

**BOARD OF DIRECTORS REGULAR MEETING AGENDA
REDWOOD COAST TRANSIT AUTHORITY**



DATE: Monday, September 28, 2026

TIME: 5:30pm

PLACE: County Admin/Flynn Building, 981 H Street, Crescent City, CA 96631

A link to view the meeting will be posted on <https://media.co.del-norte.ca.us/> .

-
1. Call Meeting to Order, Roll Call, Pledge of Allegiance
 2. Public Comment
 3. Consent Calendar
 - 3a. Approve the Minutes of August 31, 2026 Board Meeting
 - 3b. Adopt Resolution 2026-27-04 Approving RCTA's Fiscal Year 2026-27 SB-1 State of Good Repair Project List – Bus Replacements
 4. Discussion and Approval of Service Reduction Options to Balance 2026-27 RCTA Budget
 5. Discussion and Approval to Sign and Transmit Letter of Concern to the 41st Agricultural District Regarding the Proposed Monthly Lease Rates in the Draft Ground Lease Dated March 2025
 6. Announcements
 7. Adjourn – Next RCTA Board Meeting will be Monday November 23rd, 2026 at 5:30pm at Flynn

Any member of the public may speak on any agenda item for a time period, not to exceed 3 minutes, prior to the Public Agency taking action on that agenda item.

REDWOOD COAST TRANSIT AUTHORITY
MINUTES
August 31, 2026 AT 5:30 P.M.

**ATTENDED: DARRIN SHORT (CHAIR), ISIAH WRIGHT (DIRECTOR), JOEY BORGES (DIRECTOR),
and RAY ALTMAN (VICE CHAIR)**

ABSENT:

ALSO PRESENT: JOSEPH RYE, MELLISA ALFARO, NEIL FEELEY, ERIKA QUICK

1. CALL MEETING TO ORDER. ROLL CALL. PLEDGE OF ALLEGIANCE

Chairman Darrin Short called the meeting to order at 5:30 PM. Mellisa Alfaro, conducted roll call. Chairman Darrin Short led the Pledge of Allegiance.

2. PUBLIC COMMENT

The following person(s) addressed the Board: **NONE**

3. CONSENT CALENDAR

3A. APPROVE THE MINUTES OF JUNE 22, 2026 BOARD MEETING

3B. ADOPT RESOLUTION 2026-27-01 APPROVING RCTA AUGUST 2026 TITLE VI PLAN UPDATE

On a motion by Director Wright and seconded by Director Altman, unanimously carried on a polled vote, the Redwood Coast Transit Authority Board of Directors approved the Consent Agenda items 3A-3B.

4. APPROVE RESOLUTION 2026-27-02 ADOPTING 2026-27 RCTA BUDGETS FOR STATE TRANSIT ASSISTANCE AND LOW CARBON TRANSIT OPERATIONS PROJECTS (LCTOP) FUNDS

On a motion by Director Wright and seconded by Director Altman, unanimously carried on a polled vote, the Redwood Coast Transit Authority Board of Directors approved the Resolution 2026-27-02 Adopting 2026-27 RCTA Budgets for State Transit Assistance and Low Carbon Transit Operations Projects (LCTOP) Funds.

5. DISCUSSION OF FISCAL YEAR 2025-26 FREE FARES PROGRAM PERFORMANCE AND APPROVAL OF SUBMISSION OF A CORRECTIVE ACTION PLAN TO PROGRAM LCTOP FUNDS FROM ELECTRIC BUSES TO FREE FARES PROGRAM

Executive Director, Joseph Rye, presented and led the discussion of Fiscal Year 2025-26 Free Fares Program Performance and Approval of Submission of a Corrective Action Plan to Program LCTOP Funds from Electric Buses to Free Fares Program

6. DISCUSSION OF SERVICE REDUCTION & FARE INCREASE OPTIONS TO BALANCE 2026-27 RCTA BUDGET

Executive Director, Joseph Rye, presented and led the discussion of Service Reduction & Fare Increase Options to Balance 2026-27 RCTA Budget

PUBLIC COMMENT: Erika Quick provided insight into Route 20, eliminating Saturday services, and the effects for the public with limited hours.

7. APPROVE RESOLUTION 2026-27-03 AUTHORIZING FILING OF APPLICATION FOR STATE SECTION 5339 FUNDING FROM CALTRANS TO REPLACE DIAL-A-RIDE VEHICLES

On a motion by Director Borges and seconded by Director Wright, unanimously carried on a polled vote, the Redwood Coast Transit Authority Board of Directors approved the Resolution 2026-27-03 Authorizing Filing of Application for State Section 5339 Funding From Caltrans to Replace Dial-A-Ride Vehicles

8. UPDATE ON DNLTC PASSENGER FACILITIES PLAN AND RCTA ROLES AND RESPONSIBILITIES

Executive Director, Joseph Rye, provided an update on DNLTC Passenger Facilities Plan and RCTA Roles and Responsibilities

9. UPDATE ON PROPOSED GROUND LEASE EXTENSION WITH FAIRGROUNDS/41ST AGRICULTURAL DISTRICT

Executive Director, Joseph Rye, provided an update on Proposed Ground Lease Extension with Fairgrounds/41st Agricultural District

10. ANNOUNCEMENTS - None

11. ADJOURN – NEXT RCTA BOARD MEETING WILL BE MONDAY, SEPTEMBER 28TH, 2026 AT 5:30PM AT FLYNN

The Redwood Coast Transit Board of Directors adjourned the meeting at 6:17 PM. The next RCTA Board meeting will be on Monday September 28th, 2026, at 5:30 p.m. at Flynn.

Joseph Rye, Executive Director
Redwood Coast Transit Authority

September 28, 2026

MEMO TO: Board of Directors

FROM: Joe Rye, Executive Director



SUBJECT: Resolution 2026-27-04 Approving the Fiscal Year 2026-27 Project List for Senate Bill 1 State of Good Repair Funding – Bus Replacements

RECOMMENDATION:

That the RCTA Board approve Resolution 2026-27-04 approving RCTA's Fiscal Year 2026-27 project list for \$48,266 in Senate Bill 1 State of Good Repair Funding for bus replacements.

BACKGROUND:

The Road Repair and Accountability Act of 2017, Senate Bill (SB) 1 (Chapter 5, Statutes of 2017), signed by the Governor on April 28, 2017, includes a program referred to as the State of Good Repair (SGR) program. This program provides approximately \$105 million annually to the State Transit Assistance (STA) Account for transit capital improvements.

The State Controller estimates that for Fiscal Year 2026-27 RCTA will receive a total of \$48,266 in SGR funds. SGR is limited to capital projects. The RCTA Board initially identified Bus Stop Improvements as the SGR-funded project from FY 2018-19 to FY 2021-22, transitioning to Bus Replacements as the new ongoing annual project starting in FY 2022-23. This annual allocation of SGR funding will be enough to provide local match for at least one bus purchase per year.

Previous allocations of SGR have built a balance in RCTA's initial SGR Project, "Bus Stop Improvements" of approximately \$40,000. As recommended in the 2019 Short Range Transit Plan (and 2022 SRTP Mini Update), RCTA can no longer dedicate this SGR funding to bus stops, as replacing buses takes a higher priority for this extremely limited (non-TDA) funding. This FY 2026-27 Project List will continue a fifth year of SGR "Bus Replacements" as an ongoing project, and RCTA plans to add future year's SGR funds to this project. The FY 2026-27 allocation should bring the "Bus Replacements" fund balance to \$128,073. This does not include the recent local match expenditure (\$33,466) for RCTA's first electric bus, which arrived recently. The full dedication of each annual SGR allocation will NOT be enough to cover RCTA's bus replacement local match needs completely, remaining match will have to be derived from RCTA's TDA operating funds (reserves).

Caltrans requires the submittal of a Board-approved SGR Project List each year. The DNLTC (Del Norte Local Transportation Commission) will approve the Fiscal Year 2026-27 Del Norte SGR Project List at a meeting later this fall.

Attachments

1. Resolution 2026-27-04

REDWOOD COAST TRANSIT AUTHORITY RESOLUTION NO. 2026-27-04

**RESOLUTION APPROVING THE DEL NORTE COUNTY FISCAL YEAR 2026-27 SB-1
STATE OF GOOD REPAIR FUNDING PROJECT LIST**

WHEREAS, the Redwood Coast Transit Authority is an eligible project sponsor and may receive State Transit Assistance funding from the State of Good Repair Account (SGR) now or sometime in the future for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 1 (2017) named the Department of Transportation (Department) as the administrative agency for the SGR; and

WHEREAS, the Redwood Coast Transit Authority wishes to delegate authorization to execute these documents and any amendments thereto to the General Manager; and

WHEREAS, the Department requires each County and transit agency to submit a SGR Project List each fiscal year identifying that fiscal year's SGR project list, and for Fiscal Year 2026-27 RCTA is submitting a project list of \$48,266 in SGR projects for Bus Replacements; and

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Redwood Coast Transit Authority that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances document and applicable statutes, regulations and guidelines for all SGR funded transit projects.

NOW THEREFORE, BE IT FURTHER RESOLVED that the Executive Director be authorized to execute all required documents of the SGR program and any Amendments thereto with the California Department of Transportation.

PASSED AND ADOPTED by the Redwood Coast Transit Authority of the County of Del Norte, State of California, at a regular meeting of said Commission or Board Meeting held on September 28, 2026 by the following vote:

AYES:

NOES:

ABSENT:

WHEREUPON, THE CHAIR DECLARED THE RESOLUTION ADOPTED, AND SO ORDERED.

Darrin Short, Chair, RCTA

Joseph Rye, Secretary

September 28, 2026

MEMO TO: Board of Directors

FROM: Joe Rye, Executive Director

SUBJECT: Discussion and Approval of Service Reduction Options for Implementation in Fiscal Year 2026-27



RECOMMENDATION:

That the Board approve the staff recommendation to reduce service hours this fall to help balance expenditures with revenues.

BACKGROUND:

In recent years, RCTA has not been static, but rather has made adjustments as needed adjusting to changing conditions. Services reduced were of low productivity. In the last two years RCTA has:

<u>Date</u>	<u>Nature of Service Change</u>	<u>Result</u>
Spring 2024	implemented enhanced summer schedule, June-September	ridership gains
Fall 2024	implemented reduced winter schedule, October through May	saved money
Spring 2025	implemented enhanced summer schedule – xtra regional trips	modest ridership gains
Spring 2026	deferred summer enhanced service less regional trips	saves \$75k per year
Fall 2026	<i>implement package of service cuts from 2025 SRTP plus others</i>	<i>under discussion today</i>

Discussion

RCTA has found itself in an operating deficit due to an untimely drop in State Transit Assistance funding, combined with stagnant (population-based) TDA funds, and rapidly rising operating costs (labor, fuel, insurance). The result is operating costs exceeded sustained annual revenues by ~\$200k+ in FY 2025-26. While temporarily offset by one-time COVID funding, RCTA seeks to avoid impacting its reserves that are key to funding current and future capital projects. In addition to continuing the lower Winter Service level through at least May 2027, RCTA needs to further reduce costs to lessen the structural funding deficit.

- RCTA chose to defer its annual summer service expansion in 2026. Operating the Winter Schedule all year long saves RCTA approximately 1428 revenue hours annually, or about \$75,000 per year.
- RCTA has worked with Transdev to reduce a local leadership position, which will save RCTA \$75,000 per year. This has been implemented and savings began to accrue in August 2026.
- Staff recommends implementation of the package of three service reductions contained in the 2025 SRTP: shorter service span on Saturday/Holiday, reduced last hour (5-6pm) service weekdays on Routes 1, 3, and 4. This will save RCTA approximately \$32k per year.

If RCTA were to limit service reductions to the three bullets above, it would save the agency about \$182k per year, which is close to the target line of \$200k per year. However, staff is considering further reductions to relatively low productivity Saturday services. At this point staff recommends one of two further options:

- Eliminate Route 20 (regional service, Smith River to Eureka) on Saturdays/Holidays
- Eliminate Crescent City Local Routes 2 and 4 on Saturdays/Holidays

reduction option	daily hours	days/year	marginal annual savings @ \$67.26 per hour
reduced span Sat/Holidays (shorten 8am-5pm to 10am-4pm)	3	56	\$11,300
reduced late afternoon span Routes 1 & 3 (service to end at 5pm, rather than 6pm)	0.75	249	\$12,561
reduced late afternoon span Route 4 (shorten to end at 5pm, rather than 6pm)	0.5	249	\$8,374
Possible Saturday/Holiday Service Reductions			
Eliminate Route 20 Service Saturday/Holidays	18	56	\$60,000
eliminate Saturday/Holiday Service EXCEPT 20	8	56	\$22,400

Of the two choices to reduce Saturday Services, the most savings is derived from eliminating the resource-intensive Route 20, which saves 18 daily revenue hours, or \$60,000 per year. There are folks that will be impacted by either of these cuts, but in general RCTA Saturday ridership is much lower than weekdays. Far more riders use the CC Local Routes on Saturday than utilize the Route 20, although both have riders. Eliminating Route 20 service on Saturdays will be negatively viewed by RCTA's funding partners (Caltrans) and regional partner agencies (HTA and Mendocino).

On a Saturday/Holiday, Route 20 consumes far more resources than the reduced local schedule, which runs only Routes 2 and 4, plus Dial-a-Ride. *Assuming the approval of the reduced Saturday/Holiday service span (to 10am to 4pm, see above), the Saturday service revenue hours breakdown is as follows:*

Service	Daily Hours	Daily Costs (includes fuel)	Annual Costs (56 days)
Routes 2 & 4	6 hours	\$300	\$16,800
Dial-a-Ride	1-3 hours	\$50-\$150	\$5600
Route 20	18-19 hours	\$1100	\$60,000-\$62,160

Annual cost savings reductions in summary:

Reduced Transdev local management position	\$75,000 (done)
Winter Service platform in Summer	\$75,000 (done)
Minor Service reductions on CC Local Routes	\$32,000 (recommended)
<u>Reduction of Route 20 on Saturdays/Holidays</u>	<u>\$60,000 (recommended)</u>
Total Reductions	\$242,000

Advantages and Disadvantages of Each Option

Cut Route 20 on Saturdays/Holidays

Pros – saves the most money
Pros – could leverage new funding from State
Pros – reduces dispatch coverage hours notably
Pros – impacts the least riders
Cons – denigrates North State Express Partnership

Cut CC Local Routes on Saturdays/Holidays

Pros – maintains regional “North State Express” trips
Pros – keeps Saturday access to Humboldt recreation
Cons – impacts the most riders and our local riders
Cons – saves the least amount of money
Cons – will still have to provide DAR in CC

Staff feel the negatives of running the Route 20 and eliminating local services in Crescent City outweigh the positives of continuing to expend resources operating Route 20 on Saturdays. Curry Public Transit, our connecting transit agency to the north, does not operate any Saturdays Service, so no connections into

Brookings are available. So regional travel options on Saturdays/Holidays that currently provides trips as far north as Smith River will now stop at Arcata.

Public Outreach to Educate Customers on Funding Shortfall and Possible Service Reductions
RCTA created a flyer that was posted in every bus and at key sheltered bus stops in mid-August, alerting riders that funding shortfalls existed and services were going to be considered for reduction and steering riders to the website to provide comments as well as inviting people to the August 31 Board Meeting. Examples provided in that initial flyer included specifically reductions to Saturday Service and weekday evening service.

After the Board Meeting on August 31, a new rider alert was created specifically stating that the RCTA Board would be voting on service reductions at the September 28 meeting, and again with a QR code connecting riders to the RCTA website to provide comments. Riders are also invited to the Board Meeting to comment in person. To date, here is a summary of the comments received on this matter.

Outreach Approach

As part of the second round of public outreach, RCTA shared information about the proposed service changes through multiple channels, including notices posted onboard buses, the RCTA website and social media. Outreach materials directed riders and community members to an online feedback survey where they could comment on the proposed changes and identify the routes, days and times most important to them. The feedback summarized below reflects responses received through that survey.

1 Feedback at a glance

Feedback indicator	Count	What it indicates
Total comments received	16	Small qualitative sample; use as an impact lens, not a representative vote.
Current RCTA riders	15 of 16	Nearly all respondents currently use the system.
Current Route 20 riders	13 of 15 riders	Route 20 generated the greatest concentration of rider feedback.
Current Crescent City Routes 1–4 riders	7 of 15 riders	Local-route feedback also reflects weekday service-span concerns.
Saturday service addressed or identified as important	15 of 16	Saturday service was the most consistent service concern.
Concern about earlier final weekday trips on Routes 1, 3 & 4	6 respondents	Five of the six also reported using Crescent City local routes.
No reliable transportation alternative	6 of 12*	Half of respondents to the revised question reported no reliable alternative.
Alternative transportation available only sometimes	6 of 12*	The other half reported only intermittent alternatives.

*The revised transportation-alternative question was answered by 12 respondents.

Saturday service: time periods identified as important

Among respondents who received the revised Saturday time-period question, selections were distributed across the full service day rather than identifying one clearly less-important period.

Saturday period	Responses*
Before 10 a.m.	8

10 a.m.–4 p.m.	9
After 4 p.m.	9
No single Saturday period is most important	5

*Respondents could select more than one period; counts therefore overlap.

Key themes for Board consideration

- Route 20: Feedback was concentrated on regional access for work, school, medical trips, shopping and connections, with several comments specifically tying Saturday and early/late trips to employment.
- Crescent City Routes 1–4: Feedback more clearly emphasized weekday service span, including concern that earlier final trips could make it harder to complete work, school, medical and other daytime activities.
- Saturday service: Respondents identified needs across morning, midday, and evening periods. The feedback does not point to a single Saturday time block that would clearly minimize rider impact.
- Transportation alternatives: None of the 12 respondents answering the revised question reported consistently having another reliable transportation option; six said no, and six said sometimes.

2 Context on the one non-rider response

One of the 16 respondents indicated that they do not currently use RCTA. That respondent selected Saturday and evening service as areas of concern, but their written feedback focused on why the existing system does not meet their needs: current routes do not serve the rural areas they would like to reach, and existing times are often inconvenient.

For reporting purposes, this response is included in the total comment count but excluded from current-rider route counts. It is best interpreted as feedback about an unmet service need or barrier to potential ridership—not as evidence of an existing rider trip that would be lost under the proposed reductions.

3 Board takeaway

The dominant sentiment was to maintain existing service. Because service reductions remain under consideration to address the projected operating shortfall, the feedback is most useful for identifying where cuts may create the greatest consequences. Route 20, Saturday service and later weekday service on Crescent City routes repeatedly emerged as important for essential mobility. These findings should be weighed with trip-level ridership, operating cost and savings information when evaluating reduction options.

Source: 16 online survey responses received through the second-round outreach effort (September 3–24, 2026). Counts are based on self-reported responses. Respondents could select multiple routes, services, and time periods, so categories overlap.

Staff believe that the pain of service reduction is very real, and seek to minimize the sheer number of riders impacted. That strategy drives the staff recommendation to cut the Saturday Route 20 and save the Crescent City Local Routes and Dial-a-Ride, as those produce far more riders each Saturday than does the Route 20.

Recommendation

That the Board approve a package of service reductions that includes reducing service on Routes 1, 3, and 4 and Dial-a-Ride on weekday evenings (by 30 minutes each), shortens the Saturday/Holiday service span on CC Local Routes and DAR, plus elimination of Route 20 on Saturdays/Holidays. Staff will implement these reductions at the end of October.

September 28, 2026

MEMO TO: Board of Directors

FROM: Joe Rye, Executive Director

SUBJECT: Authorize Chair to Sign Letter Describing Concerns Regarding Costs of Proposed Ground Lease Extension Between RCTA and Fairgrounds



RECOMMENDATION:

Authorize Chair to sign letter describing concerns regarding costs of proposed ground lease extension between RCTA and 41st Agricultural District (Fairgrounds).

BACKGROUND:

When RCTA was forming in 2004, Del Norte County entered into a 20-year ground lease with the State of California (Fairgrounds) that carved out the 1.23 acre piece of land that RCTA then built its 140 Williams Drive Maintenance and Operations (M&O) Facility upon. The 20-year ground lease was extended in 2024 while RCTA developed its plans for upgrades to the facility to host electric bus charging infrastructure. A new 20-year lease is in the works, being led by the State of California Department of General Services on behalf of the 41st Agricultural District (Fairgrounds). At the request of the State, Del Norte County submitted a formal letter asking to have its name removed from the future lease so that the arrangement can be between RCTA and the Fairgrounds. This letter was transmitted to the Fairgrounds on June 23, 2026. A subsequent meeting onsite was held on July 10th, to discuss the revised lease extents (boundaries) with the Fairgrounds. In attendance were the Fairgrounds CEO and Board Chair, along with representatives from RCTA and the RCTA Board of Directors. The meeting generally went well, and State should be incorporating the new surveyed boundaries into the revised lease. The net amount of land is expected to increase slightly in the next lease.

A draft version of the proposed lease extension was received by RCTA in March 2025, and while this version did not move forward due to the discovery of the County as the lessee, and the changed boundaries, the proposed costs were included in the draft. The cost escalations are significant, as is the initial lease rate for Year 1 (\$5209/month), which is a major concern as RCTA struggles with rising costs and stagnant funding.

RCTA currently pays \$2857 per month to lease the ground upon which it has built its Maintenance and Operations Facility. Since inception of the original lease, RCTA has invested well over \$2M into this facility, and is primed to invest another \$3M+ should RCTA move forward with the TIRCP-funded Williams Drive Electric Vehicle Charging Stations project, which is in the final stages of design today.

RCTA cannot understand what data could be driving this lease cost escalation formula that would cause Year 1 to increase by 82.3% over 2026 rates, then increase from that point another \$200+/month per year through 2043, when monthly ground lease costs would be \$8868, over \$106,000 per year (4x current rate). This is far more expensive than RCTA purchasing its own property and investing \$3M TIRCP funds into a new location.

RECOMMENDATION

Authorize Chair to sign letter describing concerns regarding costs of proposed ground lease extension between RCTA and 41st Agricultural District (Fairgrounds).

ATTACHMENT

1. Draft Letter to 41st Agricultural District expressing concerns over costs of next lease.
2. March 2025 Draft Lease Amendment between Del Norte County and 41st Ag District/Fairgrounds.



Redwood Coast Transit Authority
c/o TMTP Consulting LLC
900 Northcrest Drive #134
Crescent City, CA 95531
(707) 235-3078
E-mail: tmtppconsulting@gmail.com

September 28, 2026

Ms. Kara Miller
Chair, 41st Agricultural District Board of Directors
421 Highway 101 North
Crescent City, CA 95531

RE: Letter of Concern Regarding Draft Ground Lease Rates Contained in Draft Ground Lease

Dear Ms. Miller,

This letter is intended to express the concern of Redwood Coast Transit Authority (RCTA) with regard to the proposed monthly ground lease rates contained in the draft Ground Lease prepared by the State of California on behalf of the 41st Agricultural District, dated March 2025.

The original lease, dated January 20, 2004, was signed just as RCTA as being formed and names Del Norte County as the lessee, providing for a 20-year term, with a 20-year option. (RCTA was formed under a Joint Powers Agreement dated June 1, 2004.) The monthly rates in the first (twenty year) term of the lease began at \$1500/month and are at \$2857/month today based on annual CPI adjustments. The lease also establishes rent for the option term based on the CPI adjustments. The rates in the proposed lease start at \$5208 and rise \$8867 by the 20th year. What justification is there for a jump of 82.3% in the first year of this lease?

RCTA has invested several million dollars over the last 22 years at this site, constructing a full functional operations and maintenance building, parking lots, fencing, gates, lighting, etc. Additionally, RCTA is about to make additional investments to the site to accommodate the state-mandated transition to electric buses and to provide enhanced security. In order to assist us in reaching a reasonable arrangement regarding the rent under the new lease, RCTA is requesting the following:

1. Please provide us with a copy of the appraisal or other analysis that provided the basis for the rental valuation to enable us to determine what the market rent should be; and
2. Explore an option under which tenant improvement credits to offset rent, considering the extensive improvements that RCTA has already constructed, plus those that are planned in the next 5 years (RCTA has over \$3M in funds programmed to add electric vehicle charging and other improvements once this lease issue is resolved) that cumulatively add value to District land. Many commercial leases credit the tenant for the value of improvements.

RCTA appreciates the field meeting with you and Kim Floyd, 41st Agricultural District CEO, back on July 10th, 2026, and is in the process of revising its plans and proposed leasehold extents to reduce its footprint and keep the RCTA lease area entirely east of the existing access road. RCTA will transmit the new proposed lease boundaries to the 41st Agricultural District and is asking that the

reduced footprint of the lease, along with credits for prior and future tenant improvements be considered in determining the proposed monthly rent. Please contact Joe Rye, RCTA Executive Director at (707) 235-3078 or executivedirector@redwoodcoasttransit.org to facilitate these discussions. Thank you.

Darrin Short
Chair, Redwood Coast Transit Authority

AMENDMENT TO LEASE

This Amendment to License, dated March 1, 2025 for reference purposes only, by and between the State of California, at the direction of District Agricultural Association, hereinafter referred to as 41st DAA, at the direction of the Department of Food and Agriculture and acting by and through the Director of the Department of General Services (DGS), hereinafter collectively referred to as State, and the County of Del Norte, a subdivision of the State of California, hereinafter referred to as "Lessee". State and Lessee may also be referred to as "Party" or "Parties".

WITNESSETH:

WHEREAS, State and Lessee hereto entered into that certain Lease Agreement dated January 20, 2004 (the "Lease"), covering certain premises located at 140 Williams Dr, Crescent City, Del Norte County, State of California; and

WHEREAS, State and Lessee hereto desire to amend said lease to: (1) amend Paragraph 1(a) "Area/Property Description"; (2) adjust the monthly rent; (3) modify Paragraph 20(a) "Notices"; and (4) add a paragraph to address Russia sanctions under Executive Order N-6-22;

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, it is mutually agreed between the parties as follows, effective April 1, 2025:

1. Paragraph 1 (a) "AREA/PROPERTY DESCRIPTION" of the Lease shall be amended and replaced with the following:

State does hereby lease to Lessee, and Lessee hereby hires from State a site approximately ± 2.3 acres in size situated on the Del Norte County Fairgrounds, in the County of Del Norte and described as the southeasterly quadrant of the intersection of U.S. Highway 101 North and Williams Drive, Crescent City, a portion of Assessor's Parcel Number (APN) 118-020-32 and further depicted on Exhibit "A-1" attached hereto and incorporated herein by reference, hereinafter called the "Premises".

2. Paragraph 4 "RENT & CONSUMER PRICE INDEX ADJUSTMENTS" of the Lease shall be amended and replaced with the following:

Lessee shall make rental payments starting April 1, 2025 for the leased Premises, monthly in advance, and due thereafter on the first of each month, and shall be as follows:

Begin Date	End Date	Monthly Payment
March 1, 2026	February 28, 2026	\$5,208.79
March 1, 2026	February 28, 2027	\$5,365.05
March 1, 2027	February 29, 2028	\$5,526.01
March 1, 2028	February 28, 2029	\$5,691.79
March 1, 2029	February 28, 2030	\$5,862.54
March 1, 2030	February 28, 2031	\$6,038.42
March 1, 2031	February 29, 2032	\$6,219.57
March 1, 2032	February 28, 2033	\$6,406.15
March 1, 2033	February 28, 2034	\$6,598.34
March 1, 2034	February 28, 2035	\$6,796.29
March 1, 2035	February 29, 2036	\$7,000.18
March 1, 2036	February 28, 2037	\$7,210.18
March 1, 2037	February 28, 2038	\$7,426.49
March 1, 2038	February 28, 2039	\$7,649.28
March 1, 2039	February 29, 2040	\$7,878.76
March 1, 2040	February 28, 2041	\$8,115.13
March 1, 2041	February 28, 2042	\$8,358.58
March 1, 2042	February 28, 2043	\$8,609.34
March 1, 2043	February 29, 2044	\$8,867.62

All payments are to be made to 41st District Agricultural Association, Del Norte Fairgrounds and must include State's lease number L-2103. Payments are to be made directly to the following address:

41st District Agricultural Association
Del Norte Fairgrounds
Accounting Department
Crescent City, CA 95531

Lessee acknowledges that rent and past due rent shall be due and payable to State whether or not an actual invoice is sent by State or received by Lessee.

3. Paragraph 20 (a) "NOTICES" of the Lease shall be amended and replaced with the following:

All notices or other communications required or permitted hereunder shall be in writing, with Lease Number L-2103 referenced, and sent by overnight courier, registered mail, certified mail or postage prepaid mail to the addresses set forth below. All such notices shall be deemed received on the date of delivery receipt or rejection to the address of the person to receive such notice if received Monday through Friday during business hours, so long as such day is not a State or Federal holiday or Saturday or Sunday then such notice shall be effective on the following business day.

Lessee: Del Norte County
Administrative Offices
981 H Street, Suite 210
Crescent City, CA 95531
Telephone: (707) 464-7204

State: Department of General Services
Real Estate Services Division
Lease Management, [L-2103]
707 3rd Street, 5th Floor
West Sacramento, CA 95605
Office: (916) 375-4171
Leasemanagement@dgs.ca.gov

Copies to: 41st District Agricultural Association
Attn: Fairgrounds Manager
421 US Hwy 101 N.
Crescent City, CA 95531
Telephone (707) 464-9556

Notice of change of address or telephone number shall be given by written notice in the manner described in this section. Lessee is obligated to notice all State offices listed above and the failure to provide notice to all State offices shall constitute a lack of notice. Nothing contained herein shall preclude the giving of any such notice by personal service.

4. Paragraph 66 "EXECUTIVE ORDER N-6-22 – RUSSIA SANCTIONS" shall be added as follows:

On March 4, 2022, Governor Gavin Newsom issued Executive Order N-6-22 (EO) regarding Economic Sanctions against Russia and Russian entities and individuals. "Economic Sanctions" refers to sanctions imposed by the U.S. government in response to Russia's actions in Ukraine, as well as any sanctions imposed under state law. The EO directs state agencies to terminate contracts with, and to refrain from entering any new contracts with, individuals or entities that are determined to be a target of Economic Sanctions. Accordingly, should the State determine Contractor is a target of Economic Sanctions or is conducting prohibited transactions with sanctioned individuals or entities, that shall be grounds for termination of this agreement. The State shall provide Contractor advance written notice of such termination, allowing Contractor at least 30 calendar days to provide a written response. Termination shall be at the sole discretion of the State.

5. Paragraph 67 "ACCESS" shall be added as follows:

State reserves the right to use the real property involved (not including real property installed, erected or constructed by Lessee) in any manner, including but not limited to the right to roadway access, right to construct, place, maintain, use, operate, repair, replace, alter and move pipelines, conduits, culverts, ducts, fences, poles, electrical energy, power and communication lines, bridges, subways, sidewalks, to grant easements over, across, upon and under said real property, and the continuous right of ingress to and egress from any portion or portions of said real property in such manner as not to create any unreasonable interference with the exercise of the rights granted to Lessee.

Except as amended herein, all the terms of said lease hereinabove referred to shall remain unchanged and in full force and effect.

The persons who have executed this Amendment represent and warrant that they are duly authorized to execute this Amendment in their individual or representative capacity as indicated. This Amendment may be executed in any number of counterpart copies, each of which shall be deemed an original, but all of which together shall constitute a single instrument.

IN WITNESS WHEREOF, this Amendment has been executed by the parties below and is effective upon the date identified on page 1.

STATE OF CALIFORNIA

LESSEE

APPROVED:

DEPARTMENT OF GENERAL SERVICES
REAL ESTATE SERVICES DIVISION
ASSET MANAGEMENT BRANCH

COUNTY OF DEL NORTE
a subdivision of the State of California

By _____
Trevor Johnson, Manager
State Owned Leasing & Development

By _____

Date _____

APPROVAL RECOMMENDED:
STATE OWNED LEASING AND
DEVELOPMENT

CONSENT:

41ST DISTRICT AGRICULTURAL
ASSOCIATION

By _____
John Pine, Real Estate Officer
State Owned Leasing & Development

By _____
Kimberly Floyd, CEO

DEPARTMENT OF FOOD & AGRICULTURE
DIVISION OF FAIRS AND EXPOSITIONS

By _____
Mike Francesconi
Branch Chief

