

# REQUEST FOR PROPOSALS (RFP) Q&A - RFP #2025-004

## Zero Emissions Transit Strategy Plan

**Summary of Questions - As of 01/28/2026**

**Release Date: 01/28/2026**

1. Can STA provide a vehicle inventory (vehicle type, fuel type, age)?

**Answer:** Please refer to Attachment A – Current Bus Fleet Inventory.

2. Can STA provide an inventory or transit facilities in Siskiyou County that should be considered for evaluation?

**Answer:** The Agency currently operates maintenance services from 279 Sharps Road and utilizes an administrative facility located at 190 Greenhorn Road. In addition, Agency vehicles are parked and/or staged at the Siskiyou County Public Works yard in Happy Camp, California, and the City yard in Etna, California. In the future, vehicles may also be staged at the City yard in Weed, California.

These locations reflect current operational needs. However, depending on vehicle range and mileage capacity, additional or alternative staging and parking locations may be required to support efficient service delivery.

3. Can STA provide expectations for community engagement during the zero-emission transition planning process? Will public meetings - other than a final presentation to the board - be required during the evaluation process?

**Answer:**

As a planning document, the zero-emission transit strategy plan is expected to follow standard public engagement practices applicable to similar transportation and planning projects. The selected consultant will be expected to support community and stakeholder outreach efforts to inform the evaluation and planning process.

At a minimum, the project will include at least two virtual public workshops: one early in the project to solicit input from the public and stakeholders to help inform the development of the plan, and a second during the presentation of the draft plan to gather feedback prior to finalization. In addition, the project will include a final presentation to the Board.

The consultant should be prepared to assist with planning, facilitating, and documenting such engagement activities as part of the overall project scope.

4. Can STA provide a list of potential stakeholders that will need to be engaged during the evaluation process?

**Answer:** Potential stakeholders to be engaged during the evaluation process are expected to include all incorporated cities within Siskiyou County, the County of Siskiyou, Caltrans, the Karuk Tribe, and the Quartz Valley Indian Reservation.

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Additional stakeholders may be identified as appropriate during the project to ensure comprehensive coordination and meaningful input.

5. Should the evaluation consider both fixed-route and on-demand services?

**Answer:** Yes. The evaluation should consider both fixed-route and on-demand service models. STAGE currently operates fixed-route and deviated fixed-route services. In addition, STAGE is evaluating potential operational changes that could include on-demand and/or micro-transit service options in the future.

The planning effort should consider both current service types and potential future service models to ensure the zero-emission transition plan is flexible and responsive to evolving operational needs.

6. Would STA consider revising Section 5.01 (Indemnification) as shown in the following edit?

Indemnification: Contractor shall indemnify and hold Agency harmless against any and all liability imposed or claimed, including attorney's fees and other legal expenses, arising ~~directly or indirectly~~ from **and to the extent caused by** any **negligent** act or failure of Contractor or Contractor's assistants, employees, or agents, including all claims relating to the injury or death of any person or damage to any property.

**Answer:** After notification of consultant selection, the parties can negotiate contract terms.

7. We were not able to identify an Innovative Clean Transit (ICT) Rollout Plan in the RFP or associated planning documents. Can STA confirm whether an ICT Rollout Plan has been prepared for the Agency, and if so, whether it can be shared with prospective proposers?

**Answer:** Please refer to the Zero Emissions Bus Rollout Plan (Attachment B).

8. What vehicle types are part of the mentioned public transit fleet and are in focus for this RFP? Only buses?

**Answer:** Please refer to Attachment A – Current Bus Fleet Inventory for the current fleet inventory. We anticipate continuing to operate cutaway transit buses, plus smaller vans for lower ridership routes in the future.

9. How many vehicles of each type are roughly in scope of this RFP?

**Answer:** Please refer to Attachment A – Current Bus Fleet Inventory for the current

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inventory.

10. How many transit facilities of each type are in the scope of this RFP for potential infrastructure upgrades?

**Answer:** Please refer to the response for Question #2.

11. What data can be provided about the transit facilities?

**Answer:** The maintenance shop was constructed in 2000. The transit center was constructed in 2015. Electrical plans are available for the transit center.

12. How many routes/jobs are roughly in scope of this RFP?

**Answer:** STAGE currently operates six routes but will be adding a seventh route in spring 2026.

13. What data sources are available for static and dynamic fleet & route data?

**Answer:**

Static data:

- Refer to Attachment A for current fleet inventory (vehicle types, year, make/model, fuel type).
- Scheduled service (GTFS static files) – Current file is available upon request.
- Facility locations (Maintenance/Fueling/Parking) – Please refer to answer for Question #2.
- Route and schedule information is available at (under supporting documents): <https://www.siskiyoucounty.gov/stage/page/stage-schedule>

Dynamic data:

- Current Mileage by Route and Hours by Route per Day

Route	Total Miles	Total Hours
1	295	8.75
2	220	7.5
3	222	7.5
4	262	8.25
5	200	7.50
6	160	6.5

14. Has STA had any preliminary discussions with local electric utilities or hydrogen suppliers regarding service capacity or feasibility? Are you in contact already with the power utilities at each transit facility location? Please describe starting point for consultant analysis of transit facilities

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**Answer:** We have had preliminary discussions with Pacific Power, but nothing extensive to fully understand what will be required to implement zero emissions in accordance with state regulations. The consultant should anticipate initiating the conversations with applicable utility provider(s). The closest hydrogen fueling station is in Sacramento, California, which is 4 ½ hours from our operational hub.

15. Does "Evaluate existing electrical, utility, and fuel infrastructure within Siskiyou County relevant to public transit operations." mean at transit facility locations or also potential public locations?

**Answer:** Both. We need to understand what infrastructure is available within the communities we serve and what would be required to facilitate charging or fueling at our maintenance facility and/or our transit center or other staging areas.

16. Is it possible to propose as a team with a sub?

**Answer:** Yes, but all subcontractors should be included in Tab 3 – Proposed Staffing.

17. Should references of a subcontractor be included in Tab 7 Form 3 (Current Client References)?

**Answer:** No, the client reference form included in the RFP package is intended for the submitting firm to provide references from other agencies for which they have performed similar services under a formal contract.

18. Is there a rough budget range? The analysis can be done on a very high level (low budget) or very detailed level (high budget).

**Answer:** The approximate budget for this project is \$ 150,000.

19. Is there a DBE requirement for this RFP?

**Answer:** No, this project is funded through California's Senate Bill 125 which does not have a DBE requirement.

20. Our company's headquarter is South Carolina. Is there a similar form for SC or shall we change the state name?

**Answer:** Please change the state where applicable. Please email Melissa Cummins to request a word version of the document if appropriate.

21. Does a sub need to be listed here as well? Same form or separate form?

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**Answer:** Yes, subcontractors should be identified under Section B on Form 7 if applicable. It does not require a separate form.

22. Is there a template/form for "Form 1 – Forms Checklist"?

**Answer:** Please refer to the last page of the proposal package (first document posted on the website).

23. The wording for the first bullet implies for the no-transition scenario to be evaluated only in case that the BEB/FCEB options are deemed infeasible. Nevertheless, we will perform the analysis for comparison purposes, as needed in the third bullet.

**Answer:** The Board has requested a no-transition option be included, in addition to evaluating BEB and FCEB. The no-transition option should outline the pros/cons of not transitioning to an alternative fuel as required by state regulations.

24. Will STA provide facility site plans, electrical service information, or existing maintenance facility drawings to support infrastructure and facility assessments?

**Answer:** Facility drawings are available for the transit center (Greenhorn Road). Other drawings for the maintenance yard may be available, but that will need to be confirmed later. Other proposed locations are not owned/operated so the firm should plan to contact property owners to confirm existing infrastructure.

25. Will STA lead stakeholder engagement, or should the consultant manage it end-to-end?

**Answer:** The STA will manage the project team. It should be expected that the consultant will manage the stakeholder engagement with the STA assisting with coordination of outreach.

26. Are there prior studies, audits, or grant applications related to ZEVs that can be leveraged?

**Answer:** There are no prior studies specifically related to the transit fleet transition to zero emissions other than the Zero Emissions Bus Rollout Plan (attachment B). The STA may pursue grant funding after completion of this plan based on direction from the Board of Directors.

27. Does STA intend to use this ZEV Strategy Plan specifically to support future CARB compliance milestones (e.g., Innovative Clean Transit rule), or is this a high-level feasibility study only?

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**Answer:** STA's primary intent for this ZEV Strategy Plan is to serve as a feasibility and planning tool rather than a compliance document tied to specific CARB regulatory milestones. The plan will evaluate the technical, operational, and financial feasibility of transitioning to zero-emission vehicles, including assessment of infrastructure upgrades, vehicle replacement costs, and total cost of ownership considerations.

The strategy will also consider the unique operating conditions of STA's rural service area, including long route distances, high daily mileage requirements, terrain, and limited access to charging or fueling infrastructure. While the plan may help inform future compliance planning (such as under the Innovative Clean Transit regulation), its primary purpose is to support informed decision-making regarding the practicality, timing, and phasing of a potential ZEV transition based on local operating realities.

28. Should the plan align with any existing regional, MPO, RTP, or climate action plans beyond what is mentioned in the RFP?

**Answer:** No.

29. Is a rough implementation time-period (start/end dates) already defined or targeted by STA?

**Answer:** No. Following contract award, it is expected that the firm will begin work on the project within 45 days of contract execution.

30. Are travel expenses reimbursed when incurred? Or should this be included in the budget?

**Answer:** Yes, travel expenses can be reimbursed but they must be included in the total not-to-exceed cost identified on the Cost Proposal Form.

Prospective bidders should review the Travel Information & Policy issued by the California Department of Transportation regarding reimbursement rates for expenses incurred after October 1, 2024. Lodging, meals, and incidentals incurred during the scope of work for this RFP will not exceed the maximums allowed per the attached policy. The current rates are included below:

Effective October 1, 2024, the reimbursement rates for meals and incidental expenses (M&IE) will be as follows:

➤ Breakfast	Up to \$ 16 (per day/per person)
➤ Lunch	Up to \$19 (per day/per person)
➤ Dinner	Up to \$ 28 (per day/per person)
➤ Incidentals (Tips)	Up to \$ 5 (per day/per person)

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Effective October 1, 2025 to September 30, 2026, the maximum short-term nightly lodging rates is \$ 110.00 (per person).

31. Under section 6.3, the RFP indicates that the pages of the proposal should be consecutively numbered, and that this numbering should not include the cover letter, table of contents, tabs, and blank pages. It also notes that those items do not count toward the page limit. Forms are not included on this list. Are they to be included as numbered items that count toward the page limit?

**Answer:** No, forms do not need to be numbered and do not count towards the page limit of your proposal narrative.

32. Does the 12-point text requirement apply to all content, including non-substantive text (organization chart, footers, captions, and charts)?

**Answer:** No.

33. The Confidential Form A - Cost Proposal Form requests a detailed expense breakdown. Is there a separate form for providing this level of detail, or may we include a detailed cost breakdown using an appropriate template?

**Answer:** Please include the cost breakdown using an appropriate template. The total not-to-exceed does need to be identified on the Cost Proposal Form.

34. The RFP references project stakeholders on Page 1 of the Scope of Work, but stakeholder coordination and public outreach are not explicitly included in the task descriptions. Can you clarify STA's expectations for stakeholder coordination and public outreach as part of this effort? Based on our experience with similar projects, we believe a task focused on stakeholder coordination and outreach would benefit the Plan.

**Answer:** Please refer to Questions 3 and 4, which clarify the expectations on public outreach and stakeholder engagement.

35. Would the proposal cover page count toward the page limit?

**Answer:** No, it does not count in the page limit.

**Siskiyou County STAGE**  
**Current Bus Fleet Inventory**

<b>Vehicle</b>	<b>Year</b>	<b>Make</b>	<b>Model</b>	<b>Fuel Type</b>	<b>Description</b>
3031	2013	GILLIG	G27B	DIESEL	32 PASSENGER GILLIG BUS
3032	2013	GILLIG	G27B	DIESEL	32 PASSENGER GILLIG BUS
3033	2013	GILLIG	G27B	DIESEL	32 PASSENGER GILLIG BUS
3034	2013	GILLIG	G27B	DIESEL	32 PASSENGER GILLIG BUS
3035	2013	GILLIG	G27B	DIESEL	32 PASSENGER GILLIG BUS
3036	2018	STARCRAFT	ALLSTAR	GAS	STARCRAFT ALLSTAR E450
3037	2018	FORD	ALLSTAR	GAS	STARCRAFT ALLSTAR E450
3038	2018	FORD	ALLSTAR	GAS	STARCRAFT ALLSTAR E450
3039	2017	GLAVAL	B-T350	DIESEL	FORD TRANSIT VAN
3040	2021	FORD E450	GLAVAL	GAS	CUT AWAY F450 GLAVAL
3041	2024	GLAVAL	LEGACY	DIESEL	22 PASSENGER CUTAWAY FREIGHTLINER GLAVAL
3042	2024	GLAVAL	LEGACY	DIESEL	22 PASSENGER CUTAWAY FREIGHTLINER GLAVAL
3043	2024	Freightliner		DIESEL	22 PASSENGER CUTAWAY FREIGHTLINER TURTLETOP
3044	2024	Freightliner		DIESEL	22 PASSENGER CUTAWAY FREIGHTLINER TURTLETOP



RESOLUTION OF THE BOARD OF SUPERVISORS  
SISKIYOU TRANSIT AND GENERAL EXPRESS  
(STAGE)  
APPROVING THE ZERO-EMISSION BUS ROLLOUT PLAN

RESOLUTION NO. \_\_\_\_\_

**WHEREAS**, California Code of Regulation Title 13, Division 3, Chapter 1, Article 4.3, Part 2023.1(d) Zero Emissions Bus Rollout Plan Requirements requires that a transit agency Zero-Emission Bus Rollout Plan must be approved by its governing Board; and

**WHEREAS**, Zero-Emission Bus Rollout Plan sets forth STAGE's plan, which meets the following requirements:

1. A goal of full transition to zero-emission buses by 2040 with careful planning that avoids early retirement of conventional internal combustion engine buses;
2. Identification of the types of zero-emission bus technologies STAGE is planning to deploy;
3. A schedule for zero-emission and conventional internal combustion engine bus purchases and lease options;
4. A schedule for conversion of conventional internal combustion engine buses to zero-emission technologies;
5. A schedule for construction of facilities and infrastructure modifications or upgrades, including charging, fueling, and maintenance facilities, to deploy and maintain zero-emission buses;
6. Explanation of how STAGE plans to deploy zero-emission buses in Disadvantage Communities;
7. A training plan and schedule for zero-emission bus operators and maintenance and repair staff; and
8. Identification of potential funding sources.

**NOW THEREFORE, BE IT RESOLVED** Siskiyou County is committed to procure zero emission buses and infrastructure to meet 100% fleet transition by 2040. However, this commitment is dependent on availability of funding and resources. The Board of Supervisors hereby approves the Siskiyou County Transit and General Express Zero-Emission Bus Rollout Plan as set forth in full.

**BE IT FURTHER RESOLVED** that insofar as the provisions of any Ordinance, Resolution, document, or previous action of the Board, prior to the date of this Resolution, are inconsistent with the provisions of this Resolution or any policy adopted by this Resolution, this Resolution and the Board Policies adopted herein shall control.

**PASSED, APPROVED AND ADOPTED** by the Siskiyou County Board of Supervisors, State of California, at a regular meeting of said Board held on the 20<sup>th</sup> day of June 2023 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

COUNTY OF SISKIYOU

Date: \_\_\_\_\_

ED VALENZUELA, CHAIR  
Board of Supervisors  
County of Siskiyou  
State of California

ATTEST:

LAURA BYNUM

Clerk, Board of Supervisors

By: \_\_\_\_\_

Deputy

# Zero Emissions Bus Rollout Plan



*Siskiyou Transit  
and General  
Express (STAGE)*  
*Connecting Communities*



## **Siskiyou County History**

Siskiyou County is a largely rural and sparsely populated mountainous area, with small towns and cities separated by long travel distance. The county is bordered by Oregon to the north and Shasta Trinity, and Tehama Counties to the south. Mount Shasta, located in the center of the county is the fifth highest peak in California (and the second highest in the Cascade Mountain Range). Population grew in the mid 1800's during the California Gold Rush, while tourism increased in the 1880's after the construction of the Central Pacific Railroad. Siskiyou County is home to several Native American tribes, including the Klamath, Karuk, and the Shasta Indian Nation.

## **STAGE Transit Service Boundaries**

Interstate 5 (I5) runs north-to-south through many major communities in the county, including Dunsmuir, Mt. Shasta, Weed, Yreka and Hornbrook and Montague to the east of Yreka. State Route (SR) 97 connects to the northeastern portion of the county (Lake Shastina and MacDoel) and on into Oregon, while SR 96 connects to the western portion (Happy Camp) along the Klamath River. In the southern area, SR 89 travels from Mt. Shasta southeast to McCloud and on into Shasta County, while SR 3 connects the 1-5 corridor with the Scott Valley area to the southwest and on to Trinity County.

## **Section A: Transit Agency Information**

Siskiyou County Transit  
Siskiyou Transit and General Express (STAGE)  
190 Greenhorn Road  
Yreka, CA 96097

Air District

Total Number of Buses in Annual Maximum Service: 5

Population: 44,000

Contact Information:  
Angie Stumbaugh  
Transportation Services Manager  
530.842.8297

STAGE is not part of a joint group.

## **Section B: Rollout Plan General Information**

Siskiyou County's goal is to complete a full transition to zero-emission buses by the 2040 deadline. The County will purchase Hydrogen Fuel Cell buses between 2029 and 2035. The transition will not require the early retirement of any STAGE vehicles. A copy of the Siskiyou County Board of Supervisor's approved Resolution is attached to the Rollout Plan.

For additional information regarding this Rollout Plan, please contact:

Angela Stumbaugh  
Transportation Services Manager

530.842.8297  
[astumbaugh@co.siskiyou.ca.us](mailto:astumbaugh@co.siskiyou.ca.us)

or

Steve Serdahl  
General Services Deputy Director  
530.842.8233  
[sserdahl@co.siskiyou.ca.us](mailto:sserdahl@co.siskiyou.ca.us)

Siskiyou County Staff created this Rollout Plan.

## Section C: Technology Portfolio

Siskiyou County is committed to procure zero emission buses and infrastructure to meet 100% fleet transition by 2040. However, this commitment is dependent on availability of funding and resources. Siskiyou County will purchase 10 Hydrogen Fuel Cell Cutaway buses to replace five Gillig diesel buses, one Glaval diesel cutaway, and four gasoline cutaway buses. Preplacement of these buses will occur between calendar year 2029 and 2035. The county of Siskiyou will also need to attain a Hydrogen Fuel Station in the City of Yreka, CA. Siskiyou County Staff will continue to review, assess and modify as needed keeping the health and safety of the community at heart as well being fiscally responsible.

## Section D: Current Bus Fleet Composition and Future Purchases

Table 1: Individual Bus Information of Current Bus Fleet

Number of Buses	Engine Model Year	Bus Model Year	Fuel Type	Bus Type
5	2012	2023	Diesel	Standard
3	2017	2018	Gasoline	Cutaway
1	2017	2018	Diesel	Cutaway
1	2020	2021	Gasoline	Cutaway

Table 2: Future Bus Purchases (by Delivery Date)

Timeline	Total # of buses to Purchase	Number of ZEB Purchases	% of Annual ZEB Purchases	ZEB bus Type	ZEB Fuel Types	# of Conv. Bus Purchased	% of Annual Conv. Bus Purchased	Type of Conv. Buses	Fuel Type of Conv. Buses
2025	2	0	0%	-	-	2	100%	CU	Diesel
2026	2	0	0%	-	-	2	100%	CU	Diesel
2028	2	0	0%	-	-	2	100%	CU	Diesel
2030	3	3	100%	Cutaway	Hydrogen	0	0%	-	-
2031	2	2	100%	Cutaway	Hydrogen	0	0%	-	-
2032	2	2	100%	Cutaway	Hydrogen	0	0%	-	-
2035	3	3	100%	Cutaway	Hydrogen	0	0%		

Table 3: Range and Estimated Costs of Future ZEB Purchases (by Delivery Date)

Timeline	Number of ZEBs	Bus Type	Advertised Range (Miles)	Estimated Cost of each Bus
2030	3	Cutaway	300	\$700,000
2031	2	Cutaway	300	\$500,000
2032	2	Cutaway	300	\$500,000
2035	3	Cutaway	300	\$500,000

## **Section E: Facilities and Infrastructure Modifications**

The County currently has one Maintenance Yard, which is where all our buses are housed, located at 279 Sharps Road Yreka, CA 96097. It is too small to accommodate a Hydrogen Facility. We are currently looking for the best place for the facility. Either at the Transit Center located at 190 Greenhorn Road Yreka, CA 96097 or we are inquiring about some land next to the current Maintenance Yard.

STAGE has requested a feasible electrical evaluation study, from Pacific Power, for our service needs if we choose to go with the electric bus. Once the study is completed, they will provide the approx. cost, timeline and feasibility. So far, the electric bus technology does not support the long distance routes in Siskiyou County.

We are currently looking into the hydrogen fueling stations, locations, feasibilities and bus options. So far, the hydrogen bus technology does support the long distance routes in Siskiyou County.

Facility Name	Address	Main Function	Type of Infrastructure	Service Capacity	Needs Upgrade	Estimated Construction Timeline	Electric Utility Company
Siskiyou County Yard	Next to 279 Sharps Road	An empty lot next to the Maintenance Yard and Fleet Storage	Truck in liquid Hydrogen	10	Yes	2030	Pacific Power
Transit Station	190 Greenhorn Road	Transit Station and office space	Truck in liquid Hydrogen	10	Yes	2030	Pacific Power

## **Section F: Service in Disadvantaged Communities**

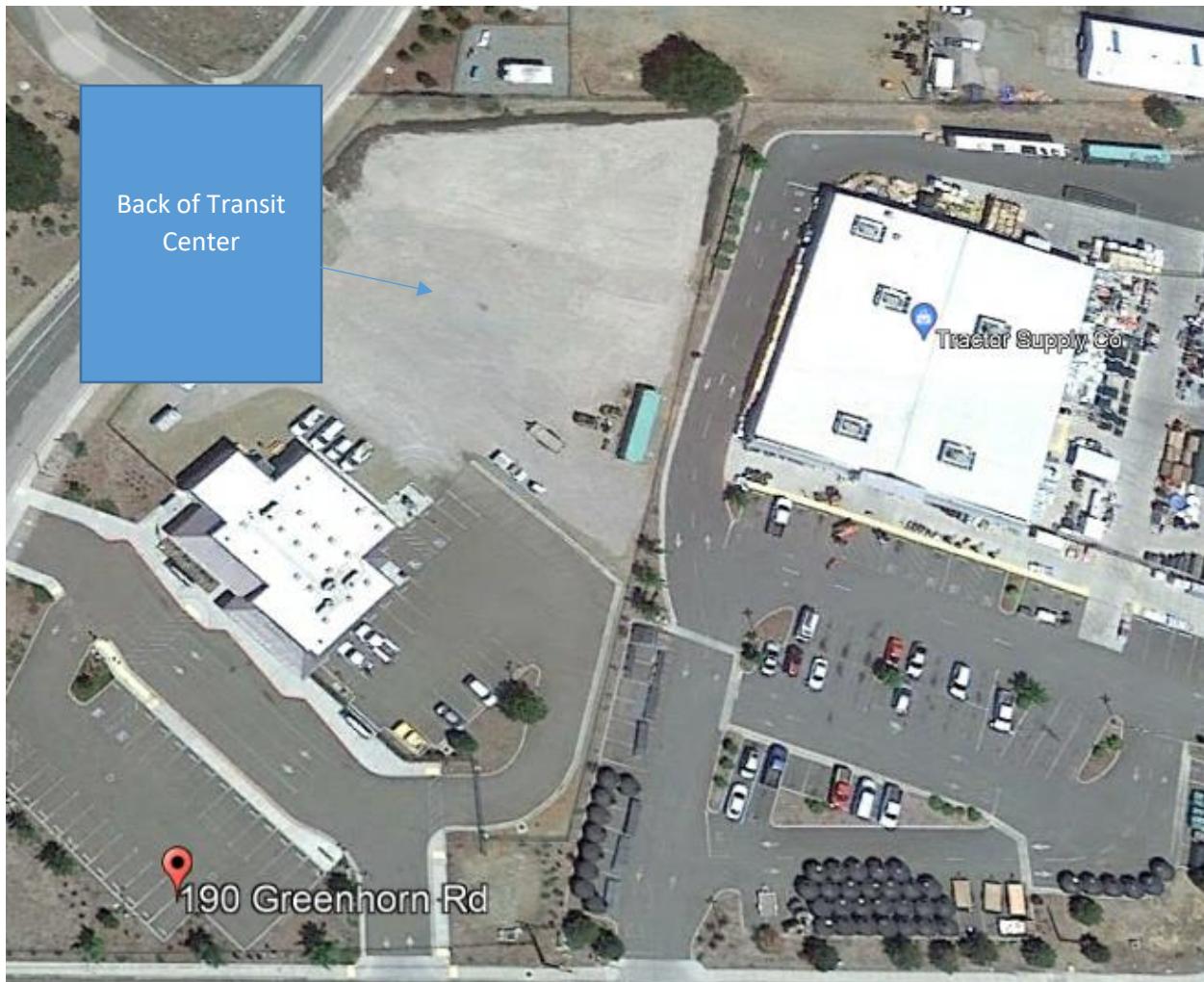
According to the California Office of Environmental Health Hazard Assessment, disadvantaged communities are defined as the top 25% in terms of scoring in the CalEnviroScreen. CalEnviroScreen is a tool that identifies communities that are most vulnerable to pollution by using environmental, health, and socioeconomic data to produce a score for every census tract within the state of California.

Based on county listed in the latest version of CalEnviroScreen, Siskiyou County does not service any disadvantaged communities.

## **Section G: Workforce Training**

STAGE training will come from bus manufacturers and station suppliers. Stage plans to take advantage of any trainings that the technology providers may offer. Agency overall system orientation, first responders training, bus operators training, facilities maintenance staff training, mechanics trainings, service workers training and towing service providers training





Siskiyou County Transit Station/General Services Office

## **Section H: Potential Funding Sources**

### **Potential Funding Opportunities for Buses:**

California Air Resources Board  
Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project  
State Volkswagen Settlement Mitigation  
Carl Moyer Memorial Air Quality Standards Attainment Program  
Cap-and-Trade Funding  
Low Carbon Fuel Standard  
California Transportation Commission  
Solution for Congested Corridor Programs  
California Department of Transportation  
Low Carbon Transit Operations Program  
Transportation Development Act  
Transit and Intercity Rail Capital Program  
Transportation Development Credits  
Southern California Edison Ready Charge Program  
California Energy Commission

### **Potential Funding Opportunities for Infrastructure:**

Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles  
Medium and Heavy-Duty Charging and Refueling Infrastructure Projects  
Clean Transportation Program (CTP)  
Utility Programs

## **Section I: Start-up and Scale-Up Challenges**

The financial requirements are the most significant challenges for STAGE. The hydrogen buses and infrastructure are more expensive to produce and maintain. Financial support from the federal, state, and local governments will be necessary to achieve the Innovative Clean Transit regulation targets.

Siskiyou County is a rural mountainous community and our buses travel an average of 244 miles a day. The electric bus can travel a total of 140 miles in one charge thus making the electric bus non-effective. As we understand so far, the Hydrogen can travel 300 miles and would be the right choice for STAGE.

A challenge facing long-term transition planning is the uncertainty around the performance and availability of zero-emission vehicles as well as the infrastructure. As we transition our capital and operating budgets will increase and funding will be required to maintain the level of service to our community.