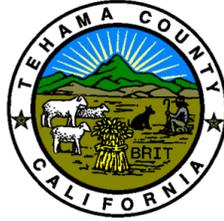


TEHAMA COUNTY TRANSIT AGENCY BOARD



Board Chambers
Tehama County Board of Supervisors Chambers
727 Oak Street, Red Bluff, CA 96080
<https://tehamacounty.legistar.com/Calendar.aspx>

AGENDA FOR MONDAY, JANUARY 26, 2026

Chairman: Jim Bacquet Vice-Chairman: Patrick Hurton
Commissioners: Robert Burroughs, Matt Hansen, Tom Walker, Dave Demo

Tom Provine, Interim Executive Director
Jessica Riske-Gomez, Deputy Director

This meeting conforms to the Brown Act Open Meeting Requirements, in that actions and deliberations of the TCTAB created to conduct the people's business are taken openly; and that the people remain fully informed about the conduct of its business. Any written materials related to an open session item on this agenda that are submitted to the Deputy County Clerk less than 72 hours prior to this meeting, and that are not exempt from disclosure under the Public Records Act, will promptly be made available for public inspection at Tehama County Transportation Commission, 1509 Schwab St., Red Bluff, CA 96080.

Standing Items

1. **Call to Order / Introductions**
2. **Public Comment**
3. **Announcement of Agenda Corrections**
4. **Announcements**

Regular Items

5. **Transit Update - TRAX General Manager Young**
Transit Update - TRAX General Manager Young
Informational Presentation: Monthly update on the regional transit system consisting of TRAX, ParaTRAX, and METS.
6. **Approval of Minutes - Associate Transportation Planner Houghtby**

Approval of Minutes - Associate Transportation Planner Houghtby

Financial Impact:

None.

Background Information:

See attached minutes.

Waive the reading and approve the minutes from the October 27, 2025 Tehama County Transit Agency Board regular meeting.

7. Approval of Claims - Accountant Jensen

Approval of Claims - Accountant Jensen

Financial Impact:

Click here to enter Financial Impact.

Background Information:

See attached claims summary for October, November, and December 2025.

Approve Tehama County Transit Agency claims for October, November, and December 2025, in the amount of \$845,624.63.

8. 2026 Meeting Schedule - Associate Transportation Planner Houghtby

2026 Meeting Schedule - Associate Transportation Planner Houghtby

Financial Impact:

None.

Background Information:

None.

Adopt the TCTAB regular meeting dates for 2026 including a consolidation of the November and December 2026 meetings to Monday, December 7, 2026, 8:30 AM.

The 2026 meeting dates, if approved, will be as follows:

- January 26, 2026 8:45 AM
- February 23, 2026 8:45 AM
- March 23, 2026 8:45 AM
- April 27, 2026 8:45 AM
- May 18, 2026 8:45 AM
- June 22, 2026 8:45 AM
- July 27, 2026 8:45 AM
- August 24, 2026 8:45 AM
- Sept 28, 2026 8:45 AM
- Oct 26, 2026 8:45 AM
- Dec 7, 2026 8:45 AM

9. Zero Emission Vehicle Exemption Request - Deputy Director Riske-Gomez
Zero Emission Vehicle Exemption Request - Deputy Director Riske-Gomez

Financial Impact:

None at this time.

Adoption of the resolution does not commit the Agency to vehicle procurement or infrastructure investment. Approval preserves TRAX's ability to replace vehicles using conventional propulsion where zero-emission alternatives are not currently feasible, thereby avoiding unplanned capital and operational costs.

Background Information:

The California Air Resources Board (CARB) adopted the Innovative Clean Transit (ICT) Regulation to transition all public transit fleets to zero-emission buses by 2040. Beginning in upcoming procurement cycles, the regulation requires transit agencies to purchase zero-emission buses unless an exemption applies.

The ICT Regulation explicitly allows Small Transit Agencies to request exemptions from zero-emission bus purchase requirements when specific conditions exist, including infrastructure delays, operational infeasibility, vehicle unavailability, and financial hardship (13 CCR §2023.4(c)).

The Tehama County Transit Agency Board (TCTAB) operates the Tehama Rural Area eXpress (TRAX) system, a rural transit network characterized by long service distances, high daily mileage, extreme weather conditions, limited utility infrastructure, and constrained funding typical of FTA Section 5311 operators.

After reviewing fleet replacement schedules, operational demands, available vehicle technologies, and facility conditions, staff has determined that TRAX currently qualifies for multiple exemption categories under the ICT Regulation.

Consistent with CARB guidance and recent precedent established by other California transit agencies, including the City of Clovis, staff has prepared an exemption request supported by a Board resolution and formal submittal letter.

The exemption request is based on the following findings:

1. Infrastructure Delay (13 CCR §2023.4(c)(1))

TRAX does not have existing zero-emission charging infrastructure, nor sufficient electrical capacity at its operations facility. No utility load assessment, infrastructure design, or funded construction project is currently in place. Significant planning, coordination with PG&E, and capital investment would be required before zero-emission buses could be safely deployed.

2. Daily Mileage and Operational Requirements (13 CCR §2023.4(c)(2))

TRAX buses routinely operate extended daily service blocks typical of rural systems, frequently exceeding 120-180 miles per day. Current zero-emission

cutaway bus technologies have not demonstrated the ability to reliably meet these mileage requirements under real-world rural operating conditions, particularly when accounting for HVAC loads, terrain, and lack of en-route charging.

3. Route Feasibility and Vehicle Availability (13 CCR §2023.4(c)(4))

At present, there are no Altoona-tested zero-emission cutaway or medium-duty vehicles in the Class 5-6 range capable of meeting TRAX’s passenger capacity, range, and duty-cycle needs without reducing service reliability or coverage.

4. Financial Hardship (13 CCR §2023.4(c)(5))

TRAX is funded primarily through FTA Section 5311 Rural Formula Funds and limited local match. The cost of zero-emission buses, charging infrastructure, facility upgrades, and utility improvements would impose a significant financial burden and could jeopardize the Agency’s ability to maintain essential transit service.

These conditions closely mirror those cited in the City of Clovis ICT exemption approval, which CARB has accepted as a valid basis for relief under §2023.4(c).

Adopt Resolution No. 01-2026 Authorizing the Submittal of a Zero-Emission Bus Purchase Exemption Request Pursuant to the Innovative Clean Transit Regulation, authorizing the Executive Director, or designee, to advance a request to the California Air Resources Board (CARB) for an exemption from Zero-Emission Bus (ZEB) purchase requirements under Title 13, California Code of Regulations §2023.4(c).

10. Poor And The Homeless (PATH) Center Coordination - Staff Update

Poor And The Homeless (PATH) Center Coordination - Staff Update

Financial Impact:

Tolar shelter and labor not to exceed \$27,000.00 in Local Transportation Funds.

Background Information:

A new turnaround has recently been installed at the PATH (Poor And The Homeless) Center to allow TRAX buses to safely enter the site, turn around, and exit without backing or unsafe maneuvering. This operational improvement enhances safety for transit operators and riders and supports more reliable service at a facility that serves as a critical access point for housing assistance, health services, case management, and other essential resources for unhoused and housing-insecure individuals in the community.

With the turnaround now in place, staff conducted a site review using the adopted TRAX Bus Stop Standards, Policies, and Procedures, which establish criteria for bus stop placement, accessibility, shelter eligibility, and operational considerations. The PATH site was previously constructed with ADA-compliant pathways and boarding areas, allowing transit infrastructure to be integrated without the need for additional accessibility improvements. This reflects early coordination and alignment with adopted

standards intended to support inclusive access to transit.

Based on that review, Public Works will proceed under force account to install a Tolar bus shelter at the site. The shelter installation is consistent with Transit Agency design standards and will provide weather protection, seating, and a clearly defined waiting area. These improvements contribute to a safer and more dignified transit experience for riders accessing PATH services, many of whom rely on transit as their primary means of transportation.

To utilize the new turnaround and provide direct service to the facility, a minor route deviation has been implemented. This adjustment reduces the need for riders to walk through surrounding residential neighborhoods or cross adjacent railroad tracks to access transit. By consolidating access at a single, purpose-built location, the service change addresses documented safety concerns, reduces foot traffic impacts on nearby neighborhoods, and improves overall privacy for residents while maintaining efficient transit operations.

This item is provided to update the Board on the completed site improvements, application of adopted standards, and associated service adjustments. Collectively, these actions reflect the Transit Agency’s continued focus on safety, accessibility, operational efficiency, and coordination with community partners to better serve residents with essential transportation needs.

Informational presentation from staff on the PATH bus shelter, bus turnaround improvements, and associated route deviation.

**11. Medical Non-Emergency Transportation Service (METS) Pilot Project - Staff
Medical Non-Emergency Transportation Service (METS) Pilot Project - Staff**

Financial Impact:

To be determined

Background Information:

Unhoused individuals and those experiencing extreme housing instability face persistent and compounding barriers when attempting to access essential government services, including identity documentation, health coverage, income support, and housing assistance. While many services are nominally available, the lack of reliable, coordinated transportation remains one of the most significant practical barriers to successful service navigation, particularly in rural and small-urban regions.

Obtaining or replacing foundational documents, such as birth certificates, Social Security cards, state identification cards, and DMV records, is often a prerequisite to accessing nearly all other public benefits, including:

- Medi-Cal and Medicare
- CalFresh and General Assistance

- SSI/SSDI
- Housing vouchers and coordinated entry systems
- Employment and workforce training programs

For unhoused individuals, these processes frequently require multiple in-person visits, identity verification across agencies, and travel to regional offices that are not locally available. In Tehama County, this often necessitates travel to Redding, where Social Security Administration offices, specialized DMV services, medical specialists, and records repositories are located.

Transportation Challenges in a Rural Context

Traditional fixed-route transit is not always suitable for these trips due to:

- Long travel distances and travel times
- Limited service frequencies
- Appointment-specific timing requirements
- The need for accompaniment or advocacy during appointments
- Physical, cognitive, or behavioral health limitations

For many unhoused clients, even paratransit eligibility does not fully address these needs, particularly when trips involve multi-stop itineraries, document retrieval, or coordination with service providers. As a result, missed appointments, incomplete applications, and service drop-off are common, leading to increased system inefficiency and prolonged dependency.

The Role of Volunteer-Supported Mobility

Programs that combine agency coordination with volunteer driver models have been shown nationally to improve outcomes for vulnerable populations by:

- Reducing missed appointments
- Improving follow-through on documentation requirements
- Providing trauma-informed, client-centered travel support
- Leveraging community partnerships to stretch limited public resources

Partnering with a trusted local service provider, such as PATH (Poor And The Homeless), allows transportation services to be integrated directly into case management workflows. Volunteer drivers, operating under agency coordination, can provide flexible, appointment-driven trips that are not easily accommodated through standard transit service alone.

Pilot Concept: METS Expansion Through a Low-Risk Vehicle Investment

The proposed pilot would expand the existing Medical Non-Emergency Transportation Service (METS) by:

- Procuring one additional ADA-compliant METS minivan, consistent with the vehicles currently in service
- Partnering with PATH to provide volunteer drivers who escort clients to critical appointments in Redding
- Targeting trips specifically related to records acquisition and benefit eligibility

This investment is considered low risk for several reasons:

- METS minivans are already in successful operation, with proven suitability for paratransit and medical transport
- The vehicle would replace an aging minivan already scheduled for phase-out, aligning with fleet lifecycle needs
- If the pilot does not achieve anticipated outcomes, the vehicle can be seamlessly reassigned to:
 - ADA paratransit service
 - Medical transport
 - Other demand-responsive transit functions

As ADA-compliant assets, these vehicles retain long-term utility within the transit program, ensuring that public funds are protected regardless of pilot results.

Alignment With Transit and Human Services Objectives

This pilot directly supports:

- Improved access to government services and healthcare
- Reduced administrative churn and repeat service attempts
- Stronger coordination between transit and human service providers
- A data-driven approach to evaluating expanded mobility models before permanent adoption

By pairing infrastructure improvements (bus shelter installation) with service innovation (METS pilot expansion), the program addresses both immediate access needs and longer-term system efficiency, recognizing that mobility is a prerequisite to stability.

- a.) Receive an informational presentation on a proposed Medical Non-Emergency Transportation Service (METS) Pilot Project.
- b.) Provide direction to staff regarding next steps.

12. Items for Future Agenda

13. Closing Comments

14. Adjourn

The County of Tehama does not discriminate on the basis of disability in admission to, access to, or operation of its buildings, facilities, programs, services, or activities. Questions, complaints, or

requests for additional information regarding the Americans with Disabilities Act (ADA) may be forwarded to the County's ADA Coordinator: Tom Provine, County of Tehama, 727 Oak St., Red Bluff, CA 96080, Phone: (530) 527-4655. Individuals with disabilities who need auxiliary aids and/or services or other accommodations for effective communication in the County's programs and services are invited to make their needs and preferences known to the affected department or the ADA Coordinator. For aids or services needed for effective communication during Tehama County Transit Agency Board meetings, please contact the ADA Coordinator prior to the day of the meeting. This notice is available in accessible alternate formats from the affected department or the ADA Coordinator.