

# Redwood Coast Transit Agency

## SB 125 FORMULA-BASED TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM & ZERO EMISSION TRANSIT CAPITAL PROGRAM

### Allocation Package

December 2023

#### A. Introduction

The Del Norte Local Transportation Commission (DNLTC) is the Regional Transportation Planning Agency for the Del Norte County region. Within the boundaries of DNLTC's jurisdiction, the only public transit operator is Redwood Coast Transit Authority (RCTA). RCTA intends for SB 125 funding to be allocated to two (of three) Cycle 6 TIRCP-funded Capital projects including the procurement of battery electric buses and the development of the Crescent City transit center. These projects hold several benefits including reduced environmental impact through the adoption of clean energy and improved ridership experience through the construction of a new transit center.

#### B. Narrative Explanation

##### **1. Explanation of funding and service actions being taken within the region that utilize resources other than SB125 funding.**

There is no anticipated funding related operational deficits through 25/26 for RCTA. The ordinary sources of federal, state, and local funding are sufficient to maintain service levels.

##### **2. Description and justification of the RTPA strategy to use SB 125 funding to construct capital projects and fund operating expenses that lead to improved outcomes in its jurisdiction.**

SB 125 funds have been allocated to two Cycle 6 TIRCP-funded capital projects that RCTA is implementing. Additional funding is needed for both projects due to dramatic cost increases in the construction and manufacturing sectors in recent years. The procurement of battery buses cost estimate has increased notably due to both inflation and the need to switch target vehicle to an available, FTA-compliant vehicle. The original target vehicle was unable to meet Buy America certification and RCTA evaluated alternatives and is now planning to purchase Endera Model B cutaway vehicles for this procurement. RCTA also seeks to increase the quantity of buses procured from 6 to 10 to ensure that enough battery electric buses are available to meet RCTA daily service needs considering the lower range of today's electric cutaway buses. The procurement of battery buses will support the County and the State's goal of providing zero emission buses to residents of California, improving air quality and reducing greenhouse gas emissions. The development of the Crescent City Transit Center requires additional funding due to increased costs. The transit center will improve the safety and accessibility of public transportation in Crescent City by providing a central hub for transit connections.

##### **3. Detailed breakdown and justification for how the funding is proposed to be distributed between transit operators and among projects, consistent with the legislative intent described in SB 125.**

The Del Norte County region has only one public transit operator, the Redwood Coast Transit Authority, therefore, this section focuses on projects rather than distribution among operators. The County currently has three TIRCP funded projects, two of which will be funded with additional SB 125

funds. The Crescent City Transit Center is allocated \$500,000 in FY 2023-2024 and \$1,556,248 in FY 2024-2025. The procurement of battery buses has been allocated the remaining funds including \$1,175,501 of TIRCP funding in FY 2023-2024, \$122,726 of TIRCP funding in FY 2024-2025, \$149,752 of ZETCP funding in FY 2023-2024, and \$84,007 in ZETCP funding each year from FY 2024-2025 to FY 2026-2027. Both projects have been substantially funded by TIRCP funds and are high priority in nature. The additional battery buses will support RCTA's transition to zero emissions vehicles and the transit center will promote ridership and mode shift. These additional funds will compensate for increased costs and scope of two high priority projects.

**December 23, 2023 DNLTC SB 125 Initial Allocation Package**

**DECLARATIONS**

DNLTC has collaborated extensively with its public transportation operator(s) and hereby makes its Declaration that 1) none of the public transportation operator(s) in Del Norte County will have an operational funding need for SB 125 funds between Fiscal Year 2023-24 and 2026-27, and 2) DNLTC will not be programming any of its SB 125 funding for transit operations.

**Allocation Package Narrative Explanation for Operations Funding Not Required – No funding to Transit Operations**

**BACKGROUND**

DNLTC along with the rest of California RTPAs (Rural Transportation Planning Agencies) and MPOs (Metropolitan Planning Organizations) has received a robust one-time allocation of transit funding assistance from Governor Newsome’s Fiscal Year 2023-24 State Budget. While these funds can be used for either operations or capital projects, DNLTC has collaborated with its transit operator(s) (Redwood Coast Transit Authority) and has determined that none of the SB 125 funds will be programmed to operations. The DNLTC share of the statewide program, based upon State Transit Assistance distribution formulas, amounts to a total of \$3,756,247 over the four-year SB 125 funding period.

DNLTC will be making an allocation request to program its SB 125 to existing underfunded TIRCP Cycle 6 projects being delivered by Redwood Coast Transit as follows:

SB 125 TIRCP	\$3,354,475
SB 125 ZETCP	<u>\$ 401,773</u>
Total 4-year SB 125 Funding	\$3,756,248

**SB 125 Programmed to Existing TIRCP Projects**

DNLTC will request that its SB 125 TIRCP funds be allocated to two (of the three) Cycle 6 TIRCP-funded capital projects that RCTA is implementing:

<u>TIRCP Cycle 6 Project</u>	<u>TIRCP Cycle 6 Funds</u>	<u>Add’l SB 125 Funds</u>
2023-10 CP116B Procure Battery Electric Buses	\$1.3M	\$1.7M
2023-10 CP116 Crescent City Transit Center	\$2.845M	\$2.05M

The requested additional TIRCP funds from SB 125 will be used for the full projects. Additional funding is needed for both projects due to dramatic cost increases in the construction and manufacturing sectors in recent years. The Procurement of Battery Buses cost estimate has increased notably due to both inflation and the need to switch target vehicle to an available, FTA-compliant vehicle. The original target vehicle was unable to meet Buy America certification and RCTA evaluated alternatives and is now planning to purchase Endera Model B cutaway vehicles for this procurement. RCTA also seeks to increase the quantity of buses procured from 6 to 10 to ensure that enough battery electric buses are available to meet RCTA daily service needs considering the lower range of today’s electric cutaway buses.



- Redwood Coast Transit Authority will contract directly with CalTrans for implementing this Project Component. RCTA will collaboratively manage the grant, consultants and contractors.
- Redwood Coast Transit Authority will manage all contracts with listed project managers, manage project schedules, and manage all project changes as they arrive.

*Duration:* Full project component period

*Deliverables:* All necessary reporting

### **Procure Battery Electric Buses**

The scope of work for this task describes the steps that Redwood Coast Transit will take to purchase battery electric buses and install supporting fueling infrastructure.

1. Establish final costs for fleet vehicles.
2. Prepare necessary documentation with final costs and specifications required to purchase new vehicles.
3. Upon approval, Redwood Coast Transit Authority will order, through the CalACT/MBTA Purchasing Cooperative process, 10 Endera Motors Model B battery electric buses, with a capacity of 16 seats, an ADA-accessible lift, and a design life of 7 years.
  - a. This model has a battery capacity of 150kWh and a range of 150 miles, with connections for Level-2, J1772, and DCFS, CCS-1 chargers.

*Duration:* 21 months

*Milestone:* March 2027

*Deliverable:* Ten (10) battery electric buses by Endera Motors.

### **Construct Transit Center**

This project element will describe the design and construction tasks for the development of a new Transit Center in Crescent City (City owned parking lot at Front and K Streets).

Project partners who will implement this project element are:

- Redwood Coast Transit Authority
- City of Crescent City

*The Project Element budget and schedule are shown in this table*

<b>Separable Phases/ Components</b>	<b>PPNO</b>	<b>Phase</b>	<b>FY 23-24</b>	<b>FY 24-25</b>	<b>FY 25-26</b>	<b>FY 26-27</b>
Crescent City Transit Center	CP116	PA&ED		\$ 33,000		
		PS&E			\$ 160,000	
						\$ 1,556,000
		CONST				\$ 2,652,000

**Table: Summary of TIRCP and SB 125 expense schedule for Transit Center**

### **Task 5.1: Preliminary Engineering**

The scope of work for this task is described in the following sections:

#### ***Environmental Review***

The scope for environmental review is as follows:

1. Determine whether the project is subject to CEQA by conducting a preliminary review to identify any potential environmental impacts.
2. Prepare an Initial Study to identify and evaluate the environmental impacts of the project.
3. Determine the appropriate level of environmental analysis, such as a Negative Declaration or an Environmental Impact Report (EIR).
4. Prepare and circulate the Negative Declaration or EIR for public review and comment.
5. Respond to public comments and revise the document as necessary.
6. Adopt the Negative Declaration or EIR and certify that it has been completed in compliance with CEQA.
7. Consider any mitigation measures and alternatives to the project that have been identified in the environmental analysis.
8. Approve or deny the project based on the findings of the environmental analysis and any mitigation measures or alternatives that have been identified.

*Task Duration:* 6 months

*Deliverable:* required environmental studies, draft Environmental, and final Environmental

#### ***Engineering and Design***

1. Solicit and secure environmental and design consultants.
2. Consultant contracting / Notice to Proceed.
3. Verify the accuracy of the improvement requested for the facility and exterior space.
4. Evaluate conceptual options and alternatives relative to the original anticipated requirements and funding.
5. Site analysis, programming, and design including access to neighboring roads as geotechnical services and survey work will need to be performed.
6. Develop a comprehensive equipment list and coordinate required infrastructure with engineering.
7. Organize and coordinate project design and engineering information from RCT and the design team.

#### ***Permitting Approvals***

1. Prepare construction documents and specifications for all disciplines setting forth detail required for building permit approvals and project construction.
2. Respond to plan check comments in sufficient detail for building permit approval.

*Task Duration:* 6 months

*Deliverable:* final construction drawings, final specifications, final construction cost estimates, bid package

### **Task 5.2: Construction of Transit Center in Crescent City**

The scope of work describes the steps Redwood Coast Transit Authority will take to construct a new Transit Center in Crescent City (140 Williams Drive, Crescent City).

### ***Construction***

1. Construction bidding process.
2. Contracting and Notice to Proceed.
3. Obtain a building permit.
4. Conduct pre-construction meetings to review project goals and design and engineering intent.
5. Develop a construction phasing plan.
6. Begin project procurement for all building materials and services required for construction.
7. Site preparation.
  - a. Install construction fencing and laydown yard
  - b. Excavate site
  - c. Install underground project utilities: power, water, sewer, communications
8. Install foundation.
9. Construction building framing.
10. Install roofing and building siding.
11. Install all interior building systems.
  - a. HVAC
  - b. Plumbing
  - c. Electrical
  - d. Communication
  - e. Specialty equipment and system
12. Install exterior building lighting and finish materials.
13. Install high-quality lighting within the facility.
14. Prepare the site for final grading and drainage elevations.
15. Install exterior concrete and asphalt paving.
16. Install landscaping and stormwater treatment systems.
17. Construct public restrooms.
18. Install shade/sun canopy.
19. Install ticket kiosk.
20. Install bike storage.
21. Receive final inspection and certificate of occupancy.
22. Provide as-built designs.
23. Provide owner with building systems training.

*Task Duration:* 6 months

*Deliverable:* completed Transit Center

### **Task 5.3: Monitoring and Maintenance of the Transit Center in Crescent City**

The scope of work for this task is described in the following sections.

#### ***Monitoring Performance***

1. Redwood Coast Transit Authority will continue tracking ridership through data collection and technical analysis work.
  - a. Buses will be monitored by utilizing preinstalled data collection hardware or installing as necessary electronic data collection devices on each vehicle.
2. Redwood Coast Transit Authority will conduct regular surveys to identify the primary changes in ridership

*Task Duration:* 30 months

*Performance Target:* monthly performance monitoring

*Deliverable:* monitoring reports

***Maintenance***

1. First Transit staff will maintain responsibility for the cleaning and maintenance of the facility, as well as the meeting rooms, restrooms, and yard areas around the Transit Center.

*Task Duration:* perpetuity

*Performance Target:* high-functioning Transit Center

**B. Detailed Project Schedule – Procure Electric Buses**

December 2023 - Order pilot Endera Model B (funded by non-TIRCP, non-SB 125 funds)

October 2024 – Receive delivery of pilot Endera Model B – place into revenue service

November 2024 – June 2025 – Evaluate performance of pilot Endera Model B

July 2025 – Initiate Order for first batch of (8) eight Endera Model B buses

April 2026 – Receive delivery of first batch of (8) eight Endera Model B buses

July 2026 – Initiate order of last batch of (2) two Endera Model B buses

March 2027 - Receive delivery of last batch of (2) two Endera Model B buses

**C. Project Maps**

See attached file for the project maps.

**D. Green House Gas Reduction Calculations**





California Air Resources Board  
 Benefits Calculator Tool for the  
 Transit and Intercity Rail Capital Program  
 California Climate Investments

Project Name:	Expanding Transit Services and Growing Zero-Emission Fleets on California's North Coast
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	Quantified GHG Component 1	Quantified GHG Component 2	Quantified GHG Component 3	Quantified GHG Component 4	Quantified GHG Component 5	Quantified GHG Component 6	Total Project
Identifying Descriptor	RCT: Electric Buses and Charging Infrastructure						
GHG Emission Reduction Start Date (Year)	2026						
<b>Total CCI</b>							
Total GHG Emission Reductions (MTCO <sub>2</sub> e)	1,441						1,441
Total GGRF Funds Requested (\$)	\$3,804,733						\$3,804,733
Total GHG Emission Reductions/Total GGRF Funds Requested (MTCO <sub>2</sub> e/\$)	0.000379						0.000379
<b>TIRCP</b>							
TIRCP GHG Emission Reductions (MTCO <sub>2</sub> e)	1,327						1,327
TIRCP Funds Requested (\$)	\$3,504,733						\$3,504,733
TIRCP GHG Emission Reductions/TIRCP Funds Requested (MTCO <sub>2</sub> e/\$)	0.000379						0.000379
TIRCP Funds Requested/TIRCP GHG Emission Reductions (\$/MTCO <sub>2</sub> e)	2,641						2,641
<b>Additional CCI Program 1</b>							
CCI Program	CARB - Clean Truck & Bus						
GHG Emission Reductions Attributable to other GGRF Programs (MTCO <sub>2</sub> e)	114						
Total Additional GGRF Funds to Implement Project (\$)	\$300,000						
<b>Additional CCI Program 2</b>							
CCI Program							
GHG Emission Reductions Attributable to other GGRF Programs (MTCO <sub>2</sub> e)							
Total Additional GGRF Funds to Implement Project (\$)							

See attached file for details. E.

**Jobs Co-Benefit Calculations**



California Air Resources Board  
 Job Co-benefit Modeling Tool  
 California Climate Investments

Project Name	Expanding Transit Services and Growing Zero-Emission Fleets on California's North Coast
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Total Full-time Equivalent Jobs Supported by Project Budget	18.2
Total Full-time Equivalent Jobs Supported by Project GGRF Funds	18.2
Full-time Equivalent Jobs Directly Supported by Project GGRF Funds	7.9
Full-time Equivalent Jobs Indirectly Supported by Project GGRF Funds	4.3
Full-time Equivalent Induced Jobs Supported by Project GGRF Funds	6.0

**Note:**

It is not appropriate to directly compare the job estimates from this Job Co-benefit Modeling Tool to the GGRF project dollars. California Climate Investments facilitate greenhouse gas emission reductions and deliver a suite of economic, environmental, and public health co-benefits, including job co-benefits. A different mix of spending on materials, equipment, and labor is expected across various California Climate Investments project types and match funding arrangements. As such, some project types will support more jobs than others.

## **F. Benefits to Disadvantaged, Low-Income Communities and Households**

RCTA provides transportation to underserved communities within Del Norte County including four federally recognized Native American Tribes, the Yurok Tribe, Elk Valley Rancheria, Tolowa Dee-ni' Nation, and Resighini Rancheria. With 23% of the county population living below the poverty line, many of the County's residents are in need of improved transit facilities. The Crescent City Transit Center will provide a central hub for future transit expansion. The transit center includes electric vehicle charging stations, public parking, bus parking, and access to neighboring businesses. Developing this facility will improve the ridership experience community members and boost ridership. The procurement of battery buses will improve the air quality of the surrounding communities and reduce RCTA's greenhouse gas emissions.

## **G. Benefits to AB 1550**

With 23% of the county population living below the poverty line, the procurement of zero emissions buses will improve the air quality of underserved communities within Del Norte County. The increase in ridership and mode shift from the construction of the transit facility will reduce congestion and the reliance on combustion engines.

## **H. Project's Ridership Benefits**

Procurement of Battery Electric Buses:

While it is difficult to predict latent demand that will emerge once existing RCTA gas and diesel-powered buses are replaced with ZEB electric cutaway buses, a conservative estimate would be a system-wide 5% annual ridership increase. New buses will improve the ridership experience by providing cleaner and safer vehicles in addition to improving air quality.

Crescent City Transit Center:

Improved profile and rider amenities as well as simplified transfers between routes, systems, and private sector transportation services project to increase RCTA system-wide ridership by 10%. The Crescent City Transit Center will provide a central hub for future transit expansion. The transit center includes electric vehicle charging stations, public parking, bus parking, and access to neighboring businesses.