

STAFF REPORT



MEETING DATE:	December 18, 2025
SUBJECT:	Approve Senate Bill 125 Transit Project Modifications Requested by the Redding Area Bus Authority (RABA) for Submission to the California State Transportation Agency (CalSTA)
AGENDA ITEM:	7-11
STAFF CONTACT:	Laurent Beauregard, Assistant Transportation Planner

SUMMARY:

In November 2025, the Redding Area Bus Authority (RABA) secured \$2.6 million in Federal Fiscal Year (FFY) 2025/26 Federal Transit Administration (FTA) Low or No Emissions grant Section 5339(c) funds, \$1.6 million in Section 5339(a) Rural funds, and RABA received updated vehicle pricing thereby increasing match requirements across several transit projects. To maximize use of new federal awards and ensure efficient use of remaining Senate Bill (SB) 125 allocations, RABA is requesting revisions to the SB 125 Regional Ridership Retainage and Growth (R3) project prior to SRTA submitting an updated SB 125 allocation package request to the California State Transportation Agency (CalSTA). The updated strategy maintains compliance with California Air Resources Boards's (CARB) zero-emission transition requirements while allowing a mix of zero-emission, hybrid diesel, and gasoline vehicles to meet near-term operational needs. Attachment A summarizes the proposed modifications and additions.

STAFF RECOMMENDATION:

It is recommended that the board of directors:

1. Approve the proposed modifications to the existing SB 125 R3 project as shown in Attachment A which will allow the executive director to submit the updated SB 125 allocation materials to CalSTA; and
2. Authorize the executive director to administratively approve future modifications to SB 125 projects in coordination with RABA, when needed, to align with updated costs or new funding awards, provided the core project scopes remain consistent with prior board of directors' approvals.

DISCUSSION:

Background – In December 2023, the SRTA Board of Directors approved the initial SB 125 allocation package totaling \$17.5 million, with subsequent modifications approved in February and October 2025 (Attachment B). After SRTA's October 2025 meeting, RABA was notified of \$4.2 million in federal grant funding, including \$2.6 million in FTA Low or No Emissions grant Section 5339(c) funds and \$1.6 million in 5339(a) Rural funds. These federal grants require a state funded match. SB 125 funds are state only funds and will serve as match to the grants. Additionally, RABA received updated vehicle cost estimates requiring adjustments to project estimates. Due to timing of this information, RABA is requesting additional revisions to the SB 125 allocations, which require board of directors approval, to ensure efficient use of remaining SB 125 funds prior to SRTA submitting an updated allocation package to CalSTA. The following revisions proposed by RABA will ensure funds can be secured and meet the agency's operational needs (see Attachment A for a summary table).

Revisions to Zero Emission Transit Capital Program (ZETCP) Funding – The R3 project includes \$2,449,646 in ZETCP funds which were previously allocated for: Match for up to five 30–35-foot battery-electric bus replacements (\$924,246); Seven electric vans for fixed route, demand response, and microtransit (\$1,525,400). Based on updated costs and awarded federal funding, RABA proposes to reprogram the \$2,449,646 in ZETCP funds as follows:

- Match for one battery-electric bus and charger — \$1,249,646
- Three electric vans and chargers for fixed route, demand response, and microtransit — \$1,200,000

Revisions to Transit and Intercity Rail Capital Program (TIRCP) Funding – The R3 project includes TIRCP funds previously budgeted at \$2,250,554 for the general sub-component of Diesel-Hybrid Bus Replacements. RABA proposes to divide the same amount across three refined sub-components:

- Match for one diesel bus replacement — \$310,000
- Match for four diesel-hybrid bus replacements — \$695,554
- Four gasoline van replacements — \$1,245,000

Staff determined the proposed changes by RABA support eligible zero-emission replacements, align costs with current vehicle pricing, reflect updated capital replacement needs and cost estimates, and ensure federal grant match funds can be secured while maintaining consistency with SB 125 eligibility requirements and recommend making the requested changes.

ALTERNATIVES:

The board of directors may choose to approve the proposed sub-component changes, approve only selected revisions, decline the changes and maintain the existing R3 structure, or request additional information and delay action on this item until the next board of directors meeting.

OTHER AGENCY INVOLVEMENT:

SRTA continues to coordinate with RABA and CalSTA to ensure timely implementation and compliance with SB 125, federal transit program requirements, and CARB's zero-emission transition policies.

FISCAL IMPACT:

No new funding is requested. The proposed modifications are additional changes requested by RABA after SRTA's October 2025 meeting to reallocate existing SB 125 commitments consistent with eligible uses under CalSTA guidelines. Project match contributions will be provided by RABA through awarded FTA programs (Sections 5339(a), 5339(c), and 5307), Low Carbon Transit Operation Program, and State of Good Repair.



Sean Tiedgen, AICP, Executive Director

Attachments:

A: Proposed SB 125 Project Modifications Summary Tables

B: History of SB 125 Board Related Items

Attachment A

Table 1. Summary of Approved Regional Ridership Retainage and Growth (R3) Project Components

Project	Agency	Components	TIRCP FY 23/24	TIRCP FY 24/25	ZETCP FY's 23/24 -27/28
Regional Ridership Retainage and Growth (R3)	RABA/ SRTA	Transit Operations Assistance and Micro mobility Partnerships \$4,775,000	\$ 2,775,000	\$ 2,000,000	
	RABA	Match for Up to 5 30-35 Foot Electric Bus Replacements for RABA \$924,246 (ZETCP)		\$ 2,250,554	\$ 2,449,646
	RABA	Diesel-Hybrid Bus Replacements \$2,250,554 (TIRCP)			
	RABA	7 Electric Vans for Fixed Route, Demand Response, and Micro transit for RABA \$1,525,400 (ZETCP)			
	RABA	RABA Micro transit operations \$1,800,000 (TIRCP)	\$ 200,000	\$ 1,600,000	
Total			\$ 2,975,000	\$ 5,850,554	\$ 2,449,646
Sum			\$ 11,275,200		

Attachment A

Table 2. Proposed Modifications to the R3 project

Project	Agency	Components	TIRCP FY 23/24	TIRCP FY 24/25	ZETCP FY's 23/24 -27/28
Regional Ridership Retainage and Growth (R3)	RABA/ SRTA	Transit Operations Assistance and Micro mobility Partnerships \$4,775,000	\$ 2,775,000	\$ 2,000,000	
	RABA	Match for 1 Diesel Bus replacement \$310,000 (TIRCP)		\$ 310,000	
	RABA	4 Gaoline van replacements for RABA \$1,245,000 (TIRCP)		\$ 1,245,000	
		Match for 4 Diesel-Hybrid Bus Replacements for RABA \$695,554 (TIRCP)		\$ 695,554	
	RABA	Match for 1 BEB bus replacement and charger for for RABA \$1,249,646 (ZETCP)			\$ 1,249,646
	RABA	3 Electric Vans and chargers for Fixed Route, Demand Response, and Micro transit for RABA \$1,200,000(ZETCP)			\$ 1,200,000
	RABA	RABA Micro transit operations \$1,800,000	\$ 200,000	\$ 1,600,000	
Total			\$ 2,975,000	\$ 5,850,554	\$ 2,449,646
Sum			\$ 11,275,200		

TIRCP sub-components updated to redistribute the original \$2.25M allocation across diesel, hybrid, and gasoline vehicle replacements.

ZETCP sub-components updated to reallocate the original \$2.45M toward revised BEB and electric van replacement matches.

SENATE BILL 125 (SB 125)

HISTORY OF RELATED SRТА BOARD OF DIRECTORS AGENDA ITEMS

Full staff reports are provided via hyperlink.

2023

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

APPROVE SENATE BILL (SB) 125 SHORT-TERM CAPITAL PROGRAM AND SRТА-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 SRТА and RABA for the purpose of jointly developing and building a hydrogen station on property owned by RABA.

In FY 23/24, the Shasta Region was allocated \$21,534,813. After consulting with the Redding Area Bus Authority (RABA), and Dignity Health Connected Living, SRТА submitted the following projects for funding by the deadline on December 31, 2023:

- Regional Ridership Retainage and Growth (\$4,675,000);
- RABA Technology Enhancements (\$1,435,000);
- CTSA Coordination (\$500,000);
- RABA Micro Transit Operations (\$1,800,000);
- Zero Emission Vehicle Replacements (\$4,700,200);
- North State Intercity Passenger Transit System (\$2,050,000);
- Expansion of Cycle 3 TIRCP for North State Intercity Bus to Rail (\$2,129,607); and

- SRTA SB 125 Administration (\$215,348)

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

- 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
- Staff recommendation No. 4 was pulled for more information and continued to a future meeting.

2024

MEETING ON SEPTEMBER 26, 2024, [AGENDA ITEM #7-9](#)

AUTHORIZE THE EXECUTIVE DIRECTOR TO EXECUTE SUB-RECIPIENT COOPERATIVE AGREEMENTS WITH REDDING AREA BUS AUTHORITY (RABA) AND DIGNITY HEALTH CONNECTED LIVING (DHCL) FOR DISTRIBUTION OF SENATE BILL 125 TRANSIT CAPITAL, OPERATING, AND PLANNING FUNDS

It is recommended that the board of directors:

1. Authorize the executive director to execute a Sub-Recipient Cooperative Agreement (SCA) between RABA and SRTA for the distribution of Senate Bill (SB) 125 funds;
2. Authorize the executive director to execute a Sub-Recipient Cooperative Agreement (SCA) between DHCL and SRTA for the distribution of Senate Bill (SB) 125 funds; and
3. Authorize the executive director to make administrative amendments as appropriate

This Consent Calendar item was pulled to Regular Calendar by board member Gallagher. By motion made and seconded (Audette/Crye) the item passed with six "Yes" and one "No".

2025

MEETING ON FEBURARY 26, 2025, [AGENDA ITEM #10-8](#)

RECEIVE UPDATE ON SENATE BILL 125 PROGRAM PROGRESS, APPROVE PROJECT SCOPE MODIFICATIONS REQUESTED BY THE REDDING AREA BUS AUTHORITY (RABA), AND DIRECT STAFF TO SUBMIT TO CALSTA FOR REVIEW AND APPROVAL

It is recommended that the board of directors:

1. Receive an update on the SB 125 program progress;
2. Approve the proposed project modifications shown in Table 2; and

3. Authorize the executive director to submit the updated allocation package materials to CalSTA and make minor administrative amendments, as appropriate, in response to CalSTA comments.

Chair Watkins requested that this agenda item be pulled for further discussion. By motion made, seconded by roll call vote (Kelstrom/Audette) and unanimously carried, Consent Calendar Item 10-8 passed unanimously.

MEETING ON OCTOBER 30, 2025, AGENDA ITEM [#11](#)

APPROVE SENATE BILL 125 TRANSIT PROJECT MODIFICATIONS AND ADDITIONS FOR SUBMISSION TO THE CALIFORNIA STATE TRANSPORTATION AGENCY (CALSTA)

It is recommended that the board of directors:

1. Approve the proposed modifications to existing SB 125 projects and the addition of new projects shown in Attachment A; and
2. Authorize the Executive Director to submit the updated allocation package materials to CalSTA for review and approval, and to make minor administrative amendments in coordination with the Redding Area Bus Authority (RABA), as appropriate, in response to CalSTA comments.

By motion made, seconded (Gallagher/Resner) and unanimously carried, the staff recommendation passed.

MEETING ON DECEMBER 18, 2025, AGENDA ITEM #7-11

APPROVE SENATE BILL 125 TRANSIT PROJECT MODIFICATIONS REQUESTED BY THE REDDING AREA BUS AUTHORITY (RABA) FOR SUBMISSION TO THE CALIFORNIA STATE TRANSPORTATION AGENCY (CALSTA)

It is recommended that the board of directors:

1. Approve the proposed modifications to the existing SB 125 R3 project as shown in Attachment A;
2. Authorize the executive director to administratively approve future modifications to SB 125 project sub-components, when needed, to align with updated costs or new funding awards, provided the core project scopes remain consistent with prior Board approvals; and
3. Authorize the executive director to submit the updated SB 125 allocation materials to CalSTA, and to make minor administrative amendments, as appropriate, in coordination with RABA.

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