

RCTA 2025-2030 Short Range Transit Plan – Addendum #1
March 12, 2024

1. Questions and Responses – Addenda #1

Aggregate of questions received during pre-bid zooms with RCTA responses

- i. Will RCTA provide free REMIX licenses for use during the SRTP?
Yes, RCTA is informed by CalITP (Caltrans) that pro bono temporary licenses will be provided to RCTA and its consultants upon request. This is not guaranteed.
- ii. Work scope, can tasks be moved around in order as long as all tasks are covered?
Yes.
- iii. OB surveys, will that be every run all day for x number of days?
This is up for negotiation, the 2017 OB survey aimed for representative sampling based on ridership over a three day period, not covering every trip of every route.
- iv. When would we want to do OB Surveys? Early to mid fall?
Again negotiable, RCTA feels early fall would be ideal, perhaps September, after students are in school but before RCTA’s reduced winter schedule begins on October 1st.
- v. The 3 page limit mentioned on “Proposal Submittal Requirements, Bullet 8” is restrictive, does RCTA intend to enforce that?
This was included in error, please disregard. However, the 45-page proposal maximum length stated in “D. Instructions for Submitting Proposal” will be enforced.
- vi. Task 4 – resiliency of design, may need a sub for this specialized work, what is expected?
The plan is not seeking detailed design recommendations, but rather documentation of the tsunami hazards associated with both RCTA’s major facilities: the existing RCTA facility on a ground lease at 140 Williams Drive, and the future (2025 design, 2027 construct?) downtown transit center, at Front and K, near the current curbside hub. General recommendations encouraged for designing features of these facilities to harden them against high water, storm events, as well as wildfire and other disasters.
- vii. Does the transit workbook have ridership info? By route, trip and direction?
RCTA gets most of its operations data from the monthly First Transit/Transdev operations excel workbook. The workbook features ridership by trip, route, day, but not down to the bus stop level.
- viii. The facilities resiliency design, what are we looking at here?
Building position, second floor offices, etc. See question vi above for Task 4 guidance.
- ix. Fleet transition plan, anything in writing?
RCTA is compliant with CARB ICT transit fleet regulations. The written document that memorializes this process is the ICT Rollout Plan, dated June 2023.
- x. Is a mix of in-person and virtual outreach acceptable? Web survey ok?
Yes, in fact this is encouraged. In addition to the OB survey to reach riders, and perhaps two focus groups with Youth and Seniors as potential target segments, RCTA expects to survey the community via email survey, embedded in website, and any other effective means to get the survey or surveys out to the public. Creative approaches welcome.
- xi. Will this SRTP address RCTA DAR as well as fixed route?
Yes, absolutely. RCTA DAR is unique and should have its own chapter or at least section, to document the changes over recent history and current performance.
- xii. When are service changes implemented?
June 1 and Oct 1 are the current dates that RCTA does its service changes each year.

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- xiii. How do we build our timetables, any scheduling software? GTFS also?
RCTA has not obtained a fixed route scheduling software package, timetables are done by the ED in Excel and then entered into GTFS. RCTA has Swiftly AVL/CAD which consumes GTFS static and produces Caltrans-compliant GTFS-Real Time feeds.
- xiv. School ridership important? What are other core rider groups?
RCTA has prioritized youth (school) ridership for several years and it has slowly developed into an important market segment, in spite of little support from the local school district. RCTA has the Route 300 tripper geared to bell time services, and deviates mainline routes to supplement bell time school needs. Low-income and disabled adults are a huge segment, and seniors are a decent segment with potential growth.
- xv. Driver recruitment retaining concerns?
Was a problem pre-pandemic, RCTA intervened with major wage increases, solved the problem for awhile, but legislative interventions to further raise the minimum wage will again put upward pressure on RCTA to further raise its wages.
- xvi. Weather related concerns, issues?
Constantly in the winter months, with over 80 inches or rain, Del Norte County gets more than its share of storm damage, landslides, road closures, most of which impact RCTA's two regional routes and its CTSA Southern Oregon Medical Shuttle. RCTA has Swiftly Rider Alert feature (needs to better utilize it) as well as connection between its Facebook Page (used most often to generate last minute rider alerts) and website.
- xvii. Coordination with adjacent transit providers, Curry, HTA?
At the agency leadership level, high coordination with Humboldt Transit, Mendocino, Lake, through the North State Super Region Transit Working Group, including cooperative projects such as the contactless fares acceptance and the Redwood Coast Express (coordinated regional routes). More operational in nature is our relationship with Curry Public Transit (just across OR border) where dispatchers are in frequent communication to ensure timed transfers at Lucky 7 in Smith River are executed.
- xviii. Electronic submittal ok?
Electronic submittal is required, non-password protected pdf required.
- xix. Adding non-riders to the OB Survey?
Excellent idea, maybe not for the OB Survey, but for the email, web-based surveys, please develop your preferred strategy for reaching non-riders.
- xx. Do I know who will be on the selection committee?
Not at this time, most likely a mix of RCTA and nearby jurisdictional staff members.
- xxi. Will the Addenda be posted online?
Yes, will post on March 13th.
- xxii. What are biggest drivers of operations costs increases?
Biggest driver is the major increases in labor costs, followed by fuel, and technology costs.
- xxiii. What about bus stops, will we want to describe the situation?
I think a chapter or at least section on bus stops is a great idea. RCTA has made bus stops a high priority in recent years but there is still work to be done, aggravated by the acute homelessness issue confronting our region.
- xxiv. Any good events to attend to do public outreach?
4th of July Event is the only real big in-person event to get feedback, would be great to attend. RCTA has a booth with info and prizes as well as a bus in the parade.