

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

This time is set aside for citizens to address this Board on any item of interest to the public that is within the subject matter jurisdiction of the TCTAB provided the matter is not on the agenda or pending before this Board. The Chair reserves the right to limit each speaker to three (3) minutes. Disclosure of the speaker's identity is purely voluntary during the public comment period.

3. Announcement of Agenda Corrections

4. Announcements

Regular Items

5. Transit Update - TRAX General Manager Young [25-2071](#)

Informational Presentation: Monthly update on the regional transit system consisting of TRAX, ParaTRAX, and METS.

6. Approval of Minutes - Associate Transportation Planner Houghtby [25-2077](#)

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

Attachments: [10.27.2025 TCTAB Minutes](#)

7. Approval of Claims - Accountant Jensen [25-2074](#)

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

Attachments: [TCTAB Oct - Dec Claims](#)

8. 2026 Meeting Schedule - Associate Transportation Planner Houghtby [25-1910](#)

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 26-0029

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).

Attachments:

- 1.8.2026 - ACF SLG Overview with Amendments
- Clovis City Council - ICT Exemption request
- Advanced Clean Fleets Regulation - Zero-Emission Vehicle Purchase Exemption
- Resolution of Exemption - TRAX
- Letter of Exemption Request

10. Poor And The Homeless (PATH) Center Coordination - Staff Update 26-0060

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

Attachments:

- Bus line improvement adds access to PATH Center – Red Bluff Daily News
- Bus Stop Design Standards-Policies and Procedures
- Tolar Quote #24072PM
- TolarOneSheet2023-WEB-Sierra

11. Medical Non-Emergency Transportation Service (METS) Pilot Project - Staff 26-0056

- 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.



Tehama County

Agenda Request Form

File #: 25-2071

Agenda Date: 1/26/2026

Agenda #: 5.

Transit Update - TRAX General Manager Young

Requested Action(s)

Informational Presentation: Monthly update on the regional transit system consisting of TRAX, ParaTRAX, and METS.



Tehama County

Agenda Request Form

File #: 25-2077

Agenda Date: 1/26/2026

Agenda #: 6.

Approval of Minutes - Associate Transportation Planner Houghtby

Requested Action(s)

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

Financial Impact:

None.

Background Information:

See attached minutes.

Tehama County

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



Meeting Minutes

Monday, October 27, 2025
8:45 AM

Board Chambers

Transit Agency Board

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

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

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Standing Items

1. Call to Order / Introductions

The Tehama County Transit Agency Board Regular meeting was called to order at 9:07 AM.

Present: Commissioner Dave Demo, Commissioner Pati Nolen, Vice Chair Patrick Hurton, Commissioner Matt Hansen, and Commissioner Tom Walker

ABSENT: Chairperson Jim Bacquet

2. Public Comment

This time is set aside for citizens to address this Board on any item of interest to the public that is within the subject matter jurisdiction of the TCTAB provided the matter is not on the agenda or pending before this Board. The Chair reserves the right to limit each speaker to three (3) minutes. Disclosure of the speaker's identity is purely voluntary during the public comment period.

There was no public comment.

3. Announcement of Agenda Corrections

There were no agenda corrections.

4. Announcements

There were no announcements.

Regular Items

5. Approval of Minutes - Associate Transportation Planner Houghtby

Waive the reading and approve the minutes from the September 22, 2025 Tehama County Transit Agency Board regular meeting.

RESULT: APPROVE

MOVER: Pati Nolen

SECONDER: Tom Walker

AYES: Commissioner Demo, Commissioner Nolen, Vice Chair Hurton, Commissioner Hansen, and Commissioner Walker

ABSENT: Chairperson Bacquet

6. Approval of Claims - Accountant Jensen

Approve Tehama County Transit Agency claims for September 2025, in the amount of \$279,382.93.

RESULT: APPROVE

MOVER: Tom Walker

SECONDER: Pati Nolen

AYES: Commissioner Demo, Commissioner Nolen, Vice Chair Hurton, Commissioner Hansen, and Commissioner Walker

ABSENT: Chairperson Bacquet

7. Transfer of Funds - TRAX - Accountant Jensen

Authorize Chairman to sign the Transfer of Funds Request of \$110,000 from Fund 117-3037-59000 (Contingency) Transfer \$110,000 to 117-3037-57605 (Vehicles) to facilitate the purchase of two (2) Class C StarCraft Buses.

RESULT: APPROVE

MOVER: Pati Nolen

SECONDER: Dave Demo

AYES: Commissioner Demo, Commissioner Nolen, Vice Chair Hurton, Commissioner Hansen, and Commissioner Walker

ABSENT: Chairperson Bacquet

8. Transit Update - TRAX General Manager Young

Informational Presentation: Monthly update on the regional transit system consisting of TRAX, ParaTRAX, and METS.

Informational presentation provided by General Manager Young.

Commissioner Demo asked why there is not a trolley included in the Corning Christmas Parade. General Manager Young advised they would like to, though it would require the City of Corning Chamber of Commerce to reach out and inquire. General Manager Young advised she will look into it.

9. Items for Future Agenda

There were no items for future agenda.

10. Closing Comments

There were no closing comments.

11. Adjourn

With no further business the meeting was adjourned at 9:15 AM.

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Tehama County

Agenda Request Form

File #: 25-2074

Agenda Date: 1/26/2026

Agenda #: 7.

Approval of Claims - Accountant Jensen

Requested Action(s)

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

Financial Impact:

[Click here to enter Financial Impact.](#)

Background Information:

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

TEHAMA COUNTY TRANSIT AGENCY BOARD CLAIMS

Meeting Date: 1/26/26

Claimant	Invoice Description	Amount
CLAIMS PAID IN OCTOBER 2025		
City of Red Bluff	1820 Bidwell St. 09/04-10/02/25	\$53.27
City of Red Bluff	1515 Schwab St. 09/04-10/02/25	\$63.76
McEntire Landscaping	Professional Services October 2025	\$780.00
P.G. & E.	Utilities 9/02-09/30/25	\$2,269.66
Paratransit Services	Contract Services September 2025	\$153,113.53
Paratransit Services	ParaTRAX Services September 2025	\$64,737.15
Paratransit Services	Shasta Tehama Connect September 2025	\$10,326.03
Paratransit Services	Saturday Service September 2025	\$6,892.65
Paratransit Services	METS Services September 2025	\$3,388.98
Verizon Wireless	Communication 08/24-09/23/25	\$798.21
GRAND TOTAL:		\$242,423.24

CLAIMS PAID IN NOVEMBER 2025		
McEntire Landscaping	Professional Services November 2025	\$780.00
P.G. & E.	Utilities 10/01-10/31/25	\$1,878.28
Paratransit Services	Hazard Covid Pay Sept and Oct 2025	\$64,347.51
Paratransit Services	Contract Services October 2025	\$172,611.67
Paratransit Services	ParaTRAX Services October 2025	\$66,216.76
Paratransit Services	Shasta Tehama Connect October 2025	\$10,514.66
Paratransit Services	Saturday Service October 2025	\$6,763.01
Paratransit Services	METS Services October 2025	\$5,051.58
Verizon Wireless	Communication 09/24-10/23/25	\$798.21
GRAND TOTAL:		\$328,961.68

CLAIMS PAID IN DECEMBER 2025		
City of Red Bluff	1820 Bidwell St. 10/03-11/04/25	54.51
City of Red Bluff	1515 Schwab St. 10/03-11/04/25	63.60
P.G. & E.	Utilities 11/01-12/02/25	\$2,602.87
Paratransit Services	Hazard Covid Pay November 2025	\$26,652.11
Paratransit Services	Contract Services November 2025	\$163,882.26
Paratransit Services	ParaTRAX Services November 2025	\$59,823.48
Paratransit Services	Shasta Tehama Connect November 2025	\$9,072.31
Paratransit Services	Saturday Service November 2025	\$8,425.94
Paratransit Services	METS Services November 2025	\$2,982.53
Verizon Wireless	Communication 10/24-11/23/25	\$798.21
GRAND TOTAL:		\$274,239.71



Tehama County

Agenda Request Form

File #: 25-1910

Agenda Date: 1/26/2026

Agenda #: 8.

2026 Meeting Schedule - Associate Transportation Planner Houghtby

Requested Action(s)

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
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- 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

Financial Impact:

None.

Background Information:

None.



Tehama County

Agenda Request Form

File #: 26-0029

Agenda Date: 1/26/2026

Agenda #: 9.

Zero Emission Vehicle Exemption Request - Deputy Director Riske-Gomez

Requested Action(s)

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).

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).



Advanced Clean Fleets

State and Local Government

Advanced Clean Fleets Update

Amendments to the ACF regulation were recently adopted which would repeal parts of the regulation applying to federal or private fleets, including requirements for drayage trucks. The amendments are expected to be effective before January 2027.

The state and local government fleets portion of ACF would remain, subject to amendments under AB 1594, which preserve CARB's authority to provide added flexibility for most public agency utilities. Consistent with its mission to reduce air pollution and protect public health, CARB encourages all to continue reducing emissions and we look forward to partnering with you in these efforts.

State and Local Government Fleet Applicability

- “State or local government agency” means a city, county, public utility, special district, local agency or district, and any department, division, public corporation, or public agency of the State of California.
- Applies to any state or local government agency in California that owns, leases, or operates one or more vehicles with a gross vehicle weight rating (GVWR) greater than 8,500 lbs.



Excluded Vehicles

- School buses defined in (California Vehicle Code §545)
- Emergency vehicles defined in (California Vehicle Code §165)
- Vehicles awaiting sale
- Military tactical vehicles
- Historical vehicles
- Dedicated snow removal vehicles
- Certain two-engine vehicles
- Heavy cranes
- Transit vehicles subject to Innovative Clean Transit regulation
- Vehicles subject to Zero-Emission Airport Shuttle regulation



ZEV Purchase Schedule

Current Requirements

2024-2026

January 1, 2027+

50 percent of purchases must be ZEV or NZEV

All purchases must be ZEV or NZEV

- Agencies in designated counties or divisions with 10 or fewer vehicles are exempt from the ZEV purchase requirements until 2027, still must report to TRUCRS
- 2035 and earlier MY NZEVs count as a ZEV



ACF Amendments

ZEV Purchase Schedule

Expected to be Effective Before 2027

2024-2029

January 1, 2030+

50 percent of purchases must
be ZEV or NZEV

All purchases must
be ZEV or NZEV

- Agencies in designated counties or divisions with 10 or fewer vehicles are exempt from the ZEV purchase requirements until 2030, still must report to TRUCRS
- 2035 and earlier MY NZEVs count as a ZEV



Reporting Date

- State and Local Government Agency Fleets
 - **Truck Regulation Upload, Compliance, and Reporting System (TRUCRS)**
 - Initial Reporting Deadline April 1, 2024
 - Annual deadline April 1, until 2045
- Fleet changes need to be reported within 30 days of occurrence
 - Any vehicles added
 - Any vehicles permanently removed
 - Backup vehicles that exceed the allowable mileage
 - ZEV conversions

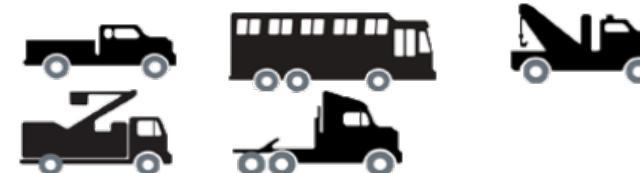
ZEV Purchase Schedule - Considerations

- Existing compliant internal combustion vehicles can be operated indefinitely
 - No useful life retirement in this option
- Early/excess action credit
 - ZEVs purchased early or in excess of purchase requirements count one-for-one towards future combustion-powered vehicle purchase
- Flexibility provision access
- Compliance is assessed at the end of year for all purchases made during that calendar year
- Non-transit vehicles owned by Transit Agencies subject to the ICT regulation are exempt through 1/1/2030

ZEV Milestones Option

- Available to State and Local Government Agency Fleets
- Provides flexibility to comply regardless of vehicle age or mileage
- Phased-in based on ZEV suitability by vehicle type
 - Must meet ZEV milestones as a percent of California fleet
- Flexibility to add new or used ICE vehicles beyond 2027
- Annual Reporting Deadline is February 1
- Can opt-in permanently in TRUCRS until 1/1/2030
- Must waive right to statutory useful life for vehicles

ZEV Milestones Option Table

Zero-Emission Fleet Percentage	10%	25%	50%	75%	100%
Group 1: Box trucks, vans, 2-axle buses, yard trucks, light-duty package delivery vehicles 	2025	2028	2031	2033	2035
Group 2: Work trucks, pickups, day cab tractors, 3-axle buses 	2027	2030	2033	2036	2039
Group 3: Sleeper cab tractors and Class 8 specialty vehicles 	2030	2033	2036	2039	2042

Example for a 100 Truck Fleet

Vehicle Type	# of Vehicles	ZEVs in 2025	ZEVs in 2029	ZEVs in 2033	ZEVs in 2037	ZEVs in 2041	ZEVs in 2045
Box trucks, vans, two-axle buses, yard tractors, light-duty delivery vehicles	60	6 (10%)	15 (25%)	45 (75%)	60 (100%)	60 (100%)	60 (100%)
							
Work trucks, day cab tractors, pickup trucks, three-axle buses	20	0	2 (10%)	10 (50%)	15 (75%)	20 (100%)	20 (100%)
							
Sleeper cab tractors and Class 8 specialty vehicles	20	0	0	5 (25%)	10 (50%)	15 (75%)	20 (100%)
							
ZEV Milestones	100	6	17	60	85	95	100

Exemptions and Extensions

Provision	Summary
Vehicle Delivery Delay Extension*	Allows a fleet to remain compliant if a ZEV order is delayed.
ZEV Infrastructure Delay Extension	Extends compliance for up to 5 years for delays during planning and construction.
ZEV Purchase Exemption	Can buy ICE vehicle if ZEV is not available in same configuration and weight class.
Daily Usage Exemption	Can buy ICE vehicle if available BEV does not meet fleet's mileage or power needs, and no NZEV or FCEV are available in the same configuration and weight class.
Mutual Aid Assistance	Reserves up to 25 percent of ICE vehicles in a fleet for use in mutual aid events.
Waste and Wastewater Fleets Ext.	Gives more time for existing CNG trucks in waste diversion and biomethane generation. Must permanently opt into ZEV Milestones to qualify.
Non-Repairable Vehicle	Flexibility to purchase used replacement ICE vehicle in case of an accident.
Backup Vehicle Exemption	Vehicle operated less than 1000 miles per year, excluding emergency operation mileage.
Intermittent Snow Removal Vehicle	May purchase ICE vehicles to operate as intermittent snowplow until 2030.
Transit Agency Exemption	Excludes transit agencies and their maintenance vehicles until 1/1/2030.

Note: * Not relevant to ZEV Purchase Schedule

Under ZEV Purchase Schedule MY of ICE vehicle being replaced must be at least 13 years old to qualify

Amendments to Advanced Clean Fleets

- Board Hearing Date: 9/25/2025
- Repeal parts of the ACF regulation applying to federal or private fleets, including requirements for drayage trucks
- Extend the 50% ZEV purchase requirement by three years and delay the 100% ZEV purchase requirement to 2030
 - Extending the exemption for small fleets and designated low population counties until 2030
- Expand compliance flexibilities
- Expected to be effective before January 2027
- Details regarding the amendments can be seen online:
- <https://ww2.arb.ca.gov/rulemaking/2025/acfab1594>

E-mail
ZEVFLEET@ARB.CA.GOV

Phone
(866) 634-3735



INFORMATION ONLY

CITY of CLOVIS

REPORT TO THE CITY COUNCIL

TO: Mayor and City Council
 FROM: Administration
 DATE: November 17, 2025
 SUBJECT: Consider Approval - to Submit a Request to the California Air Resources Board for Exemption from the Innovative Clean Transit Rule.

Staff: Andrew Haussler, City Manager
Recommendation: Approve

ATTACHMENTS: 1. Resolution
 2. Letter

RECOMMENDATION

For the City Council to approve submission of a request to the California Air Resources Board (CARB) for exemption from the Innovative Clean Transit Rule (ICT).

EXECUTIVE SUMMARY

At the City Council meeting on February 18, 2025, the City Council directed Councilmember Bessinger and staff to engage policymakers on the challenges the City was experiencing with the implementation of the Advance Clean Fleet (ACF) and ICT regulations.

Councilmember Bessinger and staff have met with regulators, elected officials at both the state and federal levels, and the chair of CARB, to provide testimony related to the rulemaking process and advocate for changes to the ACF regulation. Also, during this time, the Federal Government removed the "California Exemption" from the Clean Air Act, that allowed California to enforce a zero-emission vehicle mandate on the private sector. In response, the State of California filed a lawsuit on the exemption being removed, this litigation has not been resolved. Subsequently, the Governor of California issued an executive order directing CARB to conduct hearings to find alternatives to meet the State's goal of reducing carbon emissions by 2045.

This caused a rulemaking process to be conducted in which CARB approved some changes to the ACF regulations as described below that will provide some relief to public agencies. However, the ICT Rule remains in full effect and mandates all public transit agencies in California to fully transition to zero-emission vehicles by 2040. Based on fleet size, the ICT rule requires the City of Clovis and its Transit Division ("Transit Division") to include at least 25% zero-

INFORMATION ONLY

AGENDA ITEM NO. 12.

emission vehicles in any vehicle purchase beginning in 2026. By 2029, 100% of vehicle purchases over 14,000 GVW (gross vehicle weight) must be zero emissions.

BACKGROUND

At the City Council meeting on February 18, 2025, the City Council directed Councilmember Bessinger and staff to engage policymakers on the ACF and ICT regulations to address challenges the City was experiencing in the implementation of the regulations.

Councilmember Bessinger and staff have met with staff from CARB twice, the Chair of CARB, provided verbal public comment on changes to the ACF regulation at CARB, met with Congressman Fong's office twice, Assembly Member Tangipa, and Senator Grove. As these meetings were being held, there was a rapidly shifting regulatory environment.

In June of 2025, through Congressional action, the Federal Government removed the "California Exemption" from the Clean Air Act that allowed California to enforce a zero-emission vehicle mandate on the private sector. The ACF and ICT regulations on public agencies, however, are still in effect. As such, Staff has been working to develop implementation strategies to comply with these regulations which have shown to have significant logistical implications. This includes further technological development needed to provide products that meet the City's needs, the significant cost for the vehicles and charging infrastructure, and development of infrastructure needed to support an electric fleet in less than 10 years.

In response to the federal action, the State of California and ten other states filed a lawsuit on the exemption being removed, and this litigation has not been resolved. In June of 2025 the Governor of California issued an executive order instructing the CARB to conduct hearings and adopt regulations for alternatives to meet the State's goal of reducing carbon emissions by 2045 due to the federal exemption being removed.

In October of 2025 CARB conducted a rulemaking process to amend the ACF regulations. Council approved a comment letter on this issue and Councilmember Bessinger and the City Manager made public comments at the hearing consistent with Council direction. CARB amended the regulation to formally remove its applicability to private fleets and made several changes for public fleets. The changes include:

- Full ZEV purchase mandate delayed: The requirement for public fleets to purchase only zero-emission vehicles (ZEVs) has been postponed from 2027 to 2030.
- 50% ZEV purchase requirement delayed: The interim benchmark requiring that half of new purchases be ZEVs now begins in 2027 instead of 2024.
- Expanded exemptions: Public utilities and small or rural agencies may continue to buy combustion vehicles when no appropriate ZEV model exists or operational limitations make deployment infeasible.
- Emergency and specialized vehicles: CARB broadened exemptions.

There have been no adjustments or formally proposed adjustments to the ICT regulation for public transit, however, resulting in compliance challenges for transit fleets. The City's Transit Division is requesting Council approval for submission of a letter requesting a five-year

INFORMATION ONLY

exemption, pursuant to Title 13 CCR § 2023.4(c), to provide staff with additional time to secure adequate funding for infrastructure design and construction, bus purchases, and for the zero-emission marketplace to stabilize and mature.

The letter justifies the exemption request by explaining the circumstances beyond the City's control which prevent compliance with the ICT zero-emission bus purchase requirements. Circumstances beyond the City's control include the need to acquire land for additional charging infrastructure, the need for PG&E to upgrade its electricity infrastructure, and the need for the manufacturing sector to further develop zero-emission cutaway bus models that can reliably meet the Transit Division's fixed route mileage and HVAC load requirements under local operating conditions. The letter additionally describes the financial strain the City would incur trying to meet the ICT Rule requirements.

Next steps:

- Staff will continue to engage on the issue with elected officials and in any rulemaking processes made available.
- Staff will pursue filing for any exemptions available under the current regulations.
- Staff will continue utilizing any grant programs to purchase zev's and any corresponding infrastructure necessary with full knowledge the regulations are still in place and need to be planned for.
- Staff will submit the request for a five-year exemption and work with CARB staff on that process.

FISCAL IMPACT

None at this time. The exact cost of converting the City's fleet to zero-emission is hard to determine, but implementation of the ACF and ICT will be financially significant.

REASON FOR RECOMMENDATION

CARB requires a resolution affirming the City Council's approval of the letter to be submitted and signed by the City Manager.

ACTIONS FOLLOWING APPROVAL

Staff will implement the City Council direction, submit the exemption letter to CARB, and continue to engage policymakers on the ACF and ICT regulations.

CONFLICT OF INTEREST

None.

Prepared by: Andrew Haussler, City Manager

Reviewed by: City Manager AA

INFORMATION ONLY

AGENDA ITEM NO. 12.

RESOLUTION 25-__

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVIS AUTHORIZING THE CITY MANAGER TO SUBMIT A LETTER TO THE CALIFORNIA AIR RESOURCES BOARD REQUESTING AN EXEMPTION FROM THE INNOVATIVE CLEAN TRANSIT RULE

WHEREAS, the California Air Resources Board (CARB) adopted the Innovative Clean Transit (ICT) Rule in 2018, requiring all public transit agencies to transition to zero-emission vehicles by 2040; and

WHEREAS, under the ICT Rule, the City of Clovis Transit Division's ("Clovis Transit") fleet size requires graduated purchasing and operation of zero-emission vehicles over 14,000 pounds gross vehicle weight beginning in 2026; and

WHEREAS, Clovis Transit conducted a Feasibility Study and submitted an ICT Rollout Plan as required by CARB in 2023, both of which identified three areas of significant challenge for transition to a zero-emission fleet including a lack of an adequate fleet facility to support charging or hydrogen fueling, lack of appropriate zero-emission vehicle type on the marketplace, and the large amount of funding required to complete the transition; and

WHEREAS, the Feasibility Study and ICT Rollout Plan both confirm that the existing Operations & Maintenance Facility lacks the energy capacity, land area, and electrical infrastructure to support additional charging or hydrogen fueling equipment; and

WHEREAS, Pacific Gas & Electric (PG&E) service is fully utilized, and substantial transformer and conduit upgrades will be required for expansion of electric charging infrastructure to fully support the transition to zero-emission vehicles in accordance with the ICT Rule.

WHEREAS, PG&E, as the exclusive utility provider, must make required upgrades to its infrastructure and electrical grid before the City can begin constructing and installing the necessary infrastructure at the existing Operations and Maintenance Facility or elsewhere to fully implement the City's ICT Rollout Plan; and

WHEREAS, Clovis Transit operates cutaway buses on a fixed route averaging more than 100 miles per day, often in extreme temperatures ranging from below freezing in winter to in excess of 100 degrees Fahrenheit in summer; and

WHEREAS, the Feasibility Study demonstrates that current commercially available battery-electric buses cannot reliably meet Clovis Transit's fixed-route milage and HVAC load requirements; and

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AGENDA ITEM NO. 12.

WHEREAS, Clovis Transit continues to evaluate Altoona-tested cutaway models before committing to fleet replacement; and

WHEREAS, Clovis Transit relies on regional allocations of FTA § 5307 and § 5339 funds with limited local match flexibility; and

WHEREAS, the City has actively pursued TIRCP, ZETCP, and CMAQ funding for ICT implementation; and

WHEREAS, the CARB ICT Rule provides for an exemption pursuant to Title 13 of the California Code of Regulations section 2023.4(c) by request via submission of a letter signed by the City Manager and approved by the City Council; and

WHEREAS, for the reasons described above, Clovis Transit staff recommends requesting an exemption to the ICT Rule.

NOW, THEREFORE, the City Council resolves and finds as follows:

1. The foregoing recitals are true and correct.
2. Circumstances beyond the City's control, including the need to acquire land for additional infrastructure and delays obtaining adequate power from the utility provider, have resulted in a setback of construction of infrastructure needed for the zero-emission bus fleet pursuant to Title 13 of the California Code of Regulations section 2023.4(c)(1).
3. No fully validated zero-emission cutaway bus model, either battery-electric or hydrogen, is currently available to meet Clovis Transit's operational and climatic requirements.
4. Clovis Transit has actively pursued available funding and financing options that could be used to offset the high capital costs of zero-emission buses and associated infrastructure but nonetheless will incur financial hardship trying to meet the ICT Rule requirements.
5. The City Manager is authorized to sign and submit a letter to CARB requesting a five-year exemption of the ICT Rule for Clovis Transit.

* * * * *

The foregoing resolution was introduced and adopted at a regular meeting of the City Council of the City of Clovis held on November 17, 2025, by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN

DATED:

Mayor

City Clerk

INFORMATION ONLY

AGENDA ITEM NO. 12.



CITY of CLOVIS

1033 FIFTH STREET • CLOVIS, CA 93612

Date: November __, 2025

The Honorable Steven S. Cliff, Ph.D.
Executive Officer, California Air Resources Board
California Air Resources Board
1001 I Street
Sacramento, CA 95814

Re: Request for Temporary Exemption Under Title 13 CCR § 2023.4(c) – Clovis Transit

Executive Officer Cliff:

The City of Clovis respectfully submits this request pursuant to Title 13 CCR § 2023.4(c), which authorizes the California Air Resources Board (CARB) to grant exemptions when circumstances beyond a transit agency's control prevent compliance with the zero-emission bus purchase requirements. These circumstances include (1) infrastructure delays, (2) unavailability of specific vehicle types, and (3) financial hardship.

The City of Clovis (“City”) and its Transit Division (“Clovis Transit”) are committed to meeting the requirements of the Innovative Clean Transit (ICT) regulation and has taken concrete steps toward compliance through completion of the Clovis Transit Fleet Electrification Feasibility Study (CALSTART, Feb 2023), adoption of the ICT Rollout Plan (2023), and submission of funding applications to CALSTA’s Zero-Emission Transit Capital Program (ZETCP) and the Transit and Intercity Rail Capital Program (TIRCP).

Despite these significant efforts, several barriers remain that are beyond the City’s control and preclude full compliance within the next procurement cycle. In accordance with Title 13 CCR § 2023.4(a)—which authorizes the Executive Officer to grant exemptions upon request—the City of Clovis respectfully requests a five-year exemption (2026 – 2030) for the reasons described below. This timeframe reflects the early planning stage for the Clovis Transit Center and Zero-Emission Infrastructure Project, as land acquisition is underway and construction is not anticipated to begin before 2030.

Infrastructure Delay – § 2023.4(c)(1)

Both the Clovis Transit Fleet Electrification Feasibility Study (CALSTART, 2023) and the Innovative Clean Transit (ICT) Rollout Plan (2023) confirm that the existing Operations & Maintenance Facility lacks the electrical capacity, land area, and physical layout necessary to support additional zero-emission charging or fueling infrastructure:

Attachment 2

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“The current facility does not have the necessary space and energy requirements to accommodate the needed charging and maintenance infrastructure for future ZEB deployment.”
(*ICT Rollout Plan, June 2023, p. 3*)

Existing Energy Capacity

Clovis Transit currently operates two Level 3 DC fast chargers, both of which have experienced reliability issues. The facility’s electrical service is fully utilized and cannot accommodate additional load. The Feasibility Study (2023) determined that full fleet electrification would require installation of at least eight additional charging pedestals and corresponding transformer and switchgear upgrades. Electrical demand for full implementation was estimated to exceed the facility’s available power capacity by more than 1,000 kW, far beyond what can be supported through the existing service connection. These upgrades cannot be accomplished within the current facility footprint or its available electrical infrastructure.

As mentioned, the existing PG&E service is fully utilized. Substantial transformer and conduit upgrades would be required for expansion of electric charging infrastructure. Given PG&E, as the utility provider, would need to make these upgrades to its electrical grid, this will result in delays obtaining adequate power to operate purchased zero-emission buses that is beyond the City’s control.

Land and Right-of-Way Limitations

The Operations & Maintenance Facility is fully developed and lacks available land for additional charging infrastructure, electrical equipment pads, or expanded vehicle parking. Both the Feasibility Study (2023) and the ZETCP Capital Projects Submission (2024) identify the development of a new Operations and Maintenance Yard as essential to achieving full zero-emission implementation. The City is in the early stages of securing property for this facility. Until land is acquired, design, environmental review, and construction cannot proceed.

System Capacity and Schedule Constraints

Even after a new property is secured, substantial utility and electrical upgrades will be required to deliver sufficient power for depot charging. The City’s capital planning documents confirm that construction of the new Clovis Transit Center, including charging and fueling infrastructure, is estimated to have a total cost of \$162.3 million, including \$14.6 million dedicated to ZEV charging and fueling systems.

Hydrogen fueling is also infeasible in the near term. The nearest public hydrogen fueling station is located in Kerman, California (approximately 30 miles away), and no hydrogen cutaway vehicles are commercially available. Hydrogen infrastructure will only be considered as part of the future Clovis Transit Center once property and funding are secured.

Because the existing facility has reached full electrical capacity, no additional land is available for expansion, and the construction of new facilities and utility infrastructure will not occur until after 2030, Clovis Transit cannot feasibly comply with zero-emission bus purchase requirements during 2026–2030.

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In accordance with Title 13 CCR § 2023.4(c)(1)(B), Clovis Transit provides documentation from its governing body and a utility site assessment in lieu of contractor or utility correspondence. These materials confirm that site limitations, required land acquisition, and future electrical upgrades render compliance infeasible within the two-year extension period.

The conditions described, limited site capacity, lack of available land, and long-range infrastructure development, constitute factors beyond the City's control and justify approval of the infrastructure-delay exemption under Title 13 CCR § 2023.4(c)(1).

Vehicle Type Unavailability and Inability to Meet Daily Mileage Needs §§ 2023.4(c)(4) and 2023.4(c)(2)

Clovis Transit operates a fleet of cutaway buses ranging from 27 to 32 feet in length, with two battery-electric vehicles measuring 24 feet. All fixed-route buses exceed the 14,000-pound gross vehicle weight rating (GVWR) threshold under the Innovative Clean Transit (ICT) regulation. The diesel fleet serves three fixed routes—Green Route (171 miles), Route 50 (189 miles), and Route 10 (172 miles)—each typically completed without refueling, even during summer conditions when temperatures exceed 100°F. These routes represent the City's baseline daily mileage requirement.

The Clovis Transit Fleet Electrification Feasibility Study (CALSTART, 2023) demonstrates that:

- “Route modeling shows that BEBs cannot yet serve as drop-in replacements on all fixed route services, depending on manufacturer range and HVAC loads.” (p. 1)
- “Energy consumption and HVAC loads, especially during Fresno County’s extreme summer temperatures up to 120 °F, significantly reduce BEB range and increase power demand.” (p. 72)
- “For paratransit service, a small BEB prototype could complete duty cycles but with limited margin. Both FCEBs tested could meet Clovis Transit’s daily energy demands, but infrastructure costs were substantially higher.” (p. 2)

These findings confirm that current commercially available battery-electric buses (BEBs) cannot reliably meet Clovis Transit’s fixed-route mileage and HVAC load requirements under local operating conditions.

Without dedicated charging infrastructure and verified performance data under Central Valley conditions, Clovis Transit continues to proceed cautiously with BEB acquisitions. This incremental approach, while prudent, cannot yet serve as a sustainable fleet transition plan. The City has undertaken limited BEB procurements, including two pilot vehicles acquired in 2019. These units have experienced recurring technical and reliability issues and are not suitable for consistent fixed-route deployment.

Clovis Transit’s fleet includes 19 diesel buses ranging from 27 to 32 feet and two battery-electric Zeus cutaway buses with an approximate GVWR of 14,500 pounds. All vehicles exceed the ICT threshold of 14,000 pounds GVWR.

Although the FTA Altoona Bus Test, conducted at the Larson Transportation Institute, remains the federal benchmark for vehicle durability, Clovis Transit must also determine whether zero-emission buses considered for purchase can perform reliably under Central Valley environmental

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conditions including temperatures ranging from below freezing in winter to over 100°F in summer, and daily service requirements of more than 170 miles.

The Optimal EV E1 and Endera B4 cutaway models have both completed FTA Bus Testing and obtained Bus Testing Reports. However, Altoona certification establishes structural durability, not operational suitability. Based on Clovis Transit's duty cycles of 171 to 189 miles per day and sustained HVAC use in high-temperature environments, neither model can complete a full service day with adequate charge reserve. Accordingly, Clovis Transit meets the exemption criteria under Title 13 CCR § 2023.4(c)(2) for inability to meet daily mileage needs.

Clovis Transit will continue to evaluate Altoona-tested cutaway models before committing to full fleet replacement. At this time, there are no commercially available hydrogen fuel-cell cutaway buses that meet the City's configuration or range requirements, and no hydrogen fueling infrastructure exists within a feasible operating radius. Therefore, Clovis Transit also meets the exemption criteria under Title 13 CCR § 2023.4(c)(4) for vehicle-type unavailability specific to hydrogen cutaway buses.

Based on the foregoing, no fully validated zero-emission cutaway—battery-electric or hydrogen—is currently available to meet Clovis Transit's operational, range, and climatic requirements. These circumstances justify approval of exemptions pursuant to Title 13 CCR §§ 2023.4(c)(2) and 2023.4(c)(4).

Financial Hardship – § 2023.4(c)(5)

The Feasibility Study (2023) estimates near-term zero-emission transition costs at \$14.5 – \$17.2 million, excluding land acquisition and facility construction. The ZETCP Capital Projects Submission (2024) identifies a total cost of \$162.3 million for full fleet conversion and facility buildout, nearly half attributed to infrastructure and vehicle procurement.

As a small urban subrecipient under the Fresno Council of Governments, Clovis Transit relies on regional allocations of FTA § 5307 and § 5339 funds with limited local match flexibility. Meanwhile, energy, maintenance, and training costs continue to rise, and the ICT Rollout Plan (2023) notes:

“The large amount of funding needed to meet this mandate will require time by the City to build its revenue funds.” (p. 5)

While the City has actively pursued TIRCP, ZETCP, and CMAQ funding, sustainable operations at full zero-emission scale remain uncertain without long-term, stabilized revenue. Proceeding with ZEB procurements for fixed route service during 2026–2028 would place unsustainable fiscal pressure on the City and risk service impacts. These circumstances justify approval of the financial-hardship exemption under § 2023.4(c)(5).

The City of Clovis Transit Division deeply values its partnership with CARB, CalSTA, and regional partners in advancing California's clean-transportation goals. Consistent with the intent of § 2023.4—to ensure that transit service is not adversely affected during the transition to zero emission technologies—the City respectfully requests a temporary five-year exemption (2026 – 2030) from the ZEB purchase requirements.

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This period will allow time for PG&E to upgrade its electricity infrastructure, the City to obtain the land and make the improvements necessary to expand charging infrastructure, the manufacturing sector to deliver fully tested and commercially viable zero-emission cutaway vehicles capable of maintaining range under Central Valley conditions, for viable hydrogen fueling options to become accessible, and for sustainable funding sources to be secured to support long-term operations.

The City of Clovis remains firmly committed to achieving a 100-percent zero-emission Clovis Transit fleet by 2040 and will continue to provide annual progress reports and readiness updates to CARB throughout this exemption period.

Respectfully submitted,

Andrew Haussler
City Manager

DRAFT



Advanced Clean Fleets Regulation - Zero-Emission Vehicle Purchase Exemption

DATE December 9, 2025

CONTACT

Advanced Clean Fleets

Email zevfleet@arb.ca.gov (<mailto:zevfleet@arb.ca.gov>)

Phone (866) 634-3735 (<tel:+1-866-634-3735>)

CATEGORIES

Programs Advanced Clean Fleets (<https://ww2.arb.ca.gov/our-work/programs/advanced-clean-fleets>)

This is a summary of the Zero-Emission Vehicle (ZEV) Purchase Exemption and the application process. This exemption applies to State and Local Government fleets using the ZEV Purchase Schedule or ZEV Milestones Option.

What is the ZEV Purchase Exemption?

The ZEV Purchase Exemption addresses situations where a fleet owner cannot comply due to circumstances beyond their control if a required ZEV (or a near-zero emission vehicle (NZEV) with minimum all electric range) is not available to purchase in the same configuration as the vehicle being replaced. This exemption allows a fleet owner to remain in compliance by purchasing a new internal combustion engine (ICE) vehicle of the same configuration instead of a ZEV or NZEV. If the California fleet is able to remain in compliance by using the flexibility in the regulation, there is no need to apply for an exemption. For example, if a fleet owner needs to purchase 2 ZEVs and 2 ICE vehicles to meet the 50% ZEV purchase requirement the owner can still make 2 ZEV purchases even if one of the 4 vehicles cannot be purchased as a ZEV. Similarly, exemption requests will not be evaluated for fleets that are already out of compliance.

When can I apply for the ZEV Purchase Exemption?

A fleet following the ZEV Purchase Schedule can request the ZEV Purchase Exemption for a given compliance year at any time when replacing a vehicle in the California fleet with a vehicle model year that is at least 13 years old. A fleet owner following the ZEV Milestones Option can request the ZEV Purchase Exemption when replacing a vehicle in the California fleet no later than one year before the next applicable upcoming compliance date. The exemption will be granted only if no other ICE vehicle in the fleet can be replaced with a ZEV or NZEV of the same configuration.

How do I apply for the ZEV Purchase Exemption?

A fleet owner may request an exemption by emailing the following to TRUCRS@arb.ca.gov (mailto:TRUCRS@arb.ca.gov):

- Identify the TRUCRS ID for the reported California fleet
- The following information about the vehicle being replaced:
 - VIN, vehicle make, model, weight class,
 - Any necessary frame attachments needed to perform the vehicle's primary intended function (such as stabilizing outriggers or rail wheels)
 - Whether the vehicle has a crew cab, is a cabover, or has all-wheel drive;
 - The make and model of the body added to the chassis, if applicable
 - A description of the vehicle body configuration (for example, bucket truck, box truck, concrete pump truck, pickup, dump truck, digger derrick, drill rig, stake bed truck, etc.)
 - Clear and legible photos of both entire left and right sides of the vehicle with the doors closed showing its configuration and if using the model year schedule provide a picture of the odometer reading

- Written statements from at least two manufacturers that offer the vehicle/chassis as a ZEV or NZEV in the needed general configuration showing they do not offer the vehicle for purchase as a ZEV or NZEV to meet the same primary intended function of the vehicle being replaced. A *list of ZEVs certified for sale in the state of California* ([//ww2.arb.ca.gov/applications/list-certified-zevs](http://ww2.arb.ca.gov/applications/list-certified-zevs)) is available for reference. If no manufacturer makes ZEVs or NZEVs with the same general configuration, the statements can come from any other medium- and heavy-duty vehicle manufacturer.

How is the ZEV Purchase Exemption request evaluated?

The California Air Resources Board (CARB) will evaluate the ZEV Purchase Exemption package for completeness and whether the configuration is available for purchase as a ZEV or NZEV from any manufacturer, authorized dealer or upfitter. The following are the parameters that will be used to identify whether an equivalent ZEV or NZEV is available:

- Does any manufacturer (authorized dealer or body upfitter) offer the vehicle as a ZEV or NZEV with an equivalent body (regardless of make and model) and frame attachments to perform the same intended function in the same or next higher weight class as the vehicle being replaced (up to Class 8),
- Is the vehicle available with a crew cab or cabover like the vehicle being replaced,
- Is the vehicle equipped with all-wheel drive if the vehicle being replaced has all-wheel drive,
- Does the chassis or complete vehicle meet the applicable ZEP Certification requirements, and
- Is the vehicle available for purchase with a model year within 18 months of the application.

The evaluation will include whether the identified body of the vehicle being replaced or a body from another manufacturer that can perform the same primary intended function can be installed on the offered ZEV or NZEV chassis. CARB may solicit public feedback regarding the information submitted by the fleet owner in the application package from vehicle manufacturers and authorized dealers on the

CARB Advanced Clean Fleets webpage to assist in making the determination. Experimental, test, demonstration, or pre-commercial vehicles are not considered available to purchase. Cost, manufacturer preference, or fleet operational needs are not qualifying criteria for approving the ZEV Purchase Exemption. CARB will provide a response by email within 45 days of receiving a complete package.

How will I know if I am approved for the ZEV Purchase Exemption?

The fleet owner will be notified by email of the outcome within 45 days after submitting a complete application. An exemption approval notice will include a summary of the information submitted in the application including the compliance option the fleet is using, the list of VINs and configuration for the vehicles to be replaced, how many vehicle exemptions are approved and the timeframe to complete the ICE vehicle purchases along with the conditions for the approved exemption to remain valid. Fleet owners have one year to place their new ICE order. However, if the needed vehicle configuration is available for purchase as a ZEV or NZEV, CARB will supply the name of the manufacturer to the fleet owner and the extension request will not be approved.

What must I do when I receive the ICE vehicle purchased under an approved ZEV Purchase Exemption?

When the fleet owner receives a new ICE vehicle purchased pursuant to an approved ZEV Purchase Exemption, they must submit an email to TRUCRS@arb.ca.gov (mailto:TRUCRS@arb.ca.gov) within 30-calendar days of receiving the vehicle. The email must identify the TRUCRS ID, the VIN of the vehicle being replaced and the following information about the new ICE vehicle:

- A copy of the new ICE vehicle purchase agreement
- Pictures of the VIN/GVWR label (typically located on the driver side door or door jamb);
- Pictures of the driver's side of the vehicle with the license plate visible;

- Picture of the entire left side of the vehicle and right side of the vehicle with doors closed showing the vehicle's body configuration

Fleet owners must keep copies of documents submitted for the ZEV Purchase Exemption for a period of at least 5 years and make them available to CARB upon request.

Is there a streamlined ZEV Purchase Exemption list?

Yes, the *ZEV Purchase Exemption list* ([//ww2.arb.ca.gov/applications/streamlined-zev-purchase-exemption-list](http://ww2.arb.ca.gov/applications/streamlined-zev-purchase-exemption-list)) identifies general vehicle configurations that can be purchased as a new ICE vehicle because no ZEVs or NZEVs are available for purchase in the general configuration category. Fleet owners can purchase vehicles on the list as ICE vehicles without submitting a ZEV Purchase Exemption application.

What vehicle configurations are evaluated for the streamlined ZEV Purchase Exemption?

General configuration categories listed in the regulation to evaluate include the following: Bucket truck, boom truck, dump truck, flatbed truck, stake bed truck, front-loader refuse compactor truck, side-loader refuse compactor truck, rear-loader refuse compactor truck, refuse roll-off truck, service body truck, street sweeper, tank truck, tow truck, water truck, car carrier truck, concrete mixer truck, concrete pump truck, crane, drill rig, vacuum truck. The list does not include common vehicle configurations that are already available as ZEVs like pickups, buses, box trucks, vans, or tractors.

This document is provided to assist regulated entities in complying with the Advanced Clean Fleets regulation. In the event any discrepancy exists between this document and the Advanced Clean Fleets regulation, the regulatory text of the Advanced Clean Fleets regulation applies.

Source URL: *<https://ww2.arb.ca.gov/resources/fact-sheets/advanced-clean-fleets-regulation-zero-emission-vehicle-purchase-exemption>*

**A RESOLUTION OF THE TEHAMA COUNTY TRANSIT AGENCY BOARD
AUTHORIZING THE SUBMITTAL OF A ZERO-EMISSION BUS PURCHASE
EXEMPTION REQUEST
PURSUANT TO THE INNOVATIVE CLEAN TRANSIT REGULATION**

WHEREAS, the Tehama County Transit Agency Board (TCTAB) is the governing body responsible for oversight of the Tehama Rural Area eXpress (TRAX) public transit system; **and**

WHEREAS, Title 13, California Code of Regulations (CCR) §2023 et seq., known as the Innovative Clean Transit (ICT) Regulation, requires transit agencies to transition to zero-emission bus (ZEB) technologies consistent with timelines established by the California Air Resources Board (CARB); **and**

WHEREAS, §2023.4(c) of the ICT Regulation allows Small Transit Agencies to request exemptions from ZEB purchase requirements when certain conditions are present, including but not limited to infrastructure delays, operational and daily mileage constraints, lack of available vehicles capable of meeting service needs, and financial hardship; **and**

WHEREAS, TRAX operates a rural service network that includes long-distance corridors, high-mileage duty cycles, significant grade changes, and demand-response deviations that cannot currently be met by commercially available zero-emission cutaway or medium-duty vehicles; **and**

WHEREAS, the TRAX operations facility does not have the electrical capacity, charging infrastructure, or funded utility upgrades necessary to support ZEB deployment, and no infrastructure projects are currently planned or programmed; **and**

WHEREAS, the Agency's capital and operating revenues, derived primarily from FTA Section 5311 Rural Formula Funds and limited local match, are insufficient to support the costs of ZEB procurement and associated facility upgrades at this time; **and**

WHEREAS, the Tehama County Transit Agency Board has reviewed the updated ZEB Rollout Plan elements and determined that one or more exemption conditions under 13 CCR §2023.4(c) apply to upcoming vehicle replacements; **and**

WHEREAS, CARB staff have encouraged agencies to coordinate with CARB prior to submitting exemption requests, and the Board desires to maintain full compliance with the ICT Regulation while ensuring uninterrupted transit service for the residents of Tehama County.

NOW, THEREFORE, BE IT RESOLVED that the Tehama County Transit Agency Board hereby authorizes the submission of an exemption request to the California Air Resources Board pursuant to 13 CCR §2023.4(c) for vehicles scheduled for replacement within the forthcoming procurement cycle.

BE IT FURTHER RESOLVED that the Executive Director, or their designee, is authorized to prepare, execute, and submit all documentation required by CARB, to coordinate with CARB staff, and to provide any additional information necessary to support the exemption request.

BE IT FURTHER RESOLVED that the Tehama County Transit Agency Board affirms its commitment to evaluating zero-emission technologies as they mature and to updating the ZEB Rollout Plan when feasible infrastructure, vehicle platforms, and funding opportunities become available.

PASSED AND ADOPTED by the Tehama County Transit Agency Board this ____ day of _____, 2026, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

Clerk of the Board

Chair, Tehama County Transit Agency Board

**A RESOLUTION OF THE TEHAMA COUNTY TRANSIT AGENCY BOARD
AUTHORIZING THE SUBMITTAL OF A ZERO-EMISSION BUS PURCHASE
EXEMPTION REQUEST
PURSUANT TO THE INNOVATIVE CLEAN TRANSIT REGULATION**

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WHEREAS, §2023.4(c) of the ICT Regulation allows Small Transit Agencies to request exemptions from ZEB purchase requirements when certain conditions are present, including but not limited to infrastructure delays, operational and daily mileage constraints, lack of available vehicles capable of meeting service needs, and financial hardship; **and**

WHEREAS, TRAX operates a rural service network that includes long-distance corridors, high-mileage duty cycles, significant grade changes, and demand-response deviations that cannot currently be met by commercially available zero-emission cutaway or medium-duty vehicles; **and**

WHEREAS, the TRAX operations facility does not have the electrical capacity, charging infrastructure, or funded utility upgrades necessary to support ZEB deployment, and no infrastructure projects are currently planned or programmed; **and**

WHEREAS, the Agency's capital and operating revenues, derived primarily from FTA Section 5311 Rural Formula Funds and limited local match, are insufficient to support the costs of ZEB procurement and associated facility upgrades at this time; **and**

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BE IT FURTHER RESOLVED that the Tehama County Transit Agency Board affirms its commitment to evaluating zero-emission technologies as they mature and to updating the ZEB Rollout Plan when feasible infrastructure, vehicle platforms, and funding opportunities become available.

PASSED AND ADOPTED by the Tehama County Transit Agency Board this ____ day of _____, 2026, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

Clerk of the Board

Chair, Tehama County Transit Agency Board



Tehama County

Agenda Request Form

File #: 26-0060

Agenda Date: 1/26/2026

Agenda #: 10.

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

Requested Action(s)

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

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.

LATEST HEADLINES

Bus line improvement adds access to PATH Center



By **HEATHER TAYLOR** | htaylor@redbluffdailynews.com |
htaylor@redbluffdailynews.com

PUBLISHED: December 19, 2025 at 2:32 AM PST

On Wednesday, the Tehama County Rural Area Express — TRAX — announced adjustments and improvements to their Bus Route 2, including direct pickups and drop offs at the Poor and The Homeless Center of Red Bluff.

The agency states the revised route will reduce the need to walk through residential streets or cross active railroad tracks. This will be easier for riders and will support a safer, comfortable environment for all, TRAX says.

The update will include six minute schedule adjustments. It will also add a designated stop location, intended to make access direct, clear and safe.

The route serves the area of South Main Street and Walnut Street.

TRAX states the update was developed through collaborative efforts with local partners.

"TRAX values collaboration and community feedback and appreciates the partnership of residents, service providers, and riders as we continue to refine transit service to better meet local needs," the release states. "These types of targeted improvements help ensure that transit investments support safety, accessibility, and neighborhood privacy."

For more information about TRAX services or the route update, visit taketrax.com or call 530-385-2877.

Around the Web

REVCONTENT



Why Are People Snapping Up This 250th Anniversary Flag Wreath for 2026?

peoasis



Vet Warns Americans: "If Your Dog Licks Its Paws, Watch This Immediately"

ExpertsInPetHealth



A Simple Method to Reduce Neuropathy (Watch)

Health Today News



Hang a Bag of Water With Pennies Outside Your Front Door (It's Genius)

WG Tips 101



Always Keep a Bread Clip in Your Wallet When Traveling (Here's Why)

WG Life Hacks 102

Dotmalls

[Pics] Woman Spent All Her Savings on This Camper Home, See Inside

Viralnova

Why Strategy Fans Can't Stop Talking About This Pirate Adventure

Stormshot

Neuropathy & Nerve Pain: Why Didn't Your Neurologist Tell You About This?

Neuropathy Guide

4 Signs That Parasites Are Living Inside Your Body!

Xitox

The Killer of Baldness Has Been Found! (Try This at Home)

HaloGrow

Neurologists: 1/2 Cup Before Breakfast Relieves Neuropathy Quickly! (Try It)

Health Headlines

Oncologists Are Freaking out After a Cause of Cancer is Revealed

Warburg

MirovX

America Is Not Broke – Trump Finds Secret \$150T "Trust Fund"

Paradigm Press

Some Are Experimenting With DIY Energy As Power Costs Climb - Must See!

Energy Systems

One Trick to Empty Your Lungs of Mucus

HealthFrontline

This Sciatica Discovery is Leaving Spine Specialists Speechless

SmoothSpine

Lulutox

23 Ridiculously Cool Gadgets You'll Want to Buy Immediately

Trending Gadget

New Military Grade Telescope Lets You See for Miles

Smarter Living Daily

Watch: Boat Missing 20 Years Discovered With Unexpected Contents!

Buzzday

After 11 Hours of Digging, The Elephant Surprised Everyone

Buzzday

Ohi Blog

A Man Picked Up a Kitten on The Street, but This is What Grew Up!

Buzzday

I Didn't Expect This Handheld Blower to Work So Well

Wood Ranger

Experts Stunned: Easy Solution for Years of Joint Pain and Arthritis

Healthier Living

Is Your Cat Showing Its Tummy? Here's What It Really Means!

Buzzday

Ohi Blog

This Neck and Shoulder Hating Pad Breaks All Sales Records in Cottonwood

Solana Gear

Doctor Reveals: Breakthrough in Neuropathy Relief (Watch Now)

Healthier Living Tips

Forget Metformin, Do This if You Have Diabetes (Genius)

WellnessGaze Diabetes

What Cause Excessive Swelling? Do This The Drain Lymph Fluid

WellnessGaze Edema

WellnessGaze Vertigo

Anyone With Blurry Eyesight Should Watch This (They Hide This From You)

WellnessGaze Vision

Forget Retinol, Use This Household Item to Fill in Wrinkles

WellnessGaze Skin

Simple Enlarged Prostate Method They're Keeping From You (Watch)

WellnessGaze Prostate

50 Most Beautiful Places on the Planet to See Before the End of Life

globaltinyworld.com

WellnessGaze Heart

Don't Be Fooled, These Are the Most Dangerous Creatures on Earth

popcornews.com

Memory Slipping? Try This Weird Trick Before It Gets Worse

HealthFrontline

Blood Sugar Spikes? This Little-Known Trick is Going Viral

HealthFrontline

Why Certified Repair Pros Are in High Demand

From Dull to Dream Home: See The Stunning Difference

Waiting on This Repair Often Ends Up Costing 10x More

Complete Home Remodeling Services Now Booking for 2026

What Most People Really Pay for Home Repairs Might Surprise You

This is Why DIY Repairs Often Backfire

2025 > December > 19

**TEHAMA COUNTY TRANSPORTATION COMMISSION
RTIP/STIP TECHNICAL ADVISORY COMMITTEE (TAC)
TRANSIT POLICY ADVISORY COMMITTEE (TPAC)**

December 9, 2003

AGENDA ITEM #11

Bus Stop Design Standards-Policies and Procedures

BUS STOP STANDARDS, POLICIES, AND PROCEDURES

Bus stops are the front door to a transit system. They provide essential information and basic components for the public resulting in increased ridership. Bus stops introduce transit service as well as, make transit safer, more accessible, more attractive, and operationally functional for passengers/drivers and vehicles.

Administration and oversight of bus stops shall be the responsibility of the Tehama County Transit Agency and the Tehama County Department of Public Works in accordance with the Agreement for Transit Services in Tehama County between the County of Tehama, and the Incorporated cities of Corning, Red Bluff, and Tehama as adopted on February 25, 2003 (miscellaneous agreement book # 63-2003).

Frequency placement criteria

1. Transit industry and traffic engineering standards practice is to place bus stop signs at intervals of 660 to 880 feet, or about every two to three blocks, excluding undeveloped areas.
2. Bus stops shall be identified with a bidirectional sign and shall be placed at minimum intervals of 700 to 900 feet along each route in the incorporated cities and in densely populated areas of the county, excluding undeveloped areas.
3. In developed areas where it is not practical to place bus stop signs at above intervals due to auto-oriented development patterns, bus stops shall be placed in close proximity to subdivisions access points and within one block of activity centers such as shopping centers, schools, health care facilities, social service offices, apartment complexes, and mobile home parks.

Bus stop location, layout, and criteria

4. Bus stop locations shall be as approved by the jurisdiction's director of public works and installed in accordance with the standards herein.
5. Bus stop signs, benches, and shelters shall be placed to allow adequate maneuvering space for pedestrians
6. The preferred location of a bus stop is a far side of an intersection, as it requires the least curb area, minimizes conflicts with pedestrians and turning vehicles, and facilitates safe departure of the bus from the stop during breaks in traffic provided by stop signs or traffic signals. Other locations may be more suitable depending on transit operations, traffic and development considerations.
7. Far-side bus stops are preferred at intersections where sight distance or signal capacity problems exist, and where right or left turns by general traffic are heavy.
8. Near-side bus stops shall be an alternative at intersections where transit flows are heavy, but traffic and parking conditions are not critical.
9. Mid-block bus stops shall be an alternative in strip commercial areas (such as Antelope Boulevard in Red Bluff) where the block faces are longer, with multiple destinations served within the block; and in downtown areas where multiple routes require long loading areas that might extend an entire block, or where traffic, physical or environmental conditions prohibit near or far-side stops.

BUS STOP STANDARDS, POLICIES, AND PROCEDURES

10. Turn-out bus stops shall be an alternative where traffic conditions make conventional on-facility placement of bus stops unsafe or unsuitable, as turnouts provide a safe refuge for the bus while loading or unloading passengers.
11. Bus turnout locations shall be determined by Tehama County Transit Agency, subject to approval by the jurisdiction's director of public works, and shall be constructed in conformance with the Standards adopted by the Transit Agency.
12. Specifically, turn-out bus stops will be required where current streets are of insufficient width to allow a bus stop width of 10 feet from the edge of the traveled way where speed limits are 25 MPH or less, or 12 feet where speed limits are greater than 25 MPH but less than 45 MPH.
13. Turn-out bus stops will be required at all timed stops where the speed limit exceeds 45 MPH.
14. Except for new developments, bus stops will be installed at the expense of the Transit Agency.

Bus stop accessibility

15. Access to bus stops via the street and sidewalk are essential for TRAX mobility-impaired individuals. The Americans with Disabilities Act (ADA) requires TRAX to provide accessibility to bus stops. If bus stops are not accessible paratransit service may be required to comply with ADA.
16. Accessibility criteria include wheelchair deployment area of a hard flat surface, or pad, measuring eight (8) feet wide by eight (8) feet deep (behind and contiguous to the curb face). An accessible path in compliance with ADA and California building codes must link the bus stop to adjacent streets, sidewalks, and nearby buildings.
17. Not all TRAX bus stops are or will be accessible in the immediate future. In newly developed areas, the need for accessible features shall be considered during the site plan review process. In older developed areas, a program with retrofit features for accessibility should target: medical facilities and residential areas for the seniors/disabled; other life and service needs of seniors/disabled (social services, post office, banks).

Establishing a bus stop

18. To establish a bus stop, a site inspection should be made for visibility and safe footing. The following criteria dictate actual placement of the bus stop:
 - Spacing relative to other bus stops on the route.
 - Potential for use, given the land uses within one-fourth mile.
 - Visibility (vehicle safety).
 - Traffic.
 - Passenger safety.
 - A hard flat surface for safe footing.
 - An accessible loading area.
 - Effect on adjacent property owner.
 - Ease of transit service operation.
 - Natural or pre-existing amenities (shade, shelter, seating, lighting, public phones, public restrooms).
 - Existing red curb space or No Parking zone (used wherever possible).

BUS STOP STANDARDS, POLICIES, AND PROCEDURES

19. The location is then assessed for the following needs:
 - A red curb or "No parking" sign, if not already present.
 - A bench.
 - A shelter.
 - A trash receptacle.

All designated bus stops - minimum equipment

20. The minimum requirement for a bus stop shall be:
 - A bidirectional sign with a pictograph of a transit bus.
 - A pole or an existing surface suitable for mounting a sign.
 - A flat safe boarding area.
 - Within the communities, or areas with parking conflicts, a red curb or a No parking sign.

Other equipment at designated bus stops

21. A bench or other seating will be included at a bus stop if the site can accommodate a bench, and if the location meets one or more of the following criteria:
 - The bus stop boarding activity is at least five passengers per day.
 - The bus stop is adjacent to a senior citizen housing complex or activity center.
 - The bus stop is accessed by disabled, students, seniors, or transit dependant individuals.
 - The bus stop is adjacent to a medical facility.
 - The stop is located at a major shopping center.
 - The stop servers as a transfer point between two or more TRAX routes.
 - The stop is identified as needing a bench by the Tehama County Transit Board, or the local jurisdiction (e.g., City Council, Board of Supervisors).
22. A shelter will be considered at a bus stop that meets all of the following criteria:
 - The bus stop warrants a bench.
 - A bench, if installed would be exposed to the elements (rain, wind, direct sun) and there is no nearby structure that provides reasonable shelter.
 - The bus stop boarding activity is at least eight passengers per day.
23. A trash receptacle may be installed at any bus stop that warrants a bench or shelter if littering is perceived or found to be a problem at that stop.

Bus stops for new development

24. Upon receipt of notification of any development proposals from one of the City or the County Planning Directors, the Transit Agency will review such proposals in a timely manner for bus facility needs. If the Agency determines that bus facilities are needed, it will identify the locations and type of facilities to be installed, and any right of way dedications or circulation improvements that may be needed. The Agency will then provide that information to the Planning Director who submitted the notification.
25. At a minimum bus stops at new developments shall include bidirectional signs, benches, shelter(s) and trash receptacle. Routine maintenance of the site is the responsibility of the jurisdiction.
26. Turn-out bus stops are the preferred bus stop for new development.

BUS STOP STANDARDS, POLICIES, AND PROCEDURES

27. Bus stop facilities shall be installed at developer's expense with all new developments to be served by current or planned bus routes.

Communication

28. The Transit Agency shall request assistance from the appropriate jurisdiction regarding safety issues or the trimming, removal of limbs/shrubs/litter at bus stops or within the transit service area as needed.
29. The County or incorporated cities of Corning, Red Bluff, and Tehama shall communicate safety concerns related to bus stops or issues with the transit service area to the Transit Agency.

Reimbursement of incurred cost

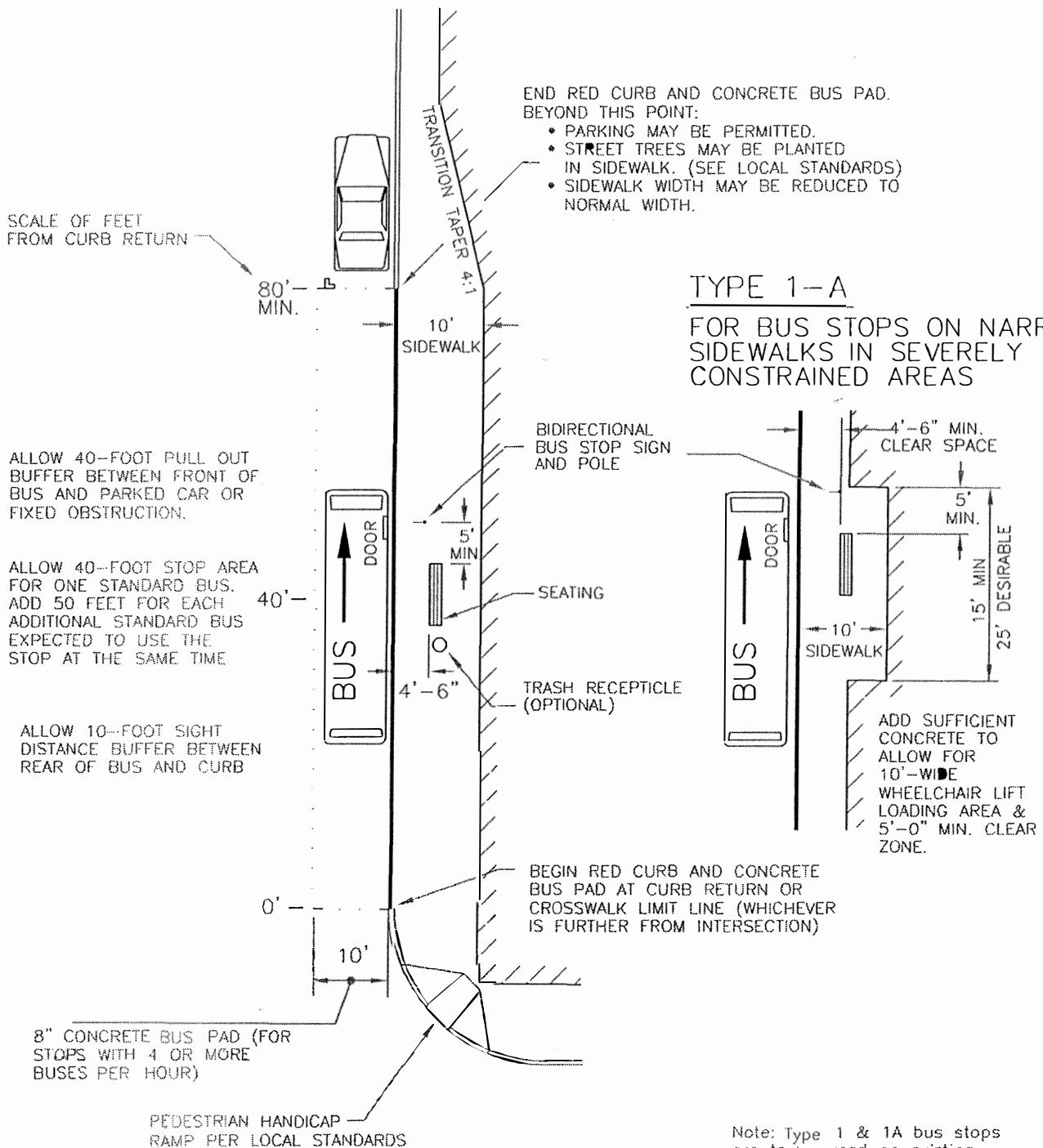
30. The cost of repairs for broken benches, replacement of safety glass, painting, or modifications to allow display of transit information or other repairs, shall be reimbursed by the Transit Agency only after the appropriate jurisdiction has submitted an estimate for repairs to the Transit Agency.
31. Repair estimates will include all labor and materials (including tax) and shall be submitted to the Transit Agency prior to repairs being made. The Transit Agency shall respond to the jurisdiction in a reasonable time.
32. The Transit Agency shall not provide reimbursement for any repairs if an estimated cost was not submitted or if the repair was completed prior to the approval of the estimate by the Agency (this process is needed for budgeting purposes). The Executive Director of the Transit Agency may grant an exception if reasonable information is presented by a jurisdiction.
33. All costs related to bus stops, except the procurement of shelters/benches by the Transit Agency, shall be on a reimbursement basis only.
34. Funding for the reimbursement of repairs, procurement of benches or shelters and installation is identified in the Transit Agency's annual budget.

Maintenance

35. Routine maintenance, cleaning, and litter removal shall be the responsibility of the respective jurisdictions.
36. If bus routes are revised and an existing bus stop is no longer needed, the cost of removal(s) shall be reimbursed by the Transit Agency.

Advertising

37. Bus stop benches and shelters shall not be used for advertisements unless specifically authorized to do so by the responsible jurisdiction which includes the approval of Transit Agency Board.
38. Prior to advertising at a proposed bus stop the Transit Agency Board shall approve an advertising policy and all related advertising material related to the proposed bus stop.



Note: Type 1 & 1A bus stops are to be used on existing streets only

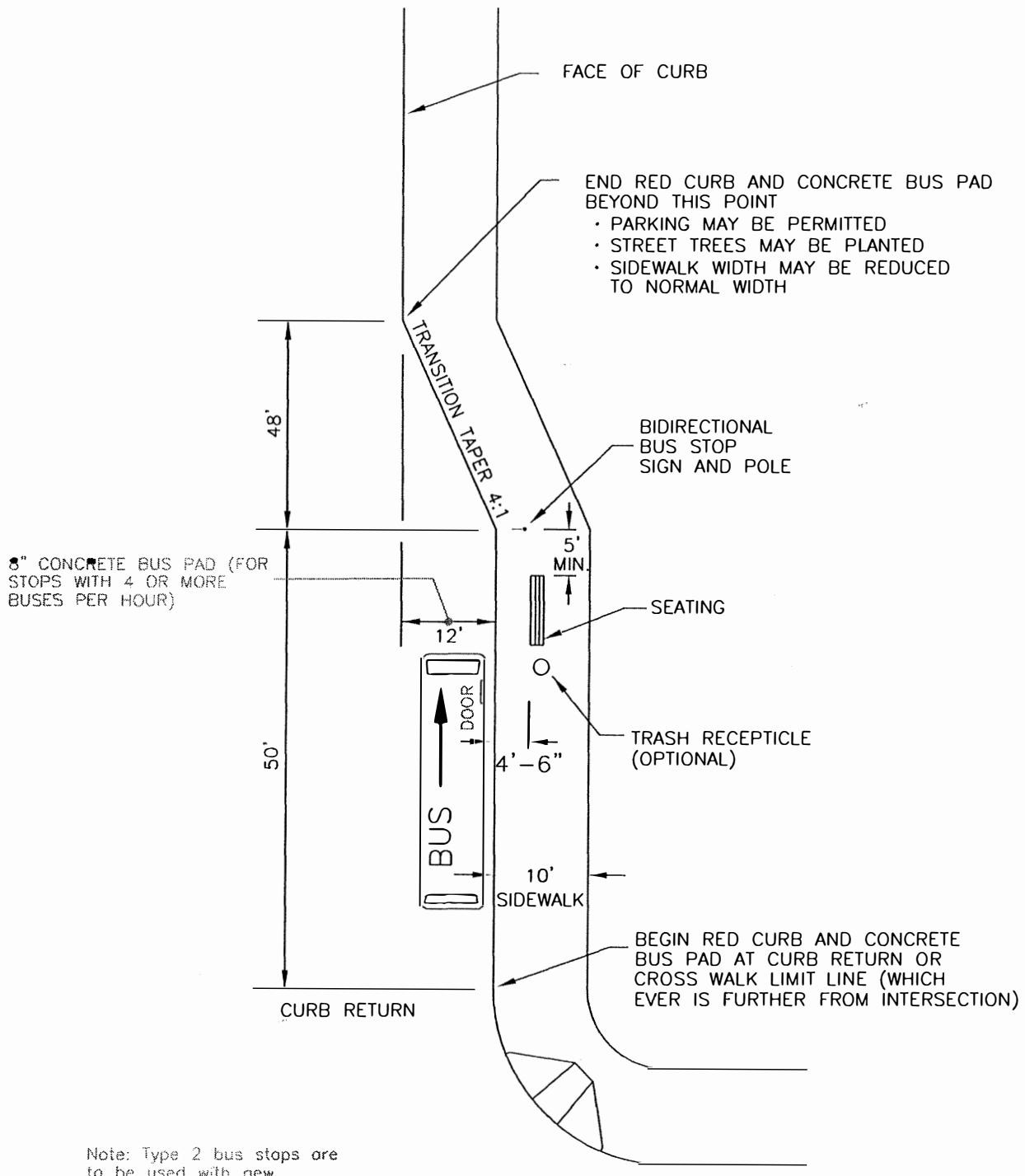
TEHAMA COUNTY
TRANSIT AGENCY

Approved

Director/Executive Director

TYPE 1&1A
BUS STOP
LAYOUT-FAR SIDE
NO TURNOUT

1



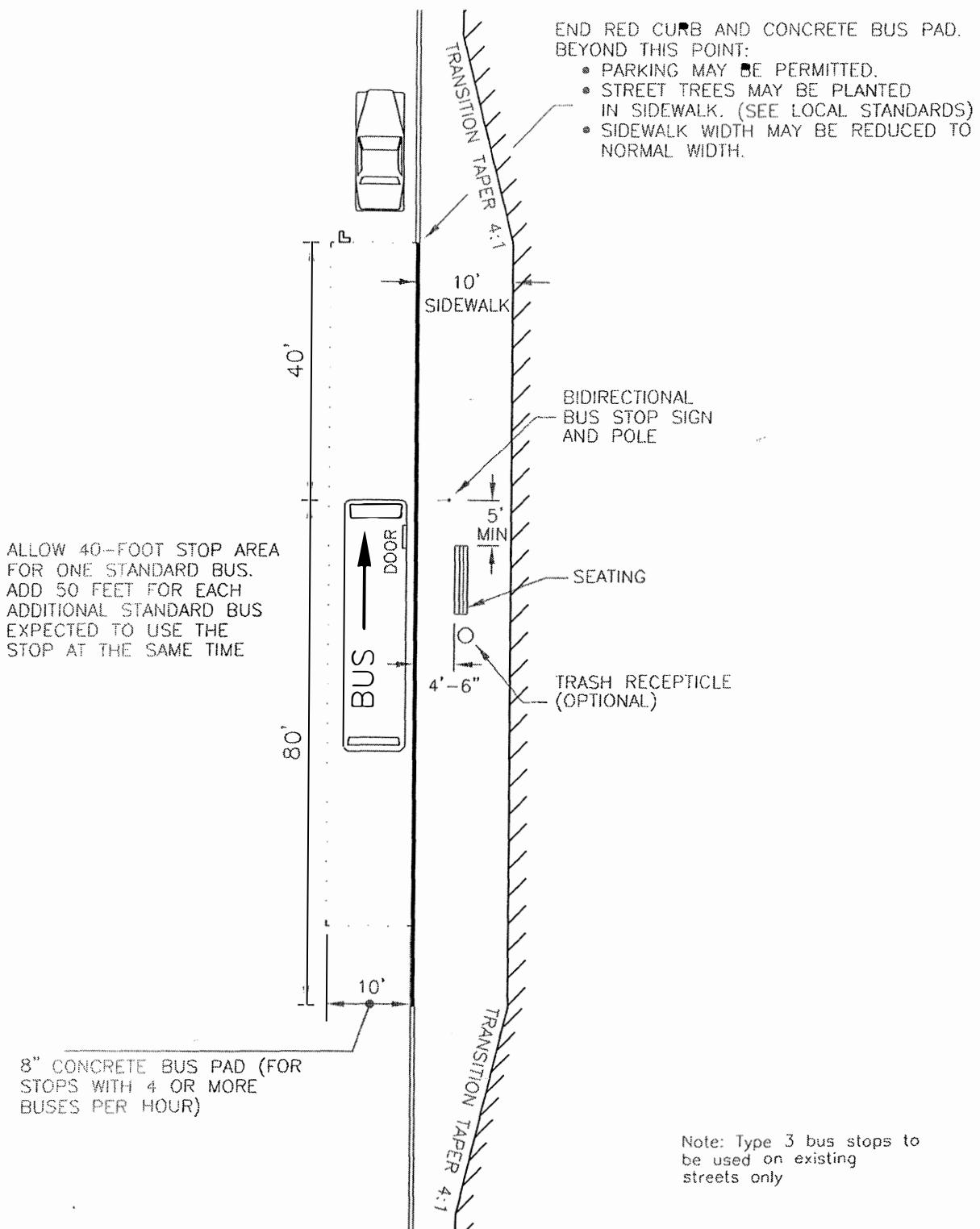
TEHAMA COUNTY
TRANSIT AGENCY

Approved

Director/Executive Director

TYPE 2 BUS STOP
LAYOUT-FAR SIDE
WITH TURNOUT

2



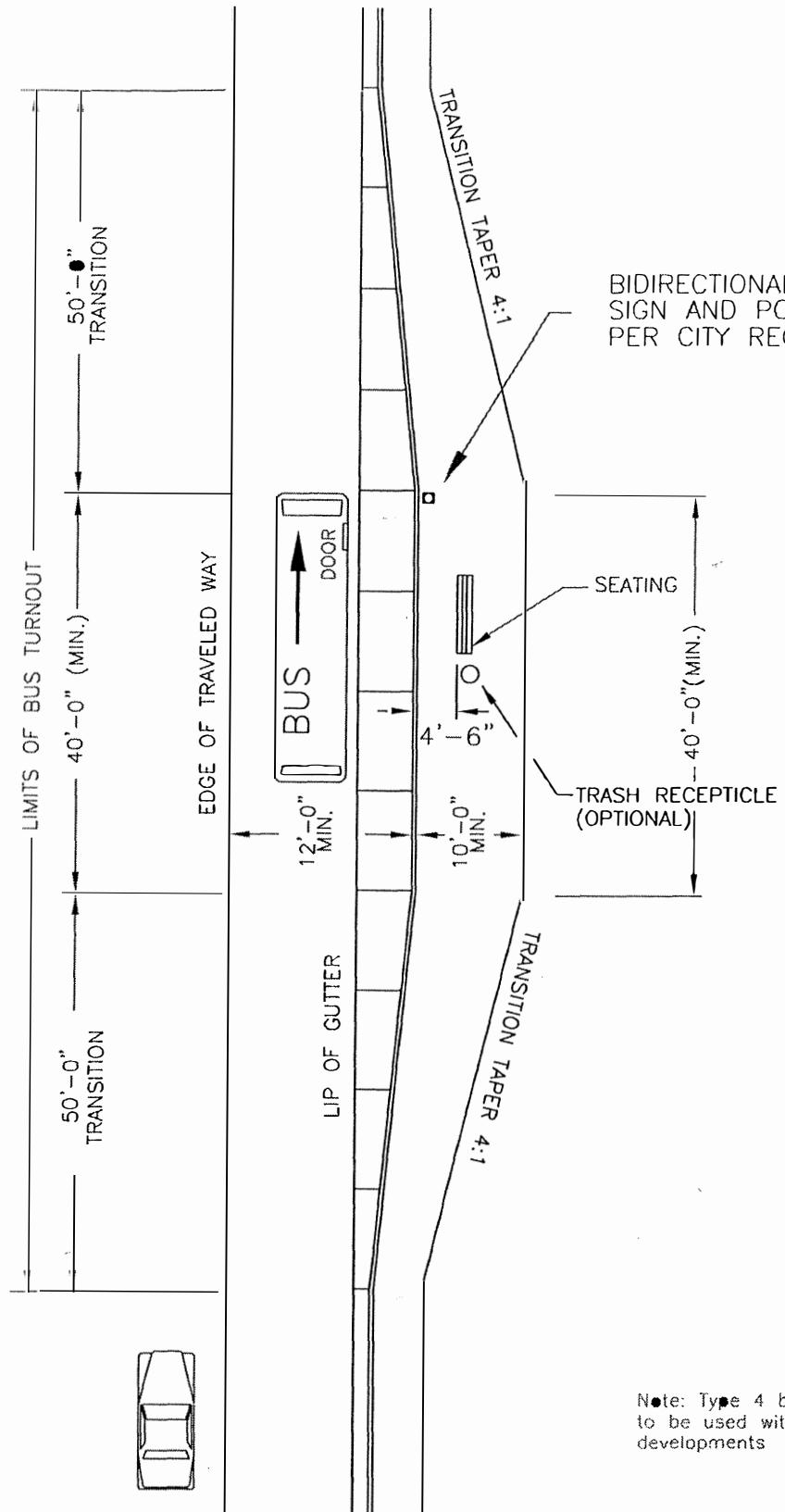
TEHAMA COUNTY
TRANSIT AGENCY

Approved

Director/Executive Director

TYPE 3 BUS STOP
LAYOUT-MID-BLOCK
NO TURNOUT

3



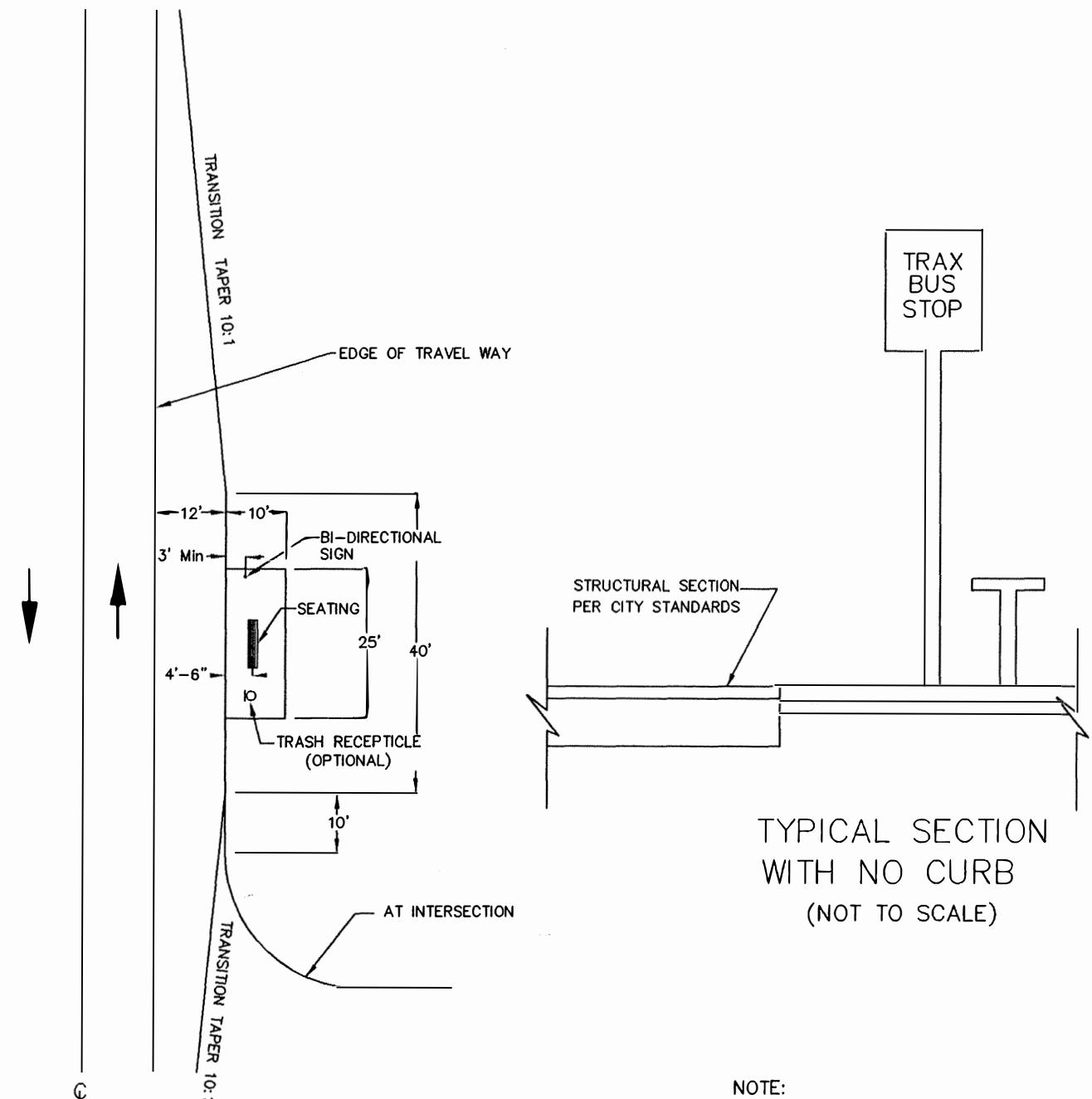
TEHAMA COUNTY
TRANSIT AGENCY

Approved

Director/Executive Director

TYPE 4 BUS STOP
LAYOUT-MID-BLOCK
WITH TURNOUT

4

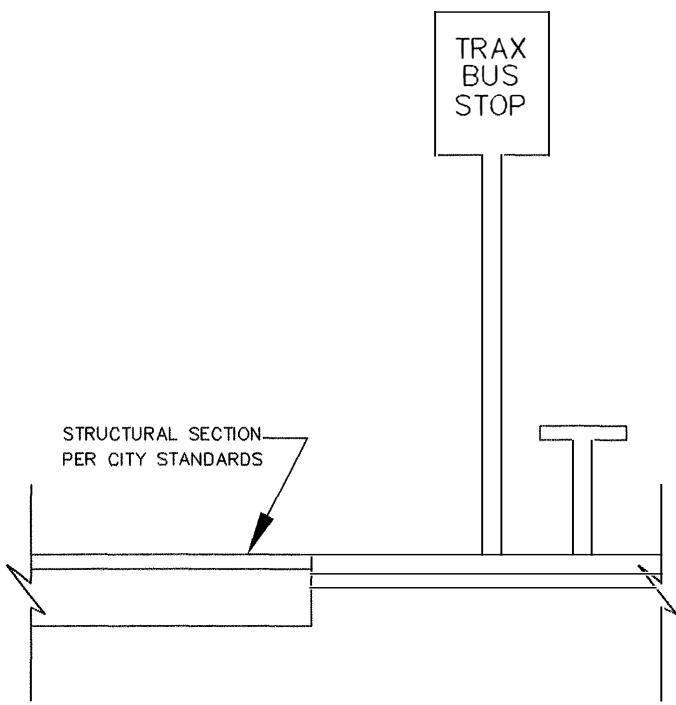
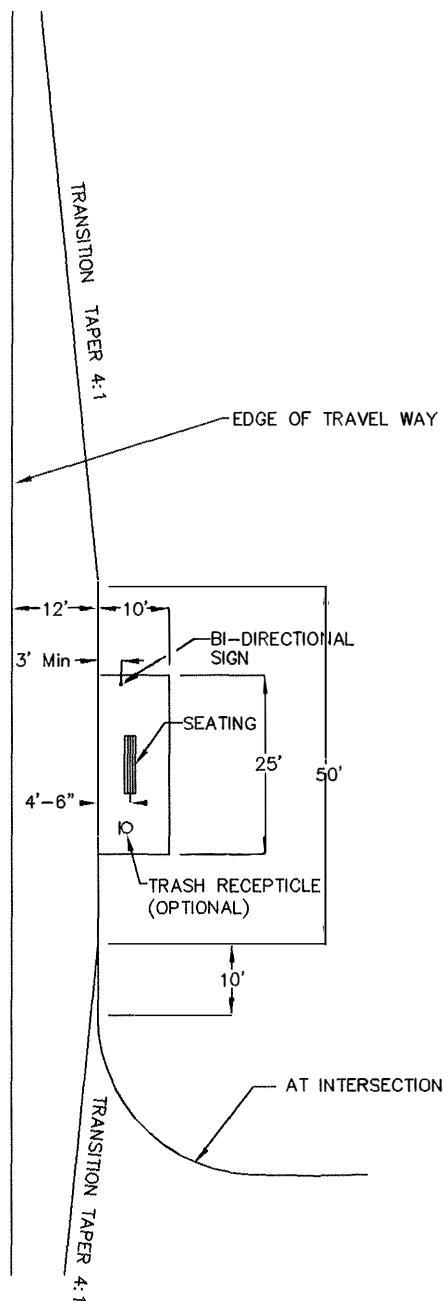


TEHAMA COUNTY
TRANSIT AGENCY

Approved _____
Director/Executive Director

TYPE 5 BUS STOP
LAYOUT-NO CURB
SPEED LIMIT
EXCEEDS 45 MPH

5



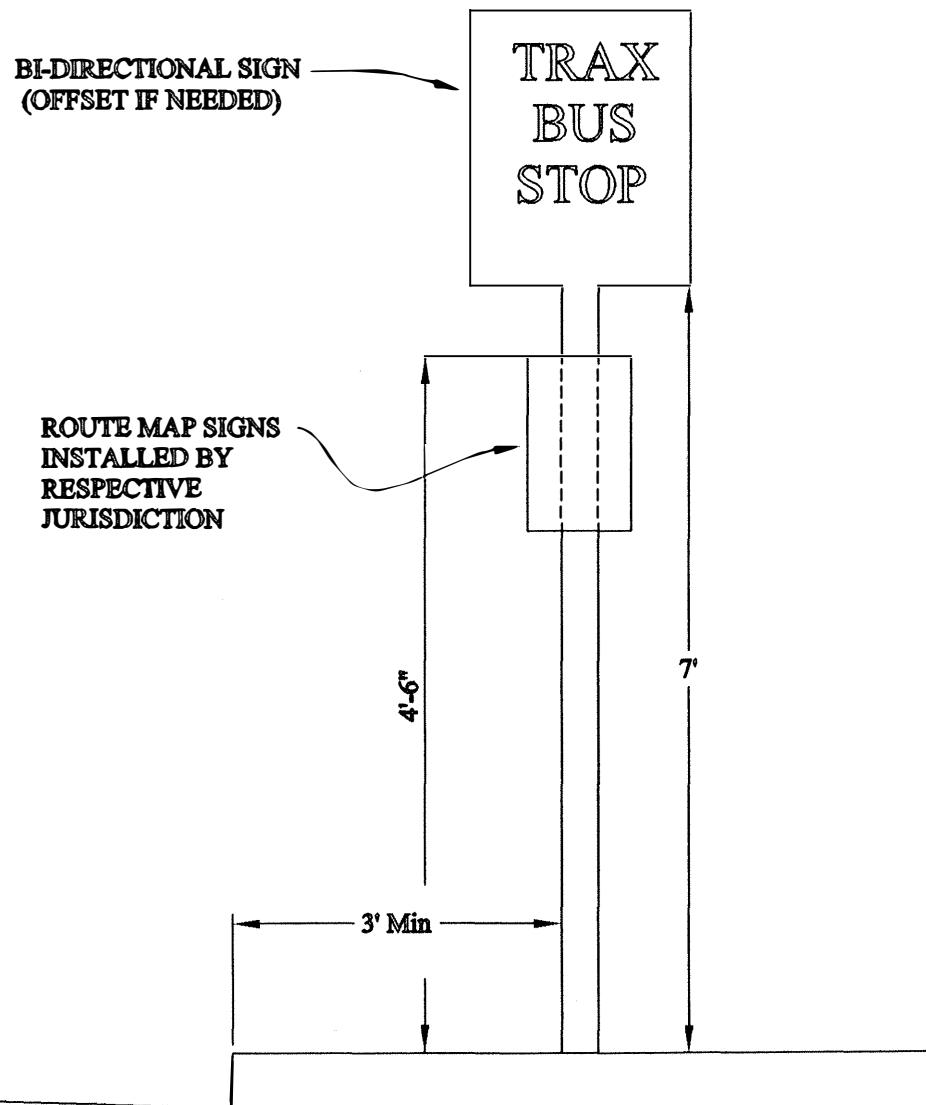
NOTE:
TYPE 6 BUS STOP TO BE USED
ON EXISTING STREETS
WITH NO CURBS

TEHAMA COUNTY
TRANSIT AGENCY

Approved _____
Director/Executive Director

TYPE 6 BUS STOP
LAYOUT-NO CURB
SPEED LIMIT
LESS THAN 45 MPH

6

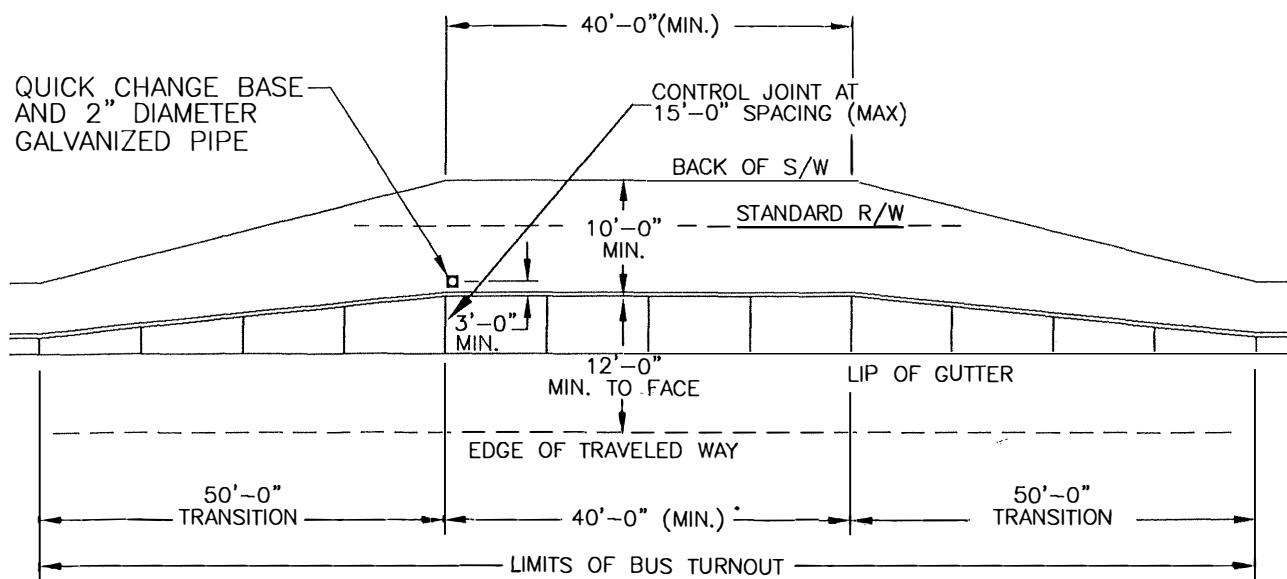


TEHAMA COUNTY
TRANSIT AGENCY

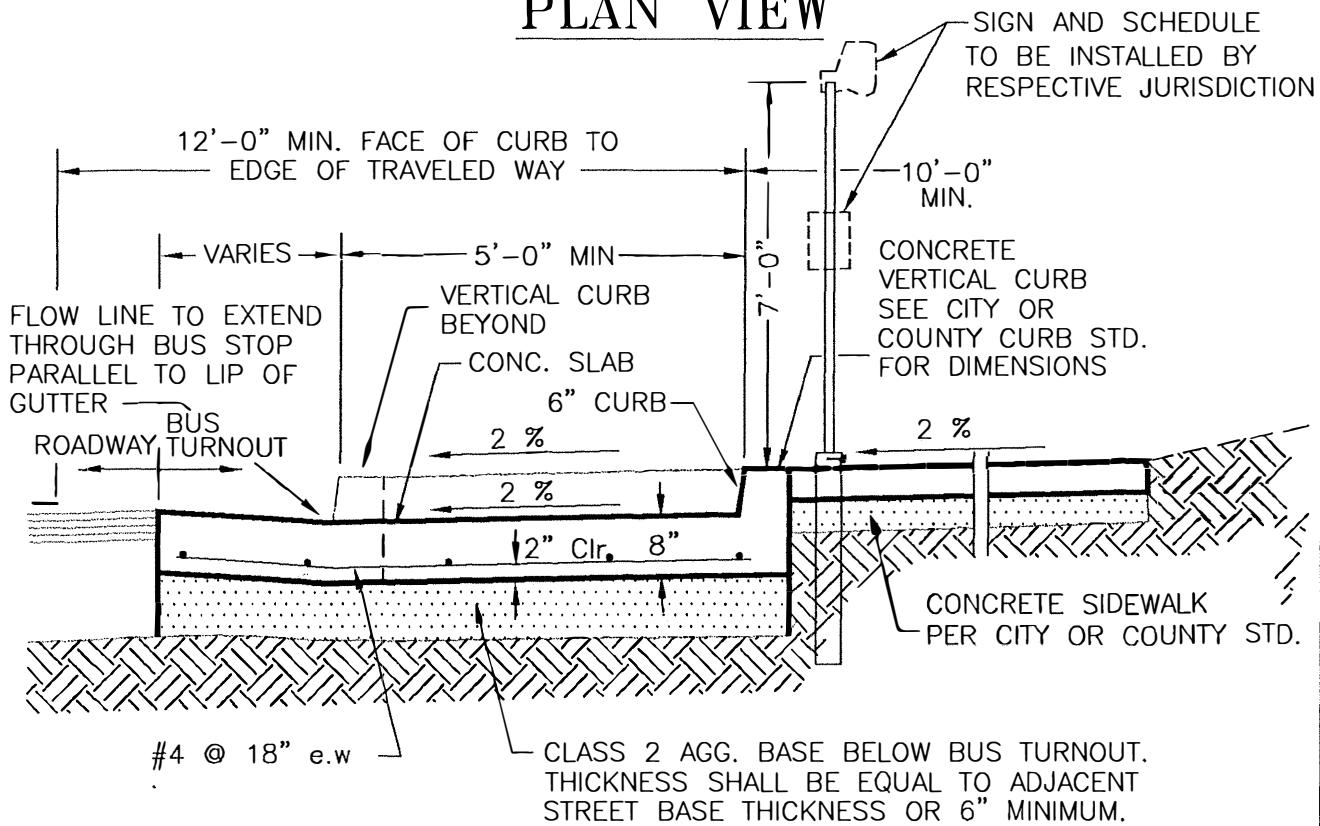
Approved
Director/Executive Director

TYPE 7
BUS STOP SIGN

7



PLAN VIEW



NOTE:

1. EASEMENT DEDICATION REQUIRED TO BACK OF SIDEWALK.
CONTROL JOINTS SHALL BE 1 1/2" MIN. DEPTH TOOLED JOINTS.

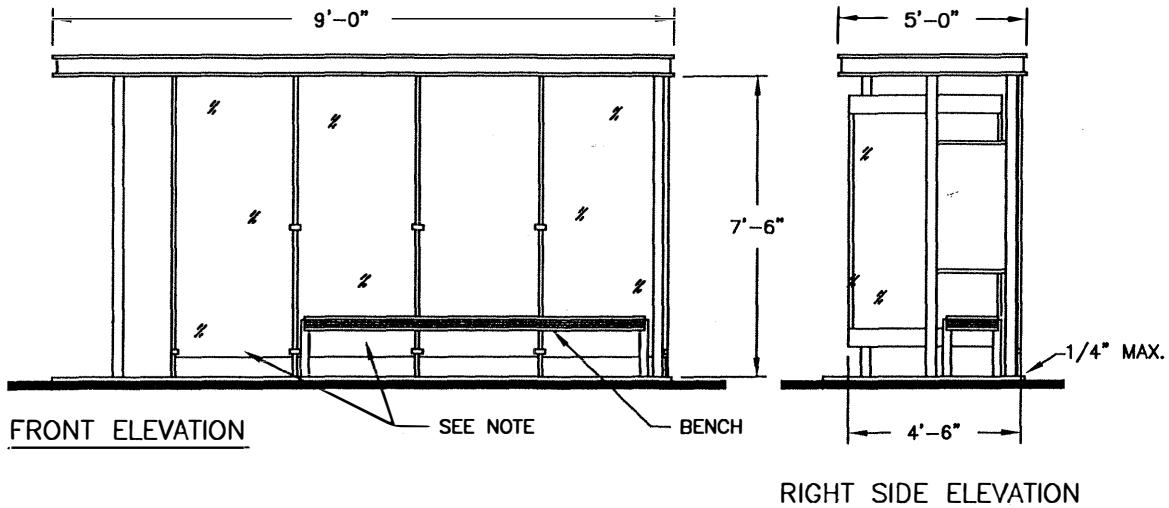
SECTION

TEHAMA COUNTY
TRANSIT AGENCY

Approved
Director/Executive Director

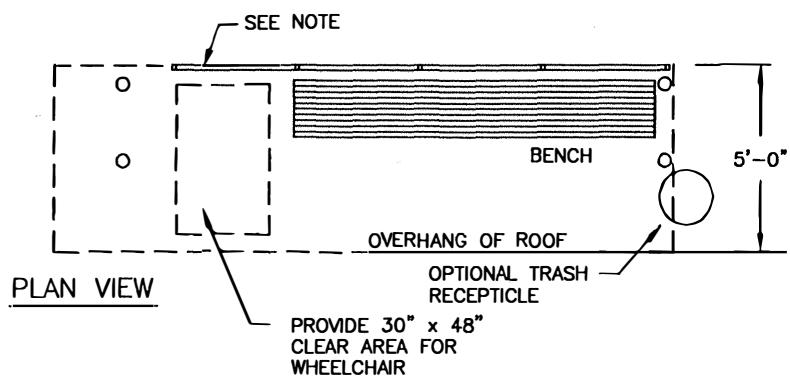
BUS TURNOUT
DETAIL

8



NOTE:

LEFT-REAR TEMPERED SAFETY GLASS (OR EQUAL) PANEL
MAY BE OMITTED IF ACCESS FROM THE REAR
OF THE SHELTER IS REQUIRED. IF PANEL IS
IS OMITTED AN ALTERNATE 30" x 48" WHEELCHAIR
SPACE SHALL BE PROVIDED ADJACENT TO THE
THE BENCH AND UNDER THE SHELTER ROOF.



TEHAMA COUNTY
TRANSIT AGENCY

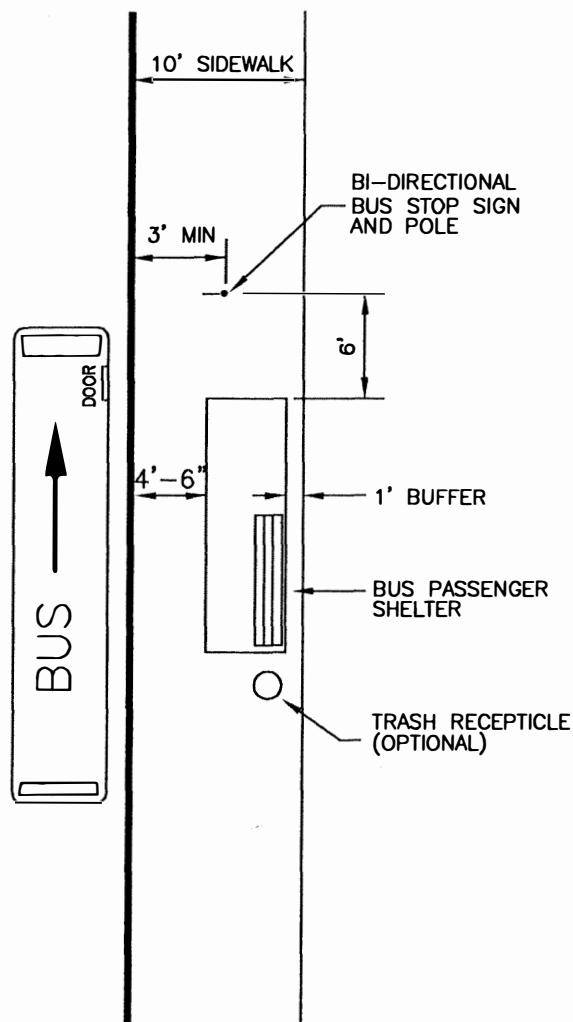
Approved

Director/Executive Director

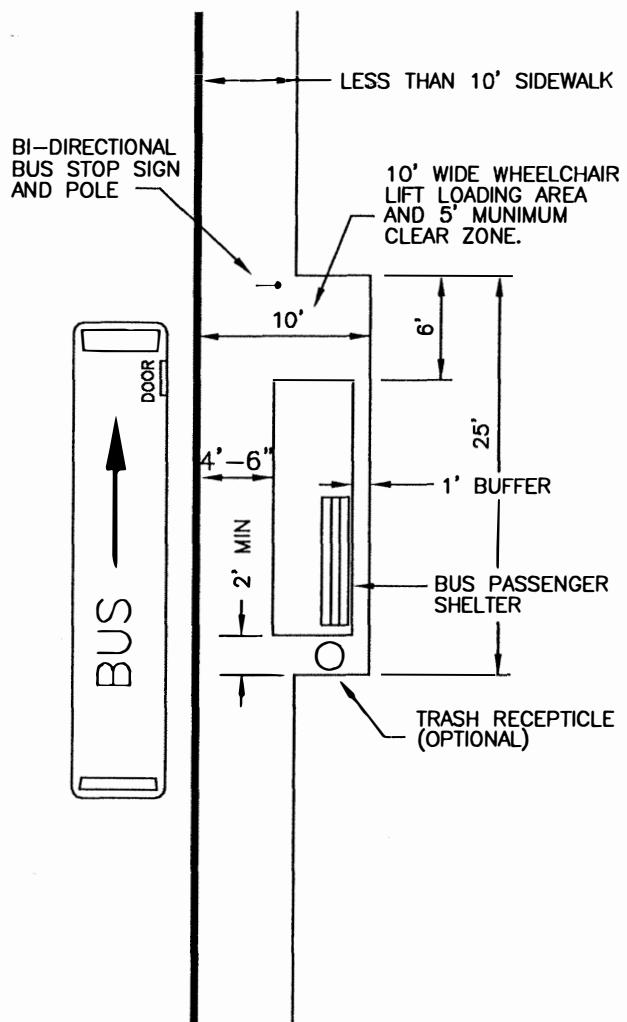
BUS PASSENGER
SHELTER LAYOUT

9

CASE I:
FOR STANDARD
BUS STOPS



CASE II:
FOR BUS STOPS ON NARROW
SIDEWALKS IN SEVERELY
CONSTRAINED LOCATIONS



TEHAMA COUNTY
TRANSIT AGENCY

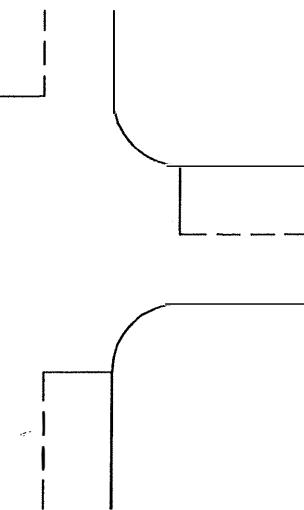
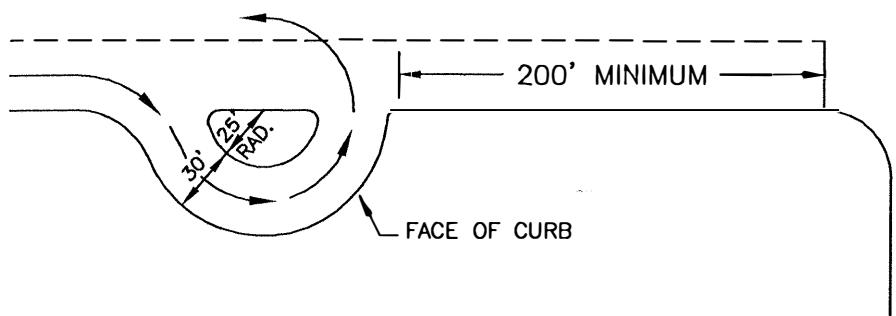
Approved _____
Director/Executive Director

BUS PASSENGER
SHELTER PLACEMENT

10

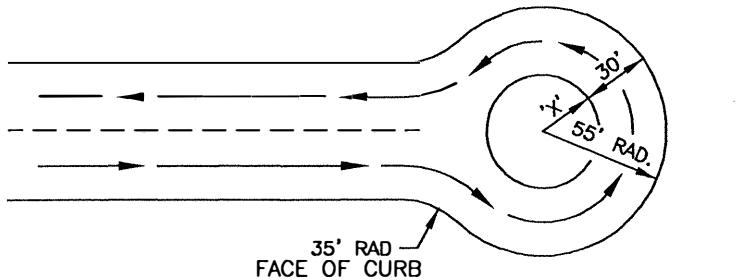
CASE I: JUG HANDLE

FOR BUS USE ONLY



CASE II: SYMMETRICAL CUL-DE-SAC

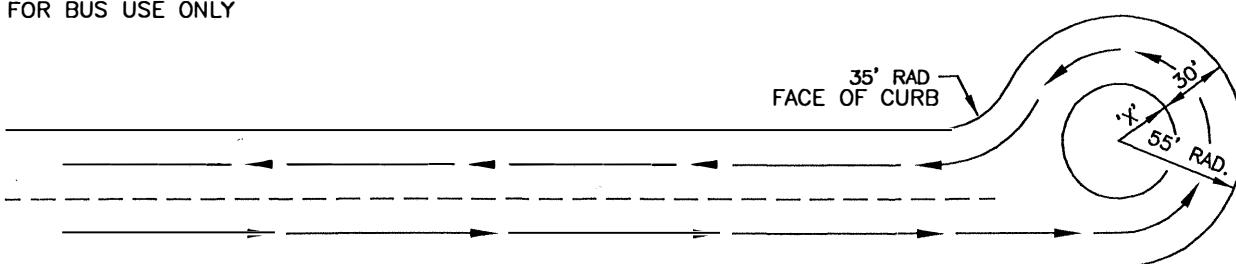
FOR BUS USE ONLY



NOTE:
'X' = 25 FT RADIUS (MAX)
IF ISLAND DESIRED

CASE III: ASYMMETRICAL CUL-DE-SAC

FOR BUS USE ONLY



NOTE:
'X' = 25 FT RADIUS (MAX)
IF ISLAND DESIRED

NOTE:

1. TO MAINTAIN SIGHT DISTANCE, ONLY LOW PLANTINGS ARE RECOMMENDED IN ISLAND AREAS.
2. 30 FT. LANE WIDTH ASSUMES NO PARKING IN LOOP AREA.

**TEHAMA COUNTY
TRANSIT AGENCY**

Approved

Director/Executive Director

**BUS
TURNAROUNDS**

11



258 Mariah Circle
Corona, CA 92879
(951) 808-0081
www.tolarmfg.com
info@tolarmfg.com

Quote No:	24072PM
Date:	12/18/2025
Quote Expires:	90 Days
Sales Contact:	Patrick Merrick
Phone:	951-547-8209
Email:	pmerrick@tolarmfg.com

Customer:	Project:
Daryl G. Baker Regional OPS/Maintenance Manager Paratransit Services for TRAX	TRAX Bus Shelter Red Bluff, CA

Lead Time:	24 Weeks
	From receipt of signed written order, and all required approvals.
Terms:	Net 30 Days From Invoice
	Terms subject to change. Final terms to be determined based on credit history & bonding.

Item:	Qty:	Description:	Unit Price:	Ext. Price:
1	1	TOLAR MODEL 9241-01: 13NALPPM 13' NON-AD LOW PEAK SIERRA W/ PERF AT REAR AND HALF END WALLS, W/ A MAP CASE INTEGRATED IN THE DOWN STREAM END WALL, 1/8" X 16" X 44" INFORMATION PLAQUE MOUNTED ON RIGHT REAR PERF SCREEN, DURABLE BAKED POWDER COAT FINISH COLOR RAL 6009 FIR GREEN, ZINC ANCHORS	\$ 9,875.00	\$ 9,875.00
2	1	TOLAR MODEL 12096-111: 5PERFBNCH2VB 5' PERF BENCH, NO BACK, W/ 2 BARS, DURABLE BAKED POWDER COT FINISH COLOR RAL 6009 FIR GREEN, USE 1/2" X 3-3/4" ZINC SUP-R STUDS	\$ 715.00	\$ 715.00
3	1	TOLAR USC RMS 80F 3390010 15202-XXX SOLAR POWERED LED ILLUMINATION UNDER THE SHELTER ROOF WITH A MINIMUM 5 DAYS AUTONOMY, MOUNTING KIT RAL 6009 FIR GREEN	\$ 2,405.00	\$ 2,405.00

APPROVED FOR PURCHASE:	
Signature:	
Print Name:	JESSICA P. Gómez
Date:	12-18-2025
PO No:	

Sub-Total:	\$ 12,995.00
Estimated Freight:	\$ 2,500.00
CA State Sales Tax	7.50% \$ 974.63
Total:	\$ 16,469.63

Pricing Notes:

1. In a case of discrepancy between the unit price and the extension that unit price, the unit price shall govern.
2. If requested, structural engineering calculations from a licensed engineer in the state of installation are additional cost of \$1,750.00 per design/model.
3. Products are shipped knock down & unassembled in bulk packaging for unloading and installation by others. Hardware boxed by unit. Installation instructions are provided.
4. Freight cost is an ESTIMATE ONLY. Freight is invoiced at actual cost, without mark up, at time of shipment, unless specified above.
5. Client provides unloading at destination, including forklift and labor as necessary.
6. Processing fee of 3% of total charge amount is additional and charged on all credit card payments.

Tariff Related Terms & Conditions:

Prices quoted are based on tariffs, duties, and import fees in effect as of March 1, 2025. In the event of an increase in applicable tariffs, duties, or import fees between the date of this quotation and receipt of purchase order, Tolar Manufacturing reserves the right to apply a corresponding surcharge reflecting the actual increase in costs. Any such surcharge will be: (1) limited to the actual increased cost of the affected components or materials, (2) documented upon request, and (3) communicated to Customer prior to shipment. Customer's approval of quote or issuance of a purchase order constitutes acceptance of these terms.

Standard Terms and Conditions

These Terms and Conditions are attached to and incorporated by reference into the Proposal for products or services ("Proposal") provided by Tolar Manufacturing Company, Inc. ("we", "our" or "us").



258 Mariah Circle
Corona, CA 92879
(951) 808-0081
www.tolarmfg.com
info@tolarmfg.com

Quote No:	24072PM
Date:	12/18/2025
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Sales Contact:	Patrick Merrick
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Daryl G. Baker Regional OPS/Maintenance Manager Paratransit Services for TRAX	TRAX Bus Shelter Red Bluff, CA

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Terms:	Net 30 Days From Invoice Terms subject to change. Final terms to be determined based on credit history & bonding.

Item:	Qty:	Description:	Unit Price:	Ext. Price:
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1. Drawings and Specifications: All drawings and specifications submitted to our clients or potential clients are proprietary in nature and remain our property. They may be viewed, printed and distributed, without alteration, as reference for sales or for the process of specifying products for use. Detailed shop and erection drawings are provided to allow for field installation or repair. Sealed and stamped engineering calculations and drawings from an engineer licensed in the state of installation, if required, can be made available for an additional charge. Customers that provide their own drawing packages will retain ownership and be covered under a separate agreement.
2. Vendor Status: Tolar Manufacturing Company, Inc. is a vendor supplier of manufactured products; is not a subcontractor or contractor; and is not subject to retainage or liquidated damages for any reason.
3. Payment Terms: Payment terms for services rendered or products manufactured by us shall be determined by us based on our determination of the credit worthiness of buyer and may require a deposit at time of order. Products are invoiced as shipped.
4. Late Payment Penalty: Buyer agrees to pay a charge equal to the lesser of (i) the highest rate allowable by law or (ii) 1.5% per month (18% per annum) on the unpaid balance with respect to any late payments. In addition, buyer will pay all our costs and expenses, including actual attorney's fees, incurred in connection with enforcing the Proposal and/or collecting any past due payments. In the event buyer fails to make any payment when due, we have the right of setoff, the right to terminate the Proposal and/or to suspend further deliveries to buyer and the right to recover damages in addition to any other remedies available to us as a matter of law. Buyer has no right to setoff.
5. Cancellation: If an order is cancelled by buyer after receipt of order authorization, and cancellation fee of 10% of order value may be assessed to the buyer, in addition to the cost of materials purchased for the order, which may be invoiced to the buyer at time of cancellation.
6. Delivery, Title and Receipt: Unless otherwise provided in the proposal, all shelters are prefabricated and shipped knock-down and in bulk format (not packaged individually) for ease of handling and fast on-site installation. Neither buyer nor consignee shall have the right to direct or re-consign the goods to any other destination without our consent. All sales of products are F.O.B. our plant. Risk of loss of the products shall transfer to buyer upon delivery of the products to the common carrier.
7. Delivery Charges: Unless otherwise provided in the Proposal, buyer shall bear all the costs of transportation, including without limitation loading, unloading, storage, and freight charge. All delivery quotes allow for an approximate 2-hour unload window for a full truck. If this window is exceeded, additional charges may apply. All price quotes given for delivery are based on estimates obtained at the time the quote was requested. Actual freight charges may vary.
8. Delivery Dates: Any delivery date(s) or period of delivery provided for in the Proposal is approximate and does not guarantee a particular date(s) or period of delivery. Estimated lead times are provided in the quote. Under no circumstances will we be liable for delay in delivery occasioned in whole or in part, by fire, flood, explosion, casualty, riot, strike, embargo, transportation delay, breakdown, accident, act of God or the public enemy, government authority, by our inability to secure materials, fuel, supply power or shipping space or any other circumstances beyond our reasonable control.
9. Delayed Shipment: If buyer delays shipment, we may invoice for products when ready for shipment and, at our option, we may charge reasonable daily storage fees.
10. International Freight: We require the services of freight forwarder for all international shipments. Buyer may select the freight forwarder, subject to our approval. All fees, taxes and additional charges, in addition to the actual freight costs, are the responsibility of buyer.
11. Returns: Due to the custom nature of our products, we cannot accept returns and we cannot permit cancellations once work has commenced.
12. Manufacturer's Warranty: Our manufacturer's warranty is set forth in a separate document.
13. Limitation of Liability: WE ARE NOT LIABLE TO BUYER OR ANY THIRD PARTY FOR ANY SPECIAL, INCIDENTAL, INDIRECT, CONSEQUENTIAL, PUNITIVE OR EXEMPLARY DAMAGES OF ANY KIND ARISING FROM OR RELATING TO OUR OBLIGATIONS UNDER THE PROPOSAL, INCLUDING LOST PROFITS, LOSS OR USE, LOSS OF REVENUE OR COST OF CAPITAL. EXCEPT FOR PERSONAL INJURY OR DEATH DUE TO OUR MISCONDUCT, BUYER AGREES THAT THE TOTAL DAMAGES THAT CAN BE AWARDED IN ANY CLAIM BY BUYER RELATING TO OUR OBLIGATIONS UNDER THE PROPOSAL (WHETHER BASED IN CONTRACT, TORT OR OTHERWISE, SHALL NOT EXCEED THE TOTAL PAID BY BUYER TO US UNDER THE PROPOSAL. BUYER AGREES THAT THE ABOVE LIMITATIONS ON LIABILITY PROVISIONS SHALL REMAIN IN FULL FORCE AND EFFECT EVEN IF IT IS FOUND THAT BUYER'S EXCLUSIVE REMEDY FAILS OF ITS ESSENTIAL PURPOSE.
14. Governing Law, Jurisdiction and Venue: The Proposal shall be governed by and construed in accordance with the laws of the State of California without reference to the choice of law principles thereof. Each party irrevocably submits to the jurisdiction of the Courts of the State of California and the United States District Court for the Central District of California.
15. Amendment: No amendments to these Terms and Conditions can be made unless submitted in writing to us and signed and accepted by our President or his designee.

SIERRA SERIES TRANSIT SHELTERS

FUNCTIONAL DESIGN. CLASSIC STYLE. RENOWNED RELIABILITY.



Connecting passengers to transit corridors and pedestrian-heavy downtowns.

Originally engineered over 30 years ago to connect the many communities in and around San Diego, our Sierra Series transit shelters continue to be a client favorite with their classic look and purpose-driven design.

Now as passenger needs have evolved, so too have these legacy transit shelters. Our forward-thinking designers and experienced engineers continually develop improved design elements that balance Sierra's classic style with modern amenities, while not losing the structural integrity of the base design.

These popular shelters have also proven very effective to connect communities through public art projects directly at the bus stop.

Tolar's Sierra Series' functional design and renowned reliability offer a classic style perfect for transit corridors and pedestrian-friendly downtowns.

KEY FEATURES:



Enclosures include tempered glass or tough, transparent Lexan with perforated metal options that include Victorian and Herringbone styles.



Roof styles including dome, low/high peak, hip or Mansard.



Roof design allows for rain gutter and optional housing for security lighting.



Available with or without advertising media kiosk.



Illuminated kiosks can be powered with traditional 110V illumination or green solar technology. Digital advertising, real-time information, USB ports, and other technology options are also available.



Transit shelter lengths ranging from 9 to 24 feet; widths up to 5 feet 8 inches.



Made in the USA and Buy America compliant.

SIERRA SERIES TRANSIT SHELTERS

ON THE STREETS ACROSS AMERICA

(size and design examples)



DIAMOND BAR, CA

Sierra series bus shelters offer lengths from 9-ft to 24-ft and widths up to 5-ft, 8-in.

17-ft Sierra low peak shelter with aluminum roof panels, mission style perforated rear panels, two UL-listed solar light systems under the roof providing dusk-to-dawn LED illumination, 8-ft expanded metal bench with back rest, and an expanded metal trash receptacle.



BANNING, CA

Perforated walls provide weather protection and visibility.

13-ft Sierra High Peak shelter features stone ground synthetic roof tiles over an aluminum skin, perforated metal rear and half-end walls, dusk-to-dawn solar under-roof LED illumination, and a perforated metal bench with seat delineators and 32 gallon perforated metal trash receptacle with liner.

DENVER, CO

Sierra series shelters take on many looks from contemporary to classic.

17-ft Sierra dome roof transit shelter with two angled single face media display kiosks for better viewing on one-way and wide median streets. Shown with full advertising impact configuration with one advertising client in both display kiosks and rear wall.



IRVINE, CA

Located on the UC Irvine campus, this SmartPlace™ bus shelter provides technological amenities expected by college students.

26-ft Sierra dome roof SmartPlace™ shelter features LCD TV wireless access, emergency call box with notice beacon, closed caption camera, and wire grid contour bench with back rest.



PALM SPRINGS, CA

Sierra bus shelters lend themselves nicely to public art projects.

Three Tolar-built shelters became active public art installations as part of "Desert X" stretching from the Coachella Valley to the Salton Sea.



MEMPHIS, TN

Bright yellow neighborhood-identifying branding includes rectangles reminiscent of equalizer sound bars so important to this historically music-driven city.

Durable Sierra shelter integrating public art into a 13-ft shelter with 8-ft perforated metal bench covered by an important shade-producing low peak roof to keep passengers comfortable while they wait for the bus.

LOS ALAMITOS, CA

Sierra series shelters offer varied roof design options from dome to hip to Mansard, low peak, and high peak.

This 13-ft Sierra shelter features a low-peak roof, metal bench with back rest, trash receptacle, and oversize revenue generating advertising display.



LAKE HAVASU, AZ

Creative solutions provide passengers with comfort they deserve, like much-needed shade from the Arizona heat.

Servicing the Bridge Transit Hub, this 17-ft Sierra wide roof dome shelter includes a rear screen placed in the center midpoint allowing for seating on both sides of the shelter depending on the positioning of the sun.



FAIRFIELD, CA

Sierra series provides interchangeable walls to best fit site locations.

13-ft Sierra Dome roof shelter includes a roof extrusion, bronze twin wall polycarbonate roof panels, and perforated metal rear wall protecting an 8-ft perforated metal bench with seat delineators. Side walls are interchangeable to incorporate full or half walls based on the site location.



These styles are representative of product options within this series. Scan the QR code or visit www.tolarmfg.com for additional ideas, options and specifications.

Shelters

BRT/Rail

Street Furniture

Solar Solutions

Displays

Digital Solutions





Tehama County

Agenda Request Form

File #: 26-0056

Agenda Date: 1/26/2026

Agenda #: 11.

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

Requested Action(s)

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

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.