



Redwood Coast Transit Authority  
Crescent City Transit Center Project – Project Approvals and  
Environmental Document (PA-ED) RFP – Addendum #1  
April 22, 2025

Format

Questions received are repeated here and addressed individually.

Requests for large amounts of additional data may be referred to in Addendum #1 and posted to the RFP website [RCTA Transit Center Relocation - Redwood Coast Transit Authority](#)

**Question**

I am hoping you confirm the only service requested is CEQA compliance via the Initial Study and related noticing. I ask because we often complete PA&ED services for Caltrans-funded projects. "All responsibility for environmental documentation" would typically also include additional documents such as a Preliminary Environmental Study (PES), Natural Environment Study (NES or NES Minimal Impact), visual evaluation, Phase 1 Assessment, cultural resource review in a very specific format (HPSR and ASR) to support NEPA, if Caltrans is conveying federal funds to support the project. If Caltrans is providing only state funds, these additional documents would not be required, in my experience.

Are the additional PA&ED environmental studies also requested to support NEPA, or just the CEQA services?

Also, have any studies already been completed for the project site, such as a cultural resource investigation or a Phase 1 (or similar document)? If studies exist, can you share them via an addendum please?

**Answer:**

Yes, the only service requested is CEQA compliance via the Initial Study and related noticing. RCTA has no federal funding in this project, therefore NEPA documentation such as Preliminary Environmental Study (PES), Natural Environment Study (NES or NES Minimal Impact), visual evaluation, Phase 1 Assessment, and cultural resource review in a specific format (Historic Property Survey Report and Archaeological Survey Report) are not required.

No previous studies have been completed for the project site.

After reviewing Chapter 6 – Environmental procedures those documents are only required for NEPA/Federally funded projects.

<https://dot.ca.gov/programs/local-assistance/guidelines-and-procedures/local-assistance-procedures-manual-lapm>

### **Question**

Are there conceptual designs for the project currently? If so, could you please share them?

### **Answer**

RCTA can provide the previous and most current design (attached) or provide the final design pending Crescent City's bid announcement.

### **Question**

Does the RFP include the need for the consultant to include drafting/conceptual/civil design services for the project, or are the existing conceptual designs sufficient?

### **Answer**

The existing conceptual designs are sufficient.

### **Question**

What, if any, technical studies have been completed for this project? (e.g., Traffic Study, Cultural Resources, Biological/Botanical, Phase 1 ESA, etc.)

### **Answer**

None

### **Question**

Would the project require improvements to Front or K Streets, or would all improvements be onsite?

### **Answer**

All improvements would be on site.

### **Question**

The RCTA Transit Center Relocation website states that, “the current location [of the transit center] does not currently meet the needs of the community”. What determined to be unsuitable about the current location?

**Answer**

Safety concerns with an isolated, unstaffed location are the biggest complaints about the current location. In addition to that, lack of staffing makes information dissemination and pass sales very difficult.

**Question**

Similarly, Project Information lists “reduced greenhouse gas emissions” as a result of this project. How was this determined? Would the consultant have access to the data that this conclusion was derived from?

**Answer**

Once completed, the project would reduce greenhouse gas emissions. Data has not been gathered to reach this conclusion.

**Question**

Are there any known issues with the current site, or known controversies that would be useful to know when completing the environmental review? Has a Phase I ESA been conducted for the project location

**Answer**

Removing parking spots in this busy downtown City-owned parking lot could be controversial to the community and nearby businesses. There is a fear that building a facility with public restrooms for transit riders could attract homeless to the area. A Phase I Environmental Site Assessment has not been conducted for the project location.

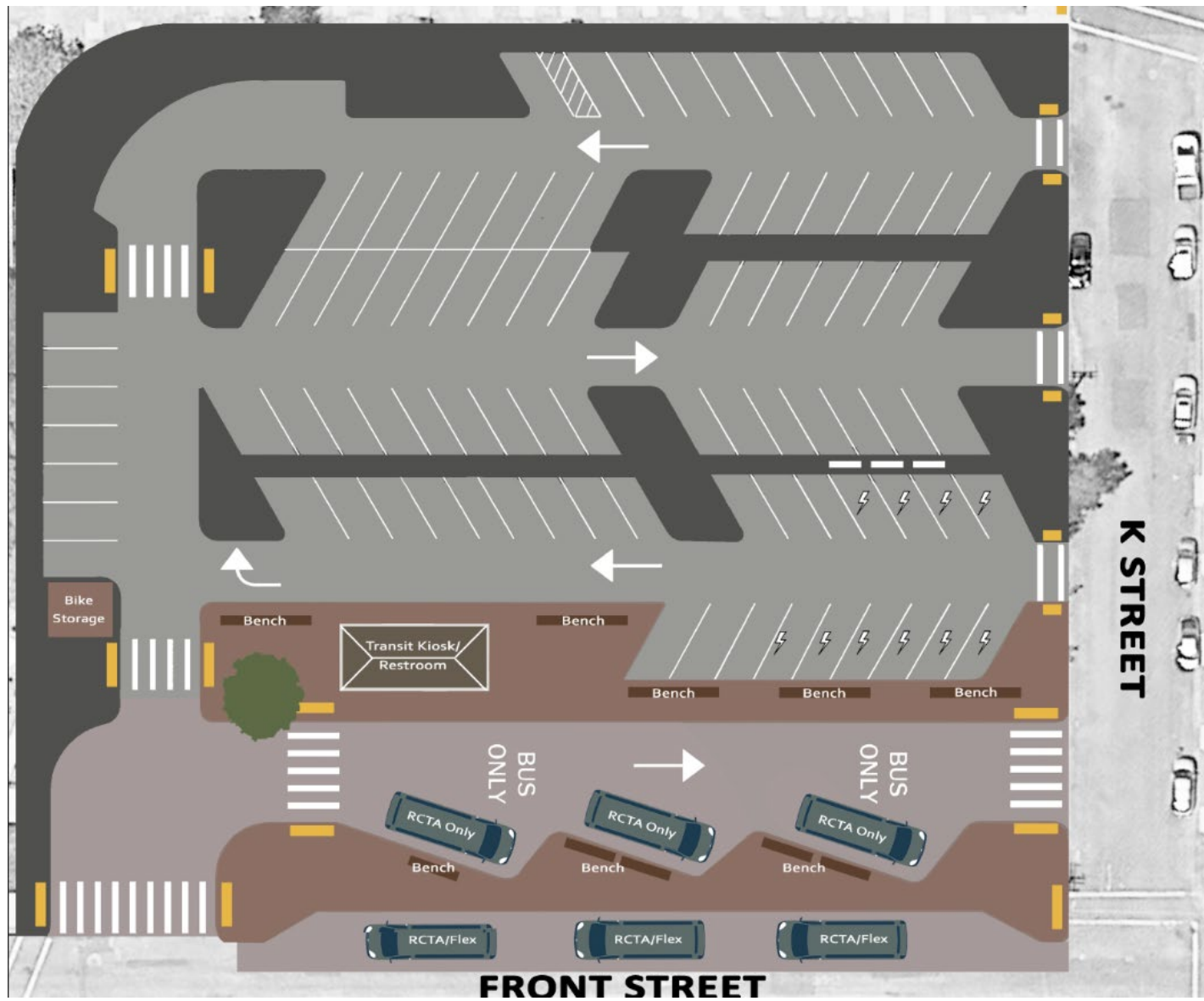


Figure 1: Original Concept

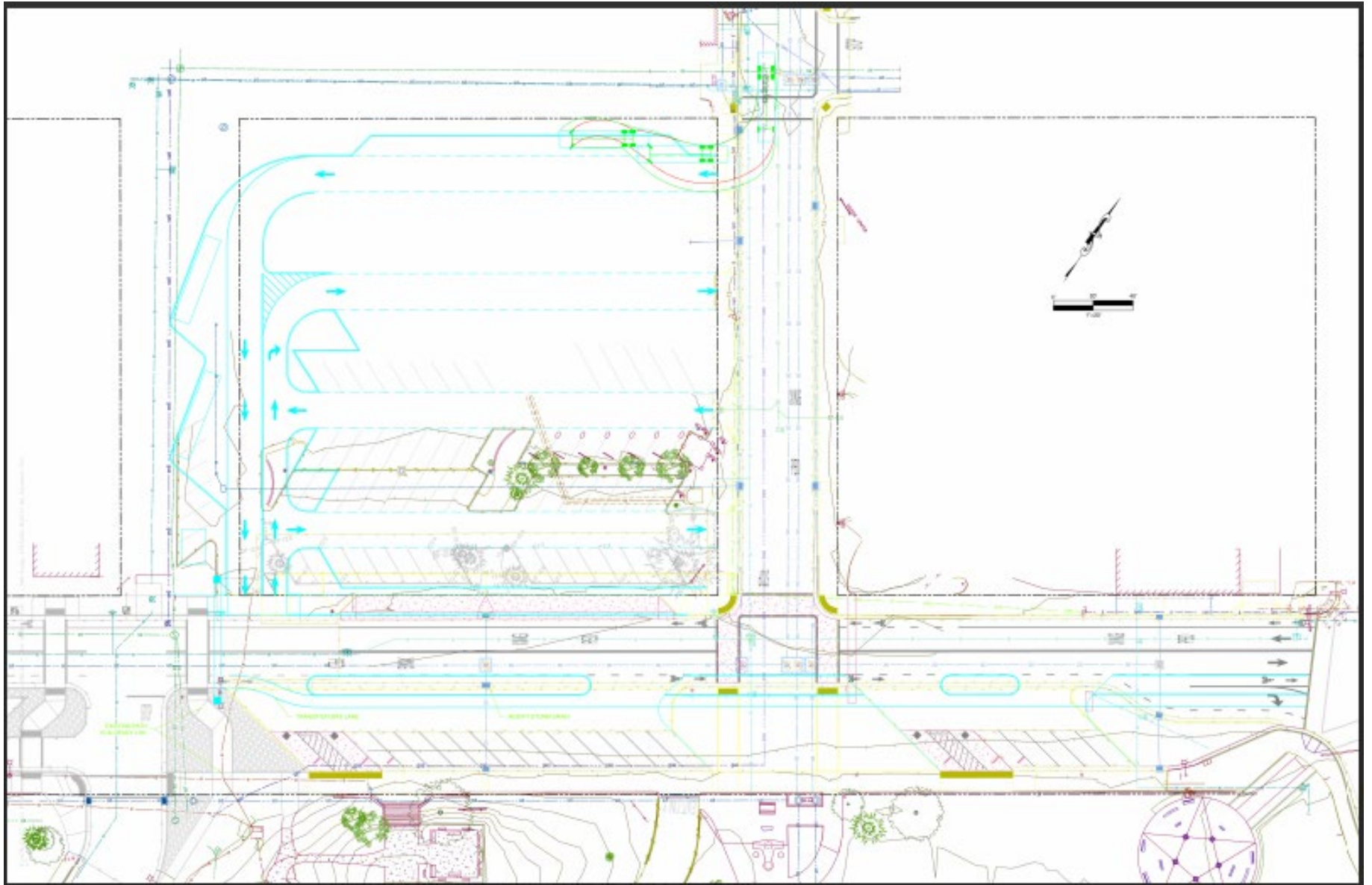


Figure 2: Updated Concept - Engineering Sketch

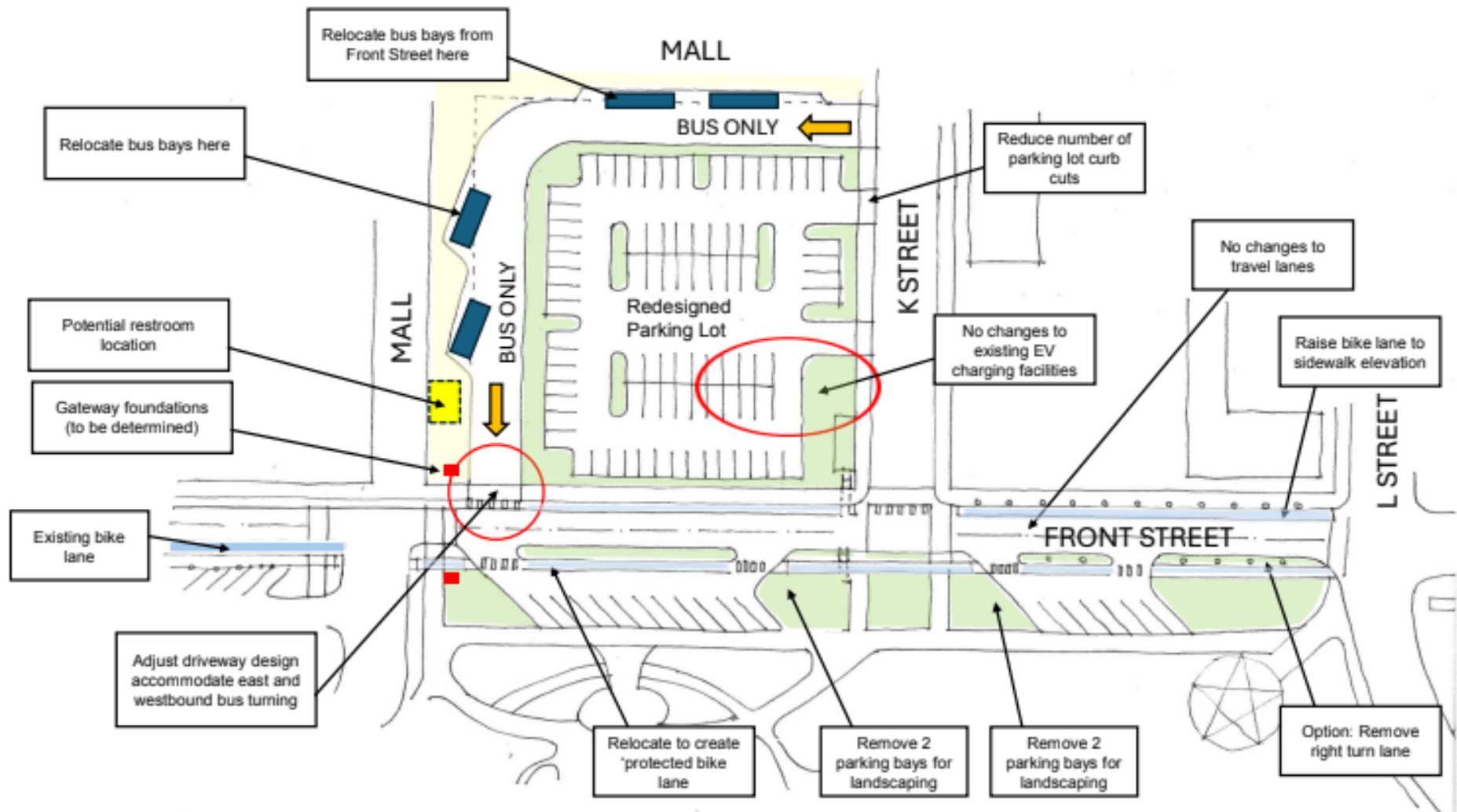


Figure 3: Updated Concept