

**DOCKETED**

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<b>Project Title:</b>	Medium- and Heavy-Duty Zero-Emission Vehicles and Infrastructure
<b>TN #:</b>	257872
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*Comment Received From: Joseph Rye  
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## **Supporting Increased and Streamlined Funding for Transit Agencies**

*Additional submitted attachment is included below.*



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July 19, 2024

Ms. Michelle Vater  
Supervisor, Freight and Transit Unit  
California Energy Commission  
715 P Street  
Sacramento, California 95814

Dear Ms. Vater:

On behalf of Redwood Coast Transit Authority, we write to provide comments regarding Docket #19-TRAN-02 (Medium- and Heavy-Duty Zero-Emission Vehicles and Infrastructure).

Public transportation is the vanguard of the state's greenhouse gas reduction strategy and, through the ICT mandate, faces one of the most prescriptive and time-bound transitions to ZEV technology.

We urge you to consider including a solicitation concept specifically applicable to funding the incremental operating costs associated with zero-emission transit bus charging and refueling infrastructure projects. Based on the concepts presented in the July 16<sup>th</sup> workshop, there is no clear way for transit agencies to leverage CEC's funding programs to meet this urgent and near-term need, a missed opportunity.

The importance of operating funding for our agency and our peers cannot be overstated. Even without fleet transition as required by the Innovative Clean Transit regulation, we face challenges to long-term fiscal sustainability while maintaining full coverage and reliable service on existing routes, let alone expanding service to advance towards state ridership targets.

Operating support for early public transit adopters is critical to kickstart the industry and unlock the capital investment that the CEC supports and advocates for while long-term efforts to reduce the costs of infrastructure and zero-emission fuel – particularly hydrogen – ramp up.

Additionally, we implore the CEC to reduce the burden for transit agencies posed by application requirements. These challenges are particularly acute for smaller agencies with fewer staff resources for responding to competitive solicitations. For example, we would encourage the CEC to greatly enhance coordination with existing funding programs such as the Transit and Intercity Rail Capital Program and other programs administered by CalSTA, Caltrans, and the CTC such that transit agencies could access funds via a single, streamlined process.

Sincerely,

Joe Rye  
Executive Director  
Redwood Coast Transit Authority