

JAN ARBUCKLE – Grass Valley City Council
ANDREW BURTON – Member-At-Large, Chair
CAROLYN WALLACE DEE – Town of Truckee
ANN GUERRA – Member-At-Large
SUSAN HOEK – Nevada County Board of Supervisors, Vice Chair
ED SCOFIELD – Nevada County Board of Supervisors
DUANE STRAWSER – Nevada City City Council



DANIEL LANDON, Executive Director
MICHAEL WOODMAN, Deputy Executive Director

Grass Valley • Nevada City

Nevada County • Truckee

REGULAR MEETING AGENDA

An online meeting of the Nevada County Transportation Commission (NCTC) will be held exclusively via teleconference in light of COVID-19 restrictions on public gatherings.

The public is invited to participate in the Open Session of the meeting on

Wednesday, October 7, 2020 at 9:00 a.m.

This meeting is being held via Zoom and all attendees are muted by default.

To join the Zoom meeting on your computer or mobile device:

<https://us02web.zoom.us/j/85214402197?pwd=a2paM1VHWnUvdINGYnI3ZjBqWEhuQT09>

Webinar ID: 852 1440 2197 Online Password: 4mYrLq

To join the Zoom meeting by phone:

+1 669 900 6833 or +1 346 248 7799 or +1 253 215 8782.

International numbers available: <https://us02web.zoom.us/j/85214402197?pwd=a2paM1VHWnUvdINGYnI3ZjBqWEhuQT09>

Webinar ID: 852 1440 2197 Phone Password: 854051

PUBLIC COMMENT:

Written Comments: You are welcome to submit written comments to the Commission via email.

Please send your comments to nctc@nccn.net by **3:00 p.m. the day before the meeting date.**

Please include the words **Public Comment** and the **meeting date and a brief title and/or agenda item number** in the subject line, and limit your word count to 400 words.

Oral Comments: Public Comment will be opened during the **Public Comment** time and for **each agenda item** in sequence. Please use the Zoom **“Raise Hand”** feature when the Chair announces the agenda item. The Chair may limit any individual to 3 minutes. Time to address the Commission will be allocated based on the number of requests received.

Phone attendees: **Press *9 to Raise Hand**

Meetings are conducted in accordance with the Ralph M. Brown Act, California Government Code Section 54950, *et seq.* and Executive Order N-29-20.

The Commission welcomes you to its meeting. Your opinions and suggestions are encouraged. In compliance with Section 202 of the Americans with Disabilities Act of 1990, and in compliance with the Ralph M. Brown Act, anyone requiring reasonable accommodation to participate in the meeting, including auxiliary aids or services, should contact the NCTC office at (530) 265-3202 at least 72 hours in advance of the meeting.

REGULAR MEETING: 9:00 a.m.

STANDING ORDERS: Call the Meeting to Order, Pledge of Allegiance, Roll Call

PUBLIC COMMENT

CLOSED SESSION

1. Public Employee Performance Evaluation pursuant to Government Code Section 54957
Title: Executive Director
2. Public Employment pursuant to Government Code Section 54957
Title: Executive Director

RECONVENE FROM CLOSED SESSION

Report out of closed session.

CONSENT ITEMS: All matters listed are to be considered routine and noncontroversial by the Commission. There will be no separate discussion of these items unless, before the Commission votes on the motion to adopt, a Commissioner, a staff member, or an interested party requests that a specific item be removed. Adopt by roll call vote.

1. [Financial Reports:](#)
June 2020, July 2020
 - Public Transportation Modernization Improvement and Service Enhancement Account (PTMISEA) Fund.
 - NCTC Administration/Planning Fund.
 - Regional Transportation Mitigation Fee Program Fund.
 - State Transit Assistance Fund.
 - Regional Surface Transportation Program Fund.
2. [NCTC Minutes:](#) July 15, 2020 Meeting
Recommendation: Approve.
3. [Nevada County Transportation Commission Title VI Program Renewal.](#) See staff report.
Recommendation: Adopt Resolution **20-38**.
4. [Appointments to the Social Services Transportation Advisory Council \(SSTAC\):](#) See staff report.
Recommendation: Approve appointments to the SSTAC.

5. [FY 2020-21 State Transit Assistance \(STA\) Allocation Revised Estimate](#): The State Controller's revised estimate of STA Funds for FY 2020-21 has been received. See table prepared by staff.
Recommendation: Adopt the revised table as a basis for allocation for the State Transit Assistance Fund for FY 2020/21.
6. [State of Good Repair Project for FY 2020/21](#): See staff report.
Recommendation: Adopt Resolution **20-39**.

ACTION ITEMS

7. [Accept the State Route 174/20 Intersection Analysis as Complete](#): See staff report.
Recommendation: Adopt Resolution **20-40** by roll call vote.
8. [Accept the Nevada City State Route 49 Multimodal Corridor Plan as Complete](#): See staff report.
Recommendation: Adopt Resolution **20-41** by roll call vote.
9. [Accept SB 743 Vehicle Miles Traveled Implementation Project as Complete](#): Presentation by Rod Brown with Fehr & Peers. See staff report.
Recommendation: Adopt Resolution **20-42** by roll call vote.
10. [Accept the NCTC/ Grass Valley Travel Demand Forecasting Model as Complete](#): Presentation by Vamsee Mogdula with TJKM. See staff report.
Recommendation: Adopt Resolution **20-43** by roll call vote.
11. [Amendment 1 to the FY 2020/21 Overall Work Program](#): See staff report.
Recommendation: Adopt Resolution **20-44** by roll call vote.

INFORMATIONAL ITEMS

12. [Correspondence](#)
 - A. Amarjeet S. Benipal, Department of Transportation District 3 Director, [State Route 49 Safety Assessment Team and Stakeholders](#), File 1200.4.0.1, 7/13/2020. View the [SR 49 Safety Assessment Report](#)

- B. [Betty T. Yee, California State Controller, Fiscal Year 2019-20 State of Good Repair Program Fourth Allocation](#), File 370.2.1, 8/24/2020.
- C. [Betty T. Yee, California State Controller, Fiscal Year 2019-20 Fourth Quarter State Transit Assistance Allocation](#), File 1370.0, 8/24/2020.
- D. [Mike Woodman, Chair, North State Super Region, Comments on the Draft Investment Strategies – Implementation of Executive Order N 19 19](#), File 1030.2.4.5, 8/12/20.

13. [Executive Director’s Report](#)

14. [Project Status Report:](#)

Caltrans Projects: Report submitted by Sam Vandell, Caltrans District 3 Project Manager for Nevada County.

COMMISSION ANNOUNCEMENTS: Pursuant to Government Code Section 54954.2, Commission members and the Executive Director may make a brief announcement or report on his or her activities. They may also provide a reference to staff or other resources for factual information, request staff to report back to the Commission at a subsequent meeting concerning any matter or take action to direct staff to place a matter of business on a future agenda.

SCHEDULE FOR NEXT REGULAR MEETING: November 18, 2020, via Zoom webinar.

ADJOURNMENT OF MEETING

This meeting agenda was posted 72 hours in advance of the meeting at the Nevada County Transportation Commission office, and on the Nevada County Transportation Commission website: <http://www.nctc.ca.gov>.

For further information, please contact staff at the Nevada County Transportation Commission, 101 Providence Mine Road, Suite 102, Nevada City, CA 95959; (530) 265-3202; email: nctc@nccn.net

JAN ARBUCKLE – Grass Valley City Council
ANDREW BURTON – Member-At-Large, Chair
CAROLYN WALLACE DEE – Town of Truckee
ANN GUERRA – Member-At-Large
SUSAN HOEK – Nevada County Board of Supervisors, Vice Chair
ED SCOFIELD – Nevada County Board of Supervisors
DUANE STRAWSER – Nevada City City Council



DANIEL LANDON, Executive Director
MICHAEL WOODMAN, Deputy Executive Director

Grass Valley • Nevada City

Nevada County • Truckee

2020 MEETING SCHEDULE

JANUARY 29, 2020	<u>Grass Valley</u>
MARCH 18, 2020	<u>Cancelled</u>
APRIL 15, 2020 <i>Special Meeting</i>	<u>Online Webinar</u>
MAY 6, 2020 <i>Special Meeting</i>	<u>Online Webinar</u>
MAY 20, 2020	<u>Online Webinar</u>
JUNE 24, 2020 <i>Special Meeting</i>	<u>Online Webinar</u>
JULY 15, 2020	<u>Online Webinar</u>
OCTOBER 7, 2020	<u>Online Webinar</u>
NOVEMBER 18, 2020	<u>Online Webinar</u>

NCTC meetings are held at the following locations:

Nevada County Eric Rood Center
Board of Supervisors Chambers
950 Maidu Avenue - First Floor
Nevada City, CA

Grass Valley City Hall
Council Chambers
125 East Main Street
Grass Valley, CA

Truckee Town Hall
Town Council Chambers
10183 Truckee Airport Road
Truckee, CA

COMMONLY USED ACRONYMS
NEVADA COUNTY TRANSPORTATION COMMISSION (NCTC)

Updated 11-14-17

ADA	Americans with Disabilities Act	NADO	National Association of Development Organizations
ADT	Average Daily Trip	NCALUC	Nevada County Airport Land Use Commission
AIA	Airport Influence Area	NCBA	Nevada County Business Association
ALUC	Airport Land Use Commission	NCCA	Nevada County Contractors' Association
ALUCP	Airport Land Use Compatibility Plan	NCTC	Nevada County Transportation Commission
ATP	Active Transportation Program	NEPA	National Environmental Policy Act
CALCOG	California Association of Councils of Governments	NSAQMD	Northern Sierra Air Quality Management District
CalSTA	California State Transportation Agency	NSSR	North State Super Region
CAR	Concept Approval Report	O & D	Origin and Destination Study
CARB	California Air Resources Board	OWP	Overall Work Program
CCAA	California Clean Air Act	PA/ED	Project Approval and Environmental Documentation
CDBG	Community Development Block Grant	PCTPA	Placer County Transportation Planning Agency
CEQA	California Environmental Quality Act	PDT	Project Development Team
CIP	Capital Improvement Program	PE	Professional Engineer
CMAQ	Congestion Mitigation and Air Quality	PID	Project Initiation Document
CNEL	Community Noise Equivalent Level	PPM	Planning, Programming, and Monitoring
CSAC	California State Association of Counties	PS&E	Plans, Specifications, and Estimates
CSMP	Corridor System Management Plan	PSR	Project Study Report
CT	Caltrans	PTMISEA	Public Transportation Modernization Improvement & Service Enhancement Acct.
CTC	California Transportation Commission	PUC	Public Utilities Code
CTP	California Transportation Plan	RCRC	Rural County Representatives of California
CTS	Community Transit Services	RCTF	Rural Counties Task Force
CTSA	Consolidated Transportation Service Agency	RFP	Request For Proposal
DBE	Disadvantaged Business Enterprise	RIP	Regional Improvement Program
DPW	Department of Public Works	RPA	Rural Planning Assistance
EIR	Environmental Impact Report	RSTP	Regional Surface Transportation Program
EIS	Environmental Impact Statement (U.S. Federal law)	RTAP	Rural Transit Assistance Program
EPA	Environmental Protection Agency	RTIP	Regional Transportation Improvement Program
ERC	Economic Resource Council	RTMF	Regional Transportation Mitigation Fee
FAA	Federal Aviation Administration	RTP	Regional Transportation Plan
FFY	Federal Fiscal Year	RTPA	Regional Transportation Planning Agency
FHWA	Federal Highway Administration	RTTPC	Resort Triangle Transportation Planning Coalition
FONSI	Finding Of No Significant Impact	R/W	Right-of-Way
FSTIP	Federal Statewide Transportation Improvement Program	SACOG	Sacramento Area Council of Governments
FTA	Federal Transit Administration	SDA	Special Development Areas
FTIP	Federal Transportation Improvement Program	SHA	State Highway Account
GIS	Geographic Information Systems	SHOPP	State Highway Operations and Protection Program
HPP	High Priority Project (Mousehole)	SSTAC	Social Services Transportation Advisory Council
HSIP	Highway Safety Improvement Program	STA	State Transit Assistance
INFRA	Infrastructure for Rebuilding America	STIP	State Transportation Improvement Program
IRRS	Interregional Road System	STP	Surface Transportation Program
IIP	Interregional Improvement Program	TAC	Technical Advisory Committee
ITE	Institute of Transportation Engineers	TART	Tahoe Area Regional Transit
ITIP	Interregional Transportation Improvement Program	TDA	Transportation Development Act
ITMS	Intermodal Transportation Management System	TDM	Transportation Demand Management
ITS	Intelligent Transportation Systems	TDP	Transit Development Plan
ITSP	Interregional Transportation Strategic Plan	TIGER	Transportation Investments Generate Economic Recovery (Funds)
JPA	Joint Powers Agreement	TIP	Transportation Improvement Program
LAFCO	Local Agency Formation Commission	TNT/TMA	Truckee-North Tahoe Transportation Management Association
LCTOP	Low Carbon Transit Operations Program (Truckee)	TRPA	Tahoe Regional Planning Agency
LOS	Level Of Service	TSC	Transit Services Commission
LTF	Local Transportation Fund	TTALUC	Truckee Tahoe Airport Land Use Commission
MAP-21	Moving Ahead for Progress in the 21 st Century	VMT	Vehicle Miles Traveled
MOU	Memorandum of Understanding		
MPO	Metropolitan Planning Organization		
MTC	Metropolitan Transportation Commission		

**Nevada County Transportation Commission
Monthly Financial Report FY 2019/20**

JUNE

TOWN OF TRUCKEE (5805) LTF

16.62%

Cash Balance 06/01/20	\$698,598.63
Additions	\$31,140.92
Deductions	<u>\$0.00</u>
Cash Balance 06/30/20	\$729,739.55
 <u>Budget and Allocations</u>	
Fund Balance 6/30/19	\$475,044.12
Revenue Revised Findings Auditor-Controller Reso 20-11 4/15/2020	<u>\$520,143.00</u>
AMOUNT TO BE ALLOCATED	\$995,187.12
 Total Amount of Approved Allocations	 <u>\$461,105.00</u>
BALANCE Available for Allocation	\$534,082.12

DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY	BALANCE
4/15/20 20-17	Transit/Paratransit Operations	\$461,105.00	\$461,105.00	\$0.00

**Nevada County Transportation Commission
Monthly Financial Report FY 2019/20**

JUNE

PEDESTRIAN AND BIKE (5806) LTF

2.00%

Cash Balance 06/01/20	\$178,311.04
Additions	\$4,309.57
Deductions	<u>\$0.00</u>
Cash Balance 06/30/20	\$182,620.61

Budget and Allocations

Fund Balance 6/30/19	\$249,486.57
Revenue Revised Findings Auditor-Controller Reso 20-11 4/15/2020	<u>\$67,247.00</u>
AMOUNT TO BE ALLOCATED	\$316,733.57

Total Amount of Approved Allocations	<u>\$125,000.00</u>
BALANCE Available for Allocation	\$191,733.57

DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY	BALANCE
7/18/18 18-25	Grass Valley Wolf Creek Trail	\$125,000.00	\$125,000.00	\$0.00

**Nevada County Transportation Commission
Monthly Financial Report FY 2019/20**

JUNE

NEVADA COUNTY (5807) LTF

67.32%

Cash Balance 06/01/20	\$2,237,566.26
Additions	\$124,251.66
Deductions	<u>\$0.00</u>
Cash Balance 06/30/20	\$2,361,817.92
 <u>Budget and Allocations</u>	
Fund Balance 6/30/19	\$4,128,939.44
Revenue Revised Findings Auditor-Controller Reso 20-11 4/15/2020	<u>\$2,107,255.00</u>
AMOUNT TO BE ALLOCATED	\$6,236,194.44
 Total Amount of Approved Allocations	 <u>\$3,521,507.00</u>
BALANCE Available for Allocation	\$2,714,687.44

DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY	BALANCE
4/15/20 20-19	Transit/Paratransit Operations	\$3,521,507.00	\$3,521,507.00	\$0.00

**Nevada County Transportation Commission
Monthly Financial Report FY 2019/20**

JUNE

GRASS VALLEY (5808) LTF

12.91%

Cash Balance 06/01/20	\$0.00
Additions	\$22,375.22
Deductions	<u>\$22,375.22</u>
Cash Balance 06/30/20	\$0.00

Budget and Allocations

Fund Balance 6/30/19	\$53,594.35
Revenue Revised Findings Auditor-Controller Reso 20-11 4/15/2020	<u>\$404,145.00</u>
AMOUNT TO BE ALLOCATED	\$457,739.35

Total Amount of Approved Allocations	\$457,739.00
BALANCE Available for Allocation	\$0.35

DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY	BALANCE
4/15/20 20-13	Transit/Paratransit Operations	\$457,739.00	\$457,739.00	\$0.00

**Nevada County Transportation Commission
Monthly Financial Report FY 2019/20**

JUNE

NEVADA CITY (5809) LTF

3.16%

Cash Balance 06/01/20	\$0.00
Additions	\$5,470.71
Deductions	<u>\$5,470.71</u>
Cash Balance 06/30/20	\$0.00

Budget and Allocations

Fund Balance 6/30/19	\$13,325.75
Revenue Revised Findings Auditor-Controller Reso 20-11 4/15/2020	<u>\$98,813.00</u>
AMOUNT TO BE ALLOCATED	\$112,138.75

Total Amount of Approved Allocations	<u>\$112,138.00</u>
BALANCE Available for Allocation	\$0.75

DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY	BALANCE
4/15/20 20-14	Transit/Paratransit Operations	\$112,138.00	\$112,138.00	\$0.00

**Nevada County Transportation Commission
Monthly Financial Report FY 2019/20**

JUNE

COMMUNITY TRANSIT SERVICES (5810) LTF

5.00%

Cash Balance 06/01/20	\$77,316.21
Additions	\$9,400.07
Deductions	<u>\$0.00</u>
Cash Balance 06/30/20	\$86,716.28

Budget and Allocations

Fund Balance 6/30/19	\$121,784.36
Revenue Revised Findings Auditor-Controller Reso 20-11 4/15/2020	<u>\$164,756.00</u>
AMOUNT TO BE ALLOCATED	\$286,540.36
Total Amount of Approved Allocations	<u>\$164,756.00</u>
BALANCE Available for Allocation	\$121,784.36

DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY	BALANCE
4/15/20 20-19	Nevada County Paratransit Operations	\$137,380.00	\$141,742.00	-\$4,362.00
4/15/20 20-17	Truckee Paratransit Operations	\$27,376.00	\$27,376.00	\$0.00
	TOTAL	\$164,756.00	\$169,118.00	-\$4,362.00

**Nevada County Transportation Commission
Monthly Financial Report FY 2019/20**

JUNE

**PUBLIC TRANSPORTATION MODERNIZATION, IMPROVEMENT, AND
SERVICE ENHANCEMENT PROGRAM - TRUCKEE (6318)**

Cash Balance 06/01/20	\$80,922.71
Additions	\$280.38
Deductions	<u>\$0.00</u>
Cash Balance 06/30/20	\$81,203.09
 Amount Approved for Projects	 \$54,184.12
Interest Accrued*	<u>\$14,275.75</u>
Total Available	\$68,459.87

DATE/RESO	PROJECT	AMOUNT AVAILABLE FOR THE PROJECT	TTD ACTIVITY	BALANCE
9/18/13 13-32	NextBus Technology	\$149,390.30	\$95,206.18	\$54,184.12

*In order for Truckee to utilize the interest earned, a project change request will have to be submitted to the state.

Nevada County Transportation Commission
Monthly Financial Report FY 2019/20

JUNE

NCTC Administration & Planning (6327)

Cash Balance 06/01/20	\$88,751.65
Additions	\$153,256.00
Deductions	<u>\$119,246.63</u>
Cash Balance 06/30/20	\$122,761.02

<u>BUDGET: Estimated Revenue & Allocations</u>	
Fund Balance 6/30/19	\$137,906
Estimated Revenue	<u>\$1,342,447</u>
AVAILABLE FOR ALLOCATION	\$1,480,353
Total of Approved Allocations	<u>\$1,342,447</u>
BALANCE AVAILABLE FOR ALLOCATION	\$137,906

W.E.	DESCRIPTION	Allocation	YTD Activity	Balance	% Expended
1.1	<u>General Services</u>				
	NCTC Staff	\$174,914.05	\$171,601.10	\$3,312.95	98.11%
	Indirect	\$34,068.38	\$26,118.84	\$7,949.54	76.67%
	Consultant Human Resources	\$5,000.00	\$3,867.50	\$1,132.50	77.35%
1.2	<u>TDA Admin.</u>				
	NCTC Staff	\$178,809.40	\$173,102.63	\$5,706.77	96.81%
	Indirect	\$34,827.09	\$26,110.85	\$8,716.24	74.97%
	Fiscal Audit	\$43,740.00	\$43,740.00	\$0.00	100.00%
2.1	<u>Regional Transportation Plan</u>				
	NCTC Staff	\$92,316.12	\$92,098.34	\$217.78	99.76%
	Indirect	\$21,165.07	\$13,097.28	\$8,067.79	61.88%
	Traffic Engineering	\$10,000.00	\$4,900.00	\$5,100.00	49.00%
	Local Agency	\$30,000.00	\$25,354.73	\$4,645.27	84.52%
	Traffic Counts	\$19,010.76	\$12,159.79	\$6,850.97	63.96%
2.1.2	<u>RTP Implementation VMT Thresholds</u>				
	NCTC Staff	\$1,970.36	\$2,155.15	(\$184.79)	109.38%
	Consultant	\$38,173.14	\$22,449.81	\$15,723.33	58.81%
2.1.4	<u>Truckee Big Data Daily VMT Analysis</u>				
	NCTC Staff	\$9,359.19	\$3,667.69	\$5,691.50	39.19%
	Consultant	\$36,942.00	\$36,342.00	\$600.00	98.38%
2.1.5	<u>Regional Traffic Model Update</u>				
	NCTC Staff	\$5,020.11	\$4,645.70	\$374.41	92.54%
	Consultant	\$70,000.00	\$61,282.48	\$8,717.52	87.55%
2.2	<u>Transportation Improvement Program</u>				
	NCTC Staff	\$56,613.53	\$52,831.02	\$3,782.51	93.32%
	Indirect	\$14,050.69	\$8,306.52	\$5,744.17	59.12%
2.2.2	<u>GV SR 174-20 Intersection Analysis</u>				
	NCTC Staff	\$7,762.79	\$8,428.51	(\$665.72)	108.58%
	Consultant	\$61,960.67	\$53,339.80	\$8,620.87	86.09%
2.2.3	<u>Nevada City SR 49 Multimodal Corridor Plan</u>				
	NCTC Staff	\$7,762.79	\$8,430.96	(\$668.17)	108.61%
	Consultant	\$59,847.47	\$34,088.64	\$25,758.83	56.96%
2.3	<u>Transit & Paratransit Programs</u>				
	NCTC Staff	\$42,643.61	\$39,352.50	\$3,291.11	92.28%
	Indirect	\$11,724.20	\$7,067.73	\$4,656.47	60.28%
2.3.1	<u>Western Nevada County Transit Development Plan</u>				
	NCTC Staff	\$10,415.88	\$9,661.46	\$754.42	92.76%
	Consultant	\$80,000.00	\$22,525.74	\$57,474.26	28.16%
2.3.2	<u>NevCo Coordinated Public Transit-Human Services Plan Update</u>				
	NCTC Staff	\$7,134.96	\$7,403.99	(\$269.03)	103.77%
	Consultant	\$50,000.00	\$13,563.68	\$36,436.32	27.13%
2.4	<u>Coordination of Regional Planning</u>				
	NCTC Staff	\$75,585.78	\$73,923.88	\$1,661.90	97.80%
	Indirect	\$16,677.56	\$10,403.98	\$6,273.58	62.38%
	Rural Counties Task Force	\$2,000.00	\$2,000.00	\$0.00	100.00%
	Statewide Local Streets and Roads Needs Assessment	\$593.00	\$593.00	\$0.00	100.00%
2.4.2	<u>Airport Land Use Commission Planning & Reviews</u>				
	NCTC Staff	\$10,040.22	\$9,367.61	\$672.61	93.30%
	ALUC Reviews	\$15,000.00	\$595.50	\$14,404.50	3.97%
	Contingency	\$7,318.21		\$7,318.21	0.00%
	TOTAL ALL WORK ELEMENTS	\$1,342,447.03	\$1,084,578.41	\$257,868.62	80.79%

Note: Totals may not equal addition of amounts in columns due to rounding.

**Nevada County Transportation Commission
Monthly Financial Report FY 2019/20**

JUNE

REGIONAL TRANSPORTATION MITIGATION FEE FUND (6328)

Cash Balance 06/01/20	\$1,045,001.78
Additions	\$3,591.79
Deductions	<u>\$0.00</u>
Cash Balance 06/30/20	\$1,048,593.57

**RTMF REVENUES, INTEREST, AND EXPENDITURES
2000/01 - 2019/20**

JURISDICTION	RTMF COLLECTED/ EXPENDED 2000/01 - 2018/19	RTMF COLLECTED/ EXPENDED 2019/20	TOTAL RTMF COLLECTED/ EXPENDED
Grass Valley	\$2,193,140.06	\$68,476.12	\$2,261,616.18
Nevada City	\$125,645.00	\$21,961.11	\$147,606.11
Nevada County	\$3,909,593.43	\$621,779.37	\$4,531,372.80
Total	\$6,228,378.49	\$712,216.60	\$6,940,595.09
Interest	\$182,772.77	\$13,867.55	\$196,640.32
Expenditures	\$5,957,937.79	\$2,002.19	\$5,959,939.98
TOTAL	\$453,213.48	\$724,081.96	\$1,177,295.44

RTMF ALLOCATIONS

	PROJECT	ORIGINAL ALLOCATION	PRIOR YEARS EXPENDITURES	REMAINING ALLOCATION AS OF 7/1/19	EXPENDED YTD	BALANCE
5/15/19 Reso 19-20	NCTC RTMF Administration	\$5,000.00	\$0.00	\$5,000.00	\$2,002.19	\$2,997.81
7/19/17 Reso 17-28	Grass Valley Dorsey Drive Interchange	\$4,386,462.84	\$1,260,261.54	\$3,126,201.30	\$0.00	\$3,126,201.30
7/19/17 Reso 17-29	Grass Valley East Main Street/Bennett Street Intersection	\$1,500,000.00	\$1,026,057.28	\$473,942.72	\$0.00	\$473,942.72
TOTAL		\$5,891,462.84	\$2,286,318.82	\$3,605,144.02	\$2,002.19	\$3,603,141.83

**Nevada County Transportation Commission
 Monthly Financial Report FY 2019/20
 JUNE**

STATE TRANSIT ASSISTANCE FUND (6357)

Cash Balance 06/01/20	\$2,451,466.98
Additions	\$260,324.99
Deductions	<u>\$514,850.00</u>
Cash Balance 06/30/20	\$2,196,941.97
 <u>Budget and Allocations</u>	
Fund Balance 6/30/19	\$2,143,242.02
Estimated STA Revenue	\$909,964.00
AMOUNT TO BE ALLOCATED	\$3,053,206.02
 Total Approved Allocations	 <u>\$642,731.00</u>
BALANCE Available for Allocation	\$2,410,475.02

DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY	BALANCE
4/15/20 20-19	Nevada County Transit/Paratransit Services	\$127,881.00	\$127,881.00	\$0.00
4/15/20 20-17	Truckee Transit/Paratransit Services	\$514,850.00	\$514,850.00	\$0.00
	TOTAL	\$642,731.00	\$642,731.00	\$0.00

**Nevada County Transportation Commission
Monthly Financial Report FY 2019/20**

JUNE

REGIONAL SURFACE TRANSPORTATION PROGRAM FUND (6492)

Cash Balance 06/01/20	\$2,265,126.51
Additions	\$7,762.29
Deductions	\$54,500.00
Cash Balance 06/30/20	\$2,218,388.80
<u>Budget and Allocations</u>	
Fund Balance 6/30/19	\$3,841,081.30
Estimated RSTP Revenue	<u>\$1,126,371.00</u>
AMOUNT TO BE ALLOCATED	\$4,967,452.30
Total Amount of Approved Allocations	<u>\$2,966,289.00</u>
BALANCE Available for Allocation	\$2,001,163.30

DATE/RESO	PROJECT	ORIGINAL ALLOCATION	PRIOR YEARS EXPENDITURES	REMAINING ALLOCATION	YTD ACTIVITY	BALANCE
3/21/18 18-12	GV 2018 Street Rehab \$260,227 reallocated to Wolf Creek Trail Reso 18-39	\$686,909.00	\$0.00	\$426,682.00	\$426,682.00	\$0.00
9/19/18 18-39	GV Wolf Creek Trail Phase 1	\$400,000.00	\$0.00	\$400,000.00	\$400,000.00	\$0.00
5/15/19 19-11	Nev Co 2019/20 Drainage & Shoulder Maintenance	\$152,484.00	\$0.00	\$152,484.00	\$152,484.00	\$0.00
5/15/19 19-11	Nev Co 2019/20 General Maintenance	\$1,189,449.00	\$0.00	\$1,189,449.00	\$1,189,449.00	\$0.00
5/15/19 19-11	Nev Co 2019/20 Shoulder Improvements Donner Pass Road	\$160,000.00	\$0.00	\$160,000.00	\$3,627.50	\$156,372.50
5/15/19 19-11	Nev Co 2019/20 Combie Road Corridor Improvements	\$583,174.00	\$0.00	\$583,174.00	\$583,174.00	\$0.00
1/29/20 20-10	NCTC SR 174/20 Intersection Anaylsis	\$20,000.00	\$0.00	\$20,000.00	\$20,000.00	\$0.00
1/29/20 20-10	NCTC SR 49 Multimodal Corridor Plan	\$34,500.00	\$0.00	\$34,500.00	\$34,500.00	\$0.00
	TOTAL	\$3,226,516.00	\$0.00	\$2,966,289.00	\$2,809,916.50	\$156,372.50

**Nevada County Transportation Commission
Monthly Financial Report FY 2020/21**

JULY

TOWN OF TRUCKEE (5805) LTF

16.54%

Cash Balance 07/01/20	\$729,739.55
Additions	\$52,862.91
Deductions	<u>\$0.00</u>
Cash Balance 07/31/20	\$782,602.46

Budget and Allocations

Fund Balance 6/30/20	\$846,314.98
Revenue Revised Findings Auditor-Controller Reso 20-21 5/20/2020	<u>\$509,294.00</u>
AMOUNT TO BE ALLOCATED	\$1,355,608.98

Total Amount of Approved Allocations	<u>\$509,294.00</u>
BALANCE Available for Allocation	\$846,314.98

DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
7/15/20 20-31	Transit/Paratransit Operations	\$509,294.00	\$0.00	\$509,294.00

Nevada County Transportation Commission
Monthly Financial Report FY 2020/21
JULY

PEDESTRIAN AND BIKE (5806) LTF

2.00%

Cash Balance 07/01/20	\$182,620.61
Additions	\$6,834.42
Deductions	<u>\$0.00</u>
Cash Balance 07/31/20	\$189,455.03

Budget and Allocations

Fund Balance 6/30/20	\$197,692.16
Revenue Revised Findings Auditor-Controller Reso 20-21 5/20/2020	<u>\$66,148.00</u>
AMOUNT TO BE ALLOCATED	\$263,840.16
Total Amount of Approved Allocations	<u>\$34,000.00</u>
BALANCE Available for Allocation	\$229,840.16

DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
7/15/20 20-30	Nevada City Boulder Street	\$34,000.00	\$0.00	\$34,000.00

Nevada County Transportation Commission
Monthly Financial Report FY 2020/21
JULY

NEVADA COUNTY (5807) LTF
67.15%

Cash Balance 07/01/20	\$2,361,817.92
Additions	\$214,163.29
Deductions	<u>\$516,896.50</u>
Cash Balance 07/31/20	\$2,059,084.71
 <u>Budget and Allocations</u>	
Fund Balance 6/30/20	\$2,834,099.51
Revenue Revised Findings Auditor-Controller Reso 20-21 5/20/2020	<u>\$2,067,586.00</u>
AMOUNT TO BE ALLOCATED	\$4,901,685.51
 Total Amount of Approved Allocations	 <u>\$2,067,586.00</u>
BALANCE Available for Allocation	\$2,834,099.51

DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
7/15/20 20-28	Transit/Paratransit Operations	\$2,067,586.00	\$516,896.50	\$1,550,689.50

Nevada County Transportation Commission
Monthly Financial Report FY 2020/21
JULY

GRASS VALLEY (5808) LTF

13.11%

Cash Balance 07/01/20	\$0.00
Additions	\$41,073.78
Deductions	<u>\$41,073.78</u>
Cash Balance 07/31/20	\$0.00

Budget and Allocations

Fund Balance 6/30/20	\$10,923.38
Revenue Revised Findings Auditor-Controller Reso 20-21 5/20/2020	<u>\$403,751.00</u>
AMOUNT TO BE ALLOCATED	\$414,674.38
Total Amount of Approved Allocations	<u>\$403,751.00</u>
BALANCE Available for Allocation	<u>\$10,923.38</u>

DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
7/15/20 20-29	Transit/Paratransit Operations	\$403,751.00	\$0.00	\$403,751.00

Nevada County Transportation Commission
Monthly Financial Report FY 2020/21
JULY

NEVADA CITY (5809) LTF

3.20%

Cash Balance 07/01/20	\$0.00
Additions	\$10,042.47
Deductions	<u>\$10,042.47</u>
Cash Balance 07/31/20	\$0.00

Budget and Allocations

Fund Balance 6/30/20	\$2,671.23
Revenue Revised Findings Auditor-Controller Reso 20-21 5/20/2020	<u>\$98,545.00</u>
AMOUNT TO BE ALLOCATED	\$101,216.23

Total Amount of Approved Allocations	<u>\$98,545.00</u>
BALANCE Available for Allocation	\$2,671.23

DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
7/15/20 20-30	Transit/Paratransit Operations	\$98,545.00	\$0.00	\$98,545.00

Nevada County Transportation Commission
Monthly Financial Report FY 2020/21
JULY

COMMUNITY TRANSIT SERVICES (5810) LTF

5.00%

Cash Balance 07/01/20	\$86,716.28
Additions	\$16,744.34
Deductions	<u>\$0.00</u>
Cash Balance 07/31/20	\$103,460.62

Budget and Allocations

Fund Balance 6/30/20	\$123,641.59
Revenue Revised Findings Auditor-Controller Reso 20-21 5/20/2020	<u>\$162,062.00</u>
AMOUNT TO BE ALLOCATED	\$285,703.59
Total Amount of Approved Allocations	<u>\$157,577.00</u>
BALANCE Available for Allocation	\$128,126.59

DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
7/15/20 20-28	Nevada County Paratransit Operations	\$130,772.00	\$0.00	\$130,772.00
7/15/20 20-31	Truckee Paratransit Operations	\$26,805.00	\$0.00	\$26,805.00
	TOTAL	\$157,577.00	\$0.00	\$157,577.00

**Nevada County Transportation Commission
 Monthly Financial Report FY 2020/21
 JULY**

**PUBLIC TRANSPORTATION MODERNIZATION, IMPROVEMENT, AND
 SERVICE ENHANCEMENT PROGRAM - TRUCKEE (6318)**

Cash Balance 07/01/20	\$81,203.09
Additions	\$0.00
Deductions	<u>\$0.00</u>
Cash Balance 07/31/20	\$81,203.09
Amount Approved for Projects	\$54,184.12
Interest Accrued*	<u>\$14,275.75</u>
Total Available	\$68,459.87

DATE/RESO	PROJECT	AMOUNT AVAILABLE FOR THE PROJECT	TTD ACTIVITY Accrual	BALANCE
9/18/13 13-32	NextBus Technology	\$149,390.30	\$95,206.18	\$54,184.12

*In order for Truckee to utilize the interest earned, a project change request will have to be submitted to the state.

Nevada County Transportation Commission
Monthly Financial Report FY 2020/21

JULY

NCTC Administration & Planning (6327)

Cash Balance 06/01/20	\$122,761.02
Additions	\$261,873.87
Deductions	<u>\$160,380.25</u>
Cash Balance 06/30/20	\$224,254.64

<u>BUDGET: Estimated Revenue & Allocations</u>	
Fund Balance 6/30/20	\$134,972
Estimated Revenue	<u>\$1,327,130</u>
AVAILABLE FOR ALLOCATION	\$1,462,102
Total of Approved Allocations	<u>\$1,327,130</u>
BALANCE AVAILABLE FOR ALLOCATION	\$134,972

W.E.	DESCRIPTION	Allocation	YTD Activity Accrual Basis	Balance	% Expended
1.1	<u>General Services</u>				
	NCTC Staff	\$177,543.09	\$9,889.71	\$167,653.38	5.57%
	Indirect	\$34,284.54	\$3,491.12	\$30,793.42	10.18%
	Consultant Human Resources	\$5,000.00	\$0.00	\$5,000.00	0.00%
1.2	<u>TDA Admin.</u>				
	NCTC Staff	\$191,339.61	\$10,321.18	\$181,018.43	5.39%
	Indirect	\$36,948.72	\$3,466.58	\$33,482.14	9.38%
	Fiscal Audit	\$44,490.00	\$0.00	\$44,490.00	0.00%
2.1	<u>Regional Transportation Plan</u>				
	NCTC Staff	\$103,506.80	\$6,134.22	\$97,372.58	5.93%
	Indirect	\$22,088.96	\$2,079.30	\$20,009.66	9.41%
	Traffic Engineering	\$25,000.00	\$0.00	\$25,000.00	0.00%
	Local Agency	\$30,000.00	\$0.00	\$30,000.00	0.00%
	Traffic Counts	\$10,000.00	\$0.00	\$10,000.00	0.00%
2.1.2	<u>RTP Implementation VMT Thresholds</u>				
	NCTC Staff	\$3,478.49	\$0.00	\$3,478.49	0.00%
	Consultant	\$23,416.70	\$0.00	\$23,416.70	0.00%
2.1.5	<u>Regional Traffic Model Update</u>				
	NCTC Staff	\$7,402.78	\$821.39	\$6,581.39	11.10%
	Consultant	\$54,565.54	\$0.00	\$54,565.54	0.00%
2.2	<u>Transportation Improvement Program</u>				
	NCTC Staff	\$57,406.15	\$3,611.80	\$53,794.35	6.29%
	Indirect	\$11,085.44	\$1,159.85	\$9,925.59	10.46%
2.2.2	<u>GV SR 174-20 Intersection Analysis</u>				
	NCTC Staff	\$0.00	\$0.00	\$0.00	0.00%
	Consultant	\$0.00	\$0.00	\$0.00	0.00%
2.2.3	<u>Nevada City SR 49 Multimodal Corridor Plan</u>				
	NCTC Staff	\$0.00	\$124.68	(\$124.68)	0.00%
	Consultant	\$0.00	\$0.00	\$0.00	0.00%
2.3	<u>Transit & Paratransit Programs</u>				
	NCTC Staff	\$49,786.19	\$2,592.03	\$47,194.16	5.21%
	Indirect	\$14,347.48	\$1,247.15	\$13,100.33	8.69%
2.3.1	<u>Western Nevada County Transit Development Plan</u>				
	NCTC Staff	\$13,044.53	\$454.77	\$12,589.76	3.49%
	Consultant	\$65,568.59	\$0.00	\$65,568.59	0.00%
2.3.2	<u>NevCo Coordinated Public Transit-Human Services Plan Update</u>				
	NCTC Staff	\$11,467.95	\$939.70	\$10,528.25	8.19%
	Consultant	\$48,006.06	\$0.00	\$48,006.06	0.00%
2.4	<u>Coordination of Regional Planning</u>				
	NCTC Staff	\$58,286.77	\$3,439.00	\$54,847.77	5.90%
	Indirect	\$19,835.87	\$1,216.19	\$18,619.68	6.13%
	Rural Counties Task Force	\$2,000.00	\$1,000.00	\$1,000.00	50.00%
2.4.2	<u>Airport Land Use Commission Planning & Reviews</u>				
	NCTC Staff	\$9,277.84	\$681.54	\$8,596.30	7.35%
	ALUC Reviews	\$15,000.00	\$0.00	\$15,000.00	0.00%
2.4.3	<u>READY Nevada County</u>				
	NCTC Staff	\$35,155.80	\$0.00		
	Consultant	\$120,000.00	\$0.00		
	Contingency	\$27,795.81	\$0.00	\$27,795.81	0.00%
	TOTAL ALL WORK ELEMENTS	\$1,327,129.71	\$52,670.21	\$1,119,303.70	3.97%

Note: Totals may not equal addition of amounts in columns due to rounding.

**Nevada County Transportation Commission
Monthly Financial Report FY 2020/21**

JULY

REGIONAL TRANSPORTATION MITIGATION FEE FUND (6328)

Cash Balance 07/01/20	\$1,048,593.57
Additions	\$108,742.95
Deductions	\$0.00
Cash Balance 07/31/20	\$1,157,336.52

**RTMF REVENUES, INTEREST, AND EXPENDITURES
2000/01 - 2020/21**

JURISDICTION	COLLECTED/EXPENDED 2000/01 - 2019/20	COLLECTED/EXPENDED 2020/21	TOTAL COLLECTED/EXPENDED
Grass Valley	\$2,261,616.18	\$0.00	\$2,261,616.18
Nevada City	\$147,606.11	\$0.00	\$147,606.11
Nevada County	\$4,531,372.80	\$0.00	\$4,531,372.80
Total	\$6,940,595.09	\$0.00	\$6,940,595.09
Interest	\$196,640.32	\$0.00	\$196,640.32
Expenditures	\$5,959,939.98	\$0.00	\$5,959,939.98
TOTAL	\$1,177,295.44	\$0.00	\$1,177,295.44

RTMF ALLOCATIONS

DATE/RESO	PROJECT	ORIGINAL ALLOCATION	PRIOR YEARS EXPENDITURES	REMAINING ALLOCATION AS OF 7/1/20	EXPENDED YTD Accrual Basis	BALANCE
5/15/19 Reso 19-20	NCTC RTMF Administration	\$5,000.00	\$0.00	\$5,000.00	\$0.00	\$5,000.00
7/19/17 Reso 17-28	Grass Valley Dorsey Drive Interchange	\$4,386,462.84	\$1,260,261.54	\$3,126,201.30	\$0.00	\$3,126,201.30
7/19/17 Reso 17-29	Grass Valley East Main Street/Bennett Street	\$1,500,000.00	\$1,026,057.28	\$473,942.72	\$0.00	\$473,942.72
TOTAL		\$5,891,462.84	\$2,286,318.82	\$3,605,144.02	\$0.00	\$3,605,144.02

**Nevada County Transportation Commission
 Monthly Financial Report FY 2020/21
 JULY**

STATE TRANSIT ASSISTANCE FUND (6357)

Cash Balance 07/01/20	\$2,196,941.97
Additions	\$0.00
Deductions	<u>\$0.00</u>
Cash Balance 07/31/20	\$2,196,941.97
 <u>Budget and Allocations</u>	
Fund Balance 6/30/20	\$2,214,761.30
Estimated STA Revenue	\$909,964.00
AMOUNT TO BE ALLOCATED	\$3,124,725.30
 Total Approved Allocations	 <u>\$1,453,712.00</u>
BALANCE Available for Allocation	\$1,671,013.30

DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
7/15/20 20-28	Nevada County Transit/Paratransit Services	\$1,000,005.00	\$0.00	\$1,000,005.00
7/15/20 20-31	Truckee Transit/Paratransit Services	\$453,707.00	\$0.00	\$453,707.00
	TOTAL	\$1,453,712.00	\$0.00	\$1,453,712.00

**Nevada County Transportation Commission
Monthly Financial Report FY 2020/21**

JULY

REGIONAL SURFACE TRANSPORTATION PROGRAM FUND (6492)

Cash Balance 07/01/20	\$2,218,388.80
Additions	\$0.00
Deductions	<u>\$0.00</u>
Cash Balance 07/31/20	\$2,218,388.80
<u>Budget and Allocations</u>	
Fund Balance 6/30/20	\$2,214,761.30
Estimated RSTP Revenue	<u>\$0.00</u>
AMOUNT TO BE ALLOCATED	\$2,214,761.30
Total Amount of Approved Allocations	<u>\$1,277,675.50</u>
BALANCE Available for Allocation	<u>\$937,085.80</u>

DATE/RESO	PROJECT	ORIGINAL ALLOCATION	PRIOR YEARS EXPENDITURES	REMAINING ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
7/15/20 20-33	GV 2019/20 Annual Street Rehab	\$240,000.00	\$0.00	\$240,000.00	\$0.00	\$240,000.00
7/15/20 20-33	GV 2020/21 Annual Street Rehab	\$150,000.00	\$0.00	\$150,000.00	\$0.00	\$150,000.00
7/15/20 20-34	Nev City Boulder Street Improvements	\$86,000.00	\$0.00	\$86,000.00	\$0.00	\$86,000.00
5/15/19 19-11	Nev Co 2019/20 Shoulder Improvements Donner Pass Road	\$160,000.00	\$3,627.50	\$156,372.50	\$0.00	\$156,372.50
7/15/20 20-32	Nev Co 2020/21 General Maintenance	\$645,303.00	\$0.00	\$645,303.00	\$0.00	\$645,303.00
	TOTAL	\$1,281,303.00	\$3,627.50	\$1,277,675.50	\$0.00	\$1,277,675.50

JAN ARBUCKLE – Grass Valley City Council
ANDREW BURTON – Member-At-Large, Chair
CAROLYN WALLACE DEE – Town of Truckee
ANN GUERRA – Member-At-Large
SUSAN HOEK – Nevada County Board of Supervisors, Vice Chair
ED SCOFIELD – Nevada County Board of Supervisors
DUANE STRAWSER – Nevada City City Council



DANIEL LANDON, Executive Director
MICHAEL WOODMAN, Deputy Executive Director

Grass Valley • Nevada City

Nevada County • Truckee

MINUTES OF NCTC MEETING July 15, 2020

An online meeting of the Nevada County Transportation Commission (NCTC) was held via teleconference, in light of COVID-19 restrictions on public gatherings, on Wednesday, July 15, 2020. The meeting was held via Zoom. Notice of the meeting was posted 72 hours in advance. The meeting was scheduled for 9:30 a.m.

Members Present: Jan Arbuckle
Andy Burton
Carolyn Wallace Dee
Ann Guerra
Susan Hoek
Ed Scofield
*Duane Strawser

Staff Present: Dan Landon, Executive Director
Mike Woodman, Deputy Executive Director
Kena Sannar, Transportation Planner
Dale Sayles, Administrative Services Officer
Carol Lynn, Administrative Assistant

Standing Orders: Chair Burton convened the Nevada County Transportation Commission meeting at 9:30 a.m.

Pledge of Allegiance
Roll Call

PUBLIC COMMENT: Bethany Celio, a Grass Valley resident, lives in the Sherwood Forest area, a neighborhood on Auburn Road, just outside of downtown Grass Valley. She said she likes to bike to downtown, but it is not safe on that stretch of Auburn Road. She asked how to go about advocating for a bike lane or a wider shoulder.

Executive Director Dan Landon said the Transportation Commission does not authorize construction of those kinds of projects, although it does provide funding for them. He said Nevada County Public Works is the agency that would do such a project on that stretch of road, although they do not currently have an upcoming project scheduled. He said the Commission will be looking for grant opportunities that might hasten the funding of such a project, and he encouraged Ms. Celio to continue to reach out to NCTC staff and Nevada County Public Works as to how soon and what might be done to facilitate this project. Ms. Celio suggested circulating a petition to determine how many people use the road on their bikes. Mr. Landon concurred that a petition would be a good way to build support for the idea and

suggested that she could bring a petition to the next Commission meeting.

Chair Burton suggested Ms. Celio speak with Commissioner Strawser, who would be able to connect her with bike groups and others who have advocated for bike paths and trails and can get her going in the right direction. Commissioner Scofield suggested also speaking with Supervisor Dan Miller who represents the Sherwood Forest area.

CONSENT ITEMS

1. Financial Reports
April and May 2020
2. NCTC Minutes
May 20, 2020 NCTC Meeting Minutes
June 24, 2020 NCTC Meeting Minutes
3. Allocation Request from Nevada County
Resolution 20-28
4. Allocation Request from the City of Grass Valley
Resolution 20-29
5. Allocation Request from the City of Nevada City
Resolution 20-30
6. Allocation Request from the Town of Truckee
Resolution 20-31
7. Allocation Request from County of Nevada for Regional Surface Transportation Program Funds for FY 2020/21 Projects
Resolution 20-32
8. Allocation Request from Grass Valley for Regional Surface Transportation Program Funds for FY 2020/21 Projects
Resolution 20-33
9. Allocation Request from Nevada City for Regional Surface Transportation Program Funds for FY 2020/21 Projects
Resolution 20-34
10. Amendment 5 to Professional Services Agreement for Airport Land Use Planning Services with Mead & Hunt, Inc.
Resolution 20-35
11. Amendment 6 to Professional Services Agreement for General Counsel Services with Sloan Sakai Yeung & Wong LLP, A Professional Corporation
Resolution 20-36

12. Grass Valley, Nevada City, Town of Truckee, and Nevada County Subrecipient Agreements for FY 2020/21
Resolution 20-37

ACTION: Approved Consent Items by roll call vote
MOTION: Arbuckle / **SECOND:** Hoek
AYES: Arbuckle, Burton, Dee, Guerra, Hoek, Scofield
NOES: None
ABSENT: Strawser

INFORMATIONAL ITEMS

6. Correspondence
- A. Betty T. Yee, California State Controller, Fiscal Year 2019-20 Third Quarter State Transit Assistance Allocation, File 1370.0, 6/3/2020.
- B. Betty T. Yee, California State Controller, Fiscal Year 2019-20 State of Good Repair Program Third Allocation, File 370.2.1, 6/1/2020.

There were no comments on the Correspondence.

7. Executive Director's Report

- NCTC 2020 Annual Salary Cost of Living Adjustment

Executive Director Landon reported that in accordance with the Commission's policy, as of July 1, the salaries of the Commission staff have been increased by 2.17 percent, which is an average of the cost of living increase provided by the local labor market to the journey level planner.

8. Project Status Reports

- A. Caltrans Project Report

Executive Director Dan Landon reviewed the July Caltrans Project Status Report provided by Caltrans District 3 Project Manager Sam Vandell. He reported that the Smartsville project Near Lake Wildwood from 0.4 mile east of McGanney Lane to Mooney Flat Road has been completed, and that some costs and target completion dates of some of the projects have changed. There will be radar speed feedback signs installed at various locations in the SR 49 corridor, and also some culvert rehabilitation in that corridor. There are cost updates for the Wolf/Combie acceleration lanes, and for the two-way left turn lane at Round Valley.

ACTION: None – Information only.

**At this point, Commissioner Strawser joined the meeting.*


CLOSED SESSION

16. Closed Session: Pursuant to Government Code Section 54947, Public Employee Performance Evaluation of the Executive Director, Daniel B. Landon.

There was no reportable action during the Closed Session.

COMMISSION ANNOUNCEMENTS: There were no commission announcements.

SCHEDULE FOR NEXT MEETING: The next regularly scheduled meeting of the NCTC will be September 16, 2020 via Zoom Webinar.

Respectfully submitted by: 

Carol Lynn, Administrative Assistant

Approved on: _____

By: _____
Andrew Burton, Chair
Nevada County Transportation Commission

JAN ARBUCKLE – Grass Valley City Council
ANDREW BURTON – Member-At-Large, Chair
CAROLYN WALLACE DEE – Town of Truckee
ANN GUERRA – Member-At-Large
SUSAN HOEK – Nevada County Board of Supervisors, Vice Chair
ED SCOFIELD – Nevada County Board of Supervisors
DUANE STRAWSER – Nevada City City Council



DANIEL LANDON, Executive Director
MICHAEL WOODMAN, Deputy Executive Director

Grass Valley • Nevada City

Nevada County • Truckee

File: 740.4

MEMORANDUM

TO: Nevada County Transportation Commission
FROM: Daniel B. Landon, Executive Director *Daniel B Landon*
SUBJECT: Title VI Program and Language Assistance Plan, Resolution 20-38
DATE: October 7, 2020

RECOMMENDATION: Adopt Resolution 20-38 updating the Nevada County Transportation Commission Title VI Program and Language Assistance Plan (LAP).

BACKGROUND: Title VI is a Federal Statute that provides that no person shall, on grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. Title VI allows persons alleging discrimination by recipients of Federal Funds to file administrative complaints with Federal agencies that provide financial assistance.

The Title VI Program and Language Assistance Plan demonstrates how the recipient is complying with Title VI requirements. As a subrecipient, Nevada County Transportation Commission (NCTC) must submit a Title VI Program update every three years to the primary recipient, the California Department of Transportation (Caltrans), from whom NCTC receives funding. Caltrans includes this document in their Title VI Program submission to the Federal Transit Administration (FTA).

- How many Limited English Proficiency (LEP) persons were encountered annually? - None
- Were the needs of these LEP persons met? - Not Applicable
- What is the current LEP population in NCTC’s service area? - 2,090
- Is a change needed in the types of language translation services provided? - No
- Is there still a need for continued language assistance for previously identified NCTC programs? - Yes
- Are there other programs that should be included? - No
- Have NCTC’s available resources, such as technology, staff, and financial costs changed? - No
- Has NCTC fulfilled the goals of the LAP? - Yes
- Were any complaints received? - No

attachment

**RESOLUTION 20-38
OF THE
NEVADA COUNTY TRANSPORTATION COMMISSION**

**APPROVAL OF THE UPDATE OF THE NEVADA COUNTY TRANSPORTATION
COMMISSION (NCTC) TITLE VI PROGRAM AND LANGUAGE ASSISTANCE PLAN**

WHEREAS, the Nevada County Transportation Commission (NCTC), in its official capacity as the designated Regional Transportation Planning Agency, hereafter referred to as the RTPA, is responsible to comply with Title VI of the Civil Rights Act of 1964, including provisions detailed in the U.S. Department of Transportation’s FTA Circular 4702.1B “Title VI Requirement and Guidelines for Federal Transit Administration Recipients,” and

WHEREAS, NCTC wishes to authorize approval of the Title VI Program to comply with the necessary provisions of the Civil Rights Act, and

WHEREAS, NCTC, as a subrecipient of Federal funds, must submit a Title VI Program update every three years to the primary recipient, the California Department of Transportation (Caltrans), from whom NCTC receives funding.

NOW, THEREFORE, BE IT RESOLVED, that NCTC approves the update of the Nevada County Transportation Commission Title VI Program and Language Assistance Plan.

BE IT FURTHER RESOLVED, that the Executive Director of NCTC is authorized to implement components of the Title VI Program in order to meet federal requirements and to implement the policies that may be necessary to comply with subsequent revisions for interpretations of the Civil Rights Act.

PASSED AND ADOPTED by the Nevada County Transportation Commission on October 7, 2020 by the following vote:

Ayes:

Noes:

Absent:

Abstain:

Andrew Burton, Chair
Nevada County Transportation Commission

Attest: _____
Dale D. Sayles
Administrative Services Officer

Nevada County Transportation Commission
Title VI Program
and Language Assistance Plan

Adopted on October 7, 2020

Table of Contents

NCTC Title VI Program.....	1
Appendix 1: Title VI Notice to Beneficiaries	4
Appendix 2: Title VI Complaint Procedures	5
Appendix 3: Title VI Complaint Form.....	6
Appendix 4: List of Title VI Investigations, Complaints, and Lawsuits.....	8
Appendix 5: Public Participation Plan	9
Appendix 6: Table Depicting Minority Representation on Committees and Councils	10
Appendix 7: Employee Education Form.....	12
Appendix 8: Acknowledgement of Receipt of Title VI Plan	13
Appendix 9: Letter Acknowledging Receipt of Title VI Complaint	14
Appendix 10: Letter of Finding (Notifying Complainant that Complaint is Substantiated)	15
Appendix 11: Closure Letter (Notifying Complainant that the Complaint is Not Substantiated).....	16
NCTC Language Assistance Plan.....	17

NCTC Title VI Program

Plan Statement:

The following program was developed to guide the Nevada County Transportation Commission (NCTC) in its administration and management of Title VI-related activities, and details how NCTC meets the requirements as set forth in FTA Circular 4702.1B.

Section 601 under Title VI of the Civil Rights Act of 1964 states the following:

“No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

Policy:

NCTC is committed to ensuring that no person on the basis of race, color, or national origin will be excluded from participation or subjected to discrimination with regard to the transportation planning and programming activities conducted by NCTC’s employees, affiliates, and contractors.

Governing Board:

The governing board for NCTC is made up of seven members. Four members are appointed by the Nevada County Board of Supervisors and three are appointed by the incorporated municipalities in the county. The Board of Supervisors appoints two members from the Board, and two County at-large representatives. The municipalities appoint three city/town council members, one each from Nevada City, Grass Valley, and the Town of Truckee.

General Reporting Requirements:

Chapter III of FTA Circular 4702.1B addresses the general reporting requirements for recipients and sub-recipients of Federal Transit Administration (FTA) funding to ensure that their activities comply with Department of Transportation (DOT) Title VI regulations. Below are summaries of each requirement and how NCTC’s Title VI Program fulfills that requirement.

1. REQUIREMENT TO PROVIDE TITLE VI ASSURANCES

In accordance with 49 CFR Section 21.7(a), every application for financial assistance from FTA must be accompanied by an assurance that the applicant will carry out the program in compliance with DOT’s Title VI regulations. This requirement shall be fulfilled when the applicant/recipient submits its annual certifications and assurances to FTA.

NCTC annually submits its Certifications and Assurances to the California Department of Transportation.

2. REQUIREMENT TO PREPARE AND SUBMIT A TITLE VI PROGRAM

Sub-recipients shall submit Title VI Programs to the primary recipient from whom they receive funding in order to assist the primary recipient in its compliance efforts.

NCTC has approved the Title VI Program by resolution and submitted it to the California Department of Transportation. The effective date will be the date of the resolution, September 16, 2020.

3. REQUIREMENT TO NOTIFY BENEFICIARIES OF PROTECTION UNDER TITLE VI

The Title VI Program shall include recipient's Title VI notice to the public that indicates the recipient complies with Title VI, informs members of the public of the protections against discrimination afforded to them by Title VI, and includes a list of locations where the notice is posted.

NCTC has developed a public Title VI Notice to Beneficiaries following the guidelines of Circular FTA C 4702.1B, Appendix B. A copy of the notice is found in Appendix 1 of this Title VI Program.

4. REQUIREMENT TO HAVE TITLE VI COMPLAINT PROCEDURES AND A COMPLAINT FORM

All recipients shall develop procedures for investigating and tracking Title VI complaints filed against them and make their procedures for filing a complaint available to members of the public. Recipients must also develop a Title VI complaint form, and the form and procedure for filing a complaint shall be available on the recipient's website.

NCTC has developed a Title VI complaint procedure and form. In this Title VI Program, Appendix 2 outlines NCTC's Title VI Complaint Procedures, and Appendix 3 is a copy of NCTC's Title VI Complaint form.

The complaint procedures and form are available in English on NCTC's website, www.nctc.ca.gov. Individuals who do not have access to the internet may request that NCTC mail them a paper copy of the procedures and form.

5. REQUIREMENT TO RECORD AND REPORT TRANSPORTATION-RELATED TITLE VI INVESTIGATIONS, COMPLAINTS, AND LAWSUITS

In order to comply with the reporting requirements of 49 CFR Section 21.9(b), FTA requires all recipients to prepare and maintain a list of any of the following that allege discrimination on the basis of race, color, or national origin: active investigations conducted by entities other than FTA; lawsuits; and complaints naming the recipient. This list shall include the date that the investigation, lawsuit, or complaint was filed; a summary of the allegation(s); the status of the investigation, lawsuit, or complaint; and actions taken by the recipient in response, or final findings related to the investigation, lawsuit, or complaint.

NCTC will maintain a list of all investigations, lawsuits and complaints naming NCTC according to the guidelines of Circular FTA C 4702.1B, Appendix E. A copy of this list is provided in Appendix 4 of this Title VI Program. In addition, NCTC will maintain permanent records of all related documents. NCTC has not received any Title VI complaints of discrimination and therefore does not have any investigations or lawsuits to report; however, the processes are in place in the event that complaints are made.

6. REQUIREMENT TO PROMOTE INCLUSIVE PUBLIC PARTICIPATION

The content and considerations of Title VI, the Executive Order on Limited English Proficiency (LEP), and the DOT LEP Guidance shall be integrated into each recipient's established public participation plan or process (i.e., the document that explicitly describes the proactive strategies, procedures, and desired outcomes that underpin the recipient's public participation activities).

NCTC's Public Participation Policy is shown in Appendix 5 of this Title VI Program. NCTC ensures that minority and LEP populations, as with all members of the public, will be empowered to participate in decisions involved with NCTC's transportation planning and programming activities.

7. REQUIREMENT TO PROVIDE MEANINGFUL ACCESS TO LEP PERSONS

Consistent with Title VI of the Civil Rights Act of 1964, DOT's implementing regulations, and Executive Order 13166, "Improving Access to Services for Persons with Limited English Proficiency" (65 FR 50121, Aug. 11, 2000), recipients shall take reasonable steps to ensure meaningful access to benefits, services, information, and other important portions of their programs and activities for individuals who are limited-English proficient (LEP).

Please see NCTC Language Assistance Plan attached to this Title VI Program. NCTC's Four Factor Analysis and Action Plan are contained therein.

8. MINORITY REPRESENTATION ON PLANNING AND ADVISORY BODIES

Title 49 CFR Section 21.5(b)(1)(vii) states that a recipient may not, on the grounds of race, color, or national origin, "deny a person the opportunity to participate as a member of a planning, advisory, or similar body which is an integral part of the program." Recipients that have transportation-related, non-elected planning boards, advisory councils or committees, or similar committees, the membership of which is selected by the recipient, must provide a table depicting the racial breakdown of the membership of those committees, and a description of efforts made to encourage the participation of minorities on such committees.

Appendix 6 shows NCTC's Table Depicting Minority Representation on Committees and Councils Selected by NCTC.

9. REQUIREMENT TO PROVIDE ADDITIONAL INFORMATION UPON REQUEST

FTA may request, at its discretion, information other than that required by this Circular from a recipient in order for FTA to investigate complaints of discrimination or to resolve concerns about possible noncompliance with DOT's Title VI regulations.

NCTC will fully cooperate with any FTA investigation of discrimination complaints to the extent required by Title VI regulations.

Appendix 1: Title VI Notice to Beneficiaries

The Nevada County Transportation Commission (NCTC) operates its programs and services without regard to race, color and national origin in accordance with Title VI of the Civil Rights Act. Any person who believes she or he has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with NCTC.

For more information on NCTC's Civil Rights Program and the procedures to file a complaint, contact (530) 265-3202; go online at www.nctc.ca.gov; or visit our administrative office at 101 Providence Mine Road, Suite 102, Nevada City, CA 95959.

A complainant may file a complaint directly with the Federal Transit Administration by filing a complaint with the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.

This notice is posted in the NCTC office, 101 Providence Mine Road, Suite 102, Nevada City, CA and on the NCTC website: www.nctc.ca.gov.

Appendix 2: Title VI Complaint Procedures

Any person who believes she or he has been discriminated against on the basis of race, color, or national origin by the Nevada County Transportation Commission (hereinafter referred to as "NCTC") may file a Title VI complaint by completing and submitting the agency's Title VI Complaint Form. NCTC investigates complaints received no more than 180 days after the alleged incident. NCTC will process complaints that are complete.

Complaints must be in writing and signed by the complainant on the form provided. Complaints must include the complainant's name, address, and phone number and be detailed to specify all issues and circumstances of the alleged discrimination. Allegations must be based on issues involving race, color or national origin. Title VI Complaints of Discrimination may be filed with:

Nevada County Transportation Commission
Attn: Title VI Coordinator
101 Providence Mine Road, Suite 102
Nevada City, CA 95959

Once the complaint is received, NCTC will review it to determine if its office has jurisdiction. The complainant will receive an acknowledgement letter informing her/him whether the complaint will be investigated by NCTC.

NCTC has 30 days to investigate the complaint. If more information is needed to resolve the case, NCTC may contact the complainant. The complainant has 15 business days from the date of the letter to send requested information to NCTC. If NCTC is not contacted by the complainant or does not receive the additional information within 15 business days, NCTC can administratively close the case. A case can be administratively closed also if the complainant no longer wishes to pursue their case.

After NCTC reviews the complaint, it will issue one of two letters to the complainant: a closure letter or a Letter of Finding (LOF). A closure letter summarizes the allegations and states that there was not a Title VI violation and that the case will be closed. An LOF summarizes the allegations and the interviews regarding the alleged incident and explains whether any disciplinary action, additional training of the staff member, or other action will occur. If the complainant wishes to appeal the decision, she/he has 30 days after the date of the letter or the LOF to do so.

A person may also file a complaint directly with the Federal Transit Administration, at FTA Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Avenue SE, Washington, DC 20590.

Appendix 3: Title VI Complaint Form

Section 601, under Title VI of the Civil Rights Act of 1964, states that "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." **If you feel you have been discriminated against, please provide the following information in order to assist NCTC in processing your complaint.**

SECTION 1 (Please print clearly):

Name: _____
Address: _____
City, State, Zip Code: _____
Telephone Number: _____ (Home) _____ (Work)
Accessible format requirements? ____ (Large print) ____ (Audiotape) ____ (TDD) ____ (Other)

SECTION 2

Are you filing this complaint on your own behalf? ____ (Yes) ____ (No)

If you answered yes to this question, go to Section 3.

If not, please supply the name and relationship of the person for whom you are complaining:

Name: _____ Relationship: _____

Please explain why you have filed for a third party: _____

Please confirm that you have obtained the permission of the aggrieved party if you are filing on behalf of the third party. ____ (Yes) ____ (No)

SECTION 3

I believe the discrimination I experienced was based on (check all that apply):

_____ Race _____ Color _____ National Origin

Date and Place of Occurrence: _____

Name(s) and Title(s) of the person(s) who I believe discriminated against me:

The action or decision which caused me to believe I was discriminated against is as follows:
(Please include a description of what happened and how your benefits were denied, delayed or affected):

Please list any and all witnesses' names and phone numbers:

What type of corrective action would you like to see taken?

SECTION 4

Have you previously filed a Title VI complaint with this agency? _____(Yes) _____(No)

SECTION 5

Have you filed this complaint with any other Federal, State, or local agency, or with any Federal or State Court? _____(Yes) _____(No)

If yes, check all that apply:

Federal Agency____ Federal Court____ State Agency____ State Court ____ Local Agency____

Please provide information about a contact person at the agency/court where the complaint was filed.

Name:_____ Title:_____

Agency:_____

Address:_____

Telephone Number:_____

You may attach any written materials or other information that you think is relevant to your complaint.

I believe the above information is true and correct to the best of my knowledge.

Signature and date required below:

Signature

Printed Name

Date

Please submit this form in person at the address below or mail this form to:

Nevada County Transportation Commission
Title VI Coordinator
101 Providence Mine Road, Suite 102
Nevada City, CA 95959

Appendix 4: List of Transit-Related Title VI Investigations, Complaints, and Lawsuits

Per FTA Circular 4702.1B, “all recipients are required to prepare and maintain a list of any of the following that allege discrimination on the basis of race, color, or national origin”:

- Active investigations conducted by FTA and entities other than FTA
- Lawsuits
- Complaints naming the recipient

Thus far, NCTC has not received Title VI Investigations, Complaints or Lawsuits. Below is the list that will be used for tracking these incidents:

Investigations, Lawsuits and Complaints

	Date (Month, Day, Year)	Summary (Include basis of complaint: race, color, or national origin)	Status	Action(s) Taken
Investigations				
1.	N/A			
2.	N/A			
Lawsuits				
1.	N/A			
2.	N/A			
Complaints				
1.	N/A			
2.	N/A			

Appendix 5: Public Participation Plan

Public involvement is a major component of the transportation planning and programming processes. NCTC makes a concerted effort to solicit public input from all Nevada County residents, including under-represented groups, in many aspects of transportation planning within Nevada County. Specific examples are listed below:

- ◆ NCTC has a Facebook page, and maintains an ADA Accessible website (www.nctc.ca.gov), in an effort to keep the public informed of transportation planning and programming efforts underway in Nevada County.
- ◆ Copies of the Draft RTP are made available for review at the main public libraries in western and eastern Nevada County, as well as on the NCTC website.
- ◆ Press releases are sent to the media establishments in western and eastern Nevada County notifying them the Draft RTP is available for review and comment and noting some key findings.
- ◆ Public hearings are held and noticed in the main newspapers in western and eastern Nevada County prior to adoption of the RTP and RTIP.
- ◆ Each year, public notifications are sent out to encourage participation in transportation planning processes, such as the annual unmet transit needs public hearing held by the Transit Services Commission (TSC) and numerous public workshops relating to the transportation projects and planning activities of NCTC.
- ◆ Citizens are encouraged to attend and speak at NCTC meetings on any matter included for discussion on the agenda at that meeting.

Appendix 6: Table Depicting Minority Representation on Committees and Councils Selected by NCTC

This is a required table depicting racial breakdown of transit-related, non-elected planning boards, advisory council's or committees. This page also has a description of efforts made to encourage minority participation.

SOCIAL SERVICE TRANSPORTATION ADVISORY COUNCIL

Body	Caucasian	Hawaiian/ Pacific Islander	African American	Asian American	Native American	Other
Population	95%	0.4%	0.8%	2.0%	2.3%	
SSTAC	9					
Language Group	English	Spanish	Asian Pacific	Indo / European	Other	
	93.4%	4.0%	0.7%	1.8%	0.12%	
SSTAC	9					

NCTC has welcomed all who are interested in serving on the Social Services Transportation Advisory Council (SSTAC) who meet the mandates of the Transportation Development Act (TDA). NCTC has appointed all members seeking to participate and will continue to do so. If a time comes when the size of the council becomes ineffective, Title VI policies will be honored. Outreach efforts are focused on the primary intent of the SSTAC, which is to meet the mandates of the TDA.

Per section 99238 of the Transportation Development Act, each transportation planning agency shall provide for the establishment of a social services transportation advisory council for each county or counties operating under a joint powers agreement, which is not subject to the apportionment restriction established in Section 99232.

As described in subdivision (a): The Social Services Transportation Advisory Council shall consist of the following members:

- One representative of potential transit users who is 60 years of age or older.
- One representative of potential transit users who is disabled.
- Two representatives of the local social service providers for seniors, including one representative of a social service transportation provider if one exists.

- Two representatives of local social service providers for the disabled, including one representative of a social service transportation provider, if one exists.
- One representative of a local social service provider for persons of limited means.
- Two representatives from the local consolidated transportation service agency, designated pursuant to subdivision (a) of Section 15975 of the Government Code, if one exists, including one representative from an operator, if one exists.

The transportation planning agency may appoint additional members to attain geographic and minority representation among council members. Therefore, NCTC has appointed a representative of transit users in western Nevada County and a representative of the Hispanic community in the Truckee area.

Appendix 7: Employee Education Form

Title VI Policy

No person shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.

All employees of NCTC and its affiliates are expected to consider, respect, and observe this policy. Citizen questions or complaints shall be directed to NCTC Title VI Coordinator.

Appendix 8: Acknowledgement of Receipt of Title VI Plan

I hereby acknowledge receipt of NCTC's Title VI Plan. I have read the plan and am committed to ensuring that no person is excluded from participation in, or denied the benefits or services delivered by the NCTC on the basis of race, color, or national origin, as protected by Title VI.

Your signature

Print your name

Date

Appendix 9: Letter Acknowledging Receipt of Title VI Complaint

Today's Date

Ms. Jane Doe
1234 Main St.
Nevada City, CA 95959

Dear Ms. Doe:

This letter is to acknowledge receipt of your complaint against the Nevada County Transportation Commission (NCTC) alleging _____.

An investigation will begin shortly. If you have additional information you wish to convey or questions concerning this matter, please feel free to contact this office by telephoning (530) 265-3202, or write to:

Nevada County Transportation Commission
Attn: Title VI Coordinator
101 Providence Mine Road, Suite 102
Nevada City, CA 95959

Sincerely,

NCTC Title VI Coordinator

Appendix 10: Letter of Finding (Notifying Complainant that Complaint Is Substantiated)

Today's Date

Ms. Jane Doe
1234 Main St.
Nevada City, CA 95959

Dear Ms. Doe:

The matter referenced in your letter of _____ (date) against the Nevada County Transportation Commission (NCTC) alleging a Title VI violation has been investigated.

(An/Several) apparent violation(s) of Title VI of the Civil Rights Act of 1964, including those mentioned in your letter (was/were) identified. Efforts are underway to correct these deficiencies.

Thank you for calling this important matter to our attention. Your input was helpful during our review of this matter. ***(If a hearing is requested, the following sentence may be appropriate.)*** You may be hearing from this office, or from Federal authorities, if your services should be needed during the administrative hearing process.

Sincerely,

NCTC Title VI Coordinator

Appendix 11: Closure Letter (Notifying Complainant that the Complaint Is Not Substantiated)

Today's Date

Ms. Jane Doe
1234 Main St.
Nevada City, CA 95959

Dear Ms. Doe:

The matter referenced in your complaint of _____ (date) against the Nevada County Transportation Commission (NCTC), alleging _____ has been investigated.

The results of the investigation did not indicate that the provisions of Title VI of the Civil Rights Act of 1964, have in fact been violated. As you know, Title VI prohibits discrimination based on race, color, or national origin in any program receiving Federal financial assistance.

NCTC has analyzed the materials and facts pertaining to your case for evidence of NCTC's failure to comply with any of the civil rights laws. There was no evidence found that any of these laws have been violated.

I therefore advise you that your complaint has not been substantiated, and that I am closing this matter in our files.

You have the right to appeal this decision within thirty calendar days of receipt of this final written decision from NCTC.

Thank you for taking the time to contact us. If I can be of assistance to you in the future, do not hesitate to contact me.

Sincerely,

NCTC Title VI Coordinator

NCTC Language Assistance Plan

Background

The purpose of this Language Assistance Plan is to clarify the responsibilities of NCTC, as a recipient of federal financial assistance from the U.S. Department of Transportation (DOT), to persons with Limited English Proficiency (LEP), pursuant to Title VI of the Civil Rights Act of 1964 and implementing regulations. It was prepared in accordance with Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000d, et seq., and its implementing regulations provide that no person shall be subjected to discrimination on the basis of race, color, or national origin under any program or activity that receives federal financial assistance.

Executive Order 13166

Executive Order 13166 "Improving Access to Services for Persons With Limited English Proficiency," reprinted at 65 FR 50121 (August 11, 2000), directs each Federal agency that is subject to the requirements of Title VI to publish guidance for its respective recipients clarifying that obligation. Executive Order 13166 further directs that all such guidance documents be consistent with the compliance standards and framework detailed in the Department of Justice's (DOJ's) Policy Guidance entitled "Enforcement of Title VI of the Civil Rights Act of 1964--National Origin Discrimination Against Persons With Limited English Proficiency." (See 65 FR 50123, August 16, 2000 DOJ's General LEP Guidance.) Different treatment based upon a person's inability to speak, read, write, or understand English may be a type of national origin discrimination.

Executive Order 13166 applies to all federal agencies and all programs and operations of entities that receive funding from the federal government, including state agencies, local agencies and governments (such as NCTC), private and non-profit entities, and sub-recipients.

Plan Summary

NCTC has developed this Language Assistance Plan (LAP) to help identify reasonable steps to provide language assistance for LEP persons who seek meaningful access to NCTC services as required by Executive Order 13166. As defined by this order, a person with Limited English Proficiency is one who does not speak English as their primary language and who has a limited ability to read, write, speak, or understand English.

This plan details procedures for identifying a person who may need language assistance, the ways in which assistance may be provided, staff training, how to notify LEP persons that assistance is available, and potential future updates to the plan.

Four Factor Analysis

The U.S. Department of Transportation (DOT) issued its Policy Guidance Concerning Recipient's Responsibilities to Limited English Proficient (LEP) Persons [Federal Register: December 14, 2005 (Volume 70, Number 239)]. This policy states that DOT recipients are required to take reasonable steps to ensure meaningful access to programs by LEP persons. This coverage extends to the recipient's entire program.

There are four factors for agencies to consider when assessing language needs and determining what steps they should take to ensure access for LEP persons, regardless of whether or not the agency chooses not to prepare a written LEP plan. A brief description of the self-assessment undertaken in each of these areas follows.

In developing the plan, NCTC undertook a Four Factor Analysis as required by U.S. DOT. This considers the following factors:

- 1) The number or proportion of LEP persons eligible to be served or likely to be encountered by NCTC.
- 2) The frequency with which LEP persons come into contact with NCTC programs, activities, or services;
- 3) The nature and importance of the programs, activities or services provided by NCTC to the population; and
- 4) The resources available to NCTC for LEP outreach, as well as the costs associated with that outreach.

A summation of these considerations is provided in the following section.

1. The number or proportion of LEP persons eligible to be served or likely to be encountered by NCTC.

In order to understand the proportion of LEP persons eligible to be served or likely to be encountered by NCTC, NCTC staff examined the *2011-2015 American Community Survey 5-Year Estimates: Nevada County, California: Language Spoken at Home*. This chart estimates a total population of 98,570, and the population 5 years and over of 94,280, or 95.6% of the total population.

Using the percentages in “Languages Spoken at Home” from the *2011-2015 American Community Survey 5-Year Estimates*, NCTC has determined the following about Nevada County’s population over age 5 in the service area:

- 91.3% or 86,041 people speak English only.
- Approximately 8.7% or 8,239 people speak a language other than English; 2.6% or an estimated 2,409 people speak English less than “very well”.
- The largest proportion of non-English speaking language groups is Spanish: 5.1% or an estimated 4,849 people speak Spanish, and of these 1.8% or 1,709 people speak English less than “very well”.
- 2.3% or an estimated 2,152 people speak Other Indo-European languages, and of these 0.3% or 307 people speak English less than “very well”.
- 1.1% or an estimated 1043 people speak Asian and Pacific Island languages, and of these 0.4% or 351 people speak English less than “very well”.

DOT has adopted Department of Justice’s Safe Harbor Provision, which outlines circumstances that can provide a “safe harbor” for recipients regarding translation of written materials for LEP populations.

“The ‘Safe Harbor Provision’, as defined by the Department of Justice, stipulates that if a recipient provides written translation of vital documents for each eligible LEP language group that constitutes five percent (5%) or 1,000 persons, whichever is less, of the total population of persons eligible to be served

or likely to be encountered, then such action will be considered strong evidence of compliance with the recipient's written translation obligations."

NCTC further examined specific languages using the *2011-2015 American Community Survey 5-Year Estimates: Language Spoken at Home by Ability to Speak English for the Population 5 Years and Over*. This data allowed NCTC to determine whether or not those speaking languages other than Spanish fall under the 'Safe Harbor Provision.'

All language groups other than Spanish have estimated populations of less than 1,000 persons and 5% of the total population. NCTC will further examine providing services to these language groups in annual reviews of the Title VI Program.

2. The frequency with which LEP persons come into contact with NCTC programs, activities, or services.

NCTC regularly assesses the frequency at which staff have or could possibly have contact with LEP persons. NCTC staff have had infrequent interactions with Spanish speakers during the planning and programming processes.

3. The nature and importance of the programs, activities or services provided by NCTC to the population.

Access to the transportation planning and programming processes is an essential service for NCTC's residents. NCTC's 'transit-dependent' population includes elderly persons, people with disabilities, youth, and individuals below the poverty line and without vehicles.

According to the *2011-2015 American Community Survey 5-Year Estimates: Selected Social Characteristics in the United States*, the largest geographic concentration of LEP individuals in NCTC's service area is Spanish-speaking.

Four long-standing Northern Tahoe/Truckee serve organizations – Family Resource Center of Truckee, North Tahoe Family Resource Center, Tahoe SAFE Alliance, and Project MANA – have united to form the Sierra Community House. With locations in Kings Beach, Incline Village, and Truckee, the Sierra Community House offers a range of services that assist individuals and families, including LEP individuals in the North Tahoe/Truckee communities. NCTC coordinates outreach efforts for planning activities through Sierra Community House.

4. The resources available to NCTC for LEP outreach, as well as the costs associated with that outreach.

NCTC has assessed its available resources that could be used for providing LEP assistance. NCTC makes provision to have translators available at transportation needs workshops, when such services are requested.

Language Assistance Plan Outline

After analyzing the four factors, NCTC developed the following Language Assistance Plan to assist persons of Limited English Proficiency.

How NCTC staff may identify an LEP person who needs language assistance:

- Examine records of requests for language assistance from past meetings and events to determine the possible need for assistance at future events.
- When NCTC-sponsored workshops or conferences are held, NCTC provides a notice that interpretive services will be provided if requested.
- Survey staff, on an annual basis at the beginning of each fiscal year regarding their experience on having any direct or indirect contact with LEP individuals.

Language Assistance Measures

NCTC will continue to implement the following procedures:

- When an interpreter is needed, in person or on the telephone, NCTC staff will first attempt to determine what language is required, and then seek services of an interpreter or utilize the telephone interpreter service - Language Line Services at <http://www.language.com/>.

NCTC Staff Training

All NCTC staff will be provided with the LAP Plan and will be educated on the following procedures. This information will also be part of the staff orientation process for new hires. Training topics are listed below:

- Understanding the Title VI policy and LEP responsibilities.
- Language assistance services NCTC offers.
- How to use the "Language Line" interpretation and translation services.
- Documentation of language assistance requests.
- How to handle a Title VI and/or LEP complaint.

Outreach Techniques

NCTC will use the following outreach techniques:

- When staff will be hosting a meeting or workshop or will be presenting a pertinent topic, all meeting notices and flyers and agendas will give notice that interpretive service can be provided.

- When running a general public-meeting notice, staff will state that a translator will be available in Spanish, or in another language as determined to be necessary. The included clause will be similar to, “A (insert alternative Language) translator will be available if requested.” For example: “Un traductor del idioma español estará disponible si se solicita” or “A Spanish translator will be available if requested.”

Monitoring and Updating the Language Assistance Plan

NCTC's Language Assistance Plan is designed to be easily updated. At a minimum, NCTC will follow the Title VI Program update schedule of submission every three years.

Each update of the LEP Plan will examine plan components including:

- How many LEP persons were encountered annually?
- Were the needs of these LEP persons met?
- What is the current LEP population in NCTC's service area?
- Is a change needed in the types of language translation services provided?
- Is there still a need for continued language assistance for previously identified NCTC programs?
- Are there other programs that should be included?
- Have NCTC's available resources, such as technology, staff, and financial costs changed?
- Has NCTC fulfilled the goals of the LAP Plan?
- Were any complaints received?

Dissemination of the NCTC Language Assistance Plan

NCTC will include the Language Assistance Plan along with the Title VI Program on the NCTC website (www.nctc.ca.gov). Any person, including social service, non-profit, and law enforcement agencies and other community partners with internet access, will be able to access the plan. Copies of the Language Assistance Plan will be provided, on request, to any person(s) requesting the document via phone, in person, by mail or email. LEP persons may obtain copies/translations of the plan upon request.

Any questions regarding this plan should be directed to the NCTC Title VI Coordinator:

Nevada County Transportation Commission
Title VI Coordinator
101 Providence Mine Road, Suite 102
Nevada City, CA 95959
Phone: (530) 265-3202

JAN ARBUCKLE – Grass Valley City Council
 ANDREW BURTON – Member-At-Large, Chair
 CAROLYN WALLACE DEE – Town of Truckee
 ANN GUERRA – Member-At-Large
 SUSAN HOEK – Nevada County Board of Supervisors, Vice Chair
 ED SCOFIELD – Nevada County Board of Supervisors
 DUANE STRAWSER – Nevada City City Council



DANIEL LANDON, Executive Director
 MICHAEL WOODMAN, Deputy Executive Director


Grass Valley • Nevada City

Nevada County • Truckee

File: 1350.0

MEMORANDUM

TO: Nevada County Transportation Commission

FROM: Mike Woodman, Deputy Executive Director 

SUBJECT: Appointments to the Social Services Transportation Advisory Council

DATE: October 7, 2020

RECOMMENDATION: Appoint Kelly Carpenter and Carl Sigmond to serve on the Social Services Transportation Advisory Council (SSTAC). Reappoint Joe Glick, Faye Hignight, Robin Van Valkenburgh, and Valerie Sharp to continue serving as members of the SSTAC.

BACKGROUND: Section 99238 of the Public Utilities Code (PUC) requires each Regional Transportation Planning Agency to provide for the establishment of a Social Services Transportation Advisory Council. Members of the SSTAC are appointed by the Nevada County Transportation Commission (NCTC) and volunteer to serve a three-year term and have the following responsibilities:

1. Annual participation in the identification of transit needs in the jurisdiction, including unmet transit needs.
2. Advise the NCTC on any other major transit issues, including the coordination and consolidation of specialized transportation services.

NCTC staff conducted outreach efforts in western and eastern Nevada County to replace several members whose terms had ended and due to end in September 2020. In response to the outreach, the following individuals have submitted applications for appointment to the SSTAC. The applications received are attached.

- **Robin Van Valkenburgh**, Nevada County Transit Services Manager is seeking to be reappointed as a representative of a local consolidated transportation service agency, designated pursuant to subdivision (a) of Section 15975 of the Government Code. Mr. Van Valkenburgh's SSTAC term expires on September 20, 2020.
- **Joe Glick**, Sierra Services for the Blind is seeking to be reappointed as a representative of transit users who are 60 years of age or older.

- **Faye Hignight**, Nevada County Child Protective Services (CPS) is seeking to be reappointed as a representative of a local social service provider for persons of limited means.
- **Carl Sigmond**, advocate for individuals with disabilities is seeking to be reappointed as a representative of potential transit users for individuals with disabilities.
- **Valerie Sharp**, FREED Center for Independent Living is seeking to be reappointed as a representative of local social service providers for the disabled.
- **Kelly Carpenter**, Nevada County Adult Services is seeking appointment as a representative of the local social service provider for seniors.

The SSTAC position for a representative of the Hispanic community in the Truckee area is currently vacant. NCTC staff will continue outreach efforts to fill the vacant position.

If the Commission approves the recommended appointments, the SSTAC membership would consist of the following representatives and terms:

1. *One representative of potential transit users who are 60 years of age or older.*

Joe Glick, with Sierra Services for the Blind, appointed to serve until September 1, 2023.

2. *One representative of potential transit users for individuals with disabilities.*

Carl Sigmond, advocate for individuals with disabilities, appointed to serve until September 1, 2023.

3. *Two representatives of local social service providers for seniors, including one representative of a social service transportation provider, if one exists.*

Kelly Carpenter, Nevada County Adult Services, appointed to serve until September 1, 2023; and **Sharon Romack**, Sierra Senior Services, appointed to serve until January 16, 2022.

4. *Two representatives of local social service providers for the disabled, including one representative of a social service transportation provider, if one exists.*

Valerie Sharp, FREED Center for Independent Living, appointed to serve until September 1, 2023; and **Troy Larsen**, Gold Country Lift, appointed to serve until January 16, 2022.

5. *One representative of a local social service provider for persons of limited means.*

Faye Hignight, Nevada County Child Protective Services, appointed to serve until September 1, 2023.

6. *Two representatives of the local consolidated transportation service agency, designated pursuant to subdivision (a) of Section 15975 of the Government Code, if one exists, including one representative of an operator, if one exists.*

Robin Van Valkenburgh, Nevada County Transit Services Division, appointed to serve until September 1, 2023; and **Kelly Beede**, Administrative Analyst II, Town of Truckee, appointed to serve until January 16, 2022.

7. *The transportation planning agency may appoint additional members in accordance with the procedure prescribed in subdivision (b).*

(b) Members of the Social Services Transportation Advisory Council shall be appointed by the transportation planning agency, which shall recruit candidates for appointment from a broad representation of social service and transit providers representing the elderly, the handicapped, and persons of limited means. In appointing council members, the transportation planning agency shall strive to attain geographic and minority representation among council members.

Blake Hinman, representative of transit users in western Nevada County, appointed to serve until January 16, 2022.

(Vacant) Representative of the Hispanic community in the Truckee area.

attachments

**APPLICATION FOR APPOINTMENT
TO THE
NEVADA COUNTY TRANSPORTATION COMMISSION
SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL**

NAME: Robin Van Valkenburgh

RESIDENCE ADDRESS: 1626 Dorothy Ln, Yuba City CA 95993

MAILING ADDRESS:

RESIDENCE TELEPHONE: 530-300-7994

BUSINESS TELEPHONE: 530-477-0103 x 1003

FAX NUMBER:

EMAIL: robin.vanvalkenburgh@co.nevada.ca.us

OCCUPATION: Nevada County Transit Services Manager

EXPERIENCE RELEVANT TO ACTIVITIES OF THE ADVISORY COUNCIL:

(Include educational background, personal interests, community service group memberships, etc.)

I am the current Transit Services Manager for Nevada County and I have sat on numerous SSTAC's for various regional transit providers. In addition, I have worked closely with Regional Centers of the East Bay, human services agencies and local dialysis clinics in conjunction with providing fixed route and demand responsive transportation.

REFERENCES:

Mindy Jackson, Executive Director El Dorado County Transit Authority
mjackson@eldoradotransit.com

Jerry Barton, Senior Planner at El Dorado County Transportation Commission jbarton@edctc.org

DATE: 09-01-2020 SIGNATURE: *Robin Van Valkenburgh*

NOTE: **Because of provisions of state law, appointments must be considered by the Nevada County Transportation Commission in an open meeting. Therefore, any information you submit on your application will become a matter of public record.**

APPLICATION FOR APPOINTMENT
TO THE
NEVADA COUNTY TRANSPORTATION COMMISSION
SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL

NAME: JOE GLICK

RESIDENCE ADDRESS: 315 MONROE ST. NEVADA CITY, CA 95959

MAILING ADDRESS: SAME

RESIDENCE TELEPHONE: 265-5442

BUSINESS TELEPHONE: 265-2121 - SIERRA SERVICES FOR THE BLIND

FAX NUMBER: CALLER: rcrandall@nccn.com

EMAIL:

OCCUPATION: PROGRAM COORDINATOR
COUNSELLOR TO BLIND & VISUALLY IMPAIRED

EXPERIENCE RELEVANT TO ACTIVITIES OF THE ADVISORY COUNCIL:

(Include educational background, personal interests, community service group memberships, etc.)

B.A. FRESNO STATE UNIVERSITY. TEACHING CREDENTIALS
CARS, HULLING, HOUSE REPAIR, BLIND ISSUES AND ACCESS
STAC

REFERENCES: RICHARD CRANDALL - SIERRA SERVICES FOR THE BLIND
265-2121

DATE: 9-1-2020

SIGNATURE: 

NOTE:

Because of provisions of state law, appointments must be considered by the Nevada County Transportation Commission in an open meeting. Therefore, any information you submit on your application will become a matter of public record.

**APPLICATION FOR APPOINTMENT
TO THE
NEVADA COUNTY TRANSPORTATION COMMISSION
SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL**

NAME: Faye Hignight

RESIDENCE ADDRESS: 11835 Black Oak Dr. Nevada City, Ca 95959

MAILING ADDRESS: Same

CELLULAR TELEPHONE: 310-308-4993

BUSINESS TELEPHONE: 530-265-1728

FAX NUMBER: 530-273-6941

EMAIL: Faye.Hignight@co.nevada.ca.us

OCCUPATION: Staff Services Analyst II

EXPERIENCE RELEVANT TO ACTIVITIES OF THE ADVISORY COUNCIL:

(Include educational background, personal interests, community service group memberships, etc.)

I have a Bachelors Degree in Psychology from the University of California, Los Angeles. My focus of study was research on developmental disabilities. I currently work for Nevada County Child Protective Services (CPS) and provide support to the Program Manager as a liaison to the California Department of Social Services (CDSS) Outcomes and Accountability Bureau and the Office of Child Abuse Prevention presenting data and reports on the services provided and populations served by CPS.

Housing and transportation are often major issues and barriers for the clients of CPS. Reunification can be delayed when parents do not have transport to court mandated services. This is especially true for families living in the unincorporated areas of the community. Often times CPS will pay for clients' bus passes to help them engage in services.

I moved to Nevada County nine years ago from Los Angeles when my oldest child was an infant because I was attracted to the beauty of the area and the robust sense of community. As an Analyst for CPS and a mother of two young children, I am very aware that many families are moving away from this area due to the high cost of living and the limited amount of jobs that pay a livable wage. I believe that these issues stem from the availability of affordable housing and transportation. I have a vested personal and professional interest in building a community where families, especially those of lower economic means, can thrive. I am interested in being a part of this advisory council to help build a strong community for families. Thank you for your consideration.

REFERENCES:

Mike Dent-Director of Social Services-530-265-1410

Nicholas Ready- CPS Program Manager- 530-265-1654

Michelle Bodley- Administrative Services Officer- 530-470-2420

Doug Lautzenhiser- former Hospitality House Board Member- 530-470-2052

DATE:

09/01/2020

SIGNATURE:

Jaye Hegringhof

NOTE:

Because of provisions of state law, appointments must be considered by the Nevada County Transportation Commission in an open meeting. Therefore, any information you submit on your application will become a matter of public record.

**APPLICATION FOR APPOINTMENT
TO THE
NEVADA COUNTY TRANSPORTATION COMMISSION
SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL**

NAME: Carl Sigmond

RESIDENCE ADDRESS:

MAILING ADDRESS: 435 Sutton Way, Grass Valley, CA 95945

RESIDENCE TELEPHONE:

BUSINESS TELEPHONE: 530-477-3333

FAX NUMBER: 530-477-8184

EMAIL: carl@FREED.org

OCCUPATION: Disability Community Advocate, FREED Center for Independent Living

EXPERIENCE RELEVANT TO ACTIVITIES OF THE ADVISORY COUNCIL:

(Include educational background, personal interests, community service group memberships, etc.)

I am the Disability Community Advocate at the FREED Center for Independent Living in Grass Valley, CA. In my job, I listen to people with disabilities in our community about their challenges and unmet needs, and I help them advocate to get those needs met. I also work with local and state government to increase access and services for people with disabilities.

Personally, I have a disability and am a frequent user (in non-pandemic times) of public transportation. So I know first-hand what some of the challenges are that people with disabilities face when using (or trying to use) public transportation.

REFERENCES:

Ana Acton, Executive Director of FREED, ana@FREED.org

Brian Snyder, Emergency Preparedness Coordinator at FREED, brian@FREED.org

Kristen Ansell, FREED Board, kristen@FREED.org

DATE: 8/28/2020 SIGNATURE: Carl E Sigmond

NOTE: **Because of provisions of state law, appointments must be considered by the Nevada County Transportation Commission in an open meeting. Therefore, any information you submit on your application will become a matter of public record.**

**APPLICATION FOR APPOINTMENT
TO THE
NEVADA COUNTY TRANSPORTATION COMMISSION
SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL**

NAME: Valerie Sharp

RESIDENCE ADDRESS: 2059 Nevada City Hwy, Suite 102, Grass Valley, CA 95945

MAILING ADDRESS: same

RESIDENCE TELEPHONE:

BUSINESS TELEPHONE: (530) 477-3333

FAX NUMBER: (530)477-8184

EMAIL: valerie@freed.org

OCCUPATION: Transition Coordinator, Nursing Home to Home

EXPERIENCE RELEVANT TO ACTIVITIES OF THE ADVISORY COUNCIL:

(Include educational background, personal interests, community service group memberships, etc.)

I have over 20 years experience working with both young people and adults with disabilities, currently at FREED Center for Independent Living. My experience includes assisting people in educational and independent living settings, including assisting with developing plans related to transportation needs and transportation training. In the recent past I have served on the SSTAC and taken part in the MAPP group and found both activities meaningful and rewarding. I am also a person with physical disabilities that include limitations in mobility. Transportation is critically important to the community at large and in particular to people with disabilities and older citizens. People with disabilities and seniors use public transportation systems at a higher rate than the general population, but are often under-represented in transportation planning. I believe I can bring the disability perspective to transportation planning and implementation and look forward to working with the SSTAC.

REFERENCES:

Carly Pacheco, 2059 Nevada City Hwy, Suite 102, Grass Valley, CA 95945 (530) 477-3333

Paula Chartock 153642 Zinfendel Lane Grass Valley CA 95945 (530) 272-5674

DATE: 9/1/2020

SIGNATURE: Valerie Sharp

NOTE: **Because of provisions of state law, appointments must be considered by the Nevada County Transportation Commission in an open meeting. Therefore, any information you submit on your application will become a matter of public record.**

APPLICATION FOR APPOINTMENT
TO THE
NEVADA COUNTY TRANSPORTATION COMMISSION
SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL

NAME: Kelly Carpenter

RESIDENCE ADDRESS:

MAILING ADDRESS: 950 Maidu Ave Nevada City 95959

RESIDENCE TELEPHONE:

BUSINESS TELEPHONE: 530-265-1667

FAX NUMBER: 530-470-2625

EMAIL: Kelly.carpenter@co.nevada.ca.us

OCCUPATION: Acting Program Manager Adult Services

EXPERIENCE RELEVANT TO ACTIVITIES OF THE ADVISORY COUNCIL:

(Include educational background, personal interests, community service group memberships, etc.)

- Masters Health Adm/Gerontology
- 20+ years case management & supervisory experience with senior & disabled adults

REFERENCES: Tamaran Cook, Program Manager CalWorks
530-265-7160

DATE: 6/4/2020 SIGNATURE: 

NOTE: Because of provisions of state law, appointments must be considered by the Nevada County Transportation Commission in an open meeting. Therefore, any information you submit on your application will become a matter of public record.

**APPLICATION FOR APPOINTMENT
TO THE
NEVADA COUNTY TRANSPORTATION COMMISSION
SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL**

NAME: Blake Hinman

RESIDENCE ADDRESS: 18426 Chaparrel Drive, Penn Valley CA 95946

MAILING ADDRESS: 18426 Chaparrel Drive, Penn Valley CA 95946

RESIDENCE TELEPHONE: 530 432-3373 BUSINESS TELEPHONE: 949 683-1941

FAX NUMBER: _____ EMAIL: blake.hinman@lantexla.com

OCCUPATION :Landscape Architect- Licensed in California and Arizona

EXPERIENCE RELEVANT TO ACTIVITIES OF THE ADVISORY COUNCIL:

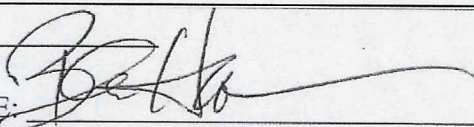
(Include educational background, personal interests, community service group memberships, etc.)

I have previously served on the Social Services Transportation Advisory Council and also serving on the Caltrans Calmentor Steering Committee which involves interaction with Caltrans, transportation agencies and engineering firms. I started my Landscape Architectural firm in 1993 and have had numerous transportation and community development projects since then. As a Landscape Architect I am always designing environments that include disability access so I am familiar with the design criteria associated with providing access and mobility for the disabled.

REFERENCES:

Seth Hoffman-714 420-2965

Scott Woodward-8189 292-6901

DATE: 9-1-2020 SIGNATURE: 

NOTE: Because of provisions of state law, appointments must be considered by the Nevada County Transportation Commission in an open meeting. Therefore, any information you submit on your application will become a matter of public record.



BETTY T. YEE
California State Controller

August 1, 2020

County Auditors Responsible for State Transit Assistance Funds
 Transportation Planning Agencies
 County Transportation Commissions
 San Diego Metropolitan Transit System

SUBJECT: Fiscal Year 2020-21 State Transit Assistance Allocation Revised Estimate

Enclosed is a revised summary schedule of State Transit Assistance (STA) funds estimated to be allocated for fiscal year (FY) 2020-21 to each Transportation Planning Agency (TPA), county transportation commission, and the San Diego Metropolitan Transit System for the purposes of Public Utilities Code (PUC) sections 99313 and 99314. Also enclosed is a schedule detailing the amount of the PUC section 99314 allocation for each TPA by operator.

PUC section 99313 allocations are based on the latest available annual population estimates from the Department of Finance. PUC section 99314 allocations are based on the revenue amount for each STA-eligible operator, determined from annual reports submitted to the State Controller's Office (SCO) pursuant to PUC section 99243. Pursuant to PUC section 99314.3, each TPA is required to allocate funds to the STA-eligible operators in the area of its jurisdiction.

According to the FY 2020-21 enacted California Budget, the estimated amount of STA funds budgeted is \$413,695,000. SCO anticipates the first quarter's allocation will be paid by November 30, 2020. Please refer to the schedule for the amounts that relate to your agency.

Please contact Mike Silvera by telephone at (916) 323-0704 or email at msilvera@sco.ca.gov with any questions, or for additional information.

Sincerely,

A handwritten signature in blue ink, appearing to read "E. Calderon-Yee".

EVELYN CALDERON-YEE
 Bureau Chief
 Bureau of Payments

Enclosures

STATE CONTROLLER'S OFFICE
2020-21 STATE TRANSIT ASSISTANCE ALLOCATION ESTIMATE
SUMMARY
AUGUST 1, 2020

Regional Entity	PUC 99313		PUC 99313		PUC 99314 Fiscal Year 2020-21 Estimate	Total Fiscal Year 2020-21 Estimate
	Funds from RTC Sections 7102(a)(3), 6051.8(a), and 6201.8(a)	Fiscal Year 2020-21 Estimate	Funds from RTC Sections 6051.8(b), and 6201.8(b)	Fiscal Year 2020-21 Estimate		
	A		B		C	D= (A+B+C)
Metropolitan Transportation Commission	\$ 22,510,834	\$ 17,995,370	\$ 110,838,366	\$ 151,344,570		
Sacramento Area Council of Governments	5,653,924	4,519,800	3,584,809	13,758,533		
San Diego Association of Governments	2,798,187	2,236,897	1,232,129	6,267,213		
San Diego Metropolitan Transit System	6,862,471	5,485,923	5,072,908	17,421,302		
Tahoe Regional Planning Agency	310,475	248,197	32,686	591,358		
Alpine County Transportation Commission	3,301	2,638	467	6,406		
Amador County Transportation Commission	108,865	87,028	7,410	203,303		
Butte County Association of Governments	607,638	485,751	58,969	1,152,358		
Calaveras County Local Transportation Commission	130,094	103,999	2,884	236,977		
Colusa County Local Transportation Commission	63,286	50,591	5,116	118,993		
Del Norte County Local Transportation Commission	78,878	63,056	7,426	149,360		
El Dorado County Local Transportation Commission	500,209	399,872	62,833	962,914		
Fresno County Council of Governments	2,957,003	2,363,856	967,220	6,288,079		
Glenn County Local Transportation Commission	84,952	67,911	4,324	157,187		
Humboldt County Association of Governments	385,177	307,914	118,976	812,067		
Imperial County Transportation Commission	545,473	436,056	90,166	1,071,695		
Inyo County Local Transportation Commission	53,699	42,927	0	96,626		
Kern Council of Governments	2,651,279	2,119,457	293,903	5,064,639		
Kings County Association of Governments	443,852	354,819	32,152	830,823		
Lake County/City Council of Governments	185,044	147,926	18,114	351,084		
Lassen County Local Transportation Commission	83,313	66,601	6,786	156,700		
Los Angeles County Metropolitan Transportation Authority	29,394,843	23,498,511	68,517,833	121,411,187		
Madera County Local Transportation Commission	456,967	365,304	27,653	849,924		
Mariposa County Local Transportation Commission	52,205	41,733	2,651	96,589		
Mendocino Council of Governments	254,121	203,147	34,775	492,043		
Merced County Association of Governments	819,237	654,906	72,044	1,546,187		
Modoc County Local Transportation Commission	27,653	22,106	3,909	53,668		
Mono County Local Transportation Commission	38,904	31,101	102,552	172,557		
Transportation Agency for Monterey County	1,274,687	1,018,997	713,070	3,006,754		
Nevada County Local Transportation Commission	283,501	226,634	25,134	535,269		
Orange County Transportation Authority	9,230,054	7,378,590	5,983,908	22,592,552		
Placer County Transportation Planning Agency	914,174	730,800	239,940	1,884,914		
Plumas County Local Transportation Commission	52,762	42,179	15,506	110,447		
Riverside County Transportation Commission	7,057,062	5,641,481	2,105,615	14,804,158		
Council of San Benito County Governments	180,170	144,029	5,497	329,696		
San Bernardino County Transportation Authority	6,300,683	5,036,825	2,441,949	13,779,457		
San Joaquin Council of Governments	2,235,417	1,787,014	937,115	4,959,546		
San Luis Obispo Area Council of Governments	801,143	640,441	101,861	1,543,445		
Santa Barbara County Association of Governments	1,305,596	1,043,706	592,814	2,942,116		
Santa Cruz County Transportation Commission	783,730	626,521	1,266,750	2,677,001		
Shasta Regional Transportation Agency	514,463	411,266	49,306	975,035		
Sierra County Local Transportation Commission	9,250	7,394	646	17,290		
Siskiyou County Local Transportation Commission	128,471	102,701	9,852	241,024		
Stanislaus Council of Governments	1,611,506	1,288,253	164,783	3,064,542		
Tehama County Transportation Commission	188,191	150,442	7,066	345,699		
Trinity County Transportation Commission	39,147	31,295	2,767	73,209		
Tulare County Association of Governments	1,386,898	1,108,699	265,383	2,760,980		
Tuolumne County Transportation Council	158,683	126,853	7,380	292,916		
Ventura County Transportation Commission	2,435,528	1,946,983	712,097	5,094,608		
State Totals	\$ 114,953,000	\$ 91,894,500	\$ 206,847,500	\$ 413,695,000		

STATE CONTROLLER'S OFFICE
2020-21 STATE TRANSIT ASSISTANCE ALLOCATION ESTIMATE PUC 99314 ALLOCATION DETAIL
AUGUST 1, 2020

Regional Entity and Operator(s)	Revenue Basis	Funds from RTC Sections 7102(a)(3), 6051.8(a), and 6201.8(a) Fiscal Year 2020-21 Estimate A	Funds from RTC Sections 6051.8(b), and 6201.8(b) Fiscal Year 2020-21 Estimate B	Total Fiscal Year 2020-21 Estimate C= (A+B)
Mono County Local Transportation Commission Eastern Sierra Transit Authority	2,824,223	56,992	45,560	102,552
Transportation Agency for Monterey County Monterey-Salinas Transit	19,637,486	396,280	316,790	713,070
Nevada County Local Transportation Commission				
County of Nevada	369,077	7,448	5,954	13,402
City of Truckee	323,083	6,520	5,212	11,732
Regional Entity Totals	692,160	13,968	11,166	25,134
Orange County Transportation Authority				
City of Laguna Beach	1,910,271	38,549	30,816	69,365
Orange County Transportation Authority	110,748,483	2,234,880	1,786,584	4,021,464
Regional Entity Subtotals	112,658,754	2,273,429	1,817,400	4,090,829
Orange County Transportation Authority - Corresponding to SCRRRA***	NA	1,052,056	841,023	1,893,079
Regional Entity Totals	112,658,754	3,325,485	2,658,423	5,983,908
Placer County Transportation Planning Agency				
City of Auburn	21,830	441	352	793
County of Placer	5,410,141	109,175	87,276	196,451
City of Roseville	1,175,827	23,728	18,968	42,696
Regional Entity Totals	6,607,798	133,344	106,596	239,940
Plumas County Local Transportation Commission				
County of Plumas	346,829	6,999	5,595	12,594
County Service Area 12 - Specialized Service	80,198	1,618	1,294	2,912
Regional Entity Totals	427,027	8,617	6,889	15,506
Riverside County Transportation Commission				
City of Banning	208,349	4,204	3,361	7,565
City of Beaumont	318,557	6,428	5,139	11,567
City of Corona	426,555	8,608	6,881	15,489
Palo Verde Valley Transit Agency	175,762	3,547	2,835	6,382
City of Riverside - Specialized Service	493,635	9,961	7,963	17,924
Riverside Transit Agency	18,329,390	369,883	295,688	665,571
Sunline Transit Agency	11,506,078	232,190	185,615	417,805
Regional Entity Subtotals	31,458,326	634,821	507,482	1,142,303
Riverside County Transportation Commission - Corresponding to SCRRRA***	NA	535,349	427,963	963,312
Regional Entity Totals	31,458,326	1,170,170	935,445	2,105,615
Council of San Benito County Governments				
San Benito County Local Transportation Authority	151,384	3,055	2,442	5,497

*** The amounts allocated to the member agencies of Southern California Regional Rail Authority are included with their corresponding transportation planning agency.

STATE CONTROLLER'S OFFICE 2020/21 STATE TRANSIT ASSISTANCE FUND ALLOCATION REVISED ESTIMATE 8/1/2020

	Estimated Population	Population %	PUC 99313 Funds from RTC sections 7102(a)(3), 6051.8 (a), and 6201.8(a)	PUC 99313 Funds from RTC sections 6051.8(b), and 6201.8(b) (a)	PUC 99314	Total Fiscal Year 2020-21 Revised Estimate
NCTC			\$283,501.00	\$226,634.00		\$510,135.00
Grass Valley	12,865	13.11%			0*	
Nevada City	3,140	3.20%			0*	
Truckee	16,228	16.54%			\$11,732.00	\$11,732.00
Nevada County	65,881	67.15%			\$13,402.00	\$13,402.00
Total	98,114	100.00%			\$25,134.00	\$535,269.00

Population estimates were taken from NCTC Resolution 20-21, May 1, 2020

STA amounts were taken from the State Transit Assistance Fund Allocation Estimate prepared by the Office of the State Controller 08/01/2020.

* The portion of funds available to Grass Valley and Nevada City are included with Nevada County funds, because Nevada County is the transit operator for the current Joint Powers Agreement.

JAN ARBUCKLE – Grass Valley City Council
 ANDREW BURTON – Member-At-Large, Chair
 CAROLYN WALLACE DEE – Town of Truckee
 ANN GUERRA – Member-At-Large
 SUSAN HOEK – Nevada County Board of Supervisors, Vice Chair
 ED SCOFIELD – Nevada County Board of Supervisors
 DUANE STRAWSER – Nevada City City Council



DANIEL LANDON, Executive Director
 MICHAEL WOODMAN, Deputy Executive Director


Grass Valley • Nevada City

Nevada County • Truckee

File: 370.2.1

MEMORANDUM

TO: Nevada County Transportation Commission

FROM: Daniel B. Landon, Executive Director 

SUBJECT: State of Good Repair Project for FY 2020/21, Resolution 20-39

DATE: October 7, 2020

RECOMMENDATION: Adopt Resolution 20-39 approving the attached State of Good Repair (SGR) Project for Fiscal Year 2020/21.

BACKGROUND: On April 28, 2017 Governor Brown signed Senate Bill (SB) 1, known as the Road Repair and Accountability Act of 2017. SB 1 will provide over \$50 billion in new transportation funding over the next decade to repair highways, bridges and local roads, to make strategic investments in congested commute and freight corridors and to improve transit service. A portion of SB 1 will provide approximately \$105 million annually to transit operators in California for eligible transit maintenance, rehabilitation and capital projects. This funding program is referred to as the State of Good Repair (SGR) program; see attached 2020-21 State of Good Repair Program Allocation Estimate, August 1, 2020.

The SGR program is funded from a portion of a Transportation Improvement Fee on vehicle registrations. This program has a specific goal of keeping transit systems in a state of good repair, including the purchase of new transit vehicles, and maintenance and rehabilitation of transit facilities and vehicles.

Prior to receiving an apportionment of SGR funds in a given fiscal year, a potential recipient agency must submit a list of projects proposed to be funded to their Regional Transportation Planning Agency (RTPA). For FY 2020/21 there is only one project in NCTC's Regional Project List, Town of Truckee: SB 1 State of Good Repair Funding Proposed Project: Town of Truckee New Transit Center Property Acquisition, Facility Design and Construction (see attached).

Prior to receiving SGR funds, recipients must identify an agent who has authority to act on behalf of the agency. The Executive Director of NCTC will be authorized to execute all required documents of the SGR program.

**RESOLUTION 20-39
OF THE
NEVADA COUNTY TRANSPORTATION COMMISSION**

APPROVAL OF STATE OF GOOD REPAIR PROJECT FOR FY 2020/21

WHEREAS, the Nevada County Transportation Commission (NCTC) 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 California Department of Transportation (Department) as the administrative agency for the SGR; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing SGR funds to eligible project sponsors (local agencies); and

WHEREAS, the Nevada County Transportation Commission wishes to delegate authorization to execute these documents and any amendments thereto to the Executive Director of NCTC.

WHEREAS, the fund recipient (Town of Truckee) agrees to comply with all conditions and requirements set forth in the Certifications and Assurances document and applicable statutes, regulations and guidelines for all SGR funded transit projects.

NOW, THEREFORE, BE IT RESOLVED that the Town of Truckee New Transit Center Property Acquisition, Facility Design and Construction is approved for State of Good Repair funding for FY 2020/21. This approval is contingent upon Truckee Town Council approval and receipt of the fully executed SGR Subrecipient Agreement for FY 2020/21.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Executive Director of NCTC is 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 Nevada County Transportation Commission on October 7, 2020 by the following vote:

Ayes:

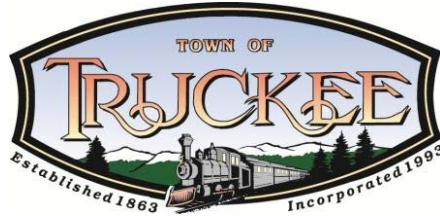
Noes:

Absent:

Abstain:

Andrew Burton, Chair
Nevada County Transportation Commission

Attest: _____
Dale D. Sayles
Administrative Services Officer



MEMORANDUM

Date: September 16, 2020

To: Nevada County Transportation Commission

From: Kelly Beede, Administrative Analyst II

Subject: 2020 State of Good Repair Program Funding – New Transit Center Property Acquisition, Facility Design and Construction

The existing transit center located at the Train Depot in Historic Downtown Truckee does not adequately serve existing transit operational needs and will not be able to support expansion of the Truckee TART or Regional TART services. The 2018 Truckee Short Range Transit Plan identified the need for a new transit center due to capacity challenges among other issues (respective SRTP pages attached). The Town has completed a Transit Center Relocation Feasibility Study that included a robust public process. A total of 15 sites were analyzed with the preferred location identified in the North Balloon Track of the Railyard (respective Study pages attached). The Transit Center Relocation report will be presented at the October 13, 2020 Town Council meeting with a recommendation to move forward with property acquisition and development of the preferred site.

The Nevada County Transit Manager, Robin VanValkenburgh, has informed NCTC that Nevada County Transit does not have a project for this funding. The Town is requesting to use all of the 99313 (\$145,108) and all of the 99314 (\$7,149) funding totaling \$152,257 for the FY 20/21 SGR project. Per the SGR guidelines dated August 2020, page 7 (attached), "the design, acquisition and construction of new facilities that improve existing transit services" is considered an eligible project for use of SGR funding.

Please contact me with any questions or if you require additional information. Thank you.



Eastern Nevada County Short Range Transit Development Plan Final

Prepared for the



NEVADA COUNTY TRANSPORTATION COMMISSION



**Eastern Nevada County
Short Range Transit Development Plan
FINAL**

Prepared for the

Nevada County Transportation Commission
101 Providence Mine Road, Suite 102
Nevada City, Ca. 95959

Prepared by

LSC Transportation Consultants, Inc.
2690 Lake Forest Road, Suite C
P. O. Box 5875
Tahoe City, California 96145

March, 2018

This chapter first reviews vehicle improvements, followed by enhancements to bus stops and other passenger facilities.

Vehicle Replacement Plan

In addition to new vehicles required for new services, the Town of Truckee must replace aging transit vehicles when they reach the end of their useful life so as to maintain a safe and cost effective fleet. Buses which require more frequent maintenance increase vehicle maintenance costs and reduce the reliability of public transit service.

Table 10 displays the Truckee TART public transit fleet along with estimated replacement dates based on FTA guidelines for vehicle useful life. As shown, the smaller backup vehicle is due for replacement next year. The two DAR vehicles are due for replacement in 2022 while the vehicles primarily used for fixed route operations are due in 2024 at the end of the transit planning period. The smaller DAR vehicles cost on the order of \$95,000 to replace while the larger fixed route vehicles cost on the order of \$130,000.

Automatic Chaining System on Truckee TART vehicles

Winter driving conditions are a particular challenge in the operation of the Truckee transit services, particularly when snow conditions vary across a route or service area. One option is the use of on-demand chaining systems. Sometimes called “spider chains”, these consist of a cylinder with short lengths of tire chains attached around the circumference that is pneumatically actuated to descend and rub against the inside of a tire. Set spinning, the chain lengths spin under the wheel to provide traction. The advantage of this technology is that it allows the bus driver to actuate the system without leaving the vehicle and for short portions of a trip (such as when ascending to Donner Summit or Tahoe Donner). It does result in increased tire wear (requiring tire replacement once or twice per year, depending on use), and requires deployment while the vehicle is in motion. The Lassen Rural Bus system serving Lassen County uses this system on all but three of their vehicles. Automatic chains could cost on the order of \$2,000 to \$2,500 per vehicle. Overall, this appears to be a beneficial improvement for Truckee’s transit fleet.

Ski Racks for Winter Services

Transit systems serving ski resorts have long provided ski racks on the right side of the bus. While many passengers find this to be a convenience, there are a number of operational issues:

- They increase the loading/unloading time, as passengers sort through the equipment.
- There is the potential for theft.

("mTicket") as well as a pilot program at the Sacramento RT ("RideSacRT"). Many of these programs conveniently combine mobile ticketing with real-time vehicle location data and trip planning.

Mobile ticketing offers the following benefits:

- For Passengers:
 1. Can purchase tickets quickly and at any time of day
 2. No need to wait in lines or travel to an outlet
 3. Less likely to lose or damage tickets
 4. Will not result in overpayment (the need for exact fare can cause passengers to pay more for fares if they do not have exact change)
 5. Speeds up boarding time

- For Transit Systems:
 1. No expensive hardware costs that need to be implemented in order to get the technology installed
 2. Provides high customer satisfaction
 3. Reduced ticket printing/delivery costs
 4. Reduced payment fraud
 5. Speeds up boarding time—drivers visually identify active ticket on phone screen.
 6. Quickly and easily scan for valid mobile tickets as rider's board the transit system. Passport's visual inspection method uses QR codes to ensure the highest level of security for your operations. Transit operators can efficiently view riders' dynamic QR code on their mobile device as a secure method of ticket inspection when they board

Disadvantages for passengers may include that this ticketing is not available without a smart phone, and if a phone battery is dead, the ticket is unavailable.

There are numerous mobile ticketing choices with new options on the market regularly. Costs (both up-front capital/design costs and ongoing fees) vary widely between vendors, as do the capabilities of the various systems and the dependability of the vendors. This strategy would only be potentially beneficial if implemented both for Truckee TART and Placer TART. The best option would be for Town, Placer County and Truckee-North Tahoe Transportation Management Association staff to review the various options, identify what is appropriate for the region, and consider a joint procurement. However, if the Town of Truckee implements the free fare alternative, then the mobile ticketing option would not apply.

Downtown Transit Center

The current transit hub at the Truckee Depot is increasingly impacting the operations of public transit serving Truckee. The site is limited to a maximum of three buses at a time, which

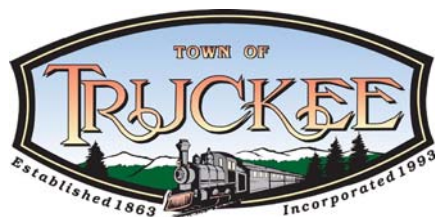
precludes the Placer TART 89 Route and 267 Route buses to be onsite at the same time (which in turn limits the convenience of connections between Truckee TART and Placer TART routes). The central location, while convenient to many destinations, is increasingly impacted by the growth of special events in downtown, such as Truckee Thursdays. At the same time, these special events have resulted in the expansion of shuttle services, adding to the bus capacity issue.

The expansion of the transit program will increase the space required for a transit center beyond the reasonable capacity of the Truckee Train Depot (or another nearby location). Given the options discussed in this document, this could result in the following peak number of buses at one time:

Mainline	1 bus
Glenshire Route	1 bus
Tahoe Donner Route	1 bus
Prosser/Sierra Meadows Route	1 bus
SR 89 Placer TART Route	1 bus
SR 267 Placer TART Route	<u>1 bus</u>
Total	6 buses

In addition, at least one space would be needed for intercity (Greyhound, Amtrak Thruway, Reno Commuter, etc.) buses. Accommodating seven buses at the Depot would require reconfiguration of existing driveways and parking areas (such as use of the existing parking area west of the Depot building for transit) that would result in a substantial loss of parking and other impacts that would be an overall detriment to downtown. A review of potential options identified that the preferred location of a new transit center would be within the Railyard project. This is based on the following key factors:

- Convenient walking distance to transit generators** -- As the Transit Center is the single most accessible point on the local and regional transit network, it is important that it be convenient to as many destinations as possible. While passengers could potentially transfer to another route to reach destinations in downtown from a remote location, the need to transfer reduces the overall convenience of using public transit. A Railyard site would be within a few hundred yard walk of existing Commercial Row, as well as a convenient walk to the Community Arts Center and the future Railyard land uses.
- Impact on transit operations** – It is important to avoid significant increases in transit operating costs as a result of out-of-direction travel, or increases in running time that impacts the ability to provide convenient schedules. The Railyard site would have only minimal impacts on these factors.

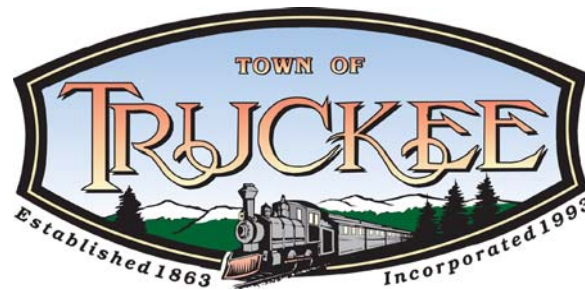


TRUCKEE TRANSIT CENTER RELOCATION FEASIBILITY STUDY

Prepared August, 2020

Truckee Transit Center Relocation Feasibility Study

Report Prepared For:



Report Prepared By:



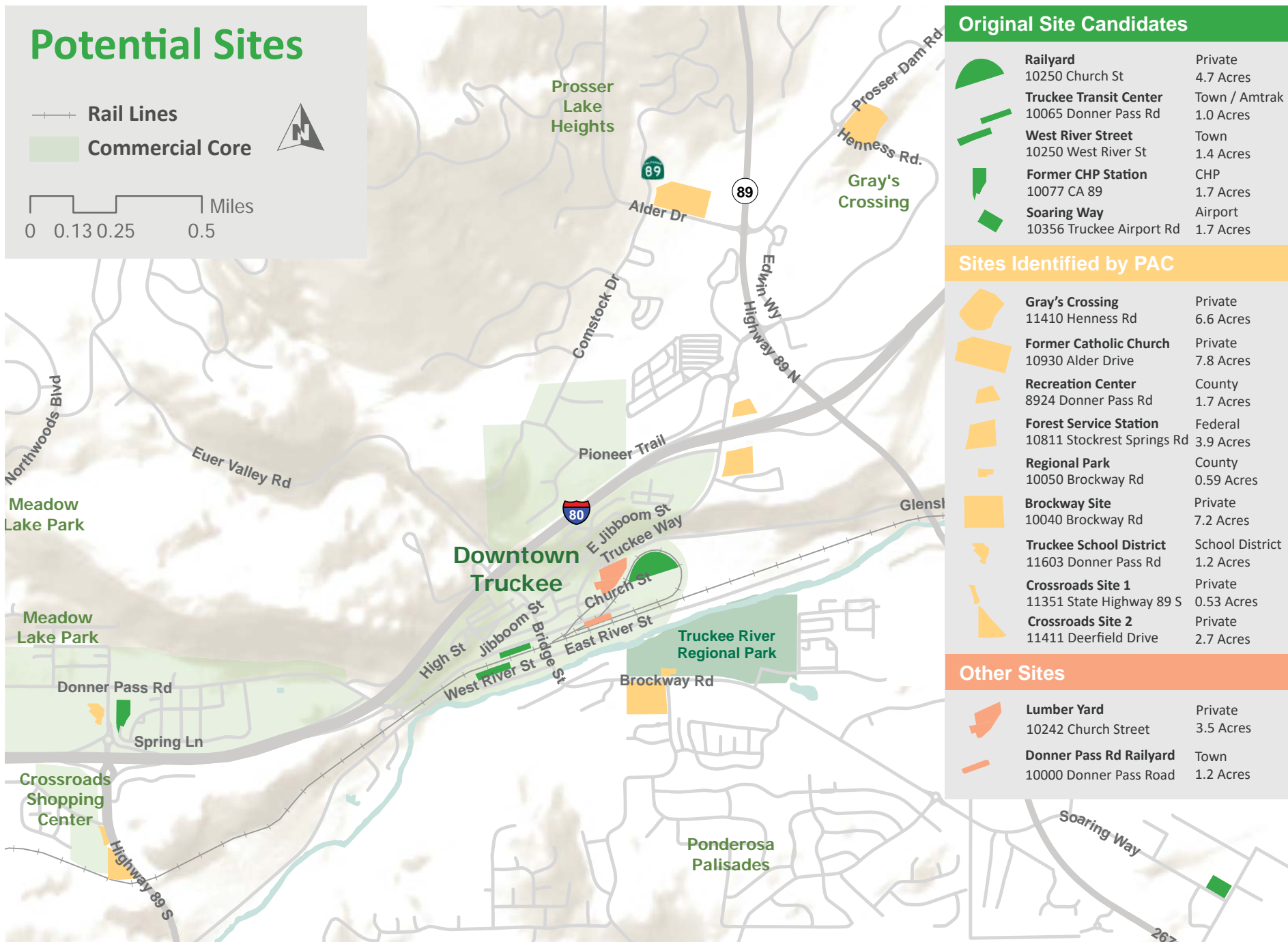
DESIGNWORKSHOP





Potential Sites

Rail Lines
 Commercial Core
 N
 Miles
 0 0.13 0.25 0.5



Original Site Candidates

	Railyard 10250 Church St	Private 4.7 Acres
	Truckee Transit Center 10065 Donner Pass Rd	Town / Amtrak 1.0 Acres
	West River Street 10250 West River St	Town 1.4 Acres
	Former CHP Station 10077 CA 89	CHP 1.7 Acres
	Soaring Way 10356 Truckee Airport Rd	Airport 1.7 Acres

Sites Identified by PAC

	Gray's Crossing 11410 Henness Rd	Private 6.6 Acres
	Former Catholic Church 10930 Alder Drive	Private 7.8 Acres
	Recreation Center 8924 Donner Pass Rd	County 1.7 Acres
	Forest Service Station 10811 Stockrest Springs Rd	Federal 3.9 Acres
	Regional Park 10050 Brockway Rd	County 0.59 Acres
	Brockway Site 10040 Brockway Rd	Private 7.2 Acres
	Truckee School District 11603 Donner Pass Rd	School District 1.2 Acres
	Crossroads Site 1 11351 State Highway 89 S	Private 0.53 Acres
	Crossroads Site 2 11411 Deerfield Drive	Private 2.7 Acres

Other Sites

	Lumber Yard 10242 Church Street	Private 3.5 Acres
	Donner Pass Rd Railyard 10000 Donner Pass Road	Town 1.2 Acres

Figure 5.1: Map of all Sites Considered



5.2.2 Truckee Railyard North Balloon

The 0.91 acre Truckee Railyard North Balloon (North Balloon) site is located in the northern balloon track area of the Truckee Railyard Master Plan. The Truckee Railyard is an approximately 75-acre site just east of downtown Truckee, formerly owned by Union Pacific Railroad. The property is being developed for mixed-use commercial, residential, and industrial uses, as described in Section 1.3.3. The proposed Truckee Railyard North Balloon transit center location was set aside in the 2017 Railyard Development Agreement for community/civic uses.

The proposed conceptual transit center design for the North Balloon site shown in Figure 5.5 includes capacity for up to eight buses. The North Balloon concept design does not include designated parking for the Transit Center. Rather, transit users who drive to the Transit Center would park in the adjacent parking areas constructed to serve surrounding retail and office space associated with the Railyard Project some of which may be included in the Truckee Paid Parking District.

The Truckee Railyard is an ideal location for the Transit Center because of its potential to improve traffic circulation and preserve transit users' access to downtown. The relocation of transit services to the North Balloon site would reduce the number of buses and personal vehicles traveling on Donner Pass Road to and from the existing Depot site, thus alleviating traffic congestion in downtown Truckee. Amtrak Passenger Rail, Amtrak Thruway Bus, and Greyhound would stay at the Depot with regular routes from the North Balloon Track site to the existing Depot. Traffic circulation issues are discussed in detail in Chapter 3.

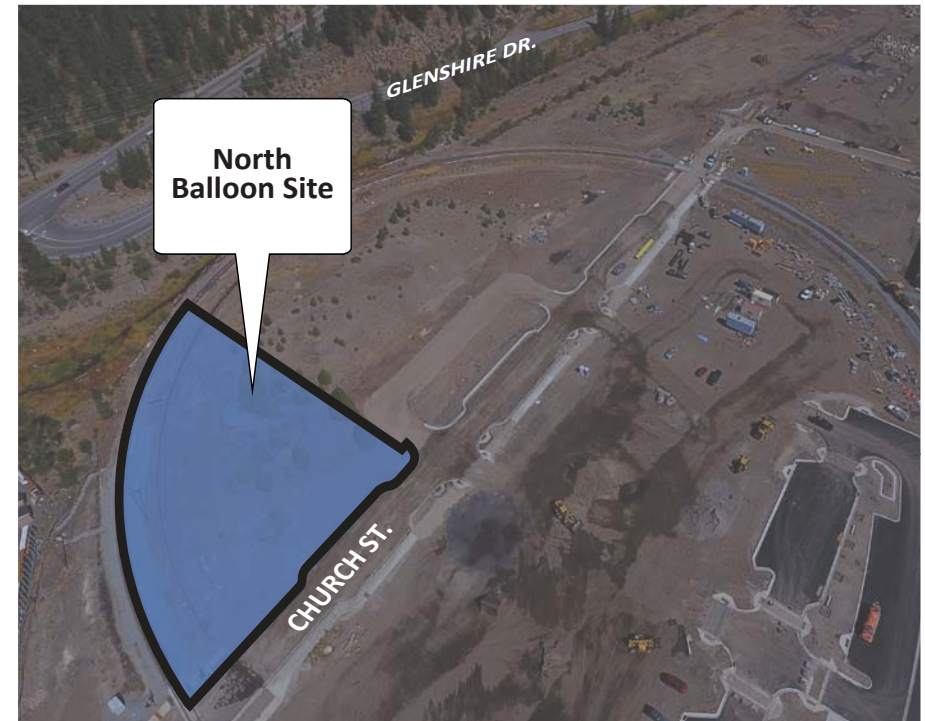


Figure 5.5: North Balloon Site Location

SITE HIGHLIGHTS

PROPOSED BUS CAPACITY: 8

**PARKING COUNT: UTILIZE PLANNED
PARKING WITHIN THE DISTRICT TO ALSO
SERVE THE PROPOSED TRANSIT CENTER**

SIZE: 0.91 ACRES



Availability

Currently, 40,000 square feet of the northern balloon site at the railyard is available for “community/civic” uses per the Railyard Development Agreement dated July 11, 2017. Additionally, \$1,000,000 in mitigation funds is available for use for the construction of a transit center at this site. It’s possible that \$500,000 of this will go toward the Sustainable Transportation Infrastructure walkways and greening improvements on West River Street identified in the 2018 MOU between Neighborhood Partners, Inc. and the Town of Truckee.

Current and Future Capacity

The proposed transit center design for the North Balloon site includes capacity for up to eight buses. This meets the requirements identified in the Transit Operations Analysis for this project dated 1/7/19 which identifies the needs to the horizon year 2040.

Land Use Compatibility

Surrounding land uses include commercial (retail and office) space associated with the Railyard Project and is zoned DMP (Development Master Plan). The site can be accessed from downtown Truckee along Donner Pass Road via newly installed pedestrian facilities associated with the Railyard Parking Area, constructed in 2018. The Transit Center should be strategically integrated into the commercial Railyard development.

Parking Evaluation

Passenger/Employee

The conceptual design which uses approximately 0.91 acres does not include designated parking for the Transit Center but plans to utilize parking within the district to also serve the proposed transit center.

Impacts to Other Parking

Due to the early development stages, there is no current parking that would be displaced by the development of the Transit Center at this location. Development of the site might alleviate parking congestion at the current Depot site.

Transit Route Impacts

This location is approximately a half mile east of the existing site and is located just off Donner Pass Road, the main entry and exit point into downtown.

Amtrak Thruway Bus/Greyhound

The Amtrak/Greyhound bus service is recommended to stay in the current location at the Depot site. Impact – Zero

North Lake Tahoe Express (NLTE)

The North Balloon Track location should not have a significant impact on the NLTE route. The buses, both directions of travel, already pass within one-quarter mile of this location. Assuming that there are no significant traffic light, roundabout, or roadway geometry issues within the development, there should be no appreciable impact on the NLTE route and no change in NLTE operating costs or running times. Impact – Zero

Placer TART

Both Routes 89 and 267 currently have their terminal points at the Depot. Moving the terminal point from the Depot to the North Balloon Track will add approximately one mile to each roundtrip and approximately four minutes of additional roundtrip running time. This running time estimate assumes that buses will be able to easily travel the roads within the new development. If the roads are slow (e.g., if they are structured along the lines of significant road diets) then the roundtrip running time could increase by as much as an additional two minutes.

For now, we will assume that the two routes will be able to move their terminal points to the North Balloon Track with no significant impact on roundtrip cycle times or operating costs. Why? Because each route currently has a large amount of layover and recovery time at the Depot. Route 89 has 20 minutes and Route 267 has 10 minutes. Some of this layover/recovery could be used to cover the extra distance to a new terminal at the North Balloon Track

Impact – Zero to Minor



Truckee Thursdays/Holiday Shuttles

There will be no impact on this service as these routes are intended solely to bring people from the neighborhoods into downtown for a seasonal event. These routes do not need to be modified or moved to have a pulsed/timed connection at the North Balloon Track site. Impact – Zero

Truckee TART

The 2017 Truckee Long Range Transit Plan assumes that a pulse system will be used for the proposed five-route local network. Four of the five proposed routes will be driving very near the North Balloon Track via Donner Pass Road. For those four routes, deviating off Donner Pass Road into the North Balloon Track to serve a timed transfer center shouldn't have much of an impact on operations or roundtrip running times as the additional roundtrip distance added to each route should be less than a half mile. Given that the proposed routes will operate on hourly headways, and that they will have layover and recovery time scheduled for each trip at a transit center, there should not be a problem moving the transit center to the North Balloon Track. Layover and recovery can be modified to accommodate the slightly shorter and/or longer trips for the four routes.

The Tahoe Donner Route might have an issue as it will now be stretched further east for approximately one additional mile per roundtrip. It is difficult to know how much of an impact this could be without actually having an existing route design and schedule to review. However, it is possible the impacts of a longer route can be made negligible depending upon how Truckee TART might choose to interline routes. Moving to the North Balloon Track is unlikely to create any operational issues for Truckee TART that cannot be addressed via operational tweaks. Impact – Zero to Minor.

Overall Operational Impact – Zero to Minor

General Circulation Impacts

Relocating the majority of transit services to the North Balloon Track site would reduce the number of buses and personal vehicles traveling on Donner Pass Road in Downtown Truckee to and from

the existing Depot site. Diverting transit vehicles and cars to the North Balloon Track could reduce traffic congestion on Donner Pass Road between Spring Street and Bridge Street.

Relocation of the transit center to the North Balloon Track would bring buses and personal vehicles into the Railyard, potentially increasing traffic along Church Street and the eastern extension of Donner Pass Road. Additionally, transit center users may park outside of the new transit center and cause parking impacts in nearby areas.

Accessibility

The North Balloon Track site is located approximately 0.5 miles from the existing transit Depot and the surrounding Downtown Truckee businesses and will add a significant walking distance for potential users although TART will maintain a bus stop in Historic Downtown Truckee.



6.4 Conclusion

Based upon the analyses and the conceptual design studies conducted as part of this Study, along with the input received from stakeholders, PAC members and the general public, the Railyard North Balloon site has been determined to be the best candidate for developing a new Transit Center in Truckee. The improved transit center will help fulfill the vision of downtown Truckee and the Railyard Master plan, along with reinforcing its role as a vibrant local and regional transit hub.



California Department of Transportation

2020

State of Good Repair Program Guidelines

August 2020

2. Eligible Projects

State of Good Repair funds are made available for capital projects that maintain the public transit system in a state of good repair. PUC Section 99212.1 (c) lists the projects eligible for State of Good Repair funding, which are:

- Transit capital projects or services to maintain or repair a transit operator's existing transit vehicle fleet or transit facilities, including the rehabilitation and/or modernization of the existing vehicles or facilities.
- The design, acquisition, and construction of new vehicles or facilities that improve existing transit services.
- Transit services that complement local efforts for repair and improvement of local transportation infrastructure.

Examples include, but are not limited to, the following:

- Replacement or rehabilitation of:
 - Rolling stock
 - Passenger stations and terminals
 - Security equipment and systems
 - Maintenance facilities and equipment
 - Ferry vessels
 - Rail
- Transit Preventative Maintenance
 - Preventative maintenance is only to maintain existing infrastructure and vehicles in a state of good repair, essentially repair and rehabilitation. Normal maintenance such as oil changes and other regularly scheduled vehicle maintenance are to be covered under normal operating costs and are not eligible for State of Good Repair funding.
 - Public and Staff Safety
- New transit facilities or equipment needed to maintain existing transit service(s)

To the extent possible and cost effective, and where feasible, the State of Good Repair Program encourages eligible recipients to promote "fix-it-first" transit capital projects that reduce greenhouse gases and help achieve the state's environmental goals. Examples of such projects may include replacement of vehicles with partial and/or zero emission vehicles, green technology equipment enhancements, or transit facility upgrades to improve energy efficiency.

Caltrans may approve other appropriate replacement and rehabilitation projects not listed here. Projects that solely expand capacity or service are not eligible projects. However, the expansion of capacity within a replacement project to address current or projected short-term service needs--replacing a maintenance facility with a larger facility or replacing a bus with a larger bus -are eligible.



BETTY T. YEE
California State Controller

August 1, 2020

County Auditors Responsible for State of Good Repair Program Funds
Transportation Planning Agencies
County Transportation Commissions
San Diego Metropolitan Transit System

SUBJECT: Fiscal Year 2020-21 State of Good Repair Program Allocation Estimate

Enclosed is the summary schedule of State of Good Repair (SGR) program funds available to be allocated for fiscal year (FY) 2020-21 to each Transportation Planning Agency (TPA), county transportation commission, and the San Diego Metropolitan Transit System for the purposes of Public Utilities Code (PUC) section 99312.1(c). Allocations for the SGR program are calculated pursuant to the distribution formulas in PUC sections 99313 and 99314. Also enclosed is a schedule detailing the estimated available amount calculated pursuant to PUC section 99314 for each TPA by operator.

PUC section 99313 allocations are based on the latest available annual population estimates from the Department of Finance. PUC section 99314 allocations are based on the revenue amount for each STA-eligible operator, determined from annual reports submitted to the State Controller's Office (SCO) pursuant to PUC section 99243.

According to the FY 2020-21 enacted California Budget, the estimated amount of SGR funds budgeted is \$117,676,000. Prior to receiving an apportionment of SGR program funds in a fiscal year, an agency must submit a list of proposed projects to the California Department of Transportation (DOT). DOT reports to SCO the eligible agencies that will receive an allocation quarterly pursuant to PUC sections 99313 and 99314. SCO anticipates that the first allocation to eligible agencies will be paid by November 30, 2020. Please refer to the schedule for the amounts that relate to your agency.

Please contact Mike Silvera by telephone at (916) 323-0704 or email at msilvera@sco.ca.gov with any questions, or for additional information about this schedule. Information for the SGR program can be found on the DOT website at: <https://dot.ca.gov/programs/rail-and-mass-transportation/state-transit-assistance-state-of-good-repair>.

Sincerely,

A handwritten signature in blue ink, appearing to read "E. Calderon-Yee".

EVELYN CALDERON-YEE
Bureau Chief
Bureau of Payments

Enclosures

STATE CONTROLLER'S OFFICE
2020-21 STATE OF GOOD REPAIR PROGRAM
ESTIMATED AVAILABLE AMOUNT SUMMARY
AUGUST 1, 2020

<u>Regional Entity</u>	Estimated Available 2020-21 Amount Based on PUC 99313 Allocation	Estimated Available 2020-21 Amount Based on PUC 99314 Allocation	Total Estimated Available 2020-21 Amount Allocation
	A	B	C= (A + B)
Metropolitan Transportation Commission	\$ 11,522,035.00	\$ 31,528,098.00	\$ 43,050,133.00
Sacramento Area Council of Governments	2,893,927.00	1,019,703.00	3,913,630.00
San Diego Association of Governments	1,432,235.00	350,481.00	1,782,716.00
San Diego Metropolitan Transit System	3,512,514.00	1,442,994.00	4,955,508.00
Tahoe Regional Planning Agency	158,915.00	9,298.00	168,213.00
Alpine County Transportation Commission	1,689.00	132.00	1,821.00
Amador County Transportation Commission	55,722.00	2,108.00	57,830.00
Butte County Association of Governments	311,016.00	16,774.00	327,790.00
Calaveras County Local Transportation Commission	66,588.00	820.00	67,408.00
Colusa County Local Transportation Commission	32,393.00	1,455.00	33,848.00
Del Norte County Local Transportation Commission	40,373.00	2,113.00	42,486.00
El Dorado County Local Transportation Commission	256,029.00	17,873.00	273,902.00
Fresno County Council of Governments	1,513,524.00	275,128.00	1,788,652.00
Glenn County Local Transportation Commission	43,482.00	1,230.00	44,712.00
Humboldt County Association of Governments	197,151.00	33,843.00	230,994.00
Imperial County Transportation Commission	279,197.00	25,648.00	304,845.00
Inyo County Local Transportation Commission	27,485.00	0.00	27,485.00
Kern Council of Governments	1,357,041.00	83,601.00	1,440,642.00
Kings County Association of Governments	227,183.00	9,146.00	236,329.00
Lake County/City Council of Governments	94,714.00	5,153.00	99,867.00
Lassen County Local Transportation Commission	42,643.00	1,930.00	44,573.00
Los Angeles County Metropolitan Transportation Authority	15,045,572.00	19,489,970.00	34,535,542.00
Madera County Local Transportation Commission	233,896.00	7,866.00	241,762.00
Mariposa County Local Transportation Commission	26,721.00	754.00	27,475.00
Mendocino Council of Governments	130,070.00	9,892.00	139,962.00
Merced County Association of Governments	419,321.00	20,493.00	439,814.00
Modoc County Local Transportation Commission	14,154.00	1,112.00	15,266.00
Mono County Local Transportation Commission	19,913.00	29,171.00	49,084.00
Transportation Agency for Monterey County	652,441.00	202,834.00	855,275.00
Nevada County Local Transportation Commission	145,108.00	7,149.00	152,257.00
Orange County Transportation Authority	4,724,348.00	1,702,130.00	6,426,478.00
Placer County Transportation Planning Agency	467,915.00	68,251.00	536,166.00
Plumas County Local Transportation Commission	27,006.00	4,410.00	31,416.00
Riverside County Transportation Commission	3,612,115.00	598,944.00	4,211,059.00
Council of San Benito County Governments	92,219.00	1,564.00	93,783.00
San Bernardino County Transportation Authority	3,224,967.00	694,615.00	3,919,582.00
San Joaquin Council of Governments	1,144,185.00	266,563.00	1,410,748.00
San Luis Obispo Area Council of Governments	410,060.00	28,974.00	439,034.00
Santa Barbara County Association of Governments	668,262.00	168,625.00	836,887.00
Santa Cruz County Transportation Commission	401,148.00	360,328.00	761,476.00
Shasta Regional Transportation Agency	263,325.00	14,025.00	277,350.00
Sierra County Local Transportation Commission	4,734.00	184.00	4,918.00
Siskiyou County Local Transportation Commission	65,757.00	2,803.00	68,560.00
Stanislaus Council of Governments	824,839.00	46,872.00	871,711.00
Tehama County Transportation Commission	96,324.00	2,010.00	98,334.00
Trinity County Transportation Commission	20,037.00	787.00	20,824.00
Tulare County Association of Governments	709,876.00	75,489.00	785,365.00
Tuolumne County Transportation Council	81,221.00	2,099.00	83,320.00
Ventura County Transportation Commission	1,246,610.00	202,558.00	1,449,168.00
State Totals	\$ 58,838,000.00	\$ 58,838,000.00	\$ 117,676,000.00

STATE CONTROLLER'S OFFICE
2020-21 STATE OF GOOD REPAIR PROGRAM ESTIMATED AVAILABLE AMOUNT
BASED ON PUC 99314 ALLOCATION DETAIL
AUGUST 1, 2020

Regional Entity and Operator(s)	Revenue Basis	Estimated Available 2020-21 Amount Based on PUC 99314 Allocation
Mono County Local Transportation Commission Eastern Sierra Transit Authority	2,824,223	29,171.00
Transportation Agency for Monterey County Monterey-Salinas Transit	19,637,486	202,834.00
Nevada County Local Transportation Commission		
County of Nevada	369,077	3,812.00
City of Truckee	323,083	3,337.00
Regional Entity Totals	692,160	7,149.00
Orange County Transportation Authority		
City of Laguna Beach	1,910,271	19,731.00
Orange County Transportation Authority	110,748,483	1,143,910.00
Regional Entity Subtotals	112,658,754	1,163,641.00
Orange County Transportation Authority - Corresponding to SCRRA***	NA	538,489.00
Regional Entity Totals	112,658,754	1,702,130.00
Placer County Transportation Planning Agency		
City of Auburn	21,830	225.00
County of Placer	5,410,141	55,881.00
City of Roseville	1,175,827	12,145.00
Regional Entity Totals	6,607,798	68,251.00
Plumas County Local Transportation Commission		
County of Plumas	346,829	3,582.00
County Service Area 12 - Specialized Service	80,198	828.00
Regional Entity Totals	427,027	4,410.00
Riverside County Transportation Commission		
City of Banning	208,349	2,152.00
City of Beaumont	318,557	3,290.00
City of Corona	426,555	4,406.00
Palo Verde Valley Transit Agency	175,762	1,815.00
City of Riverside - Specialized Service	493,635	5,099.00
Riverside Transit Agency	18,329,390	189,322.00
Sunline Transit Agency	11,506,078	118,845.00
Regional Entity Subtotals	31,458,326	324,929.00
Riverside County Transportation Commission - Corresponding to SCRRA***	NA	274,015.00
Regional Entity Totals	31,458,326	598,944.00
Council of San Benito County Governments		
San Benito County Local Transportation Authority	151,384	1,564.00

*** The amounts allocated to the member agencies of Southern California Regional Rail Authority are included with their corresponding transportation planning agency.

SUBRECIPIENT AGREEMENT
BETWEEN THE NEVADA COUNTY TRANSPORTATION COMMISSION
AND
THE TOWN OF TRUCKEE
FOR FY 2020-21 STATE OF GOOD REPAIR FUNDS

THIS SUBRECIPIENT AGREEMENT (“Agreement”) is entered into effective October 7, 2020, by and between the Nevada County Transportation Commission (“NCTC”) and the Town of Truckee, California (“SGR Subrecipient”).

WHEREAS, NCTC has been awarded certain State of Good Repair (“SGR”) funds administered through the California Department of Transportation (“Caltrans”), to implement and support capital projects that maintain the public transit system in a state of good repair; and

WHEREAS, SGR Subrecipient is eligible to receive SGR funds as a public body corporate and politic of the State of California; and

WHEREAS, NCTC shall perform contract management and oversight of SGR funds distributed to SGR Subrecipient.

NOW, THEREFORE, in consideration of the promises and covenants herein, the parties agree as follows:

1. Certifications and Assurances: SGR Subrecipient agrees to comply with the SGR Recipient Certifications and Assurances.
2. Deposit Account: SGR Subrecipient shall establish a special account for the purpose of depositing therein all payments received from NCTC pursuant to this Agreement. The special account shall be in accordance with State of Good Repair Program Guidelines issued by Caltrans and the Recipient Certifications and Assurances.
3. Third Party Contracting Requirements:
 - a. SGR Subrecipient shall not award a construction contract over \$10,000 or other contracts over \$25,000 (excluding professional service contracts of the type which are required to be procured in accordance with Government Code Sections 4525 (d), (e) and (f)) on the basis of a noncompetitive negotiation for work to be performed.
 - b. Any subcontract or agreement entered into as a result of disbursing funds received pursuant to this Agreement shall contain all of the fiscal provisions of this Agreement; and shall mandate that travel and per diem reimbursements and third-party contract reimbursements to subcontractors will be allowable as project costs only after those costs are incurred and paid for by the subcontractors.

- c. Pre-award requirements of third-party contractors or consultants shall be consistent with Local Assistance Program requirements published by Caltrans.
4. Accounting: SGR Subrecipient shall establish and maintain an accounting system and records that properly accumulate and segregate fund expenditures by line item. The accounting system, including contractors and all subcontractors, shall conform to Generally Accepted Accounting Principles (GAAP), enable the determination of incurred costs at interim points of completion, and provide support for reimbursement payment vouchers or invoices.
5. Audit: SGR Subrecipient, contractors, and subcontractors shall maintain and make available for inspection all books, documents, accounting records, and other evidence pertaining to the performance of contracts utilizing SGR funds, including, but not limited to, the costs of administering such contracts. The SGR Subrecipient shall make such materials available at their offices at all reasonable times for three years from the date of final payment of funds. NCTC, Caltrans, the California State Auditor, or any duly authorized representative of the State of California, shall each have access to all books, records, and documents that are pertinent for audits, examinations, excerpts, and transactions, and shall be furnished copies of the same if requested.
6. Project Completion: SGR Subrecipient agrees to provide to NCTC a report summarizing total project costs and milestones for each project using SGR funds within sixty (60) days of project completion.
7. Successors: This Agreement will be binding on the parties hereto, their assigns, successors, administrators, executors, and other representatives.
8. Waivers: No waiver of any breach of this Agreement will be held to be a waiver of any prior or subsequent breach. The failure of NCTC to enforce at any time the provisions of this Agreement or to require at any time performance by the SGR Subrecipient of these provisions, will in no way be construed to be a waiver of such provisions, nor to affect the validity of this Agreement or the right of NCTC to enforce these provisions.
9. Litigation: SGR Subrecipient will notify NCTC immediately of any claim or action undertaken by it or against it that affects or may affect this Agreement or NCTC and will take such action with respect to the claim or action as is consistent with the terms of this Agreement and the interests of NCTC.
10. Costs and Attorneys' Fees: If either party commences any legal action against the other party arising out of this Agreement or the performance thereof, the prevailing party in such action may recover its reasonable litigation expenses, including court costs, expert witness fees, discovery expenses, and reasonable attorneys' fees.

11. Governing Law and Choice of Forum: This Agreement will be administered and interpreted under California law as if written by both parties. Any litigation arising from this Agreement will be brought in the Superior Court of Nevada County.
12. Headings: The headings of the various sections of this Agreement are intended solely for convenience of reference and are not intended to explain, modify, or place any interpretation upon any of the provisions of this Agreement.
13. Authority: Each person signing this Agreement on behalf of a party hereby certifies, represents, and warrants that he or she has the authority to bind that party to the terms and conditions of this Agreement.
14. Counterparts: This Agreement may be executed in multiple counterparts, each of which will constitute an original, and all of which taken together will constitute one and the same instrument.

IN WITNESS WHEREOF, THE PARTIES HAVE ENTERED INTO THIS AGREEMENT AS OF THE DATE FIRST APPEARING ABOVE:

NEVADA COUNTY TRANSPORTATION COMMISSION

Daniel B. Landon, Executive Director

TOWN OF TRUCKEE

Dan Wilkins, Acting Town Manager

JAN ARBUCKLE – Grass Valley City Council
 ANDREW BURTON – Member-At-Large, Chair
 CAROLYN WALLACE DEE – Town of Truckee
 ANN GUERRA – Member-At-Large
 SUSAN HOEK – Nevada County Board of Supervisors, Vice Chair
 ED SCOFIELD – Nevada County Board of Supervisors
 DUANE STRAWSER – Nevada City City Council



DANIEL LANDON, Executive Director
 MICHAEL WOODMAN, Deputy Executive Director

Grass Valley • Nevada City

Nevada County • Truckee

File: 1030.2.2.2

MEMORANDUM

TO: Nevada County Transportation Commission

FROM: Daniel Landon, Executive Director *Daniel B Landon*

SUBJECT: Accept the State Route 174/20 Intersection Analysis as complete, Resolution 20-40

DATE: October 7, 2020

RECOMMENDATION: Adopt Resolution 20-40 accepting the State Route 174/20 Intersection Analysis as complete in accordance with the contract with GHD Inc.

BACKGROUND: As part of the regional transportation planning process, the Nevada County Transportation Commission (NCTC) coordinated efforts with the City of Grass Valley, Caltrans and a transportation consulting firm, GHD, to perform a complete Intersection Control Evaluation (ICE) for the intersection of South Auburn Street, State Routes 174 and 20, Neal Street, and frontage roads Tinloy Street and Hansen Way (The “Triangle”). The complicated layout of three closely spaced signalized intersections leads to unnecessary delays and unsafe movements, as well as severely outdated pedestrian and bicycle facilities. An ICE is a Caltrans specified process that analyzes the entire project location to determine optimum traffic control treatments and intersection geometry based on an objective analysis considering technical, financial, environmental, aesthetic and political impacts for the existing conditions and future needs.

Following a lengthy analysis and development process, GHD has completed a recommended improvement plan. The recommended modifications include a large roundabout which would eliminate two signalized legs and modifications to the geometry and operation of the existing South Auburn Street/ Neal Street leg to improve capacity and efficiency. NCTC, Grass Valley, and Caltrans staff believe the recommended solution is an innovative and modern control alternative, that better manages and expedites traffic flow through the whole Triangle, while greatly improving the overall level of safety for all users, especially pedestrians and bicyclists.

GHD prepared an application for an Active Transportation Program (ATP) funding grant to provide an easier and/or safer pedestrian/bicycle route along the streets included in the State Route 174/20 intersection project. This ATP grant could provide funding for sidewalks, crosswalks, signs, lighting, and other safety concerns in the project area. GHD collaborated with NCTC staff and community stakeholders and has completed the ATP application process.

**RESOLUTION 20-40
OF THE
NEVADA COUNTY TRANSPORTATION COMMISSION**

ACCEPT THE STATE ROUTE 174/20 INTERSECTION ANALYSIS AS COMPLETE

WHEREAS, the Nevada County Transportation Commission (NCTC) contracted with GHD Inc. to develop the State Route 174/20 Intersection Analysis; and

WHEREAS, the State Route 174/20 Intersection Analysis has provided NCTC with recommendations to address improvements to the State Route 174/20 Intersection.

NOW, THEREFORE, BE IT RESOLVED, that the Nevada County Transportation Commission accepts the State Route 174/20 Intersection Analysis as complete per the terms of the contract with GHD Inc.

PASSED AND ADOPTED by the Nevada County Transportation Commission on October 7, 2020 by the following vote:

Ayes:

Noes:

Absent:

Abstain:

Andrew Burton, Chair
Nevada County Transportation Commission

Attest: _____
Dale D. Sayles
Administrative Services Officer

JAN ARBUCKLE – Grass Valley City Council
 ANDREW BURTON – Member-At-Large, Chair
 CAROLYN WALLACE DEE – Town of Truckee
 ANN GUERRA – Member-At-Large
 SUSAN HOEK – Nevada County Board of Supervisors, Vice Chair
 ED SCOFIELD – Nevada County Board of Supervisors
 DUANE STRAWSER – Nevada City City Council



DANIEL LANDON, Executive Director
 MICHAEL WOODMAN, Deputy Executive Director


Grass Valley • Nevada City

Nevada County • Truckee

File: 1030.2.2.2

MEMORANDUM

TO: Nevada County Transportation Commission

FROM: Daniel Landon, Executive Director 

SUBJECT: Accept the Nevada City State Route 49 Multimodal Corridor Plan as complete, Resolution 20-41

DATE: October 7, 2020

RECOMMENDATION: Adopt Resolution 20-41 accepting the Nevada City State Route (SR) 49 Multimodal Corridor Plan as complete in accordance with the contract with GHD Inc.

BACKGROUND: As part of the regional transportation planning process, NCTC, in coordination with Caltrans, Nevada County and City of Nevada City, contracted with the firm GHD Inc. to a complete a study to prepare a multimodal corridor plan for the segment of SR 49 from the SR 20/SR 49/Uren Street intersection in Nevada City to the Nevada County Juvenile Hall, near Post Mile 15.917.

The initial impetus for this study came from citizen comments at the May 2018 NCTC meeting. These comments led to the recognition that there is demand for pedestrian and bicycle crossings at four consecutive intersections: Coyote Street, North Bloomfield Road, Maidu Avenue, and Cement Hill Road. Three of those intersections are two-way stop controlled; only North Bloomfield Road is signalized and has crosswalks.

The analysis of the corridor included recommendations that will improve safety, maintain operational efficiency and accommodate bicyclists and pedestrians. The goal is to identify improvements that will be aesthetically appropriate for historic Nevada City, accommodate vehicular traffic (including heavy trucks), and be friendly to bicyclists and pedestrians, both along the corridor and when crossing an intersection. Traffic calming measures along the highway will be needed to meet the goals of this project.

GHD prepared an application for an Active Transportation Program (ATP) funding grant to provide an easier and/or safer pedestrian/bicycle route along this corridor. This ATP grant could provide funding for sidewalks, crosswalks, signs, lighting, and other safety concerns in the project area. GHD collaborated with NCTC staff and community stakeholders and has completed the ATP application process.

View the Nevada City SR 49 Multimodal Corridor Plan Report here:
<https://www.nctc.ca.gov/Projects/SR-49-Multimodal-Corridor-Plan/index.html>

**RESOLUTION 20-41
OF THE
NEVADA COUNTY TRANSPORTATION COMMISSION**

ACCEPT THE NEVADA CITY STATE ROUTE 49 MULTIMODAL CORRIDOR PLAN
AS COMPLETE

WHEREAS, the Nevada County Transportation Commission (NCTC) contracted with GHD Inc. to develop the Nevada City State Route 49 Multimodal Corridor Plan; and

WHEREAS, the Nevada City State Route 49 Multimodal Corridor Plan has provided NCTC with recommendations that will improve safety, maintain operational efficiency and accommodate bicyclists and pedestrians.

NOW, THEREFORE, BE IT RESOLVED, that the Nevada County Transportation Commission accepts the Nevada City State Route 49 Multimodal Corridor Plan as complete per the terms of the contract with GHD Inc.

PASSED AND ADOPTED by the Nevada County Transportation Commission on October 7, 2020 by the following vote:

Ayes:

Noes:

Absent:

Abstain:

Andrew Burton, Chair
Nevada County Transportation Commission

Attest: _____
Dale D. Sayles
Administrative Services Officer

JAN ARBUCKLE – Grass Valley City Council
 ANDREW BURTON – Member-At-Large, Chair
 CAROLYN WALLACE DEE – Town of Truckee
 ANN GUERRA – Member-At-Large
 SUSAN HOEK – Nevada County Board of Supervisors, Vice Chair
 ED SCOFIELD – Nevada County Board of Supervisors
 DUANE STRAWSER – Nevada City City Council



DANIEL LANDON, Executive Director
 MICHAEL WOODMAN, Deputy Executive Director


Grass Valley • Nevada City

Nevada County • Truckee

File: 1030.2.1.3

MEMORANDUM

TO: Nevada County Transportation Commission

FROM: Daniel Landon, Executive Director 

SUBJECT: Accept the SB 743 Vehicle Miles Traveled Methodology and Threshold Recommendations as Complete, Resolution 20-42

DATE: October 7, 2020

RECOMMENDATION: Adopt Resolution 20-42 accepting the SB 743 Vehicle Miles Traveled Methodology and Threshold Recommendations as complete in accordance with the contract with Fehr & Peers.

BACKGROUND: California Senate Bill 743 (SB 743), adopted in 2013, changes how transportation impacts are measured in the review of land use and transportation plans and projects under the California Environmental Quality Act (CEQA). SB 743 represents a new paradigm in land use development and transportation planning across the state. The legislation removes automobile delay as the primary measure of transportation impacts of environmental significance, typically measured by traffic level of service (LOS), and replaces it with vehicle-miles traveled (VMT).

As part of the regional transportation planning process, NCTC, in coordination with the County of Nevada, City of Grass Valley, City of Nevada City, and Town of Truckee, contracted with the firm Fehr & Peers to develop a planning study to provide recommendations for methodology, thresholds, and procedures for analysis of land use and transportation projects and plans in each of the jurisdictions within Nevada County in relation to implementation and compliance with SB 743.

Fehr & Peers also developed a VMT screening tool for utilization by the jurisdictions in western Nevada County and identified potential mitigation measures applicable to Nevada County for mitigating Vehicle Miles Traveled impacts identified in CEQA transportation analysis.

The Senate Bill 743 Vehicle Miles Traveled Implementation Final Report may be viewed at:
<https://www.nctc.ca.gov/Projects/SB-743-VMT/index.html>

**RESOLUTION 20-42
OF THE
NEVADA COUNTY TRANSPORTATION COMMISSION**

ACCEPT THE SB 743 VEHICLE MILES TRAVELED METHODOLOGY AND
THRESHOLD RECOMMENDATIONS AS COMPLETE

WHEREAS, the Nevada County Transportation Commission (NCTC) contracted with Fehr & Peers to develop SB 743 Vehicle Miles Traveled Methodology and Threshold Recommendations; and

WHEREAS, the SB 743 Vehicle Miles Traveled Methodology and Threshold Recommendations study has provided NCTC with recommendations for methodology, thresholds, and procedures for analysis of land use and transportation projects and plans in each of the jurisdictions within Nevada County in relation to implementation and compliance with SB 743.

NOW, THEREFORE, BE IT RESOLVED, that the Nevada County Transportation Commission accepts the SB 743 Vehicle Miles Traveled Methodology and Threshold Recommendations as complete per the terms of the contract with Fehr & Peers.

PASSED AND ADOPTED by the Nevada County Transportation Commission on October 7, 2020 by the following vote:

Ayes:

Noes:

Absent:

Abstain:

Andrew Burton, Chair
Nevada County Transportation Commission

Attest: _____
Dale D. Sayles
Administrative Services Officer

JAN ARBUCKLE – Grass Valley City Council
 ANDREW BURTON – Member-At-Large, Chair
 CAROLYN WALLACE DEE – Town of Truckee
 ANN GUERRA – Member-At-Large
 SUSAN HOEK – Nevada County Board of Supervisors, Vice Chair
 ED SCOFIELD – Nevada County Board of Supervisors
 DUANE STRAWSER – Nevada City City Council



DANIEL LANDON, Executive Director
 MICHAEL WOODMAN, Deputy Executive Director

Grass Valley • Nevada City

Nevada County • Truckee

File: 1030.2.1.3

MEMORANDUM

TO: Nevada County Transportation Commission

FROM: Daniel Landon, Executive Director *Daniel B. Landon*

SUBJECT: Accept the NCTC/Grass Valley Travel Demand Forecasting Model Update as Complete, Resolution 20-43

DATE: October 7, 2020

RECOMMENDATION: Adopt Resolution 20-43 accepting the NCTC/Grass Valley Travel Demand Forecasting Model Update as complete in accordance with the contract with TJKM.

BACKGROUND: A Travel Demand Forecasting model is a computer program that simulates traffic levels and travel patterns for a specific geographic area. Using this data, the model performs a series of calculations to determine the number of trips generated, the beginning and ending location of each trip, and the route taken by the trip. The model's output includes projections of traffic volumes on major roads, and peak hour turning movements at certain key intersections. The Travel Demand Forecasting model is a valuable tool for preparing long-range transportation planning studies, like the Regional Transportation Plan. The travel model can be used to estimate the average daily and peak hour traffic volumes on the major roads in response to planned population and employment growth, changes in transportation infrastructure, policy assumptions, and provides a consistent platform to analyze different land use and transportation scenarios.

NCTC contracted with the firm TJKM to update the NCTC/Grass Valley Travel Demand Forecasting Model. This effort relied on current land use, demographic, and transportation network data. The previous travel demand model had 2012 as its base year and a 2035 “forecast” year. The updated travel demand model has been fully calibrated and validated and can be used to forecast traffic for various kinds of projects.

Highlights of the Travel Demand Model Update:

- Base year set to 2018 and forecast year to 2040.
- Staff from local jurisdictions provided updated roadway network information.
- Staff from local jurisdictions participated in updating the land use data.
- The travel demand model was “calibrated” utilizing data from the latest 2012 California Household Travel Survey.
- The travel demand model was “validated” utilizing several criteria to match observed travel data.

**RESOLUTION 20-43
OF THE
NEVADA COUNTY TRANSPORTATION COMMISSION**

ACCEPT THE NCTC/GRASS VALLEY TRAVEL DEMAND FORECASTING
MODEL UPDATE AS COMPLETE

WHEREAS, the Nevada County Transportation Commission (NCTC) contracted with TJKM to update the NCTC/Grass Valley Travel Demand Forecasting Model; and

WHEREAS, the NCTC/Grass Valley Travel Demand Forecasting Model has provided NCTC and local jurisdictions with information that can be useful for reviewing major land use development proposals, preparing updates to city and county general plans and specific area community plans, and during the environmental and public participation process.

NOW, THEREFORE, BE IT RESOLVED, that the Nevada County Transportation Commission accepts the NCTC/Grass Valley Travel Demand Forecasting Model as complete per the terms of the contract with TJKM.

PASSED AND ADOPTED by the Nevada County Transportation Commission on October 7, 2020 by the following vote:

Ayes:

Noes:

Absent:

Abstain:

Andrew Burton, Chair
Nevada County Transportation Commission

Attest: _____
Dale D. Sayles
Administrative Services Officer

JAN ARBUCKLE – Grass Valley City Council
 ANDREW BURTON – Member-At-Large, Chair
 CAROLYN WALLACE DEE – Town of Truckee
 ANN GUERRA – Member-At-Large
 SUSAN HOEK – Nevada County Board of Supervisors, Vice Chair
 ED SCOFIELD – Nevada County Board of Supervisors
 DUANE STRAWSER – Nevada City City Council



DANIEL LANDON, Executive Director
 MICHAEL WOODMAN, Deputy Executive Director

Grass Valley • Nevada City

Nevada County • Truckee

File:1030.0

MEMORANDUM

TO: Nevada County Transportation Commission

FROM: Daniel B. Landon, Executive Director *Daniel B. Landon*

SUBJECT: Amendment 1 to the FY 2020/21 Overall Work Program, Resolution 20-44

DATE: October 7, 2020

RECOMMENDATION: Adopt Resolution 20-44 approving Amendment 1 to the FY 2020/21 Overall Work Program (OWP).

BACKGROUND: Resolution 20-44 approves the changes to the FY 2020/21 OWP work elements and budgets described below:

While completing the year-end financial reports for FY 2019/20, staff determined that FY 2020/21 Budget needed to be adjusted as shown in Table 1, Budget Summary. The need for the adjustments is a result of the final accounting of revenues and expenses in FY 2019/20 and changes in planned expenditures in FY 2020/21 necessitated by the impacts of the COVID-19 pandemic.

- The amount of State Rural Planning Assistance (RPA) Formula Funds carried into FY 2020/21 increased approximately \$6,859. The RPA Grant funds were corrected to match the amount approved for the READY Nevada County project. RPA Grants Carryover Funds were decreased by approximately \$30,345, as a result of invoices received at year end.
- The State Transportation Improvement Program (STIP) Planning (PPM) Funds increased by approximately \$30,963, based on year end expenditures and an additional allocation of \$60,000 by the California Transportation Commission for FY 2020/21.
- Local Transportation Fund (LTF) Carryover Funds have been increased by approximately \$14,254 from the Budget adopted May 20, 2020, to bring the revenue and expenditures into balance.
- These adjustments resulted in a total net increase of approximately \$26,887.

Table 2, Direct Costs Budget, shows the changes made to the identified projects based on year end accounting.

Table 3, Indirect Costs Budget, shows adjustments that were made based on the impacts of COVID-19 on NCTC's operation. The changes result in a net decrease of approximately \$6,492.

Tables 4, 5, and 6 show the detail of the changes summarized on Tables 1, 2, and 3. Additional tasks, products, and budget have been added to Work Elements 2.1.5, 2.2.2 and 2.2.3.

attachments

**RESOLUTION 20-44
OF THE
NEVADA COUNTY TRANSPORTATION COMMISSION**

APPROVAL OF AMENDMENT I TO THE FY 2020/21 OVERALL WORK PROGRAM

WHEREAS, the Nevada County Transportation Commission (NCTC), through the adoption of Resolution 20-44 approved the FY 2020/21 Overall Work Program (OWP); and

WHEREAS, Section 99233.2 of the California Public Utilities Code provides for the transportation planning agency to utilize up to 3% of the annual Local Transportation Fund revenues for the conduct of the transportation planning and programming process; and

WHEREAS, NCTC has determined it is necessary to amend the OWP budget to accurately reflect activities that have occurred and will occur through the end of the fiscal year; and

WHEREAS, the requirements of the Master Fund Transfer Agreement No. 74A0798 are incorporated by reference as part of the FY 2020/21 OWP.

NOW, THEREFORE, BE IT RESOLVED, that the modifications recommended in the attached memorandum are adopted as Amendment I of the FY 2020/21 Overall Work Program.

BE IT FURTHER RESOLVED, that the budget of the FY 2020/21 Overall Work Program is approved as follows:

\$ 678,402.00	Local Transportation Funds (LTF)
\$ 294,000.00	Rural Planning Assistance (RPA) Formula Funds
\$ 30,275.63	Rural Planning Assistance (RPA) Formula Carryover Funds
\$ 125,156.00	Rural Planning Assistance (RPA) Grant Funds
\$ 83,230.00	Rural Planning Assistance (RPA) Grant Carryover Funds
\$ 5,000.00	Regional Transportation Mitigation Fees (RTMF)
\$ 98,280.85	State Transportation Improvement Program (STIP) Planning Funds (PPM)
\$ 15,000.00	ALUC Fees
<u>\$ 24,672.36</u>	<u>Local Transportation Funds (LTF) Carryover</u>
\$1,354,016.84	Total Budget FY 2020/21

BE IT FURTHER RESOLVED, that NCTC does hereby allocate 3% of the annual Local Transportation Fund revenues for FY 2020/21 for transportation planning and programming.

BE IT FURTHER RESOLVED, that the Executive Director of NCTC, or his designee, is hereby authorized to apply for grants, sign certifications and assurances, issue Request for Proposals for projects included in the Overall Work Program, and execute agreements to facilitate receipt of revenues and expenditure of funds as set forth in the Overall Work Program, in accordance with NCTC's Administrative Operating Procedures.

PASSED AND ADOPTED by the Nevada County Transportation Commission on October 7, 2020, by the following vote:

Ayes:

Noes:

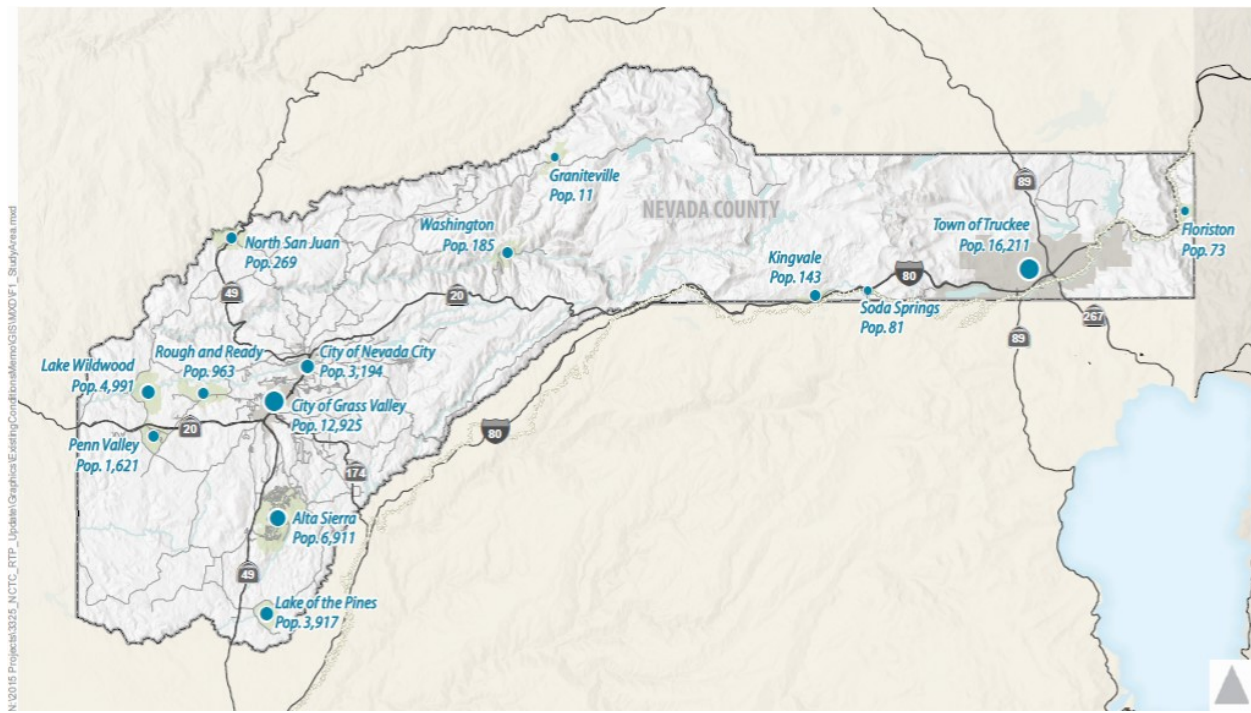
Absent:

Abstain:

Andrew Burton, Chair
Nevada County Transportation Commission

Attest: _____
Dale D. Sayles
Administrative Services Officer

Nevada County Transportation Commission



2020/21 Overall Work Program

May 20, 2020
Amendment 1 October 7, 2020

TABLE OF CONTENTS

	Page
NCTC MISSION STATEMENT	I-1
NCTC ORGANIZATION FLOW CHART	I-2
OVERALL WORK PROGRAM INTRODUCTION	I-3
WORK ELEMENT 1 – COMMUNICATION AND COORDINATION	1
Project 1.1 General Services and Communication	2
Project 1.2 Fiscal Administration	3
WORK ELEMENT 2 - REGIONAL TRANSPORTATION PLANNING	4
Project 2.1 Regional Transportation Plan	6
Project 2.1.2 RTP Implementation VMT Thresholds	8
Project 2.1.5 Regional Traffic Model Update.....	10
Project 2.2 Transportation Improvement Programs.....	11
Project 2.2.2 SR 174/20 Intersection Analysis	12
Project 2.2.3 Nevada City SR 49 Multimodal Corridor Plan	13
Project 2.3 Transit and Paratransit Programs.....	14
Project 2.3.1 Western Nevada County Transit Development Plan.....	15
Project 2.3.2 Nev. Co. Coordinated Public Transit-Human Services Plan Update	17
Project 2.4 Coordination of Regional Planning	19
Project 2.4.2 Airport Land Use Commission Planning and Reviews	22
Project 2.4.3 READY Nevada County-Climate Event Mobility and Adaptation Plan.....	23
WORK ELEMENT 3 - CALTRANS ACTIVITIES WITH NCTC	24
Glossary of Terms and Acronyms	25
BUDGET TABLES:	
TABLE 1 Budget Summary.....	B-1
TABLE 2 Direct Costs.....	B-2
TABLE 3 Indirect Costs	B-3
TABLE 4 Revenues	B-4
TABLE 5 Expenditures.....	B-5
TABLE 6 Budget Detail	B-6

NEVADA COUNTY TRANSPORTATION COMMISSION

CREATING A BETTER FUTURE BY BUILDING UPON SUCCESSES OF THE PAST



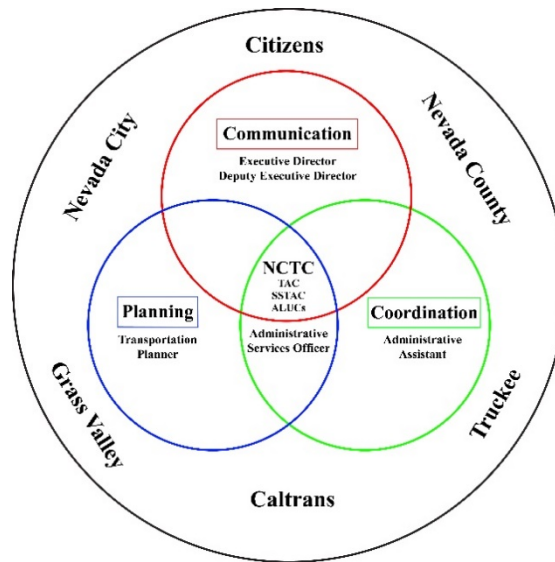
MISSION STATEMENT

The mission of the Nevada County Transportation Commission is to plan, communicate, and coordinate with the citizens and decision makers of Grass Valley, Nevada City, Nevada County, Town of Truckee, and with Caltrans to identify transportation needs, propose solutions, and assist in implementing projects to create a balanced regional transportation system, while protecting the rural qualities and historic character of Nevada County.

Activities to Achieve the Mission Include, But are not Limited to, the Following:

- ✓ *NCTC develops a Regional Transportation Plan (RTP) which includes the actions, funding recommendations, and policy direction necessary to meet the needs of each transportation system component in the region.*
- ✓ *NCTC interacts with the community through workshops, news media, the NCTC website and electronic newsletter.*
- ✓ *NCTC develops and adopts a Regional Transportation Improvement Program (RTIP) that is consistent with the RTP.*
- ✓ *NCTC conducts a comprehensive planning process in the development of its annual Overall Work Program so that funds expended on planning projects will implement the goals of the RTP.*
- ✓ *NCTC reviews transportation plans and programs of member agencies and endorses them based on consistency with the RTP and RTIP. In keeping with this responsibility, NCTC strives to be creative in assisting the region in developing the revenues to construct improvement projects.*
- ✓ *NCTC communicates and participates in workshops with Caltrans on proposed projects to be developed in the County of Nevada to ensure that the policies and goals of the RTP are implemented.*
- ✓ *NCTC coordinates with regional transportation planning agencies on legislation and statewide policy issues to ensure the region receives appropriate attention and funding from the State of California and the Federal government.*
- ✓ *NCTC participates in interregional planning projects to ensure Nevada County projects support both regional and statewide transportation goals.*
- ✓ *NCTC administers Transportation Development Act funds to ensure all statutory requirements are met, including the identification of the region's transit needs.*
- ✓ *NCTC manages Regional Surface Transportation Program funds, Regional Transportation Mitigation Fee funds and Regional Improvement Program funds in accordance with Federal acts and statutes promulgated by the State of California, selecting and funding eligible transportation improvement projects based upon those that are most effective and beneficial to the region.*

Nevada County Transportation Commission Organization Flow Chart



Nevada County Transportation Commission (NCTC)

NCTC is a Regional Transportation Planning Agency (RTPA) created pursuant to Title 7.88 of the State of California Government Code, Section 67920. As the RTPA for Nevada County, NCTC coordinates transportation planning for Grass Valley, Nevada City, Nevada County, and the Town of Truckee. The NCTC board has seven members. Four members are appointed by the Board of Supervisors and three are appointed by the incorporated municipalities in the County. The Board of Supervisors appoints two of its members and two County at-large representatives. The municipalities appoint three city/town council members; one each from Nevada City, Grass Valley, and the Town of Truckee.

Technical Advisory Committee (TAC)

The TAC is made up of representatives of public transit operators, local public works and planning departments, public airport operators, the air pollution control district, and Caltrans. The Committee provides technical input on transportation issues and ensures there is coordination and cooperation in the transportation planning process.

Social Services Transportation Advisory Council (SSTAC)

The SSTAC is made up of potential transit users who are representatives of the general public; seniors and/or disabled; social service providers for seniors, disabled, and persons of limited means; local social service and consolidated transportation providers; and Truckee residents who represent the senior and Hispanic communities. The goal of the SSTAC is to maintain and improve transportation services to the residents of Nevada County, particularly the underserved and underrepresented members of the community, such as the elderly and disabled. The SSTAC recommends action to the Commission relative to the unmet transit needs findings, and advises the Commission on transit issues, including coordination and consolidation of specialized transportation services.

Airport Land Use Commissions (ALUCs)

The Nevada County Transportation Commission has been designated as the Airport Land Use Commission for the Nevada County Airport and provides staff for the Truckee Tahoe ALUC. The purpose of Airport Land Use Commissions is to protect public health, safety, and welfare by ensuring the orderly expansion of airports and adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within the areas around the airports, to the extent that these areas are not already devoted to incompatible uses.

Nevada County Demographics

As of January 1, 2019, the population of Nevada County was estimated at 98,764. The largest municipality is Truckee with a population of 16,180, followed by Grass Valley at 12,860 and Nevada City at 3,068. Nevada County Quick Facts on Census.gov reported the racial makeup of the county as 84.9% White, followed by 9.7% Hispanic, 1.4% Asian, 1.3% Native American, and 0.6% Black or African-American. Quick Facts indicates that 10.3% of the population was below the poverty level.

OVERALL WORK PROGRAM INTRODUCTION

NCTC annually adopts a budget through the preparation of an Overall Work Program (OWP). This work program describes the planning projects and activities or work elements that are to be funded, and the type of funds that will pay for the expenditures, such as Rural Planning Assistance (RPA), Local Transportation Funds (LTF), or Federal Transit Administration (FTA). A Memorandum of Understanding (MOU) between NCTC, the Cities of Grass Valley and Nevada City, the Town of Truckee, and the County of Nevada provides for the coordination of regional transportation planning with local governments in Nevada County. The Commission staff prepares a draft OWP and in accordance with the MOU, solicits and integrates comments from each of the jurisdictions. The proposed work program is then submitted to the Commission for approval and forwarded to Caltrans. Caltrans, as the grantor of Rural Planning Assistance funds and Federal Transit Assistance funds, approves the OWP. The budget reflects the on-going regional transportation planning process in Nevada County. Major concerns of each of the jurisdictions and Caltrans are reflected in the elements and levels of funding. The OWP is updated each year to report on the progress of identified projects, propose new or continuing projects for the ensuing year, and to provide an estimate of the required funding of the OWP elements.

Public Participation

Public involvement is a major component of the transportation planning and programming processes. NCTC makes a concerted effort to solicit public input from all Nevada County residents, including under-represented groups, in many aspects of transportation planning within Nevada County. Specific examples are listed below:

- ◆ NCTC maintains a website (www.nctc.ca.gov), and a Facebook page to keep the public informed of transportation planning and programming efforts underway in Nevada County. Agendas are posted on the bulletin boards of local jurisdictions and emailed to mobile home parks, residential homeowners associations, senior centers, environmental advocates, associations representing the private sector, and individuals that have asked to be included on the distribution list.
- ◆ Articles on the preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP), as well as the public comment periods, are posted on the NCTC website.
- ◆ Copies of the Draft RTP are made available for review at the main public libraries in western and eastern Nevada County, as well as on the NCTC website.
- ◆ Press releases are sent to the media establishments in western and eastern Nevada County announcing the Draft RTP is available for review and comment and noting some key findings.
- ◆ Public hearings are held and noticed in the main newspapers in western and eastern Nevada County prior to adoption of the RTP and RTIP.
- ◆ Each year public notifications are sent out to encourage participation in transportation planning processes, such as the annual unmet transit needs public hearing held by the Transit Services Commission (TSC) and numerous public workshops relating to the transportation projects and planning activities of NCTC.
- ◆ In accordance with SB52, NCTC conducts outreach and Tribal Consultation, if requested, on any project for which NCTC is lead agency and files a Notice of Preparation, Notice of Mitigated Negative Declaration or Notice of Negative Declaration.
- ◆ Citizens are encouraged to attend and speak at NCTC meetings on any matter included for discussion on the agenda at that meeting.

Regional Issues, Needs, and Goals

The main transportation issues in western Nevada County are related to providing adequate infrastructure and services to meet the needs of the County, while maintaining and enhancing the rural character and environmental qualities of the area. In western Nevada County, interregional traffic adds to the existing challenge and need to maintain and improve the transportation system.

In eastern Nevada County, the issues also stem from the challenges to meet the needs related to the high volumes of traffic generated by travelers taking advantage of the world-class recreational opportunities available in the Truckee-North Tahoe area. To address these issues requires a multi-modal approach to transportation planning in the region.

Acquiring adequate and timely funding for transportation improvements is the central need within all of the Nevada County issues. Implementation of highway and regional roadway improvements will be key to providing efficient operations, while improving safety and air quality. The 2000 Census reported that approximately 17.5% of the county population was over 65 years of age, in 2019 that population increased to 27.5%, and it is projected that by 2030 this population is expected to increase to over 30%. As the population of residents over the age of 65 increases, it will result in increased demand for public transit services in Nevada County. Additional state and federal transit operating and capital revenues will be necessary in order to meet the additional demand placed on the public transit systems.

Transportation issues facing Nevada County which have been identified as regionally significant include the following:

- ◆ Insufficient state, federal, and local transportation revenues
- ◆ Air quality/greenhouse gas emission reductions
- ◆ Coordination of land use, air quality, and transportation planning
- ◆ Providing and maintaining a transportation system that enhances safety, the efficient movement of all people, goods, services, and information, and environmental quality
- ◆ Efficient implementation of new technologies

Recognition of these issues leads to the overall goal of the Regional Transportation Plan, which is to provide and maintain a transportation system that enhances safety, the efficient movement of all people, goods, and services, and environmental quality. In the Policy Element this overarching goal is divided into the following four goals:

- 1) Provide for the safe and efficient movement of all people, goods, services, and information;
- 2) Reduce adverse impacts on the natural, social, cultural, and historical environment and the quality of life;
- 3) Develop an economically feasible transportation system;
- 4) Create and maintain a comprehensive, multi-modal transportation system to serve the needs of the County.

The following list of projects indicates progress made toward implementing the goals of the Regional Transportation Plan:

- Operation of Gold Country Stage, Truckee Transit, and associated paratransit services
- SR 49-La Barr Meadows Road Signalization and Widening project, constructed 2013
- SR 20/49 Dorsey Drive Interchange project, constructed 2014
- SR 49 Bicycle and Pedestrian Improvement project, constructed 2014
- SR 49 Signal Pre-emption, programmed 2012 STIP, construction 2015/16
- SR 89 “Mousehole” Grade Separation, programmed 2012 STIP, construction 2015/16
- Northeast Grass Valley Sidewalk Improvements, Preliminary Engineering 2014/15, construction 2015/16

- Northeast Grass Valley Sidewalk Improvements, Preliminary Engineering 2014/15, construction 2015/16
- SR 49-La Barr Meadows to McKnight Way, programmed 2012 STIP, Project Approval - Environmental Documentation 2020/21, Plans, Specifications, and Estimates 2023/24
- Newtown Road Class II/III Bike Lanes, Right-of-Way 2012-2015, construction 2016/17

2020/21 Federal Planning Factors:

As shown in the chart below, the Federal Planning Factors included in Fixing America’s Surface Transportation Act (Section 134(h), FAST Act, 2015) have been integrated into NCTC’s FY 2020/21 OWP:

1. Support the economic vitality of the region, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhance travel and tourism.

<u>Planning Factors</u>	WE 1.1	WE 1.2	WE 2.1	WE 2.1.2	WE 2.1.5	WE 2.2	WE 2.2.2	WE 2.2.3	WE 2.3	WE 2.3.1	WE 2.3.2	WE 2.4	WE 2.4.2	WE 2.4.3
Economic Vitality	X	X	X	X	X	X			X	X		X		X
Safety	X		X	X		X	X	X	X	X		X	X	X
Security	X		X	X		X			X	X		X		X
Accessibility	X		X	X		X	X	X	X	X	X	X		X
Environment	X		X	X	X	X			X	X		X		X
Connectivity	X		X	X	X	X	X	X	X	X	X	X	X	X
System Management & Operation	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Preservation	X		X	X	X	X	X	X	X	X		X	X	X
Resiliency & Reliability	X	X	X	X		X			X	X	X	X		X
Travel & Tourism	X		X	X		X			X	X		X		X

WORK ELEMENT 1 - COMMUNICATION AND COORDINATION

Public involvement is a major component of NCTC's planning process. The activities and products from Project 1.1, General Services and Communication, are intended to provide the public with complete information and timely notices, thereby giving full public access to key decisions.

Work Element 1 incorporates the following activities that are an integral part of accomplishing NCTC's Mission:

- *NCTC interacts with the community through workshops, news media, and the internet.*
- *NCTC conducts a comprehensive planning process in the development of its annual Overall Work Program so that funds expended on planning projects will implement the goals of the RTP.*

NCTC has the statutory responsibility to administer Transportation Development Act (TDA) funds, and to ensure that all expenditures of TDA funds are in conformity with the Regional Transportation Plan (RTP). NCTC also administers funds received from the Regional Surface Transportation Program (RSTP) and the Regional Transportation Mitigation Fee (RTMF) program. The work performed under Project 1.2, Fiscal Administration, has been incorporated into the NCTC Mission as follows:

- *NCTC administers Transportation Development Act funds to ensure all statutory requirements are met, including the identification of the region's transit needs.*
- *NCTC manages Regional Surface Transportation Program funds, Regional Transportation Mitigation Fee funds and Regional Improvement Program funds in accordance with Federal acts and statutes promulgated by the State of California, selecting and funding eligible transportation improvement projects based upon those that are most effective and beneficial to the region.*

Through communication, collaboration, and public outreach activities, Work Element 1 incorporates the ten Federal Planning Factors (see page I-5) into the NCTC planning program.

Information and data developed through these activities are included in the Regional Transportation Plan and in transit planning documents.

WORK ELEMENT 1 - COMMUNICATION AND COORDINATION (continued)

Project 1.1 - General Services and Communication

Purpose: Conduct communication and public outreach activities. Provide administrative and financial support for the operation of the Nevada County Transportation Commission and its advisory committees through the activities listed below.

Continuing Work:

- Public information and outreach activities (LTF)
- Preparation of agendas, minutes, notices, and correspondence (LTF)
- Track legislation pertinent to the transportation planning process (LTF)
- Technical Advisory Committee (TAC) activities (LTF)
- Provide staff services to SSTAC (LTF)
- Personnel administration (LTF)
- Maintain and update the NCTC website (LTF)
- Office lease (LTF)
- Purchase equipment (LTF)
- Maintain the Commission's office and equipment (LTF)
- Press releases and electronic newsletter (LTF)
- Reports on legislative measures (LTF)
- Update Conflict of Interest Code (LTF)
- Update DBE Program (LTF)
- Coordination with public safety agencies regarding the safety and security of the transportation system (LTF)
- Coordinate implementation of projects in the Regional Transportation Mitigation Fee (RTMF) Program. ((RTMF)
- Work with Nevada County, Grass Valley, and Nevada City to implement projects included in the multi-year Congestion Mitigation Air Quality (CMAQ) project listing. (LTF)
- Apply for FTA planning grants. (LTF)

Products:

- Documentation of Commission and/or TAC meetings (Bimonthly)
- Executive Director's Reports (Bimonthly)
- Personnel reviews (Annual)
- FTA Section 5311 Program of Projects (Mar 20)

Budget 1.1

Revenues:		
	LTF	\$210,221.64
	RTMF	\$5,000.00
Total		\$215,221.64
Expenditures:		
	Staff	\$177,543.09
	Indirect	\$32,678.55
	HR Consulting	\$5,000.00
Total		\$215,221.64

Indirect costs are paid with local funds (see Budget Table 5).

WORK ELEMENT 1 - COMMUNICATION AND COORDINATION (continued)

Project 1.2 - Fiscal Administration

Purpose: Administer funds held by NCTC in accordance with the provisions of the TDA Guidelines and State and Federal requirements through the activities listed below.

Continuing Work:

- Develop and oversee Overall Work Program and annual budgets (LTF)
- Contract for and oversee fiscal and performance audits, as required (LTF)
- Provide assistance to claimants in completing claims and resolving audit findings and/or recommendations (LTF)
- Preparation of State Controller's Annual Report (LTF)
- Annual "Unmet Transit Needs" public hearing (LTF)
- Preparation of monthly financial reports (LTF)
- Review and process claims for TDA funds (LTF)
- Reports to Caltrans regarding FTA grants and RPA funds (LTF)
- Update transportation/transit claim guidelines and forms (LTF)
- Administer the Regional Transportation Mitigation Fee Program (RTMF)
- Administer the Regional Surface Transportation Program (LTF)
- Accounting/payroll (LTF)
- Coordination of community transit services and funding with Consolidated Transportation Service Agencies (LTF)
- Preparation of Triennial Performance Audits (LTF)

Products:

- Closeout FY 2019/20 OWP (Sept 20)
- Manage FY 2020/21 Overall Work Program (July 20-June 21)
- Draft FY 2021/22 Overall Work Program (Feb 21)
- Final FY 2021/22 Overall Work Program (May 21)
- Fiscal and Compliance Audits (July 20 - Dec 20)
- State Controller's Annual Report (Dec 20)
- Accounting Reports/Payroll/Payment Authorizations/Tax Reports (Ongoing)
- Financial reports (Monthly)
- Findings of Apportionment (Feb 21)

Budget 1.2

Revenues:		
	LTF	\$271,047.55
Total		\$271,047.55
Expenditures:		
	Staff	\$191,339.61
	Indirect	\$35,217.93
	Fiscal Audits	\$44,490.00
Total		\$271,047.55

WORK ELEMENT 2 - REGIONAL TRANSPORTATION PLANNING

NCTC has the responsibility to prepare and adopt a Regional Transportation Plan (RTP) directed to the achievement of a coordinated and balanced regional transportation system. The plan is to be action-oriented and pragmatic, considering both the short and long term future, and is to present clear, concise policy guidance to local and state officials. Projects 2.1 (Regional Transportation Plan), 2.2 (Transportation Improvement Programs), 2.3 (Transit and Paratransit Programs), and 2.4 (Coordination of Regional Planning), are tied to the NCTC Mission by the following activities:

- *NCTC develops a Regional Transportation Plan (RTP) which includes the actions, funding recommendations, and policy direction necessary to meet the needs of each transportation system component in the region.*
- *NCTC develops and adopts a Regional Transportation Improvement Program that is consistent with the RTP.*
- *NCTC reviews transportation plans and programs of member agencies and endorses them based on consistency with the RTP and RTIP. In keeping with this responsibility, the NCTC strives to be creative in assisting the region in developing the revenues to construct improvement projects.*
- *NCTC communicates and participates in workshops with Caltrans on proposed projects to be developed in the County of Nevada to ensure that the policies and goals of the RTP are implemented.*
- *NCTC coordinates with regional transportation planning agencies on legislation and statewide policy issues to ensure the region receives appropriate attention and funding from the State of California and the Federal government.*
- *NCTC participates in interregional planning projects to ensure Nevada County projects support both regional and statewide transportation goals.*

The following activities and products included in Work Element 2 are appropriate uses of Rural Planning Assistance Funds:

- ✓ Participate in Federal and State Clean Air Act transportation related air quality planning activities. (Projects 2.1 and 2.2)
- ✓ Develop and/or modify tools that allow for better assessment of transportation impacts on community livability (e.g. integration of GIS and census data into the regional traffic model and development of performance measurement tools and strategies). (Projects 2.1 and 2.4)
- ✓ Identify and document transportation facilities, projects, and services required to meet the regional and interregional mobility and access needs. (Projects 2.1, 2.2, and 2.3)
- ✓ Define solutions and implementation issues in terms of the multimodal transportation system, land use and economic impacts, financial constraints, air quality and environmental concerns (including wetlands, endangered species and cultural resources). (Projects 2.1 and 2.2)
- ✓ Assess the operational and physical continuity of transportation system components within and between metropolitan and rural areas, and interconnections to and through regions. (Projects 2.1, 2.3, and 2.4)
- ✓ Conduct transit needs public hearings and prepare transit development plans and transit marketing plans as appropriate. (Project 2.3)

WORK ELEMENT 2 - REGIONAL TRANSPORTATION PLANNING (continued)

- ✓ Investigate methods to reduce vehicle travel and methods to expand and enhance travel services. (Projects 2.3, 2.3.1, and 2.4)
- ✓ Incorporate transit and intermodal facilities, bicycle transportation facilities, and pedestrian walkways in projects where appropriate. (Projects 2.1, 2.2, 2.3 and 2.3.1)
- ✓ Participate with regional, local and state agencies, the general public, and the private sector in planning efforts to identify and implement policies, strategies, programs and actions that maximize and implement the regional transportation infrastructure. (Projects 2.1, 2.2, 2.3, and 2.4)
- ✓ Conduct collaborative public participation efforts to further extend transportation planning to communities previously not engaged in discussion. (Project 2.1, 2.3, 2.3.1, and 2.3.2)
- ✓ Create, strengthen, and use partnerships to facilitate and conduct regional planning activities between Caltrans, RTPAs, Metropolitan Planning Organizations (MPOs), transit districts, cities, counties, the private sector, and other stakeholders. (All WE 2 Projects)
- ✓ Use partners to identify and implement policies, strategies, programs and actions that enhance the movement of people, goods, services, and information. (Projects 2.1, 2.3, 2.3.1, and 2.3.2)
- ✓ Ensure that projects developed at the regional level are compatible with statewide and interregional transportation needs. (Projects 2.2 and 2.4)
- ✓ Conduct planning and project activities (including corridor studies, and other transportation planning studies) to identify, develop, and monitor current and future STIP projects. (Projects 2.1 and 2.2)
- ✓ Implement ways to meet transportation needs by using existing transportation facilities more efficiently. Encourage owners and operators of transportation facilities/systems to work together to develop operational objectives and plans maximizing utilization of existing facilities. (Projects 2.1, 2.3, 2.3.1, 2.3.2, and 2.4)
- ✓ Document environmental and cultural resources and develop and improve coordination between agencies using Geographic Information Systems (GIS), Intelligent Transportation Management Systems (ITMS), and other computer-based tools. (Projects 2.1 and 2.4)

Work Element 2, Regional Transportation Planning, incorporates the ten Federal Planning Factors into the NCTC planning program (see page I-5).

Monitoring safety and operational data of transportation facilities and services in Projects 2.1 and 2.3 will aid NCTC efforts to incorporate “safety” and “security” within the planning process. Through expanded Technical Advisory Committee meetings, transportation planning will be coordinated with emergency preparedness plans in the region. Systems management and operational data will be used to identify opportunities to increase transit ridership and develop operational improvements for regional transportation facilities. Management and operations data will also be key components in guiding capital investment plans for regional transportation system facilities and services. Planning activities will include coordination with nonemergency human service transportation providers. NCTC will also provide information to regional transit operators to ensure appropriate safety, security, and operational training opportunities are provided.

WORK ELEMENT 2 - REGIONAL TRANSPORTATION PLANNING (continued)

Project 2.1 - Regional Transportation Plan (RTP)

Purpose: Monitor implementation of the RTP through the following activities:

- Update travel demand models and circulation plans.
- Coordinate the RTP with Caltrans planning documents.
- Coordinate the RTP with county, town, and city general plans.
- Complete planning studies on projects in the RTP in order to be programmed in the RTIP.
- Plan and coordinate local, regional, state, and federal funding for RTP projects (e.g. RTMF, STIP, RSTP, SHOPP, CMAQ, and federal grants).

Previous Work:

- Update travel demand model to address new Vehicle Miles Traveled (VMT) requirements.
- 2010 and 2015 Nevada County Regional Transportation Plans.
- Completion of the RTP environmental documentation.
- Development of regional transportation models.
- Development of the Regional Transportation Mitigation Fee program.
- Assist member agencies with review and update of transportation capital improvement programs (CIPs) and master plans.
- Incorporate local agency transportation CIPs and master plans into the RTP and RTIP as appropriate.
- Update traffic model land use files.
- Participate in updates of Nevada County, Truckee, Grass Valley, Nevada City General Plans.
- Conduct and update planning studies as needed for regional projects identified by NCTC, TAC, and member agencies.
- Analyze alternative growth scenarios and report on related infrastructure needs and costs.
- Identify Right-of-Way needed for future transportation projects.
- Conduct technical studies necessary to support policies and projects included in the RTP.
- Work with Nevada County's GIS staff to ensure the following airport information is included in the GIS data base: airport locations, airport boundaries, noise contours, airport influence area, and ground access routes to airports.
- Incorporate into the RTP, policies, strategies, programs, and actions that enhance movement of people, goods, services, and information.

Continuing Work:

- Solicit input from citizens and transportation stakeholders, including the Native American community, and agencies regarding transportation issues. (RPA & LTF)
- Monitor implementation of Corridor System Management Plan (CSMP) recommendations. (RPA & LTF)
- Update capital improvement needs lists. (RPA & LTF)
- Work with Northern Sierra Air Quality Management District (NSAQMD) to determine air quality impacts of regional transportation plans and improvement programs. (RPA & LTF)
- Participate with NSAQMD, Caltrans, and other agencies in planning related to Federal 8-hour ozone standards. (RPA & LTF)
- Develop information to evaluate goods movement impacts on the region's transportation system and consider air quality issues related to goods movement. (RPA & LTF)
- Update Highway Performance Monitoring System (HPMS) data. (RPA & LTF)

WORK ELEMENT 2 - REGIONAL TRANSPORTATION PLANNING (continued)

Project 2.1 - Regional Transportation Plan (RTP) (continued)

- Coordinate with public safety agencies. (RPA & LTF)
- Integrate system safety and security elements into the RTP. (RPA & LTF)

Additional Work Activities:

- Monitor existing traffic conditions and safety data. (RPA & LTF)
- Coordinate with Caltrans to develop and implement performance measures in the regional planning process. (RPA & LTF)
- When developing regional transportation projects and updating planning documents, NCTC will consider and incorporate transit services, intermodal facilities, and pedestrian bicycle facilities whenever appropriate. (RPA & LTF)
- Planning activities related to CMAQ program including preparation and releasing of call for projects, review and ranking applications, project selection, and programming. (RPA & LTF)
- Coordinate review of safety and design concerns related to state highway projects. (RPA & LTF)

Products:

- Reports on air quality issues (Annual)
- Reports on traffic conditions and safety data (Annual)
- Reports on new issues and projects to be included in the RTP (Annual)
- Progress reports on project planning activities (Bimonthly)

Budget 2.1

Revenues:		
	LTF	\$77,466.45
	RPA Formula	\$112,094.60
Total		\$189,561.05
Expenditures:		
	Staff	\$103,506.80
	Indirect	\$21,054.25
	Traffic Engineering	\$25,000.00
	Local Agency Participation	\$30,000.00
	Traffic Counts	\$10,000.00
Total		\$189,561.05

WORK ELEMENT 2 – REGIONAL TRANSPORTATION PLANNING (continued)

Project 2.1.2 – RTP Implementation: VMT Thresholds (continued from FY 2018/19)

Purpose: Senate Bill 743 mandated the Governor’s Office of Planning and Research (OPR) to develop a new metric for determining the level of significance of transportation impacts under the California Environmental Quality Act (CEQA). OPR’s Final Proposed Guidelines for Transportation Impact Analysis in CEQA eliminates the use of Level of Service (LOS) and replaces it with Vehicle Miles Traveled (VMT) thresholds to determine whether land use development projects and capacity increasing transportation projects result in significant impacts under CEQA.

The referenced guidance identifies numerous methods and models to estimate and establish VMT thresholds, including the California Statewide Travel Demand Model, sketch models, and various travel demand models. The purpose of this project is to procure a consultant to analyze the different methodologies and models, develop sample estimations of VMT generated by residential and commercial land use projects, and provide recommendations for VMT thresholds. This information will assist the jurisdictions in establishment of legally defensible VMT thresholds for land use development projects and transportation projects as required by SB 743.

Previous & Continuing Work:

- 2015 Performance Based Nevada County Regional Transportation Plan
- NCTC Regional Travel Demand Model update
- Grass Valley Travel Demand Model update
- Prepare and distribute a Request for Proposal to qualified consultants
- Establish Project Selection Committee and Project Advisory Committee
- Review and rank proposals, conduct oral interviews, and finalize consultant ranking
- Select consultant and execute contract
- Finalize the work program and refine scope of work
- Project meetings and coordination (RPA)
- Project Advisory Committee activities (RPA)
- Project support and administration of grant (RPA)
- Prepare quarterly reports and invoices (RPA)
- Project initiation and data collection (RPA)
- Identify general plan policies and strategies that will support implementation of VMT thresholds in each of the jurisdictions (RPA)
- Analyze the different VMT estimation methodologies and available models (RPA)
- Determine appropriate regional and sub-regional VMT thresholds boundaries for unincorporated Nevada County (RPA)
- Determine the appropriate methodology for the analysis of induced demand for roadway improvement projects (RPA)
- Analyze methodologies for calculating VMT reductions for applicable mitigation measures (RPA)

Additional Work Activities:

- Develop recommended methodologies and thresholds for each jurisdiction (RPA)

WORK ELEMENT 2 – REGIONAL TRANSPORTATION PLANNING (continued)

Project 2.1.2 – RTP Implementation: VMT Thresholds (continued)

Update NCTC Travel Model:

1. Represent Intrazonal Travel: Estimate VMT for trips within Traffic Analysis Zones
 2. Adjust Gateway Distances: Represent full accounting of trips originating or ending in the model area
 3. Convert Land Use: Calculate representative population and employment for model area
- Prepare Draft Report (RPA)
 - Prepare Final Report (RPA)
 - Prepare VMT Screening tool (RPA)

Products:

Draft Report (Sep 19)

Revised Draft Report (May 20)

Final Report (Jul 20)

VMT Screening Tool (Aug 20)

Budget 2.1.2

Revenues:	Total Budget	17/18	18/19	19/20	20/21
LTF	\$5,448.85			\$1,970.36	\$3,478.49
RPA Formula *	\$135,734.00	\$37,110	\$60,451	\$14,756.30	\$15,723.33
Total	\$141,182.85	\$37,110	\$60,451	\$16,726.66	\$19,201.82
Expenditures:					
Staff	\$51,481.85	\$20,885	\$25,148	\$1,970.36	\$3,478.49
Consultant	\$89,701	\$16,225	\$35,303	\$14,756.30	\$15,723.33
Total	\$137,704	\$37,110	\$60,451	\$16,726.66	\$19,201.82

WORK ELEMENT 2 – REGIONAL TRANSPORTATION PLANNING (continued)

Project 2.1.5 – Regional Traffic Model Update

Purpose: Update the NCTC Travel Demand Forecasting (TDF) model to identify future improvements to the regional system of roads, streets, and highways. Review and reassess the TransCAD model, to verify the appropriate 4D enhancements (land use Density, land use Diversity, pedestrian Design, and access to regional Destinations) are identified and implemented.

Previous and Continuing Work:

- Review and update traffic counts and model land use data.
- Reassess the TDF model for 4D enhancements and SB 743 compliance.
- Run TDF models for horizon years.
- Monitor existing traffic conditions and safety data.
- Review and confirm model network improvements for future year scenarios.

Products:

- Statement of Qualifications (Nov 19)
- Consultant Contract (Jan 20)
- Draft Report (May 20)
- Final Report (Sept 20)

Budget 2.1.5

	Total Budget	FY 19/20	FY 20/21
Revenues:			
RPA	\$13,581.15	\$13,581.15	\$6,858.93
LTF	\$68,841.74	\$6,873.42	\$9,261.37
Total	\$82,422.89	\$20,454.57	\$16,120.30
Expenditures			
NCTC	\$12,422.89	\$5,020.11	\$7,402.78
Consultant	\$70,000	\$15,434.46	\$8,717.52
Total	\$82,422.89	\$20,454.57	\$16,120.30

Project 2.2 – Transportation Improvement Programs

Purpose: To monitor implementation of the Regional Transportation Improvement Program (RTIP) and provide policy analysis and recommendations regarding the RTIP and the State Transportation Improvement Program (STIP) through the activities listed below.

Previous Work:

- Coordinate with Nevada County Airport manager regarding potential impacts of the Dorsey Drive Interchange project on access to the airport.
- Complete traffic modeling analyses required for Air Quality Conformity.
- Participate with Nevada County in the Brunswick Road/Loma Rica Drive Intersection Alternatives Feasibility Analysis.
- Participate with Grass Valley in the McKnight Way Interchange Alternatives Feasibility Analysis.
- Participate with Grass Valley in preparation of the Accessibility Transition Plan.
- Participate with Grass Valley on the Dorsey Drive Interchange project.
- Monitor progress on the SR 89 “Mousehole” project.

Continuing Work:

- Monitor STIP implementation. (RPA & LTF)
- Monitor planning, design, and construction of improvement projects on SR 49 widening between the Wolf/Combie Road intersection and Grass Valley, to ensure consistency with the adopted Transportation Improvement Program. (RPA & LTF)
- Encourage interagency coordination necessary to identify and develop new RTIP projects. (RPA & LTF)
- Communicate and coordinate with Caltrans to identify and implement incremental projects (such as an interim 3-lane cross section) to accelerate the safety improvements to the SR 49 corridor between Grass Valley and the Combie/Wolf Road intersection. (RPA & LTF)
- Participate with Caltrans in developing the SR 49 Corridor System Management Plan. (RPA & LTF)
- Coordinate with Caltrans regarding Interregional Transportation Improvement Program (ITIP) participation in STIP funded projects in Nevada County. (RPA & LTF)

Products:

- Status reports on Nevada County’s STIP projects (Bimonthly)
- Reports regarding implementation of the Nevada County RTIP (Ongoing)
- Reports on implementation of the Caltrans SR 49 Corridor System Management Plan (Annual)

Budget 2.2

Revenues:		
	RPA Formula	\$31,325.47
	LTF	\$11,515.14
	STIP PPM	\$26,080.68
Total		\$68,921.29
Expenditures:		
	Staff	\$57,406.15
	Indirect	\$11,515.14
Total		\$68,921.29

WORK ELEMENT 2 - REGIONAL TRANSPORTATION PLANNING (continued)

Project 2.2.2 – SR 174/20 Intersection Analysis

Purpose: Perform a complete Intersection Control Evaluation (ICE) for a complex triangular intersection of streets which serve as a main connection point and gateway to the City of Grass Valley. The intersection is a difficult and congested mix of City arterial streets, and local highway and State highway frontage roads and access ramps.

Previous & Continuing Work:

- Completion of the RTP environmental documentation
- Development of regional transportation models
- Update capital improvement needs lists
- Consultant selection process

Additional Work Activities:

- Project meetings and coordination (RPA/PPM)
- Project Advisory Committee activities (RPA/PPM)
- Project support and administration of grant (RPA/PPM)
- Prepare quarterly reports and invoices (RPA/PPM)
- Project initiation and data collection (RPA/PPM)
- Develop potential improvement alternatives (RPA/PPM)
- Prepare Draft Report (RPA/PPM)
- Public workshops (RPA/PPM)
- Prepare Final Report (RPA/PPM)
- Prepare Active Transportation Program (ATP) grant application (RSTP)

Products:

- Working Paper #1 (Mar 19)
- Working Paper #2 (Apr 19)
- Draft Report (Dec 19)
- Final Report (Jan 20)
- ATP Grant Application (Sep 20)

Budget 2.2.2

Revenues:			18/19	19/20	20/21
	RPA Grant*	\$47,699.99	\$25,458	\$22,241.99	
	RPA <i>Formula</i>	\$12,704.11	\$2,363	\$7,762.79	\$2,578.32
	STIP PPM	\$22,469.87		\$13,853.00	\$8,616.87
	LTF	\$5,865.68		\$5,865.68	
	RSTP	\$20,000.00		\$20,000.00	
Total		\$108,760.87	\$27,821	\$69,723.46	\$11,195.19
Expenditures:					
	NCTC	\$15,144.33	\$4,782	\$7,762.79	\$2,578.32
	Consultant	\$93,616.54	\$23,039	\$61,960.67	\$8,616.87
Total		108,760.87	\$27,820	\$69,723.46	\$11,195.19

WORK ELEMENT 2 - REGIONAL TRANSPORTATION PLANNING (continued)

Project 2.2.3 – Nevada City SR 49 Multimodal Corridor Plan

Purpose: Improve safety in the corridor, improve connectivity between modes and facilities, and expand mobility options along the corridor in a cost-effective manner.

Previous & Continuing Work:

- Completion of the 2015 RTP
- Development of regional transportation models
- Update of Western Nevada County Transit Development Plans, Nevada County Bicycle Master Plan and Nevada County Pedestrian Improvement Plan
- Consultant selection process

Additional Work Activities:

- Project meetings and coordination (PPM)
- Project Advisory Committee activities (PPM)
- Project support and administration of grant (PPM)
- Prepare quarterly reports and invoices (PPM)
- Project initiation and data collection (PPM)
- Develop potential improvement alternatives (PPM)
- Prepare Draft Report (PPM)
- Public workshops (PPM)
- Prepare Final Report (PPM)
- Prepare HSIP and ATP grant applications (RSTP)

Products:

- Working Paper #1 (May 19)
- Working Paper #2 (May 19)
- Draft Report (Sep 19)
- Final Report (Dec 19)
- ATP Grant Application (Sep 20)

Budget 2.2.3

Revenues:			18/19	19/20	20/21
	STIP PPM	\$88530.09	\$29,361	\$33,110.26	\$25,758.83
	RSTP	\$34,500		\$34,500.00	
	RPA Formula	2,577.48			\$2,577.48
Total		\$125,607.57	\$29,361	\$67,610.26	\$28,336.31
Expenditures:					
	NCTC	\$15,049.27	\$4,709	\$7,762.79	\$2,577.48
	Consultant	\$110,558.30	\$24,652	\$59,847.47	\$25,758.83
Total		\$125,607.57	\$29,361	\$67,610.26	\$28,336.31

WORK ELEMENT 2 – REGIONAL TRANSPORTATION PLANNING (continued)

Project 2.3 – Transit and Paratransit Programs

Purpose: Work with city, county, and town staff to improve efficiency, productivity, and cost effectiveness of existing transit and paratransit systems through the activities listed below.

Previous Work:

- Transit Development Plans

Additional Work Activities:

- Monitor ridership, expenditures, and revenue for each system. (LTF & RPA)
- Hold coordination meetings with transit and paratransit providers. (LTF & RPA)
- Check operational performance indicators for each system. (LTF & RPA)
- Assist in implementation of Transit Development Plans and Coordinated Public Transit-Human Services Transportation Plan. (LTF & RPA)
- Develop and present information regarding alternative forms of transportation that are practical for Nevada County. (LTF & RPA)
- Coordinate with human service transportation providers. (LTF & RPA)
- Distribute press releases and other educational information regarding alternative forms of transportation. (LTF & RPA)
- Participate on the Accessible Transportation Coalition Initiative-Mobility Action Partners Coalition. (LTF & RPA)

Products:

- Reports to the Commission regarding staff participation in the transit and paratransit planning processes (Bimonthly)
- Quarterly ridership, expenditure, and revenue reports for each system
- Quarterly operational performance reports for each system
- Bi-monthly minutes of the Accessible Transportation Coalition Initiative-Mobility Action Partners Coalition

Budget 2.3

Revenues:		
	RPA Formula	\$49,786.19
	LTF	\$13,675.40
Total		\$63,461.60
Expenditures:		
	Staff	\$49,786.19
	Indirect	\$13,675.40
Total		\$63,461.60

Totals may not equal addition of amounts in columns due to rounding.

Project 2.3.1 – Western Nevada County Transit Development Plan (WNCTDP)

Purpose: This study will analyze a wide range of service, capital, institutional and management, and financial alternatives. The consultant will evaluate the existing transit systems, research opportunities for improved coordination in the region, determine the most efficient approach to meet the needs of the public, and identify where transit resources should be devoted over the plan period. Public involvement and outreach activities (i.e., community and stakeholder meetings, public forums, on-board surveys, etc.) are integral components of the study. The WNCTDP will include a year-by-year implementation schedule for all plan elements, identifying the responsible parties and financial requirements.

Previous Work:

- Scope of Work. (Oct 19)
- Request for Proposals. (Nov 19)
- Consultant contract. (Jan 20)
- Western Nevada County TDP Update, 2016.
- Triennial Performance Audits.
- Western Nevada County Public Transportation Governance Study, 2012.
- Nevada County Coordinated Public Transit-Human Services Transportation Plan.

Additional/Continuing Work Activities:

- Prepare and distribute a Request for Proposal to qualified consultants (RPA)
- Review proposal, select consultant, and execute a contract. (RPA)
- Finalize the work program and refine the scope of work. (RPA)
- Project administration and coordination. (RPA)
- Project initiation and data collection. (RPA)
- Analyze existing transportation services. (RPA)
- Review ridership data. (RPA)
- Summarize and assess transit needs. (RPA)
- Stakeholder involvement and public outreach. (RPA)
- Conduct onboard surveys. (RPA)
- Identify and evaluate service alternatives. (RPA)
- Develop capital, financial, and management alternatives. (RPA)
- Preparation and presentation of draft TDP. (RPA)
- Modify draft TDP and prepare final plan. (RPA)
- Project meetings and coordination. (RPA)

Products:

- Quarterly Progress Reports (Mar 20 – Mar 21)
- Technical Memoranda: Existing Conditions, Major Activity Centers, Existing Services and Ridership Data, Paratransit Costs and Coordination of Services, Transit Demand Areas and Needs in Outlying Areas, Stakeholder Involvement, Onboard Surveys, Public Workshops, Analysis of Service Alternatives and Efficiency of Paratransit Services, Capital Needs and Funding Sources, Report of Institutional Management Alternatives. (Feb 20 – Nov 20)
- Draft report. (Jan 21)
- Final report and Implementation Schedule. (Mar 21)

WORK ELEMENT 2 – REGIONAL TRANSPORTATION PLANNING (continued)

Project 2.3.1 – Western Nevada County Transit Development Plan (WNCTDP) (continued)

Budget 2.3.1

The full amount of the RPA Grant awarded in FY 19/20 is shown in this draft, since it is not known how funding will be carried forward.
The Final FY 20/21 OWP will show an estimated amount of RPA Grant funds carried forward from FY 19/20.

	Total Budget	FY 19/20	FY 20/21
Revenues:			
RPA Grant	\$80,000.00	\$4,431.41	\$51,520.76
RPA Formula	\$23,460.41	\$10,415.88	\$13,044.53
LTF			\$5,953.50
Total	\$103,460.41	\$14,874.29	\$70,518.79
Expenditures			
NCTC	\$23,460.41	\$10,415.88	\$13,044.53
Consultant	\$80,000.00	\$4,431.41	\$57,474.26
Total	\$103,460.41	\$14,874.29	\$70,518.79

WORK ELEMENT 2 - REGIONAL TRANSPORTATION PLANNING (continued)

Project 2.3.2 – Nevada County Coordinated Public Transit-Human Services Plan Update

Purpose: The primary focus of this project is to support and expand the facilitation of transportation coordination among the various human service entities and the private and public transportation services. The strategies update the current Coordinated Public Transit – Human Services Transportation Plan and will address existing transportation service gaps and needs.

Previous Work:

- Scope of Work. (Oct 19)
- Request for Proposals. (Nov 19)
- Consultant contract. (Jan 20)
- 2014 Nevada County Coordinated Public Transit-Human Services Transportation Plan.

Additional Work Activities:

- Prepare and distribute a Request for Proposal to qualified consultants. (LTF)
- Establish Project Advisory Committee (PAC) and manage involvement. (LTF)
- Review proposal, select consultant, and execute a contract. (LTF)
- Finalize the work program and refine the scope of work. (RPA & LTF)
- Project initiation and data collection. (RPA & LTF)
- Prepare demographic profile of Nevada County. (RPA & LTF)
- Assessment of public, private, and social service transportation options. (RPA & LTF)
- Stakeholder outreach to identify unmet transportation needs and gaps in service. (RPA & LTF)
- Develop solutions to address unmet transportation needs and gaps in service. (RPA & LTF)
- Develop implementation plan for high priority strategies (RPA & LTF)
- Preparation and presentation of draft report. (RPA & LTF)
- Modify draft report and prepare final report. (RPA & LTF)
- Project support and administration of grant. (LTF)

Products:

- Quarterly Progress Reports (Mar 20 – Mar 21)
- Technical Memoranda: Demographics and Conditions, the Center Existing Services and Coordination of Services, Unmet Transit Needs and Transit Demand Areas, Onboard Surveys, Stakeholder Interviews, Public Workshops, Strategies to Meet Needs and Prioritization of Strategies, Recommended Strategies and Funding Sources. (Feb 20 – Nov 20)
- Draft Report. (Jan 21)
- Final Report and Implementation Schedule (Mar 21)

See Budget on next page

Budget 2.3.2

	Total Budget	FY 19/20	FY 20/21
Revenues:			
RPA Grant	\$50,000.00	\$1,993.94	\$31,709.24
LTF	\$18,602.91	\$7,134.96	\$16,195.03
Total	\$68,602.91	\$9,128.90	\$47,904.27
Expenditures			
NCTC	\$18,602.91	\$7,134.96	\$11,467.95
Consultant	\$50,000.00	\$1,993.94	\$36,436.32
Total	\$68,602.91	\$9,128.90	\$47,904.27

WORK ELEMENT 2 - REGIONAL TRANSPORTATION PLANNING (continued)

Project 2.4 - Coordination of Regional Planning

Purpose: Enhance NCTC's regional planning efforts through the following activities:

- Coordinate local land use planning with regional transportation planning.
- Analyze regional transportation impacts of proposed development projects.
- Improve Transportation Systems Management (TSM) and Transportation Demand Management (TDM) efforts in the region.
- Provide for Commission participation in studies done by other agencies.
- Promote cooperation between regional planning agencies.
- Promote regional transportation services (e.g. connections to Capitol Corridor rail service).

Previous Work:

- Review of local development projects and environmental documents.
- Traffic model analyses of development projects, and modifications to regional and local transportation facilities proposed by public agencies.
- Study to extend Capitol Corridor train service to Truckee/Tahoe area.
- Participate in the SR 49 Corridor Study with Placer County Transportation Planning Agency (PCTPA) and Caltrans.
- Participate in the Tahoe Gateway Intelligent Transportation Study.
- Coordinate with Placer County, PCTPA, Nevada County, and Caltrans as a Technical Advisory Committee for the SR 49 Corridor Study.
- Coordinate with Caltrans, SACOG, El Dorado Transportation Commission, Sierra County Transportation Commission, and Placer County Transportation Planning Agency to update and maintain the Tahoe Gateway ITS Regional Architecture.
- Participate with Caltrans and RTPAs to pursue rail projects that will improve goods movement and enhance passenger rail service.
- Work with the Northern Sierra Air Quality Management District (NSAQMD) to develop and implement transportation control measures consistent with the region's air quality non-attainment plan and regional transportation plan.
- In conjunction with PCTPA and Caltrans, actively pursue, develop, and implement funding for SR 49 corridor improvements.
- Participate as a member of the Tahoe Gateway Architecture Maintenance Team.
- Coordinate with member agencies to reestablish and enhance Transportation Demand Management (TDM) programs in Nevada County.
- Assist with modeling and traffic analyses as requested by jurisdictions and approved by NCTC.
- Analyze transportation impacts of development proposals.
- Analyze proposed modifications to city and county land use plans.
- Participate in the North State Super Region “North State Transportation for Economic Development Study.”
- Review updates of the Circulation and Land Use Elements of General Plans for Nevada County, cities of Grass Valley and Nevada City, and the Town of Truckee to ensure consistency with the adopted Airport Land Use Compatibility Plans (ALUCPs) for the Nevada County and Truckee Tahoe airports.

WORK ELEMENT 2 - REGIONAL TRANSPORTATION PLANNING (continued)

Project 2.4 - Coordination of Regional Planning (continued)

Continuing Work:

- Participate in Regional Transportation Planning Agency group meetings and California Rural Counties Task Force meetings. (RPA & LTF)
- Participate in Federal and State Clean Air Act transportation related air quality planning activities. (RPA & LTF)
- Participate in the Truckee/North Tahoe Transportation Management Association (TNT/TMA) and Resort Triangle Transportation Planning Coalition (RTTPC) meetings. (RPA & LTF)
- Review and comment on Caltrans Systems Plans and related documents. (RPA & LTF)
- Participate in inter-regional planning projects (e.g. North State Super Region (NSSR), I-80 Corridor Management Plan, and Trans-Sierra Transportation Coalition). (RPA & LTF)
- Coordination with the Nevada County Economic Resource Council. (RPA & LTF)
- Monitor legislation that impacts transportation planning. (LTF)
- Monitor planning efforts of Grass Valley, Nevada City, Nevada County, and Truckee. (RPA & LTF)
- Present information to local civic groups regarding regional transportation planning. (RPA & LTF)
- Participate in local ad hoc committees. (RPA & LTF)
- Maintain formal consultation with Native American Tribal Governments. (RPA & LTF)
- Monitor implementation of the Nevada County Active Transportation Plan. (RPA & LTF)
- Participate in the “Zero Traffic Fatalities Task Force”. (RPA & LTF)
- Participate in Critical Freight Corridors Working Group. (RPA, LTF)
- Participate in SR 49 Stakeholders Committee. (RPA, LTF)
- Distribute press releases. (RPA & LTF)
- California Local Streets and Roads Needs Assessment Oversight Committee Participation (RPA & LTF)
- Coordinate with partner agencies to implement the MAPI-21/FAST Act performance-based approach in the scope of the transportation planning process. (RPA & LTF)
- Participate in the California Federal Programming Group (CFPG). (RPA & LTF)
- Participate in the Transportation Cooperative Committee. (RPA & LTF)
- Participate on the Truckee Transit Center Study Project Advisory Committee. (RPA & LTF)
- Coordinate with local jurisdictions in the identification of pedestrian and bicycle projects that meet the requirements for Active Transportation Program grant funding and assist with preparation of applications. (RPA & LTF)
- Coordinate with partners to identify policies, strategies, programs and actions that enhance the movement of people, goods, services and information on the regional, interregional, and state highway systems. (RPA & LTF)
- Participate in Interregional Transportation Strategic Plan (ITSP) Workshops. (RPA & LTF)
- Participate in Federal Rescission working group. (RPA & LTF)
- Participate with North Tahoe SSTAC and Placer County SSTAC in coordination of unmet needs hearings.

Products:

- Reports regarding participation in regional coordination activities (e.g. Zero Traffic Fatalities Task Force, Critical Freight Corridors Working Group, ITSP Workshops, and Critical Freight Corridors Working Group). (Bimonthly)
- Reports on coordination with the Nevada County Economic Resource Council. (Bimonthly)

WORK ELEMENT 2 - REGIONAL TRANSPORTATION PLANNING (continued)

Project 2.4 - Coordination of Regional Planning (continued)

- Reports on SR 49 Corridor improvements. (Bimonthly)
- Reports to the Commission regarding North State Super Region meetings and activities. (Bimonthly)
- Reports regarding RTPA and RCTF meetings. (Bimonthly)
- Reports regarding TNT/TMA and RTTPC activities. (Bimonthly)

Budget 2.4

Revenues:		
	RPA Formula	\$60,286.77
	LTF	\$17,957.73
Total		\$78,244.50
Expenditures:		
	Staff	\$58,286.77
	Indirect	\$17,957.73
	RCTF	\$2,000.00
Total		\$78,244.50

WORK ELEMENT 2 - REGIONAL TRANSPORTATION PLANNING (continued)

Project 2.4.2 – Airport Land Use Commission Planning and Reviews

Purpose: Enhance NCTC's regional planning efforts through the following activities:

- Coordinate local land use planning with airport land use compatibility plans.
- Promote cooperation between land use planning agencies and airport land use commissions.
- Conduct reviews of projects near Nevada County and Truckee Tahoe Airport for consistency with adopted ALUCPs.
- Provide staff support to Nevada County and Truckee Tahoe Airport Land Use Commissions.
- Participate in statewide ALUC meetings.

Previous Work:

- Nevada County Airport Land Use Compatibility Plan
- Truckee Tahoe Airport Land Use Compatibility Plan

Continuing Work:

- Review airport land use compatibility issues
- Conduct reviews of projects near Nevada County and Truckee Tahoe Airport for consistency with adopted ALUCPs. (ALUC Fees, LTF)

Products:

- Reports on airport land use compatibility issues (Ongoing)

Budget 2.4.2

Revenues:		
	LTF	\$9,277.84
	ALUC Fees	\$15,000.00
Total		\$24,277.84
Expenditures:		
	Staff	\$9,277.84
	ALUC Reviews	\$15,000.00
Total		\$24,277.84

WORK ELEMENT 2 - REGIONAL TRANSPORTATION PLANNING (continued)

Project 2.4.3 – READY Nevada County - Climate Event Mobility and Adaptation Plan

Purpose: The primary focus of this project will be to identify the climate-related weaknesses of the transportation system in Nevada County and provide actionable strategies for integration into transportation plans, transportation improvement programs, and emergency response plans for the region. The implementation of these strategies will save lives and reduce the duration and severity of impacts related to the transportation system.

Previous Work:

- Review of emergency preparedness planning documents.

Work Activities:

- Prepare and distribute a Request for Proposal to qualified consultants. (LTF)
- Establish Project Technical Advisory Committee (TAC) and manage involvement. (LTF)
- Review proposal, select consultant, and execute a contract. (LTF)
- Finalize the work program and refine the scope of work. (RPA & LTF)
- Identify and Assess Existing Conditions. (RPA & LTF)
- Conduct Climate Event Debriefing Interviews. (RPA & LTF)
- Stakeholder and public outreach to define project parameters, project opportunities and constraints, and present lessons learned from recent events. (RPA & LTF)
- Develop Adaptation Concepts and Alternatives. (RPA & LTF)
- Preparation and presentation of draft Adaptation Plan. (RPA & LTF)
- Modify draft report and prepare final report. (RPA & LTF)
- Identify potential funding sources. (RPA & LTF)
- Project support and administration of grant. (LTF)

Products:

- Scope of Work. (Aug 20)
- Request for Proposals. (Aug 20)
- Consultant contract. (Nov 20)
- Quarterly Progress Reports. (Dec 20 – Jan 22)
- Technical Memoranda: Demographics and Conditions, Existing Conditions and Coordination of Emergency Services, Onboard Surveys, Stakeholder Interviews, Public Workshops, Strategies to Meet Needs and Prioritization of Alternatives, Recommended Alternatives and Funding Sources. (Nov 20 – Jan 22)
- Draft Report. (Aug 21)
- Final Report and Implementation Schedule. (Nov 21)

Budget 2.4.3

Revenues:		
	RPA Grants	\$125,156.00
	RPA Formula	\$30,000.00
Total		\$155,156.00
Expenditures:		
	Staff	\$30,000.00
	Consultant	\$125,156.00
Total		\$155,156.00

WORK ELEMENT 3 - CALTRANS ACTIVITIES WITH NCTC FOR FY 2020/21

ACTIVITY	DESCRIPTION	PRODUCTS
System Planning	Completion of system planning products used by Caltrans and its transportation partners	Caltrans District 3 System Planning documents consistent with the Caltrans District 3 System Planning Five-Year Work Plan.
Advance Planning	Completion of pre-programming studies (e.g., Project Initiation Documents) so as to be ready to program resources for capital projects	Project Initiation Documents (PID), as indicated in the Two-Year PID Work Plan.
Regional Planning	Participate in and assist with various regional planning projects and studies	Participation in the following projects and studies: <ul style="list-style-type: none"> ■Town of Truckee-Sustainable Community Grant & Adaptation Grant ■NCTC-2 RPA Grants ■SR 49 CSMP Update ■Assisting with SR 49 INFRA Grant Application ■Oversite of Planning Studies/ Conceptual Projects pertaining to the State Highway System
Local Development Review Program	Review of local development proposals potentially impacting the State Highway System	Assistance to lead agencies to ensure the identification and mitigation of local development impacts to the State Highway System that is consistent with the State's smart mobility goals.

Glossary of Terms and Acronyms

Active Transportation Plan: Identifies a network of pedestrian and bicycle facilities and projects to support pedestrian and bicycle safety for people of all ages and abilities. Specifically, the Active Transportation Plan aims to:

- Identify barriers and innovative solutions to encourage walking and bicycling as viable travel modes
- Effectively build on recently completed and current active transportation planning efforts
- Develop walking/bicycling networks supportive of existing and future land uses and projects
- Develop a clearly-defined implementation strategy with specific, creative, yet practical and financially feasible projects matched to specific funding opportunities

Active Transportation Program (ATP): Created in 2013 by the passage of SB 99 and AB 101, the Active Transportation Program consolidates existing federal and state transportation programs into a single program with a focus to make California a national leader in active transportation. The purpose of the Active Transportation Program is to encourage increased use of active modes of transportation by achieving the following goals:

- Increase the proportion of trips accomplished by biking and walking,
- Increase safety and mobility for non-motorized users,
- Advance the active transportation efforts of regional agencies to achieve Greenhouse Gas (GHG) reduction goals, pursuant to SB 375 (of 2008) and SB 341 (of 2009),
- Enhance public health and ensure that disadvantaged communities fully share in the benefits of the program, and
- Provide a broad spectrum of projects to benefit many types of active transportation users.

Airport Land Use Commission (ALUC): The fundamental purpose of ALUCs is to promote land use compatibility around airports. As expressed in state statutes, this purpose is "... to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses." The statutes give ALUCs two principal powers by which to accomplish this objective:

1. ALUCs must prepare and adopt an airport land use plan; and
2. ALUCs must review the plans, regulations, and other actions of local agencies and airport operators for consistency with that plan.

Airport Land Use Compatibility Plan (ALUCP): A document referred to by ALUCs and individuals seeking to review standards for land use planning in the vicinity of an airport. The ALUCP defines compatible land uses for noise, safety, airspace protection, and overflight within the Airport Influence Area (AIA).

Allocation: A distribution of funds by formula or agreement. With regard to Transportation Development Act funds, allocation is the discretionary action by the RTPA which designates funds for a specific claimant for a specific purpose.

Apportionment: Distribution of funds by a formula. Apportionment under the Transportation Development Act is the determination by the RTPA of each area's share of anticipated LTF for the ensuing fiscal year.

California Environmental Quality Act (CEQA): A statute that requires state and local agencies to identify the significant environmental impacts of their actions and to avoid or mitigate those impacts, if feasible.

Capital Improvement Program (CIP) or Capital Improvement Plan: A short-range plan, which identifies capital projects and equipment purchases, provides a planning schedule and identifies options for financing the plan.

Congestion Mitigation and Air Quality (CMAQ): A federal funding program that is available in western Nevada County for transportation projects that demonstrate emission reductions to help attain federal air quality standards. Western Nevada County was classified in 2004 as "non-attainment" for 8-hour ozone standards. Project categories eligible for CMAQ funding include:

- Alternative fuels and vehicles
- Congestion reduction and traffic flow improvements
- Transit improvements
- Bicycle and pedestrian facilities
- Public education and outreach
- Diesel engine retrofits
- Car pooling and van pooling

Projects are submitted by local jurisdictions for consideration and are ranked based on air quality benefits and project readiness. NCTC then reviews the ranking and chooses projects to be funded.

Corridor System Management Plan (CSMP): Foundational documents supporting a partnership-based, integrated management of all travel modes (cars, trucks, transit, bicycles, and pedestrians) and infrastructure (highways, roads, rail tracks, information systems and bike routes) so that mobility along a corridor is provided in the most efficient and effective manner possible.

Federal Highway Administration (FHWA): An agency within the U.S. Department of Transportation that supports state and local governments in the design, construction, and maintenance of the Nation's highway system (Federal Aid Highway Program) and various federally and tribal owned lands (Federal Lands).

Federal Transit Administration (FTA): A federal agency that provides financial and technical assistance to local public transit systems, including buses, subways, light rail, commuter rail, trolleys and ferries.

Findings of Apportionment: Prior to March 1 of each year, Nevada County Transportation Commission (NCTC), pursuant to the California Code of Regulations Section 6644, transmits “Findings of Apportionment” for all prospective claimants. The apportionments are determined from the Nevada County Auditor-Controller's estimate of Local Transportation Funding (LTF) for the ensuing fiscal year, less those funds allocated for Transportation Development Act (TDA) administration, transportation planning and programming, pedestrian/bicycle projects, and community transit services. The remaining funds are then apportioned according to the population of each applicant's jurisdiction in relation to the total population of the County.

Fixing America's Surface Transportation (FAST) Act: A federal law enacted in 2015 to provide long-term funding for surface transportation infrastructure planning and investment. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs.

FTA Section 5310: This program set forth in United States Code (U.S.C.) Title 49 Section 5310 provides formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs.

FTA Section 5311: This program set forth in United States Code (U.S.C.) Title 49 Section 5311 provides grants for Rural Areas providing capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000 where many residents often rely on public transit to reach their destinations.

Interregional Transportation Improvement Program (ITIP): The ITIP is a five-year program of projects funded through the State Transportation Improvement Program (STIP) that obtains funding primarily through the per-gallon State tax on gasoline. The ITIP is prepared by the California Department of Transportation (Caltrans) and is submitted to the California Transportation Commission (CTC) for approval.

Level of Service (LOS): A qualitative measure used to relate the quality of traffic service. LOS is used to analyze highways by categorizing traffic flow and assigning quality levels of traffic based on performance measures like speed, density, etc. North American highway LOS standards use letters A through F, with A being the best and F being the worst, similar to academic grading.

Local Transportation Fund (LTF): The LTF is derived from a 1/4-cent general sales tax collected statewide. The State Board of Equalization, based on the sales tax collected in each county, returns the sales tax revenues to each county's LTF. The LTF was created in 1971 when legislation was passed to provide funding to counties for transit and non-transit related purposes.

Memorandum of Understanding (MOU): An agreement between two (or more) parties. It expresses a convergence of will between the parties, indicating an intended common line of action. Many government agencies use MOUs to define a relationship between agencies.

Metropolitan Planning Organization (MPO): MPOs are the regional planning entities in urbanized areas, usually an area with a population of 50,000 or more. There are 18 MPOs in California, accounting for approximately 98% of the state's population.

Nevada County Airport Land Use Commission (NCALUC): The Nevada County Transportation Commission was designated by the Nevada County Board of Supervisors and the city selection committee as the ALUC for the Nevada County Airport in May 2010. The NCTC Executive Director serves as the NCALUC Executive Director with support from the NCTC staff.

Nevada County Airport Land Use Compatibility Plan (NCALUCP): The basic function of this plan is to promote compatibility between the airport and surrounding land uses. The plan serves as a tool for use by the NCALUC in fulfilling its duty to review airport and adjacent land use development proposals. Additionally, the plan sets compatibility criteria applicable to local agencies and their preparation or amendment of land use plans and ordinances and to land owners in their design of new developments.

North State Super Region (NSSR): Regional transportation planning agencies from 16 counties in Northern California came together on October 20, 2010 to sign a memorandum of agreement. This agreement created an alliance between the agencies to work together and support each other on issues related to transportation and to have a unified voice representing the North State.

Northern Sierra Air Quality Management District (NSAQMD): The Northern Sierra Air Quality Management District was formed in 1986 by the merging of the Air Pollution Control Districts of Nevada, Plumas and Sierra Counties. The District is required by state law to achieve and maintain the federal and state Ambient Air Quality Standards, which are air quality standards set at levels that will protect the public health. The District is composed of three primary entities, each with a specific purpose: District staff, Governing Board of Directors, and Hearing Board.

Overall Work Program (OWP): NCTC annually adopts a budget through the preparation of an Overall Work Program. This work program describes the planning projects and activities or work elements that are to be funded, and the type of funds that will pay for the expenditures.

Planning, Programming, and Monitoring (PPM): PPM is funding allocated by the California Transportation Commission (CTC) through the State Transportation Improvement Program (STIP). Designated uses of PPM include:

- Regional transportation planning – includes development and preparation of the regional transportation plan;
- Project planning – includes the development of project study reports or major investment studies conducted by regional agencies or by local agencies, in cooperation with regional agencies;
- Program development – includes the preparation of regional transportation improvement programs (RTIPs) and studies supporting them; and
- Monitoring the implementation of STIP projects – includes project delivery, timely use of funds, and compliance with state law and CTC guidelines.

Plans, Specifications, and Estimates (PS&E): In this stage of project development, the scope of the selected alternative is refined; design surveys and photogrammetric mapping is obtained; and reports including traffic data, hydrology and hydraulics, geotechnical design, pavement design, and materials and sound wall design reports are completed. Final right-of-way requirements are determined and procurement is initiated. At the completion of the PS&E stage, a complete set of project plans have been developed that will allow a competent contractor to bid and build the project. These plans include a refined estimate of the construction costs and any required specifications on how the work is to proceed.

Project Approval and Environmental Documentation (PA/ED): The PA/ED step of project development reinforces the philosophy of balancing transportation needs with community goals and values. Outputs of the PA / ED step are the project report and environmental document. The project report is an engineering document

that evaluates the various alternatives for selection of a preferred alternative. The environmental document is a disclosure document that assesses the potential impacts of the project on the environment.

Project Initiation Document (PID): a report that documents the purpose, need, scope, cost, and schedule for a transportation project. The PID identifies and describes the viable alternatives to a transportation problem.

Project Study Report (PSR): A report of preliminary engineering efforts, including a detailed alternatives analysis, cost, schedule, and scope information for a transportation project. A PSR also includes estimated schedule and costs for environmental mitigation and permit compliance.

Public Transportation Modernization Improvement & Service Enhancement Account (PTMISEA): PTMISEA was created by Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Of the \$19.925 billion available to Transportation, \$3.6 billion dollars was allocated to PTMISEA to be available to transit operators over a ten-year period. PTMISEA funds may be used for transit rehabilitation, safety or modernization improvements, capital service enhancements or expansions, new capital projects, bus rapid transit improvements, or rolling stock (buses and rail cars) procurement, rehabilitation or replacement. Funds in this account are appropriated annually by the Legislature to the State Controller's Office (SCO) for allocation in accordance with Public Utilities Code formula distributions: 50% allocated to Local Operators based on fare-box revenue and 50% to Regional Entities based on population.

Regional Improvement Program (RIP): The RIP is one of two funding programs in the State Transportation Improvement Program (STIP). The RIP receives 75% of the STIP funds and the second program, the Interregional Improvement Program receives 25% of STIP funds. RIP funds are allocated every two years by the California Transportation Commission (CTC) to projects submitted by Regional Transportation Planning Agencies (RTPAs) in their Regional Transportation Improvement Programs (RTIPs).

Regional Surface Transportation Program (RSTP): The RSTP was established by the State of California to utilize federal Surface Transportation Program funds for a wide variety of transportation projects. The State exchanges these federal funds for less restrictive state funds to maximize the ability of local agencies to use the funds for transportation purposes including planning, construction of improvements, maintenance and operation of public streets, and pedestrian and bicycle projects.

Regional Transportation Improvement Program (RTIP): NCTC submits regional transportation projects to the California Transportation Commission (CTC) for funding in a list called the RTIP. The RTIP is a five-year program that is updated every two years. Projects in the RTIP are funded from the Regional Improvement Program (RIP).

Regional Transportation Mitigation Fee (RTMF): The Western Nevada County Regional Transportation Mitigation Fee Program was established in 2001 through a partnership of Nevada County, City of Nevada City, City of Grass Valley, and the Nevada County Transportation Commission (NCTC). The RTMF Program was developed to collect impact fees from new development to help fund transportation improvement projects needed to accommodate growth in the region of western Nevada County.

Regional Transportation Plan (RTP): The Regional Transportation Plan has been developed to document transportation policy, actions, and funding recommendations that will meet the short- and long-term access and mobility needs of Nevada County residents over the next 20 years. This document is designed to guide the systematic development of a comprehensive multi-modal transportation system for Nevada County.

Regional Transportation Planning Agency (RTPA): County or multi-county entities charged by state law in meeting certain transportation planning requirements. As the RTPA for Nevada County, NCTC coordinates transportation planning for Grass Valley, Nevada City, Nevada County, and the Town of Truckee.

Request for Proposal (RFP): A document that solicits proposals, often made through a bidding process, by an agency or company interested in procurement of a commodity, service, or valuable asset, to potential suppliers to submit business proposals.

Rural Counties Task Force (RCTF): There are 26 rural county Regional Transportation Planning Agencies (RTPAs) or Local Transportation Commissions represented on the Rural Counties Task Force (RCTF). The RCTF is an informal organization with no budget or staff that generally meets every other month. A member of the CTC usually acts as liaison to the RCTF, and CTC and Caltrans staff typically attend these meetings to explain and discuss changing statewide transportation issues that may be of concern to the rural counties.

Rural Planning Assistance (RPA): Annually the 26 rural RTPAs receive state transportation planning funding, known as RPA, on a reimbursement basis, after costs are incurred and paid for using local funds.

Social Services Transportation Advisory Council (SSTAC): Consists of representatives of potential transit users including the general public, seniors and/or disabled; social service providers for seniors, disabled, and persons of limited means; local consolidated transportation service agencies; and Truckee residents who represent the senior and Hispanic communities. The SSTAC meets at least once annually and has the following responsibilities:

- To maintain and improve transportation services to the residents of Nevada County, particularly the elderly and disabled.
- Review and recommend action to the NCTC relative to the identification of unmet transit needs and advise the Commission on transit issues, including coordination and consolidation of specialized transportation services.
- Provide a forum for members to share information and concerns about existing elderly and handicapped transportation resources.

State Highway Operations and Protection Program (SHOPP): The SHOPP is a four-year listing of projects prepared by Caltrans.

State Transit Assistance (STA): These funds are provided by the State for the development and support of public transportation needs. They are allocated by the State Controller's Office to each county based on population and transit performance.

State Transportation Improvement Program (STIP): The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the Transportation Investment Fund and other funding sources. STIP programming generally occurs every two years. The STIP has two funding programs, the Regional Improvement Program and the Interregional Improvement Program.

Technical Advisory Committee (TAC): The Technical Advisory Committee (TAC) is made up of representatives of local public works and planning departments, Caltrans District 3, public airport operators, the air pollution control district, public transit operators, and the NCTC consultant engineer on retainer. Members are assigned by staff of local jurisdictions and other participating organizations. Any decisions made or actions proposed by the TAC shall be subject to the review and approval of the NCTC.

TAC responsibilities include:

- Provide technical input, assistance, and recommendations to the Commission to ensure there is comprehensive coordination and cooperation in the transportation planning process for Nevada County.
- Review and comment on comprehensive regional transportation plans for the area, which include the Regional Transportation Plan (RTP), the Regional Transportation Improvement Program (RTIP), and the Overall Work Program (OWP).
- Coordinate efforts and discussions to create and maintain circulation elements of the General Plan and specific plans of the member governments.

Transit Development Plan (TDP): Transit Development Plans study the County's transit services. They help identify transit service needs, prioritize improvements and determine the resources required for implementing modified or new service. The plans also provide a foundation for requests for State and federal funding,

Transit Services Commission (TSC): This commission oversees and advises as necessary the daily operations of the western Nevada County transit system. The TSC has the following responsibilities:

- Establish fares;
- Adopt the level of transit and paratransit services, including route structure and service areas;
- Monitor public response;
- Approve proposed purchase of additional vehicles;
- Review and approve the annual budget for transit and paratransit operations.

Transportation Development Act (TDA): The Transportation Development Act was enacted in 1971 and provides two major sources of funding for public transportation: the Local Transportation Fund (LTF) and the State Transit Assistance fund (STA). The TDA funds a wide variety of transportation programs, including planning and programming activities, pedestrian and bicycle facilities, community transit services, and public transportation projects. One of NCTC's major responsibilities is the administration of TDA funding in Nevada County.

Travel Demand Model (also Traffic Model): A computer model used to estimate travel behavior and travel demand for a specific future time frame, based on a number of assumptions. In general, travel analysis is performed to assist decision makers in making informed transportation planning decisions. The strength of modern travel demand forecasting is the ability to ask critical "what if" questions about proposed plans and policies.

Truckee North Tahoe Transportation Management Association (TNT/TMA): The Truckee North Tahoe Transportation Management Association is dedicated to fostering public-private partnerships and resources for the advocacy and promotion of innovative solutions to the unique transportation challenges of the Truckee-North Lake Tahoe Resort Triangle. The TNT/TMA is a planning stakeholder and partner with NCTC.

Truckee Tahoe Airport Land Use Commission (TTALUC): The Truckee Tahoe Airport is an "intercounty" airport situated in both Nevada County and Placer County; therefore, a special ALUC with representatives from both counties was formed. Six members are selected, one each, by Placer and Nevada Counties' Board of Supervisors, City Selection Committees, and Airport Managers of each county. A seventh member is chosen by the other six members to represent the general public. NCTC authorized its staff on May 19, 2010 to provide staff support to the TTALUC.

Truckee Tahoe Airport Land Use Compatibility Plan (TTALUCP): A document referred to by the TTALUC and individuals seeking to review standards for land use planning in the vicinity of the Truckee Tahoe Airport. The plan defines compatible land uses for noise, safety, airspace protection, and overflight. The TTALUC performs consistency determinations for proposed projects in the area covered by the Compatibility Plan as needed.

Vehicle Miles Traveled (VMT): VMT is a metric of the total miles traveled by vehicles in a defined area over a defined period of time and is often used to estimate the environmental impacts of driving, such as Greenhouse Gases and air pollutant emissions. Factors that influence VMT include travel mode, number of trips, and distance traveled. California jurisdictions are transitioning from a Level of Service (LOS) metric to a Vehicle Miles Traveled (VMT) metric within the California Environmental Quality Act's (CEQA) transportation analysis.

Table 1

Budget Summary

FY 2020/21

Revenues	Amendment 1	Final	Difference
	FY 2020/21	FY 2020/21	
LTF Administration	558,828.39	558,828.39	0.00
LTF Planning	119,573.61	119,573.61	0.00
Rural Planning Assistance (RPA) <i>Formula</i>	294,000.00	294,000.00	0.00
Rural Planning Assistance (RPA) <i>Formula</i> Carryover	30,275.63	23,416.70	6,858.93
Rural Planning Assistance (RPA) Grants	125,156.00	120,000.00	5,156.00
Rural Planning Assistance (RPA) Grants Carryover	83,230.00	113,574.65	-30,344.65
Regional Transportation Mitigation Fees (RTMF)	5,000.00	5,000.00	0.00
STIP Planning Funds (PPM)	98,280.85	67,318.21	30,962.64
ALUC Fees	15,000.00	15,000.00	0.00
Regional Surface Transportation Program (RSTP)		0.00	
LTF Carryover	24,672.36	10,418.15	14,254.21
TOTAL	1,354,016.84	1,327,129.71	26,887.13

Expenditures	Amendment 1	Final	Difference
	FY 2020/21	FY 2020/21	
Salary	543,447.30	543,447.30	0.00
Benefits	174,248.72	174,248.72	0.00
Direct (Table 2)	409,373.13	443,046.89	-33,673.76
Indirect (Table 3)	132,099.00	138,591.00	-6,492.00
Contingency	94,848.70	27,795.81	67,052.89
TOTAL	1,354,016.84	1,327,129.71	26,887.13

	Estimated	Estimated	Difference
Fund Balance	FY 2020/21	FY 2019/20	
	\$65,061.97	\$89,734.33	(\$24,672.36)

LTF = Local Transportation Fund

PPM = Planning, Programming & Monitoring

ALUC = Airport Land Use Commission

Table 2

Direct Costs Budget FY 2020/21		FY 20/21 Amendment 1	FY 20/21 Final	Difference	Source
13.4	Fiscal Auditor (WE 1.2)	\$44,490.00	\$44,490.00	\$0.00	LTF
13.7	Traffic Counts (WE 2.1)	\$10,000.00	\$10,000.00	\$0.00	LTF, RPA
13.8	Transportation Engineering (WE 2.1)	\$25,000.00	\$25,000.00	\$0.00	LTF, RPA
13.11a	Local Agencies Participation in Regional Planning (WE 2.1)	\$30,000.00	\$30,000.00	\$0.00	LTF, RPA
13.12	Western Nevada County Transit Development Plan (WE 2.3.1)	\$57,474.26	\$65,568.59	(\$8,094.33)	RPA
13.16a	Rural Counties Task Force Membership (WE 2.4)	\$2,000.00	\$2,000.00	\$0.00	RPA
13.30	Airport Land Use Commission Project Reviews (WE 2.4.2)	\$15,000.00	\$15,000.00	\$0.00	ALUC, LTF
13.31	Regional Traffic Model Update (WE 2.1.5)	\$8,717.52	\$54,565.54	(\$45,848.02)	LTF, RPA
13.40	Nev. Co. Coordinated Public Transit - Human Services Plan Update (WE 2.3.2)	\$36,436.32	\$48,006.06	(\$11,569.74)	RPA, LTF
13.48	Human Resources Consulting (WE 1.1)	\$5,000.00	\$5,000.00	\$0.00	LTF
13.50	RTP Implementation: VMT Thresholds (WE 2.1.2)	\$15,723.33	\$23,416.70	(\$7,693.37)	RPA, LTF
13.53	SR 174/20 Intersection Analysis (WE 2.2.2)	\$8,616.87	\$0.00	\$8,616.87	RPA, PPM
13.54	Nevada City SR 49 Multimodal Corridor Plan (WE 2.2.3)	\$25,758.83	\$0.00	\$25,758.83	RPA, PPM
13.56	READY Nevada County (WE 2.4.3)	\$125,156.00	\$120,000.00	\$5,156.00	RPA
	TOTAL	\$409,373.13	\$443,046.89	(\$33,673.76)	

Table 3**Indirect Costs Budget FY 2020/21**

		FY 20/21	FY 20/21		
		Amendment 1	Final	Variance	Variance %
ITEM					
13.2	Nevada County Auditor/Controller	\$20,000	\$20,000	\$0	0.00%
13.1	Legal Counsel	\$15,000	\$20,000	(\$5,000)	-25.00%
13.3	TNT/TMA Membership	\$4,125	\$4,125	\$0	0.00%
13.21	Website Update/Maintenance	\$11,500	\$4,000	\$7,500	187.50%
13.17	Nevada County ERC Membership	\$1,000	\$1,000	\$0	0.00%
	Insurance	\$18,300	\$12,500	\$5,800	46.40%
1.1	General Liability & Errors and Omissions	\$15,500	\$10,000	\$5,500	55.00%
1.3	Workers' Compensation	\$2,800	\$2,500	\$300	12.00%
	Office Expenses	\$23,074	\$25,450	(\$2,376)	-9.34%
2.1	Phones	\$1,500	\$2,500	(\$1,000)	-40.00%
2.2	Equipment Rental	\$500	\$500	\$0	0.00%
2.3	Records Storage	\$1,060	\$650	\$410	63.08%
2.4	Equipment Maintenance Agreements	\$1,000	\$4,000	(\$3,000)	-75.00%
2.5	Publications/Legal Notices	\$1,500	\$1,000	\$500	50.00%
2.6	Janitorial Services	\$1,000	\$2,500	(\$1,500)	-60.00%
2.7	Payroll Service	\$1,500	\$2,000	(\$500)	-25.00%
2.8	Supplies	\$3,200	\$4,500	(\$1,300)	-28.89%
2.9	Printing & Reproduction	\$500	\$500	\$0	0.00%
2.10	Subscriptions	\$250	\$400	(\$150)	-37.50%
2.11	Computer Software & Network Maintenance	\$6,300	\$6,300	\$0	0.00%
2.12	Postage	\$300	\$600	(\$300)	-50.00%
2.13	Telework Reimbursement	\$4,464	\$0	\$4,464	--
3	Equipment	\$3,100	\$3,600	(\$500)	-13.89%
	Copier/Printer	\$800	\$800	\$0	0.00%
	Office Furniture	\$500	\$1,000	(\$500)	-50.00%
	Laptop Computer	\$1,300	\$1,300	\$0	0.00%
	Miscellaneous	\$500	\$500	\$0	0.00%
5	Training and Conferences	\$1,500	\$1,500	\$0	0.00%
6	Office Lease	\$25,000	\$31,416	(\$6,416)	-20.42%
7	Utilities	\$3,000	\$3,500	(\$500)	-14.29%
8	Travel - Meals & Lodging	\$1,500	\$3,000	(\$1,500)	-50.00%
9	Travel - Mileage/Fares/Parking	\$2,500	\$5,000	(\$2,500)	-50.00%
10	Professional & Service Organizations	\$2,500	\$3,500	(\$1,000)	-28.57%
	TOTAL	\$132,099	\$138,591	(\$6,492)	-4.68%

Table 4

Revenues - FY 2020/21 OWP

	Work Element	LTF Carryover	RPA Grants	RPA Grants Carryover	RPA Formula	RPA Formula Carryover	20/21 LTF	ALUC Fees	RTMF	STIP Planning (PPM)	RSTP	TOTAL
1.1	General Services	5,800.00					204,421.64		5,000.00			215,221.64
1.2	TDA Admin.						271,047.55					271,047.55
2.1	Regional Transportation Plan				112,094.60	0.00	77,466.45					189,561.05
2.1.2	RTP Implementation VMT Thresholds					15,723.33	3,478.49					19,201.82
2.1.5	Regional Traffic Model Update				0.00	6,858.93	9,261.37					16,120.30
2.2	Transportation Improvement Program				23,632.10	7,693.37	11,515.14			26,080.68		68,921.29
2.2.2	SR 174/20 Intersection Analysis			0.00	2,578.32					8,616.87		11,195.19
2.2.3	Nevada City SR 49 Multimodal Corridor Plan				2,577.48					25,758.83		28,336.31
2.3	Transit & Paratransit Programs				49,786.19		13,675.40					63,461.60
2.3.1	Western Nevada County Transit Development Plan			51,520.76	13,044.53		5,953.50					70,518.79
2.3.2	Nev. Co. Coordinated Public Transit-Human Services Plan Update			31,709.24			16,195.03					47,904.27
2.4	Coordination of Regional Planning				60,286.77		17,957.73					78,244.50
2.4.2	Airport Land Use Commission Planning & Reviews						9,277.84	15,000.00				24,277.84
2.4.3	READY Nevada County		125,156.00		30,000.00							155,156.00
	Contingency	18,872.36				0.00	38,151.87			37,824.47		94,848.70
	Totals	24,672.36	125,156.00	83,230.00	294,000.00	30,275.63	678,402.00	15,000.00	5,000.00	98,280.85	0.00	1,354,016.84

Totals may not equal addition of amounts in columns due to rounding.

Table 5									
Expenditures - FY 2020/21 OWP									
		PY	Staff	Indirect	Traffic Eng	Consulting	Local Agency	Other	Total
1.1	General Services	1.43	177,543.09	32,678.55		5,000.00			215,221.64
1.2	TDA Admin.	1.50	191,339.61	35,217.93				44,490.00 (1)	271,047.55
2.1	Regional Transportation Plan	0.69	103,506.80	21,054.25	25,000.00		40,000.00 (2)		189,561.05
2.1.2	RTP Implementation VMT Thresholds	0.02	3,478.49			15,723.33			19,201.82
2.1.5	Regional Traffic Model Update	0.05	7,402.78			8,717.52			16,120.30
2.2	Transportation Improvement Program	0.40	57,406.15	11,515.14					68,921.29
2.2.2	SR 172/20 Intersection Analysis	0.02	2,578.32			8,616.87			11,195.19
2.2.3	Nevada City SR 49 Multimodal Corridor Plan	0.02	2,577.48			25,758.83			28,336.31
2.3	Transit & Paratransit Programs	0.33	49,786.19	13,675.40					63,461.60
2.3.1	Western Nevada County Transit Development Plan	0.08	13,044.53			57,474.26			70,518.79
2.3.2	Nev. Co. Coordinated Public Transit-Human Services Plan Update	0.08	11,467.95			36,436.32			47,904.27
2.4	Coordination of Regional Planning	0.37	58,286.77	17,957.73				2,000.00 (3)	78,244.50
2.4.2	Airport Land Use Commission Planning & Reviews	0.06	9,277.84			15,000.00			24,277.84
2.4.3	READY Nevada County	0.12	30,000.00			125,156.00			155,156.00
	Contingency							94,848.70	94,848.70
	TOTAL	5.1	717,696.01	132,099.00	25,000.00	297,883.13	40,000.00	141,338.70	1,354,016.84

Totals may not equal addition of amounts in columns due to rounding.

Note:

(1) \$44,490 for Fiscal Audit Contract

(2) \$10,000 Traffic Counts, Local Agency (WE 2.1): Nev. Co. \$7,500; Truckee \$7,500; Nevada City \$7,500; Grass Valley \$7,500.

(3) \$2,000 Rural Counties Task Force

Indirect Costs are paid with local funds, no RPA or STIP planning funds are used.

**Table 6
Budget Detail Amendment 1**

	ITEM	ALLOCATION
I	1 Insurance	\$18,300
	1.1 General Liability & Errors and Omissions	\$15,500
	1.3 Workers' Compensation	\$2,800
I	2 Office Expenses	\$23,074
	2.1 Phones	\$1,500
	2.2 Equipment Rental	\$500
	2.3 Records Storage	\$1,060
	2.4 Equipment Maintenance Agreements	\$1,000
	2.5 Publications/Legal Notices	\$1,500
	2.6 Janitorial Services - carpets, blinds, interior painting, etc.	\$1,000
	2.7 Payroll Service	\$1,500
	2.8 Supplies	\$3,200
	2.9 Printing & Reproduction	\$500
	2.10 Subscriptions	\$250
	2.11 Computer Software & Network Maintenance	\$6,300
	2.12 Postage	\$300
I	2.13 Telework Reimbursement	\$4,464
I	3 Equipment	\$3,100
I	5 Training and Conferences	\$1,500
I	6 Office Lease	\$25,000
I	7 Utilities	\$3,000
I	8 Travel - Meals & Lodging	\$1,500
I	9 Travel - Mileage/ Fares/ Parking	\$2,500
I	10 Professional & Service Organizations	\$2,500
	Subtotal Items 1-10	\$80,474
	11 Contingency	\$94,849
	12 Salaries, Wages, & Benefits	\$717,696.02
	12.1 Executive Director	\$177,854
	12.11 Deputy Executive Director	\$174,761
	12.2 Administrative Services Officer	\$129,122
	12.3 Transportation Planner	\$128,009
	12.4 Administrative Assistant	\$89,574
	12.5 Extra Help	\$5,175
	READY Nevada County Staff budget for 21/22	\$13,200
	12.7 RTMF Admin Charges	
	13 Other Services	\$460,998
I	13.1 Legal Counsel	\$15,000
I	13.2 Nevada County Auditor/Controller	\$20,000
I	13.3 TNT/TMA Membership	\$4,125
D	13.4 Fiscal Audits (WE 1.2)	\$44,490
D	13.7 Traffic Counts (WE 2.1)	\$10,000
D	13.8 Transportation Engineering (WE 2.1)	\$25,000
D	13.11a Local Agencies (WE 2.1)	\$30,000
D	13.12 Western Nevada County Transit Development Plan (WE 2.3.1)	\$57,474
D	13.16a Rural Counties Task Force Membership (WE 2.4)	\$2,000
I	13.17 Nevada County ERC Membership	\$1,000
I	13.21 Website Update/Maintenance	\$11,500
D	13.30 Airport Land Use Commission Project Reviews (WE 2.4.2)	\$15,000
D	13.31 Regional Traffic Model Update (WE 2.1.5)	\$8,718
D	13.40 Nev. Co. Coordinated Public Transit-Human Services Plan Update (WE 2.3.2)	\$36,436
D	13.48 Human Resources Consulting (WE 1.1)	\$5,000
D	13.50 RTP Implementation: VMT Thresholds (WE 2.1.2)	\$15,723
D	13.53 SR 174/20 Intersection Analysis (WE 2.2.2)	\$8,617
D	13.54 Nevada City SR 49 Multimodal Corridor Plan (WE 2.2.3)	\$25,759
D	13.56 READY Nevada County (WE 2.4.3)	\$125,156
	TOTAL Budget Items 1-13	\$1,354,016.84
	Indirect Costs	
	Accounts 1 through 10	\$80,474
	Legal	\$15,000
	Nevada Co. Auditor/Controller	\$20,000
	TNT/TMA	\$4,125
	Nevada Co. ERC Membership	\$1,000
	Website Update/Maintenance	\$11,500
	Total Indirect Costs	\$132,099
	Calculated Indirect Rate	18.41%
	(Indirect Cost / Salaries & Benefits)	

DEPARTMENT OF TRANSPORTATION

Amarjeet S. Benipal
District 3 Director
703 B Street
MARYSVILLE, CA 95901-5556
PHONE (530) 741-4233
FAX (530) 741-4245
TTY 711
www.dot.ca.gov



*Making Conservation
a California Way of Life.*

July 13, 2020

State Route 49 Safety Assessment Team
and Stakeholders

Dear Partners and State Route 49 Stakeholders,

Today Caltrans is announcing the release of the State Route (SR) 49 final Safety Assessment Report, which was initiated with our partner agencies based on a continuing pattern of severe collisions on the SR 49 corridor. Within a six-week period from December 2019 through January 2020 there were two fatal collisions on SR 49 that resulted in heightened concerns from multiple agencies and the public.

In February 2020 Caltrans and its partners conducted a safety assessment of SR 49 from Interstate 80 in Auburn to McKnight Way in Grass Valley. The safety assessment team was comprised of personnel from the following agencies: Caltrans District 3, Caltrans Headquarters, Federal Highway Administration (FHWA), Nevada County Transportation Commission (NCTC), Placer County Transportation Planning Agency (PCTPA), Nevada County, Placer County, City of Auburn, City of Grass Valley, City of Nevada City, California Highway Patrol (CHP), CAL FIRE and local fire districts.

The primary objectives of the SR 49 Safety Assessment Report were as follows:

1. Identify safety-related improvements that could be installed in the near term;
2. Identify enhancements that could be added to planned projects in the corridor;
3. Identify long-term projects to improve corridor safety.

Following the February audit, a draft Safety Assessment Report was prepared and circulated to safety audit team members and local agencies from Nevada and Placer Counties for comment. Feedback was incorporated into the report and Caltrans is now distributing the SR 49 Safety Assessment Report to safety audit team members, local political representatives and local stakeholders.

Amarjeet Benipal
July 13, 2020
Page 2

The SR 49 Safety Assessment Report will be released this summer to the public with virtual meetings held to present safety audit findings and receive input from constituents in both Nevada and Placer Counties.

Thank you to all who participated in the safety audit and in the preparation of the SR 49 Safety Assessment Report. The safety of the traveling public is our priority and we look forward to implementing these strategies with support from partner agencies, local elected representatives and the public.

Sincerely,


for AMARJEET S. BENIPAL
Caltrans District 3 Director

cc: Nevada County Transportation Commission
Placer County Transportation Planning Agency
Federal Highway Administration
Nevada County
Placer County
City of Auburn
City of Grass Valley
City of Nevada City
California Highway Patrol
CAL FIRE
Higgins Fire District
Assembly Member Megan Dahle
Senator Brian Dahle
Congressman Doug LaMalfa
Congressman Tom McClintock



BETTY T. YEE
California State Controller

August 24, 2020

County Auditors Responsible for State of Good Repair Program Funds
Transportation Planning Agencies
County Transportation Commissions
San Diego Metropolitan Transit System

SUBJECT: Fiscal Year 2019-20 State of Good Repair Program Fourth Allocation

Enclosed is a summary schedule of State of Good Repair (SGR) program funds allocated for the fourth allocation of fiscal year (FY) 2019-20 to each Transportation Planning Agency (TPA), county transportation commission, and the San Diego Metropolitan Transit System for the purposes of Public Utilities Code (PUC) section 99312.1(c). Allocations for the SGR program are calculated pursuant to the distribution formulas in PUC sections 99313 and 99314. Also enclosed is a schedule detailing the amount calculated pursuant to PUC section 99314 for each TPA by operator.

PUC section 99313 allocations are based on the latest available annual population estimates from the Department of Finance. PUC section 99314 allocations are based on the revenue amount for each STA-eligible operator, determined from annual reports submitted to the State Controller's Office pursuant to PUC section 99243.

This is the fourth allocation for FY 2019-20. The total amount allocated to all agencies for the fourth allocation is \$18,792,999.00. The payment is scheduled to issue on August 24, 2020. Please refer to the schedule for the amounts that relate to your agency.

Please contact Mike Silvera by telephone at (916) 323-0704 or email at msilvera@sco.ca.gov with any questions, or for additional information about this schedule. Information for the SGR program can be found on the California Department of Transportation website at: <https://dot.ca.gov/programs/rail-and-mass-transportation/state-transit-assistance-state-of-good-repair>.

Sincerely,

EVELYN CALDERON-YEE
Bureau Chief
Bureau of Payments

Enclosures

STATE CONTROLLER'S OFFICE
2019-20 STATE OF GOOD REPAIR PROGRAM
FOURTH ALLOCATION SUMMARY
AUGUST 24, 2020

Regional Entity	Amount Based on PUC 99313 Allocation Fiscal Year 2019-20 Allocation 4	Amount Based on PUC 99314 Allocation Fiscal Year 2019-20 Allocation 4	Total Fiscal Year 2019-20 Allocation 4
	A	B	C= (A+B)
Metropolitan Transportation Commission	\$ 1,831,760.48	\$ 5,027,436.54	\$ 6,859,197.02
Sacramento Area Council of Governments	457,539.10	163,621.34	621,160.44
San Diego Association of Governments	228,130.01	54,738.76	282,868.77
San Diego Metropolitan Transit System	560,679.74	240,828.84	801,508.58
Tahoe Regional Planning Agency	24,931.23	1,014.99	25,946.22
Alpine County Transportation Commission	273.47	9.67	283.14
Amador County Transportation Commission	9,012.11	359.12	9,371.23
Butte County Association of Governments	53,296.54	2,987.21	56,283.75
Calaveras County Local Transportation Commission	10,617.84	140.31	10,758.15
Colusa County Local Transportation Commission	5,205.02	175.75	5,380.77
Del Norte County Local Transportation Commission	6,448.55	250.68	6,699.23
El Dorado County Local Transportation Commission	40,166.91	2,832.05	42,998.96
Fresno County Council of Governments	239,632.97	27,974.59	267,607.56
Glenn County Local Transportation Commission	6,855.93	189.59	7,045.52
Humboldt County Association of Governments	31,849.29	8,896.93	40,746.22
Imperial County Transportation Commission	44,777.23	3,719.08	48,496.31
Inyo County Local Transportation Commission	4,375.68	0.00	4,375.68
Kern Council of Governments	215,680.76	15,408.00	231,088.76
Kings County Association of Governments	36,174.13	1,623.99	37,798.12
Lake County/City Council of Governments	15,313.82	909.66	16,223.48
Lassen County Local Transportation Commission	7,095.50	272.79	7,368.29
Los Angeles County Metropolitan Transportation Authority	2,413,110.85	3,145,465.83	5,558,576.68
Madera County Local Transportation Commission	37,545.22	883.25	38,428.47
Mariposa County Local Transportation Commission	4,252.13	113.53	4,365.66
Mendocino Council of Governments	20,947.39	1,711.94	22,659.33
Merced County Association of Governments	66,584.31	6,082.06	72,666.37
Modoc County Local Transportation Commission	2,259.74	193.97	2,453.71
Mono County Local Transportation Commission	3,204.39	4,964.75	8,169.14
Transportation Agency for Monterey County	104,823.79	36,319.31	141,143.10
Nevada County Local Transportation Commission	23,276.08	1,276.64	24,552.72
Orange County Transportation Authority	758,383.09	246,559.77	1,004,942.86
Placer County Transportation Planning Agency	73,408.71	10,540.41	83,949.12
Plumas County Local Transportation Commission	4,654.79	359.84	5,014.63
Riverside County Transportation Commission	574,259.10	96,468.72	670,727.82
Council of San Benito County Governments	14,660.75	280.22	14,940.97
San Bernardino County Transportation Authority	515,913.34	94,768.61	610,681.95
San Joaquin Council of Governments	181,302.51	47,006.11	228,308.62
San Luis Obispo Area Council of Governments	65,987.73	4,896.71	70,884.44
Santa Barbara County Association of Governments	106,983.98	29,614.81	136,598.79
Santa Cruz County Transportation Commission	64,688.18	60,071.78	124,759.96
Shasta Regional Transportation Agency	42,072.46	2,744.81	44,817.27
Sierra County Local Transportation Commission	756.15	35.32	791.47
Siskiyou County Local Transportation Commission	10,492.40	340.28	10,832.68
Stanislaus Council of Governments	131,548.54	8,062.22	139,610.76
Tehama County Transportation Commission	15,152.84	302.39	15,455.23
Trinity County Transportation Commission	3,221.34	141.64	3,362.98
Tulare County Association of Governments	112,754.28	9,805.34	122,559.62
Tuolumne County Transportation Council	12,847.22	399.79	13,247.01
Ventura County Transportation Commission	201,591.88	33,699.56	235,291.44
State Totals	\$ 9,396,499.50	\$ 9,396,499.50	\$ 18,792,999.00

STATE CONTROLLER'S OFFICE
2019-20 STATE OF GOOD REPAIR PROGRAM FOURTH ALLOCATION BASED ON PUC 99314
ALLOCATION DETAIL
AUGUST 24, 2020

Regional Entity and Operator(s)	Revenue Basis	Amount Based on PUC 99314 Allocation Fiscal Year 2019-20 Allocation 4
Mendocino Council of Governments Mendocino Transit Authority	951,502	1,711.94
Merced County Association of Governments Transit Joint Powers Authority of Merced County Yosemite Area Regional Transportation System (YARTS) Regional Entity Totals	1,736,430 1,644,002 <hr/> 3,380,432	3,124.18 2,957.88 <hr/> 6,082.06
Modoc County Local Transportation Commission Modoc Transportation Agency - Specialized Service	107,807	193.97
Mono County Local Transportation Commission Eastern Sierra Transit Authority	2,759,425	4,964.75
Transportation Agency for Monterey County Monterey-Salinas Transit	20,186,410	36,319.31
Nevada County Local Transportation Commission County of Nevada City of Truckee Regional Entity Totals	390,192 319,369 <hr/> 709,561	702.03 574.61 <hr/> 1,276.64
Orange County Transportation Authority City of Laguna Beach Orange County Transportation Authority Regional Entity Subtotals Orange County Transportation Authority - Corresponding to SCRRA*** Regional Entity Totals	2,405,038 86,018,663 <hr/> 88,423,701 NA <hr/> 88,423,701	4,327.13 154,764.43 <hr/> 159,091.56 87,468.21 <hr/> 246,559.77
Placer County Transportation Planning Agency City of Auburn County of Placer City of Roseville Regional Entity Totals	21,850 4,593,182 1,243,374 <hr/> 5,858,406	39.31 8,264.03 2,237.07 <hr/> 10,540.41
Plumas County Local Transportation Commission County of Plumas County Service Area 12 - Specialized Service Regional Entity Totals	112,493 87,506 <hr/> 199,999	202.40 157.44 <hr/> 359.84
Riverside County Transportation Commission City of Banning City of Beaumont City of Corona Palo Verde Valley Transit Agency City of Riverside - Specialized Service Riverside Transit Agency Sunline Transit Agency Regional Entity Subtotals Riverside County Transportation Commission - Corresponding to SCRRA*** Regional Entity Totals	215,749 239,445 372,538 119,828 443,069 16,090,992 12,451,750 <hr/> 29,933,371 NA <hr/> 29,933,371	388.17 430.81 670.27 215.59 797.17 28,950.85 22,403.14 <hr/> 53,856.00 42,612.72 <hr/> 96,468.72
Council of San Benito County Governments San Benito County Local Transportation Authority	155,747	280.22

*** The amounts allocated to the member agencies of Southern California Regional Rail Authority are included with their corresponding transportation planning agency.



BETTY T. YEE
California State Controller

August 24, 2020

County Auditors Responsible for State Transit Assistance Funds
 Transportation Planning Agencies
 County Transportation Commissions
 San Diego Metropolitan Transit System

SUBJECT: Fiscal Year 2019-20 Fourth Quarter State Transit Assistance Allocation

Enclosed is a summary schedule of State Transit Assistance (STA) funds allocated for the fourth quarter of fiscal year (FY) 2019-20 to each Transportation Planning Agency (TPA), county transportation commission, and the San Diego Metropolitan Transit System for the purposes of Public Utilities Code (PUC) sections 99313 and 99314. Also enclosed is a schedule detailing the amount calculated pursuant to PUC section 99314 for each TPA by operator.

PUC section 99313 allocations are based on the latest available annual population estimates from the Department of Finance. PUC section 99314 allocations are based on the revenue amount for each STA-eligible operator, determined from annual reports submitted to the State Controller's Office pursuant to PUC section 99243. Pursuant to PUC section 99314.3, each TPA is required to allocate funds to the STA-eligible operators in the area of its jurisdiction.

This is the fourth allocation for FY 2019-20. The total amount allocated to all agencies for the fourth allocation is \$169,281,375. The payment is scheduled to issue on August 24, 2020. Please refer to the schedule for the amounts that relate to your agency.

Please contact Mike Silvera by telephone at (916) 323-0704 or email at msilvera@sco.ca.gov with any questions, or for additional information.

Sincerely,

A handwritten signature in blue ink, appearing to read "E. Calderon-Yee".

EVELYN CALDERON-YEE
 Bureau Chief
 Bureau of Payments

Enclosures

STATE CONTROLLER'S OFFICE
2019-20 STATE TRANSIT ASSISTANCE ALLOCATION
FOURTH QUARTER ALLOCATION SUMMARY
AUGUST 24, 2020

Regional Entity	PUC 99313 Funds from RTC Sections 7102(a)(3), 6051.8(a), and 6201.8(a)		PUC 99313 Funds from RTC Sections 6051.8(b), and 6201.8(b)		PUC 99314 Fiscal Year 2019-20 Quarter 4	Total Fiscal Year 2019-20 Quarter 4
	Fiscal Year 2019-20 Quarter 4	Fiscal Year 2019-20 Quarter 4	Fiscal Year 2019-20 Quarter 4	Fiscal Year 2019-20 Quarter 4		
	A	B	C	D= (A+B+C)		
Metropolitan Transportation Commission	\$ 9,275,376	\$ 7,224,540	\$ 45,260,830	\$ 61,760,746		
Sacramento Area Council of Governments	2,316,814	1,804,553	1,473,043	5,594,410		
San Diego Association of Governments	1,155,168	899,754	492,800	2,547,722		
San Diego Metropolitan Transit System	2,839,081	2,211,344	2,168,126	7,218,551		
Tahoe Regional Planning Agency	126,243	98,330	9,138	233,711		
Alpine County Transportation Commission	1,385	1,080	88	2,553		
Amador County Transportation Commission	45,634	35,544	3,233	84,411		
Butte County Association of Governments	269,875	210,204	26,894	506,973		
Calaveras County Local Transportation Commission	53,765	41,877	1,263	96,905		
Colusa County Local Transportation Commission	26,356	20,529	1,582	48,467		
Del Norte County Local Transportation Commission	32,653	25,433	2,257	60,343		
El Dorado County Local Transportation Commission	203,391	158,420	25,497	387,308		
Fresno County Council of Governments	1,213,415	945,122	251,849	2,410,386		
Glenn County Local Transportation Commission	34,716	27,040	1,707	63,463		
Humboldt County Association of Governments	161,273	125,615	80,096	366,984		
Imperial County Transportation Commission	226,736	176,603	33,481	436,820		
Inyo County Local Transportation Commission	22,157	17,258	0	39,415		
Kern Council of Governments	1,092,130	850,654	138,714	2,081,498		
Kings County Association of Governments	183,173	142,672	14,621	340,466		
Lake County/City Council of Governments	77,544	60,398	8,190	146,132		
Lassen County Local Transportation Commission	35,929	27,985	2,456	66,370		
Los Angeles County Metropolitan Transportation Authority	12,219,126	9,517,410	28,363,488	50,100,024		
Madera County Local Transportation Commission	190,116	148,080	7,951	346,147		
Mariposa County Local Transportation Commission	21,531	16,771	1,023	39,325		
Mendocino Council of Governments	106,070	82,617	15,412	204,099		
Merced County Association of Governments	337,159	262,611	54,755	654,525		
Modoc County Local Transportation Commission	11,442	8,913	1,747	22,102		
Mono County Local Transportation Commission	16,226	12,638	44,696	73,560		
Transportation Agency for Monterey County	530,790	413,429	326,975	1,271,194		
Nevada County Local Transportation Commission	117,862	91,802	11,493	221,157		
Orange County Transportation Authority	3,840,180	2,991,095	2,219,720	9,050,995		
Placer County Transportation Planning Agency	371,715	289,527	94,893	756,135		
Plumas County Local Transportation Commission	23,570	18,359	3,240	45,169		
Riverside County Transportation Commission	2,907,842	2,264,902	868,486	6,041,230		
Council of San Benito County Governments	74,237	57,823	2,523	134,583		
San Bernardino County Transportation Authority	2,612,400	2,034,784	853,178	5,500,362		
San Joaquin Council of Governments	918,051	715,065	423,186	2,056,302		
San Luis Obispo Area Council of Governments	334,138	260,258	44,691	639,087		
Santa Barbara County Association of Governments	541,728	421,949	266,618	1,230,295		
Santa Cruz County Transportation Commission	327,558	255,133	540,812	1,123,503		
Shasta Regional Transportation Agency	213,040	165,936	24,711	403,687		
Sierra County Local Transportation Commission	3,829	2,983	319	7,131		
Siskiyou County Local Transportation Commission	53,130	41,382	3,063	97,575		
Stanislaus Council of Governments	666,115	518,833	72,582	1,257,530		
Tehama County Transportation Commission	76,729	59,763	2,722	139,214		
Trinity County Transportation Commission	16,312	12,705	1,275	30,292		
Tulare County Association of Governments	570,947	444,708	88,275	1,103,930		
Tuolumne County Transportation Council	65,054	50,670	3,599	119,323		
Ventura County Transportation Commission	1,020,789	795,087	303,389	2,119,265		
Subtotals	\$ 47,580,500	\$ 37,060,188				
State Totals		\$ 84,640,688	\$ 84,640,687	\$ 169,281,375		

STATE CONTROLLER'S OFFICE
2019-20 STATE TRANSIT ASSISTANCE ALLOCATION FOURTH QUARTER PUC 99314 ALLOCATION DETAIL
AUGUST 24, 2020

Regional Entity and Operator(s)	Revenue Basis	Fiscal Year 2019-20 Funds from RTC Sections 7102(a)(3), 6051.8(a), and 6201.8(a) Quarter 4 Gross Allocation	Fiscal Year 2019-20 Funds from RTC Sections 6051.8(b), and 6201.8(b) Quarter 4 Gross Allocation	Fiscal Year 2019-20 Quarter 4 Paid
		A	B	C= (A+B)
Transportation Agency for Monterey County Monterey-Salinas Transit	20,186,410	183,808	143,167	326,975
Nevada County Local Transportation Commission				
County of Nevada	390,192	3,553	2,767	6,320
City of Truckee	319,369	2,908	2,265	5,173
Regional Entity Totals	709,561	6,461	5,032	11,493
Orange County Transportation Authority				
City of Laguna Beach	2,405,038	21,899	17,057	38,956
Orange County Transportation Authority	86,018,663	783,244	610,064	1,393,308
Regional Entity Subtotals	88,423,701	805,143	627,121	1,432,264
Orange County Transportation Authority - Corresponding to SCRRRA***	NA	442,666	344,790	787,456
Regional Entity Totals	88,423,701	1,247,809	971,911	2,219,720
Placer County Transportation Planning Agency				
City of Auburn	21,850	199	155	354
County of Placer	4,593,182	41,823	32,576	74,399
City of Roseville	1,243,374	11,322	8,818	20,140
Regional Entity Totals	5,858,406	53,344	41,549	94,893
Plumas County Local Transportation Commission				
County of Plumas	112,493	1,024	798	1,822
County Service Area 12 - Specialized Service	87,506	797	621	1,418
Regional Entity Totals	199,999	1,821	1,419	3,240
Riverside County Transportation Commission				
City of Banning	215,749	1,965	1,530	3,495
City of Beaumont	239,445	2,180	1,698	3,878
City of Corona	372,538	3,392	2,642	6,034
Palo Verde Valley Transit Agency	119,828	1,091	850	1,941
City of Riverside - Specialized Service	443,069	4,034	3,142	7,176
Riverside Transit Agency	16,090,992	146,517	114,121	260,638
Sunline Transit Agency	12,451,750	113,380	88,311	201,691
Regional Entity Subtotals	29,933,371	272,559	212,294	484,853
Riverside County Transportation Commission - Corresponding to SCRRRA***	NA	215,658	167,975	383,633
Regional Entity Totals	29,933,371	488,217	380,269	868,486
Council of San Benito County Governments				
San Benito County Local Transportation Authority	155,747	1,418	1,105	2,523

*** The amounts allocated to the member agencies of Southern California Regional Rail Authority are included with their corresponding transportation planning agency.



North State Super Region

101 Providence Mine Road, Suite 102, Nevada City, CA 95959
 (530) 265-3202 nssr16@gmail.com
www.superregion.org
 Mike Woodman, Chair

Jon Clark
Butte County Assn. of Governments

Scott Lanphier
Colusa County Transportation Comm.

Tamera Leighton
Del Norte Local Transportation Comm.

Cole Grube
Glenn County Transportation Comm.

Marcella Clem
Humboldt Co Assn of Governments

Lisa Davey-Bates
Lake Co City/Area Planning Comm.

John Clerici
Lassen County Transportation Comm.

Nephele Barrett
Mendocino County Council of Govts

Debbie Pedersen
Modoc County Transportation Comm.

Daniel Landon
Nevada County Transportation Comm.

Daniel S. Little
Shasta County SRTA/MPO

Tim Beals
Sierra County Transportation Comm.

Jeff Schwein
Siskiyou County Local Trans. Comm.

Jessica Riske-Gomez
Tehama County Transportation Comm.

Richard Tippet
Trinity County Transportation Comm.

Robert Perreault
Plumas County Transportation Comm.

August 12, 2020

Darwin Moosavi
 Deputy Secretary, Environmental Policy and Housing Coordination
 California State Transportation Agency
 915 Capitol Mall, Suite 350B
 Sacramento, CA 95814

Subject: Comments on the Draft Investment Strategies – Implementation of Executive Order N 19 19

Dear Mr. Moosavi:

The North State Super Region (NSSR), formalized through a memorandum of agreement on October 20, 2010, represents a partnership between the sixteen northern California Regional Transportation Planning Agencies and Metropolitan Planning Organizations, to provide a unified voice when addressing state and federal transportation funding and policy decisions and establish coordination of transportation planning efforts.

The NSSR appreciates the opportunity to review and comment on the Executive Order (EO) N 19 19 Draft Investment Strategies released by CalSTA on July 21, 2020. The NSSR looks forward to continued coordination and additional opportunities to provide input on the draft strategies and subsequent development of the Action Plan so we can best assist in meeting the State's climate goals, while also delivering vital transportation projects that address the rural regional needs and priorities across the North State. The NSSR certainly recognizes the importance of the State's climate goals and believe our input can assist in the successful implementation of the Executive Order. The NSSR appreciates your acknowledgement of the differences that exist between urban, suburban, and rural areas of the state and that strategies and actions must be crafted to consider these distinct differences.

It is critical that implementation of EO N 19 19 and the resulting Action Plan acknowledge and address the differences of transportation projects in rural areas, as well as the challenges related to delivering critical transportation projects that are often dependent on leveraging funding from the discretionary funding programs addressed by EO N 19 19. Therefore, it is critical that careful consideration be given to the practical implementation as it applies to the NSSR and other rural areas of the state to avoid unintended consequences while still achieving the goals of the Executive Order and regional priorities. The majority of rural projects that are planned to increase capacity are needed to address a long history of severe and fatal injuries, provide interregional connections between rural disadvantaged

communities and suburban/urban economic job centers/multi-modal transportation options, and are critical goods movement improvements.

The NSSR provides the following general comments relating to the Draft EO N 19 19 Investment Strategies:

- NSSR invites you to attend the next meeting of the NSSR to provide a presentation of the draft strategies to the group and provide a channel for on-going communication and coordination.
- NSSR requests that a presentation and workshop be held at October meeting of the California Transportation Commission in order to allow all interested parties to share perspectives and conduct an open dialogue.
- NSSR requests that CalSTA allows additional time for dialog and input on the strategies and an open and transparent process leading to the development of the Action Plan.
- NSSR encourages careful consideration of the timing of implementation of EO N 19 19, at a time when urban, suburban, and already fragile rural economies are struggling and ensure that implementation does not adversely impact economic recovery from COVID-19.
- NSSR requests that CalSTA work with the North State Super Region and Rural Counties Task Force to understand the rural regional priorities and type of projects planned and programmed across the state to ensure they are taken into consideration in relation to the draft strategies and actions.
- NSSR wants to ensure that they will be included in the on-going process of refining the Draft Investment Strategies and the Action Plan as this effort moves forward.

NSSR also offers the following comments on the specific Draft Investment Strategies:

- **Strategy 1:** NSSR strongly supports maximizing benefits and reducing harm to disadvantaged communities. However, we have had experience with other grant programs where projects in severely low-income communities do not qualify for funding because they do not meet the CalEnviroScreen definition of a disadvantaged community. In furthering measures to ensure equity, it is critical that projects in rural disadvantaged and low-income communities have equal opportunity for funding. While low-income and disadvantaged communities in many rural counties have the advantage of cleaner air, they also typically have significantly reduced access to education, employment, and multi-modal transportation options, making the climb out of poverty even more challenging. Therefore, it is critical that CalSTA work with rural counties to establish a metric for identifying and evaluating “disadvantaged” or “low-income or impoverished” recognizing the importance of interregional transportation projects that help to remove these barriers.
- **Strategy 2:** NSSR wholeheartedly supports reducing fatalities and severe injuries of all users towards zero. However, the type of safety improvement projects listed under this strategy should also consider the type of improvements that are needed in rural areas. Rural safety projects are often focused on reducing fatalities and improving operations because rural highways have a much higher fatality rates than highways in urban areas. Rural safety projects often include projects to provide safe passing, installation of median barriers, collecting ingress and egress via frontage roads to new access-controlled intersections, constructing improvements to separate freight traffic, and constructing continuous shoulders for bicyclists, disabled vehicles, and emergency access. These projects may necessitate widening the highway to provide the infrastructure necessary to improve safety and operations and in some cases to provide the infrastructure needed to handle emergency evacuations and to allow for contra-flow emergency lane management, all of which can be perceived as adding capacity, but in most cases do not significantly induce VMT. This difference between urban and rural safety improvements and the

lifesaving value of rural safety projects should be considered when an action plan is developed to include safety.

- **Strategy 3:** NSSR appreciates the consideration for physical climate risk as many rural counties are faced with undertaking planning efforts to address the adverse climate related events and infrastructure improvements to address things such as wildland fires, sea level rise, increased snow events, landslides, flooding, and washouts. In 2017 significant weather events caused \$1.5B of damage to California's Road System. This highlights the importance of consideration being given to hazard mitigations when improving existing facilities, such as rock fall protection, bridge reinforcement, removing roads from new climate related flood elevations, and landslides/slip outs etc. Funding consideration should be given to transportation projects that have assessed and are planned to address the physical climate risks, including projects to harden infrastructure.
- **Strategy 4:** NSSR understands the importance of reducing VMT to improve air quality and reach the State's climate goals. However, the wording of Strategy 4 should be modified to read, **"Promote projects that do not significantly increase passenger vehicle travel"**. This would help to recognize that while limited in number, the majority of rural projects that add capacity are safety and operational improvements that do not induce significant VMT growth. These projects often are improving safety and operations on interregional routes connecting rural disadvantaged communities to economic job centers and multi-modal transportation options, help to reduce conflicts between freight and passenger vehicles, and are needed to facilitate the ability to safely evacuate residents in the event of a wildfire.

It is important to recognize that the urban-based research on induced demand elasticities is not applicable to rural state highways. The factors that drive induced demand, such as congestion extending over long periods of the day resulting in latent demand, congested parallel facilities, re-routing of traffic, viable multi-modal alternatives, and significant travel time savings are not present to result in induced demand. Additionally, many rural areas do not have significant population growth or economic development opportunities adjacent to the projects, which can lead to induced demand, and most rural projects are typically only a few miles in length. Furthermore, many of these rural transportation projects that are planned for the near-term or already under construction required a decade or more to plan, design, and deliver. This is due in part to the small formula share of funding each rural agency receives. Without the continued focus and partnership of the Interregional Improvement Program, Senate Bill 1 grant programs, and Regional Improvement Program funding on these critical rural projects they most likely will not be able to be completed. To no longer support these projects in rural areas would undermine the regional planning process, be counter to geographic equity, and present social and political challenges for future planning and project delivery, as well as the implementation of the Executive Order.

Additionally, both Strategy 4 and the subsequent development of actions should discuss an effort to promote state, regional, and local telecommuting policies and address the need for broadband access for rural disadvantaged regions to reduce VMT.

- **Strategy 5:** NSSR suggests that if statewide rail and transit will be centered around the California State Rail Plan, that consideration be given to how rural counties can make connections to the passenger rail network. Many rural counties do not have passenger or light rail and must make interregional connections. Additional funding is needed for rural transit systems in order to increase service frequency and fund interregional connections to make it a viable alternative to the automobile. CalSTA should support rural intercity bus service in the NSSR that would be

effective to connect our rural region to state rail and other intercity transportation modes; however, service in the NSSR is trending backwards with cuts in San Joaquin JPA-run intercity bus services. Efforts by the NSSR members for improved intercity bus service need better support from CalSTA and the NSSR members need representation in service cut decisions that impact our regions.

- **Strategy 6:** NSSR supports infill development to provide housing near jobs, where there are concentrated employment centers. However, infill is only one part of addressing a jobs-housing imbalance and reducing vehicle trips, and rural communities lack both housing and jobs. The strategy needs to support projects that will not only provide housing near employment but create new job opportunities so rural residents do not have to travel great distances to access employment.
- **Strategy 7:** NSSR and the residents of Nevada County are some of the most adamant stewards of the natural environment and fully support transitioning to clean zero-emission freight system.
- **Strategy 8:** NSSR strongly supports investments in active transportation, especially along state routes, many of which serve as the “main street” or primary route through a rural community.
- **Strategy 9:** NSSR is appreciative that this strategy acknowledges the importance of making zero-emission-vehicle (ZEV) infrastructure available to rural communities. ZEV and zero-emission-freight infrastructure investments in rural areas of the state need to identify a reliable source of energy to power the infrastructure. Many rural areas experience regular power outages. Transmission lines are particularly vulnerable in rural areas due to natural disasters and this could be exacerbated by climate change. PG&E’s power shutdowns due to high fire danger conditions also need to be addressed as many rural areas are hit by these planned shutoff’s which, in turn, affect the ability of rural areas to support ZEV infrastructure.
- **Strategy 10:** NSSR also appreciates the consideration of local conservation planning to protect natural and agricultural or working lands and recreational open space as many of the rural counties in the valley as well as mountain regions have vast expanses of crop and timber lands which support their local economies.

Sincerely,



Mike Woodman, Deputy Executive Director
Nevada County Transportation Commission
Chair, North State Super Region
916-716-2559



JAN ARBUCKLE – Grass Valley City Council
 ANDREW BURTON – Member-At-Large, Chair
 CAROLYN WALLACE DEE – Town of Truckee
 ANN GUERRA – Member-At-Large
 SUSAN HOEK – Nevada County Board of Supervisors, Vice Chair
 ED SCOFIELD – Nevada County Board of Supervisors
 DUANE STRAWSER – Nevada City City Council



DANIEL LANDON, Executive Director
 MICHAEL WOODMAN, Deputy Executive Director

Grass Valley • Nevada City

Nevada County • Truckee

File: 950.6

MEMORANDUM

TO: Nevada County Transportation Commission

FROM: Daniel B. Landon, Executive Director *Daniel B. Landon*

SUBJECT: Executive Director's Report for the October 2020 Meeting

DATE: October 7, 2020

READY NEVADA COUNTY: This project will identify the climate-related weaknesses of the transportation system in Nevada County, and provide actionable strategies for integration into transportation plans, transportation improvement programs, and emergency response plans for the region. The implementation of these strategies will save lives and reduce the duration and severity of impacts.

The READY Nevada County plan will build upon the ongoing coordination and emergency planning efforts of the Nevada County Office of Emergency Services, bringing current and new partner resources to the table. Goals include enhanced communication channels and cross-education of best practices from first responders (e.g. local fire, police, sheriff departments, OES, CALFIRE, CHP, and others); educate and engage citizens, public officials, and diverse and disadvantaged segments of impacted communities; conduct a climate change vulnerability assessment of the community transportation system in Nevada County; identify extreme climate event weaknesses/constraints, improvements and strategies to address them; and develop adaptation goals and policies.

Proposals to develop this plan have been received by five consulting firms. The proposals are being evaluated by staff from NCTC, the Nevada County Fire Marshall, Nevada County Office of Emergency Services, Nevada County Public Works, the Town of Truckee, and the City of Grass Valley Public Works. Consulting firms will be selected for interviews and NCTC will be asked to approve a contract with the successful firm at the November NCTC meeting. Kena Sannar will serve as project manager for NCTC and it is anticipated that the project will be completed in January 2022.



September 2020
Caltrans District 3 Project Status Report

Highway 20		
2F590 Smartsville	CO-RTE-PM	YUB - 20 - 20.1/21.7
	Location	Near Lake Wildwood, from 0.4 mile east of McGanney Lane to Mooney Flat Road.
	Description	Safety - Shoulder widening and curve improvements.
	Funding Source	SHOPP - Safety (015)
	Total Cost	\$28,780,000
	Planning	COMPLETE
	Environmental	COMPLETE
	Design	COMPLETE
Construction	COMPLETE	
0H690 NEV/PLA Turnouts	CO-RTE-PM	NEV - 20 - 25.15 (+ other various locations in other counties)
	Location	In Nevada county on Route 20 and Placer county on Route 193 at various locations.
	Description	Construct Turnouts
	Funding Source	SHOPP - Operational Improvements (310)
	Total Cost	\$2,619,000
	Planning	COMPLETE
	Environmental	COMPLETE
	Design	Target completion January 2021.
Construction	Construction is expected to begin Summer 2021. Target completion October 2021.	
2H62U Omega Curve Correction (2H620) (0H240) (1H810) (0H660)	CO-RTE-PM	NEV - 20 - 29.7/39.8
	Location	In Nevada County, near Omega, from 0.1 mile east of White Cloud Campground to 1.3 miles west of Zeibright Road.
	Description	Curve improvement, widen shoulders, and add turnout.
	Funding Source	SHOPP - Safety (010) and Operational Improvements (310)
	Total Cost	\$60,449,000
	Planning	COMPLETE
	Environmental	COMPLETE
	Design	Target completion June 2021.
Construction	Cosntruction is expected to begin Summer 2022. Target completion November 2023.	
4H070 Gold Nugget	CO-RTE-PM	NEV - 20 - 12.2/20.0
	Location	In and near Grass Valley and Nevada City, from RTE 20/49 SEP (Br#17-0049) to Rim Rock Lane.
	Description	Repair pavement, drainage, sign panels, ADA facilities, and roadside planting & irrigation. Install new storm water improvement, Maintenance Vehicle Pullouts (MVPs), and shoulder widening.
	Funding Source	SHOPP - Asset Management (120)
	Total Cost	\$23,990,000
	Planning	COMPLETE
	Environmental	Target completion August 2021.
	Design	Target completion October 2022.
Construction	Target completion December 2023.	
0J520 NEV 20 CAPM	CO-RTE-PM	NEV - 20 - 20 / 46.119
	Location	Pavement CAPM and drainage improvements in Nevada County east of Nevada City from Rim Rock Road to Jct20/80
	Description	Class II Pavement CAPM on Mainline and ramps, rehabilitate or replace poor conditions drainage systems. Evaluate /rehabilitate/replace poor condition lighting, sing panels, and TMS elements.
	Funding Source	SHOPP - Asset Management (121)
	Total Cost	\$35,200
	Planning	Target completion March 2022.
	Environmental	Target completion September 2022.
	Design	Target completion May 2024.
Construction	Target completion December 2025.	

[Back to Top](#)



September 2020
Caltrans District 3 Project Status Report

Highway 49		
3H340 Electrical Upgrades	CO-RTE-PM	NEV - 49 - VAR
	Location	In Nevada County on Route 49, at various locations.
	Description	Safety - Install flashing beacons at Alta Sierra Drive intersection, upgrade intersection lighting at Brewer Road intersection, and install radar speed feedback signs at various locations.
	Funding Source	SHOPP - Minor B
	Total Cost	\$169,000
	Planning	COMPLETE
	Environmental	COMPLETE
	Design	COMPLETE
Construction	Target completion November 2020.	
0H210 Culvert Rehab (South)	CO-RTE-PM	NEV - 49 - 0.0/7.5
	Location	From Placer County Line to North of Lime Kiln Rd.
	Description	Culvert rehabilitation.
	Funding Source	SHOPP - Drainage (151) **SB1**
	Total Cost	\$5,153,000
	Planning	COMPLETE
	Environmental	COMPLETE
	Design	Target completion October 2020.
Construction	Construction is expected to begin Fall 2021. Target completion Fall 2022.	
4E170 Nev-49 Corridor Improvement Project	CO-RTE-PM	NEV - 49 - 11.1/13.3
	Location	In Nevada County, from La Bar Meadows Road to McKnight Way.
	Description	Widen SR 49 to a four-lane highway with a continuous median/left-turn lane and 8-foot shoulders.
	Funding Source	STIP - RIP (NCTC)
	Total Cost	\$75,106,000
	Planning	COMPLETE
	Environmental	Target completion for Draft Project Report (DPR)/Draft Environmental Document (DED) is October 2020. Target completion for Project Acceptance and Environmental Document (PA&ED) is April 2021. Caltrans has completed traffic studies and is progressing with air/noise studies to complete the environmental document. NCTC and Caltrans working on finalizing exception to regional air conformity requirement. Caltrans will have another public meeting after the Draft Environmental Document is complete (approx. November 2020) to present the alternatives to the public for comment and a preferred alternative will be selected.
	Design	Target completion June 2024.
Construction	Target completion November 2027.	
3H510 Nev-49 Corridor Improvement Project (SHOPP)	CO-RTE-PM	NEV - 49 - 10.8/13.3
	Location	In Nevada County, from La Bar Meadows Road to McKnight Way.
	Description	Widen shoulders, construct two way left turn lane (TWLTL), SB right turn lane, and NB truck climbing lane, install transportation management system (TMS) elements, rehab pavement, and rehab culverts.
	Funding Source	SHOPP - Safety (015)
	Total Cost	\$52,840,000
	Planning	This project is waiting to be programmed into the 2022 SHOPP.
	Environmental	Target completion September 2022.
	Design	Target completion June 2024.
Construction	Target completion November 2027.	
3H640 Wolf/Combie	CO-RTE-PM	NEV - 49 - 1.5/2.6
	Location	In Nevada County, on Route 49, from 0.18 mile south of Wolf Road/Combie Road to 0.17 mile north of Wolf Road/Combie Road.
	Description	Safety - Construct acceleration lanes.
	Funding Source	SHOPP - Safety (010)
	Total Cost	\$4,115,000
	Planning	COMPLETE
	Environmental	COMPLETE
	Design	COMPLETE
Construction	Construction is expected to begin Summer 2020. Target completion Fall 2020.	
3H650 Round Valley	CO-RTE-PM	NEV - 49 - 8.3/8.7
	Location	In Nevada County on Route 49 from 0.1 mile south of Round Valley Road to 0.1 mile north of Quail Creek Drive.
	Description	Safety - Construct two-way left-turn lane.
	Funding Source	SHOPP - Safety (010)
	Total Cost	\$4,233,000
	Planning	COMPLETE
	Environmental	COMPLETE
	Design	COMPLETE
Construction	Construction is expected to begin Fall 2020. Target completion November 2021.	



September 2020
Caltrans District 3 Project Status Report

4H600 49 Safety Barrier	CO-RTE-PM	PLA - 49 - 8.7/10.6
	Location	In Placer County on Route 49 from 0.2 miles south of Lorenson Road to 0.4 miles north of Lone Star Road.
	Description	Construct concrete median barrier with roundabouts.
	Funding Source	SHOPP - Safety (010)
	Total Cost	\$26,340,000
	Planning	COMPLETE
	Environmental	Target completion January 2021.
	Design	Target completion May 2022.
Construction	Target completion August 2024.	
Interstate 80		
1G580 Pla-Nev 80 Rutting	CO-RTE-PM	Pla/Nev - 80 - 0.0/0.0
	Location	In Placer and Nevada Counties in and near Truckee from Troy Undercrossing to 0.1 mile East of Donner Pass.
	Description	Pavement Preservation
	Funding Source	MAINTENANCE
	Total Cost	\$6,757,000
	Planning	COMPLETE
	Environmental	COMPLETE
	Design	COMPLETE
Construction	Construction began Summer 2019. Target completion is September 2020.	
4F600 Replace MBGR	CO-RTE-PM	NEV - 80 - 0.0/20.0
	Location	Near Truckee from east of Kingvale Undercrossing to 0.2 mile west of Union Mills Bridge and Overhead 17-58.
	Description	Remove metal beam guard rail and replace with concrete barrier.
	Funding Source	SHOPP - Safety (015)
	Total Cost	\$14,763,000
	Planning	COMPLETE
	Environmental	COMPLETE
	Design	COMPLETE
Construction	New target anticipated completion date September 2020	
2H550 Zero Emmission Vehicle (ZEV) Charging Stations	CO-RTE-PM	VAR - VAR - VAR
	Location	In Glenn, Colusa and Nevada Counties at Various Locations. One location is at the Donner Safety Roadside Rest Area (SRRA).
	Description	In response to the Governor's order, this project proposes to install ZEV charging stations at select SRRA's.
	Funding Source	SHOPP - Misc (999)
	Total Cost	\$2,865,000
	Planning	COMPLETE
	Environmental	COMPLETE
	Design	COMPLETE
Construction	Target completion Fall 2020.	
3F250 Slope Stabilization	CO-RTE-PM	NEV - 80 - 29.1/29.4
	Location	Near Truckee from east of Floriston Road to west of Farad Undercrossing.
	Description	Stabilize cut slope.
	Funding Source	SHOPP - Roadway Preservation (150)
	Total Cost	\$12,665,000
	Planning	COMPLETE
	Environmental	COMPLETE
	Design	COMPLETE
Construction	Target completion Fall 2021.	
1H010 Slope Stabilization	CO-RTE-PM	NEV - 80 - 28.3/28.7
	Location	Near Truckee from .2 mile east of Truckee River Bridge to .8 mil west of Farad U/C.
	Description	Construct rockfall wire mesh drapery, flatten cut slope, construct rockfall barrier, rehab drainage.
	Funding Source	SHOPP - Roadway Preservation (150)
	Total Cost	\$14,390,000
	Planning	COMPLETE
	Environmental	COMPLETE
	Design	Target completion October 2020.
Construction	Cosntruction is expected to begin Spring 2021. Target completion December 2021.	
2H000 Slope Stabilization	CO-RTE-PM	NEV - 80 - 29.5/29.7
	Location	Near Truckee, from Farad UC (Br#17-0064) to 2.17 miles west of Sierra Co. Line.
	Description	Reduce maintenance worker exposure and reduce rockfall hazard to freeway traffic at this cut slope location.
	Funding Source	SHOPP - Roadway Preservation (150)
	Total Cost	\$5,570,000
	Planning	COMPLETE
	Environmental	COMPLETE
	Design	Target completion October 2020.
Construction	Construction is expected to begin Spring 2021. Target completion December 2021.	



September 2020
Caltrans District 3 Project Status Report

Interstate 80		
2H690 Slope Stabilization	CO-RTE-PM	NEV - 80 - 31.4/31.8
	Location	Near Truckee, 1.88 miles east of Farad UC (Br# 17-0064) to the Sierra County Line.
	Description	Rockfall Mitigation
	Funding Source	SHOPP - Roadway Preservation (150)
	Total Cost	\$8,730,000
	Planning	COMPLETE
	Environmental	COMPLETE
	Design	Target completion October 2021.
Construction	Construction is expected to begin Summer 2022. Target completion May 2024.	
3H560 Yuba Pass SOH Bridge Rpalcement	CO-RTE-PM	NEV - 080 - 58.7 /60.2
	Location	In Nevada County near Emigrant Gap at the Yuba Pass Separation OH Bridges (Br#17-0023L/R).
	Description	Replace bridges, widen WB direction for truck climbing lane, install TMS elements and communications.
	Funding Source	SHOPP - Bridge Rehabilitation (110)
	Total Cost	\$101,780,000
	Planning	COMPLETE
	Environmental	Target completion December 2021.
	Design	Target completion August 2023.
Construction	Target completion October 2028.	
1H990 Soda Pavement Repair	CO-RTE-PM	VAR - VAR - VAR
	Location	In Placer and Nevada Counties near Soda Springs from Troy Rd UC to East of Soda Springs OC.
	Description	Repair distressed pavement and design to current standards.
	Funding Source	SHOPP -Pavement Preservation and Rehabilitation, Drainage System Restoration, Safety Signs and Lighting
	Total Cost	\$85,590,000
	Planning	COMPLETE
	Environmental	Target completion February 2022.
	Design	Target completion September 2023.
Construction	Target completion July 2026.	
3H580 Acid Flats	CO-RTE-PM	NEV - 080 - 27.60/28.50
	Location	In Nevada County near Floriston at Truckee River Bridges (Br#17-0063L/R).
	Description	Replace bridges, install fiber optic and RWIS.
	Funding Source	SHOPP - Bridge Rehabilitation and Replacement (110)
	Total Cost	\$74,720,000
	Planning	COMPLETE
	Environmental	Target completion January 2024.
	Design	Target completion February 2027.
Construction	Target completion October 2029.	
1H180 Rumble Strips	CO-RTE-PM	NEV - 80 - 13.00/15.50
	Location	In Truckee from west of Donner Park OC (BR#17-0045) to Trout Creek UC (BR#17-0031).
	Description	Pavement Rehabilitation.
	Funding Source	SHOPP Pavement Rehabilitation (122)
	Total Cost	\$20,585,000
	Planning	COMPLETE
	Environmental	Target completion December 2021.
	Design	Target completion August 2023.
Construction	Target completion August 2024.	
Highway 89		



September 2020
Caltrans District 3 Project Status Report

Highway 174		
4F370 Hwy 174 Safety Improvement Project	CO-RTE-PM	NEV - 174 - 2.7/4.6
	Location	In Nevada County, near Rollins Lake, from Maple Way to You Bet Road.
	Description	Safety - This project proposes to realign curves, widen shoulders, add a left turn lane at Greenhorn Access Rd., and improve the clear recovery zone.
	Funding Source	SHOPP - Safety (010)
	Total Cost	\$29,603,000
	Planning	COMPLETE
	Environmental	COMPLETE
	Design	COMPLETE
Construction	Target completion November 2021.	
3F680 ADA Upgrades	CO-RTE-PM	NEV - 174 - 9.7/10.1
	Location	In Grass Valley from Park Street to Highway 20.
	Description	Upgrade ADA infrastructure including curb ramps, cross slopes, driveways, etc.
	Funding Source	SHOPP - ADA (361)
	Total Cost	\$4,950,000
	Planning	COMPLETE
	Environmental	Target completion September 2020 . Caltrans is working with the City of Grass Valley to relinquish this section of highway. .
	Design	N/A because of relinquishment
Construction	N/A because of relinquishment	
4H550 High Friction Surface Treatment	CO-RTE-PM	NEV - 174 - 0.1/0.6 (+ other various locations in other counties)
	Location	Various (the Nevada County location is on SR 174 just North of the Bear River Bridge)
	Description	Place HFST and/or OGAC at various locations.
	Funding Source	SHOPP - Safety (010)
	Total Cost	\$2,600,000
	Planning	COMPLETE
	Environmental	COMPLETE
	Design	COMPLETE
Construction	Construction contract approved October 2019. Target completion October 2020.	

Other
