

JAN ARBUCKLE – Grass Valley City Council  
ANDREW BURTON – Member-At-Large, Chair  
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  
JAN ZABRISKIE – Town of Truckee



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

**Tuesday, January 19, 2021 at 8:30 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/84916798608?pwd=bHNvV0VmS0lqNU9QMWxMUUhZQkc0dz09>

Webinar ID: 849 1679 8608 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/84916798608?pwd=bHNvV0VmS0lqNU9QMWxMUUhZQkc0dz09>

Webinar ID: 849 1679 8608 Phone Password: 178320

### PUBLIC COMMENT:

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

Please send your comments to [nctc@nccn.net](mailto: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:** 8:30 a.m.

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

**PUBLIC COMMENT**

**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:**

October 2020, November 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:** November 18, 2020 Meeting

Recommendation: Approve.

3. **State Transit Assistance (STA) Reissued Apportionments FY 2020/21:** 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.

**ACTION ITEMS**

4. **Amendment 2 to the FY 2020/21 Overall Work Program:** See staff report.

Recommendation: Adopt Resolution **21-01** by roll call vote.

5. **LTF Allocation Reserved in the Fund for Nevada County:** Through adoption of Resolution 21-XXX Nevada County is requesting an allocation reserved in the Local Transportation Fund (LTF) for a capital purchase.

Recommendation: Adopt Resolution **21-02** by roll call vote.

**INFORMATIONAL ITEMS**

6. Correspondence

- A. Betty T. Yee, California State Controller, Fiscal Year 2020-21 First Quarter State Transit Assistance Allocation, File 1370.0, 11/18/2020
- B. Betty T. Yee, California State Controller, Fiscal Year 2020-21 State of Good Repair Program First Allocation, File 370.2.1, 11/18/2020
- C. Greenhorn FireWise Community, State Route 49 Draft Safety Assessment Report, File 1200.4, 12/6/20
- D. Scott's Flat Pines Road Neighborhood – FireWise Community (in training), HWY 49 Safety Assessment, File 1200.4, 12/7/20

7. Executive Director's Report

8. Project Status Reports:

- A. Caltrans Projects: Sam Vandell, Caltrans District 3 Project Manager for Nevada County.

9. Election of Officers: The Commission will elect a Chairman and Vice Chairman for 2021. This action is per NCTC's Policies and Procedures Manual: Officers and Duties, found on page 11: "The offices of Chair and Vice Chair shall be elected by a majority vote of the members present at the January meeting..."

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**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:** March 17, 2021, 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](mailto:nctc@nccn.net)

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## **2021 NCTC MEETING SCHEDULE**

<b>JANUARY 19, 2021</b>	<b><u>Online Webinar</u></b>
<b>MARCH 17, 2021</b>	<b><u>Online Webinar</u></b>
<b>MAY 19, 2021</b>	<b><u>Online Webinar</u></b>
<b>JULY 21, 2021</b>	<b><u>Online Webinar</u></b>
<b>SEPTEMBER 15, 2021</b>	<b><u>Online Webinar</u></b>
<b>NOVEMBER 17, 2021</b>	<b><u>Online Webinar</u></b>

**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 <sup>st</sup> 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 2020/21**

**OCTOBER**

**TOWN OF TRUCKEE (5805) LTF**

16.54%

Cash Balance 10/01/20	\$768,706.80
Additions	\$70,059.01
Deductions	<u>\$0.00</u>
Cash Balance 10/31/20	\$838,765.81
 <u>Budget and Allocations</u>	
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	\$127,323.50	\$381,970.50

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

**PEDESTRIAN AND BIKE (5806) LTF**  
**2.00%**

Cash Balance 10/01/20	\$170,556.05
Additions	\$9,099.35
Deductions	<u>\$0.00</u>
Cash Balance 10/31/20	\$179,655.40

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	\$34,000.00	\$0.00



**Nevada County Transportation Commission**  
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**OCTOBER**

**NEVADA COUNTY (5807) LTF**  
67.15%

Cash Balance 10/01/20	\$2,515,551.50
Additions	\$284,419.36
Deductions	<u>\$0.00</u>
Cash Balance 10/31/20	\$2,799,970.86
 <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

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**OCTOBER**

**GRASS VALLEY (5808) LTF**

13.11%

Cash Balance 10/01/20	\$0.00
Additions	\$55,540.37
Deductions	<u>\$55,540.37</u>
Cash Balance 10/31/20	\$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	\$10,923.38

DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
7/15/20    20-29	Transit/Paratransit Operations	\$403,751.00	\$102,370.65	\$301,380.35

**Nevada County Transportation Commission  
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 OCTOBER**

**NEVADA CITY (5809) LTF**  
 3.20%

Cash Balance 10/01/20	\$0.00
Additions	\$13,555.91
Deductions	<u>\$13,555.91</u>
Cash Balance 10/31/20	\$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	\$24,991.05	\$73,553.95

**Nevada County Transportation Commission**  
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**OCTOBER**

**COMMUNITY TRANSIT SERVICES (5810) LTF**

5.00%

Cash Balance 10/01/20	\$99,230.88
Additions	\$22,293.40
Deductions	<u>\$0.00</u>
Cash Balance 10/31/20	\$121,524.28

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	\$32,693.00	<b>\$98,079.00</b>
7/15/20 20-31	Truckee Paratransit Operations	\$26,805.00	\$6,701.25	<b>\$20,103.75</b>
	<b>TOTAL</b>	<b>\$157,577.00</b>	<b>\$39,394.25</b>	<b>\$118,182.75</b>

**Nevada County Transportation Commission**

**Monthly Financial Report FY 2020/21**

**OCTOBER**

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

Cash Balance 10/01/20	\$68,946.65
Additions	\$0.00
Deductions	<u>\$0.00</u>
Cash Balance 10/31/20	\$68,946.65
Amount Approved for Projects	\$54,184.12
Interest Accrued*	<u>\$14,762.53</u>
Total Available	\$68,946.65

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

**OCTOBER**

**NCTC Administration & Planning (6327)**

Cash Balance 10/01/20	\$255,261.69
Additions	\$26,048.72
Deductions	<u>\$91,398.11</u>
Cash Balance 10/31/20	\$189,912.30

**BUDGET: Estimated Revenue & Allocations**

Fund Balance 6/30/20	\$134,972.33
Estimated Revenue	<u>\$1,354,016.84</u>
<b>AVAILABLE FOR ALLOCATION</b>	<b>\$1,488,989.17</b>
Total of Approved Allocations	<u>\$1,354,016.84</u>
<b>BALANCE AVAILABLE FOR ALLOCATION</b>	<b>\$134,972.33</b>

W.E.	DESCRIPTION	Allocation	YTD Activity Accrual Basis	Balance	% Expended
<b>1.1</b>	<b><u>General Services</u></b>				
	NCTC Staff	\$177,543.10	\$58,941.42	\$118,601.68	33.20%
	Indirect	\$32,678.55	\$8,459.92	\$24,218.63	25.89%
	Consultant Human Resources	\$5,000.00	\$0.00	\$5,000.00	0.00%
<b>1.2</b>	<b><u>TDA Admin.</u></b>				
	NCTC Staff	\$191,339.61	\$58,278.40	\$133,061.21	30.46%
	Indirect	\$35,217.93	\$8,249.01	\$26,968.92	23.42%
	Fiscal Audit	\$44,490.00	\$0.00	\$44,490.00	0.00%
<b>2.1</b>	<b><u>Regional Transportation Plan</u></b>				
	NCTC Staff	\$103,506.80	\$32,853.59	\$70,653.21	31.74%
	Indirect	\$21,054.25	\$4,754.05	\$16,300.20	22.58%
	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%
<b>2.1.2</b>	<b><u>RTP Implementation VMT Thresholds</u></b>				
	NCTC Staff	\$3,478.49	\$938.77	\$2,539.72	26.99%
	Consultant	\$15,723.33	\$3,983.23	\$11,740.10	25.33%
<b>2.1.5</b>	<b><u>Regional Traffic Model Update</u></b>				
	NCTC Staff	\$7,402.78	\$4,794.24	\$2,608.54	64.76%
	Consultant	\$8,717.52	\$1,225.15	\$7,492.37	14.05%
<b>2.2</b>	<b><u>Transportation Improvement Program</u></b>				
	NCTC Staff	\$57,406.15	\$18,703.00	\$38,703.15	32.58%
	Indirect	\$11,515.14	\$2,706.78	\$8,808.36	23.51%
<b>2.2.2</b>	<b><u>GV SR 174-20 Intersection Analysis</u></b>				
	NCTC Staff	\$2,578.32	\$780.26	\$1,798.06	30.26%
	Consultant	\$8,616.87	\$0.00	\$8,616.87	0.00%
<b>2.2.3</b>	<b><u>Nevada City SR 49 Multimodal Corridor Plan</u></b>				
	NCTC Staff	\$2,577.48	\$2,523.89	\$53.59	97.92%
	Consultant	\$25,758.83	\$17,120.63	\$8,638.20	66.47%
<b>2.3</b>	<b><u>Transit &amp; Paratransit Programs</u></b>				
	NCTC Staff	\$49,786.19	\$13,856.96	\$35,929.23	27.83%
	Indirect	\$13,675.40	\$2,847.85	\$10,827.55	20.82%
<b>2.3.1</b>	<b><u>Western Nevada County Transit Development Plan</u></b>				
	NCTC Staff	\$13,044.53	\$4,155.71	\$8,888.82	31.86%
	Consultant	\$57,474.26	\$9,421.97	\$48,052.29	16.39%
<b>2.3.2</b>	<b><u>NevCo Coordinated Public Transit-Human Services Plan Update</u></b>				
	NCTC Staff	\$11,467.95	\$3,601.58	\$7,866.37	31.41%
	Consultant	\$36,436.32	\$6,690.70	\$29,745.62	18.36%
<b>2.4</b>	<b><u>Coordination of Regional Planning</u></b>				
	NCTC Staff	\$58,286.77	\$19,267.29	\$39,019.48	33.06%
	Indirect	\$17,957.73	\$3,131.56	\$14,826.17	17.44%
	Rural Counties Task Force	\$2,000.00	\$1,000.00	\$1,000.00	50.00%
<b>2.4.2</b>	<b><u>Airport Land Use Commission Planning &amp; Reviews</u></b>				
	NCTC Staff	\$9,277.84	\$1,619.78	\$7,658.06	17.46%
	ALUC Reviews	\$15,000.00	\$0.00	\$15,000.00	0.00%
<b>2.4.3</b>	<b><u>READY Nevada County</u></b>				
	NCTC Staff	\$30,000.00	\$5,057.88	\$24,942.12	16.86%
	Consultant	\$125,156.00	\$0.00	\$125,156.00	0.00%
	Contingency	\$94,848.70	\$0.00	\$94,848.70	0.00%
	<b>TOTAL ALL WORK ELEMENTS</b>	<b>\$1,354,016.84</b>	<b>\$294,963.62</b>	<b>\$1,059,053.22</b>	<b>21.78%</b>

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

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

**OCTOBER**

**REGIONAL TRANSPORTATION MITIGATION FEE FUND (6328)**

Cash Balance 10/01/20	\$1,184,630.40
Additions	\$0.00
Deductions	\$0.00
Cash Balance 10/31/20	\$1,184,630.40

**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	\$7,334.96	\$203,975.28
Expenditures	\$5,959,939.98	\$0.00	\$5,959,939.98
<b>TOTAL</b>	<b>\$1,177,295.44</b>	<b>\$7,334.96</b>	<b>\$1,184,630.40</b>

**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
<b>TOTAL</b>		<b>\$5,891,462.84</b>	<b>\$2,286,318.82</b>	<b>\$3,605,144.02</b>	<b>\$0.00</b>	<b>\$3,605,144.02</b>

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

**STATE TRANSIT ASSISTANCE FUND (6357)**

Cash Balance 10/01/20	\$2,432,671.88
Additions	\$0.00
Deductions	<u>\$0.00</u>
Cash Balance 10/31/20	\$2,432,671.88
 <u>Budget and Allocations</u>	
Fund Balance 6/30/20	\$2,214,761.30
Estimated STA Revenue	\$535,269.00
AMOUNT TO BE ALLOCATED	\$2,750,030.30
 Total Approved Allocations	 <u>\$1,453,712.00</u>
BALANCE Available for Allocation	\$1,296,318.30

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**

**OCTOBER**

**REGIONAL SURFACE TRANSPORTATION PROGRAM FUND (6492 )**

Cash Balance 10/01/20	\$2,142,920.79
Additions	\$0.00
Deductions	<u>\$0.00</u>
Cash Balance 10/31/20	\$2,142,920.79
<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	\$86,000.00	\$0.00
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
	<b>TOTAL</b>	<b>\$1,281,303.00</b>	<b>\$3,627.50</b>	<b>\$1,277,675.50</b>	<b>\$86,000.00</b>	<b>\$1,191,675.50</b>



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

**NOVEMBER**

**TOWN OF TRUCKEE (5805) LTF**

16.54%

Cash Balance 11/01/20	\$838,765.81
Additions	\$45,993.99
Deductions	<u>\$0.00</u>
Cash Balance 11/30/20	\$884,759.80

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	\$127,323.50	\$381,970.50

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

**PEDESTRIAN AND BIKE (5806) LTF**

2.00%

Cash Balance 11/01/20	\$179,655.40
Additions	\$5,973.76
Deductions	<u>\$0.00</u>
Cash Balance 11/30/20	\$185,629.16

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	\$34,000.00	\$0.00

**Nevada County Transportation Commission  
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 NOVEMBER**

**NEVADA COUNTY (5807) LTF**  
 67.15%

Cash Balance 11/01/20	\$2,799,970.86
Additions	\$186,722.35
Deductions	<u>\$516,896.50</u>
Cash Balance 11/30/20	\$2,469,796.71
 <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	\$1,033,793.00	\$1,033,793.00

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

**GRASS VALLEY (5808) LTF**  
 13.11%

Cash Balance 11/01/20	\$0.00
Additions	\$36,462.46
Deductions	<u>\$0.00</u>
Cash Balance 11/30/20	\$36,462.46
 <u>Budget and Allocations</u>	
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	\$10,923.38

DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
7/15/20    20-29	Transit/Paratransit Operations	\$403,751.00	\$102,370.65	\$301,380.35

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

**NEVADA CITY (5809) LTF**  
3.20%

Cash Balance 11/01/20	\$0.00
Additions	\$8,899.50
Deductions	<u>\$0.00</u>
Cash Balance 11/30/20	\$8,899.50

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	\$24,991.05	\$73,553.95

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

**COMMUNITY TRANSIT SERVICES (5810) LTF**

5.00%

Cash Balance 11/01/20	\$121,524.28
Additions	\$14,635.70
Deductions	<u>\$0.00</u>
Cash Balance 11/30/20	\$136,159.98

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	\$32,693.00	<b>\$98,079.00</b>
7/15/20 20-31	Truckee Paratransit Operations	\$26,805.00	\$6,701.25	<b>\$20,103.75</b>
	<b>TOTAL</b>	<b>\$157,577.00</b>	<b>\$39,394.25</b>	<b>\$118,182.75</b>



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

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

Cash Balance 11/01/20	\$68,946.65
Additions	\$797.23
Deductions	<u>\$0.00</u>
Cash Balance 11/30/20	\$69,743.88
Amount Approved for Projects	\$54,981.35
Interest Accrued*	<u>\$14,762.53</u>
Total Available	\$69,743.88

DATE/RESO	PROJECT	AMOUNT AVAILABLE FOR THE PROJECT	TTD ACTIVITY Accrual	BALANCE
9/18/13 13-32	NextBus Technology	\$149,390.30	\$94,408.95	\$54,981.35

\*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

**NOVEMBER**

**NCTC Administration & Planning (6327)**

Cash Balance 11/01/20	\$189,912.30
Additions	\$48,632.02
Deductions	<u>\$76,146.84</u>
Cash Balance 11/30/20	\$162,397.48

**BUDGET: Estimated Revenue & Allocations**

Fund Balance 6/30/20	\$134,972.33
Estimated Revenue	<u>\$1,354,016.84</u>
<b>AVAILABLE FOR ALLOCATION</b>	<b>\$1,488,989.17</b>
Total of Approved Allocations	<u>\$1,354,016.84</u>
<b>BALANCE AVAILABLE FOR ALLOCATION</b>	<b>\$134,972.33</b>

W.E.	DESCRIPTION	Allocation	YTD Activity Accrual Basis	Balance	% Expended
<b>1.1</b>	<b><u>General Services</u></b>				
	NCTC Staff	\$177,543.10	\$73,475.96	\$104,067.14	41.38%
	Indirect	\$32,678.55	\$10,226.05	\$22,452.50	31.29%
	Consultant Human Resources	\$5,000.00	\$0.00	\$5,000.00	0.00%
<b>1.2</b>	<b><u>TDA Admin.</u></b>				
	NCTC Staff	\$191,339.61	\$73,565.89	\$117,773.72	38.45%
	Indirect	\$35,217.93	\$10,023.52	\$25,194.41	28.46%
	Fiscal Audit	\$44,490.00	\$8,500.00	\$35,990.00	19.11%
<b>2.1</b>	<b><u>Regional Transportation Plan</u></b>				
	NCTC Staff	\$103,506.80	\$40,451.10	\$63,055.70	39.08%
	Indirect	\$21,054.25	\$5,687.28	\$15,366.97	27.01%
	Traffic Engineering	\$25,000.00	\$1,080.00	\$23,920.00	4.32%
	Local Agency	\$30,000.00	\$0.00	\$30,000.00	0.00%
	Traffic Counts	\$10,000.00	\$0.00	\$10,000.00	0.00%
<b>2.1.2</b>	<b><u>RTP Implementation VMT Thresholds</u></b>				
	NCTC Staff	\$3,478.49	\$965.88	\$2,512.61	27.77%
	Consultant	\$15,723.33	\$4,590.18	\$11,133.15	29.19%
<b>2.1.5</b>	<b><u>Regional Traffic Model Update</u></b>				
	NCTC Staff	\$7,402.78	\$5,924.10	\$1,478.68	80.03%
	Consultant	\$8,717.52	\$1,717.52	\$7,000.00	19.70%
<b>2.2</b>	<b><u>Transportation Improvement Program</u></b>				
	NCTC Staff	\$57,406.15	\$22,707.43	\$34,698.72	39.56%
	Indirect	\$11,515.14	\$3,072.64	\$8,442.50	26.68%
<b>2.2.2</b>	<b><u>GV SR 174-20 Intersection Analysis</u></b>				
	NCTC Staff	\$2,578.32	\$800.87	\$1,777.45	31.06%
	Consultant	\$8,616.87	\$0.00	\$8,616.87	0.00%
<b>2.2.3</b>	<b><u>Nevada City SR 49 Multimodal Corridor Plan</u></b>				
	NCTC Staff	\$2,577.48	\$751.69	\$1,825.79	29.16%
	Consultant	\$25,758.83	\$17,120.63	\$8,638.20	66.47%
<b>2.3</b>	<b><u>Transit &amp; Paratransit Programs</u></b>				
	NCTC Staff	\$49,786.19	\$19,272.29	\$30,513.90	38.71%
	Indirect	\$13,675.40	\$3,473.89	\$10,201.51	25.40%
<b>2.3.1</b>	<b><u>Western Nevada County Transit Development Plan</u></b>				
	NCTC Staff	\$13,044.53	\$5,148.92	\$7,895.61	39.47%
	Consultant	\$57,474.26	\$12,501.53	\$44,972.73	21.75%
<b>2.3.2</b>	<b><u>NevCo Coordinated Public Transit-Human Services Plan Update</u></b>				
	NCTC Staff	\$11,467.95	\$3,895.21	\$7,572.74	33.97%
	Consultant	\$36,436.32	\$9,687.25	\$26,749.07	26.59%
<b>2.4</b>	<b><u>Coordination of Regional Planning</u></b>				
	NCTC Staff	\$58,286.77	\$23,681.60	\$34,605.17	40.63%
	Indirect	\$17,957.73	\$3,772.83	\$14,184.90	21.01%
	Rural Counties Task Force	\$2,000.00	\$1,000.00	\$1,000.00	50.00%
<b>2.4.2</b>	<b><u>Airport Land Use Commission Planning &amp; Reviews</u></b>				
	NCTC Staff	\$9,277.84	\$2,063.78	\$7,214.06	22.24%
	ALUC Reviews	\$15,000.00	\$0.00	\$15,000.00	0.00%
<b>2.4.3</b>	<b><u>READY Nevada County</u></b>				
	NCTC Staff	\$30,000.00	\$5,952.42	\$24,047.58	19.84%
	Consultant	\$125,156.00	\$0.00	\$125,156.00	0.00%
	Contingency	\$94,848.70	\$0.00	\$94,848.70	0.00%
	<b>TOTAL ALL WORK ELEMENTS</b>	<b>\$1,354,016.84</b>	<b>\$371,110.46</b>	<b>\$982,906.38</b>	<b>27.41%</b>

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

**Nevada County Transportation Commission  
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**NOVEMBER**

**REGIONAL TRANSPORTATION MITIGATION FEE FUND (6328)**

Cash Balance 11/01/20	\$1,184,630.40
Additions	\$127,984.72
Deductions	\$0.00
Cash Balance 11/30/20	\$1,312,615.12

**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	\$127,984.72	\$4,659,357.52
Total	\$6,940,595.09	\$127,984.72	\$7,068,579.81
Interest	\$196,640.32	\$7,334.96	\$203,975.28
Expenditures	\$5,959,939.98	\$0.00	\$5,959,939.98
<b>TOTAL</b>	<b>\$1,177,295.44</b>	<b>\$135,319.68</b>	<b>\$1,312,615.12</b>

**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
<b>TOTAL</b>		<b>\$5,891,462.84</b>	<b>\$2,286,318.82</b>	<b>\$3,605,144.02</b>	<b>\$0.00</b>	<b>\$3,605,144.02</b>

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

**STATE TRANSIT ASSISTANCE FUND (6357)**

Cash Balance 11/01/20	\$2,432,671.88
Additions	\$188,815.00
Deductions	<u>\$0.00</u>
Cash Balance 11/30/20	\$2,621,486.88
 <u>Budget and Allocations</u>	
Fund Balance 6/30/20	\$2,214,761.30
Estimated STA Revenue	\$535,269.00
AMOUNT TO BE ALLOCATED	\$2,750,030.30
 Total Approved Allocations	 <u>\$1,453,712.00</u>
BALANCE Available for Allocation	\$1,296,318.30

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**

**NOVEMBER**

**REGIONAL SURFACE TRANSPORTATION PROGRAM FUND (6492 )**

Cash Balance 11/01/20	\$2,142,920.79
Additions	\$0.00
Deductions	\$0.00
Cash Balance 11/30/20	\$2,142,920.79
<u>Budget and Allocations</u>	
Fund Balance 6/30/20	\$2,214,761.30
Estimated RSTP Revenue	\$0.00
AMOUNT TO BE ALLOCATED	\$2,214,761.30
Total Amount of Approved Allocations	<u>\$1,277,675.50</u>
BALANCE Available for Allocation	\$937,085.80

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	\$86,000.00	\$0.00
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
	<b>TOTAL</b>	<b>\$1,281,303.00</b>	<b>\$3,627.50</b>	<b>\$1,277,675.50</b>	<b>\$86,000.00</b>	<b>\$1,191,675.50</b>



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 November 18, 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, November 18, 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  
 Ann Guerra  
 Susan Hoek  
 Ed Scofield  
 Duane Strawser

Members Absent: Carolyn Wallace Dee

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: There was no public comment.

### ACTION ITEMS

1. Presentation: Bryce Consulting Compensation Survey  
 Resolution 20-45

Shellie Anderson with Bryce Consulting gave her presentation, highlighting the research that went into the Compensation Survey.

Shellie Anderson's presentation slides and presentation transcript can be viewed here:

<https://www.nctc.ca.gov/About-NCTC/Staff-Salaries--Compensation/index.html>

**ACTION: Adopted Resolution 20-45 by roll call vote**  
**MOTION: Guerra / SECOND: Strawser**  
**AYES: Arbuckle, Burton, Guerra, Hoek, Scofield, Strawser**  
**NOES: None**  
**ABSENT: Dee**  
**ABSTAIN: None**

2. Professional Services Agreement with GHD to Prepare the Ready Nevada County Extreme Climate Event and Mobility Adaptation Plan  
Resolution 20-46

Executive Director Landon commented that Ready Nevada County is in line with the Nevada County Office of Emergency Services' efforts to prepare the county for wildfire and other significant events that may occur. NCTC is looking at integrating their transportation planning process with OES's efforts to prepare for evacuations and other things that might affect the transportation system in the event of a wildfire or other major disaster. NCTC staff submitted a Request for Proposals and selected the firm GHD Inc. to prepare the plan. Commissioner Scofield commented this is a great project, badly needed, and it is great that NCTC is partnering with Nevada County to prepare this plan.

**ACTION: Adopted Resolution 20-46 by roll call vote**  
**MOTION: Scofield / SECOND: Arbuckle**  
**AYES: Arbuckle, Burton, Guerra, Hoek, Scofield, Strawser**  
**NOES: None**  
**ABSENT: Dee**  
**ABSTAIN: None**

### CLOSED SESSION

Public Employment (Government Code Section 54957)  
Title: Executive Director.

There was no reportable action.

### ACTION ITEM

3. Approval of Executive Director Employment Contract  
Resolution 20-47

Commissioner Guerra, with expressed gratitude to Dan Landon, moved to appoint Mike Woodman as the Executive Director and adopt Resolution 20-47.

Osman Mufti, Legal Counsel to NCTC, stated that pursuant to Section 54953 of the Government Code, prior to taking final action, the Commission must orally report out a summary of the recommendation for final action on the appointment, compensation, and the fringe benefits of the Executive Director. The Commission met in closed session and received a recommendation to appoint Mike Woodman as Executive Director, effective January 22, 2021. A recommendation was made that the Commission



approve an employment agreement with Mr. Woodman for a five-year term beginning January 22, 2021, with salary and benefits as presented and provided for under the Commission's Personnel Manual.

Chair Burton expressed his gratitude to Mr. Landon and Mr. Woodman for the professionalism they brought to this process. Mr. Woodman thanked the commissioners for the appointment, and said it is truly an honor to be Executive Director of this great organization. He said we have a great team here at NCTC, and we will continue to strive to maintain NCTC's high standing among regional transportation planning agencies and state and federal agencies, and will continue to operate with the key principles of integrity, collaboration, and partnership. He wanted to publicly congratulate Mr. Landon on his retirement and wished him much happiness, and thanked him for his mentorship. Mr. Woodman said he looked forward to working with the Commission, all the jurisdictions, and Caltrans to enhance the transportation system and the quality of life in Nevada County.

Commissioner Scofield thanked Mr. Woodman and Mr. Landon, saying it is a pleasure working with them, and he appreciated Mr. Landon's professionalism, and Mr. Mufti's help in the transition process. Commissioner Arbuckle expressed her gratitude to Mr. Landon for teaching her the inner workings of transportation in Nevada County. Commissioner Strawser thanked Mr. Landon and Mr. Woodman, saying he appreciated them for their efforts and he looked forward to the next few years.

**ACTION: Adopted Resolution 20-47 by roll call vote**  
**MOTION: Guerra / SECOND: Strawser**  
**AYES: Arbuckle, Burton, Guerra, Hoek, Scofield, Strawser**  
**NOES: None**  
**ABSENT: Dee**  
**ABSTAIN: None**

#### CONSENT ITEMS

4. Financial Reports  
August and September 2020
5. NCTC Minutes  
October 7, 2020 NCTC Meeting Minutes
6. Proposed 2021 NCTC Meeting Schedule  
Approve Schedule
7. Western Nevada County Regional Transportation Mitigation Fee (RTMF) Program Annual Report for FY 2019/20  
Approve Annual Report

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

## INFORMATIONAL ITEMS

### 8. Correspondence

- A. Mike Woodman, Chair, North State Super Region, Comments on the Draft California Transportation Plan 2050, File 1030.2.4.5, 10/22/20.

Mr. Woodman said this letter was provided for the Commission's information, commenting on the California Transportation Plan 2050. The North State Super Region continues to advocate for recognition of rural interests in preparation of these type of planning documents with the state and the administration's focus on greenhouse emission reductions. A lot of their focus is on urban areas and how we can reduce greenhouse gases within those urban areas. But often, how those plans apply to rural areas gets lost or left out of the conversation. So, it is important to make sure that rural interests are taken into consideration with the recognition that one size does not fit all. We are at the table to make sure there are realistic goals and policies that apply to rural agencies.

### 9. Executive Director's Report

- State Route 49, I-80 to McKnight Way Safety Assessment Report
- State Route 49, I-80 to McKnight Way Comprehensive Multimodal Corridor Plan
- Western Nevada County Transit Development Plan and Nevada County Coordinated Public Transit-Human Services Plan 2020 Updates

Executive Director Landon commented his report is a summary of current projects that are ongoing. There were no questions or comments.

### 10. Project Status Report

- A. Caltrans Project Report

Executive Director Landon noted that Colin Fredrickson is the new Nevada County planning liaison for Caltrans District 3. Mr. Landon reviewed the Caltrans Project Report. He said Caltrans Maintenance is planning to clean up the island on Highway 20 north of Nevada City. When the rains abate a bit, their plan is to clean that all up and take it down to bare ground. They indicated that if the city has any ideas regarding landscaping or improvement to beautify that island, they are open to it.

Commissioner Scofield thanked Caltrans for the accelerator lanes on Wolf and Combie Roads, both north and south, saying they were a great improvement and a great safety feature on Highway 49.


Commissioner Strawser commented that on the new section on Highway 20 by the bridge, in the shouldering, Caltrans has done the old-school rumble strips on the fresh asphalt, wiping out half the shoulder with a new rumble strip. Mr. Landon replied he would pass that on to Caltrans staff.

**ACTION: None – Information only.**

COMMISSION ANNOUNCEMENTS: There were no commission announcements.

SCHEDULE FOR NEXT MEETING: The next regularly scheduled meeting of the NCTC will be January 19, 2021 at 8:30 a.m. via Zoom Webinar.

ADJOURNMENT OF MEETING: Chair Burton adjourned the meeting at 10:30 a.m.

Respectfully submitted by:   
\_\_\_\_\_  
Carol Lynn, Administrative Assistant

Approved on: \_\_\_\_\_

By: \_\_\_\_\_  
Chair  
Nevada County Transportation Commission





**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](mailto: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		
	<b>A</b>		<b>B</b>		<b>C</b>	<b>D= (A+B+C)</b>
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
<b>Nevada County Local Transportation Commission</b>	<b>283,501</b>		<b>226,634</b>		<b>25,134</b>	<b>535,269</b>
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
<b>State Totals</b>	<b>\$ 114,953,000</b>	<b>\$</b>	<b>91,894,500</b>	<b>\$</b>	<b>206,847,500</b>	<b>\$ 413,695,000</b>

**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 <b>A</b>	Funds from RTC Sections 6051.8(b), and 6201.8(b) Fiscal Year 2020-21 Estimate <b>B</b>	Total Fiscal Year 2020-21 Estimate <b>C= (A+B)</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
<b>Nevada County Local Transportation Commission</b>				
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  
 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  
 JAN ZABRISKIE – Town of Truckee




DANIEL LANDON, Executive Director  
 MICHAEL WOODMAN, Deputy Executive Director

Grass Valley • Nevada City

Nevada County • Truckee

## MEMORANDUM

TO: Nevada County Transportation Commission

FROM: Daniel B. Landon, Executive Director 

SUBJECT: Amendment 2 to the FY 2020/21 Overall Work Program, Resolution 21-01

DATE: January 19, 2021

**RECOMMENDATION:** Adopt Resolution 21-01 approving Amendment 2 to the FY 2020/21 Overall Work Program (OWP).

**BACKGROUND:** The RTMF program was originally adopted in 2001 and last updated in 2016. Since that time, economic and demographic factors have changed significantly. This work effort follows an update of the NCTC Regional Traffic Model and will utilize revised economic and demographic factors to update the RTMF program.

Resolution 21-01 approves the addition of Work Element 2.2.1, Regional Transportation Mitigation Fee Program Update to the FY 2020/21 OWP and adds \$95,086.98 of RTMF funds to the budget.

attachments

**RESOLUTION 21-01  
OF THE  
NEVADA COUNTY TRANSPORTATION COMMISSION**

APPROVAL OF AMENDMENT 2 TO THE FY 2020/21 OVERALL WORK PROGRAM

WHEREAS, the Nevada County Transportation Commission (NCTC), through the adoption of Resolutions 20-23 and 20-44 has 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 2 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
\$ 100,086.98	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>
<b>\$1,449,103.82</b>	<b>Total Budget FY 2020/21</b>

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 January 19, 2021, by the following vote:

Ayes:

Noes:

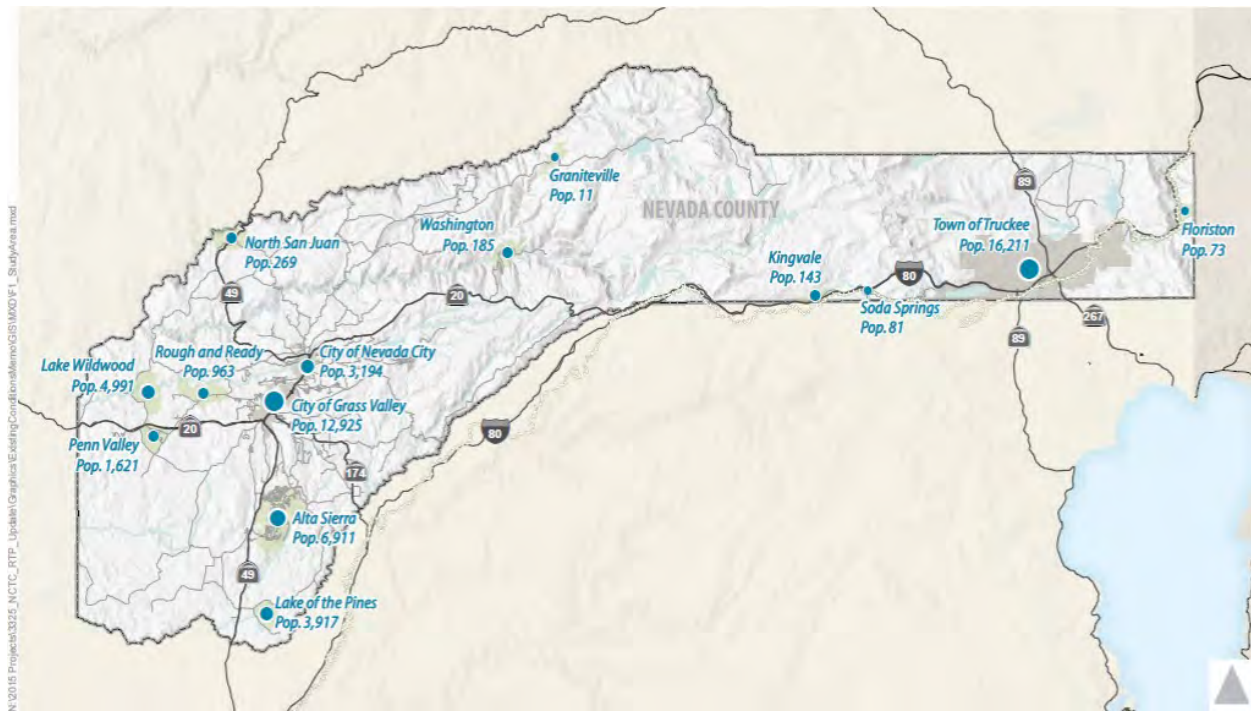
Absent:

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  
Amendment 2 - January 19, 2021

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# NEVADA COUNTY TRANSPORTATION COMMISSION

CREATING A BETTER FUTURE BY BUILDING UPON SUCCESSES OF THE PAST



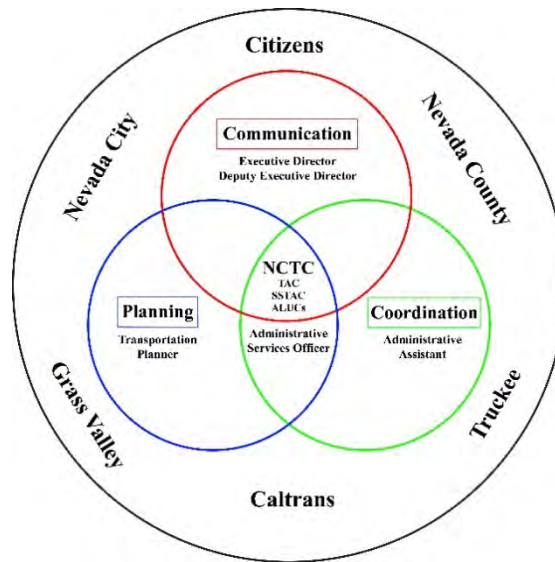
## **MISSION STATEMENT**

*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](http://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.

<b><u>Planning Factors</u></b>	WE 1.1	WE 1.2	WE 2.1	WE 2.1.2	WE 2.1.5	WE 2.2	WE 2.2.1	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		X
Safety	X		X	X		X	X	X	X	X	X		X	X	X
Security	X		X	X		X	X			X	X		X		X
Accessibility	X		X	X		X	X	X	X	X	X	X	X		X
Environment	X		X	X	X	X	X			X	X		X		X
Connectivity	X		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	X
Preservation	X		X	X	X	X	X	X	X	X	X		X	X	X
Resiliency & Reliability	X	X	X	X		X	X			X	X	X	X		X
Travel & Tourism	X		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

<b>Revenues:</b>		
	LTF	\$204,421.64
	LTF Carryover	\$5,800.00
	RTMF	\$5,000.00
<b>Total</b>		\$215,221.64
<b>Expenditures:</b>		
	Staff	\$177,543.09
	Indirect	\$32,678.55
	HR Consulting	\$5,000.00
<b>Total</b>		\$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

<b>Revenues:</b>		
	LTF	\$271,047.54
<b>Total</b>		\$271,047.54
<b>Expenditures:</b>		
	Staff	\$191,339.61
	Indirect	\$35,217.93
	Fiscal Audits	\$44,490.00
<b>Total</b>		\$271,047.54

## 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

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



## **WORK ELEMENT 2 – REGIONAL TRANSPORTATION PLANNING (continued)**

### **Project 2.1.2 – RTP Implementation: VMT Thresholds (continued from FY 2019/20)**

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**

<b>Revenues:</b>	<b>Total Budget</b>	<b>17/18</b>	<b>18/19</b>	<b>19/20</b>	<b>20/21</b>
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
<b>Total</b>	<b>\$141,182.85</b>	<b>\$37,110</b>	<b>\$60,451</b>	<b>\$16,726.66</b>	<b>\$19,201.82</b>
<b>Expenditures:</b>					
Staff	\$51,481.85	\$20,885	\$25,148	\$1,970.36	\$3,478.49
Consultant	\$89,701.00	\$16,225	\$35,303	\$14,756.30	\$15,723.33
<b>Total</b>	<b>\$141,182.85</b>	<b>\$37,110</b>	<b>\$60,451</b>	<b>\$16,726.66</b>	<b>\$19,201.82</b>

## 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

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

WORK ELEMENT 2 – REGIONAL TRANSPORTATION PLANNING (continued)

**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**

<b>Revenues:</b>		
	RPA Formula	\$23,632.10
	RPA Formula Carryover	\$7,693.37
	LTF	\$11,515.14
	STIP PPM	\$26,080.68
<b>Total</b>		\$68,921.29
<b>Expenditures:</b>		
	Staff	\$57,406.15
	Indirect	\$11,515.14
<b>Total</b>		\$68,921.29

## WORK ELEMENT 2 - REGIONAL TRANSPORTATION PLANNING

### **Project 2.2.1 - Regional Transportation Mitigation Fee (RTMF) Program Update**

Purpose: The RTMF program was originally adopted in 2001 and last updated in 2016. Since that time, economic and demographic factors have changed significantly. This work effort follows an update of the NCTC Regional Traffic Model and will utilize revised economic and demographic factors to update the RTMF program.

Future development within western Nevada County will result in traffic volumes exceeding the capacity of the regional system of roads, streets, and highways as it presently exists. The regional system needs to be improved to accommodate anticipated future growth. The RTMF program will provide additional funds from new development to make improvements to the regional system, complementing other funding sources. The RTMF program is influenced by a variety of market factors that can result in either a shortfall or surplus in the revenue projections. Therefore, the program is scheduled to be reviewed at a minimum of five-year intervals to ensure the integrity of the program.

#### Previous Work:

- Adoption of updated RTMF program in 2016.

#### Continuing Work:

- Annual RTMF program reports. (RTMF)
- Prepare and distribute RFP. (RTMF)
- Consultant selection and contract execution. (RTMF)
- Project administration. (RTMF)
- Review demographic and traffic model assumptions. (RTMF)
- Review and confirm RTMF network. (RTMF)
- Review and confirm future deficiencies and needs. (RTMF)
- Update Capital Improvement Program. (RTMF)
- Integrate RTMF projects into the RTP and coordinate their implementation. (RTMF)

#### Additional Work Activities:

- Project Advisory Committee activities. (RTMF)
- Update Project Cost Estimates. (RTMF)
- Review and update Fee Schedule and Nexus Study. (RTMF)
- Review and update Administrative Manual. (RTMF)
- Draft and Final Reports. (RTMF)

#### Products:

- Request for Proposals. (Feb 2021)
- Consultant contract. (Mar 2021)
- Working paper on demographic and model assumptions. (Mar-Apr 2021)
- Working paper on RTMF network, and future needs and deficiencies. (Apr 2021)
- Revised Capital Improvement Program. (May 2021)
- Updated cost estimates. (Jun 2021)
- Draft Report. (Jul 2021)
- Updated Administrative Manual. (Aug 2021)
- Final Report including: updated fees, project schedule, and Nexus Study. (Nov 2021)

WORK ELEMENT 2 – REGIONAL TRANSPORTATION PLANNING

**Project 2.2.1 – Regional Transportation Mitigation Fee (RTMF) Program Update** (continued)

**Budget 2.2.1**

<b>Revenues:</b>		
	RTMF	\$95,086.98
<b>Total</b>		\$95,086.98
<b>Expenditures:</b>		
	Staff	\$15,086.98
	Consultant	\$80,000.00
<b>Total</b>		\$95,086.98

## 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

<b>Revenues:</b>			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	
<b>Total</b>		\$108,760.87	\$27,821	\$69,723.46	\$11,195.19
<b>Expenditures:</b>					
	NCTC	\$15,144.33	\$4,782	\$7,762.79	\$2,578.32
	Consultant	\$93,616.54	\$23,039	\$61,960.67	\$8,616.87
<b>Total</b>		108,760.87	\$27,821	\$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**

<b>Revenues:</b>			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
<b>Total</b>		\$125,607.57	\$29,361	\$67,610.26	\$28,336.31
<b>Expenditures:</b>					
	NCTC	\$15,049.27	\$4,709	\$7,762.79	\$2,577.48
	Consultant	\$110,558.30	\$24,652	\$59,847.47	\$25,758.83
<b>Total</b>		\$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

<b>Revenues:</b>		
	RPA Formula	\$49,786.19
	LTF	\$13,675.40
<b>Total</b>		\$63,461.59
<b>Expenditures:</b>		
	Staff	\$49,786.19
	Indirect	\$13,675.40
<b>Total</b>		\$63,461.59

### **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.

	<b>Total</b>	<b>FY 19/20</b>	<b>FY 20/21</b>
<b>Revenues:</b>	<b>Budget</b>		
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
<b>Total</b>	<b>\$103,460.41</b>	<b>\$14,874.29</b>	<b>\$70,518.79</b>
<b>Expenditures</b>			
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

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

## **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**

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

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

## WORK ELEMENT 2 - REGIONAL TRANSPORTATION PLANNING (continued)

### Project 2.4.3 – READY Nevada County – Extreme 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**

<b>Revenues:</b>		
	RPA Grants	\$125,156.00
	RPA Formula	\$30,000.00
<b>Total</b>		\$155,156.00
<b>Expenditures:</b>		
	Staff	\$30,000.00
	Consultant	\$125,156.00
<b>Total</b>		\$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"> <li>■Town of Truckee-Sustainable Community Grant &amp; Adaptation Grant</li> <li>■NCTC-2 RPA Grants</li> <li>■SR 49 CSMP Update</li> <li>■Assisting with SR 49 INFRA Grant Application</li> <li>■Oversite of Planning Studies/ Conceptual Projects pertaining to the State Highway System</li> </ul>
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 2	Amendment 1	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	30,275.63	0.00
Rural Planning Assistance (RPA) <b>Grants</b>	125,156.00	125,156.00	0.00
Rural Planning Assistance (RPA) <b>Grants</b> Carryover	83,230.00	83,230.00	0.00
Regional Transportation Mitigation Fees ( RTMF)	100,086.98	5,000.00	95,086.98
STIP Planning Funds (PPM)	98,280.85	98,280.85	0.00
ALUC Fees	15,000.00	15,000.00	0.00
Regional Surface Transportation Program (RSTP)		0.00	
LTF Carryover	24,672.36	24,672.36	0.00
<b>TOTAL</b>	<b>1,449,103.82</b>	<b>1,354,016.84</b>	<b>95,086.98</b>

Expenditures	Amendment 2	Amendment 1	Difference
	FY 2020/21	FY 2020/21	
Salary	558,534.28	543,447.30	15,086.98
Benefits	174,248.72	174,248.72	0.00
Direct (Table 2)	489,373.13	409,373.13	80,000.00
Indirect (Table 3)	132,099.00	132,099.00	0.00
Contingency	94,848.70	94,848.70	0.00
<b>TOTAL</b>	<b>1,449,103.82</b>	<b>1,354,016.84</b>	<b>95,086.98</b>

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

LTF = Local Transportation Fund  
 PPM = Planning, Programming & Monitoring  
 ALUC = Airport Land Use Commission

**Table 2**

<b>Direct Costs Budget FY 2020/21</b>		<b>FY 20/21 Amendment 2</b>	<b>FY 20/21 Amendment 1</b>	<b>Difference</b>	<b>Source</b>
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	\$57,474.26	\$0.00	RPA
13.13	RTMF Update (WE 2.2.1)	\$80,000.00	\$0.00	\$80,000.00	RTMF
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	\$8,717.52	\$0.00	LTF, RPA
13.40	Nev. Co. Coordinated Public Transit - Human Services Plan Update (WE 2.3.2)	\$36,436.32	\$36,436.32	\$0.00	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	\$15,723.33	\$0.00	RPA, LTF
13.53	SR 174/20 Intersection Analysis (WE 2.2.2)	\$8,616.87	\$8,616.87	\$0.00	RPA, PPM
13.54	Nevada City SR 49 Multimodal Corridor Plan (WE 2.2.3)	\$25,758.83	\$25,758.83	\$0.00	RPA, PPM
13.56	READY Nevada County (WE 2.4.3)	\$125,156.00	\$125,156.00	\$0.00	RPA
	<b>TOTAL</b>	<b>\$489,373.13</b>	<b>\$409,373.13</b>	<b>\$80,000.00</b>	

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

		FY 20/21	FY 20/21		
		Amendment 2	Amendment 1	Variance	Variance %
ITEM					
13.2	<b>Nevada County Auditor/Controller</b>	<b>\$20,000</b>	<b>\$20,000</b>	<b>\$0</b>	<b>0.00%</b>
13.1	<b>Legal Counsel</b>	<b>\$15,000</b>	<b>\$15,000</b>	<b>\$0</b>	<b>0.00%</b>
13.3	<b>TNT/TMA Membership</b>	<b>\$4,125</b>	<b>\$4,125</b>	<b>\$0</b>	<b>0.00%</b>
13.21	<b>Website Update/Maintenance</b>	<b>\$11,500</b>	<b>\$11,500</b>	<b>\$0</b>	<b>0.00%</b>
13.17	<b>Nevada County ERC Membership</b>	<b>\$1,000</b>	<b>\$1,000</b>	<b>\$0</b>	<b>0.00%</b>
	<b>Insurance</b>	<b>\$18,300</b>	<b>\$18,300</b>	<b>\$0</b>	<b>0.00%</b>
1.1	General Liability & Errors and Omissions	\$15,500	\$15,500	\$0	0.00%
1.3	Workers' Compensation	\$2,800	\$2,800	\$0	0.00%
	<b>Office Expenses</b>	<b>\$23,074</b>	<b>\$23,074</b>	<b>\$0</b>	<b>0.00%</b>
2.1	Phones	\$1,500	\$1,500	\$0	0.00%
2.2	Equipment Rental	\$500	\$500	\$0	0.00%
2.3	Records Storage	\$1,060	\$1,060	\$0	0.00%
2.4	Equipment Maintenance Agreements	\$1,000	\$1,000	\$0	0.00%
2.5	Publications/Legal Notices	\$1,500	\$1,500	\$0	0.00%
2.6	Janitorial Services	\$1,000	\$1,000	\$0	0.00%
2.7	Payroll Service	\$1,500	\$1,500	\$0	0.00%
2.8	Supplies	\$3,200	\$3,200	\$0	0.00%
2.9	Printing & Reproduction	\$500	\$500	\$0	0.00%
2.10	Subscriptions	\$250	\$250	\$0	0.00%
2.11	Computer Software & Network Maintenance	\$6,300	\$6,300	\$0	0.00%
2.12	Postage	\$300	\$300	\$0	0.00%
2.13	Telework Reimbursement	\$4,464	\$0	\$4,464	--
3	<b>Equipment</b>	<b>\$3,100</b>	<b>\$3,100</b>	<b>\$0</b>	<b>0.00%</b>
	Copier/Printer	\$800	\$800	\$0	0.00%
	Office Furniture	\$500	\$500	\$0	0.00%
	Laptop Computer	\$1,300	\$1,300	\$0	0.00%
	Miscellaneous	\$500	\$500	\$0	0.00%
5	<b>Training and Conferences</b>	<b>\$1,500</b>	<b>\$1,500</b>	<b>\$0</b>	<b>0.00%</b>
6	<b>Office Lease</b>	<b>\$25,000</b>	<b>\$25,000</b>	<b>\$0</b>	<b>0.00%</b>
7	<b>Utilities</b>	<b>\$3,000</b>	<b>\$3,000</b>	<b>\$0</b>	<b>0.00%</b>
8	<b>Travel - Meals &amp; Lodging</b>	<b>\$1,500</b>	<b>\$1,500</b>	<b>\$0</b>	<b>0.00%</b>
9	<b>Travel - Mileage/Fares/Parking</b>	<b>\$2,500</b>	<b>\$2,500</b>	<b>\$0</b>	<b>0.00%</b>
10	<b>Professional &amp; Service Organizations</b>	<b>\$2,500</b>	<b>\$2,500</b>	<b>\$0</b>	<b>0.00%</b>
	<b>TOTAL</b>	<b>\$132,099</b>	<b>\$132,099</b>	<b>\$0</b>	<b>0.00%</b>

**Table 4**

**Revenues - FY 2020/21 OWP Amendment 2**

	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					203,748.84		5,000.00			214,548.84
1.2	TDA Admin.						270,322.46					270,322.46
2.1	Regional Transportation Plan				112,094.60	0.00	77,032.97					189,127.57
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	13,997.79			26,080.68		71,403.95
2.2.1	RTMF Update	0.00							95,086.98	0.00		95,086.98
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		13,393.84					63,180.04
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		17,588.00					77,874.77
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
	<b>Totals</b>	<b>24,672.36</b>	<b>125,156.00</b>	<b>83,230.00</b>	<b>294,000.00</b>	<b>30,275.63</b>	<b>678,402.00</b>	<b>15,000.00</b>	<b>100,086.98</b>	<b>98,280.85</b>	<b>0.00</b>	<b>1,449,103.82</b>

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

**Table 5****Expenditures - FY 2020/21 OWP Amendment 2**

		PY	Staff	Indirect	Traffic Eng	Consulting	Local Agency	Other	Total
1.1	General Services	1.43	177,543.09	32,005.74		5,000.00			<b>214,548.84</b>
1.2	TDA Admin.	1.50	191,339.61	34,492.85				44,490.00 (1)	<b>270,322.46</b>
2.1	Regional Transportation Plan	0.69	103,506.80	20,620.77	25,000.00		40,000.00 (2)		<b>189,127.57</b>
2.1.2	RTP Implementation VMT Thresholds	0.02	3,478.49			15,723.33			<b>19,201.82</b>
2.1.5	Regional Traffic Model Update	0.05	7,402.78			8,717.52			<b>16,120.30</b>
2.2	Transportation Improvement Program	0.40	57,406.15	13,997.79					<b>71,403.95</b>
2.2.1	RTMF Update	0.10	15,086.98			80,000.00			<b>95,086.98</b>
2.2.2	SR 172/20 Intersection Analysis	0.02	2,578.32			8,616.87			<b>11,195.19</b>
2.2.3	Nevada City SR 49 Multimodal Corridor Plan	0.02	2,577.48			25,758.83			<b>28,336.31</b>
2.3	Transit & Paratransit Programs	0.33	49,786.19	13,393.84					<b>63,180.04</b>
2.3.1	Western Nevada County Transit Development Plan	0.08	13,044.53			57,474.26			<b>70,518.79</b>
2.3.2	Nev. Co. Coordinated Public Transit-Human Services Plan Update	0.08	11,467.95			36,436.32			<b>47,904.27</b>
2.4	Coordination of Regional Planning	0.37	58,286.77	17,588.00				2,000.00 (3)	<b>77,874.77</b>
2.4.2	Airport Land Use Commission Planning & Reviews	0.06	9,277.84			15,000.00			<b>24,277.84</b>
2.4.3	READY Nevada County	0.12	30,000.00			125,156.00			<b>155,156.00</b>
	Contingency							94,848.70	<b>94,848.70</b>
	<b>TOTAL</b>	<b>5.2</b>	<b>732,782.99</b>	<b>132,099.00</b>	<b>25,000.00</b>	<b>377,883.13</b>	<b>40,000.00</b>	<b>141,338.70</b>	<b>1,449,103.82</b>

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**

	<b>ITEM</b>	<b>ALLOCATION</b>
I	<b>1 Insurance</b>	<b>\$18,300</b>
	1.1 General Liability & Errors and Omissions	\$15,500
	1.3 Workers' Compensation	\$2,800
I	<b>2 Office Expenses</b>	<b>\$23,074</b>
	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
	2.13 Telework Reimbursement	\$4,464
I	<b>3 Equipment</b>	<b>\$3,100</b>
I	<b>5 Training and Conferences</b>	<b>\$1,500</b>
I	<b>6 Office Lease</b>	<b>\$25,000</b>
I	<b>7 Utilities</b>	<b>\$3,000</b>
I	<b>8 Travel - Meals &amp; Lodging</b>	<b>\$1,500</b>
I	<b>9 Travel - Mileage/ Fares/ Parking</b>	<b>\$2,500</b>
I	<b>10 Professional &amp; Service Organizations</b>	<b>\$2,500</b>
	<b>Subtotal Items 1-10</b>	<b>\$80,474</b>
	<b>11 Contingency</b>	<b>\$94,849</b>
	<b>12 Salaries, Wages, &amp; Benefits</b>	<b>\$732,782.99</b>
	12.1 Executive Director	\$183,456
	12.11 Deputy Executive Director	\$180,279
	12.2 Administrative Services Officer	\$129,122
	12.3 Transportation Planner	\$131,976
	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	
	<b>13 Other Services</b>	<b>\$540,998</b>
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	13.13 Reg. Transp. Mitigation Fee Update (WE 2.2.1)	\$80,000
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
	<b>TOTAL Budget Items 1-13</b>	<b>\$1,449,103.82</b>
	<b>Indirect Costs</b>	
	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
	<b>Total Indirect Costs</b>	<b>\$132,099</b>
	<b>Calculated Indirect Rate</b>	<b>18.03%</b>
	(Indirect Cost / Salaries & Benefits)	



**RESOLUTION 21-02  
OF THE  
NEVADA COUNTY TRANSPORTATION COMMISSION**

AN ALLOCATION FOR NEVADA COUNTY TRANSIT OF **\$2,460,653** RESERVED IN THE LOCAL TRANSPORTATION FUND (LTF) FOR THE CAPITAL PURCHASE OF TWO TARGETED AIRSHED GRANT BATTERY ELECTRIC BUSES AND CHARGING INFRASTRUCTURE

WHEREAS, Nevada County has requested the following amount of LTF to be reserved in the fund;

Project Title/Description	Authorized by TDA Sections	Total Project Cost	Amount Requested
LTF Capital Purchase -Electric Buses	99260(a)	\$2,460,653	\$2,460,653
<b>TOTAL</b>			<b>\$2,460,653</b>

and

WHEREAS, Nevada County has previously requested NCTC to hold a six-month operating reserve for FY 2020/21 in the amount of \$2,499,881, approved by Resolution 20-28 on July 15, 2020; and

WHEREAS, Nevada County now requests that part of the six-month operating reserve be redesignated as a capital allocation of \$2,460,653 reserved in the LTF fund to facilitate purchase and reimbursement of grant funding; and

WHEREAS, California Code of Regulations (CCR) section 6648 permits the transportation planning agency to specify that moneys allocated to a claimant be reserved in the local transportation fund for future payment to the claimant for a specific capital project; and

WHEREAS, CCR 6648 states, *“Any moneys allocated and reserved in the local transportation fund and not authorized for payment within three years after the date of allocation shall cease to be allocated or reserved and shall become and be treated as an unallocated apportionment retained in the fund in accordance with Section 6655.1.”*

NOW, THEREFORE, BE IT RESOLVED, that Nevada County is allocated the amount of \$2,460,653 of LTF Funds as authorized by TDA 99260(a) and CCR 6648 in support of the following capital project: Targeted Airshed Grant Battery Electric Bus purchase (two 35 foot low floor BEB transit buses, overnight depot charger, in-ground on-route fast charger and all associated installation costs).

BE IT FURTHER RESOLVED, payment is contingent upon passage of Nevada County Resolution 21-XXX.

BE IT FURTHER RESOLVED, this allocation is approved for payment in a future year, within the three-year limit set by CCR 6648. Payment is contingent upon Nevada County Transit

providing a budget approved by the Board of Supervisors showing the reserved amount will be used in that year.

BE IT FURTHER RESOLVED, that the Executive Director of the Nevada County Transportation Commission is hereby directed to issue allocation instructions in accordance with this resolution to the Nevada County Auditor-Controller.

PASSED AND ADOPTED by the Nevada County Transportation Commission on January 19, 2021 by the following vote:

Ayes:

Noes:

Absent:

Abstain:

\_\_\_\_\_  
Andrew Burton, Chair  
Nevada County Transportation Commission

Attest: \_\_\_\_\_  
Dale D. Sayles  
Administrative Services Officer



**COUNTY OF NEVADA  
COMMUNITY DEVELOPMENT AGENCY  
DEPARTMENT OF PUBLIC WORKS  
TRANSIT SERVICES DIVISION**

**950 MAIDU AVENUE, NEVADA CITY, CA 95959-8617  
(530) 477-0103 Toll Free (888) 660-7433 FAX (530) 477-7847  
<http://new.nevadacounty.com>**

---

Sean Powers  
Community Development Agency Director

Trisha Tillotson, Director of Public Works  
Robin Van Valkenburgh, Transit Services Manager

January 12, 2021

Dan Landon, Executive Director  
Nevada County Transportation Commission  
101 Providence Mine Road, Suite 102  
Nevada City, CA 95959

**SUBJECT: Fiscal Year 2020-21 Capital Claim for Local Transportation Funds (LTF)  
Fund**

Dear Dan:

Enclosed is Nevada County's Fiscal Year 2020/21 claim for \$2,460,653 in FY20/21 reserve LTF funds to be used for capital purchases. The total amount of this claim is \$2,460,653. There is a pending Board of Supervisors Resolution scheduled for February 9, 2021.

The requested TDA funds will serve as the initial fund source for goods and services associated with the procurement of two 35 ft Low Floor Battery Electric Transit Buses, one depot charger, one on-route fast charger and the associated installation costs of said equipment. These reserve funds will be reimbursed via the award of EPA Targeted Airshed Grant funds (EPA-OAR-OAQPS-20-01) in the amount of \$2,460,653.

Included in the enclosed claim packet are;

- Final CARB EPA Targeted Airshed Grant Application (Nevada County Transit Services Division is the subrecipient)
- Gillig Bus Quote and associated State of Virginia (E194-81688 MA6462)
- ChargePoint Depot Charger quote and product information (data sheets)

Thank you for your consideration of this request. Should you have any questions concerning the claim or supporting documentation, please call me at 477-0103, extension 1003.

Sincerely,

TRISHA TILLOTSON, DIRECTOR

*Robin Van Valkenburgh*

Robin Van Valkenburgh  
Transit Services Manager

**TRANSPORTATION/TRANSIT CAPITAL CLAIM FORM**  
**Fiscal Year 2020-21**

TO: NEVADA COUNTY TRANSPORTATION COMMISSION

FROM: Nevada County Department of Public Works, Transit Services Division  
Contact: Elizabeth Nielsen, Accounting Technician  
Phone: (530) 477-0103 x 1000

The County of Nevada Department of Public Works, Transit Services Division, hereby requests, in accordance with the Transportation Development Act, and applicable rules and regulations, that this transportation/transit claim be approved in the total amount of **\$2,460,653** of LTF funds currently held in reserve. This amount consists of **\$2,460,653** allocated for Transit Capital Battery Electric Bus and Equipment purchase in conjunction with an Environmental Protection Agency (EPA) Targeted Airshed Grant (No.EPA-OAR-OAQPS-20-01). The total amount of this claim shall be utilized for completion of the project(s) listed below:

<b>Project Title/Description</b>	<b>Authorized by TDA Section</b>	<b>Total Project Cost</b>	<b>Amount of LTF Requested</b>
Transit Capital Purchase- Electric Buses	99260 (a)	\$2,460,653	\$2,460,653
<b>TOTAL</b>		<b>\$2,460,653</b>	<b>\$2,460,653</b>

The requested TDA funds will serve as the initial fund source for goods and services associated with the procurement of two 35 ft Low Floor Battery Electric Transit Buses, one depot charger, one on-route fast charger and the associated installation costs of said equipment. These reserve funds will be reimbursed via the award of EPA Targeted Airshed Grant funds (EPA-OAR-OAQPS-20-01) in the amount of \$2,460,653.

The County of Nevada Department of Public Works, Transit Services Division, requests that the funds be distributed as they become available. The Transit Services Division has a pending budget amendment before the Board of Supervisors Resolution due for approval on February 9, 2021.

Approval of this claim and payment to the Nevada County Department of Public Works, Transit Services Division, is subject to such monies being available and to the provisions that such monies will be used in accordance with the terms contained in the approving resolution of the NEVADA COUNTY TRANSPORTATION COMMISSION.

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ELIZABETH NIELSEN  
Accounting Technician

### Application for Federal Assistance SF-424

* 1. Type of Submission: <input type="checkbox"/> Preapplication <input checked="" type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application	* 2. Type of Application: <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision	* If Revision, select appropriate letter(s): <input type="text"/> * Other (Specify): <input type="text"/>
--	--	--

* 3. Date Received: <input type="text" value="Completed by Grants.gov upon submission."/>	4. Applicant Identifier: <input type="text"/>
--	--

5a. Federal Entity Identifier: <input type="text"/>	5b. Federal Award Identifier: <input type="text"/>
--	---

#### State Use Only:

6. Date Received by State: <input type="text"/>	7. State Application Identifier: <input type="text" value="Choose State..."/>
---	---

#### 8. APPLICANT INFORMATION:

* a. Legal Name: <input type="text" value="California Air Resources Board"/>
--

* b. Employer/Taxpayer Identification Number (EIN/TIN): <input type="text" value="68-0288069"/>	* c. Organizational DUNS: <input type="text" value="1959302760000"/>
--	---

#### d. Address:

* Street1:	<input type="text" value="1001 I Street"/>
Street2:	<input type="text" value="P.O. Box 1436"/>
* City:	<input type="text" value="Sacramento"/>
County/Parish:	<input type="text"/>
* State:	<input type="text" value="CA: California"/>
Province:	<input type="text"/>
* Country:	<input type="text" value="USA: UNITED STATES"/>
* Zip / Postal Code:	<input type="text" value="95812-1436"/>

#### e. Organizational Unit:

Department Name: <input type="text" value="California Air Resources Board"/>	Division Name: <input type="text" value="Administrative Services Div."/>
---	---

#### f. Name and contact information of person to be contacted on matters involving this application:

Prefix: <input type="text" value="Mr."/>	* First Name: <input type="text" value="Jaynesh"/>
Middle Name: <input type="text"/>	
* Last Name: <input type="text" value="Singh"/>	
Suffix: <input type="text"/>	

Title: <input type="text" value="Accounting Administrator II"/>
---

Organizational Affiliation: <input type="text" value="California Air Resources Board"/>
--

* Telephone Number: <input type="text" value="(916) 322-2274"/>	Fax Number: <input type="text" value="(916) 322-9612"/>
---	---

* Email: <input type="text" value="Jaynesh.Singh@arb.ca.gov"/>
--

**Application for Federal Assistance SF-424**

**\* 9. Type of Applicant 1: Select Applicant Type:**

A: State Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

\* Other (specify):

**\* 10. Name of Federal Agency:**

Environmental Protection Agency

**11. Catalog of Federal Domestic Assistance Number:**

66.956

CFDA Title:

Targeted Air Sheds Grant Program

**\* 12. Funding Opportunity Number:**

EPA-OAR-OAQPS-20-01

\* Title:

2019 & 2020 Targeted Airshed Grant Program

**13. Competition Identification Number:**

Title:

**14. Areas Affected by Project (Cities, Counties, States, etc.):**

Add Attachment

Delete Attachment

View Attachment

**\* 15. Descriptive Title of Applicant's Project:**

Purchase of Two 35 Foot Low-Floor Battery Electric Zero Emission Transit Buses including All Necessary Infrastructure Charging Equipment for One Overnight Charging Location at the Nevada County Operations Center Sufficient for Two Vehicles.

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

**Application for Federal Assistance SF-424**

**16. Congressional Districts Of:**

\* a. Applicant

\* b. Program/Project

Attach an additional list of Program/Project Congressional Districts if needed.

Add Attachment

Delete Attachment

View Attachment

**17. Proposed Project:**

\* a. Start Date:

\* b. End Date:

**18. Estimated Funding (\$):**

* a. Federal	<input type="text" value="2,460,653.00"/>
* b. Applicant	<input type="text" value="0.00"/>
* c. State	<input type="text" value="0.00"/>
* d. Local	<input type="text" value="0.00"/>
* e. Other	<input type="text" value="0.00"/>
* f. Program Income	<input type="text" value="0.00"/>
* g. TOTAL	<input type="text" value="2,460,653.00"/>

**\* 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

a. This application was made available to the State under the Executive Order 12372 Process for review on

b. Program is subject to E.O. 12372 but has not been selected by the State for review.

c. Program is not covered by E.O. 12372.

**\* 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**

Yes  No

If "Yes", provide explanation and attach

Add Attachment

Delete Attachment

View Attachment

**21. \*By signing this application, I certify (1) to the statements contained in the list of certifications\*\* and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances\*\* and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

\*\* I AGREE

\*\* The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

**Authorized Representative:**

Prefix:  \* First Name:

Middle Name:

\* Last Name:

Suffix:

\* Title:

\* Telephone Number:

Fax Number:

\* Email:

\* Signature of Authorized Representative:

\* Date Signed:

**BUDGET INFORMATION - Non-Construction Programs**

OMB Number: 4040-0006  
Expiration Date: 02/28/2022

**SECTION A - BUDGET SUMMARY**

Grant Program Function or Activity (a)	Catalog of Federal Domestic Assistance Number (b)	Estimated Unobligated Funds		New or Revised Budget		
		Federal (c)	Non-Federal (d)	Federal (e)	Non-Federal (f)	Total (g)
1. County of Nevada Transit Services Division	66.956	\$ <input type="text"/>	\$ <input type="text"/>	\$ 2,460,653.00	\$ <input type="text"/>	\$ 2,460,653.00
2.	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
3.	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
4.	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<b>5. Totals</b>		\$ <input type="text"/>	\$ <input type="text"/>	\$ 2,460,653.00	\$ <input type="text"/>	\$ 2,460,653.00



**SECTION B - BUDGET CATEGORIES**

6. Object Class Categories	GRANT PROGRAM, FUNCTION OR ACTIVITY				Total (5)
	(1)	(2)	(3)	(4)	
	County of Nevada Transit Services Division				
a. Personnel	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
b. Fringe Benefits	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
c. Travel	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
d. Equipment	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
e. Supplies	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
f. Contractual	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
g. Construction	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
h. Other	2,460,653.00	<input type="text"/>	<input type="text"/>	<input type="text"/>	2,460,653.00
i. Total Direct Charges (sum of 6a-6h)	2,460,653.00	<input type="text"/>	<input type="text"/>	<input type="text"/>	\$ 2,460,653.00
j. Indirect Charges	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	\$ <input type="text"/>
k. TOTALS (sum of 6i and 6j)	\$ 2,460,653.00	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>	\$ 2,460,653.00
7. Program Income	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>

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Prescribed by OMB (Circular A -102) Page 1A

**SECTION C - NON-FEDERAL RESOURCES**

(a) Grant Program		(b) Applicant	(c) State	(d) Other Sources	(e)TOTALS
8.	County of Nevada Transit Services Division	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
9.	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
10.	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
11.	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
12. TOTAL (sum of lines 8-11)		\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>

**SECTION D - FORECASTED CASH NEEDS**

	Total for 1st Year	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
13. Federal	\$ <input type="text" value="615,163.25"/>	\$ <input type="text" value="153,790.81"/>	\$ <input type="text" value="153,790.81"/>	\$ <input type="text" value="153,790.81"/>	\$ <input type="text" value="153,790.81"/>
14. Non-Federal	\$ <input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
15. TOTAL (sum of lines 13 and 14)	\$ <input type="text" value="615,163.25"/>	\$ <input type="text" value="153,790.81"/>	\$ <input type="text" value="153,790.81"/>	\$ <input type="text" value="153,790.81"/>	\$ <input type="text" value="153,790.81"/>

**SECTION E - BUDGET ESTIMATES OF FEDERAL FUNDS NEEDED FOR BALANCE OF THE PROJECT**

(a) Grant Program		FUTURE FUNDING PERIODS (YEARS)			
		(b)First	(c) Second	(d) Third	(e) Fourth
16.	County of Nevada Transit Services Division	\$ <input type="text" value="615,163.25"/>	\$ <input type="text" value="615,163.25"/>	\$ <input type="text" value="615,163.25"/>	\$ <input type="text" value="615,163.25"/>
17.	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
18.	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
19.	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
20. TOTAL (sum of lines 16 - 19)		\$ <input type="text" value="615,163.25"/>	\$ <input type="text" value="615,163.25"/>	\$ <input type="text" value="615,163.25"/>	\$ <input type="text" value="615,163.25"/>

**SECTION F - OTHER BUDGET INFORMATION**

21. Direct Charges: <input type="text"/>	22. Indirect Charges: <input type="text"/>
23. Remarks: <input type="text"/>	

**Project Title** Purchase of Two 35 Foot Low-Floor Battery Electric Zero Emission Transit Buses including All Necessary Infrastructure Charging Equipment for One Overnight Charging Location at the Nevada County Operations Center Sufficient for Two Vehicles.

**Applicant Information**

California Air Resources Board  
1001 I Street, P.O. Box 2815  
Contact: Earl Withycombe, Air Resources Engineer  
Phone: (916) 322-8487  
Fax: (916) 322-3646  
Email: [earl.withycombe@arb.ca.gov](mailto:earl.withycombe@arb.ca.gov)  
DUNS Number: 19593027

Application submitted on behalf of:  
Northern Sierra Air Quality Management District  
200 Litton Drive, Suite 320  
Grass Valley, CA 95945  
Contact: Gretchen Bennitt, Executive Director  
Phone: (530) 274-9360, Extension 102  
Fax: (530) 274-7546  
Email: [gretchen@myairdistrict.com](mailto:gretchen@myairdistrict.com)

**Budget Summary**

<b>EPA Funding Requested</b>	<b>Voluntary Cost Share</b>	<b>Total Project Cost</b>
<b>\$2,460,653</b>	<b>\$0</b>	<b>\$2,460,653</b>

**Project Period**

Project Start: August 1, 2020      Project End: August 31, 2024

**Project Description**

The proposed project is for the purchase of two 35-foot battery electric zero emission transit buses and all associated charging infrastructure, both overnight trickle and on-route fast charging. This purchase will replace two 30-foot diesel cutaway buses and supports expansion of core bus service.

**Project Location**

The project is located entirely in the Western Nevada County (CA) Ozone Nonattainment Area, situated in the Sierra Nevada foothills.

## *Workplan*

### Section 1 – Project Summary and Approach

#### A. Ongoing, Significant Emissions Reductions and Consideration of Other Activities

- a. The County of Nevada Transit Services Division is proposing the purchase of two 35 foot low floor transit style Zero Emission Buses and all related slow and fast vehicle charging infrastructure to replace two 30 foot El Dorado Aero Elite 290 diesel cutaways. The proposed vehicles will be used entirely within the Western Nevada County Ozone Nonattainment Areas, serving the communities of Grass Valley and Nevada City along the SR49/SR20 corridor.

Staff is proposing to purchase two Gillig 35 foot Battery Electric Low Floor Plus buses via options on the Commonwealth of Virginia contract (IFB #2712), two Charge Point CPE 250 charging stations and one Power Block charger.

The proposed project is consistent with current California Air Resources Board requirements for California transit agencies to move to zero emissions fleets by 2026 (small rural agencies) and supports the overarching goal of reducing statewide emissions by replacing diesel engine vehicles with zero emission battery electric vehicles. The proposed project is consistent with County goals as well as the capital replacement plan included in the Western Nevada County Transportation Development Plan Update (2016).

As a public transit provider the Transit services division is always searching for ways to improve operations and customer service. The proposed project will provide significant operational benefits which in turn will provide enhanced customer service and improved overall customer satisfaction and ultimately emissions reductions.

By replacing the current cutaway vehicles with low floor transit style buses staff expects to see significant reductions in route running times, between 5 and 10 minutes per run, due to improved wheelchair loading and unloading times. The current average load and unload time for wheelchairs is approximately 5 minutes for each, with the proposed ZEB low floor transit style buses that duration drops to between 30 – 90 seconds. This equates to a potential savings of up to 90 minutes (1.5 WC/run\*12 runs\*5 min) per route per day of scheduled time on route which is typically spent idling. Based on the current projections of using the ZEB vehicles on two main routes, the reduced idling time per day could reach a maximum of 90 minutes per day. This reduction in run times will lead to improved on-time performance which may lead to enhanced ridership.

The improvement in on-time performance and the ease of boarding and alighting for all passengers is expected to improve customer satisfaction, reduce potential passenger conflict due to delays and improve employee morale.

The proposed project also supports the implementation of service enhancement recommendations from the Western Nevada County Transportation Development Plan Update (WNCTDP) which include enhanced service frequency within the core nonattainment areas of Grass Valley and Nevada City. The WNCTDP recommends increasing headway frequency from 60 minutes to 30 minutes on routes 1 and 4, which specifically serve Nevada City and Grass Valley. Implementation of these frequency improvements have the potential to increase transit ridership by up to 40 percent annually (approximately 105,000 annual unlinked passenger trips) based on past empirical data.

B. Emission Inventory and Progress Towards Attainment

- a. This project proposes to replace two 30 foot El Dorado Aero Elite diesel cutaway buses used for daily public transit operations which span up to 14 hours per day. The current vehicles have the following emissions:

			Average	45 MPH	Total	
Annual Emissions Per Bus =			45.4	1.4	46.8	lb NOx/yr
		=	0.1	0.0	0.1	lb ROG/yr
			Average	45 MPH	Total	
Total Annual Emissions =			90.9	2.7	93.6	lb NOx/yr
			0.2	0.0	0.3	lb ROG/yr

Total emissions reduction specific to the replaced vehicles is 100 percent based on emissions for Zero Emission Buses. These emission reductions will be ongoing and are compliant with California Air Resource Board guidelines.

Additional expected co-benefits are ridership increases which will lead to emissions and Vehicle Miles Traveled reductions. Based on data obtained from prior service years wherein transit provided 30 minute headways on route 1, as is intended with the proposed project vehicles, staff estimates that passenger vehicle reductions due to mode shifting will 69,224 VMT per years. Average annual emissions over the 14 year life of the electric buses for displaced passenger vehicle use will be:

Passenger Vehicle Emission Factors =			0.060	gram NOx/mile
			0.068	gram ROG/mile
Annual Emissions =			9.2	lb NOx/yr
		=	10.4	lb/ROG/yr

Total annual emission reductions will be:

Net Emissions Reductions =		102.7	lb NOx/yr
	=	10.7	lb ROG/yr

These figures are based on a three year project cycle with an estimated ridership increase of 63,000.

C. Innovative Emission Reductions

- a. This project utilizes the most current, efficient user friendly products available to meet the specified emissions reduction targets. As a rural transit agency there are limited opportunities to directly and significantly impact emissions within our community. The transit bus fleet is the largest and most impactful component of vehicle emissions within the County. The proposed bus replacement project allows us to meet emissions reduction objectives through the purchase of Zero Emission Buses while also helping to improve operating efficiency and overall customer satisfaction.

By reducing fleet vehicle emissions and potentially increasing transit ridership through increased frequency of service we have the ability to meet needed emissions reductions, reduce community VMT and create a countywide acceptance of public transit which will possibly reduce future dependence on personal vehicles.

This project meets current CARB transit fleet requirements for emissions reductions and supports the capital replacement recommendations included in the Western Nevada County Transportation Development Plan Update. In addition, the proposed project has been included within the infrastructure design aspects of the newly built Nevada County Operations Center, meaning that the electrical charging infrastructure requirements are already addressed and planned for within that project.

D. Roles and Responsibilities

- a. CARB will accept the grant and monitor compliance by Northern Sierra AQMD with all grant requirements.

Northern Sierra AQMD will pass grant funds to the County of Nevada Transit Services Division and monitor compliance with sub-awardee grant requirements.

As the sub-grantee the County of Nevada Transit Services Division is responsible for the identification of the desired vehicles which meet the Zero Emissions Bus requirements, ensuring all Federal procurement procedures are followed in accordance with best practices, procurement of all project related equipment and proper administration of all grant funds in accordance with grant guidelines.

## Section 2 – Community Benefits, Engagement and Partnerships

### A. Community Benefits

- a. Western Nevada County is located in the heart of California’s Gold Rush country. Western Nevada County is bounded by Sierra County to the north, Placer County to south, and Yuba County to the west. Western Nevada County covers approximately 618 square miles, ranging in elevation from near sea level in the southwest to roughly 5,500 feet at Bowman Lake in the northeast. Western Nevada County is traversed by three main highways: State Route (SR) 49 running north-south, SR 20 running east-west, and SR 174 running between Grass Valley and Colfax, just south of the county boundary.

The main economic and population centers in Western Nevada County consist of Nevada City and Grass Valley, which are situated below the heavy snows of the Sierra Nevada. Nevada City serves as the county seat. The only other incorporated community in Western Nevada County is Grass Valley, located approximately 4 miles southwest of Nevada City. There are also a number of important residential areas in the outlying portions of the study area, including Lake Wildwood, Penn Valley, Lake of the Pines, Chicago Park, and North San Juan. Significantly, much of Western Nevada County is designated as low-income according to AB1550 mapping.

The proposed project will significantly reduce emissions related to transit fleet vehicles operating within the effected nonattainment zone thereby improving air quality within the Western Nevada County region. These reductions will be ongoing for the life of the purchased vehicles, estimated at a minimum of 14 years.

In addition to the specific transit fleet emissions reductions there will be co-benefits associated with improved transit operations. The expected co-benefits of the proposed project are as follows.

**Improve transit system efficiency:** Given the reduction of time required for passenger loading and unloading, specifically wheelchair passengers, it is estimated that system on-time performance may improve up to 20 percent. This would equate to improving on-time performance from approximately 60-65 percent currently to 80-85 percent.

Additionally, with the reduction of time required to load and unload passengers staff estimates a reduction of up to 90 minutes per day of diesel engine idling on the routes specified to utilize the project vehicles.

Another projected benefit to the community is the fact that, with the addition of the project vehicles, staff intends to increase route frequency from 60 minute headways to 30 minute headways on core routes within Nevada City and Grass Valley. This frequency increase is projected to result in a ridership increase of up

to 63,000 passenger trips annually which will may result in a reduction of up to 69,224 vehicle miles traveled per year. This amounts to a reduction of up to 50 metric tons of GHG.

Ultimately the proposed project will help to create a modern efficient transit fleet which is instrumental in the improvement of the Western Nevada County transit system. The zero emissions buses will provide a comfortable, time saving way for members of low-income designated communities to travel for essential life functions. The system efficiency improvements will make transit a reasonable, attractive alternative to driving a personal vehicle for current non-transit users.

#### B. Community Engagement and Partnerships

- a. The proposed project is supported by the Transit Services Commission, which is the policy board for the County of Nevada Transit Services Division, and the ATCI-MAPCO/Social Services Transportation Advisory Council.

If approved, the purchased vehicles will undergo exterior wraps which will be based on art designs produced by local Western Nevada County artists. The bus wrap project is being done in partnership with the Nevada County Arts Council and will be annual competitive program which includes design submissions which are then submitted to the community for final design choice. In this way the community will have direct input into the overall appearance of the transit fleet.

### Section 3 – Project Sustainability

- A. The proposed project is the first step for the County of Nevada Transit Services Division in achieving the meeting of the CARB zero emissions goal for transit fleets. This project will allow the division to complete an initial procurement large enough to purchase multiple vehicles, which is necessary to implement the battery electric technology. This project will also provide a sufficient delay to allow for improvements in zero emission cutaway vehicles for them to be viable long-term fleet solutions. Going forward staff will identify a staggered fleet replacement schedule which will minimize the annual financial burden to the greatest extent possible, while still meeting the mandated timeline to achieve a zero emissions fleet.

In partnership with the Nevada County Transportation Commission, Northern Sierra Air Quality Management District and Caltrans the transit services division will develop a capital replacement plan utilizing multiple funding sources including: State Local Transportation Funds, State Transit Assistance funds, Low Carbon Transit Operations Program funds and Federal Transit Administration grant opportunities.

In addition to the purchase of zero emissions transit fleet, the transit services division will seek to continually enhance the transit services provided to the communities of Western Nevada County. These service enhancements will strive to remove gaps in service, broaden appeal and encourage system connectivity with neighboring communities.



Section 4 – Environmental Results – Outcomes, Outputs and Performance Measures

A. Expected Project Outputs and Outcomes

- a. The proposed project is designed to replace two 30 foot El Dorado Aero Elite diesel cutaway medium-duty transit buses with two Gillig 35-foot Battery Electric Low Floor Plus zero emission buses.

The two El Dorado cutaways are currently in revenue service approximately 14 hours per day and have the following emissions outputs.

<b>Anticipated Outputs and Outcomes</b>	
<b>Outputs</b>	<b>Outcomes</b>
Replace two 30 foot El Dorado Aero Elite diesel cutaway buses with battery electric zero emissions buses	Annual diesel cutaway NOx Emissions Reduced: 93.6 lbs./year
	Annual diesel cutaway ROG emissions Reduced: 0.3 lbs./year
	Lifetime diesel cutaway NOx Emissions Reduced: 655.2 lbs. (7 yr. ULB)
	Lifetime diesel cutaway ROG emissions Reduced: 2.1 lbs. (7 yr. ULB)
	Annual Diesel Fuel Reduced: 10,129 gallons
	Lifetime Diesel Fuel Reduced: 70,905 gallons

B. Performance Measures

- a. Project performance measure may include, but not be limited to, the following.
  - i. Oversight of the procurement process via the County of Nevada Purchasing Division;
  - ii. Tracking and reporting expenditures to all required agencies;
  - iii. Providing accurate and achievable milestone progress reports as compared to projected milestones;
  - iv. Providing visual and written documentation of receipt of vehicles, including start date of service.

C. Performance Plan

- a. In conjunction with California Air Resources Board, the Northern Sierra Air Quality Management District and the County of Nevada Purchasing Division the Transit Services Division will follow established Federal Transit Administration (FTA) procurement guidelines for the procurement of transit vehicles via piggyback on an established contract which has assignable options. Once the proposed vehicles are received and placed in service the emissions reductions will be realized as the current vehicles are removed from service.

#### D. Timeline and Milestones

	<u>Milestone Description</u>	<u>Est. Comp. Date</u>
1.	RFP/IFB OUT FOR BID	12/12/19
	This is a procurement through the assignment of existing contracting rights (piggyback) with Commonwealth of Virginia (IFB#2712).	
2.	CONTRACT AWARDED	August 2020
	Commonwealth of Virginia awarded the contract on MM/DD/YYYY to Gillig LLC. County of Nevada Transit Services Division will be assigned existing contract rights (piggyback) on the Commonwealth of Virginia's procurement.	
3.	NTP-Gillig LLC	August 2020
4.	FIRST VEHICLE DELIVERED	August 2022
5.	ALL VEHICLES DELIVERED	October 2022
6.	CONTRACT COMPLETE <i>(Use date of final payment)</i>	December 2022

#### Section 5 – Programmatic Capability and Past Performance

##### A. Management, Completion and Reporting Requirements

- a. With respect to grant management, CARB has accepted several U.S. EPA grants in the past three years, including: Section 105 Air Pollution Control Financial Assistance Grant (Grant Number A-00901315), PM 2.5 Monitoring Network Grant (Grant Number PM-00T41301), and the State Clean Diesel Grant (Grant Number DS-99T62501). Each of these recent grants represents a continuation of a multi-year, multi-million dollar grant from U.S. EPA. For each grant, CARB has completed all grant agreement terms and completed (or expects to complete) the approved work plans to expeditiously apply funds to shared U.S. EPA and CARB air quality goals. CARB has documented progress on these grants through submittal of required reports and inputting collected data into state and national databases, as appropriate per the grant terms.

Additionally, CARB has extensive experience implementing multi-million-dollar incentives programs, such as the Lower-Emission School Bus Program, the Carl Moyer Memorial Air Quality Standards Attainment (Moyer) Program, Goods Movement Emission Reduction (Goods Movement) Program, the Air Quality Improvement Program (AQIP), and the Providing Loan Assistance for California Equipment (PLACE) Program. CARB's experience in these programs has established solid working relationships with Air Districts as well as engine/equipment and retrofit manufacturers and vendors necessary for successfully implementing the proposed project.

- b. The Northern Sierra AQMD has administered a \$2.5 million 2015 U.S. EPA Targeted Airshed Grant to change out 600 wood stoves and a \$3.2 million 2018

U.S. EPA Targeted Airshed Grant to change out 300 wood stoves, all in the Portola, California PM<sub>2.5</sub> nonattainment area.

- c. The sub-recipient, County of Nevada transit Services Division, does not have any similar Federally funded assistance agreements within the past three years. The Transit Services Division is a recipient of FTA 5311 funds on an annual basis. Staff has submitted a successful FTA 5339 Bus and Bus Facilities grant for \$500,000 for the construction of bus wash facilities. This grant award is currently pending.

B. Not Applicable

C. Staff Expertise

- a. The project lead at CARB is Earl Withycombe, Air Resources Engineer. He has experience in administering several U.S. EPA Section 105 Border Activity grants relating to Salton Sea and monitoring activities.

The project lead at the Northern Sierra AQMD is Ms. Gretchen Bennett, Executive Director. She has experience in administering two U.S. EPA Targeted Airshed grants for wood stove changeouts in the Portola PM<sub>2.5</sub> nonattainment area.

The project lead for the County of Nevada is Mr. Robin Van Valkenburgh, Transit Services Division Manager. He has been a Transit Manager/Planner for the past 15 years with various organizations. During this time he has successfully applied for and was awarded an FTA 5309 Bus and Bus Facilities grant in the amount of \$18 million (2012 – Butte County Association of Governments) for the construction of a new Transit Operations and Maintenance Facility; multiple transit bus procurements and various technology procurements.

## Section 6 – Leveraged Funding

The County of Nevada is not proposing any leveraged funding.

## Section 7 – Budget

A. Expenditure of Awarded Funding

- a. Per County of Nevada policy upon notification of grant award, the Transit Services Manager will submit a grant acceptance Board of Supervisors agenda item to formally accept the grant award and allow expenditures against the grant funds. At this time a separate fund account will be established by the County to ensure transparency and simplify interest tracking.
- b. Once a Notice to Proceed has been issued for the procurement of the vehicles all invoices will be processed by the Transit Services Division accounting tech in accordance with established County policy and grant procedures. All expenditures will require signature by the Transit Services Manager.

- c. Each invoice submitted for payment by the Transit Services Division will be reviewed by the County auditor/controllers office for accuracy and eligibility.
- d. Milestone progress reports will be submitted and will include any invoices processed during the reporting period.

B. Budget Table: Other – Cost-pass through to the District

Line Item & Itemized Cost	EPA Funding	Non-Federal Share
Equipment		
2 – 35 foot Battery Electric Low Floor Plus buses (\$856,815/bus + tax)	\$1,842,153	
2 – CPE 250 (62.5kw) chargers @ \$53,750/unit	\$107,500	
1 – Power Block (156kW DC charger) @ \$129,000/unit	\$129,000	
<b>Total Equipment</b>	<b>\$2,078,653</b>	
Contractual		
Charging equipment installation (Ops Facility+Transit Center)	\$382,000	
<b>Total Contractual</b>	<b>\$382,000</b>	
<b>Total Pass-through to the District</b>	<b>\$2,460,653</b>	
<b>Total Project Cost</b>	<b>\$2,460,653</b>	



COMMONWEALTH OF VIRGINIA  
DIVISION OF PURCHASES AND SUPPLY  
STANDARD CONTRACT

1111 East Broad Street  
RICHMOND, VA 23219

Contract Number E194- 81688 MA6462

Between

THE COMMONWEALTH OF VIRGINIA

and

GILLIG, LLC

12 Year Low Floor Transit Buses

Battery- Powered Electric

This contract entered into this 1<sup>st</sup> day of July, 2019 by Gillig, LLC. called the "Contractor" and the Commonwealth of Virginia, Division of Purchases and Supply, called the "Purchasing Agency".

WITNESSETH that the Contractor and Purchasing Agency, in consideration of the mutual covenants, promises and agreements herein contained, agree as follows:

SCOPE OF CONTRACT: The Contractor shall provide the above goods/services to the Purchasing Agency as set forth in the Contract Documents.

PERIOD OF PERFORMANCE: July 1, 2019 through June 30, 2021 with three one-year renewal options

The contract documents shall consist of:

1. This signed form
2. The following portions of the Invitation for Bids #2712 "Electric Transit Buses, Low Floor, 12 Year Type" dated 3/11/19:
  - a) The Contractor's bid dated 4/15/19 and addenda all of which documents are incorporated herein
  - b) The General Terms and Conditions
  - c) The Special Terms and Conditions

IN WITNESS WHEREOF, the parties have caused this contract to be duly executed intending to be bound thereby

GILLIG, LLC

COMMONWEALTH OF VIRGINIA

By: J Policarpio  
Name: JOSPEH POLICARPIO  
Printed

By: Dennis M. Donahue  
Name: Dennis M. Donahue  
Printed

Title: VICE PRESIDENT

Title: Contract Manager

Date: JUNE 18, 2019

Date: JUNE 24, 2019

*NOTE: This public body does not discriminate against faith-based organizations in accordance with the Code of Virginia, §2 2-4343 1, or against a bidder because of race, religion, color, sex, national origin, age, disability, sexual orientation, gender identity, political affiliation, or veteran status or any other basis prohibited by state law relating to discrimination in employment.*

1	DATE:	7/1/19
2	CONTRACT PERIOD:	7/1/19 thru 6/30/21
3	PURPOSE:	Contract Award
4	AUTHORIZED USERS:	Ref. Section 2
5	CONTRACTOR'S eVA VENDOR ID#:	E39326
6	CONTRACTOR:	Gillig, LLC
7	CONTRACTOR CONTACT:	Ref. Section 1
8	PAYMENT TERMS:	Net 30
9	DELIVERY:	F.O.B. Destination
10	MINIMUM ORDER:	No Minimum Order Required
11	CONTRACT PRICES:	Ref. Section 4
12	DPS CONTRACT OFFICER:	Dennis Donahue Phone: 804-786-5410 <a href="mailto:dennis.donahue@dgs.virginia.gov">dennis.donahue@dgs.virginia.gov</a>

ADDITIONAL COPIES OF CONTRACTS AND ANY ASSOCIATED CONTRACT CHANGES ARE AVAILABLE ON THE DPS WEBSITE: [www.eva.virginia.gov](http://www.eva.virginia.gov) under the State Contracts webpage.

This contract is the result of a competitive bid program and its use is optional. This contract is a cooperative agreement. Therefore, in addition to Authorized Users referenced above, other government bodies and entities outside of Virginia may use this contract.

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SECTION	DESCRIPTION
1	CONTRACTOR INFORMATION
2	GENERAL INSTRUCTIONS
3	SCOPE OF WORK AND SPECIAL TERMS AND CONDITIONS
4	GOODS & PRICING SCHEDULE, WARRANTY INFORMATION
5	CONTRACTOR SERVICE AND PARTS SUPPORT DATA
6	THIRD PARTY PARTICIPANTS REPORT
7	FEDERAL CERTIFICATIONS

**1. CONTRACTOR INFORMATION**

<b>Contractor</b>	<b>eVA Vendor ID#</b>	<b>Location Address</b>	<b>Contact Information</b>
Gillig, LLC	<u>E39326</u>	451 Discovery Drive Livermore, CA 94551	James Ryan, Sales Manager Tel.: 510-325-6958 Fax: 510-785-6819 Email: <a href="mailto:jim.ryan@gillig.com">jim.ryan@gillig.com</a>



## **2. GENERAL INFORMATION**

1. **Ordering Method:** All departments, institutions and agencies of the Commonwealth of Virginia (Commonwealth) using this contract must order items by issuing purchase orders through eVA. The orders will be governed by this agreement and the terms and conditions contained in the separate agreement for participation in eVA executed by the contractor.
2. **Purchase Order Information:** When placing an eVA catalog order, each line of the requisition must be identified with the correct Contractor Name and Location (eVA Vendor ID#), contract item number, full item description and the contract unit price. The exact Contract Number, as shown on page 1, **must** be inserted in the Contract Number field for each line item of the eVA requisition. Purchase orders not bearing the correct contract number in the appropriate location will be non-compliant and may not be considered a purchase against this contract.
3. **Ordering Entity Acceptance:** Inspection and acceptance upon delivery and approval of contractor's invoice is the responsibility of the receiving entity.
4. **Complaints:** Any complaint that is due to a violation or breach of the Contract provisions shall be reported on an official DPS "PROCUREMENT COMPLAINT FORM." To facilitate notification, this form shall be completed by the Virginia ordering entity and sent to the contract vendor, with a copy sent to DPS to the address shown on the form. Contract vendors shall also use this form to initiate complaints concerning Virginia entities. This form may be downloaded from the internet at the following link <http://eva.virginia.gov> and clicking on "I Buy for Virginia."
5. **Changes:** Any changes whether for increases or decreases in pricing, delivery terms or additional options must be approved by the Division of Purchases and Supply in advance of issuance of the purchase order. Disputes between the ordering agency and the vendor will be resolved in accordance with the terms of the contract and any change orders/renewals unless prior approval was granted by DPS.
6. **Authorized Users:** Unless otherwise instructed by the Division of Purchases and Supply (DPS), all state agencies, institutions of higher education, and other public bodies and entities are authorized to use the Contract by the Code of Virginia § 2.2-1110. Additionally, those specified by the Code of Virginia §2.2- 1120, to include private institutions of higher education chartered in Virginia and granted tax-exempt status under §501(c)(3) of the Internal Revenue Code.

The Metropolitan Washington Council of Governments (MWCOG) and members of MWCOG shall also be included as Authorized Users of this Contract.

Third party users as referenced herein Section 3-E "Use of Agreement by Third Parties."

7. **Copies of Contract-Related Documents shall be requested directly from the contractor.** Such documents may include the solicitation (Invitation for Bids- IFB #2712 dated 3/11/19), contractor's bid response, signed FTA Certificates i.e. Buy America, Compliance w/ Buy America Rolling Stock Requirements and other related documents.

### **3. SCOPE OF WORK AND SPECIAL TERMS AND CONDITIONS**

#### **A. SCOPE OF WORK**

Contractor shall provide and deliver 12 year, low floor battery- powered electric transit buses per the specifications described in Section 4 “Goods & Pricing Schedule, Warranty Information” and be compliant with current Federal Transit Administration (FTA) and Fixing Americas Surface Transportation (FAST) Act regulations, upon delivering and invoicing. All buses shall be powered by an electric propulsion system and be new and unused. Buses shall have a minimum expected life of twelve (12) years or 500,000 miles, whichever comes first.

#### **B. CANCELLATION OF CONTRACT**

The purchasing agency reserves the right to cancel and terminate any resulting contract, in part or in whole, without penalty, upon 60 days written notice to the contractor. In the event the initial contract period is for more than 12 months, the resulting contract may also be terminated by the contractor, without penalty, after the initial 12 months of the contract period upon 60 days written notice to the other party. Any contract cancellation notice shall not relieve the contractor of the obligation to deliver and/or perform on all outstanding orders issued prior to the effective date of cancellation.

#### **C. TERM / RENEWAL OF CONTRACT**

The initial period of the contract will be for two (2) years, with three (3) potential one – year renewal periods. Therefore the initial term will be July 1, 2019 through June 30, 2021. This contract may be renewed by the Commonwealth upon written agreement of both parties under the terms of the current contract, and at a reasonable time (approximately 90 days) prior to the expiration.

#### **D. PRICE ESCALATION / DE-ESCALATION:** Price adjustments may be permitted for changes in the contractor’s cost of materials not to exceed the increase in the following index/indices: Bureau of Labor Statistics “Table 9-Producer Price Index for Truck and Bus Bodies, Series No. 1413.” No price increases will be authorized for 365 calendar days after the effective date of the contract. Price escalation may be permitted only at the end of this period and each 365 days thereafter and only where verified to the satisfaction of the purchasing office. However, “across the board” price decreases are subject to implementation at any time and shall be immediately conveyed to the Commonwealth.

Contractor shall give not less than 60 days advance notice of any price increase to the purchasing office. Any approved price changes will be effective only at the beginning of the calendar month following the end of the full 60-day notification period. The contractor shall document the amount and proposed effective date of any general change in the price of materials. Documentation shall be supplied with the contractor’s request for increase which will: (1) verify that the requested price increase is general in scope and not applicable just to the Commonwealth of Virginia; and (2) verify the amount or percentage of increase which is being passed on to the contractor by the contractor’s suppliers.

The purchasing office will notify the using agencies and contractor in writing of the effective date of any increase which it approves. However, the contractor shall fill all purchase orders received prior to the effective date of the price adjustment at the old contract prices. The contractor is further advised that decreases which affect the cost of materials are required to be communicated immediately to the purchasing office.

#### **E. USE OF AGREEMENT BY THIRD PARTIES**

In accordance with the Code of Virginia § 2.2-4304, entitled “Cooperative Procurement,” the intent of this Contract is to allow for such cooperative procurement to the maximum extent possible outside the Commonwealth. Accordingly, any public body or public institution or other FAST Act grantee outside the Commonwealth shall also be deemed an “Authorized User” for purposes of using this Contract and may access and use this Contract, in accordance with the ordering provisions governing this Contract, together with all other Contract terms and conditions herein.

Participation in this cooperative procurement by any Authorized User in Virginia or outside Virginia is optional.

This Contract may be used by Authorized Users to purchase goods and/or services in accordance with prices listed in Section 4 "Goods & Pricing Schedule, Warranty Information" attached hereto and incorporated herein.

This is a master contract and no modification of the Contract or an assignment agreement from Virginia is required for a third party Authorized User to participate.

Copies of Contract-Related Documents shall be requested directly from the contractor. Such documents may include the solicitation (Invitation for Bids- IFB #2712 dated 3/11/19), contractor's bid response, and signed FTA certificates i.e. Buy America, Compliance w/ Buy America Rolling Stock Requirements and other related documents.

Each Authorized User shall accept sole responsibility for placing orders and/or payments directly with the Contractor and will fully and independently administer their use of this Contract to include contractual disputes, and invoicing and payments, without direct involvement from DPS. The Commonwealth and DPS shall have no liability or responsibility for any payment or performance dispute associated with an order, and the Authorized User and Contractor agree that they shall look solely to each other for any relief associated with the Order. In no event shall any dispute or breach regarding one or more orders by Authorized Users be grounds for the Contractor to terminate this Contract or pursue any other sort of relief against the Commonwealth, DPS, or Authorized Users who did not place the order(s) in dispute.

Notwithstanding General Term and Condition "B" ("APPLICABLE LAWS AND COURTS"), with respect to Authorized Users located outside of Virginia, the laws and regulations of the state in which the Authorized User is located, without regard to such state's choice-of-law provisions, will govern this Contract as it applies to orders placed by that Authorized User, and any litigation with respect to that Authorized User's orders shall be brought and maintained only in the appropriate state court of competent jurisdiction of the state in which the Authorized User is located. Notwithstanding General Term and Condition "A" ("VENDORS MANUAL"), the procedure for filing contractual claims against an Authorized User located outside Virginia shall be the procedure for filing claims against public bodies as specified by the laws of the state in which that Authorized User is located. If the laws of the state in which an Authorized User is located require inclusion of specific terms in contracts of public bodies in that state, then those terms are deemed to be incorporated by reference in this Contract for purposes of orders from that Authorized User, unless such terms impose materially greater burdens on the Contractor and the Contractor notifies the Authorized User of this fact in writing promptly after receiving the order, in which case the order shall be deemed cancelled. The above incorporation of terms applies only if the Authorized User includes in its purchase order a specific reference to the specific statutes or regulations of that state which specify the additional required terms.

The use of the Contract does not preclude any participating Authorized User from using other agreements or competitive processes as their needs may require.

**F. AUTHORIZED REPRESENTATIVES**

This Contract may be modified in accordance with §2.2-4309 of the Code of Virginia. Such modifications may only be made by the representatives authorized to do so denoted below, or their duly authorized designees. No modifications to this contract shall be effective unless in writing and signed by the duly authorized representative of both parties, delineated below. No term or provision hereof shall be deemed waived and no breach excused unless such waiver or consent to breach is in writing.

Authorized Representatives:

**COMMONWEALTH OF VIRGINIA**

Dennis Donahue, Contract Officer  
1111 East Broad Street  
Richmond, VA 23219  
Tel.: 804-786-5410  
Fax: 804-786-5413  
Email: [dennis.donahue@dgs.virginia.gov](mailto:dennis.donahue@dgs.virginia.gov)

**GILLIG, LLC**

Joseph Policarpio, Vice President  
Gillig, LLC  
451 Discovery Drive  
Livermore, CA 94551  
Tel.: 800-735-1500  
Fax: 510-785-6819  
Email: [sales@gillig.com](mailto:sales@gillig.com)

## G. CONTRACTUAL DISPUTES

In accordance with Section 2.2-4363 of the Code of Virginia, Contractual claims, whether from money or other relief, shall be submitted in writing to the purchasing agency no later than 60 calendar days after final payment; however, written notice of the Contractor's intention to file such claim must be given to such agency at the time of the occurrence or beginning of the work upon which the claim is based. Pendency of claims shall not delay payment of amounts agreed due in the final payment. The purchasing agency shall render a final decision in writing within thirty (30) days after its receipt of the Contractor's written claim.

The Contractor may not invoke any available administrative procedure under Section 2.2-4365 of the Code of Virginia nor institute legal action prior to receipt of the purchasing agency's decision on the claim, unless that agency fails to render its decision within thirty (30) days. The decision of the purchasing agency shall be final and conclusive unless the Contractor, within six (6) months of the date of the final decision on the claim, invokes appropriate action under Section 2.2-4364, Code of Virginia, or the administrative procedure authorized by Section 2.2-4365, Code of Virginia.

The Department of General Services, its officers, agents and employees, including without limitation, the Contracting Officers, are executing this Agreement and any Orders issued hereunder, solely in its or their statutory and regulatory capacities as agent of the Commonwealth agency purchasing and receiving the goods or services in question and need not be joined as a party to any dispute that may arise there under.

In the event of any breach by the Commonwealth, Contractor's remedies shall be limited to claims for damages and Prompt Payment Act interest and, if available and warranted, equitable relief, all such claims to be processed pursuant to this Section. In no event shall Contractor's remedies include the right to terminate any license or support services hereunder.

## H. DELIVERY AND PRICING

Base prices for third party customers outside of Virginia, is included in Section 4 "Goods and Pricing Schedule," Part 2, "**Net Price.**" Delivery costs to third party customers outside of Virginia, should not exceed the contractor's actual out-of-pocket cost of shipping to that Authorized User's actual location by the most economical method with no mark-up. Delivery price should be agreed upon by both parties

For sales to Virginia entities and ship to locations in Virginia, all vehicles and related equipment shall include delivery - FOB destination unless otherwise stated in the body of the order. Delivery charges for Virginia customers is included in Section 4 "Goods and Pricing Schedule," Part 2, "**Total Bid Price.**"

The Agency shall assume risk of loss of vehicles and related equipment upon acceptance. Prior to acceptance, the Contractor shall assume risk of loss of vehicles and related equipment, including any damages sustained during the delivery regardless of the status of title or any payments related to the bus. If the bus is released back to the Contractor for any reason, then the Contractor assumes risk of loss upon such release. **The Contractor shall deliver the buses with an installed, functioning battery or Energy Storage System (ESS) charged with at least 25 kW of usable energy.**

Upon delivery, Authorized Users shall inspect buses with qualified Contractor personnel before accepting the bus. Following acceptance of the bus, the bus shall be put in service by qualified Contractor personnel, who shall provide training for the Authorized User. Training shall include operation and maintenance of the bus, all systems, accessories, operating procedures, and safety requirements. Placing the bus in service shall be held at a date and time to be agreed upon by the Contractor and Authorized User.

## I. FINANCIAL WARRANTY

Contractor shall ensure that the prices, discounts, incentives, and other financial terms (collectively, the "financial deal") applicable to purchases under this contract is always at least as favorable to the purchaser as the financial deal that the contractor or its affiliates make available to any public body in Virginia for the same good(s)/service(s) outside this contract. Throughout the term of this contract, if contractor (or any affiliate) makes a better financial deal available to a public body in Virginia for any good(s)/service(s) available under this contract, contractor shall immediately notify DGS of the details and, at DGS's option, sign an amendment to this contract, so that an equivalent financial deal for the affected good(s)/service(s) is also available as an option under this contract. Contractor may request exemption if the better financial deal was for a spot purchase, and DGS shall grant such request if DGS in good faith finds that the

spot purchase involved special circumstances affecting cost that would make it unfair to apply an equivalent financial deal outside of that spot purchase. Upon DGS's request (and annually), Contractor shall submit to DGS an affidavit certifying full compliance with this Section. The contractor (and any affiliate) shall waive any contractual or other right that inhibits any public body in Virginia from disclosing to DGS or others the financial terms made available to the public body, and upon request from DGS, contractor shall ensure that a signed confirmation of the waiver is provided to the public body and DGS. As used in this Section, an affiliate is any entity that controls, is controlled by, or is under common control with, the contractor.

**J. FIRST AID KITS**

Each Bus shall be equipped with a First Aid kit (large size) and a Blood borne Pathogen kit. Price for the kits shall be included in the base bus price.

**K. FTA / APTA REQUIREMENTS**

For Buses delivered to Authorized Users under this Contract, Contractor shall be in compliance with then-current, requirements established by the Federal Transit Administration (FTA) and the American Public Transportation Association (APTA), and as published on the FTA's and APTA's current website, or any-then current website existing during the term of this Contract.

**L. MAINTENANCE MANUALS:**

The contractor shall provide with each piece of equipment an operations and maintenance manual, parts list, and a copy of all warranties.

**M. EXTRA CHARGES NOT ALLOWED**

Bid pricing shall be for complete delivery ready for the Commonwealth's use and shall include all applicable freight and delivery charges; extra charges will not be allowed.

**N. eVA BUSINESS-TO-GOVERNMENT VENDOR REGISTRATION, CONTRACTS, AND ORDERS:**

To ensure maximum transparency and public access to the Commonwealth's procurement opportunities, and consistent with Code § 2.2-1110, all Authorized Users in the Commonwealth must submit orders directly with Contractor through the Commonwealth's electronic procurement website, <http://www.eva.virginia.gov>.

The eVA Internet electronic procurement solution, web site portal [www.eVA.virginia.gov](http://www.eVA.virginia.gov), streamlines and automates government purchasing activities in the Commonwealth. The eVA portal is the gateway for vendors to conduct business with state agencies and public bodies. All vendors desiring to provide goods and/or services to the Commonwealth shall participate in the eVA Internet e-procurement solution by completing the free eVA Vendor Registration. All bidders must register in eVA and pay the Vendor Transaction Fees specified below; failure to register will result in the bid being rejected.

This contract will result in multiple purchase order(s) with the applicable eVA vendor transaction fees assessed for each order from Commonwealth users. Vendor transaction fees are determined by the date the original purchase order is issued and the current fees are as follows:

For orders issued July 1, 2014, and after, the Vendor Transaction Fee is:

DSBSD-certified Small Businesses: 1%, capped at \$500 per order.

Businesses that are not DSBSD-certified Small Businesses: 1%, capped at \$1,500 per order.

Contractor shall notify the Commonwealth of Virginia, Division of Purchases and Supply (DPS) in writing by providing DPS a contract sales and usage report for any entities/participants using this Contract - which have been **invoiced and paid by the Participating Entity**.

**O. ORDER CHANGES**

Any changes to be made once a purchase order has been provided to the Contractor must be made between the Commonwealth ordering agency and the Contractor. Both parties shall agree in writing to any changes in the scope of work and any increase or decrease in the price that may result as a consequence of the changes. **No Order changes may be made verbally. Only the Commonwealth ordering agency has the right to issue a**

change to any Purchase Order.

**P. INVOICES AND PAYMENT**

INVOICES:

Contractor shall submit the invoice(s) to the address designated on the Order no later than the 10<sup>th</sup> of the month following acceptance by the Authorized User of goods and services rendered. No invoice may include any costs other than those identified in the Order referencing the Contract. Invoice(s) shall provide at a minimum:

1. Name of the ordering entity
2. Entity point of contact name
3. Description of the goods and/or services provided
4. Contract number
5. Purchase order number
6. Invoice number
7. Invoice date
8. Invoice amount

PAYMENT:

Payment will be made within thirty (30) days for Commonwealth Agencies and forty-five (45) days for Commonwealth localities of receipt of a valid invoice for all goods and/or services received and accepted. Payment is anticipated to be made by check or EDI.

Payment for Authorized Users outside the Commonwealth, shall be as agreed upon by contractor and Authorized User.

**Q. REPORTING REQUIREMENTS:**

Ref. Section 6 "Third Party Participants Report." Contractors shall complete this form, send it to the DPS contract manager for 3<sup>rd</sup> party participants outside the state of Virginia, from whom Contractor has received a purchase order to begin work. Reports shall be provided quarterly.

**R. TERMINATION FOR CONVENIENCE OF THE COMMONWEALTH:**

The contract may be terminated for the convenience of the Commonwealth by delivering to the contractor a notice of termination specifying the extent to which performance under the purchase order or contract is terminated, and the date of termination. After receipt of a notice of termination, the contractor must stop all work or deliveries under the purchase order or contract on the date and to the extent specified. There shall be no penalty to the Commonwealth when a contract is terminated for convenience.

**4. GOODS & PRICING SCHEDULE, WARRANTY INFORMATION**

See attached pages

**5. CONTRACTOR SERVICE AND PARTS SUPPORT DATA**

See attached page



**6. THIRD PARTY PARTICIPANTS REPORT**

Quarterly Report for Contractors

Contractors shall complete this form, send it to the DPS contract manager for third party participants from whom Contractor has received a purchase order to begin work

**Contractor:** \_\_\_\_\_

Participant Name/City/State: \_\_\_\_\_

Length of Bus / Model: \_\_\_\_\_

Purchase Order Date: \_\_\_\_\_

Purchase Order Qty: \_\_\_\_\_

**Contractor:** \_\_\_\_\_

Participant Name/City/State: \_\_\_\_\_

Length of Bus / Model: \_\_\_\_\_

Purchase Order Date: \_\_\_\_\_

Purchase Order Qty: \_\_\_\_\_

**Contractor:** \_\_\_\_\_

Participant Name/City/State: \_\_\_\_\_

Length of Bus / Model: \_\_\_\_\_

Purchase Order Date: \_\_\_\_\_

Purchase Order Qty: \_\_\_\_\_

**7. FEDERAL CERTIFICATIONS**

See attached pages

Manufacturer Name GILLIG  
 Model # \_\_\_\_\_  
 Description 35' Battery Electric Bus  
 Length 35'

PART 1, BASE BUS, STANDARD FEATURES	
A) Model year:	2020
B) Electric propulsion system. Drive motor manufacturer:	Cummins Continuous rated power kW: 195 kW
C) Horsepower: Peak	<u>350 kW</u> Intermediate <u>Varies</u> Continuous <u>195kW</u>
D) Transmission or gearbox manufacturer:	Not Applicable Model # _____
E) Battery or Energy Storage System (ESS) manufacturer:	Cummins
F) Battery Management System type:	Cummins Battery Management
G) Operating efficiency kW/mile:	Energy consumption will vary with ambient temperature, driving conditions, grades and other features. Estimated energy consumption range is 1.9kWh to 2.7kWh per mile. Requires fuel fired heater in low ambient temperatures to achieve estimated energy consumptions. Nominal mileage range: NOT APPLICABLE Operational mileage range: 132-180 (2.0 - 2.7 Kw/Mile) depending on bus configuration, route conditions, driver behavior and HVAC usage.
H) Vehicle curb weight lbs.:	32,860

I) Vehicle energy storage – available capacity kW / hrs. for: 150kW \_\_\_\_\_ hrs 200kW \_\_\_\_\_ hrs.  
(Include other sizes as applicable) 444kWh

J) Charging time (empty to full): Plug in \_\_\_\_\_ capacity \_\_\_\_\_ Overhead \_\_\_\_\_ capacity \_\_\_\_\_  
Depends on charger Depends on charger

K) Recharge port location on bus: Curbside Rear

L) Brakes manufacturer / braking system: Meritor/MGM Disc

M) Total Maximum Seating Capacity / Standee Capacity: 31 / 38

N) Door locations: Forward of front axle and forward of rear step transition

O) Wheelchair Locations: (1) Streetside and (1) Curbside

P) Average delivery lead time (months): 18 Months

Q) First Aid Kit (large size) and a Blood Borne Pathogen Kit manufacturer/ provider: Cintas

**PART 2, BASE BUS PRICE (All prices are to be in United States dollars)**

Discount for volume level:	1-5/each	6-10/each	11-15/each	16 + /each
Base Price:	\$797,280	\$797,280	\$797,280	\$797,280
Less discount	0 %	0 %	0 %	0 %
Net Price:	\$797,280	\$797,280	\$797,280	\$797,280
<b>Delivery Price (flat fee) for State of Virginia customers</b>	\$13,500	\$13,500	\$13,500	\$13,500
<b>Total Bid Price: State of Virginia customers (add Net Price + Delivery Prices)</b>	\$810,780	\$810,780	\$810,780	\$810,780

**PART 3, ADDITIONAL OPTIONS/ UPGRADES**

A. Purchase of Battery Charging System (Charging equipment only. No infrastructure / installation prices required.)

Use this scenario for data below: Bus has only 10% capacity left - needs to be recharged to its full / 100 % capacity.

<u>1) Plug in</u>	<u>Mgr. / Brand</u>	<u>kW</u>	<u>Recharge Time</u>	<u>Recharger Price</u>
	_____	_____	_____	\$ _____
	_____	_____	_____	\$ _____
	_____	_____	_____	\$ _____
	_____	_____	_____	\$ _____

See attached pricing for chargepoint charging equipment.

For Overhead system, complete specifications for a minimum 150kW size.  
 Include higher kW sizes available for additional overhead systems on lines provided.

<u>2) Overhead</u>	<u>Mgr. / Brand</u>	<u>kW</u>	<u>Recharge Time</u>	<u>Recharger Price</u>
	TBD	150kW	_____	\$ Quote
	_____	_____	_____	\$ _____
	_____	_____	_____	\$ _____
	_____	_____	_____	\$ _____

While not currently available, GILLIG intends to offer overhead charging during the term of this contract and will provide pricing at that time .

B.. Motors, higher gradeability available: include kW, model, order code, price

No options currently available

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

C. Optimal Drive motors available: include kW, model, order code, price

No options currently available

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

D. Spare Battery Purchase (as applicable) include kW, model, order code, price

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

E. Battery Lease Options (as applicable) include term, kW, model, order code, price

Pricing and terms are agency specific. Details available upon Agency request.

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Other: (add frequently requested equipment from customers)

Customer Supplied Tires <\$3,546>	Diesel/Electric Coolant Heater	\$5,125
Frame/Transom Windows \$3,540	Adjustable Pedals	\$1,190
Sportworks DL2 \$1,839	LED Low Beam Headlamps	\$438

Training Not included in Base Bus Price  
 Percent discount on above equipment and all other options not listed above? N/A % GILLIG does not have standard list pricing so this does not apply.

**PART 4, WARRANTY**

Standard Warranty Basic Bus minimum shall be 12 Months or 50,000 miles, whichever comes first  
 Include coverage description and number of years.

Vehicle: Refer to enclosed warranty documentation

\_\_\_\_\_

\_\_\_\_\_

Batteries: Refer to enclosed warranty documentation

\_\_\_\_\_

\_\_\_\_\_

Other major systems: Refer to enclosed warranty documentation

\_\_\_\_\_

\_\_\_\_\_

**Extended Warranty and Price** Include coverage description, number of years, price

For Vehicle, Quote upon request

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For Batteries 12 Year/500,000 miles, whichever occurs first, subject to warranty terms and conditions: \$75,000

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For other major systems Quote upon request

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Manufacturer Name GILLIG

Model # \_\_\_\_\_

Description 40' Battery Electric Bus

Length 40'

**PART 1, BASE BUS, STANDARD FEATURES**

A) Model year: 2020

B) Electric propulsion system. Drive motor manufacturer: Cummins Continuous rated power kW: 195 kW

C) Horsepower: Peak 350 kW Intermediate Varies Continuous 195kW

D) Transmission or gearbox manufacturer: Not Applicable Model # \_\_\_\_\_

E) Battery or Energy Storage System (ESS) manufacturer: Cummins

F) Battery Management System type: Cummins Battery Management

G) Operating efficiency kW/mile: features. Estimated energy consumption range is 1.9kWh to 2.7kWh per mile. Requires fuel fired heater in low ambient temperatures to achieve estimated energy consumptions.

Nominal mileage range: NOT APPLICABLE

Operational mileage range: 130-180 (2.0 - 2.7 kW/Mile) depending on bus configuration, route conditions, driver behavior and HVAC usage.

H) Vehicle curb weight lbs.: 33,970



I) Vehicle energy storage – available capacity kW / hrs. for: 150kW \_\_\_\_\_ hrs. 200kW \_\_\_\_\_ hrs.

(Include other sizes as applicable) 444kWh

J) Charging time (empty to full): Plug in \_\_\_\_\_ Depends on charger capacity Overhead \_\_\_\_\_ Depends on charger capacity

K) Recharge port location on bus: Curbside Rear

L) Brakes manufacturer / braking system: Meritor/MGM Disc

M) Total Maximum Seating Capacity / Standee Capacity: 38 / 34

N) Door locations: Forward of front axle and forward of rear step transition

O) Wheelchair Locations: (1) Streetside and (1) Curbside

P) Average delivery lead time (months): 18 months

Q) First Aid Kit (large size) and a Blood Borne Pathogen Kit manufacturer/provider: Cintas

**PART 2, BASE BUS PRICE (All prices are to be in United States dollars)**

Discount for volume level:	1-5/each	6-10/each	11-15/each	16 + /each
Base Price:	\$801,480	\$801,480	\$801,480	\$801,480
Less discount	0 %	0 %	0 %	0 %
Net Price:	\$801,480	\$801,480	\$801,480	\$801,480
<b>Delivery Price (flat fee) for State of Virginia customers</b>	\$13,500	\$13,500	\$13,500	\$13,500
<b>Total Bid Price: State of Virginia customers (add Net Price + Delivery Prices)</b>	\$814,980	\$814,980	\$814,980	\$814,980

**PART 3, ADDITIONAL OPTIONS/ UPGRADES**

A. Purchase of Battery Charging System (Charging equipment only. No infrastructure / installation prices required )

Use this scenario for data below: Bus has only 10% capacity left - needs to recharged to its full / 100 % capacity.

<u>1) Plug In</u>	<u>Mgr. / Brand</u>	<u>kW</u>	<u>Recharge Time</u>	<u>Recharger Price</u>
	_____	_____	_____	\$ _____
	_____	_____	_____	\$ _____
	_____	_____	_____	\$ _____
	_____	_____	_____	\$ _____

See attached pricing for chargepoint charging equipment.

For Overhead system, complete specifications for a minimum 150kW size.  
 Include higher kW sizes available for additional overhead systems on lines provided.

<u>2) Overhead:</u>	<u>Mgr. / Brand</u>	<u>kW</u>	<u>Recharge Time</u>	<u>Recharger Price</u>
	TBD	150kW	_____	\$ Quote
	_____	_____	_____	\$ _____
	_____	_____	_____	\$ _____
	_____	_____	_____	\$ _____

While not currently available, GILLIG intends to offer overhead charging during the term of this contract and will provide pricing at that time .

B.. Motors, higher gradeability available: include kW, model, order code, price

No options currently available

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

C. Optimal Drive motors available: include kW, model, order code, price

No options currently available

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

D. Spare Battery Purchase (as applicable), include kW, model, order code, price

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

E. Battery Lease Options (as applicable) include term, kW, model, order code, price

Pricing and terms are agency specific. Details available upon Agency request.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Other: (add frequently requested equipment from customers)

Customer Supplied Tires <\$3,546>	Diesel/Electric Coolant Heater	\$5,125
Frame/Transom Windows \$1,839	Adjustable Pedals	\$1,190
Sportworks DL2 \$1,378	LED Low Beam Headlamps	\$438
Training Not included in Base Bus Price		
Percent discount on above equipment and all other options not listed above?	N/A	% GILLIG does not have standard list pricing so this does not apply.

**PART 4, WARRANTY**

Standard Warranty Basic Bus minimum shall be 12 Months or 50,000 miles, whichever comes first  
Include coverage description and number of years.

Vehicle: Refer to enclosed warranty documentation

\_\_\_\_\_  
\_\_\_\_\_

Batteries: Refer to enclosed warranty documentation

\_\_\_\_\_  
\_\_\_\_\_

Other major systems: Refer to enclosed warranty documentation

\_\_\_\_\_  
\_\_\_\_\_

**Extended Warranty and Price** Include coverage description, number of years, price

For Vehicle, Quote upon request

For Batteries 12 Year/500,000 miles, whichever occurs first, subject to warranty terms and conditions: \$75,000

For other major systems Quote upon request

**GILLIG LLC**  
**LOW FLOOR TRANSIT COACH**  
**STANDARD LIMITED WARRANTY & EXTENDED COVERAGE FOR**

**COMMONWEALTH OF VIRGINIA – RICHMOND, VA**  
**IFB# 2712 – APRIL 2019**

GILLIG warrants to the ultimate purchaser that registers the vehicle in the state of California (or any other state following the applicable California Air Resources Board regulations), and each subsequent purchaser, that the new vehicle is designed, built and equipped so it conforms at the time of sale to the ultimate purchaser with all applicable regulations adopted by the California Air Resources Board at the time of manufacture and that it is free from defects in materials or workmanship which would cause the vehicle to fail to not meet these regulations within five years, 100,000 miles or 3000 hours of operation, whichever occurs first, as measured from the date the vehicle is placed into service. In no case may this period be less than the basic mechanical warranty provided to the purchaser of the engine.

GILLIG warrants to the ultimate purchaser and each subsequent purchaser that the tires on this vehicle conform at the time of sale to the ultimate purchaser with all U.S federal emissions regulations and all applicable regulations adopted by the California Air Resources Board at the time of manufacture and are free from defects in materials or workmanship which would cause the vehicle to fail to not meet these regulations for a period of 2 years or 24,000 miles; whichever occurs first.

This list of emission control parts may be covered by the Emission Warranty under certain failure modes.

- Ambient Air Temperature Sensor
- Wire harness circuits connected at both ends to emissions warrantable components
- On-Board Diagnostic (OBD) Malfunction Indicator Lamp (MIL)
- OBD Connector

**NOTES**

- 1) Coverage ceases at the first expiration of the time or distance noted.
- 2) Full coach warranty includes and applies to electrical, doors, seats, flooring, roof hatches, destination signs, wheelchair ramp, handrails, radio, P.A., etc., but not to IVS systems or special options.
- 3) Fleet defect coverage is for a maximum of 12 months or 50,000 miles and includes all warrantable components and assemblies on the vehicle.
- 4) Basic body structure warranty includes and applies to structural members in the body and undercarriage including the structural members in the suspensions.
- 5) The corrosion and structural integrity guarantee covers against a significant loss of structural integrity of the assembly or its functional performance, resulting from a pertinent loss of cross-section due to corrosion caused by normal environmental elements but excludes corrosion caused by aggressive road de-icers such as Magnesium Chloride or equivalents, unless GILLIG approved preventative measures are taken (see Service Manual).
- 6) Extended coverage may not duplicate Standard Limited warranty coverage. Note: Please refer to OEM warranty documents for details.

**GILLIG LLC**  
**LOW FLOOR TRANSIT COACH**  
**STANDARD LIMITED WARRANTY & EXTENDED COVERAGE FOR**

**COMMONWEALTH OF VIRGINIA – RICHMOND, VA**  
**IFB# 2712 – APRIL 2019**

GILLIG LLC warrants to the original purchaser, that its transit coaches, save and except for those major component assemblies and other parts described below which are separately warranted by their respective manufacturer's (OEM's), will be **FREE FROM DEFECTS IN MATERIAL AND WORKMANSHIP UNDER NORMAL USE AND SERVICE**, for the distance or time periods specified in the attached, and agrees to REPAIR or REPLACE the defective parts AT NO COST TO THE PURCHASER. This is a limited warranty subject to the provisions stated below and is referred to as GILLIG's Standard Limited Warranty.

This warranty **DOES NOT COVER** malfunction or failure resulting from the purchaser's or its agents or employees alteration, misuse, abuse, accident, neglect or failure to perform normal preventive maintenance as outlined in GILLIG's Service Manual, nor does it cover components or assemblies not originally provided by GILLIG. Further, this warranty **DOES NOT APPLY** to normal replacement items such as light bulbs, seals, filters or bushings, nor to consumable items such as belts, tires, brake linings or drums.

**PURCHASER'S SOLE REMEDIES FOR LIABILITY OF ANY KIND WITH RESPECT TO THE PRODUCTS FURNISHED UNDER THIS WARRANTY AND ANY OTHER PERFORMANCE BY GILLIG UNDER OR PURSUANT TO THIS WARRANTY, OR WITH RESPECT TO PURCHASER'S USE THEREOF, INCLUDING NEGLIGENCE, SHALL BE LIMITED TO THE REMEDIES PROVIDED IN THIS WARRANTY AND SHALL IN NO EVENT INCLUDE ANY INCIDENTAL, INDIRECT, SPECIAL OR CONSEQUENTIAL DAMAGES OR LOSS OF USE, REVENUE OR PROFIT. IN NO EVENT SHALL GILLIG'S LIABILITY FOR DAMAGES WITH RESPECT TO ANY OF THE PRODUCTS COVERED UNDER THIS WARRANTY EXCEED THE AMOUNT PAID BY THE PURCHASER TO GILLIG FOR SUCH PRODUCTS.**

GILLIG **DOES NOT WARRANT** some major component assemblies (such as the engines, transmissions and air conditioning systems) which are warranted by their respective manufacturers (OEM's) and identified as Category 3 items on page three (3) of this Warranty. **Warranty coverage for these items is as defined in those manufacturer's own warranty documents** and per their terms and conditions, and as administered by their own support networks.

GILLIG makes **NO OTHER WARRANTIES**, except as stated herein, and GILLIG's obligation under this warranty is **LIMITED AND FULLY DESCRIBED HEREIN**. Determination of warrantable defects is at GILLIG's (or the OEM's) discretion and will require inspection of failed components. Correction or compensation under this warranty for Category 1 and Category 2 items cannot be made unless requested on a GILLIG Application for Warranty Claim form and in accordance with the claim procedure established by GILLIG.

**THIS WARRANTY IS EXPRESSLY IN LIEU OF ANY OTHER WARRANTY EXPRESSED OR IMPLIED**, but if such has legal status, it **CANNOT EXCEED THE DURATIONS STATED HEREIN**. This warranty gives the purchaser specific legal rights and some state statutes may include other rights.

This is GILLIG's sole warranty with respect to its transit coaches. **GILLIG MAKES NO OTHER WARRANTY OF ANY KIND WHATEVER, EXPRESS OR IMPLIED; AND ALL IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE WHICH EXCEED THE AFORESAID OBLIGATION ARE HEREBY DISCLAIMED BY GILLIG AND EXCLUDED FROM THIS AGREEMENT.**

**GILLIG LLC**  
**LOW FLOOR TRANSIT COACH**  
**STANDARD LIMITED WARRANTY & EXTENDED COVERAGE FOR**

**COMMONWEALTH OF VIRGINIA – RICHMOND, VA**  
**IFB# 2712 – APRIL 2019**

GILLIG's Standard Limited Warranty which covers Category 1 and Category 2 parts, components and assemblies, covers the following systems, components or assemblies for the period specified, and includes 100% PARTS AND LABOR to repair or replace the defective components as determined by GILLIG. (See Page 3 for explanation of notes (1)-(7).)

**CATEGORY 1**

Includes GILLIG manufactured or assembled components and systems as well as some purchased assemblies. Warranty and warranty claims administration provided by GILLIG.

	Coverage Period <sup>(1)</sup>	
	<u>Months</u>	<u>Miles</u>
FULL COACH WARRANTY <sup>(2) (3) (7)</sup>	24	50,000
BODY STRUCTURE WARRANTY <sup>(4)</sup>	36	150,000
CORROSION & STRUCTURAL INTEGRITY WARRANTY <sup>(5)</sup>	84	350,000

**CATEGORY 2**

Includes major components purchased and installed by GILLIG. Warranty provided by component OEM's. Warranty claims administration provided by GILLIG.

AXLE

Meritor Front Steering	60	300,000
Meritor Rear Driving	84	350,000

BRAKE SYSTEM

(Excludes Friction Material)

Bendix Valves	24	100,000
Meritor Brakes	24	100,000

**GILLIG LLC**  
**LOW FLOOR TRANSIT COACH**  
**STANDARD LIMITED WARRANTY & EXTENDED COVERAGE FOR**

**COMMONWEALTH OF VIRGINIA – RICHMOND, VA**  
**IFB# 2712 – APRIL 2019**

Major components listed below under “Category 3” are covered by warranties or extended coverages<sup>(6)</sup>, for the miles and/or months indicated, provided by the manufacturer (OEM’s) of those components. Purchasers should refer to specific OEM warranty documents for details. Warranty claims are and will be administered by the respective manufacturers (OEM’s) and all warranty claims must be made directly to said manufacturers. GILLIG will assist purchasers in dealing with these OEM’s and warranty issues that may arise from time to time.

**CATEGORY 3**

	Coverage Period <sup>(1)</sup>	
	<u>Months</u>	<u>Miles</u>
<u>POWERTRAIN <sup>(7)</sup></u>		
CUMMINS	36	100,000
Energy Storage	72	300,000
<u>AIR CONDITIONING SYSTEM</u>		
Thermo King	24	Unlimited
<u>WHEELCHAIR RAMP</u>		
Lift-U LU18	24	Unlimited
<u>DOOR SYSTEM</u>		
Vapor	12	Unlimited

**Low Floor Transit Coach Emission Warranty**

GILLIG warrants to the ultimate purchaser and each subsequent purchaser that the new vehicle is designed, built and equipped so it conforms at the time of sale to the ultimate purchaser with all U.S. federal emissions regulations applicable at the time of manufacture and that it is free from defects in materials or workmanship which would cause the vehicle to fail to not meet these regulations within five years or 100,000 miles of operation, whichever occurs first, as measured from the date the vehicle is placed into service. In no case may this period be less than the Standard Limited Warranty where applicable to emission warrantable parts. If the ultimate purchaser registers the vehicle in the state of California (or any other state following the applicable California Air Resources Board regulations) a separate California Emissions Warranty applies.



**CHARGING EQUIPMENT**

GILLIG is pleased to submit the following pricing for ChargePoint plug-in charging equipment and associated services for use with your GILLIG Battery Electric buses. This pricing has been assembled in coordination with ChargePoint and represents our proposed equipment options based on the scoping information you have provided to date.

There may be opportunities to further optimize the equipment proposed through modeling your unique operational requirements, peak limitations, facility specifics and future electric bus plans. GILLIG and ChargePoint welcome the opportunity to discuss this proposal in further detail.

Refer to the following pages for additional details regarding this equipment.

<b>Express Depot Solution</b>	<b>Quantity</b>	<b>Unit Price</b>
<i>Hardware</i>		
ChargePoint Express Depot Station	Up to 8 per Power Block	\$10,625
ChargePoint Express Bus Pedestal	1 per Depot Station (Optional)	1,700
ChargePoint Express – Power Block	Each	23,375
ChargePoint Express Plus – Power Module	5 per Power Block	10,625
Express Plus Assure – 1 Year Warranty	Included	Included
Express Plus Assure – 3 Year Warranty	Per Power Block	27,750
<i>Services</i>		
ChargePoint provided labor for preliminary site preparation guidance, site layouts in CAD, sample single line diagrams for charging system etc.	Per Site	10,800
ChargePoint provided Onsite Training & Installation Support	Per Site	3,600
ChargePoint provided Site Validation	Per Power Block	1,500
ChargePoint Cloud EVSE Services Plan for 3 year connectivity to ChargePoint Network	Per Depot Station	2,418
<i>Freight Charges</i>		
		Agency Dependent

The warranties on the charging equipment are provided by ChargePoint and are subject to the ChargePoint Standard Warranty. GILLIG makes no warranty of any kind whatever, express or implied; and all implied warranties of merchantability and fitness for a particular purpose which exceed the aforesaid obligation are hereby disclaimed by GILLIG and excluded from any agreement.

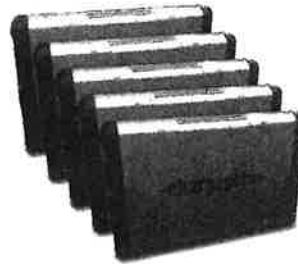
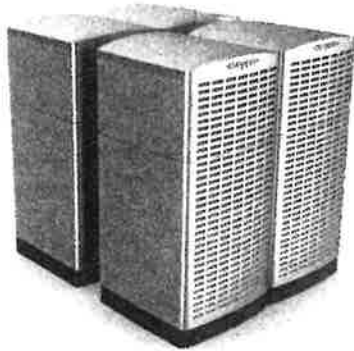
This price reflects equipment shipped directly to the Agency by ChargePoint and the services described below. No further services are included as part of this GILLIG quote. Payment to GILLIG is due upon shipment of the equipment described herein.

## CHARGING EQUIPMENT

### Express Plus Product Overview

#### Express Power Block and Power Modules

The Express Power Block is a steel cased, power conversion unit, connected to a standard three phase AC grid. Express Power Block houses all necessary electrical sub-components and system control for the safe, efficient transmission and transformation of AC input voltage from the grid side equipment into DC output to connected electric vehicles.



#### Power Block Specification

- AC Input – 480VAC, 3-phase, 222 - 265A, 50/60Hz
- Contains up to 5 Power Modules
- Maximum Nominal Output - 156kW
- Maximum Current - 390A
- Network Protocol & Communications - 4G/LTE communication between gateway and ChargePoint Cloud Network (Hosted by Amazon Web Services).
- Ethernet (CAT-VI) connection between Power Block and each Depot Station (local, not cloud communication).
- Power Block Dimensions – 6' 8.9" x 3' 3" x 3' 7.7"
- Power Block Weight (without Modules) - 900 lb.
- Lifespan – 12+ years

#### Power Module Specification

- Maximum Nominal Output – 31.25kW
- Maximum Current – 78A
- Nominal Power Efficiency rated at above 95%
- Nominal Power Factor - .99
- Harmonics – iTHD < 5% (complies with IEEE 519 requirements)
- Failure of a single module does not disable the port
- Slot in, field replaceable
- Integrated liquid cooled cold plate normalizes temperature across all modules
- Power Module Dimensions – 2' 6" x 1' 5" x 5"
- Power Module Weight - 98 lb
- Lifespan – 12+ years

## CHARGING EQUIPMENT

### Express Depot Station

The Express Depot Station is a steel weather proof enclosure with integrated CCS-1 charging cable that:

- Is designed to operate in high impact, heavy duty commercial environments.
- Is configurable as a wall or freestanding pedestal mounted device with or without cable management.
- Can be located on frame work above vehicles to be charged and connected to a cable Charging Reel.



The Express Depot Station receives a maximum DC input of 200A from a connected Power Block and, via the integrated charge controller, manages all bi-directional communication to a connected vehicle. The charge controller receives voltage and current commands from the vehicle and then allows power to be dispensed into the vehicle. The Express Depot Station is equipped with an isolation monitor and short circuit protection to ensure safe operation.

### Express Depot Station Specification

- Maximum Nominal Output – 156kW (Power Block limited)
- Maximum Current – 200A (connector limited)
- Output Voltage Range - 200 – 1000 VDC
- Up to 8 Depot Stations can be supported per Power Block
- Maximum Suggested Distance between PB to DS – 300'
- Charge cable length – up to 25 ft
- Supports up to 2 cable types, including CCS-1 (NA), and CCS-2 (EU). Each unit will be supplied with a maximum of 1 connector.
- Depot Station Dimensions –  
3' 3.5" x 2' 2.4" x 1' 2.6"
- Depot Station Weight - 50 lb.
- Lifespan – 12+ years

**PART 5, CONTRACTOR SERVICE AND PARTS SUPPORT DATA**  
(for Commonwealth of Virginia customers only)

**Location of Technical Service Representative(s)**

Name: ROBERT BIRDWELL, EXECUTIVE DIRECTOR FIELD SERVICE & QUALITY ASSURANCE  
Address: 451 DISCOVERY DRIVE, LIVERMORE, CA 94551  
Telephone 800-735-1800

Describe technical services readily available from said representative:

REFERENCE OUR ATTACHED INFORMATION.

**Location of nearest Parts Distribution Centers**

Name: GILLIG PARTS DEPARTMENT  
Address: 25972 EDEN LANDING ROAD, HAYWARD, CA 94545  
Telephone 510-264-5160

Describe the extent of parts available at said center:

REFERENCE OUR ATTACHED INFORMATION.

Policy for delivery of parts and components to be purchased for service and maintenance:  
Regular method of shipment: UPS  
Cost to Agency: PREPAID

GILLIG supplies service parts to customers through our Parts Division, located in Hayward, California. All parts are produced to our original vehicle specifications and are either manufactured in-house or purchased to our drawings from OEM's.

GILLIG is proud to advise that all parts (100%) are stocked in the U.S. in our Hayward facility. We do not stock parts in other countries.

All in-stock bus-down orders received by 3:00 p.m. PST are shipped the same day (2nd day air freight at no charge or next day air, at your expense).

All backordered requirements are shipped within 24 hours of receipt from the vendor.

All orders are shipped UPS 2nd day air, freight prepaid at no charge to you (subject to UPS size and weight limitations).

Our current order response is - 92% of all transit bus orders received are shipped within 48 hours and the percentage rises to 96% in an additional 72 hours (excluding weekends) and 99% within 3 working days. We anticipate our performance will be better in our new facility because of the improved efficiency and increased stocking levels. Bar coding of parts and locations is now in place for on-line inventory control and purchasing.

GILLIG's simple bus designs, as well as our parts service programs, help you control your parts cost. Common industry parts, flat skirt panels, and American supplied components, such as Meritor/Rockwell axles, help reduce your parts costs. Our increased warehouse stocking levels in Hayward and our second day air shipments at no charge help you reduce your inventory costs as well.

In order to provide the most comprehensive and most economical service possible, GILLIG uses a central warehouse and compensates for distance by shipping second day air. Consequently, the nearest parts warehouse to supply your service parts needs is:

**Central Location:**

**GILLIG**  
**25972 Eden Landing Road**  
**Hayward, CA 94545**

**Central Contact:**

Chuck O'Brien - Vice President, Parts Division  
Eiji Kinoshita - Director of Sales - Parts Division

**Regional Contacts:****Western Region:**

Norm Reynolds – Regional Sales Manager  
Phone: 510-785-1500  
FAX: 510-785-6819

**Northeast Region:**

Jerry Sheehan – Regional Sales Manager  
Phone: 510-329-0320

**Central Region:**

Jim Ryan - Regional Sales Manager  
Phone: 800-410-8614  
FAX: 513-336-9345

**Midwest Region:**

Chad Engel – Regional Sales Manager  
Phone: 510-362-6916

**Southwest Region:**

Joe Saldana – Regional Sales Manager  
Phone: 510-303-0202

**Southeast Region:**

Butch Sibley - Regional Sales Manager  
Phone: 510-589-9430

**Northwest Region:**

Lee Petersen - Regional Sales Manager  
Phone: 510-264-3801

Parts Availability:	<b>Over 92% of all regular parts orders are shipped within 48 hours of ordering and almost 97% within 3 days.</b>
Freight Policy:	Regular parts orders are shipped freight free and normal shipments to Central and Eastern locations are shipped 2nd day air, at no charge.
Availability Life:	Replacement parts will be available for a period of twelve (12) years after the date of purchase of your coaches.

**CUSTOMER SATISFACTION**

The GILLIG Service Parts Division is committed to the same GILLIG mission and goals of customer satisfaction and friendly service with reliable and durable products that are also economical to use.

To justify the district's purchase of GILLIG products and to assist the district in attaining its own goals, the Parts Division has established the following programs and objectives.

**Unit Down**

Our objective is to expedite these orders and ship them within 24 hours. Unit down orders receive the highest priority throughout our manufacturing, purchasing, and shipping organizations, and can be accepted up to as late as 3:00 p.m. (Pacific time) and shipped same day if in stock. If the customer chooses, these orders can be shipped overnight at customer's cost.

**Inventory**

GILLIG maintains an extensive, continually growing, inventory of genuine GILLIG and OEM parts, in our central warehouse. All locations and parts are bar coded for accuracy and quick response. Computer programs monitor usage and minimum stocking levels in real time so as to maximize parts availabilities. We also stock or can get, common non-GILLIG parts.

**Parts Lists**

We can prepare, on request, a recommended initial stocking list of expected high usage or long lead-time parts for the vehicles proposed. A detailed price list is also available with the recommended initial stocking list.

**Hot Line**

GILLIG has a toll-free telephone number to enable customers to contact us at no charge for advice, explanations, recommendations or orders.

**Personalized Service**

To provide better service, representatives are assigned to specific accounts so that they can provide personal service while also providing account familiarity, history and consistency.

**Regional Coverage**

Regional Sales Managers are available to visit customers to assist in all facets of this business, including problem solving, introducing new kit and parts availabilities and making recommendations.

**Troubleshooting**

We also provide a troubleshooting service; if you can't find a part, call your representative and we'll find it for you, if possible, and even stock it in the future if your demand warrants it.



Gillig

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**PRE -AWARD BUY AMERICA COMPLIANCE CERTIFICATION**

As required by Title 49 of the CFR. Part 663 - Subpart B, Department of Rail & Public Transportation (the recipient) is satisfied that the vehicles to be purchased, R35' and 40' Electric Buses (description of buses) from Gillig LLC (the manufacturer), meet the requirements of 49 U.S.C 5323(j), as amended. The recipient has reviewed documentation provided by the manufacturer, which lists (1) the proposed component and sub-component parts of the buses identified by manufacturer, county of origin, and cost; and (2) the proposed location of the final activity point for the buses, including a description of the activities that will take place at the final assembly point and the cost of final assembly.

Date: May 1, 2019

Recipient Authorized Signature: Neil I. Sherman

Print Name: Neil I. Sherman

Title: Director of Statewide Transit Projects

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## **BUS TESTING CERTIFICATION**

The undersigned bidder [Contractor/Manufacturer] certifies that the vehicle model or vehicle models offered in this bid submission complies with 49 CFR Part 665.

A copy of the test report (for each bid ITEM) prepared by the Federal Transit Administration's (FTA) Altoona, Pennsylvania Bus Testing Center is attached to this certification and is a true and correct copy of the test report as prepared by the facility.

The undersigned understands that misrepresenting the testing status of a vehicle acquired with Federal financial assistance may subject the undersigned to civil penalties as outlined in the U.S. Department of Transportation's regulation on Program Fraud Civil Remedies, 49 CFR Part 31. In addition, the undersigned understands that FTA may suspend or debar a manufacturer under the procedures in 49 CFR Part 29.

GILLIG LLC

Name of Bidder/Company Name

JOSEPH POLICARPIO, VICE PRESIDENT

Type or print name



Signature of authorized representative



Signature of notary and SEAL

See attached

Date of Signature: APRIL / 11 / 2019

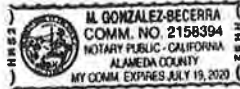
A COPY OF THE FINAL TEST REPORT WILL BE PROVIDED PRIOR TO FINAL ACCEPTANCE OF THE FIRST VEHICLE.

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California  
County of ALAMEDA

Subscribed and sworn to (or affirmed) before me on this 11TH  
day of APRIL, 2019, by JOSEPH POLICARPIO

proved to me on the basis of satisfactory evidence to be the  
person(s) who appeared before me.



(Seal)

Signature M. Gonzalez-Becerra  
M. GONZALEZ-BECERRA  
NOTARY PUBLIC

My commission number: 2158394

My commission expires: JULY 19, 2020

**DESCRIPTION OF ATTACHED DOCUMENT**

Type or Title of Document: BUS TEST CERTIFICATION

Signer's Name: JOSEPH POLICARPIO

Document Date: APRIL 11, 2019

## CER 8.2 Debarment and Suspension Certification for Prospective Contractor

Primary covered transactions must be completed by Proposer for contract value over \$25,000.

Choose one alternative:

- The Proposer, **GILLIG LLC**, certifies to the best of its knowledge and belief that it and its principals:
1. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;
  2. Have not within a three-year period preceding this Proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state or local) transaction or Contract under a public transaction; violation of federal or state antitrust statutes or commission or embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
  3. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (federal, state, or local) with commission of any of the offenses enumerated in Paragraph 2 of this certification; and
  4. Have not within a three-year period preceding this Proposal had one or more public transactions (federal, state or local) terminated for cause or default.

OR

- The Proposer is unable to certify to all of the statements in this certification, and attaches its explanation to this certification. (In explanation, certify to those statements that can be certified to and explain those that cannot.)

The Proposer certifies or affirms the truthfulness and accuracy of the contents of the statements submitted on or with this certification and understands that the provisions of Title 31 USC § Sections 3801 are applicable thereto.

- Executed in **[insert city and state]**. LIVERMORE CA

Name: JOSEPH POLICARPIO, VICE PRESIDENT



Authorized signature

APRIL 11, 2019

Date

**GILLIG**

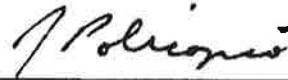
**FMVSS CERTIFICATION**

**FEDERAL MOTOR VEHICLE SAFETY STANDARDS CERTIFICATION**

This is to certify that the GILLIG transit bus model(s) proposed, complies (comply) with all applicable Federal Motor Vehicle Safety Standard as required by the F.T.A. and the D.O.T., and described in Title 49 CFR Chapter V, part 571-FMVSS, last revised on October 1, 1998.

**GILLIG LLC**

By:



JOSEPH POLICARPIO

Title:

VICE PRESIDENT

Date:

APRIL 11, 2019

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**PRE -AWARD FMVSS COMPLIANCE CERTIFICATION**

As required by Title 49 of the CFR. Part 663 - Subpart B, Department of Rail and Public Transportation (the recipient) certifies it received , at the pre-award stage, a copy of Gillig, LLC (manufacturer) self-certification information that the buses 35' and 40' Electric Buses (description of buses), will comply with the relevant Federal Motor Vehicle Safety Standards issued by the National Highway Traffic Safety Administration in Title 49 of the Code of Federal Regulations, Part 571.

Date: May 1, 2019

Signature: Neil I. Sherman

Print Name: Neil I. Sherman

Title: Director of Statewide Transit Programs

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GOVERNMENT-WIDE DEBARMENT AND SUSPENSION (NONPROCUREMENT)

Instructions for Certification: By signing and submitting this bid or proposal, the prospective lower tier participant is providing the signed certification set out below.

- (1) It will comply and facilitate compliance with U.S. DOT regulations, "Nonprocurement Suspension and Debarment," 2 CFR part 1200, which adopts and supplements the U.S. Office of Management and Budget (U.S. OMB) "Guidelines to Agencies on Governmentwide Debarment and Suspension (Nonprocurement)," 2 CFR part 180,
- (2) To the best of its knowledge and belief, that its Principals and Subrecipients at the first tier:
  - a. Are eligible to participate in covered transactions of any Federal department or agency and are not presently:
    - (1) Debarred,
    - (2) Suspended,
    - (3) Proposed for debarment,
    - (4) Declared ineligible,
    - (5) Voluntarily excluded, or
    - (6) Disqualified,
  - b. Its management has not within a three-year period preceding its latest application or proposal been convicted of or had a civil judgment rendered against any of them for:
    - (1) Commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction, or contract under a public transaction,
    - (2) Violation of any Federal or State antitrust statute, or
    - (3) Commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making any false statement, or receiving stolen property,
  - c. It is not presently indicted for, or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any of the offenses listed in the preceding subsection 2.b of this Certification,
  - d. It has not had one or more public transactions (Federal, State, or local) terminated for cause or default within a three-year period preceding this Certification,
  - e. If, at a later time, it receives any information that contradicts the statements of subsections 2.a - 2.d above, it will promptly provide that information to FTA,

GOVERNMENT-WIDE DEBARMENT AND SUSPENSION (NONPROCUREMENT)

- f. It will treat each lower tier contract or lower tier subcontract under its Project as a covered lower tier contract for purposes of 2 CFR part 1200 and 2 CFR part 180 if it:
- (1) Equals or exceeds \$25,000,
  - (2) Is for audit services, or
  - (3) Requires the consent of a Federal official, and
- g. It will require that each covered lower tier contractor and subcontractor:
- (1) Comply and facilitate compliance with the Federal requirements of 2 CFR parts 180 and 1200, and
  - (2) Assure that each lower tier participant in its Project is not presently declared by any Federal department or agency to be:
    - a. Debarred from participation in its federally funded Project,
    - b. Suspended from participation in its federally funded Project,
    - c. Proposed for debarment from participation in its federally funded Project,
    - d. Declared ineligible to participate in its federally funded Project,
    - e. Voluntarily excluded from participation in its federally funded Project, or
    - f. Disqualified from participation in its federally funded Project, and

3. It will provide a written explanation as indicated on a page attached in FTA's TrAMS platform or the Signature Page if it or any of its principals, including any of its first tier Subrecipients or its Third-Party Participants at a lower tier, is unable to certify compliance with the preceding statements in this Certification Group.

Certification

Contractor SEE ATTACHED SIGNED CER 8.2 DEBARMENT AND SUSPENSION  
CERTIFICATION FOR PROSPECTIVE CONTRACTOR. \_\_\_\_\_

Signature of Authorized Official \_\_\_\_\_ Date \_\_\_ / \_\_\_ / Name

and Title of Contractor's Authorized Official \_\_\_\_\_

GILLIG DOES NOT SUBCONTRACT THE MANUFACTURE OF OUR TRANSIT BUSES.  
WE MANUFACTURE ALL OUR VEHICLES AT ONE LOCATION ONLY IN CALIFORNIA.



**PRE-AWARD CERTIFICATION REQUIREMENT FOR PROCUREMENT OF ROLLING STOCK (RECIPIENT)**

**BUY AMERICA REQUIREMENTS**

Contractor shall complete and submit a declaration certifying either compliance or noncompliance with Buy America. If contractor certifies compliance with Buy America, it shall submit documentation listing:

- A. Component and subcomponent parts of the rolling stock to be purchased identified by manufacturer of the parts, their country of origin and costs; and
- B. The location of the final assembly point for the rolling stock, including a description of the activities that will take place at the final assembly point and the cost of final assembly.
- C. Solicitation Specification Requirements: Contractor shall submit evidence that it will be capable of meeting the bid specifications.
- D. Federal Motor Vehicle Safety Standards (FMVSS): Contractor shall submit 1) manufacturer's FMVSS self-certification sticker information that the vehicle complies with relevant FMVSS or 2) manufacturer's certified statement that the buses will not be subject to FMVSS regulations.

As required by Title 49 of the CFR, Part 663 – Subpart B, NOT APPLICABLE  
\_\_\_\_\_ (the recipient) is satisfied that the buses to be purchased, \_\_\_\_\_ (number and description of buses) from \_\_\_\_\_ (the manufacturer), meet the requirements of Section 165(b)(3) of the Surface Transportation Assistance Act of 1982, as amended. The recipient or its appointed analyst \_\_\_\_\_ (the analyst – not the manufacturer or its agent), has reviewed documentation provided by the manufacturer, which lists (1) the proposed component and subcomponent parts of the buses identified by manufacturer, country of origin, and cost; and (2) the proposed location of the final assembly point for the buses, including a description of the activities that will take place at the final assembly point and the cost of final assembly.

**PRE-AWARD PURCHASER'S REQUIREMENTS CERTIFICATION**

As required by Title 49 of the CFR, Part 663 – Subpart B, NOT APPLICABLE  
\_\_\_\_\_ (the recipient) certifies that the buses to be purchased, \_\_\_\_\_ (number and description of buses) from \_\_\_\_\_ (the manufacturer), are the same product described in the recipient's solicitation specification and that the proposed manufacturer is a responsible manufacturer with the capability to produce a bus that meets the specifications.

**PRE-AWARD FMVSS COMPLIANCE CERTIFICATION**

As required by Title 49 of the CFR, Part 663 – Subpart D, NOT APPLICABLE  
\_\_\_\_\_ (the recipient) certifies that it received, at the pre-award stage, a copy of \_\_\_\_\_'s (the manufacturer) self-certification information stating that the buses, \_\_\_\_\_ (number and description of buses), will comply with the relevant Federal Motor Vehicle Safety Standards issued by the National Highway Traffic Safety Administration in Title 49 of the Code of Federal Regulations, Part 571.

Date: \_\_\_\_\_  
Signature: \_\_\_\_\_  
Title \_\_\_\_\_

GILLIG PROVIDES THE REQUIRED PRE-AWARD BUY AMERICA DOCUMENTATION. THE COMMONWEALTH AS THE RECIPIENT MUST AUDIT AND FILL OUT THIS FORM.

**PRE-AWARD CERTIFICATION FOR PROCUREMENT OF ROLLING STOCK (VENDOR)**

*71 FR 14117, Mar. 21, 2006, as amended at 72 FR 53698, Sept. 20, 2007; 74 FR 30239, June 25, 2009*

**PRE-AWARD AUDIT REQUIREMENTS**

A recipient purchasing revenue service rolling stock with FTA funds must ensure that a pre-award audit under this part is complete before the recipient enters into a formal contract for the purchase of such rolling stock.

**DESCRIPTION OF PRE-AWARD AUDIT**

A pre-award audit under this part includes— (a) A Buy America certification; (b) A purchaser's requirements certification; and (c) Where appropriate, a manufacturer's Federal Motor Vehicle Safety certification information.

**PRE-AWARD BUY AMERICA CERTIFICATION**

For purposes of this part, a pre-award Buy America certification is a certification that the recipient keeps on file that:

- (a) There is a letter from FTA which grants a waiver to the rolling stock to be purchased from the Buy America requirements under section 165(b)(1), (b)(2), or (b)(4) of the Surface Transportation Assistance Act of 1982, as amended, or
- (b) The recipient is satisfied that the rolling stock to be purchased meets the requirements of section 165(a) or (b)(3) of the Surface Transportation Assistance Act of 1982, as amended, after having reviewed itself or through an audit prepared by someone other than the manufacturer or its agent documentation provided by the manufacturer which lists:
  - (1) The Component and subcomponent parts of the rolling stock that are produced in the United States is more than sixty percent (60%) of the cost of all components and subcomponents of the vehicle identified by the manufacturer; and
  - (2) The location of the final assembly must take place in the United States (49 CFR 661.11), including a description of the activities that will take place at the final assembly point and the cost of final assembly.

**PRE-AWARD PURCHASERS REQUIREMENTS CERTIFICATION**

For purposes of this part, a pre-award purchaser's requirements certification is a certification a recipient keeps on file that:

- (a) The rolling stock the recipient is contracting for is the same product described in the purchaser's solicitation specification; and
- (b) The proposed manufacturer is a responsible manufacturer with the capability to produce a vehicle that meets the recipient's specification set forth in the recipient's solicitation.

If buses or other rolling stock (including train control, communication, and traction power equipment) are being procured, the appropriate certificate as set forth below shall be completed and submitted by each bidder in accordance with the requirements in 49 CFR 661.13(b).

**PRE-AWARD FMVSS COMPLIANCE CERTIFICATION**

As required by Title 49 of the CFR, Part 663 – Subpart D, the recipient certifies that it received, at the pre-award stage, a copy of the manufacturer's self-certification information stating that the buses will comply with the relevant Federal Motor Vehicle Safety Standards issued by the National Highway Traffic Safety Administration in Title 49 of the Code of Federal Regulations, Part 571.

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**PRE -AWARD PURCHASER'S REQUIREMENTS CERTIFICATION**

As required by Title 49 of the CFR. Part 663 - Subpart B, Department of Rail and Public

Transportation \_\_\_\_\_ (the recipient) certifies that the buses to be purchased,

35' and 40' Electric Buses \_\_\_\_\_ (description of buses) from Gillig, LLC

(the manufacturer), are the same product described in the recipient's solicitation specification and

that the proposed manufacturer is a responsible manufacturer with the capability to produce a bus

that meets the specifications.

Date: May 1, 2019

Recipient Signature



Print Name: Neil I. Sherman

Title: Director of Statewide Transit Projects

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REVISIONS

# MANUFACTURED BY GILLIG LLC

LIVERMORE, CALIFORNIA

DATE: \_\_\_\_\_

GVWR: \_\_\_\_\_ kg \_\_\_\_\_ lb

GAWR: FRONT \_\_\_\_\_ kg \_\_\_\_\_ lb

WITH \_\_\_\_\_ TIRES,

\_\_\_\_\_ RIMS AT \_\_\_\_\_ kPa \_\_\_\_\_ psi COLD SINGLE

GAWR: REAR \_\_\_\_\_ kg \_\_\_\_\_ lb

WITH \_\_\_\_\_ TIRES,

\_\_\_\_\_ RIMS AT \_\_\_\_\_ kPa \_\_\_\_\_ psi COLD DUAL

THIS VEHICLE CONFORMS TO ALL APPLICABLE U.S.  
FEDERAL MOTOR VEHICLE SAFETY STANDARDS IN EFFECT  
ON THE DATE OF MANUFACTURE SHOWN ABOVE.

VEHICLE I.D. NO.: \_\_\_\_\_ MODEL: \_\_\_\_\_

TYPE OF VEHICLE: BUS

ENGINE NUMBER: \_\_\_\_\_

UNLADEN WEIGHT: \_\_\_\_\_ lb

59-35132-007

**GILLIG** GILLIG LLC  
HAYWARD, CA



✓ neil sherman Log Out

- ⚠ ALERT: June 11, 2018: Entities registering in SAM must submit a [notarized letter](#) appointing their authorized Entity Administrator. Read our [updated FAQs](#) to learn more about changes to the notarized letter review process and other system improvements.
- ⚠ ALERT: SAM.gov will be down for scheduled maintenance Saturday, 06/15/2019, from 8:00 AM to 1:00 PM (EDT).
- ⚠ ALERT: CAGE is currently experiencing a high volume of registrations, and is working them in the order in which they are received. When your registration is assigned to a CAGE Technician, you will be contacted by CAGE, if necessary, for any additional information.

### Entity Dashboard

Gillig LLC  
 DUNS: 066557182 CAGE Code: 79954  
 Status: Active  
 Expiration Date: 02/28/2020  
 Purpose of Registration: All Awards

451 DISCOVERY DR  
 LIVERMORE, CA, 94551-9534  
 UNITED STATES

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  - [BioPreferred Report](#)
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  - [Active Exclusions](#)
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  - [Excluded Family Members](#)

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#### Entity Registration Summary

Name: Gillig LLC  
 Business Type: Business or Organization  
 Last Updated By: Simon Wu  
 Registration Status: Active  
 Activation Date: 02/28/2019  
 Expiration Date: 02/28/2020

#### Exclusion Summary

Active Exclusion Records? No



IBM-P-20190315-1318  
WWW5

- Search Records
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- USA.gov

**TRANSIT VEHICLE MANUFACTURER (TVM) CERTIFICATION**

Pursuant to the provisions of Section 105(f) of the Surface Transportation Assistance Act of 1982, each bidder for this contract must certify that it has complied with the requirements of 49 CFR Part 26.49, regarding the participation of Disadvantaged Business Enterprises (DBE) in FTA assisted procurements of transit vehicles. Absent this certification, properly completed and signed, a bid shall be deemed non-responsive.

**Certification:**

*I hereby certify, for the bidder named below, that it has complied with the provisions of 49 CFR Part 26.49 and that I am duly authorized by said bidder to make this certification.*

**BIDDER/COMPANY**

Name of Bidder/Company GILLIG LLC

Signature of Representative *J. Policarpio*

Type or Print Name JOSEPH POLICARPIO

Title VICE PRESIDENT

Date 04 / 11 / 2019

**NOTARY**

Type or Print Name \_\_\_\_\_

Signature of Notary \_\_\_\_\_

Place Notary SEAL Here:



COMMONWEALTH OF VIRGINIA  
DIVISION OF PURCHASES & SUPPLY (DPS)  
1111 East Broad Street, Richmond, Virginia 23219

MODIFICATION # 2  
TO  
CONTRACT NUMBER E194- 81688  
BETWEEN THE  
COMMONWEALTH OF VIRGINIA  
AND  
GILLIG, LLC

ELECTRIC TRANSIT BUSES

This MODIFICATION # 2 is an Agreement between the Commonwealth of Virginia, hereinafter referred to as "State" or "Commonwealth," and **GILLIG, LLC** a California corporation, hereinafter referred to as the "Contractor" or **GILLIG** relating to the modification of Contract E194-81688 effective 7/1/19, as amended, hereinafter referred to as the "Contract" or "Agreement." This Modification is hereby incorporated into and made an integral part of the Agreement.

The purpose of this modification is to document both parties' agreement to add the following battery charging equipment to the above contract:

- **ABB (ASEA Brown Boveri) and Momentum Dynamics as attached**

The foregoing is the complete and final expression of the parties' agreement to modify Contract E194- 81688 and cannot be modified, except by a writing signed by the duly authorized representatives of both parties. All other terms and conditions remain unchanged.

**PERSONS SIGNING THIS CONTRACT ARE AUTHORIZED REPRESENTATIVES OF EACH PARTY TO THIS CONTRACT AND ACKNOWLEDGE THAT EACH PARTY AGREES TO BE BOUND BY THE TERMS AND CONDITIONS OF THE CONTRACT.**

GILLIG, LLC

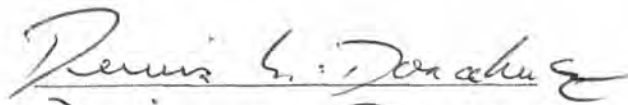
BY: 

NAME: CHRISTOPHER TURNER  
Printed Name

TITLE: EXECUTIVE VICE PRESIDENT

DATE: AUGUST 11, 2020

COMMONWEALTH OF VIRGINIA

BY: 

NAME: Dennis m. DONAHUE  
Printed Name

TITLE: Statewide Sourcing & Contracting Officer

DATE: August 11, 2020

**COMMONWEALTH OF VIRGINIA  
OPTIONS PRICING FOR CONTRACT E194-81688-MA6462**

**Optional Add-ons**

<b>HARDWARE &amp; WARRANTY</b>	
*One (1) ABB 100kW Vehicle Charger, HVC-100C	\$122,600.00
*One (1) Depot Charge Box Dispenser	INCLUDED
ABB Hardware Warranty, 2-Years	INCLUDED
<b>SERVICES</b>	
ABB Charger Connect to Network, 2-Years Subscription • Required for each HVC system	INCLUDED
**ABB Provided Onsite Commissioning	INCLUDED
**ABB Local Project Management and Engineering Support • Installation Phase Only • Does NOT include interconnection of DC cables, installation of equipment, civil scope, or foundations.	INCLUDED
<b>OPTIONAL EQUIPMENT</b>	
*One (1) Mounting Pedestal for Charge Box Dispenser • 1 pedestal per each dispenser • Must add Cable Management System	\$3,000.00
*One (1) Cable Management System with Retractable Cord Reel	\$2,700.00
*One (1) Additional Charge Box Dispenser • Sequential Charging Capability Included	\$17,100.00
*Two (2) Additional Charge Box Dispensers • Sequential Charging Capability Included	\$29,900.00
*HVC Robustness Package	\$3,800.00
*HVC Long Distance Package • For distance >300ft from HVC to Dispenser	\$5,300.00
<b>FREIGHT CHARGES</b>	
**Freight Charge (FOB Virginia)	Included

\* Hardware subject to availability. Lead times may vary. Unit prices may vary based on quantity ordered.

\*\* Freight and service charges may vary based on quantity ordered or for destinations outside the state of Virginia.

The warranties on the charging equipment are provided by ABB and are subject to the ABB Standard Warranty.

The availability of ABB charging equipment may be affected by production lead times, completion of independent safety certifications, and design development affecting compatibility with GILLIG electric vehicles. GILLIG does not guarantee the availability of ABB charging equipment.



**COMMONWEALTH OF VIRGINIA  
OPTIONS PRICING FOR CONTRACT E194-81688-MA6462**

**Optional Add-ons**

<u>HARDWARE &amp; WARRANTY</u>	
*One (1) ABB 150kW Vehicle Charger, HVC-150C	\$131,900.00
*One (1) Depot Charge Box Dispenser	INCLUDED
ABB Hardware Warranty, 2-Years	INCLUDED
<u>SERVICES</u>	
ABB Charger Connect to Network, 2-Years Subscription • Required for each HVC system	INCLUDED
**ABB Onsite Commissioning	INCLUDED
**ABB Local Project Management and Engineering Support • Installation Phase Only • Does NOT include interconnection of DC cables, installation of equipment, civil scope, or foundations.	INCLUDED
<u>OPTIONAL EQUIPMENT</u>	
*One (1) Mounting Pedestal for Charge Box Dispenser • 1 pedestal per each dispenser • Must add Cable Management System	\$3,000.00
*One (1) Cable Management System with Retractable Cord Reel	\$2,700.00
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*Two (2) Additional Charge Box Dispensers • Sequential Charging Capability Included	\$29,900.00
*HVC Robustness Package	\$3,800.00
*HVC Long Distance Package • For distance >300ft from HVC to Dispenser	\$5,300.00
<u>FREIGHT CHARGES</u>	
**Freight Charge (FOB Virginia)	Included

\* Hardware subject to availability. Lead times may vary. Unit prices may vary based on quantity ordered.

\*\* Freight and service charges may vary based on quantity ordered or for destinations outside the state of Virginia.

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The availability of ABB charging equipment may be affected by production lead times, completion of independent safety certifications, and design development affecting compatibility with GILLIG electric vehicles. GILLIG does not guarantee the availability of ABB charging equipment.

**COMMONWEALTH OF VIRGINIA  
OPTIONS PRICING FOR CONTRACT E194-81688-MA6462**

**Optional Add-ons**

<u>IN-ROUTE CHARGING EQUIPMENT</u>	
*Momentum Dynamics 75kW Inductive In-route Charging Pad	\$70,150.00
*Momentum Dynamics 150kW Inductive In-route Charging Pad	\$138,900.00
*Momentum Dynamics 300kW Inductive In-route Charging Pad	\$251,400.00
<u>DEPOT CHARGING EQUIPMENT</u>	
*Momentum Dynamics 75kW Inductive Depot Level Charging Pad	\$70,150.00
*Momentum Dynamics 150kW Inductive Depot Level Charging Pad	\$138,900.00
*Momentum Dynamics 300kW Inductive Depot Level Charging Pad	\$251,400.00
<u>BUS-MOUNTED EQUIPMENT</u>	
*Momentum Dynamics 75kW Inductive Charging Bus Receiver	\$36,200.00
*Momentum Dynamics 150kW Inductive Charging Bus Receiver	\$49,950.00
*Momentum Dynamics 300kW Inductive Charging Bus Receiver	\$74,950.00
<u>EXTENDED WARRANTY (OPTIONAL)</u>	
2-Year Hardware Warranty	QUOTE
<u>FREIGHT CHARGES</u>	
**Freight Charge (FOB Virginia)	INCLUDED

\* Hardware subject to availability. Lead times may vary. Unit prices may vary based on quantity ordered.

\*\* Freight and service charges may vary based on quantity ordered or for destinations outside the state of Virginia.

The warranties on the charging equipment are provided by Momentum Dynamics and are subject to the Momentum Dynamics Standard Warranty.

January 7, 2021

Mr. Robin Van Valkenburgh  
Transit Services Manager  
County of Nevada, Public Works (Transit Services Division)  
12350 La Barr Meadows Rd., Suite 3  
Grass Valley, CA 95949

Dear Mr. Van Valkenburgh:

Thank you for your interest to purchase two (2) 35' Battery Electric Low Floor Plus buses using the Commonwealth of Virginia contract (IFB #2712).

Attached you will find the price summary that would pertain to your order. Gillig is pleased to quote the following:

**TWO (2) 35' BATTERY ELECTRIC LOW FLOOR PLUS BUSES \$856,941.00 each**

This price is valid for 30 days and is FOB Nevada City, CA. Prices do not include sales taxes or license fees. The production start date of the buses will be within 12 to 15 months from receipt of purchase order.

We thank you for this opportunity and appreciate your interest in Gillig and our products. Should you have any questions please do not hesitate to contact me at 510-867-5108.

Sincerely,



Lee Petersen  
Regional Sales Manager

**PRICE SUMMARY**  
**1/7/2021**  
**NEVADA COUNTY TRANSIT, CA OFF COMMONWEALTH OF VIRGINIA**  
**(2) 35' LOW FLOOR PLUS BATTERY ELECTRIC BUSES**  
**SERIAL NUMBER: TBD**

<u>DESCRIPTION</u>		<u>COST</u>
<b>STATE OF VIRGINIA 35' LOW FLOOR PLUS BATTERY ELECTRIC BASE BUS (2020)</b>		<b>\$797,280.00</b>
<u>ACTION</u>	<u>DESCRIPTION</u>	<u>COST</u>
BASE	LOW FLOOR PLUS STYLING PACKAGE	INCL
BASE	CUMMINS EV TRACTION MOTOR, INVERTERS & POWER MANAGEMENT SYSTEMS	INCL
BASE	CUMMINS ESS WITH 6 BATTERY ENCLOSURES TOTALING 444 kWh CAPACITY	INCL
BASE	(1) DEPOT PLUG-IN CHARGING PORT PER SAE J1772 DC CCS TYPE 1 (CURB SIDE REAR)	INCL
ADD	(4) DEKA GROUP 31 BATTERIES	\$480.00
BASE	I/O MFD II ELECTRONIC DASH DISPLAY	INCL
CHANGE	AXLE SEALS FROM GREASE TO CHICAGO RAWHIDE OIL	\$0.00
BASE	MERITOR FRONT AND REAR AXLES	INCL
ADD	ENGINE SKID PROTECTION W/ EXTENDED TOW EYES	\$140.00
CHANGE	WHEELS FROM (6) ALUMINUM MACHINE FINISHED TO (7)	\$700.00
CHANGE	GILLIG SUPPLIED TIRES (6) TO GILLIG SUPPLIED TIRES (7)	\$750.00
BASE	LIFT-U LU18 WHEELCHAIR RAMP	INCL
BASE	DOUGLAS STEERING COLUMN W/ 20" VIP 3-SPOKE STEERING WHEEL	INCL
BASE	AIR OPERATED DISC BRAKES	INCL
BASE	STABILITY CONTROL WITH AUTOMATIC TRACTION CONTROL	INCL
BASE	THERMO KING TE14 ALL-ELECTRIC HVAC WITH SCROLL COMPRESSORS & R407C	INCL
ADD	(2) DASH MOUNTED DRIVER'S FANS	\$194.00
BASE	LEVEL 2 INSULATION PACKAGE (BASE ON E-BUS)	INCL
ADD	EBUS COLD WEATHER FRONT THRESHOLD HEATER AND REAR CURB SIDE HEATER	\$1,200.00
BASE	ELECTRIC HYDRAULIC PUMP	INCL
BASE	BENDIX AD-IP AIR DRYER FOR E-BUS APPLICATION	INCL
CHANGE	FRONT AND REAR DOORS TO ELECTRIC OPEN/CLOSE	\$4,918.00
BASE	REAR DOOR 34"	INCL
ADD	INTERIOR SCHEDULE RACKS (OBIC 19/21 4P 2LTR)	\$275.00
ADD	LED LIGHTS IN STREET SIDE ELECTRICAL EQUIPMENT BOX	\$50.00
CHANGE	PASSENGER SEATS GEMINI TO AMSECO INSIGHT W/ STD ADA (BUDGETARY)	\$5,029.00
CHANGE	DRIVER SEAT USSC 9100ALX TO RECARO ERGO METRO 2PT BELT	\$24.00
BASE	PULL CORD ADA CHIME SYSTEM	INCL
ADD	(1) STOP REQUEST STANCHION BUTTON FOR REAR DOOR	\$68.00
CHANGE	PASSENGER WINDOWS FROM FRAMED FULL FIXED TO BONDED W/ TRANSOM	\$7,310.00
CHANGE	HEADLAMPS TO DIALIGHT LED LOW BEAM AND HIGH BEAM	\$1,192.00
ADD	(2) 4" RED LED REAR CAP GRILLE LOWER CENTER MOUNTED STOP LAMPS	\$103.00
CHANGE	DINEX I/O INTERIOR LED LIGHTS	INCL
CHANGE	2-WAY RADIO PREWIRE AND ANTENNA W/ 1 DRIVERS SPEAKER	\$295.00
ADD	HANOVER AVA SYSTEM W/ INTERNAL LED SIGN	\$7,543.00
ADD	PRE-WIRE FOR DASH MOUNTED MDT TABLET (BUDGETARY)	\$750.00
ADD	HANOVER SINGLE SIDED TFT MONITOR	\$5,814.00
CHANGE	DESTINATION SIGNS FROM TWIN VISION (F,S,) TO HANOVER W/ REAR SIGN	\$209.00
ADD	APOLLO VIDEO (8) CAMERA SYSTEM W/ 4TB HDD W/ WIFI & GPS MODULE	\$11,740.00
ADD	2 POSITION SPORTWORKS BIKE RACK DL2 SSSL	\$1,839.00
ADD	BIKE RACK DEPLOYED LAMP ON DASH	\$32.00
ADD	BIKE RACK MIRROR	\$35.00
ADD	ADDITIONAL ROOF HATCH (MANUAL)	\$344.00
CHANGE	REMOTE SAFE FLEET MIRRORS	\$161.00
CHANGE	FROM BASE OF (1) PAINT COLOR TO (3) PAINT COLOR & CUSTOM GRAPHICS (BUDGETARY)	\$4,500.00
ADD	SSSL TRASH CAN HOLDER	\$81.00
ADD	ADJUSTABLE PEDALS	\$1,190.00
BASE	ALTRO FLOORING W/ FULL COMPOSITE SUB-FLOOR	INCL
BASE	24 UNIT FIRST AID KIT	INCL
ADD	BIG GULP CUP HOLDER	\$35.00
ADD	WHEEL CHOCKS	\$35.00
ADD	12V AUX POWER PORT AT DASH	\$125.00
BASE	BLOOD BORNE PATHOGENS KIT	INCL

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BASE	WARRANTY (BASIC BUS) - 1 YEAR/50,000 MILES (WHICHEVER COMES FIRST)	INCL
BASE	WARRANTY (BODY STRUCTURE) - 3 YEARS/150,000 MILES (WHICHEVER COMES FIRST)	INCL
BASE	WARRANTY (STRUCTURE CORROSION) - 7 YEARS/350,000 MILES (WHICHEVER COMES FIRST)	INCL
BASE	WARRANTY (TRACTION MOTOR) - 3 YEARS/100,000 MILES (WHICHEVER COMES FIRST)	INCL
BASE	WARRANTY (ESS) - 6 YEARS/300,000 MILES (WHICHEVER COMES FIRST)	INCL
BASE	WARRANTY (FRONT AXLE) - 5 YEARS/300,000 MILES (WHICHEVER COMES FIRST)	INCL
BASE	WARRANTY (REAR AXLE) - 5 YEARS/300,000 MILES (WHICHEVER COMES FIRST)	INCL
BASE	WARRANTY (HVAC) - 2 YEARS/UNLIMITED MILES (WHICHEVER COMES FIRST)	INCL
BASE	WARRANTY (DOOR SYSTEMS) - 1 YEARS/UNLIMITED MILES (WHICHEVER COMES FIRST)	INCL
BASE	WARRANTY (COMPOSITE FLOOR) - 12 YEARS/500,000 MILES (WHICHEVER COMES FIRST)	INCL

	<b>NEVADA COUNTY, CA CHANGES</b>	<b>\$57,161.00</b>
	<b>STATE OF VIRGINIA 35' LOW FLOOR PLUS BATTERY ELECTRIC BASE BUS</b>	<b>\$797,280.00</b>
ADD	<b>DELIVERY TO NEVADA COUNTY, CA (BUDGETARY)</b>	<b>\$2,500.00</b>
	<b>NEVADA COUNTY, CA 35' LOW FLOOR PLUS BATTERY ELECTRIC CURRENT PRICE (1-7-21)</b>	<b>\$856,941.00</b>

**OPTIONS NOT INCLUDED IN PRICING ABOVE**

OPTION	6 YEAR OPTIONAL EXTENDED ESS (BATTERY) WARRANTY (BUDGETARY NOT INCL IN PRICE)	\$75,000.00
OPTION	TRAINING (EBUS MAINTENANCE 24 HOURS \$5000/2= \$2500.00 PER BUS)	\$2,500.00
OPTION	TRAINING (EBUS ELECTRICAL SYSTEMS 24 HOURS \$5000/2= \$2500.00 PER BUS)	\$2,500.00
OPTION	TRAINING (ELECTRIC HVAC 8 HOURS \$3000/2= \$1500.00 PER BUS)	\$1,500.00
OPTION	(1) DEPOT PLUG-IN SS REAR CHARGING PORT PER SAE J1772 DC CCS TYPE 1	\$3,850.00
OPTION	ROOF MOUNTED CHARGE RAILS FOR OVERHEAD DROP DOWN CHARGING (BUDGETARY)	\$32,900.00

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This pricing information is intended only for the personal and confidential use of the recipient(s) to whom it was originally sent. If you are not an intended recipient of this information or an agent responsible for delivering it to an intended recipient, you are hereby notified that you have received this information in error, and that any review, dissemination, distribution, or copying of this message is strictly prohibited.

## Charge Point Electric Bus Charging Station Preliminary Quote

- CPE250 (62.5kW DC Charger) x 3 = \$150,000
  - o Supports charging up to 3 buses.
  - o CPE250 DC charging equipment including 2x power modules.
  - o 12.5' CCS-1 cable and connector.
  - o 3 years CP cloud services with web based log-in and dashboard for station mgmt, diagnostics and reporting.
  - o 3 years CP extended warranty to include parts and labor coverage.
  - o Small budget to visit the site to assist with setup and validation for the charging system; plus operator training for the hardware and software.
  - o Ability to electrically pair 2x CPE250s to sequentially shared capacity to nominal 125kW
  - o Shipping to customer site included.
  - o Exclusions:
    - Installation and the required labor, materials, etc to make the site ready for the equipment and to install the equipment.
    - Installation and the required labor and materials to electrically pair the stations.
  
- Power Block (156kW DC charger) with remote Depot Stations
- 2x Power Block with 3x Depot Station = \$240,000
  - o Supports charging 3 buses, with future growth opportunity to support up to 6 buses conservatively.
  - o 2x Power Blocks DC charging equipment each including 5x power modules.
  - o 3x Depot Stations each with 15' CCS-1 cable and connector.
  - o 3 years CP cloud services with web based log-in and dashboard for station mgmt, diagnostics and reporting.
  - o 3 years CP extended warranty to include parts and labor coverage.
  - o Small budget to visit the site to assist with setup and validation for the charging system; plus operator training for the hardware and software.
  - o Shipping to customer site included.
  - o Exclusions:
    - Installation and the required labor, materials, etc to make the site ready for the equipment and to install the equipment.

# Express Plus

Specifications for Power Block, Power Modules and Station



+



+



Power Module

Power Block

Express Plus Station

## Express Plus Specifications

### Power Block Electrical Input

Input Rating	400V AC, 3-phase, 256A, 50 Hz 480V AC, 3-phase, 222A, 60 Hz
Wiring	L1, L2, L3, Ground
Short Circuit Current Rating	65 kA

### Power Module

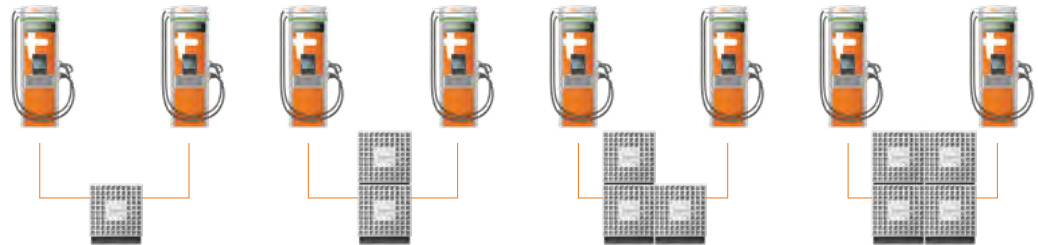
Max Output Power	31.25 kW
Max Output Current	78A
Power Conversion Efficiency	95%
Power Factor	0.99
Harmonics	iTHD < 5% (Complies with IEEE 519 Requirements)

### Station Electrical Output

Max Output Power	500 kW with Power Blocks
Output Voltage, Charging	200-1,000V DC
Max Output Current	500A with Power Blocks

### Power Block Electrical Output

Max Output Power	156 kW
Output Voltage	200-1,000V DC
Max Output Current	390A
Number of Stations Served	One block can serve up to 2 stations. Modular design enables additional blocks to be added to serve more stations.
Max Modules per Power Block	5



### Example Configurations

	A	B	C	D
Maximum power/port (kW)	156	312	468	500
Simultaneous power/port (kW)	62.5/93.7	156	218/250	312

ChargePoint, Inc. reserves the right to alter product offerings and specifications at any time without notice, and is not responsible for typographical or graphical errors that may appear in this document.



## Generic Specifications

Power Block Dimensions (height x length x depth)	1,100 mm x 1,000 mm x 1,900 mm (3'7" x 3'4" x 6'3") - One Power Block 2,025 mm x 1,000 mm x 1,900 mm (6'8" x 3'4" x 6'3") - Double Stacked Power Block
Station Dimensions	2,230 mm x 712 mm x 420 mm (7'4" x 2'4" x 1'4")
Power Module Dimensions	760 mm x 430 mm x 130 mm (2'6" x 1'5" x 5")
Power Block Weight (without modules)	200 kg (440 lb)
Station Weight	250 kg (551 lb)
Power Module Weight	38 kg (84 lb)
Power Block Enclosure Rating	Type 3R, IP56
Station Enclosure Rating	Type 3R, IP44
Cooling Type	Module: Liquid Cooled. Cable: Liquid Cooled
Operational Altitude	<3,000 m (<9,842.5 ft)
Operating Temperature	-30°C to 50°C (-22°F to 122°F), no degradation
Storage Temperature	-40°C to 50°C (-40°F to 122°F), 50% relative humidity
Operating Humidity	Up to 95% @ 50°C (122°F) non-condensing

## Station Functional Interfaces

Max Connector Types per Station	Up to two different connector types per station
Supported Connector Types	CHAdeMO, CCS1 (SAE J1772™ Combo), CCS2 (IEC 61851-2)
Cable Length	4.4 m (14.5 ft) horizontal reach with cable management
Driver Interaction Display	Full-color 254 mm (10 in) LCD display for driver interaction
Top Display	Full-color 508 mm (20 in) LED display for notification with tri-color LED status bar
Authentication	RFID: ISO 15693, ISO 14443, NEMA EVSE 1.2-2015 (U <sub>R</sub> ) Tap to Charge (NFC on Apple & Android) Plug and Charge: IEC 15118-1 Remote: Mobile and in vehicle (if supported by vehicle)

ChargePoint, Inc. reserves the right to alter product offerings and specifications at any time without notice, and is not responsible for typographical or graphical errors that may appear in this document.

## Energy Management Features

Dynamic Power Management	Dynamically distribute power to each station to optimize charging time
Remote Energy Management	Manage output power via the ChargePoint Admin Portal, API, and Open ADR 2.0b VEN

## Connectivity Features




Local Area Network	2.4 GHz and 5 GHz WiFi (802.11 b/g/n)
Wide Area Network	4G LTE (fall back to 3G GSM)
Supported Communication Protocols	OCPP
Service and Maintenance	Remote system monitoring, diagnostic, and proactive maintenance

## Regulatory Compliance

Vehicle Safety Communication	CHAdemo – JEVS G104 over CAN, CCS1 – SAE J1772 over PLC and CCS2 – IEC 61851-23 over PLC
Plug-out Detection	Power terminated per JEVS G104 (CHAdemo), SAE J2931 (CCS1) and IEC 61851-23 (CCS2)
Safety Compliance	UL listed: complies with UL 2202, UL 2231-1, UL 2231-2 CE marking: complies with IEC 62196, IEC 61851
Power Block and Station Surge Protection	Tested to IEC 61000-4-5, Level 5 (6 kV @ 3,000A). In geographic areas subject to frequent thunderstorms, supplemental surge protection at the service panel is recommended.
EMC Compliance	U.S.: FCC part 15 Class A; EU: EN 55011, EN 55022 & IEC 61000-4

ChargePoint, Inc. reserves the right to alter product offerings and specifications at any time without notice, and is not responsible for typographical or graphical errors that may appear in this document.

## Contact Us

-  Visit [chargepoint.com](https://www.chargepoint.com)
-  Call +1.408.705.1992
-  Email [sales@chargepoint.com](mailto:sales@chargepoint.com)



ChargePoint, Inc.  
240 East Hacienda Avenue  
Campbell, CA 95008-6617 USA

+1.408.841.4500 or  
+1.877.370.3802 US and Canada toll-free

[chargepoint.com](https://www.chargepoint.com)

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**BETTY T. YEE**  
**California State Controller**

November 18, 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 First Quarter State Transit Assistance Allocation**

Enclosed is a summary schedule of State Transit Assistance (STA) funds allocated for the first quarter of 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 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 first allocation for FY 2020-21. The total amount allocated to all agencies for the first allocation is \$145,929,138. The payment is scheduled to issue on November 19, 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](mailto:msilvera@sco.ca.gov) with any questions, or for additional information.

Sincerely,

*Melma Dizon*

MELMA DIZON  
 Manager  
 Local Apportionments Section

Enclosures

**STATE CONTROLLER'S OFFICE**  
**2020-21 STATE TRANSIT ASSISTANCE ALLOCATION**  
**FIRST QUARTER ALLOCATION SUMMARY**  
**NOVEMBER 19, 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 2020-21 Quarter 1	Total Fiscal Year 2020-21 Quarter 1
	Fiscal Year 2020-21 Quarter 1	Fiscal Year 2020-21 Quarter 1	Fiscal Year 2020-21 Quarter 1	Fiscal Year 2020-21 Quarter 1	C	D= (A+B+C)
	A	B				
Metropolitan Transportation Commission	\$ 7,784,679	\$ 6,503,712	\$ 39,097,759	\$ 53,386,150		
Sacramento Area Council of Governments	1,955,236	1,633,502	1,264,527	4,853,265		
San Diego Association of Governments	967,667	808,437	434,629	2,210,733		
San Diego Metropolitan Transit System	2,373,174	1,982,669	1,789,447	6,145,290		
Tahoe Regional Planning Agency	107,368	89,701	11,530	208,599		
Alpine County Transportation Commission	1,141	954	164	2,259		
Amador County Transportation Commission	37,648	31,453	2,614	71,715		
Butte County Association of Governments	210,133	175,556	20,801	406,490		
Calaveras County Local Transportation Commission	44,989	37,586	1,017	83,592		
Colusa County Local Transportation Commission	21,886	18,284	1,804	41,974		
Del Norte County Local Transportation Commission	27,277	22,789	2,619	52,685		
El Dorado County Local Transportation Commission	172,982	144,518	22,165	339,665		
Fresno County Council of Governments	1,022,588	854,322	341,182	2,218,092		
Glenn County Local Transportation Commission	29,378	24,544	1,525	55,447		
Humboldt County Association of Governments	133,202	111,283	41,969	286,454		
Imperial County Transportation Commission	188,635	157,595	31,805	378,035		
Inyo County Local Transportation Commission	18,570	15,514	0	34,084		
Kern Council of Governments	916,863	765,993	103,672	1,786,528		
Kings County Association of Governments	153,492	128,235	11,341	293,068		
Lake County/City Council of Governments	63,992	53,462	6,389	123,843		
Lassen County Local Transportation Commission	28,811	24,070	2,394	55,275		
Los Angeles County Metropolitan Transportation Authority	10,165,301	8,492,603	24,169,369	42,827,273		
Madera County Local Transportation Commission	158,028	132,025	9,755	299,808		
Mariposa County Local Transportation Commission	18,053	15,083	935	34,071		
Mendocino Council of Governments	87,880	73,419	12,267	173,566		
Merced County Association of Governments	283,308	236,690	25,414	545,412		
Modoc County Local Transportation Commission	9,563	7,989	1,379	18,931		
Mono County Local Transportation Commission	13,454	11,240	36,175	60,869		
Transportation Agency for Monterey County	440,811	368,276	251,532	1,060,619		
<b>Nevada County Local Transportation Commission</b>	<b>98,040</b>	<b>81,908</b>	<b>8,867</b>	<b>188,815</b>		
Orange County Transportation Authority	3,191,930	2,666,699	2,110,799	7,969,428		
Placer County Transportation Planning Agency	316,139	264,118	84,637	664,894		
Plumas County Local Transportation Commission	18,246	15,244	5,470	38,960		
Riverside County Transportation Commission	2,440,467	2,038,889	742,749	5,222,105		
Council of San Benito County Governments	62,306	52,054	1,939	116,299		
San Bernardino County Transportation Authority	2,178,897	1,820,360	861,385	4,860,642		
San Joaquin Council of Governments	773,050	645,845	330,564	1,749,459		
San Luis Obispo Area Council of Governments	277,051	231,462	35,930	544,443		
Santa Barbara County Association of Governments	451,500	377,206	209,112	1,037,818		
Santa Cruz County Transportation Commission	271,029	226,431	446,840	944,300		
Shasta Regional Transportation Agency	177,911	148,636	17,393	343,940		
Sierra County Local Transportation Commission	3,199	2,672	228	6,099		
Siskiyou County Local Transportation Commission	44,428	37,117	3,475	85,020		
Stanislaus Council of Governments	557,290	465,588	58,127	1,081,005		
Tehama County Transportation Commission	65,080	54,371	2,492	121,943		
Trinity County Transportation Commission	13,538	11,310	976	25,824		
Tulare County Association of Governments	479,616	400,695	93,614	973,925		
Tuolumne County Transportation Council	54,876	45,846	2,603	103,325		
Ventura County Transportation Commission	842,252	703,660	251,190	1,797,102		
Subtotals	\$ 39,752,954	\$ 33,211,615	\$ 72,964,569	\$ 145,929,138		
State Totals		\$ 72,964,569	\$ 72,964,569	\$ 145,929,138		

**STATE CONTROLLER'S OFFICE**  
**2020-21 STATE TRANSIT ASSISTANCE ALLOCATION FIRST QUARTER PUC 99314 ALLOCATION DETAIL**  
**NOVEMBER 19, 2020**

Regional Entity and Operator(s)	Revenue Basis	Fiscal Year 2020-21 Funds from RTC Sections 7102(a)(3), 6051.8(a), and 6201.8(a) Quarter 1 Gross Allocation	Fiscal Year 2020-21 Funds from RTC Sections 6051.8(b), and 6201.8(b) Quarter 1 Gross Allocation	Fiscal Year 2020-21 Quarter 1 Paid
		A	B	C= (A+B)
Mono County Local Transportation Commission Eastern Sierra Transit Authority	2,824,223	19,709	16,466	36,175
Transportation Agency for Monterey County Monterey-Salinas Transit	19,637,486	137,041	114,491	251,532
<b>Nevada County Local Transportation Commission</b>				
County of Nevada	369,077	2,576	2,152	4,728
City of Truckee	323,083	2,255	1,884	4,139
Regional Entity Totals	692,160	4,831	4,036	8,867
Orange County Transportation Authority				
City of Laguna Beach	1,910,271	13,331	11,137	24,468
Orange County Transportation Authority	110,748,483	772,865	645,690	1,418,555
Regional Entity Subtotals	112,658,754	786,196	656,827	1,443,023
Orange County Transportation Authority - Corresponding to SCRRA***	NA	363,821	303,955	667,776
Regional Entity Totals	112,658,754	1,150,017	960,782	2,110,799
Placer County Transportation Planning Agency				
City of Auburn	21,830	152	127	279
County of Placer	5,410,141	37,755	31,542	69,297
City of Roseville	1,175,827	8,206	6,855	15,061
Regional Entity Totals	6,607,798	46,113	38,524	84,637
Plumas County Local Transportation Commission				
County of Plumas	346,829	2,420	2,022	4,442
County Service Area 12 - Specialized Service	80,198	560	468	1,028
Regional Entity Totals	427,027	2,980	2,490	5,470
Riverside County Transportation Commission				
City of Banning	208,349	1,454	1,215	2,669
City of Beaumont	318,557	2,223	1,857	4,080
City of Corona	426,555	2,977	2,487	5,464
Palo Verde Valley Transit Agency	175,762	1,227	1,025	2,252
City of Riverside - Specialized Service	493,635	3,445	2,878	6,323
Riverside Transit Agency	18,329,390	127,913	106,865	234,778
Sunline Transit Agency	11,506,078	80,296	67,083	147,379
Regional Entity Subtotals	31,458,326	219,535	183,410	402,945
Riverside County Transportation Commission - Corresponding to SCRRA***	NA	185,134	154,670	339,804
Regional Entity Totals	31,458,326	404,669	338,080	742,749
Council of San Benito County Governments				
San Benito County Local Transportation Authority	151,384	1,056	883	1,939

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 \*\*\* 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**

November 18, 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 First Allocation**

Enclosed is a summary schedule of State of Good Repair (SGR) program funds allocated for the first allocation of 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 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 first allocation for FY 2020-21. The total amount allocated to all agencies for the first allocation is \$37,586,000.40. The payment is scheduled to issue on November 19, 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](mailto: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,

*Melma Dizon*

MELMA DIZON  
Manager  
Local Apportionments Section

Enclosures

**STATE CONTROLLER'S OFFICE**  
**2020-21 STATE OF GOOD REPAIR PROGRAM**  
**FIRST ALLOCATION SUMMARY**  
**NOVEMBER 19, 2020**

Regional Entity	Amount Based on PUC 99313 Allocation Fiscal Year 2020-21 Allocation 1	Amount Based on PUC 99314 Allocation Fiscal Year 2020-21 Allocation 1	Total Fiscal Year 2020-21 Allocation 1
	<b>A</b>	<b>B</b>	<b>C= (A+B)</b>
Metropolitan Transportation Commission	\$ 3,680,165.94	\$ 10,072,503.79	\$ 13,752,669.73
Sacramento Area Council of Governments	924,327.36	325,771.80	1,250,099.16
San Diego Association of Governments	457,459.39	111,970.52	569,429.91
San Diego Metropolitan Transit System	1,121,905.58	461,003.58	1,582,909.16
Tahoe Regional Planning Agency	50,757.75	2,970.35	53,728.10
Alpine County Transportation Commission	539.47	42.29	581.76
Amador County Transportation Commission	17,797.74	673.42	18,471.16
Butte County Association of Governments	99,339.21	5,358.77	104,697.98
Calaveras County Local Transportation Commission	21,268.38	262.06	21,530.44
Colusa County Local Transportation Commission	10,346.27	464.87	10,811.14
Del Norte County Local Transportation Commission	12,895.28	674.92	13,570.20
El Dorado County Local Transportation Commission	81,776.25	5,709.99	87,486.24
Fresno County Council of Governments	483,423.32	87,896.69	571,320.01
Glenn County Local Transportation Commission	13,888.24	392.92	14,281.16
Humboldt County Association of Governments	62,970.43	10,812.07	73,782.50
Imperial County Transportation Commission	89,176.23	8,193.97	97,370.20
Inyo County Local Transportation Commission	8,778.88	0.00	8,778.88
Kern Council of Governments	433,442.18	26,708.38	460,150.56
Kings County Association of Governments	72,562.77	2,921.83	75,484.60
Lake County/City Council of Governments	30,251.81	1,646.14	31,897.95
Lassen County Local Transportation Commission	13,620.40	616.65	14,237.05
Los Angeles County Metropolitan Transportation Authority	4,805,592.70	6,222,207.80	11,027,800.50
Madera County Local Transportation Commission	74,706.94	2,512.98	77,219.92
Mariposa County Local Transportation Commission	8,534.66	240.90	8,775.56
Mendocino Council of Governments	41,544.75	3,160.24	44,704.99
Merced County Association of Governments	133,932.27	6,547.03	140,479.30
Modoc County Local Transportation Commission	4,520.77	355.24	4,876.01
Mono County Local Transportation Commission	6,360.25	9,319.50	15,679.75
Transportation Agency for Monterey County	208,391.21	64,800.70	273,191.91
<b>Nevada County Local Transportation Commission</b>	<b>46,348.00</b>	<b>2,284.02</b>	<b>48,632.02</b>
Orange County Transportation Authority	1,508,968.10	543,791.36	2,052,759.46
Placer County Transportation Planning Agency	149,453.09	21,804.73	171,257.82
Plumas County Local Transportation Commission	8,625.83	1,409.12	10,034.95
Riverside County Transportation Commission	1,153,718.16	191,349.19	1,345,067.35
Council of San Benito County Governments	29,454.89	499.54	29,954.43
San Bernardino County Transportation Authority	1,030,062.24	221,913.51	1,251,975.75
San Joaquin Council of Governments	365,455.44	85,160.89	450,616.33
San Luis Obispo Area Council of Governments	130,974.17	9,256.64	140,230.81
Santa Barbara County Association of Governments	213,444.36	53,872.34	267,316.70
Santa Cruz County Transportation Commission	128,127.55	115,116.63	243,244.18
Shasta Regional Transportation Agency	84,106.54	4,480.75	88,587.29
Sierra County Local Transportation Commission	1,512.12	58.63	1,570.75
Siskiyou County Local Transportation Commission	21,002.90	895.35	21,898.25
Stanislaus Council of Governments	263,455.74	14,974.74	278,430.48
Tehama County Transportation Commission	30,766.24	642.11	31,408.35
Trinity County Transportation Commission	6,399.93	251.49	6,651.42
Tulare County Association of Governments	226,735.98	24,116.88	250,852.86
Tuolumne County Transportation Council	25,942.20	670.64	26,612.84
Ventura County Transportation Commission	398,170.29	64,712.24	462,882.53
State Totals	\$ 18,793,000.20	\$ 18,793,000.20	\$ 37,586,000.40



**STATE CONTROLLER'S OFFICE**  
**2020-21 STATE OF GOOD REPAIR PROGRAM FIRST**  
**ALLOCATION BASED ON PUC 99314 ALLOCATION DETAIL**  
**NOVEMBER 19, 2020**

Regional Entity and Operator(s)	Revenue Basis	Amount Based on PUC 99314 Allocation Fiscal Year 2020-21 Allocation 1
Mendocino Council of Governments Mendocino Transit Authority	957,692	3,160.24
Merced County Association of Governments Transit Joint Powers Authority of Merced County Yosemite Area Regional Transportation System (YARTS) Regional Entity Totals	1,025,125 958,913 <hr/> 1,984,038	3,382.76 3,164.27 <hr/> 6,547.03
Modoc County Local Transportation Commission Modoc Transportation Agency - Specialized Service	107,653	355.24
Mono County Local Transportation Commission Eastern Sierra Transit Authority	2,824,223	9,319.50
Transportation Agency for Monterey County Monterey-Salinas Transit	19,637,486	64,800.70
<b>Nevada County Local Transportation Commission</b> County of Nevada City of Truckee Regional Entity Totals	<b>369,077</b> <b>323,083</b> <hr/> <b>692,160</b>	<b>1,217.90</b> <b>1,066.12</b> <hr/> <b>2,284.02</b>
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	1,910,271 110,748,483 <hr/> 112,658,754 NA <hr/> 112,658,754	6,303.60 365,453.03 <hr/> 371,756.63 172,034.73 <hr/> 543,791.36
Placer County Transportation Planning Agency City of Auburn County of Placer City of Roseville Regional Entity Totals	21,830 5,410,141 1,175,827 <hr/> 6,607,798	72.04 17,852.64 3,880.05 <hr/> 21,804.73
Plumas County Local Transportation Commission County of Plumas County Service Area 12 - Specialized Service Regional Entity Totals	346,829 80,198 <hr/> 427,027	1,144.48 264.64 <hr/> 1,409.12
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	208,349 318,557 426,555 175,762 493,635 18,329,390 11,506,078 <hr/> 31,458,326 NA <hr/> 31,458,326	687.52 1,051.19 1,407.57 579.99 1,628.92 60,484.18 37,968.29 <hr/> 103,807.66 87,541.53 <hr/> 191,349.19
Council of San Benito County Governments San Benito County Local Transportation Authority	151,384	499.54

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





P.O. Box #1014  
Cedar Ridge, CA 95924

**Greenhorn  
FireWise  
Community  
Leaders Group**

Date: December 6, 2020  
To: Caltrans District 3, Program/Project Management  
From: Greenhorn FireWise Community, Nevada County, CA  
Re: State Route 49 Draft Safety Assessment Report

Carolyn Battaini  
Linda Lanzoni

We write to you today in support of the letter sent to you by the Nevada County Coalition of Firewise Communities, December 4, 2020. (Copy included).

Mary Ann Coleman

The Greenhorn Firewise Community represents 748 dwellings with approximately 1,500 people living in the "Greenhorn corridor." This could mean as many as 1,400 vehicles on the road trying to evacuate in the event of a lethal, wildland fire.

Vicki Deam

John Deam

Betty Collins

Judy McGrain

Dianne Marshall

Our Firewise community is dedicated to public safety including evacuation routes in the event of a wildland fire. We do our work in partnership with Nevada County Office of Emergency Services, the Fire Safe Council, and state and local fire professionals. We have assured potential evacuation routes through private property are passable and proper signage is available for our community residents. We function without the use of public funds.

Jan Weaver

Paige Lettington

Paul Tebbel

Colleen Vigil

The citizens represented by the Greenhorn FireWise Community understand the critical importance of maintaining a network of fire safe roads to be used when wildland fire demands an evacuation. We are doing what we can to assure small roads on private property may be available to assist neighbors when they need to leave. We need you to assure that Route 49 is not a tinderbox with roadside trees and vegetation on fire. A focused, aggressive fuel reduction effort to achieve 30-foot defensible space along Nevada County's evacuation corridor including Route 49 is needed.

Submitted on behalf of the Greenhorn FireWise Community, thank you,

*Dianne Marshall*

Dianne Marshall, Secretary

cc:  
Governor Gavin Newsom  
Toks Omishakin, Director, Caltrans  
Placer County Transportation Planning Agency

State Senator Brian Dahle  
State Assemblymember Megan Dahle  
Nevada County Board of Supervisors  
✓ Nevada County Transportation Commission





# NEVADA COUNTY COALITION of FIREWISE COMMUNITIES

The list below includes NFPA-certified and those pending assessment. An additional 29 communities are considered "in training" and working on becoming certified.

- 6B and Friends
- Ananda Village
- Bear River Pines
- Bear River Ranch
- Bitney Springs
- Cascade Shores
- Dalmatian Drive Neighbors
- Darkhorse
- Deer Creek Southside
- Echo Ridge
- Foxwood-Slate Creek
- Friends of Banner Mountain
- Glenshire-Devonshire
- Glenwood-Maidu-Charlene Nghbrs
- Golden Oaks
- Greater Alta Sierra Community
- Greater Cement Hill Neighbors
- Greater Champion Neighborhood
- Greenhorn
- Grizzly
- Hyatt Blue Sage
- Jones Bar Neighborhoods
- Juniper Hills
- Kentucky Flat
- Lake of the Pines Association
- Lake Vera Round Mountain
- Lake Wildwood
- Lower Colfax
- Martis Peak
- Montezuma Ridge
- Mountain Lakes Estates
- Outer Jackass Flats
- Pine Forest
- Rattlesnake Ridge Estates
- Ridgeview Woodlands
- Salmon Mine – East Sages
- Serene Lakes
- Sherwood Forest
- Sierra Knolls Estates
- Stonebridge HOA
- Tahoe-Donner Association
- The Cedars
- The Gazebos HOA
- Toller Ridge Court
- Upper Rough & Ready
- Town of Washington
- West End Donner Lake
- Wolf Mountain
- You Bet Community



Coalition mailing address:  
640 Charlene Lane  
Grass Valley, CA 95945  
Email c/o: susanrogers@nccn.net

Date: December 4, 2020

To: Caltrans District 3, Program/Project Management  
From: Nevada County Coalition of Firewise Communities  
Re: State Route 49 Draft Safety Assessment Report

This letter is regarding the **State Route 49: I-80 to McKnight Way Draft Safety Assessment Report**. At our December 1 online meeting, 44 representatives of Firewise Communities in Nevada County (listed at left, encompassing more than 70,000 county residents) voted to authorize this public input from the Coalition.

The draft Report is admirable as far as it goes, but its sole focus is on reducing traffic accidents. The Report completely ignores the other danger Nevada County residents face on Route 49 between McKnight Way and I-80: the risk of burning to death in our cars when the highway is jammed during a wildfire evacuation.

Caltrans is aware of the increasing number of huge, lethal wildfires that occur in this state. In Nevada County, we have more than one state route with trees that are far too close to the highway to allow for safe evacuation. And yet, looking at your website, Caltrans' idea of highway safety relative to trees seems to be limited to, "make sure trees don't fall on the highway and block traffic."

**It's imperative that Caltrans update its vision of highway safety to include fuel reduction on the sides of state highways in high-risk zones.** While State regulations require a 10-foot mitigation area on roadsides, at least one fire scientist suggests a **30-foot zone** is necessary to provide protection from the lethal, radiant heat of burning vegetation. (We don't even have 10 feet in some places.) The extra 20 feet of space is also needed so cars can safely pull off the road to let emergency responders pass by.

The word "evacuation" appears **only three times in the 49-page "Safety Assessment,"** all on page 34, Section 6.2 (entitled "Long Term Treatments" expected to take between 2 and 10 years to implement), under "Education, Encouragement, Enforcement, and Evaluation." Where it is used, it is only in regard to making evacuation *plans*.

Plans will not save us from lethal heat created by burning roadside trees and vegetation when we are sitting in our cars on a jammed Route 49 during a wildfire evacuation. Only aggressive fuel reduction, beginning now and continuing whenever weather permits, will save us. You could start by eliminating the tree tunnel overhanging Route 49 just south of McKnight Way.

We ask Caltrans to: 1) **update its definition of highway safety** to include safety from burning roadside vegetation, and 2) **revise the Safety Assessment** to include the need for 30 feet of defensible space alongside the evacuation corridor in Nevada County.

Sincerely yours,

Bob Long                      Susan Rogers                      Virginia Gompertz                      Jeff Peach  
Officers of the Nevada County Coalition of Firewise Communities

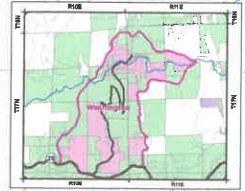
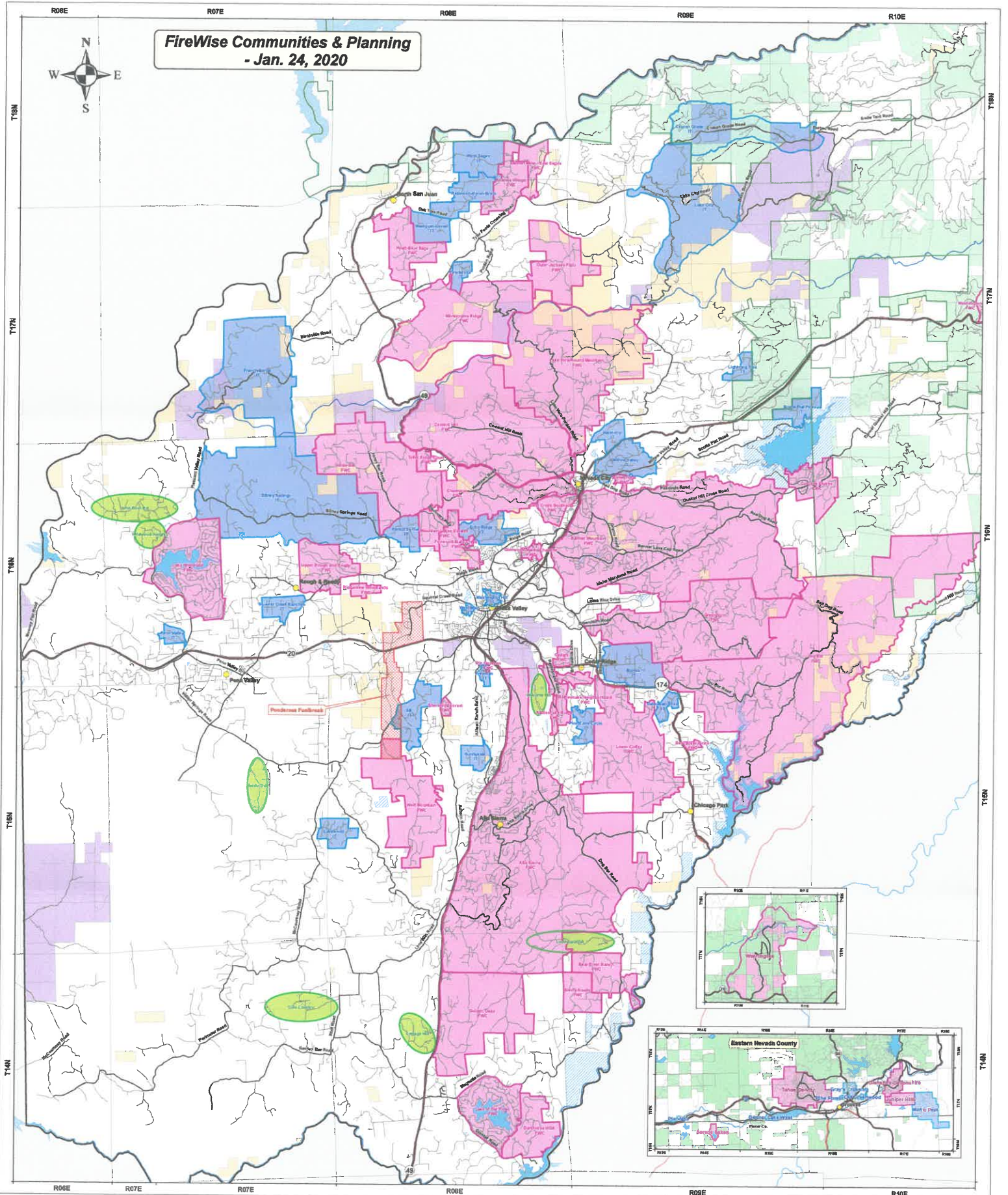
Cc: Governor Gavin Newsom                      Nevada County Board of Supervisors  
Toks Omishakin, Director, Caltrans                      **Nevada County Transportation Commission**  
Placer County Transportation Planning Agency  
State Senator Brian Dahle                      State Assemblymember Megan Dahle

# Examples of Risk on Highway 49 (Nevada County) during Wildfire Evacuation

Dec. 11, 2020:  
Addendum to input on  
Highway 49 draft  
Safety Assessment  
from the Nevada  
County Coalition of  
Firewise Communities



**FireWise Communities & Planning**  
- Jan. 24, 2020



- |   |                       |              |                 |
|---|-----------------------|--------------|-----------------|
| FireWise Communities                      | Towns and Communities | <b>Roads</b> | <b>Lands</b>    |
| FireWise In Training Communities          | Lakes                 | Highways     | National Forest |
| Proposed FireWise - Approximate Locations | Major Rivers          | Major Roads  | BLM             |
|   |                       | Local Roads  | State of Calif. |
|   |                       |              | NID             |

**Fire Safe Council**  
of Nevada County

Scale: 1:48,000

Jan. 24, 2020 - A.D.





JAN ARBUCKLE – Grass Valley City Council  
 ANDREW BURTON – Member-At-Large, Chair  
 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  
 JAN ZABRISKIE – Town of Truckee



DANIEL LANDON, Executive Director  
 MICHAEL WOODMAN, Deputy Executive Director

Grass Valley • Nevada City

Nevada County • Truckee

## MEMORANDUM

TO: Nevada County Transportation Commission

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

SUBJECT: Executive Director's Report for the January 2021 Meeting

DATE: January 19, 2021

### 2020 ANNUAL REPORT

Nevada County Transportation Commission (NCTC) is a Regional Transportation Planning Agency (RTPA) created under 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.

NCTC has seven board members. Four members are appointed by the Nevada County Board of Supervisors, including two of its members and two Member-At-Large representatives. Grass Valley, Nevada City and Truckee each appoint one member.

The mission of NCTC is to plan, communicate, and coordinate with the citizens and decision-makers of Grass Valley, Nevada City, Nevada County, 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.

Some of the activities to achieve NCTC's mission include:

- Develop 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.
- Communicate 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.
- Administer Transportation Development Act funding to ensure all statutory requirements are met.
- Manage Regional Improvement Program funds, Regional Surface Transportation Program funds, and Regional Transportation Mitigation Fee funds. Select and fund eligible transportation improvement projects based on those that are most effective and beneficial to the region.

- NCTC has been designated as the Airport Land Use Commission for the Nevada County Airport and provides staff for the Truckee Tahoe Airport Land Use Commission. 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.

During 2020, NCTC provided funds to local agencies for transportation projects from the following sources:

**Local Transportation Fund (LTF)** - These funds are derived from one-quarter cent of the sales tax collected in Nevada County.

- Nevada County Transit Funding: \$3,370,501.50
- Grass Valley Transit Funding: \$461,695.80
- Nevada City Transit Funding: \$112,815.28
- Truckee Transit Funding: \$446,753.50
- Community Transit Services (CTS) - Nevada County: \$171,692.50, Truckee: \$33,611.25
- Pedestrian and Bicycle Projects, Nevada City: \$34,000

Total LTF projects in 2020: \$4,631,069.63

**State Transit Assistance Fund (STA)** – By statute these funds are used for transit purposes. They are derived from statewide sales tax on gasoline and diesel fuel.

- Nevada County Transit Funding: \$127,881.00
- Truckee Transit Funding: \$514,850.00

Total STA transit funding in 2020: \$642,731.00

**Regional Surface Transportation Program (RSTP) funds** - This funding program was established by the State of California for a wide variety of transportation projects. These funds may be used for transportation planning, construction, improvement, maintenance, and operation of public streets and highways and pedestrian and bicycle projects.

Nevada City

- Boulder Street Improvements: \$86,000.00

Nevada County

- Drainage and Shoulders: \$152,484.00
- General Maintenance: \$1,189,449.00
- Donner Shoulder Improvements: \$3,627.50
- Combie Road Corridor: \$583,174.00

Nevada County Transportation Commission

- SR 174/20 Intersection Analysis: \$20,000.00
- SR 49 Multimodal Corridor Plan: \$34,500.00

Total RSTP Projects in 2020: \$2,069,234.50

**Total project funding disbursed by NCTC in 2020: \$7,343,035.13**

## **Planning Projects Completed in 2020:**

- Truckee Big Data Daily VMT Analysis – Outputs from the Town of Truckee’s PM Peak Hour travel demand model were scaled to daily volumes using the “Big Data” and provided relative traffic volumes over the course of a day. The “Big Data” will also help the Town and NCTC understand the seasonal variations in regional travel behavior, due to resort and other tourist traffic, to inform both the updates of the RTP and Town General Plan. Analysis of the data can assist in evaluating the ability of the regional transportation system to handle emergency evacuation scenarios depending on the time of day and season. The consultant developed the Daily VMT estimates and prepared the VMT Methodology Report for review and approval. The analysis was presented to the Truckee Town Council in May 2020.
- RTP Implementation: Vehicle Miles Traveled (VMT) Thresholds - Senate Bill 743 mandated the development of a new metric for determining the level of significance of transportation impacts under the California Environmental Quality Act (CEQA). This project used consultant services to develop sample estimations of VMT generated by residential and commercial land use projects and provide recommendations for the establishment of VMT thresholds by Nevada County, Grass Valley, Nevada City, and Truckee. The final report was presented to the Commission at its October 2020 NCTC meeting.
- SR 49 Multimodal Corridor Plan – This project provided needed recommendations for the improvement of roadway and traffic conditions in order to make it safer and easier for pedestrians, cyclists and drivers to cross and travel along Highway 49 from the SR 20/SR 49/Uren Street intersection in Nevada City to the Nevada County Juvenile Hall. This required a focus on intersections and innovative ways to reduce motor vehicle speeds and expand mobility options along this corridor in a cost-effective manner. An Active Transportation Program funding grant was received to provide additional funding for this project. The final report was presented to the Commission at its October 2020 NCTC meeting.
- SR 174/20 Intersection Analysis – This study analyzed and recommended improvements for the intersection of State Route 174 and State Route 20 in Grass Valley. The study area included several local streets that intersect with or pass under the two state routes known as “the Triangle” due to the shape formed by these streets. These include:
  - Local Highway (SR 174/Colfax Avenue)
  - Highway Frontage Roads (Tinloy Street and Hansen Way)
  - Highway Access Ramps (SR 49/SR 20 on-ramps and off-ramps)
  - South Auburn Street and Neal Street

An Active Transportation Program funding grant was received to provide additional funding for this project. The final report was presented to the Commission at its October 2020 NCTC meeting.

- NCTC/Grass Valley Travel Demand Forecasting Model - A Travel Demand Forecasting (TDF) 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 trips generated, the beginning and ending location of each trip, and the route taken by the trip. The TDF model is a valuable tool for preparing long-range transportation planning studies, like the Regional Transportation Plan, and can be used to estimate the average daily and peak hour traffic volumes on major roads in response to planned population and employment growth, changes in transportation infrastructure, and policy assumptions, and provides a consistent platform to analyze different land use and transportation scenarios. The final report was presented to the Commission at its October 2020 NCTC meeting.

### **Planning Projects Underway in 2020:**

- Western Nevada County Transit Development Plan Update – This update will provide guidance for the next five years for making operational adjustments, address capital needs, recent changes in funding levels, and changes in fixed route and paratransit operations. 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 carefully identify where transit resources should be devoted over the plan period, utilizing origins and destinations and travel patterns. Public involvement and outreach activities 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. The Western Nevada County Transit Development Plan Update agreement was approved at the January 29, 2020 NCTC meeting.
- Nevada County Coordinated Public Transit-Human Services Transportation Plan Update – This update will address existing transportation service gaps and operational and capital needs, and will facilitate continued coordination between health and human services and transportation stakeholders, identify the existing transportation needs in Nevada County, and identify potential solutions to address them. 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 carefully identify where transit resources should be devoted over the plan period. Public involvement and outreach activities are integral components of the study. The Nevada County Coordinated Public Transit-Human Services Transportation Plan Update agreement was approved at the January 29, 2020 NCTC meeting.
- READY Nevada County Extreme Climate Event Mobility and Adaptation Plan – In December 2019, NCTC staff began working on the concept of an Extreme Climate Event Mobility and Adaptation Plan to identify the climate-related weaknesses of the transportation system in Nevada County. The plan would provide actionable strategies for integration into transportation plans, transportation improvement programs, and emergency response plans for the region during extreme climate events such as fire, flood, snow/ice, and road closure. After submitting a grant application for State Rural Planning Assistance in January 2020, NCTC was awarded grant funds for the READY Nevada County Extreme Climate Event Mobility and Adaptation Plan. The consultant GHD Inc. was chosen by the Selection Committee, which included representatives

from Nevada County, Office of Emergency Services, Nevada County Consolidated Fire District, the cities of Nevada City and Grass Valley, and NCTC staff, to prepare the Plan. The READY Nevada County ECEMAP agreement was approved at the November 18, 2020 NCTC meeting.





**January 2021  
Caltrans District 3 Project Status Report**

Highway 20		
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	\$3,203,000
	Planning	COMPLETE
	Environmental	COMPLETE
	Design	Target completion February 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	\$61,443,000
	Planning	COMPLETE
	Environmental	COMPLETE
	Design	Target completion February 2021.
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 July 2021.
	Design	Target completion March 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, sign panels, and TMS elements.
	Funding Source	SHOPP - Asset Management (121)
	Total Cost	\$38,010,000
	Planning	Target completion March 2022.
	Environmental	Target completion August 2023.
	Design	Target completion March 2025.
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	COMPLETE
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 January 2021. Target completion for Project Acceptance and Environmental Document (PA&ED) is April 2021. Caltrans will have another public meeting after the Draft Environmental Document is complete (approx. January 2021/February 2021) to present the alternatives to the public for comment and a preferred alternative will be selected.
	Design	Target completion June 2024.
Construction	Construction is expected to begin Summer 2025. Target completion November 2027.	
Highway 49		



**January 2021**  
**Caltrans District 3 Project Status Report**

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.
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 began Summer 2020. Target completion February 2021.	
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 began Fall 2020. Target completion November 2021.	
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 May 2021.
	Design	Target completion March 2022.
Construction	Construction is expected to begin Summer 2023. Target completion August 2024.	

Interstate 80		
2H550 Zero Emission 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 March 2021.	
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.	





**January 2021**  
**Caltrans District 3 Project Status Report**

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	COMPLETE
Construction	Construction 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	COMPLETE
Construction	Construction is expected to begin Spring 2021. Target completion December 2021.	
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 March 2021.
Construction	Construction is expected to begin Spring 2022. Target completion December 2023.	
3H560 Yuba Pass SOH Bridge Replacment	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 January 2023.
Construction	Construction is expected to begin Summer 2024 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 March 2023.
Construction	Construction is expected to begin Summer 2024. 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	\$64,259,000
	Planning	COMPLETE
	Environmental	Target completion January 2024.
	Design	Target completion August 2026.
Construction	Construction is expected to begin Summer 2027. 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	\$23,921,000
	Planning	COMPLETE
	Environmental	Target completion February 2021.
	Design	Target completion April 2021.
Construction	Construction is expected to begin Spring 2022. Target completion December 2022.	



**January 2021  
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	\$27,368,000
	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	<b>COMPLETE</b> 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	