Walters Lane	On Call	
Westside Road	On Call	
Raley's Shopping Center	4:22 PM	
Yreka Transit Center	5:00 PM	8:40 PM

Route 4A – Scott Valley/Yreka/Montague

Northbound

Stop	First	Second	Third
Etna City Yard/Howell/Church St.	6:40 AM	9:43 AM	12:06 PM
Across from Etna Ray's Market	6:45 AM	9:48 AM	12:11 PM
Etna Motel	6:45 AM	9:48 AM	12:11 PM
Greenview Post Office	6:55 AM	9:58 AM	12:21 PM
Ft. Jones Post Office	7:04 AM	10:07 AM	12:30 PM
Raley's Shopping Center	7:24 AM	10:25 AM	12:48 PM
Yreka Transit Center	7:27 AM	10:30 AM	1:18 PM
Fairchild Medical	7:29 AM	10:32 AM	1:20 PM
Mt. Shasta Title	7:33 AM	10:34 AM	1:23 PM
Museum	7:34 AM	10:35 AM	1:24 PM
New Courthouse	7:36 AM	10:39 AM	1:27 PM
Yreka Motel	7:39 AM	10:41 AM	1:29 PM
Dollar General	7:40 AM	10:43 AM	1:31 PM
Hornbrook Post Office	7:55 AM		1:51 PM
Ager Road	VIA		VIA
Montague Community Center	8:15 AM		
Montague 7th & Webb	8:15 AM		
Montague City Hall	8:15 AM		

Southbound

Stop	First	Second	Third
N. Main/Miner Diner	8:34 AM	10:43 AM	2:21 PM
Between Carquest and Smokin' Deals	8:35 AM	10:44 AM	2:23 PM
New Courthouse	8:39 AM	10:46 AM	2:26 PM
Main Street/Across from Museum	8:40 AM	10:47 AM	2:27 PM
Yreka Child Support	8:41 AM	10:48 AM	2:28 PM
Fairchild Medical	8:43 AM	10:49 AM	2:30 PM
Yreka Transit Center	9:02 AM	11:25 AM	2:36 PM
Raley's Shopping Center	9:05 AM	11:29 AM	2:41 PM
Across from Ft. Jones Post Office	9:26 AM	11:49 AM	3:01 PM
Greenview Post Office	On Call	On Call	On Call
Etna City Yard/Howell/Church St.	9:43 AM	12:06 PM	3:30 PM
Across from Etna Ray's Market	9:43 AM	12:06 PM	End

Route 5 – Yreka/Montague Local/Scott Valley Northbound

Stop	First	Second	Third	Fourth	Fifth
Etna City Yard/Howell/Church St.				On Call	
Across from Etna Ray's Market				4:05 PM	6:17 PM
Etna Motel				4:05 PM	6:18 PM
Greenview Post Office				On Call	
Ft. Jones Post Office				4:18 PM	6:28 PM
Raley's Shopping Center	10:55 AM			4:36 PM	6:48 PM
Yreka Transit Center		12:20 PM	2:42 PM	4:48 PM	6:51 PM
Pfeiffer Vacuum		12:22 PM	2:44 PM		
C.O.S./Across from Behavioral Health		12:23 PM	2:45 PM		
Chevron/Across from Black Bear Diner		12:24 PM	2:46 PM		
Raley's Shopping Center		12:26 PM	2:48 PM		
Rain Rock Casino		12:33 PM	2:55 PM	4:51 PM	
Campbell Tracts		12:36 PM	2:58 PM	4:53 PM	
Fairchild Medical		12:42 PM	3:04 PM	4:59 PM	
Mt. Shasta Title		12:46 PM	3:08 PM	5:02 PM	
Museum	11:00 AM	12:47 PM	3:09 PM	5:03 PM	
New Courthouse		12:49 PM	3:11 PM	5:05 PM	
Y.M.C.A		12:53 PM	3:15 PM	5:09 PM	
Yreka Motel	11:00 AM	12:56 PM	3:18 PM	5:11 PM	
Yreka Dollar General	11:02 AM	12:57 PM	3:20 PM	512 PM	
Montague 7th and Webb	11:15 AM	1:10 PM		5:25 PM	
Montague Community Hall	11:15 AM	1:10 PM		5:25 PM	
Montague City Hall	11:15 AM	1:10 PM		5:25 PM	

Route 5 – Yreka/Montague Local/Scott Valley Southbound

Stops	First	Second	Third	Fourth
N. Main/Miner Diner	11:30 AM	1:25 PM	3:20 PM	5:40 PM
Between Carquest and Smokin' Deals	11:31 AM	1:26 PM	3:21 PM	5:40 PM
Y.M.C.A	11:35 AM	1:30 PM		
New Courthouse	11:37 AM	1:32 PM	3:23 PM	5:45 PM
Main Street/Across from Museum	11:40 AM	1:35 PM	3:24 PM	
Yreka Child Support	11:41 AM	1:36 PM	3:25 PM	
Fairchild Medical	11:43 AM	1:38 PM	On Call	On Call
Veteran's Services	11:47 AM	1:42 PM		-
Campbell Tracts	11:49 AM	1:44 PM		-
Rain Rock Casino	11:53 AM	1:48 PM		-
Raley's Shopping Center	12:01 PM	1:56 PM		
Black Bear Diner	12:03 PM	1:58 PM		-
Behavioral Health	12:04 PM	1:59 PM		-
Social Security	12:05 PM	2:00 PM		-
Yreka Transit Center	12:20 PM	2:42 PM	3:28 PM	5:45 PM
Raleys Shopping Center			3:34 PM	5:48 PM
Across from Ft. Jones Post Office			3:52 PM	6:04 PM
Greenview Post Office			On Call	On Call
Etna City Yard/Howell			On Call	On Call
Across from Etna Rays Market			4:05 PM	6:17 PM

Route 6 – Happy Camp

Happy Camp to Yreka

Stop	
Karuk Museum	7:56 AM
Happy Camp High School	7:56 AM
Partners Deli	7:59 AM
Ray’s Market	8:00 AM
Indian Meadows	8:04 AM
Karuk Head Start	8:08 AM
Seiad Valley	8:23 AM
Hamburg	8:38 AM
Horse Creek	8:48 AM
Quigley’s	9:14 AM
Across from Dollar General	9:43 AM
Six Stones	9:43 AM
Carquest	9:43 AM
Courthouse	9:43 AM
Across from Human Services	9:45 AM
Child Support	9:45 AM
Fairchild Medical Hospital	9:49 AM
Veteran’s Services	9:52 AM
Campbell Tracks	9:54 AM
Rain Rock Casino	9:56 AM
Raley’s	10:02 AM
Black Bear Diner	10:05 AM
Behavioral Health	10:06 AM
Social Security	10:07 AM
Transit Center	10:10 AM

Route 6 – Happy Camp

Yreka to Happy Camp

Stop	
Raley's	3:00 Pm
Black Bear Diner	3:02 PM
Behavioral Health	3:03 PM
Social Security	3:04 PM
Transit Center	3:06 PM
Fairchild Medical Hospital	On Call
Veteran's Services	3:08 PM
Campbell Tracts	3:10 PM
Rain Rock Casino	3:12 PM
Mt Shasta Title Co.	3:17 PM
Human Services	3:18 PM
Courthouse	3:19 PM
Corner of Main St. and Meamber	3:21 PM
Dollar General	3:22 PM
Klamath River/Quigley's	4:04 PM
Horse Creek	4:20 PM
Hamburg	4:30 PM
Seiad Valley	4:41 PM
Karuk Head Start *Drop off only	*5:05 PM
Indian Meadows *Drop off only	*5:08 PM
Ray's Market *Drop off only	*5:11 PM
Double J *Drop off only	*5:12 PM
Happy Camp High School *Drop off only	*5:14 PM
Karuk Museum *Drop off only	*5:14 PM

Appendix C

ONLINE COMMUNITY SURVEY RESULTS

ONLINE COMMUNITY SURVEY RESULTS

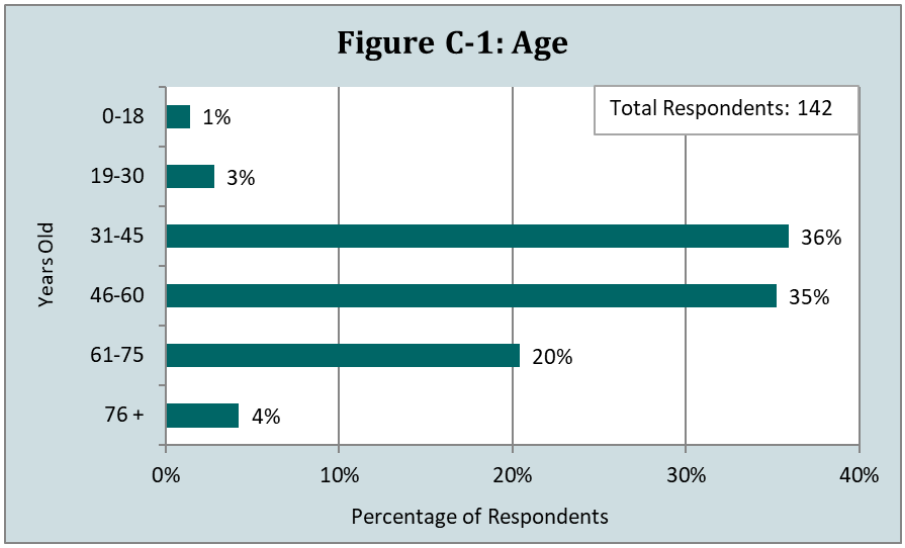
INTRODUCTION

The online community survey conducted for the 2025 Siskiyou County Coordinated Plan (Coordinated Plan) was conducted over several weeks in May and June 2025. The survey instrument was a 17-question survey made available online in English and Spanish. To inform the public of the survey effort, regional stakeholders were asked to pass along information to their clientele and post fliers with QR codes and links to the survey. The survey was targeted at all residents of Siskiyou County, including those who do not use public transit on a regular basis. The survey received a total of 144 responses in English, with 0 participants taking the survey in Spanish.

DEMOGRAPHICS

Age

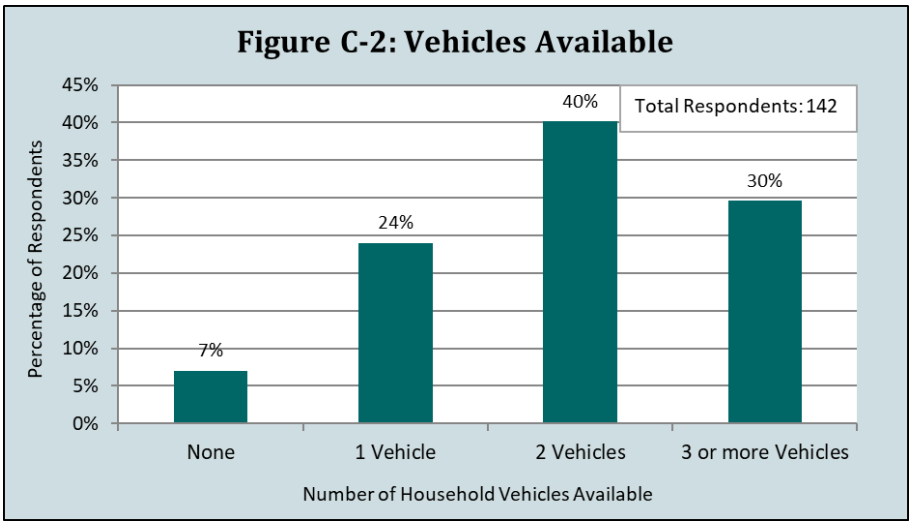
Participants were asked to provide their age (Figure C-1). The survey received only 1 percent of responses from individuals 18 years old or younger and 3 percent of responses from adults aged 19 to 30. The majority of responses were either from those aged 31 to 45 (36 percent) or those who were aged 46 to 60 (35 percent). Older respondents accounted for a combined 24 percent, with those aged 61 to 75 accounting for 20 percent of responses and those 76 years old or older accounting for 4 percent of responses.



Household Vehicle Access

Participants were asked how many working vehicles their household had access to, as a lack of vehicle access is a significant factor contributing to transit dependence. A total of 142 participants responded to this question (Figure C-2).

Only 7 percent of responses reported no household access to vehicles. The majority of participants reported having access to at least one or more vehicles in their households (93 percent combined).

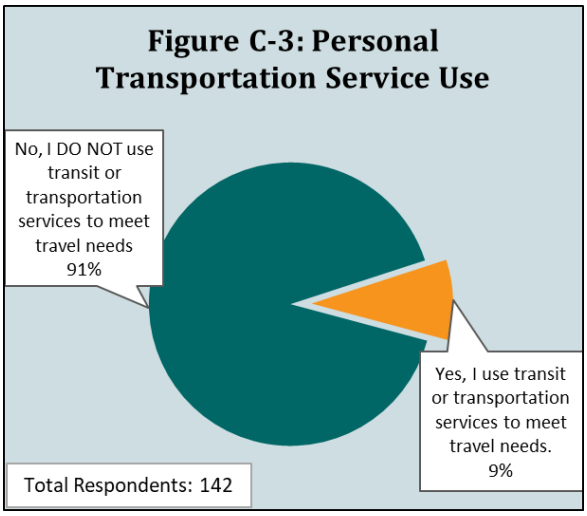


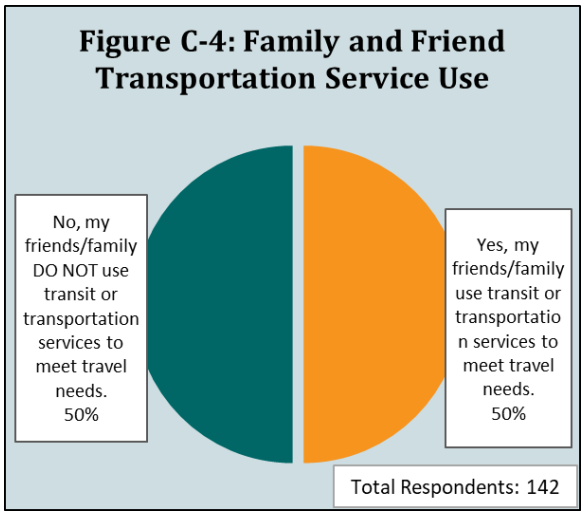
TRANSIT USE

Transit and Specialized Transportation Service Use

Participants were asked if they use public transit or specialized transportation services, such as paratransit, to meet some or all of their travel needs. This question was presented in a yes-or-no format, and 142 participants provided an answer (Figure C-3). Only 9 percent of participants reported using these services for some or all of their travel needs, while the remaining 91 percent of participants indicated that they did not use these services.

Participants were also asked if they had any friends or family members who use transit services to meet some or all of their transportation needs in a yes-or-no format. This question was answered by 142 participants (Figure C-4). Compared to the earlier question, a significantly higher number of participants reported that they have friends or family who use public or specialized transportation services to meet





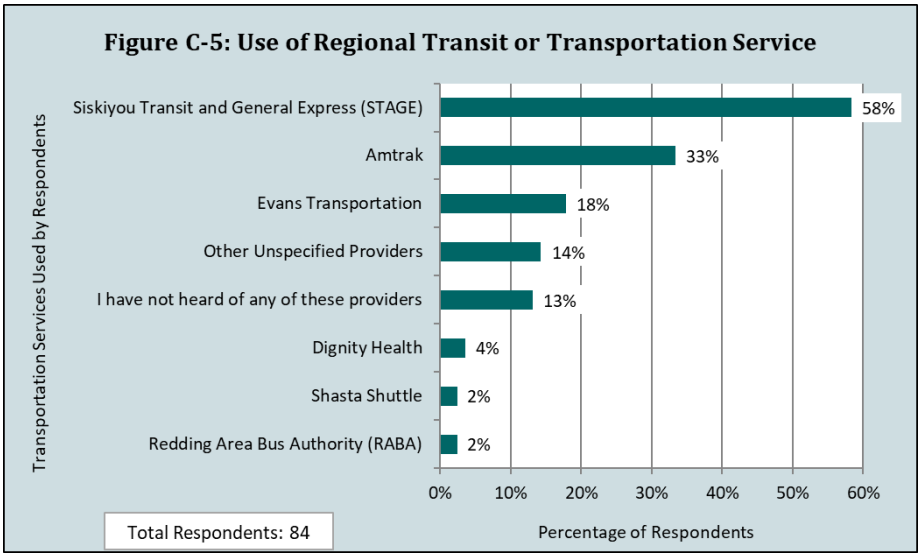
some or all of their travel needs (50 percent). The other 50 percent of responses indicated that they did not have friends or family members who used these services.

The combination of these questions suggests that while transit use is not widespread among the survey participants, there are likely many individuals who rely on transportation services but did not participate in the survey.

Use of Regional Transit Provider Services

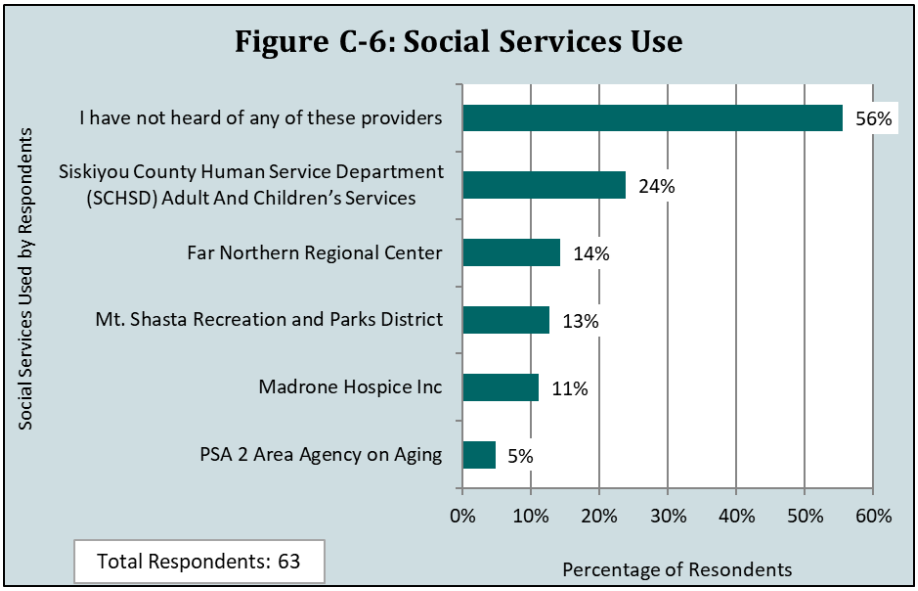
Participants were asked if they used services provided by various agencies operating within the region and were allowed to select any or all of the agencies and services they used. There was also an option for participants to select if they had not heard of any of these providers. This question received 84 responses (Figure C-5).

Among those who responded, the majority of participants (58 percent) reported using Siskiyou Transit and General Express (STAGE), followed by 33 percent who used Amtrak and 18 percent who used Evans Transportation. Approximately 14 percent indicated they used other unspecified providers, while 13 percent of respondents stated they had not heard of any of the listed providers. Smaller shares reported using Dignity Health transportation services (4 percent), Redding Area Bus Authority (RABA) (2 percent), and Shasta Shuttle (2 percent).



Social Service Transit Providers

Participants were asked if they used services from any regional social service or transit providers, with the option to select all agencies whose services they use. The question was answered by 63 participants (Figure C-6).



More than half of the participants who answered the question (56 percent) reported that they had not heard of any of the listed providers in Siskiyou County. Among those who were familiar with local services, the Siskiyou County Human Services Department (SCHSD) Adult and Children's Services was reported as being used the highest, with 24 percent of responses. Other agencies that participants selected include the Far Northern Regional Center (14 percent), Mt. Shasta Recreation and Parks District (13 percent), Madrone Hospice Inc. (11 percent), and the PSA 2 Area Agency on Aging (5 percent).

POTENTIAL UNMET TRANSIT NEEDS

Transit Needs Within Siskiyou County

Participants were asked if they ever needed a ride to destinations within Siskiyou County and were unable to get one. The yes-or-no question was answered by 141 participants. One-third of respondents (33 percent) reported that they needed a ride in Siskiyou County but did not have one. The remaining 67 percent stated that they always have a ride available to make trips to where they need to go in Siskiyou County.

For those participants who needed a ride in Siskiyou County but did not have one, a follow-up question asked them to list the places they needed a ride to or from. Table C-1 displays the responses from the participants with specific locations generalized to their respective communities, and the results for both requested origin ("From") and requested destination ("To") combined.

Table C-1: Unmet Transit Needs Within Siskiyou County

Community	Requested Origin		Requested Destination		Total	
	#	%	#	%	#	%
Yreka	12	40%	16	53%	28	93%
Lake Shastina	8	27%	0	0%	8	27%
Fort Jones	6	20%	0	0%	6	20%
Mount Shasta	1	3%	5	17%	6	20%
Weed	3	10%	3	10%	6	20%
Dunsmuir	0	0%	3	10%	3	10%
Etna	2	7%	1	3%	3	10%
Happy Camp	1	3%	2	7%	3	10%
Dorris	1	3%	1	3%	2	7%
Montague	1	3%	1	3%	2	7%
Redding (Shasta County)	1	3%	1	3%	2	7%
Cove Mobile Home Park (Transit Stop)	0	0%	1	3%	1	3%
Easy Street Market (Transit Stop)	1	3%	0	0%	1	3%
Hornbrook	1	3%	0	0%	1	3%
McCloud	0	0%	1	3%	1	3%
Quartz Valley	0	0%	1	3%	1	3%
Sawyers Bar	0	0%	1	3%	1	3%
Greenview	1	3%	0	0%	1	3%
Tulelake	0	0%	1	3%	1	3%
Weaverville	0	0%	1	3%	1	3%

Total Respondents: 30

The majority of requests participants made for locations in Siskiyou County originated from or were destined for Yreka. 40 percent of origin requests and 53 percent of destination requests listed Yreka, accounting for 93 percent of the total participant responses. This underscores Yreka's central role in regional transportation needs, both as a starting point and destination for travel.

Other notable destinations included Lake Shastina (27 percent of origin requests), Fort Jones (20 percent), and Weed and Mount Shasta (each at 10 percent and 3 percent, respectively, for origin and destination combined). Although some locations, such as Dunsmuir, Etna, and Happy Camp, appeared with lower frequency (10 percent each), their repeated mention still indicates a localized demand for improved connectivity.

Several smaller or more rural communities—including McCloud, Hornbrook, Greenview, and Sawyers Bar—had isolated requests, suggesting occasional but potentially critical needs for transit access in more remote parts of the county. Overall, the data highlights a clear concentration of unmet demand centered around Yreka, as well as the importance of ensuring reliable connections to surrounding communities.

The Origin/Destination pairs for unmet travel in Siskiyou County requested are presented in Table C-2. A total of 39 unmet transit origin/destination pairs were requested by 30 participants. The most commonly requested destination was Yreka, with 16 trips originating from 10 different locations, including Lake Shastina (4), Weed (2), Fort Jones (1), and others. This further reinforces Yreka's role as a key regional destination in need of stronger transit connectivity.

Other notable destinations included Mount Shasta (5 requests), Weed and Dunsmuir (3 each), and a variety of rural or hard-to-reach locations such as Etna, Redding, and Tulelake, each with one request.

Most origin points were distributed across smaller communities, with Lake Shastina (8 origin requests) and Fort Jones (6) being among the more frequently cited starting points. Some rural areas, like Etna, Hornbrook, and Greenview, appeared with one or two requests each.

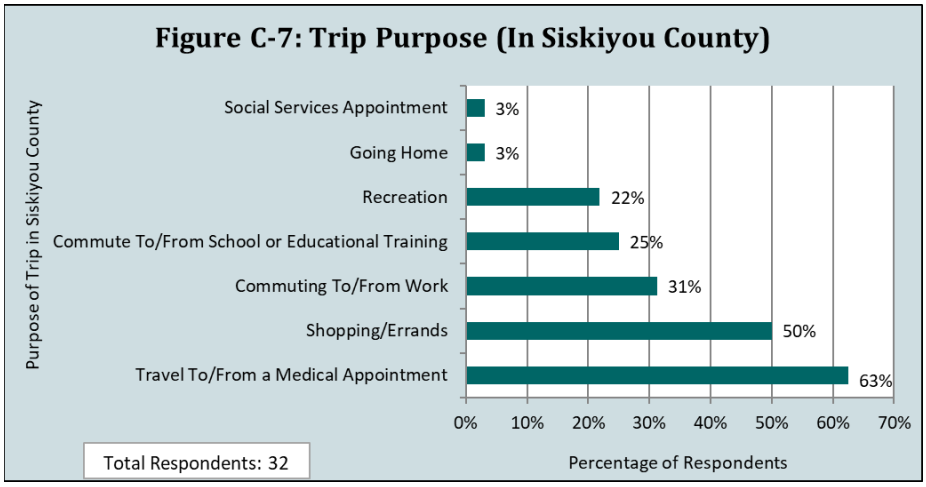
Participants who initially answered yes to needing rides within Siskiyou County that they did not have were also asked about the purpose of these trips they were unable to make. Figure C-7 shows the responses given by the 32 participants who answered this question. The most common reason for needing a ride was for medical appointments, reported by 63 percent of participants. Shopping/Errands was the second most frequent reason, with 50 percent of responses by participants, followed by 31 percent of participants reporting needing to commute to or from work, and 25 percent of participants needing to commute to or from school/educational training.

A key finding from this series of survey questions is the potential need to explore service expansions to Yreka, Weed, and Mount Shasta from more rural and remote communities across Siskiyou County, destinations participants reported needing to reach for accessing healthcare, stores and services, work, and school.

Table C-2: Unmet Origin/Destination Pairs in Siskiyou County

Requested Origin	Requested Destination: Yreka	Mount Shasta	Weed	Dunsmuir	Happy Camp	Cove Mobile Home Park	Dorris	Etna	Montague	Quartz Valley	Sawyers Bar	Weaverville	McCloud	Redding	Tulelake	**Total Origin**
Dorris	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
Easy Street Market	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
Etna	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**
Fort Jones	1	1	1	1	0	0	0	0	0	0	0	0	1	1	0	**6**
Greenview	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
Happy Camp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	**1**
Hornbrook	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
Lake Shastina	4	2	1	1	0	0	0	0	0	0	0	0	0	0	0	**8**
Montague	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
Mount Shasta	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
Redding	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
Weed	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**
Yreka	1	0	1	1	2	1	1	1	1	1	1	1	0	0	0	**12**
Total Destination:	**16**	**5**	**3**	**3**	**2**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**39**

Total Respondents: 30



Transit Needs Outside Siskiyou County

Participants were asked if they ever needed rides to destinations outside of Siskiyou County and were unable to get one. Of the 130 participants who answered, 72 percent of participants responded to always having a ride to travel outside of Siskiyou County, while 28 percent reported needing a ride to destinations outside of Siskiyou County but not having transportation. This question was the first in a three-part series for those who initially answered "yes" to needing a ride.

As shown in Table C-3, 27 participants identified the destinations outside of Siskiyou County that they were not able to get a ride to. The top destinations participants needed to reach outside of Siskiyou County included Medford, OR (56 percent of participants), Redding (48 percent of participants), and Ashland, OR (15 percent of participants). These destinations are tied to access to healthcare, major shopping centers, and transportation connections such as airports.

Yreka was the most frequently requested trip origin, listed by 67 percent of participants, reinforcing its role as a regional hub even for those starting outside the county Other destinations outside the county that were mentioned multiple times include Chico and Sacramento (7 percent of participants each), and individual mentions of farther locations like Coos Bay, Davis, Red Bluff, San Francisco, and even Washington State.

The Origin/Destination pairs for unmet travel outside of Siskiyou County are presented in Table C-4. A total of 43 origin/destination requests were submitted by 27 participants. The most commonly requested destination was Medford, OR, with 15 trips originating from communities such as Yreka (5), Etna (3), Mount Shasta (2), and others. This highlights the strong demand for interregional travel into southern Oregon, likely for shopping, medical, and regional connections.

Redding was the second most frequently mentioned destination, with 13 requests from eight different communities. Other out-of-county destinations included Ashland, OR (4 requests), Chico and Sacramento (2 each), and individual requests for San Francisco, Davis, Washington State, Red Bluff, Coos Bay, and Rogue Valley.

Table C-3: Unmet Transit Needs to Locations Outside of Siskiyou County

Community	Requested Origin #	Requested Origin %	Requested Destination #	Requested Destination %	Total #	Total %
Yreka	18	67%	0	0%	18	67%
Medford, OR	0	0%	15	56%	15	56%
Redding	0	0%	13	48%	13	48%
Etna	5	19%	0	0%	5	19%
Mount Shasta	5	19%	0	0%	5	19%
Ashland, OR	0	0%	4	15%	4	15%
Fort Jones	4	15%	0	0%	4	15%
Hornbrook	3	11%	1	4%	4	15%
Lake Shastina	3	11%	0	0%	3	11%
Chico	0	0%	2	7%	2	7%
Montague	2	7%	0	0%	2	7%
Sacramento	0	0%	2	7%	2	7%
Weed	2	7%	0	0%	2	7%
Coos Bay, OR	0	0%	1	4%	1	4%
Davis	0	0%	1	4%	1	4%
Greenview	1	4%	0	0%	1	4%
Red Bluff	0	0%	1	4%	1	4%
Rogue Valley	0	0%	1	4%	1	4%
San Francisco	0	0%	1	4%	1	4%
Washington	0	0%	1	4%	1	4%

Total Respondents: 27

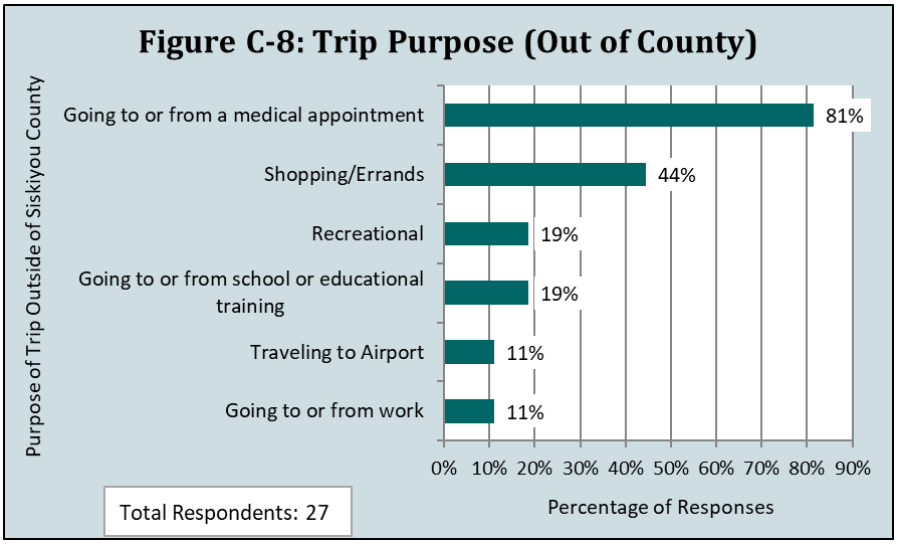
Table C-4: Unmet Origin/Destination Pairs - Out of County

		Requested Destination												
		Medford, OR	Redding	Ashland, OR	Chico	Sacramento	Hornbrook	San Francisco	Davis	Washington State	Red Bluff	Coos Bay, OR	Rogue Valley, OR	**Total Pairs**
Requested Origin	Etna	3	1	0	0	0	0	0	0	0	0	0	1	5
	Fort Jones	2	1	1	0	0	0	0	0	0	0	0	0	4
	Greenview	1	0	0	0	0	0	0	0	0	0	0	0	1
	Hornbrook	1	1	0	0	0	0	0	0	0	1	0	0	3
	Lake Shastina	0	2	1	0	0	0	0	0	0	0	0	0	3
	Montague	0	1	0	0	0	0	0	0	0	0	1	0	2
	Mount Shasta	2	3	0	0	0	0	0	0	0	0	0	0	5
	Weed	1	0	1	0	0	0	0	0	0	0	0	0	2
	Yreka	5	4	1	2	2	1	1	1	**1**	0	0	0	18
	Subtotal Pairs:	15	13	4	2	2	1	1	1	1	1	1	1	**43**

Total Respondents: 27

Yreka stood out as the most common location of origin, with 18 outbound requests to a wide range of destinations. Other frequent origin points included Etna (5 requests), Mount Shasta (5), and Fort Jones (4), indicating that residents in more rural communities are seeking better access to regional hubs both within and beyond the county. The variety and geographic spread of the destinations underscore the importance of interregional connectivity for residents throughout Siskiyou County.

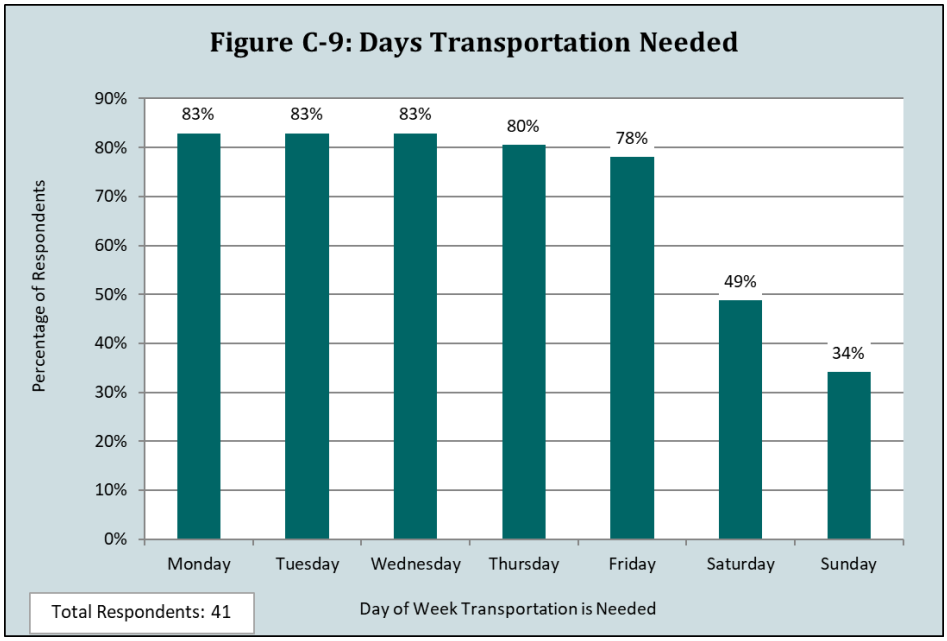
Participants were then asked about the purpose of their out-of-county trips; a breakdown of the 27 responses is provided in Figure C-8 below. Similar to the in-county series of questions, attending medical appointments was the most common reason, cited by 81 percent of participants. Shopping/errands was the second most frequent reason, with 44 percent of participants. Traveling to school and recreational reasons were each reported by 19 percent of participants. The least frequently selected purposes, each receiving 11 percent of responses, were commuting to or from work and traveling to the airport.

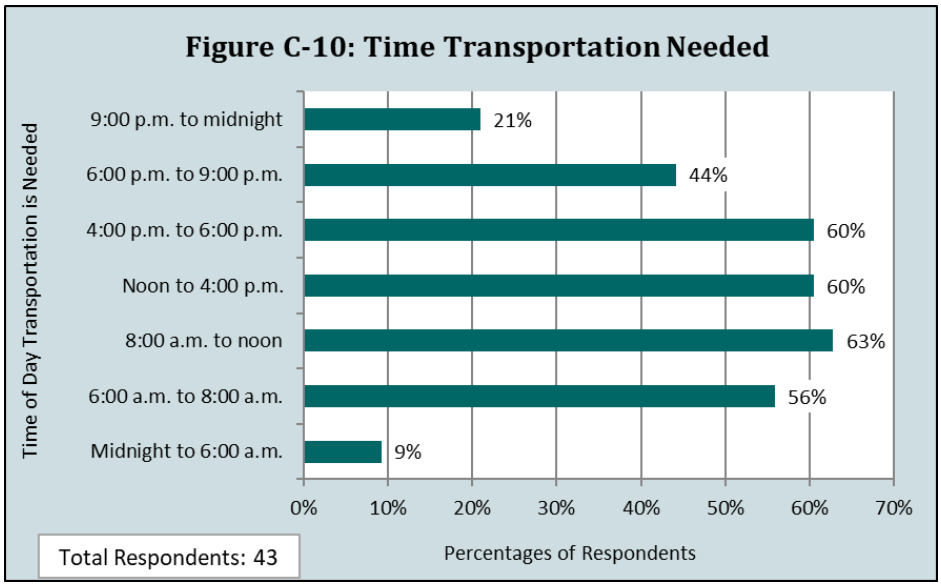


SERVICE NEEDS

Participants were asked which days of the week they generally need transportation, and 41 participants responded (Figure C-9). Weekday transportation needs were consistently high, with Monday through Wednesday each seeing 83 percent of participants, Thursday reported by 80 percent of participants, and Friday reported by 78 percent of participants. Weekend transportation needs declined significantly, with 49 percent of participants needing transportation on Saturdays and 34 percent of participants needing transportation on Sundays.

Figure C-10 shows which times of day when transportation is needed by the 43 participants who responded to the question. The peak transportation times were all between 8:00 AM and 6:00 PM, with an average of 60 percent of participants needing transportation services between these times. Late night from 9:00 PM to Midnight (21 percent of participants) and Midnight to 6:00 AM (9 percent of participants) were the least requested times of day participants reported needing transportation.



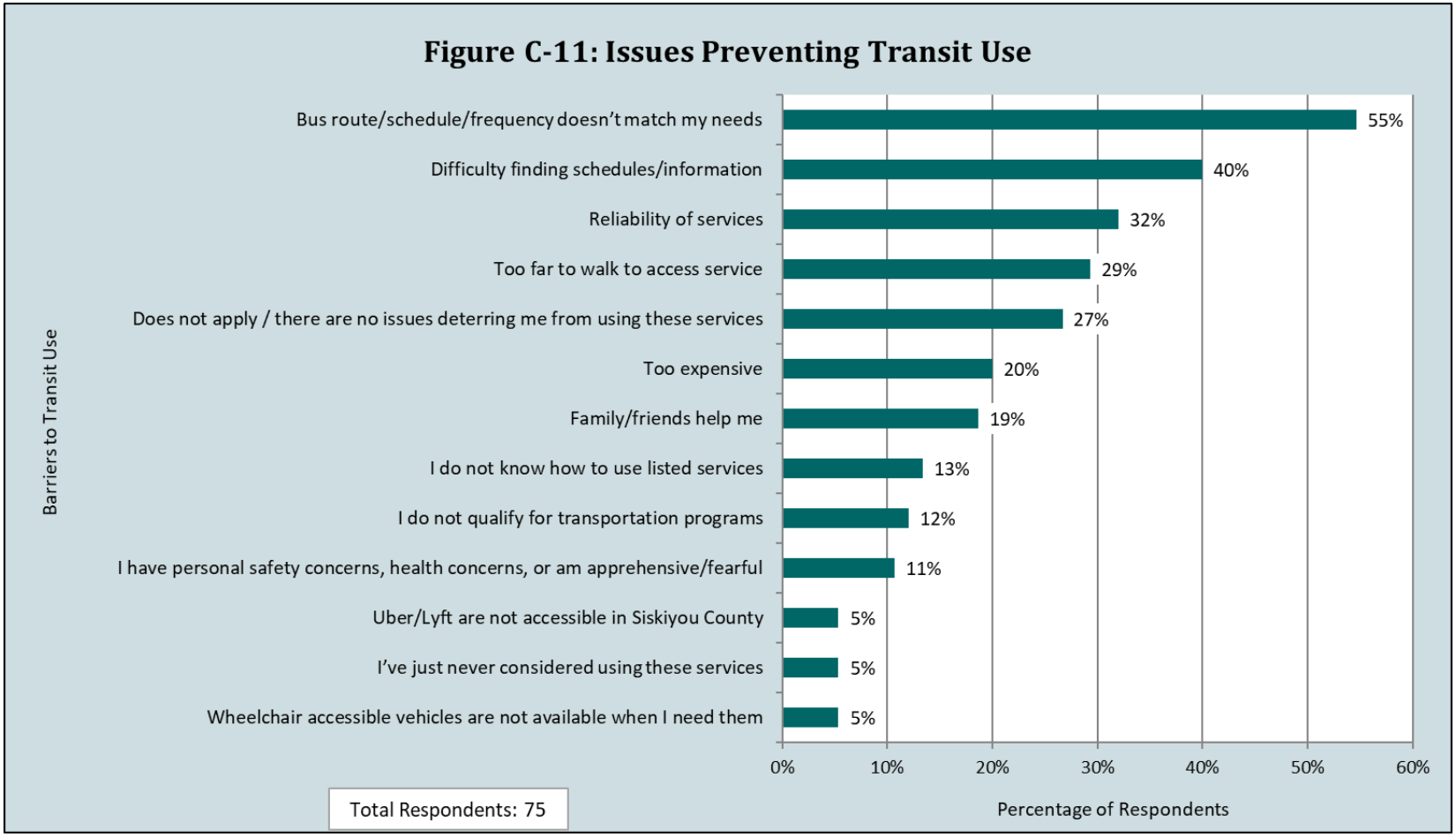


Barriers To Public Transit Use

Participants were asked to identify any issues that prevented them from using public transit or other privately provided transportation services. A total of 93 participants responded, and a full breakdown of their responses is provided in Figure C-11 below.

The top three barriers were that the bus route, service schedule, or frequency did not meet participant needs (55 percent of responses), difficulty finding schedule and service information (40 percent of participants), and the reliability of services (32 percent of participants). The least frequently reported barriers were a lack of wheelchair-accessible vehicles, never considering using the service, and that Uber/Lyft are not accessible in Siskiyou County, each being selected by 5 percent of participants.

Figure C-11: Issues Preventing Transit Use



Open-Ended Comments

Participants were allowed to provide additional comments or suggestions. In total, 19 participants submitted a variety of feedback, with a full listing of comments provided in Table C-5 below. The comments reveal a mix of appreciation and frustration regarding public transportation services in the rural county. Many participants expressed gratitude for the existing services and the kindness of the drivers. However, there are notable concerns about the availability and accessibility of transportation, especially for the elderly, disabled, and those without personal vehicles. Common requests include more reliable and frequent services, particularly for medical appointments and trips outside the county, as well as the need for insurance-covered non-emergency medical transportation.

Table C-5: Respondent Comments

Access to community events and rural activities.
Bus never matches up with my schools schedule I have to hang around Yreka for a few hours before I get to go home.
Buses on Saturday's during the summer. Buses out of county to connect to other services
During the summer/early fall season, there is an increased need for transportation to/from Etna and Seiad Valley which this survey doesn't seem to take into account.
Even though I don't personally use it, I recognize the critical importance of it for many people in our community. We should continue looking for opportunities to provide continued and improved transportation access, especially for those who need it most. Please recognize many elderly and poor people will not see or reply to this online survey.
Have transportation to/from the airport would be very helpful.
I have transportation but I work for the Siskiyou Resource Collaborative and many of our clients have no transportation and have difficulty getting resources due to limited STAGE schedules.
I personally have access to a reliable vehicle, but I work at a school where many of our students and families face transportation issues, specifically with getting children to and from school in Mt. Shasta and Yreka, and to College of the Siskiyous.
I wanted to start UBER in Scott Valley, but the cost to the riders is too much.
I would use transit if it ran M-S and would get me to work and from work in a timely manner. It also costs $4 a ride with no discounts. Should really be no more than $2.50 for regular riders with breaks on monthly passes (which would make sense at about $70/mo for regular riders), breaks for students at $1.25/ride or student monthly passes, breaks for Siskiyou County Employees at $50/mo for monthly passes, breaks for folks on welfare programs like CalWORKs, breaks for elders at $1.25 a ride or monthly passes, breaks for tribal employees at $50/monthly pass... it would be smart to provide a low cost shuttle for STAGE users to the Casino. It would be smart to run on Saturdays... people work on Saturdays too. Have a look at RVTD. Get some sponsors. Talk with the Karuk Casino.
If there were options in our area, I would like my kids to use public transportation.
It would be nice to have something to help people off of the I-5 corridor.
It would be so helpful if there was even ONE shuttle to Redding from Siskiyou County.
Just that lots of people from Happy Camp really need transportation out and around Yreka.
My husband rode the STAGE for 10+ years to work. I'm not working now, but would consider riding the bus from Etna to Yreka to save gas money. Getting on the bus from Kellems Lane would be a concern as well as the schedule for an 8-5 job. Thank you for providing this valuable service to our community!
Partnership provides transportation to medical and dental care.
The STAGE schedule and map is very complicated to read and to figure out. I have traveled to Europe and have better luck traveling their public transportation than Siskiyou County. I feel the STAGE accommodates people that aren't working 8-5. Weekend ends are needed as well.
They need to add a bus stop at the Siskiyou Crossroads apartments.
When I went through cancer treatment, it was a struggle to get back and forth as I did not have a support system. I had to stay in Redding the day before and after my treatment so that I could drive myself. The Greyhound bus doesn't even stop in Yreka anymore.

Appendix D

ONLINE COMMUNITY SURVEY INSTRUMENT

Siskiyou County Coordinated Transportation Plan
Online Community Survey

Welcome to our online community survey! The Siskiyou Transportation Agency and Siskiyou County Local Transportation Commission aims to better understand existing transportation and transit conditions in the region. Your input will influence future recommended strategies that aid the community's access to transportation and transit. Let's begin!

1. What is your age?

- [ ] 18 years or younger
- [ ] 19-30
- [ ] 31-45
- [ ] 46-60
- [ ] 61-75
- [ ] 76 years or older

2. How many working vehicles does your household have access to?

- [ ] None
- [ ] 1 Vehicle
- [ ] 2 Vehicles
- [ ] 3 or more Vehicles
- [ ] None

3. Do you use transit and/or specialized transportation services to meet some or all of your travel needs? Specialized transportation services are programs catered to the needs of specific groups, such as the elderly or disabled.

- [ ] Yes
- [ ] No

4. Do you have friends or family members who use transit and/or specialized transportation services to meet some or all of their travel needs?

- [ ] Yes
- [ ] No

5. Which of these public and private transit providers, if any, do you use *(Check all that apply).*

- [ ] Siskiyou Transit and General Express (STAGE)
- [ ] Redding Area Bus Authority (RABA)
- [ ] Amtrak
- [ ] Other
- [ ] Evans Transportation
- [ ] Shasta Shuttle
- [ ] Dignity Health
- [ ] I have not heard of any of these providers

6. Which of these social service and transit providers services, if any, do you use (?) *Check all that apply*

- [ ] Madrone Hospice Inc
- [ ] Mt. Shasta Recreation and Parks District
- [ ] PSA 2 Area Agency on Aging
- [ ] Siskiyou County Human Service Department (SCHSD) Adult And Children's Services
- [ ] Far Northern Regional Center
- [ ] I have not heard of any of these providers

7. Do you ever need a ride to destinations within Siskiyou County and do not have one?

- [ ] Yes
- [ ] No

Siskiyou County Coordinated Transportation Plan
Online Community Survey

8. Where within Siskiyou County do you need to go but can't currently find a ride?

to: _____

from: _____

9. What is the purpose of this trip? *(Please select all that apply.)*

- [ ] Going to or from a medical appointment
- [ ] Going to or from work
- [ ] Going shopping
- [ ] Going to or from school or educational training
- [ ] Other (please specify)

Siskiyou County Coordinated Transportation Plan
Online Community Survey

10. Do you ever need a ride to destinations outside Siskiyou County and do not have one?

- [ ] Yes
- [ ] No

Siskiyou County Coordinated Transportation Plan
Online Community Survey

11. Where outside Siskiyou County do you need to go but can't currently find a ride?

to:

from:

12. What is the purpose of this trip? *(Please select all that apply.)*

- [ ] Going to or from a medical appointment
- [ ] Going to or from work
- [ ] Going shopping
- [ ] Going to or from school or educational training
- [ ] Other (please specify)

13. What days of the week do you generally need transportation (either receiving a ride or using public transit/services)? Please skip this question if it does not apply. *(Please select all that apply.)*

- [ ] Monday
- [ ] Tuesday
- [ ] Wednesday
- [ ] Thursday
- [ ] Friday
- [ ] Saturday
- [ ] Sunday

14. What times of the day do you generally need transportation (either receiving a ride or using public transit/services)? Please skip this question if it does not apply. *(Please select all that apply.*

- [ ] Midnight to 6:00 a.m.
- [ ] 6:00 a.m. to 8:00 a.m.
- [ ] 8:00 a.m. to noon
- [ ] Noon to 4:00 p.m.
- [ ] 4:00 p.m. to 6:00 p.m.
- [ ] 6:00 p.m. to 9:00 p.m.
- [ ] 9:00 p.m. to midnight

15. What issues, if any, prevent you from being able to use public transportation, taxis/Uber/Lyft, and other services? *(Please select all that apply.)*

- [ ] I do not know how to use listed services
- [ ] Reliability of services
- [ ] Difficulty finding schedules/information
- [ ] Too far to walk to access service
- [ ] Bus schedule/frequency doesn't match my needs
- [ ] Too expensive
- [ ] I do not qualify for transportation programs
- [ ] Family/friends help me
- [ ] I have personal safety concerns, health concerns, or am apprehensive/fearful
- [ ] Wheelchair accessible vehicles are not available when I need them
- [ ] I've just never considered using these services
- [ ] Does not apply / there are no issues deterring me from using these services

Other (please specify)

16. Is there anything else you would like to add?

17. Do you want to know more about transit and other specialized transportation services available to you? If so, please provide your name and email:

Name:

Email:

Thank you so much for participating in our survey! If you have any questions, please reach out to:

Ari Keplinger, Assistant Planner
LSC Transportation Consultants
ari@lsctrans.com
(530) 583-4053

Appendix E

TRANSPORTATION SERVICE AGENCY SURVEY RESULTS

INTRODUCTION

During the development of the Siskiyou County Coordinated Transportation Plan (Coordinated Plan), an inventory of existing public, non-profit, social service, and private transportation providers in Siskiyou County was taken. The Transportation Service Agency Survey (TSA Survey) was designed to gather more information about existing providers, including specific program eligibility requirements and service areas, current coordination agreements, and recent operations data, among other topics. The TSA Survey Instrument can be seen in Appendix F.

The TSA Survey was distributed to the existing transportation services providers identified in Chapter 3 ("Inventory of Transportation Services") by email, and attendees of the Transportation Provider Workshop held on May 14th, 2025, were offered printed copies of the survey to complete and return. Agency representatives were able to complete the TSA Survey from May 9th to June 16th, 2025. Each organization received three reminders to participate during that time period. Overall, seven transportation providers completed the TSA Survey.

Operating data provided by the agency representatives for the TSA Survey is summarized under the appropriate agency description in Chapter 3. Takeaways related to unmet transportation needs and recommended coordination strategies are summarized both in Chapter 6 and this appendix. Other, more detailed results generated by the TSA Survey are also summarized in this appendix.

DETAILED SURVEY RESULTS

Respondent Organization Information

The following transportation providers or organizations participated in the TSA Survey:

- Siskiyou County Department of Health and Human Services Agency- Adult Services (SCHHSA - Adult Services)
- Dignity Health Connected Living (DHCL)
- Far Northern Regional Center (FNRC)
- Southern Cascades Community Services District (Southern Cascades CSD)
- Madrone Senior Services
- Karuk Tribe
- Mt. Shasta Taxi

These organizations can be classified into the following categories:

- Non-profit, social service organizations (3 respondents)
- Private non-profit transportation companies (1 respondent)
- County government agencies (1 respondent)
- Tribal Government (1 respondent)
- Private for-profit transportation company (1 respondent)

Unmet Transportation Needs in the Siskiyou Region

The TSA Survey asked providers to describe any transportation needs that they feel are currently unmet in Siskiyou County. The TSA Survey participants identified the following current, unmet transportation needs:

- Lack of non-medical transportation options (e.g., food, shopping, entertainment, employment) in rural and smaller town areas.
- Affordable, timely transportation is needed both locally and for regional travel (e.g., to airports, bus lines, and specialists).
- No public transit currently operates between Happy Camp and Somes Bar (along SR-96 and Salmon River Road).
- FNRC clients require more frequent service options due to varied activity schedules throughout the day.
- Many rural residents need transportation to medical facilities outside their community, especially in and around Yreka.
- Residents without Partnership Health are unable to access necessary transport services, particularly seniors and people with disabilities.
- Transportation to addiction recovery centers (e.g., in Redding) is a notable unmet need.

Existing Coordination Agreements

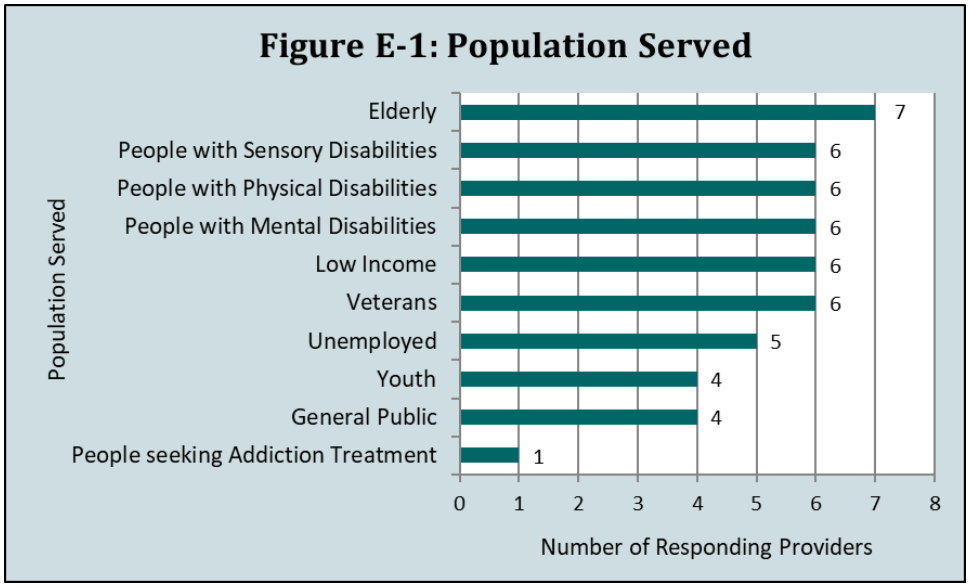
Existing coordination agreements between transportation providers in Siskiyou County include:

- Siskiyou County Department of Health and Human Services Agency- Adult Services
    - Adult Services clients currently use Partnership Healthplan of California for medical-related transportation
    - Madrone Senior Services for other transportation needs within their service area, depending on availability.
    - The agency also has two drivers available that are primarily assigned to Child Protective Services, who can be used for Adult Protection Services clients when needed/available for short-term or emergency needs.
- Dignity Health Connected Living (DHCL)
    - DHCL currently has a transportation agreement with Shasta Regional Transit Authority, which is the current Consolidated Transportation Services Agency (CTSA) contract holder. Once the Redding Area Bus Authority (RABA) takes over the CTSA contract on July 1st, 2025, they will pursue a transportation agreement with them.
    - Title III-B transportation service funded through PSA 2 Area Agency on Aging.
    - Vendor for rides for Far Northern Regional Center members.
    - It should be noted that DHCL does not currently provide rides for Siskiyou County residents.
- Far Northern Regional Center (FNRC)
    - Due to the rural setting, FNRC has to rely on vendors to assist with Transportation. Often this type of transportation is set to or from a specific location.

- Southern Cascades Community Services District (Southern Cascades CSD)
    - Currently contracted with Partnership Health of California.
    - Southern Cascades CSD is actively looking to expand its service area and work with additional agencies to fill transportation gaps in rural Northern California.
- Karuk Tribe
    - The Karuk Tribe medical clinic provides medical transport for their patients (available to all patients, tribal or non-tribal).
- Mt. Shasta Taxi
    - Local service offering taxi, airport, and charter services
    - Provides:
        - NEMT Services for those using Partnership Health.
        - Emergency room transportation with Mercy Mt. Shasta.
        - Evacuation transportation with Shasta View Nursing Home.
        - Registered with the VA clinic in Redding.
        - Registered with Workers' Compensation Medical Transportation brokers, including OneCall.

Populations Served

Figure E-1 summarizes what population segments are served by the organizations/agencies that completed the TSA Survey. Of the seven stakeholders who responded and represent organizations/agencies which provide transportation assistance, seven serve elderly persons, six serve people with sensory disabilities (including vision loss or deafness), mental disabilities, physical disabilities, persons with a low income, or veterans. Those who serve unemployed persons were reported by five of the participating organizations/agencies. Comparatively, not as many of the organizations represented in the results cater towards the specific needs of youths, the general public, or those seeking addiction treatment.

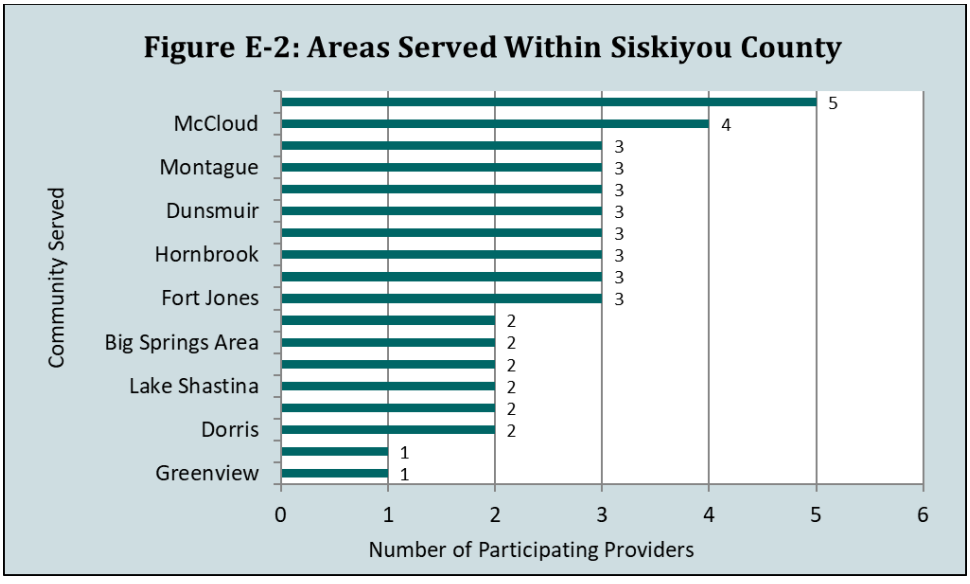


Several providers only serve their own clients or program participants and do not offer services to the general public. Specific eligibility-related limitations reported include:

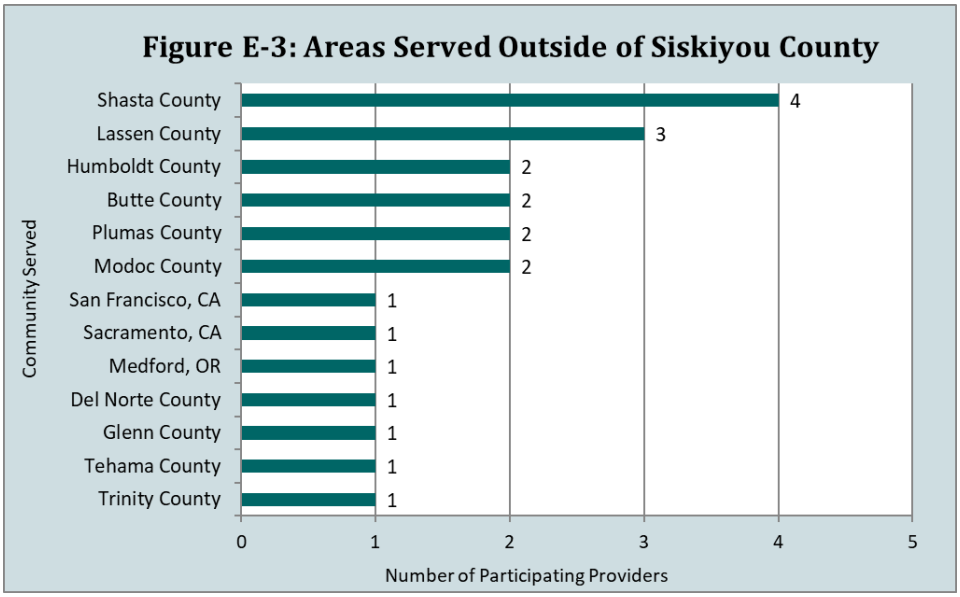
- Some providers do not have the required permits to transport youth under the age of 18.
- Certain services are limited to those with developmental disabilities.
- Organizations like Madrone Senior Services primarily serve those aged 60+, due to funding restrictions through the Area Agency on Aging.
- Many vulnerable populations, including veterans and seniors without adequate insurance, often face barriers to service if they either 1) lack coverage through Partnership HealthPlan and/or 2) are only covered under Medicare, which typically does not cover non-emergency transportation to areas in California.

Areas Served

The six TSA Survey respondents who responded to this question reported serving a wide range of areas across Siskiyou County, with the most commonly served location being Yreka (five providers), followed by McCloud (four providers), and several others, including Fort Jones, Weed, Hornbrook, Etna, Dunsmuir, Happy Camp, Montague, and the Hwy 96 Corridor each served by three of the providers surveyed. Less commonly served areas included Greenview and Somes Bar (one provider), while Dorris, Tulelake, Lake Shastina, MacDoel, Big Springs, and Copco each had two providers reporting service coverage. This suggests the strongest concentration of services is centered in and around Yreka and McCloud, with more limited coverage in outlying or rural parts of the county. Communities within Siskiyou County served by the TSA Survey respondents are shown in Figure E-2.



Of the seven organizations that responded to the TSA survey, five of them serve areas outside of Siskiyou County as well. Figure E-3 summarizes the other counties served by the TSA Survey respondents. Of the organizations surveyed, only Mt. Shasta Taxi will bring clients as far south as Sacramento or San Francisco.

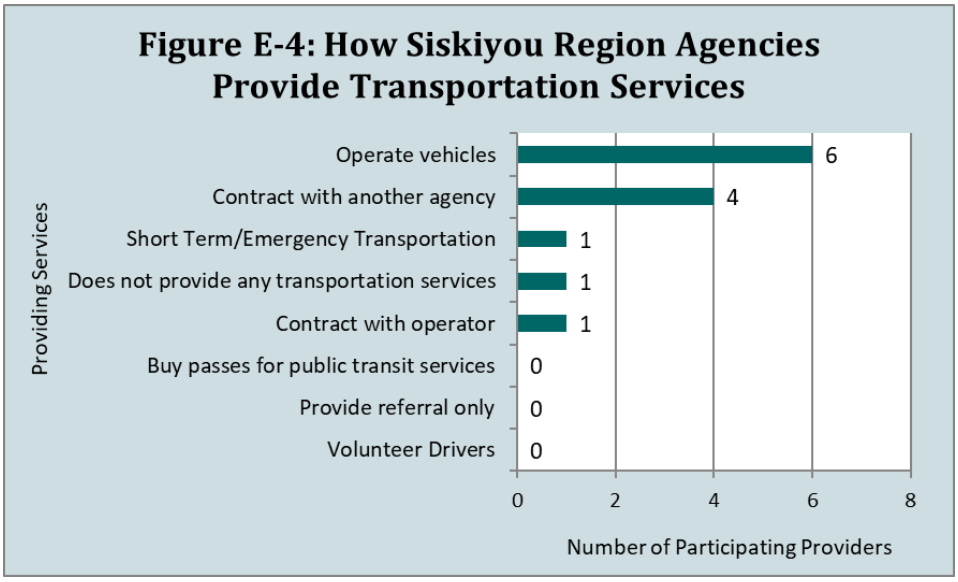


Trip Requests that Transportation Service Agencies are Unable to Meet

Of the seven providers who responded to the survey, six reported that their organizations are unable to meet some of their clients' transportation needs. These organizations have difficulty meeting requests for transportation to the grocery store, doctor's appointments, and other errands, and recreational trips to visit family, seek entertainment, or attend community events. Mt. Shasta Taxi, Madrone Senior Services, and FNRC all reported the need for transportation to more rural areas and to further away locations like Medford or Redding for medical appointments, prescription pickup, and shopping or errands.

How Siskiyou Region Agencies Provide Transportation Services

The TSA Survey asked respondents to detail how their respective agencies provide transportation services. The respondents were able to indicate multiple answers. The majority of the organizations reported that their transportation programs consist of agency staff operating vehicles owned or leased by the agency (six of seven organizations). Four organizations contract with another agency, meaning the contracted operator supplies the staff and vehicles needed to provide the transportation service. Those who contract with a provider, provide only short-term/emergency transportation, or do not provide any transportation services at all were each reported by one operator. Further details on how the seven Siskiyou region transportation service agencies indicated providing their services are shown in Figure E-4 and summarized in Chapter 3 of the main report.



Recommended Improvements and Coordination Strategies

The TSA Survey participants were asked to identify strategies that they believe would enhance coordination among Siskiyou County region transportation providers and improve mobility for their respective clients. The four participants who responded had the following suggestions to increase coordination among transportation providers in Siskiyou County:

- Participants also emphasized the need for more flexible, affordable micro transit options such as vans and passenger cars for non-medical trips, as taxi fares are prohibitively expensive for many riders.
- Suggestions to improve system efficiency included better routing and utilization of available resources, increasing route frequency, and improving inter-agency communication.
- Many also stressed the importance of continued collaboration and the pursuit of outside funding or subsidies to support more affordable transportation options.

The following strategies were identified as being likely to improve mobility in Siskiyou County:

- Subsidy programs for taxis, Lyft, and Uber to make these services more affordable.
- More affordable fares.
- Improved coordination between existing services.
- More on-demand service options.
- More frequent services.

Appendix F

TRANSPORTATION SERVICE AGENCY SURVEY INSTRUMENT

Siskiyou County Coordinated Transportation Plan Transportation Service Agency Survey

Introduction

The Siskiyou County Local Transportation Commission is currently updating their Coordinated Public Transit Human Services Transportation Plan for Siskiyou County (Siskiyou Coordinated Plan). As part of this planning process, an inventory of e isting public, tribal, non pro t, and for pro t or on Emergency Medical Transportation (EMT) programs is being undertaken. This survey is designed to gather information about transportation resources and services speci cally designed to meet the needs of senior adults, disabled, and low income residents in the study area with the ultimate goal of improving coordination between all transportation providers.

Please complete the survey by Friday, May , . If you have any uestions, please feel free to contact Ari by phone or e mail. If you are trying to send data les that are too large to send via email, please email Ari and she will work with you to send the les. We will review your responses to the survey and will contact you to clarify any responses and obtain more information, if necessary.

Thank you in advance for your help

Ari eplinger, Assistant Planner
LSC Transportation Consultants, Inc.
( )
ari lsctrans.com

Thank you in advance for your help

. Please provide general information about your organization.

Organization ame	
Contact Person	
Contact Person s Title	
Address	
City	
State	
ip	
Phone	
Email	
Website	

Siskiyou County Coordinated Transportation Plan Transportation Service Agency Survey

nmet Transportation eeds Coordination

. Please describe any transportation needs in the community that you feel are currently not met or will become a need in the future that current transportation services cannot accommodate.

. Please describe any e isting coordinated transportation arrangements that you have with other transportation providers, social service agencies, and/or other entities.

Siskiyou County Coordinated Transportation Plan Transportation Service Agency Survey

Program Information

. What population segments does your organization/agency serve? (Please indicate all that apply.)

- [ ] General Public
- [ ] Elderly
- [ ] Youth
- [ ] eterans
- [ ] nemployed
- [ ] Low Income
- [ ] People with Mental Disabilities
- [ ] People with Physical Disabilities
- [ ] People with Sensory Disabilities (vision, hearing)
- [ ] Other (please specify)

. Are there any population segments that your organization/agency does *not* serve? If so, why not?

6. What areas of Siskiyou County does your organization/agency primarily serve? (Please indicate all that apply.)

If you have a shapefile or map of your service area, please email Ari Keplinger at ari@lsctrans.com to coordinate sending files.

- [ ] Yreka
- [ ] Fort Jones
- [ ] Weed
- [ ] McCloud
- [ ] Hornbrook
- [ ] Etna
- [ ] Dunsmuir
- [ ] Dorris
- [ ] Tulelake
- [ ] Lake Shastina
- [ ] Happy Camp
- [ ] Montague
- [ ] MacDoel
- [ ] Greenview
- [ ] Big Springs Area
- [ ] Copco Area
- [ ] Hwy 96 Corridor
- [ ] Other (please specify)

7. Does your organization/agency serve areas outside of Siskiyou County? (If so, where?)

. Which of the following best describes your organization/agency? (Please indicate only one.)

- ◯ Municipal Government Agency
- ◯ County Government Agency
- ◯ State Government Agency
- ◯ Public Transit System
- ◯ Private For Pro t Transportation Company
- ◯ Private onpro t Transportation Company
- ◯ Tribal Government
- ◯ Other (please specify)

Siskiyou County Coordinated Transportation Plan Transportation Service Agency Survey

Transportation Service Provision

9. Are there any trip re uests/needs that your clients need transportation services for, but your organization/agency is unable to help with? (Please list. E amples could be grocery shopping, etc.

. How does your organization/agency provide transportation services? (Check all that apply)

- ☐ Operate vehicles
- ☐ olunteer Drivers
- ☐ Contract with another agency (Please Specify)
- ☐ Contract with operator (Please Specify)
- ☐ Provide referral only
- ☐ Does not provide any transportation services
- ☐ Buy passes for public transit services
- ☐ Other (please specify)

Siskiyou County Coordinated Transportation Plan Transportation Service Agency Survey

. Are your organization/agency s transportation service services provided on a scheduled or an on demand/as needed basis?

- [ ] Scheduled
- [ ] On Demand / As eeded
- [ ] Other (please specify)

. What days are your organization/agency s transportation services available? (Please indicate all that apply.)

- [ ] Monday
- [ ] Tuesday
- [ ] Wednesday
- [ ] Thursday
- [ ] Friday
- [ ] Saturday
- [ ] Sunday

. What are the hours of operation for the transportation service on weekdays?

Start Time

Time AM/PM

h m -

End Time

Time AM/PM

h m -

. What are the hours of operation for the transportation service on weekends?

Start Time

Time AM/PM

hl m -

End Time

Time AM/PM

hl m -

Siskiyou County Coordinated Transportation Plan Transportation Service Agency Survey

. Do you charge fees to the users of your organization/agency s service?

- o
- Yes, (Please specify your rates/fare structure below and Indicate if you provide waivers or trip passes.)

Siskiyou County Coordinated Transportation Plan Transportation Service Agency Survey

Level of Service

Before listing data, please indicate whether the data being provided is for the calendar (January through December) or fiscal year (State: July through June; or Federal: October through September). Any information you can provide is appreciated. If appropriate, please email ridership, financials (expenses and revenue), and operational data (revenue hours and miles by mode) to ari@lsctrans.com.

6. Please indicate what time periods you are reporting data for

- ◯ Calendar Years
- ◯ State Fiscal Years (July through June)
- ◯ Federal Fiscal Years (October through September)

7. How many passenger trips did your organization/agency provide in

?

?

. How many vehicle service ***hours*** of transportation service did your organization/agency operate in

?

?

9. How many vehicle service ***miles*** of transportation service did your organization/agency operate in

?

?

. If you would like to provide further details on the data that you have provided, please do so below.

Siskiyou County Coordinated Transportation Plan Transportation Service Agency Survey

Funding E penses

Again, as appropriate, please record whether the data provided is for the calendar or fiscal year (state or federal).

. Please indicate what time periods you are reporting data for

- ◯ Calendar Years
- ◯ State Fiscal Years (July through June)
- ◯ Federal Fiscal Years (October through September)

. What was your organization/agency s appro imate annual budget for operating transportation services in

?

?

. What are your organization/agency s sources of funding? For each source listed, please indicate the amount.

Transportation Development Act Local Transportation Fund

Transportation Development Act State Transit Assistance

Low Carbon Transit Operations Program

FTA

Medicaid

Older Americans Act Title IIIB

Fares

Donations

. For each of the sources you listed in the previous uestion, please indicate any limitations on what the funds can be used for (e.g., only capital needs).

Transportation Development Act Local Transportation Fund

Transportation Development Act State Transit Assistance

Low Carbon Transit Operations Program

FTA

Medicaid

Older Americans Act Title IIIB

Fares

Donations

. Please list any other funding sources not previously mentioned that your organization/agency utilizes to provide transportation services. Indicate how much funding your organization/agency receives from each additional source, and any limitations on the funding.

Siskiyou County Coordinated Transportation Plan Transportation Service Agency Survey

ehicles, E uipment, and Technology

If your organization/agency owns or leases vehicles, please email your fleet inventory information to ari@lsctrans.com. If you would rather provide your fleet information directly through the survey, please provide this data in the following question.

6. List your organization/agency s vehicles Make, Model, Seating Capacity, Fuel Type, Age, Whether ehicle is Owned or Leased

7. Does your organization/agency use route/scheduling software?

If yes, what is the name of the software?

If no, what do you use to schedule drivers and trips?

Siskiyou County Coordinated Transportation Plan Transportation Service Agency Survey

Comments

. What ideas/suggestions do you have with respect to improving mobility for your clients. How can transportation services within Siskiyou County be better coordinated?