

STAFF REPORT



MEETING DATE:	December 18, 2025
SUBJECT:	Approve Changes to the Transit and Intercity Rail Capital Program Project for Consideration by the California State Transportation Agency
AGENDA ITEM:	14
STAFF CONTACT:	Jennifer Pollom, AICP, Senior Transportation Planner

SUMMARY:

SRTA and the Redding Area Bus Authority (RABA) have been consolidating regional transit under RABA. RABA has requested SRTA submit a grant scope change for the 2018 Transit and Intercity Rail Capital Program (TIRCP) award for battery electric motorcoaches to support the North State Intercity Transportation System. Staff recommend additionally requesting the transfer of grant implementing agency responsibilities to RABA.

STAFF RECOMMENDATION:

It is recommended that the board of directors:

1. Approve a Transit and Intercity Rail Capital Program (TIRCP) project scope change for consideration by the California State Transportation Agency (CalSTA);
2. Approve transferring TIRCP grant implementing agency responsibilities to RABA; and
3. Authorize the executive director to make any necessary modifications to the scope, schedule, and budget in response to CalSTA, Caltrans, the California Transportation Commission (CTC), and/or other administering agencies' review.

DISCUSSION:

Background – SRTA and RABA have been collaborating on consolidating regional transit operations under RABA for about two years including the recent designation of RABA as the Consolidated Transportation Services Agency (CTSA). Since December 19, 2024, staff have reported progress on efforts at each board of directors meeting. This staff report addresses an outstanding item included in the past updates:

- Working with Caltrans and RABA **to transfer approved grant-funded projects**, including LCTOP, State of Good Repair (SGR), **Transit and Intercity Rail Capital Program (TIRCP)**, and SB 125 Transit Program funds to RABA for implementation.

On August 22, 2024, intercity bus service between Redding and Chico began using traditional motorcoaches, operated by RABA as Route 99X (aka, Amtrak Thruway Route 3, the San Joaquin Joints Powers Authority (SJJPAA)). An intercity service named Route 5X (aka, Amtrak Thruway Route 3A) is in the final planning phase to begin service in 2026 along the Interstate 5 (I-5) corridor, at which time the 99X service to Chico will be terminated, though connections to Chico will still be provided with a transfer in Orland.

2018 Transit and Intercity Rail Capital Program (TIRCP) Efforts – Attachment A includes a history of North State Intercity Transportation System related activities. In summary, in April 2018, SRTA was awarded over \$8.6 million in capital funding through the competitive TIRCP grant program for a new, **zero-emission**, intercity bus service between Redding and Sacramento, along the I-5 corridor, including a valley feeder that connects the cities of Corning, Orland, Willows, and Chico, using battery electric motorcoach style vehicles. Battery electric motorcoach style vehicles have proven difficult to acquire. In 2020, SRTA sought funding for additional on-route charging infrastructure to help zero-emission motorcoaches meet the long-range requirement; that grant application was unsuccessful. In 2021 and 2022 hydrogen fuel cell options were explored. In 2023, SRTA was awarded over \$9 million for a hydrogen fueling station to meet intercity and local bus operational needs. Those efforts stalled and funds were lost to the region because a necessary interagency agreement between SRTA and RABA to jointly develop and build a hydrogen station on property owned by RABA was not approved by the board of directors, nor was the recommended use of SB125 transit funds as match.

35-Foot Commuter Transit Battery Electric Bus – Currently, RABA utilizes two large diesel motorcoach buses for Route 99X intercity services. These same vehicles will be used on Route 5X but are older (current mileage close to 600,000 each) and in need of replacement within a couple of years. Intercity service vehicles are larger to meet specific Amtrak contractual requirements, and replacement vehicles are subject to the state's zero-emission fleet transition rules. RABA's research into available zero-emission motorcoaches has found no significant change in the availability of long-range, zero-emission motorcoaches. Manufacturer Motor Coach Industries, Inc. (MCI) provided a letter to RABA stating that they have no electric motorcoaches to offer for the intercity service (Attachment B).

On November 17, 2025, the RABA Board of Directors discussed available intercity fleet replacement options and directed their staff to ask SRTA to consider submitting a revised project scope for the 2018 TIRCP grant funds, from seven electric motorcoaches to up to seven 35-foot suburban battery electric transit buses from GILLIG. (See request letter in Attachment C).

With continued unavailability of battery electric motorcoach vehicles, staff recommend that the board of directors approve pursuing a TIRCP project scope change for consideration by CalSTA. Staff also recommend transferring the grant implementing agency responsibilities to RABA as part of the regional transit consolidation efforts. Staff from SRTA and RABA will collectively update the grant scope of work items and necessary materials for CalSTA's consideration. If the requested changes are approved by CalSTA, SRTA and/or RABA would request allocation of funds and the transfer of duties from the California Transportation Commission. It is anticipated this process would take four to seven months to complete.

ALTERNATIVES:

The board of directors may request additional information and delay action on this item until the next board of directors meeting. The board of directors may reject staff's recommendations and leave the 2018 TIRCP grant unchanged at this time. This approach will require RABA to seek capital vehicle replacement funds from other sources not yet identified and for staff to continue advocating for long-range battery electric motorcoach development, as well as potentially seeking additional funds as manufacturing costs increase.

OTHER AGENCY INVOLVEMENT:

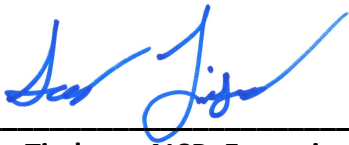
The Technical Advisory Committee (TAC) met on December 3, 2025, and was provided a verbal update on consolidating regional transit under RABA, including the potential TIRCP scope change and transferring the implementing agency responsibilities to RABA.

FISCAL & POLICY COMMITTEE REVIEW:

The Fiscal & Policy Committee met on December 11, 2025, to review and discuss RABA's TIRCP scope change request and agency responsibility changes. The committee concurs with the staff recommendation.

FISCAL IMPACT:

There is no direct fiscal impact to SRTA at this time. Staff time spent working on revising and submitting a modified 2018 TIRCP grant scope of work will be paid out of SB125 TIRCP/ZETCP funds under Work Element 801.02 – SB 125 TIRCP/ZETCP Administration. If RABA becomes the responsible agency, future administration of the 2018 TIRCP grant will transfer with it.



Sean Tiedgen, AICP, Executive Director

Attachments:

- A:** A North State Intercity Transportation System - History of Related SRTA Board of Directors Agenda Items
- B:** MCI letter with subject: Availability of Electric Coach models D45CRTe and D45CRTeLE
- C:** RABA letter re: Modification of the Shasta Regional Transportation Agency's Transit and Intercity Rail Capital Program (TIRCP) Cycle 3 Request for Electric Motorcoaches and Electric Transit Buses

NORTH STATE INTERCITY TRANSPORTATION SYSTEM

HISTORY OF RELATED SRTA BOARD OF DIRECTORS AGENDA ITEMS

2015

MEETING ON APRIL 28, 2015, [AGENDA ITEM #11](#)

ADOPT RESOLUTION AUTHORIZING SUBMITTAL OF 2015 FEDERAL TRANSIT ADMINISTRATION SECTION 5311(F) INTERCITY BUS PROGRAM GRANT APPLICATION(S)

It is recommended that the board of directors:

1. ...; and
2. Adopt Resolution 15-06 authorizing SRTA to submit a 2015 FTA Section 5311(f) application to study public transportation services to Sacramento, the Sacramento International Airport, and to possibly connect to major ground transit and airport facilities in the Bay Area.

The staff recommendations passed unanimously.

MEETING ON OCTOBER 13, 2015, [AGENDA ITEM #5-9](#)

AUTHORIZE TECHNICAL SERVICES AGREEMENT WITH CONSULTANT FOR SHASTA INTERCITY TRANSPORTATION TO SACRAMENTO AND BAY AREA STUDY

It is recommended that the board of directors authorize the executive director to sign a technical services agreement (attached) with The Center for Business and Policy Research at the University of the Pacific to prepare the *Shasta Intercity Transportation to Sacramento and the Bay Area Study*, for a term ending June 30, 2016, not to exceed \$26,700.

The consent calendar was approved.

2016

MEETING ON FEBRUARY 23, 2016, [AGENDA ITEM #21](#)

UPDATE REGARDING TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM GRANT APPLICATION – REVIEW AND POSSIBLE ACTION

Attachment A

It is recommended that the board of directors receive an update on the development of a FY 2016/17 TIRCP grant application and provide further direction, if any, to staff.

The board gave no further direction to staff.

MEETING ON APRIL 26, 2016, [AGENDA ITEM #8](#)

APPROVE THE TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM GRANT APPLICATION FOR BUS SERVICE BETWEEN REDDING AND SACRAMENTO

It is recommended that the board of directors approve the attached 2016/17 TIRCP grant application.

The staff recommendation passed unanimously.

MEETING ON DECEMBER 13, 2016, [AGENDA ITEM #9](#)

ACCEPT SHASTA INTERCITY TRANSPORTATION TO SACRAMENTO AND THE BAY AREA STUDY FINAL REPORT

It is recommended that the board of directors accept the *Shasta Intercity Transportation to Sacramento and the Bay Area Study* final report (attached).

The staff recommendation passed unanimously.

2017

MEETING ON APRIL 25, 2017, [AGENDA ITEM #14](#)

AUTHORIZE REQUEST FOR PROPOSALS FOR THE NORTH STATE EXPRESS CONNECT BUSINESS PLAN FOR INTERCITY BUS SERVICE BETWEEN REDDING AND SACRAMENTO

It is recommended that the board of directors authorize the executive director to issue an RFP for the *North State Express Connect Business Plan* (attached), pending award of a Caltrans Sustainable Transportation Planning Grant.

The staff recommendation passed unanimously.

MEETING ON JUNE 27, 2017, [AGENDA ITEM #14](#)

AUTHORIZE TECHNICAL SERVICES AGREEMENT FOR NORTH STATE EXPRESS CONNECT BUSINESS PLAN FOR INTERCITY BUS SERVICE BETWEEN REDDING AND SACRAMENTO

Attachment A

It is recommended that the board of directors authorize the chair to sign a technical services agreement (TSA) with Green DOT Transportation Solutions (Green DOT) to complete the *North State Express Connect Business Plan*, for a term ending June 30, 2020, not to exceed \$205,852.

The staff recommendation passed unanimously.

MEETING ON OCTOBER 10, 2017, [AGENDA ITEM #9](#)

APPROVE SUBMITTAL OF A TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM GRANT APPLICATION FOR BUS SERVICE BETWEEN REDDING AND SACRAMENTO AND AUTHORIZE SOLICITATION OF PROJECT PARTNERSHIPS

It is recommended that the board of directors:

1. Authorize the executive director to issue multiple requests for proposals (RFPs) for intercity buses, charging facilities, and passenger and bus parking; and
2. Approve submittal of a Transit and Intercity Rail Capital Program grant application utilizing results from the RFP process.

The staff recommendation passed unanimously.

2018

MEETING ON JUNE 19, 2018, [AGENDA ITEM #12](#)

APPROVE THE NORTH STATE INTERCITY BUS SYSTEM BUSINESS PLAN AND DELEGATE AUTHORITY TO THE EXECUTIVE DIRECTOR TO PERFORM RELATED ADMINISTRATIVE ACTIONS

It is recommended that the board of directors:

1. Approve the North State Intercity Bus System Business Plan;
2. Adopt Resolution #18-11 delegating authority the executive director to perform all administrative actions necessary to obtain Transit and Intercity Rail Capital Program (TIRCP) funds, including agreements with Caltrans and other project partners of the North State Intercity Bus System.

The staff recommendation passed unanimously.

2019

MEETING ON FEBRUARY 26, 2019, [AGENDA ITEM #15](#)

Attachment A

NORTH STATE INTERCITY BUS PROGRESS REPORT

It is recommended that the board of directors receive an update on the North State Intercity Bus Project, and provide any additional comments and/or direction to staff.

By motion made and seconded (Winter/Rickert), the staff recommendation passed unanimously.

MEETING ON JUNE 25, 2019, [AGENDA ITEM #16](#)

CANCEL EXISTING SALMON RUNNER BUS PROCUREMENT, DEVELOP AND RELEASE NEW BUS PROCUREMENT, AND AMEND CONTRACT WITH CENTER FOR TRANSPORTATION AND THE ENVIRONMENT

It is recommended that the board of directors:

1. Cancel Procurement 2019-01 – Request for Proposals for Battery-Electric Vehicle Procurement for Salmon Runner and North Valley Feeder;
2. Authorize the executive director to release a new zero-emission bus procurement for the Salmon Runner intercity bus service, including the valley feeder service; and
3. Authorize the executive director to amend contract #2018-06 with Center for Transportation and the Environment (CTE) for Project Management for Procurement of Battery-Electric Buses and Charging Stations, increasing the budget by \$12,500, for a total amount of \$62,500 to assist SRTA with the new procurement.

By motion made and seconded (Moty/Winter), the staff recommendation passed unanimously.

MEETING ON DECEMBER 10, 2019, [AGENDA ITEM #12](#)

RECEIVE INTERCITY BUS UPDATE AND AUTHORIZE TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM (TIRCP) GRANT APPLICATION

It is recommended that the board of directors authorize submittal of a TIRCP grant application to partner with 1) a manufacturer for the design, engineering, and building of one or more prototype fuel cell motorcoaches and 2) a vendor for related hydrogen fueling infrastructure in Redding and Sacramento.

By motion made and seconded (Moty/Rickert), the staff recommendation passed unanimously.

Attachment A

2020

MEETING ON FEBRUARY 25, 2020, [AGENDA ITEM #12](#)

ADOPT RESOLUTION APPROVING A FEDERAL TRANSIT ADMINISTRATION SECTION 5311(F) INTERCITY BUS PROGRAM APPLICATION FOR FEDERAL FISCAL YEAR 2020 BY THE SHASTA REGIONAL TRANSPORTATION AGENCY TO OPERATE THE SALMON RUNNER

It is recommended that the board of directors:

1. Adopt Resolution 20-02 (attached) approving a FTA Section 5311(f) Intercity Bus Program application for Federal Fiscal Year 2020 by SRTA to operate the Salmon Runner; and
2. Authorize the executive director to provide certifications, assurances, and other requested information to Caltrans and FTA.

By motion made and seconded (Rickert/Schreder), the staff recommendation passed unanimously.

MEETING ON APRIL 28, 2020, [AGENDA ITEM #5-5](#)

ADOPT RESOLUTION APPROVING A 5339(C) LOW OR NO EMISSION PROGRAM APPLICATION TO CONSTRUCT CHARGING INFRASTRUCTURE FOR THE NORTH STATE INTERCITY BUS SYSTEM

It is recommended that the board of directors:

1. Adopt Resolution 20-05 (attached) approving an FTA Section 5339(c) Low or No Emission Program application by SRTA for charging infrastructure for the North State Intercity Bus System; and
2. Authorize the executive director to provide certifications, assurances, and other requested information to Caltrans and FTA.

By motion made, seconded (Watkins/Chimenti), and unanimously carried by roll call vote, the consent calendar was approved.

MEETING ON DECEMBER 15, 2020, [AGENDA ITEM #11](#)

CONSIDER DEVELOPMENT OF AN INTERCITY PASSENGER RAIL STUDY (PUBLIC COMMENT) AND RECEIVE UPDATE ON SALMON RUNNER INTERCITY BUS SERVICE

It is recommended that the board of directors:

1. Accept public comments on and consider the development of an intercity passenger rail study and provide direction to staff; and

Attachment A

2. Receive an update on the Salmon Runner intercity bus service.

By motion made and seconded by roll call vote (Schreder/Rickert), the staff recommendation passed with five board members in favor (Chimenti, Rickert, Morgan, Schreder, and Watkins); and two board members opposed (Browning and Resner).

2021

MEETING ON FEBRUARY 23, 2021, [AGENDA ITEM #15](#)

RECEIVE UPDATE ON GRANT APPLICATION FOR THE NORTH STATE INTERCITY BUS TO RAIL PLAN

It is recommended that the board of directors receive an update on the North State Intercity Bus to Rail Plan grant application.

Update only, no action taken.

MEETING ON APRIL 27, 2021, [AGENDA ITEM #12](#)

APPROVE RELEASE OF REQUEST FOR PROPOSALS FOR OPERATIONS OF SALMON RUNNER BUS SERVICE BETWEEN REDDING AND SACRAMENTO

It is recommended that the board of directors approve the release of a request for proposals (RFP) for intercity bus service operations between Redding and Sacramento.

By motion made and seconded by roll call vote (Schreder/Rickert), the staff recommendation passed unanimously.

MEETING ON JUNE 28, 2021, [AGENDA ITEM #9](#)

ACCEPT A CALTRANS STRATEGIC PARTNERSHIP GRANT AWARD OF \$291,819 FOR THE NORTH STATE INTERCITY BUS TO RAIL PLAN

It is recommended that the board of directors approve Resolution 21-12 (Attachment A) to accept the Fiscal Year (FY) 2021/22 Sustainable Transportation Planning Grant Award of \$291,819 for the North State Intercity Bus to Rail Plan and direct staff to begin procurement of consultant services.

By motion made and seconded by roll call vote (Schreder/Rickert), the staff recommendation passed unanimously.

Attachment A

MEETING ON OCTOBER 21, 2021, [AGENDA ITEM #10](#)

RECEIVE UPDATE ON SALMON RUNNER INTERCITY BUS PROJECT

It is recommended that the board of directors receive an update on the Salmon Runner Intercity Bus project.

Update only, no action taken.

MEETING ON DECEMBER 13, 2021, [AGENDA ITEM #12](#)

DISCUSS EFFORTS TO MOVE TO A ZERO-EMISSION VEHICLE FLEET IN CALIFORNIA AND SRTA'S ROLE GOING FORWARD

It is recommended that the board of directors receive a presentation regarding California's effort to move all vehicles to being zero-emission, its impact on the region, and discuss SRTA's role.

In the near-term, staff recommends that SRTA focus on the following activities:

- Develop a ZEV informational webpage on SRTA's website on planning efforts and resources.
- Work with interested parties on applying for federal/state infrastructure grants for battery-electric and hydrogen stations and provide letters of support.
- Consider developing a regional ZEV transit fleet rollout plan in partnership with RABA and Dignity Health Connected Living by June 2023. Pursue grant funds and use SRTA's LCTOP allocations and SGR funds toward this effort.
- Continue to pursue efforts to start the Salmon Runner service as a zero-emission fleet.
- Other support roles that may arise to keep the region well-positioned to compete for ZEV grants.

Presentation only, no action taken.

2022

It is recommended that the board of directors:

By motion made, seconded (

2023

Attachment A

MEETING ON OCTOBER 26, 2023, [AGENDA ITEM # 16](#)

RECEIVE UPDATE ON CALIFORNIA SENATE BILL 125 FORMULA-BASED TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM (TIRCP), ZERO-EMISSION TRANSIT CAPITAL PROGRAM (ZETCP), AND HYDROGEN FUELING STATION FOR INTERCITY BUS SERVICE

It is recommended that the board of directors:

1. Receive an update on Senate Bill (SB) 125 formula based TIRCP and ZETCP funding, and the hydrogen refueling station; and
2. Provide suggestions to staff regarding capital or operational projects to explore with regional transit partners.

Update only, no action.

MEETING ON DECEMBER 14, 2023, [AGENDA ITEM # 12](#)

Approve Senate Bill (SB) 125 Short-Term Capital Program and SRTA-RABA Interagency Agreement

It is recommended that the board of directors:

1. Approve and authorize the executive director to submit the Senate Bill 125 Short-Term Capital Program initial allocation package of projects totaling \$17,505,155;
2. Authorize the executive director to make minor administrative amendments, as appropriate, in response to CalSTA comments or provide any other necessary information in support of the initial allocation package;
3. Delegate the executive director to execute the necessary agreements with CalSTA to receive funds; and
4. Approve and authorize the executive director to execute an interagency agreement (Attachment B) between SRTA and RABA for the purpose of jointly developing and building a hydrogen station on property owned by RABA.

By motion made and seconded (Watkins/Audette) and passed unanimously, the board of directors took the following actions:

1. Staff recommendation Nos. 1, 2, and 3 were approved minus the \$2,129,607 for the “Expansion of Cycle 3 TIRCP for North State Intercity Bus to Rail” project, therefore, only \$15,375,548 in SB 125 funding allocations were approved, leaving \$6,159,265 for allocation at a future date; and
2. Staff recommendation No. 4 was pulled for more information and continued to a future meeting.

Attachment A

2024

MEETING ON FEBRUARY 29, 2024, [AGENDA ITEM #9-8](#)

AUTHORIZE EXECUTIVE DIRECTOR TO EXECUTE A TECHNICAL SERVICES AGREEMENT FOR THE NORTH STATE INTERCITY BUS TO RAIL PLAN

It is recommended that the board of directors:

1. Authorize the executive director to execute a technical services agreement (TSA) with AECOM to prepare the North State Intercity Bus to Rail Plan, for a term ending August 30, 2025, not to exceed \$189,956.43; and
2. Authorize the executive director to make minor administrative amendments to the TSA as appropriate.

At the request of board member Gallagher, Item 9-8 was pulled from the consent calendar for further discussion.

By motion made, seconded (Gallagher/Jones) to not approve staff recommendations 1 and 2 for Item #9-8, four (4) board members (Eisenbeisz, Gallagher, Jones, and Kelstrom) were in favor and three (3) board members (Audette, Crye, and Mezzano) were opposed. Motion passes with a 4-3 vote.

MEETING ON APRIL 25, 2024, [AGENDA ITEM #15](#), WAS POSTPONED TO A SPECIAL MEETING

DISCUSS HISTORY OF INTERCITY TRANSPORTATION PLANNING COORDINATION AND RECONSIDER ACTION TO AWARD A CONTRACT FOR THE NORTH STATE INTERCITY BUS TO RAIL PLAN

At the request of Chair Mezzano, who is sick and unable to attend the meeting, this item was requested to be postponed to a special meeting at a date and time to be determined.

By motion made and seconded (Crye/Jones), and unanimously carried, this item was postponed to a future meeting at a date and time yet to be determined.

SPECIAL MEETING ON MAY 23, 2024, [AGENDA ITEM #10](#)

DISCUSS HISTORY OF INTERCITY TRANSPORTATION PLANNING COORDINATION AND RECONSIDER ACTION TO AWARD A CONTRACT FOR THE NORTH STATE INTERCITY BUS TO RAIL PLAN

It is recommended that the board of directors:

1. Receive a presentation on the history of SRTA's coordination activities related to intercity transportation with agency partners across the North State;

Attachment A

2. Discuss and consider rescinding action voted on at the February 29, 2024, board meeting regarding not awarding a technical services agreement (TSA) with AECOM to prepare the NorthState Intercity Bus to Rail Plan;
3. Discuss and consider authorizing the executive director to execute a technical services agreement (TSA) with AECOM to prepare the North State Intercity Bus to Rail Plan, for a term ending August 30, 2025, not to exceed \$189,956.43 (***this action will only be discussed and voted on if the board votes to rescind their February 2024 meeting action***); and
4. Authorize the executive director to make minor administrative amendments to the TSA as appropriate (***this action will only be voted on if the board votes to rescind their February 2024 meeting action***).

By motion made and seconded (Audette/Eisenbeisz), five (5) board members (Audette, Eisenbeisz, Jones, Kelstrom, and Mezzano) voted in favor of staff recommendation No. 2 to rescind action voted on at the February 29, 2024, board meeting, and two (2) board members Crye and Gallagher) voted opposed. The motion passed with a 5-2 vote.

By motion made and seconded (Crye/Audette), six (6) board members (Audette, Crye, Eisenbeisz, Jones, Kelstrom, and Mezzano) voted in favor of staff recommendation Nos. 3 and 4, and one (1) board member voted opposed. The motion passed with a 6-1 vote.

MEETING ON MAY 23, 2024, [AGENDA ITEM #10](#)

DISCUSS HISTORY OF INTERCITY TRANSPORTATION PLANNING COORDINATION AND RECONSIDER ACTION TO AWARD A CONTRACT FOR THE NORTH STATE INTERCITY BUS TO RAIL PLAN

It is recommended that the board of directors:

1. Receive a presentation on the history of SRTA's coordination activities related to intercity transportation with agency partners across the North State;
2. Discuss and consider rescinding action voted on at the February 29, 2024, board meeting regarding not awarding a technical services agreement (TSA) with AECOM to prepare the NorthState Intercity Bus to Rail Plan;
3. Discuss and consider authorizing the executive director to execute a technical services agreement (TSA) with AECOM to prepare the North State Intercity Bus to Rail Plan, for a term ending August 30, 2025, not to exceed \$189,956.43 (***this action will only be discussed and voted on if the board votes to rescind their February 2024 meeting action***); and
4. Authorize the executive director to make minor administrative amendments to the TSA as appropriate (***this action will only be voted on if the board votes to rescind their February 2024 meeting action***).

Attachment A

By motion made and seconded (Audette/Eisenbeisz), five (5) board members (Audette, Eisenbeisz, Jones, Kelstrom, and Mezzano) voted in favor of staff recommendation No. 2 to rescind action voted on at the February 29, 2024, board meeting, and two (2) board members Crye and Gallagher) voted opposed. The motion passed with a 5-2 vote.

By motion made and seconded (Crye/Audette), six (6) board members (Audette, Crye, Eisenbeisz, Jones, Kelstrom, and Mezzano) voted in favor of staff recommendation Nos. 3 and 4, and one (1) board member voted opposed. The motion passed with a 6-1 vote.

MEETING ON DECEMBER 19, 2024, [AGENDA ITEM #12](#)

RECEIVE UPDATE ON DEVELOPMENT OF THE NORTH STATE INTERCITY BUS TO RAIL PLAN

It is recommended that the board of directors receive a status update on the development of the North State Intercity Bus to Rail Plan.

Update only, no action taken.

2025

MEETING ON FEBRUARY 26, 2025, [AGENDA ITEM #14](#)

RECEIVE PRESENTATION AND PROVIDE COMMENTS ON DRAFT NORTH STATE INTERCITY BUS TO RAIL PLAN

It is recommended that the board of directors:

1. Receive a presentation on the Draft North State Intercity Bus to Rail Plan; and
2. Provide comments to staff.

Board member comments can be found in the [action minutes](#) from the meeting.

Update only, no action taken.

MEETING ON APRIL 30, 2025, [AGENDA ITEM #8](#)

Adopt the North State Intercity Bus to Rail Plan and Provide Direction to Staff Regarding Near-Term Activities

It is recommended that the board of directors:

1. Receive a presentation on the final North State Intercity Bus to Rail Plan;
2. Adopt the North State Intercity Bus to Rail Plan; and

Attachment A

3. Direct staff to engage in the following near-term activities:
 - a. Work with Redding Area Bus Authority (RABA) on near-term funding – using nonregional transit funds – for the Interstate 5 (I-5) service, on implementation of the proposed service, and on interagency agreements between RABA, Tehama Rural Area eXpress (TRAX); Glenn Ride, San Joaquins Joint Powers Authority (SJJPAA), and Amtrak to fund and implement the service;
 - b. Support North State regional partners in making progress on the North State Express service proposal concepts;
 - c. Provide, as needed, input on Caltrans' San Joaquin Valley federal Corridor ID project and share the plan with state and federal agencies, highlighting needs in the Shasta and North State regions; and
 - d. Communicate regional concerns on existing Amtrak passenger services, including lack of available capacity and request exploration to increase reliability and seat availability.

Board member Audette made a motion to approve the North State Bus to Rail Plan and authorized the Chair to send a letter to CARB. By motion made, seconded (Audette/Kelstrom) six (6) board members (Audette, Crye, Kelstrom, Littau, Plummer, and Watkins) voted in favor of staff recommendations 1, 2, and 3 (a-d), and one (1) board member (Gallagher) voted opposed. The motion passed with a 6-1 vote.

MEETING ON DECEMBER 18, 2025, AGENDA ITEM #14

Approve Changes to the Transit and Intercity Rail Capital Program Project for Consideration by the California State Transportation Agency

It is recommended that the board of directors:

1. Approve a Transit and Intercity Rail Capital Program (TIRCP) project scope change for consideration by the California State Transportation Agency (CalSTA);
2. Approve transferring TIRCP grant implementing agency responsibilities to RABA; and
3. Authorize the executive director to make any necessary modifications to the scope, schedule, and budget in response to CalSTA, Caltrans, the California Transportation Commission (CTC), and/or other administering agencies' review.

Pending results of the December 18, 2025, SRTA Board of Directors meeting.



November 7, 2025

John Andoh, CCTM, CPM, TDM-CP
Transit General Manager
Redding Area Bus Authority

Subject: **Availability of Electric Coach models D45CRTe and D45CRTeLE**

Dear John,

Motor Coach Industries (MCI) is writing to inform Redding Area Bus Authority (RABA) that we currently do not have an Electric Motor Coach Vehicle to offer. This is due to several reasons, a few of which are outlined below. MCI is currently going through a technology transition for MCI's electric coach. Coach adoption of zero emission technology has lagged that of heavy-duty transit buses. Our current coach platform, based on legacy battery technology, does not adequately meet the range or performance criteria required by most customers. Recognizing this gap, we are actively developing the next generation of our electric coach platform with a focus on:

- **Extended range** to meet long-distance and commuter-style travel demands
- **Enhanced reliability** to support consistent performance across diverse operating conditions
- **Simplified manufacturability and serviceability** to reduce product complexity and improve lifecycle support

After completing a thorough comprehensive review of market needs and customer feedback, we have determined that our planned design enhancements will better align with future operational requirements and expectations.

We are committed to delivering a solution that reflects the evolving priorities of the industry. MCI anticipates the next version of the D45CRTe Charge will be available in 2028.

Thank you for considering MCI for this critical initiative. Please continue keeping MCI on your active bidders list for all future solicitation opportunities pertaining to Coach vehicles, aftermarket parts and infrastructure solutions. Should you have any questions at all please don't hesitate to reach out to myself at the contact information below.

Sincerely,
MOTOR COACH INDUSTRIES, INC

A handwritten signature in black ink, appearing to read "Derek White", with a stylized flourish at the end.

Derek White
Regional Sales Manager

C 425.375.3809
Derek.White@newflyer.com
[New Flyer](#) | [MCI](#)

CC: **Adrian Graca** Business Segment Director, Municipal / Regional Transit Operators



November 27, 2025

Sean Tiedgen, Executive Director
Shasta Regional Transportation Agency (SRTA)
1255 East Street, Suite 202
Redding, CA 96001

Re: Modification of the Shasta Regional Transportation Agency's Transit and Intercity Rail Capital Program (TIRCP) Cycle 3 Request for Electric Motorcoaches and Electric Transit Buses.

Dear Mr. Tiedgen,

The Redding Area Bus Authority (RABA) would like to make a request to SRTA to revise its TIRCP Cycle 3 Request from seven (7) electric motorcoaches to up to seven (7) 35 foot suburban battery electric transit buses from GILLIG.

The RABA Board of Directors discussed this matter on November 17, 2025 and support making this recommendation to the SRTA Board of Directors. The reason behind the modifications are listed below:

1. Motor Coach Industries (MCI) has discontinued producing electric motorcoaches due to issues with batteries.
2. RIDE motorcoach does not provide an appropriate range of 200 miles minimum to be able to get the bus to Sacramento, since a one-way trip between Redding and Sacramento is 175 miles.
3. GILLIG, through the Washington State Department of Enterprise Services transit bus procurement has 35 foot suburban style commuter buses that could be utilized on the proposed Redding to Sacramento route and achieve the desired one-way mileage to be able to charge.
4. RABA is not aware of any battery electric motorcoach that meets the requirements set forth by the Larson Transportation Institute's Bus Research and Testing Center, since these vehicles will be maintained using Federal Transit Administration (FTA) funding.

RABA has tested these suburban buses and determined that these buses can have the comfort necessary to allow for a comfortable ride between Redding and Sacramento as they will continue to have similar features expected in a motorcoach. While these buses will not have a restroom, a restroom break will be planned mid-route.

Should the California State Transportation Agency and SRTA Board of Directors approve this request, RABA is prepared to procure these suburban style commuter buses through GILLIG and anticipate delivery of these vehicles by early 2027. It should be noted that time is of the essence, as

REDDING AREA BUS AUTHORITY

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the current diesel motorcoaches being used by RABA are beyond their useful life and resulting in many breakdowns on the route between Redding to Chico and we anticipate this would be an ongoing problem until formally replaced.

We would like to obtain to approval from the SRTA Board of Directors on this request, so that these funds and projects can be programmed in the upcoming update to the 7-Year Financial Plan.

We respectfully request your consideration of this request and for placement of this matter on the next SRTA Board of Directors agenda.

Should you have any questions regarding this request, please contact me at 530.245.7116 or email jandoh@rabaride.com.

Sincerely,



John C. Andoh
Transit General Manager
Redding Area Bus Authority

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