

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



MICHAEL WOODMAN, Executive Director

Grass Valley • Nevada City

Nevada County • Truckee

REGULAR TELECONFERENCE MEETING AGENDA

Consistent with California Government Code Section 54953, an online meeting of the Nevada County Transportation Commission (NCTC) will be held exclusively via teleconference in light of COVID-19 and the state of emergency proclamation and state and local recommended measures for physical distancing.

The public is invited to participate in the Open Session of the meeting on
Wednesday, November 17, 2021 at 9:30 a.m.

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

<https://us02web.zoom.us/j/2869133292?pwd=MXlFcmZ5QnNPZGJCSm93WEhJbUs4UT09>

Meeting ID: **286 913 3292** Online Password: **Rona530**

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/2869133292?pwd=MXlFcmZ5QnNPZGJCSm93WEhJbUs4UT09>

Meeting ID: **286 913 3292** Phone Password: **4181337**

PUBLIC COMMENT:

Written Comments: You are welcome to submit written comments to the Commission via email. Please send your comments to nctc@nccn.net. 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. Comments will be accepted through the public comment period and individual agenda discussion items during the meeting.

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.*

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

REGULAR MEETING: 9:30 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 Consent Items by roll call vote.

1. [Financial Reports:](#)
August 2021, September 2021
 - 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:](#) September 15, 2021 Meeting
Recommendation: Approve.

3. [Proposed 2022 NCTC Meeting Schedule:](#) See schedule.
Recommendation: Approve.

4. [Allocation Request from County of Nevada for Regional Surface Transportation Program Funds for FY 2021/22 Projects:](#) See staff report.
Recommendation: Adopt Resolution **21-22**.

5. [Disposal of Surplus Equipment:](#) See staff report.
Recommendation: Adopt Resolution **21-23**.

6. [Western Nevada County Regional Transportation Mitigation Fee \(RTMF\) Program Annual Report for FY 2020/21:](#) See staff report.
Recommendation: Approve.

ACTION ITEMS

7. [Professional Services Agreement to Prepare the Triennial Performance Audits](#): See staff report.
Recommendation: Adopt Resolution **21-24** by roll call vote.
8. [Amendment 1 to the FY 2021/22 Overall Work Program](#): See staff report.
Recommendation: Adopt Resolution **21-25** by roll call vote.
9. [PUBLIC HEARING: FY 2021/22 Regional Transportation Improvement Program](#): See staff report.
Recommendation: Adopt Resolution **21-26** by roll call vote.

INFORMATIONAL ITEMS

10. [Correspondence](#)
 - A. Betty T. Yee, California State Controller, [Fiscal Year 2020-21 State of Good Repair Program Fourth Allocation](#), File 370.2.1, 8/18/2021.
 - B. Betty T. Yee, California State Controller, [Fiscal Year 2020-21 Fourth Quarter State Transit Assistance Allocation](#), File 1370.0, 8/18/2021.
 - C. Mike Woodman, NCTC Executive Director, [Comments Draft 2021 Interregional Transportation Strategic Plan](#), File 1390.0, 9/10/2021.
 - D. Mike Woodman, Chair, North State Super Region, [Comments on the Draft 2021 Interregional Transportation Strategic Plan](#), File 1390.0, 9/10/2021.
 - E. Erin Thompson, Chief, Office of Regional and Community Planning, Caltrans, [FY 2021-22 State Rural Planning Assistance Award](#), File 1030.1.2, 10/20/2021.
11. [Executive Director's Report](#)
12. [Project Status Report](#):
Caltrans Projects: Sam Vandell, Caltrans District 3 Project Manager for Nevada County.

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

SCHEDULE FOR NEXT REGULAR MEETING: January 26, 2022, via Zoom meeting.

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

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2021 NCTC MEETING SCHEDULE

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

COMMONLY USED ACRONYMS
NEVADA COUNTY TRANSPORTATION COMMISSION (NCTC)

Updated 11-14-17

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

Nevada County Transportation Commission
Monthly Financial Report 2021/22
AUGUST

TOWN OF TRUCKEE (5805) LTF
 16.63%

Cash Balance 08/01/21	\$928,213.25
Additions	\$47,513.35
Deductions	<u>\$0.00</u>
Cash Balance 08/31/21	\$975,726.60
 <u>Budget and Allocations</u>	
Fund Balance 6/30/21	\$975,726.60
Revenue Revised Findings Reso 21-08 5/9/21	<u>\$575,172.00</u>
AMOUNT TO BE ALLOCATED	\$1,550,898.60
 Total Amount of Approved Allocations	 <u>\$627,443.36</u>
BALANCE Available for Allocation	\$923,455.24

DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
7/21/21 21-16	Transit/Paratransit Operations	\$627,443.36	\$0.00	\$627,443.36

**Nevada County Transportation Commission
Monthly Financial Report FY 2021/22**

AUGUST

PEDESTRIAN AND BIKE (5806) LTF

2.00%

Cash Balance 08/01/21	\$241,747.46
Additions	\$6,171.09
Deductions	<u>\$0.00</u>
Cash Balance 08/31/21	\$247,918.55

Budget and Allocations

Fund Balance 6/30/21	\$247,918.55
Revenue Revised Findings Reso 21-08 5/9/21	<u>\$74,279.00</u>
AMOUNT TO BE ALLOCATED	\$322,197.55

Total Amount of Approved Allocations	<u>\$0.00</u>
BALANCE Available for Allocation	\$322,197.55

DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
	No FY 2021/22 Projects	\$0.00	\$0.00	\$0.00

Nevada County Transportation Commission
Monthly Financial Report FY 2021/22
AUGUST

NEVADA COUNTY (5807) LTF
67.11%

Cash Balance 08/01/21	\$2,538,294.52
Additions	\$192,890.49
Deductions	<u>\$0.00</u>
Cash Balance 08/31/21	\$2,731,185.01
Budget and Allocations	
<u>Fund Balance 6/30/21</u>	\$3,348,185.01
Revenue Revised Findings Reso 21-08 5/9/21	<u>\$2,183,580.00</u>
AMOUNT TO BE ALLOCATED	\$5,531,765.01
Total Amount of Approved Allocations	<u>\$4,644,233.00</u>
BALANCE Available for Allocation	\$887,532.01

DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
7/21/21 21-15	Transit/Paratransit Operations	\$2,183,580.00	\$617,000.00	\$1,566,580.00
1/22/21 21-02	Reserved in the Fund Capital Purchase of 2 buses	\$2,460,653.00	\$0.00	\$2,460,653.00
	TOTAL	\$4,644,233.00	\$617,000.00	\$4,027,233.00

**Nevada County Transportation Commission
Monthly Financial Report FY 2021/22**

AUGUST

GRASS VALLEY (5808) LTF

13.09%

Cash Balance 08/01/21	\$66,009.48
Additions	\$37,666.95
Deductions	<u>\$0.00</u>
Cash Balance 08/31/21	\$103,676.43
 <u>Budget and Allocations</u>	
Fund Balance 6/30/21	\$103,676.43
Revenue Revised Findings Reso 21-08 5/9/21	<u>\$452,602.00</u>
AMOUNT TO BE ALLOCATED	\$556,278.43
 Total Amount of Approved Allocations	 <u>\$452,602.00</u>
BALANCE Available for Allocation	\$103,676.43

DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
9/15/21 Reso 21-19 pending	Transit/Paratransit Operations	\$452,602.00	\$0.00	\$452,602.00

**Nevada County Transportation Commission
Monthly Financial Report FY 2021/22**

AUGUST

NEVADA CITY (5809) LTF

3.16%

Cash Balance 08/01/21	\$16,116.03
Additions	\$9,193.49
Deductions	<u>\$0.00</u>
Cash Balance 08/31/21	\$25,309.52

Budget and Allocations

Fund Balance 6/30/21	\$25,309.52
Revenue Revised Findings Reso 21-08 5/9/21	<u>\$109,301.00</u>
AMOUNT TO BE ALLOCATED	\$134,610.52

Total Amount of Approved Allocations	<u>\$109,301.00</u>
BALANCE Available for Allocation	\$25,309.52

DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
9/15/21 Reso 21-20 pending	Transit/Paratransit Operations	\$109,301.00	\$0.00	\$109,301.00

**Nevada County Transportation Commission
Monthly Financial Report FY 2021/22**

AUGUST

COMMUNITY TRANSIT SERVICES (5810) LTF

5.00%

Cash Balance 08/01/21	\$152,046.12
Additions	\$15,119.17
Deductions	<u>\$0.00</u>
Cash Balance 08/31/21	\$167,165.29

Budget and Allocations

Fund Balance 6/30/21	\$167,165.29
Revenue Revised Findings Reso 21-08 5/9/21	<u>\$181,984.00</u>
AMOUNT TO BE ALLOCATED	\$349,149.29

Total Amount of Approved Allocations	<u>\$181,984.00</u>
BALANCE Available for Allocation	\$167,165.29

DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
7/21/21 21-15	Nevada County Paratransit Operations	\$151,884.00	\$0.00	\$151,884.00
7/21/21 21-16	Truckee Paratransit Operations	\$30,100.00	\$0.00	\$30,100.00
	TOTAL	\$181,984.00	\$0.00	\$181,984.00

**Nevada County Transportation Commission
Monthly Financial Report FY 2021/22**

AUGUST

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

Cash Balance 08/01/21	\$76.34
Additions	\$0.00
Deductions	<u>\$0.00</u>
Cash Balance 08/31/21	\$76.34
Amount Approved for Projects	\$0.00
Interest Accrued*	<u>\$76.34</u>
Total Available	\$76.34

DATE/RESO	PROJECT	AMOUNT AVAILABLE FOR THE PROJECT	TTD ACTIVITY Accrual	BALANCE
	No FY 21-22 project	\$0.00	\$0.00	\$0.00

Nevada County Transportation Commission
 Monthly Financial Report FY 2021/22
AUGUST

NCTC Administration & Planning (6327)

Cash Balance 08/01/21	\$185,880.35
Additions	\$85,785.30
Deductions	<u>\$61,391.49</u>
Cash Balance 08/31/21	\$210,274.16

BUDGET: Estimated Revenue & Allocations

Fund Balance 6/30/21	\$285,825.24
Estimated Revenue	<u>\$1,444,018.71</u>
AVAILABLE FOR ALLOCATION	\$1,729,843.95
Total of Approved Allocations	<u>\$1,444,018.71</u>
BALANCE AVAILABLE FOR ALLOCATION	\$285,825.24

W.E.	DESCRIPTION	Allocation	YTD Activity Accrual Basis	Balance	% Expended
1.1	<u>General Services</u>				
	NCTC Staff	\$189,072.73	\$17,610.11	\$171,462.62	9.31%
	Indirect	\$34,422.81	\$4,604.54	\$29,818.27	13.38%
	Consultant Human Resources	\$5,000.00	\$0.00	\$5,000.00	0.00%
1.2	<u>TDA Admin.</u>				
	NCTC Staff	\$217,746.26	\$23,876.26	\$193,870.00	10.97%
	Indirect	\$39,643.15	\$6,982.12	\$32,661.03	17.61%
	Fiscal Audit	\$51,164.00	\$0.00	\$51,164.00	0.00%
	Triennial Performance Audits	\$45,000.00	\$0.00	\$45,000.00	0.00%
2.1	<u>Regional Transportation Plan</u>				
	NCTC Staff	\$63,608.01	\$7,683.50	\$55,924.51	12.08%
	Indirect	\$11,580.56	\$2,400.20	\$9,180.36	20.73%
	Transportation 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%
	Consultant	\$75,000.00	\$0.00	\$75,000.00	0.00%
2.2	<u>Transportation Improvement Program</u>				
	NCTC Staff	\$48,617.49	\$6,996.98	\$41,620.51	14.39%
	Indirect	\$15,453.77	\$3,291.62	\$12,162.15	21.30%
2.2.1	<u>RTMF Update</u>				
	NCTC Staff	\$36,264.78	\$1,971.92	\$34,292.86	5.44%
	Consultant	\$70,000.00	\$0.00	\$70,000.00	0.00%
2.3	<u>Transit & Paratransit Programs</u>				
	NCTC Staff	\$46,230.66	\$4,361.38	\$41,869.28	9.43%
	Indirect	\$8,416.81	\$817.55	\$7,599.26	9.71%
2.4	<u>Coordination of Regional Planning</u>				
	NCTC Staff	\$82,121.12	\$6,976.77	\$75,144.35	8.50%
	Indirect	\$23,427.89	\$2,884.18	\$20,543.71	12.31%
	Rural Counties Task Force	\$2,000.00	\$2,000.00	\$0.00	100.00%
2.4.2	<u>Airport Land Use Commission Planning & Reviews</u>				
	NCTC Staff	\$14,783.75	\$1,524.49	\$13,259.26	10.31%
	Consultant	\$15,000.00	\$0.00	\$15,000.00	0.00%
2.4.3	<u>READY Nevada County</u>				
	NCTC Staff	\$31,776.48	\$4,123.08	\$27,653.40	12.98%
	Consultant	\$100,000.00	\$1,650.28	\$98,349.72	1.65%
	Contingency	\$152,688.44	\$0.00	\$152,688.44	0.00%
	TOTAL ALL WORK ELEMENTS	\$1,444,018.71	\$99,754.98	\$1,344,263.73	6.91%

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

**Nevada County Transportation Commission
Monthly Financial Report FY 2021/22**

AUGUST

REGIONAL TRANSPORTATION MITIGATION FEE FUND (6328)

Cash Balance 08/01/21	\$1,590,814.42
Additions	\$256,552.44
Deductions	\$3,352.42
Cash Balance 08/31/21	\$1,844,014.44

**RTMF REVENUES, INTEREST, AND EXPENDITURES
2000/01 - 2021/22**

JURISDICTION	COLLECTED/EXPENDED 2000/01 - 2020/21	COLLECTED/EXPENDED 2021/22	TOTAL COLLECTED/EXPENDED
Grass Valley	\$2,515,306.32	\$0.00	\$2,515,306.32
Nevada City	\$173,699.77	\$0.00	\$173,699.77
Nevada County	\$5,025,638.19	\$0.00	\$5,025,638.19
Total	\$7,714,644.28	\$0.00	\$7,714,644.28
Interest	\$216,662.55	\$0.00	\$216,662.55
Expenditures	\$6,096,907.11	\$0.00	\$6,096,907.11
TOTAL	\$1,834,399.72	\$0.00	\$1,834,399.72

RTMF ALLOCATIONS

DATE/RESO	PROJECT	ORIGINAL ALLOCATION	PRIOR YEARS EXPENDITURES	REMAINING ALLOCATION	EXPENDED YTD Accrual Basis	BALANCE
1/19/21 Reso 21-01	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	\$1,150,057.28	\$349,942.72	\$0.00	\$349,942.72
5/19/21 Reso 21-12	NCTC RTMF Update	\$115,879.49	\$9,614.71	\$106,264.78	\$0.00	\$106,264.78
TOTAL		\$6,007,342.33	\$2,419,933.53	\$3,587,408.80	\$0.00	\$3,587,408.80

Nevada County Transportation Commission
Monthly Financial Report FY 2021/22
AUGUST

STATE TRANSIT ASSISTANCE FUND (6357)

Cash Balance 08/01/21	\$3,142,373.37
Additions	\$181,700.00
Deductions	<u>\$0.00</u>
Cash Balance 08/31/21	\$3,324,073.37
 <u>Budget and Allocations</u>	
Fund Balance 6/30/21	\$3,142,373.37
Estimated STA Revenue	\$866,937.00
AMOUNT TO BE ALLOCATED	\$4,009,310.37
 Total Approved Allocations	 <u>\$233,978.27</u>
BALANCE Available for Allocation	\$3,775,332.10

DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
7/21/21 21-15	Nevada County Transit/Paratransit Services 99314	\$17,795.00	\$0.00	\$17,795.00
7/21/21 21-16	Truckee Transit/Paratransit Services	\$216,183.27	\$0.00	\$216,183.27
	TOTAL	\$233,978.27	\$0.00	\$233,978.27

**Nevada County Transportation Commission
Monthly Financial Report FY 2021/22**

AUGUST

REGIONAL SURFACE TRANSPORTATION PROGRAM FUND (6492)

Cash Balance 08/01/21	\$2,339,587.73
Additions	\$0.00
Deductions	<u>\$0.00</u>
Cash Balance 08/31/21	\$2,339,587.73
<u>Budget and Allocations</u>	
Fund Balance 6/30/21	\$2,339,587.73
Estimated RSTP Revenue	<u>\$0.00</u>
AMOUNT TO BE ALLOCATED	\$2,339,587.73
Total Amount of Approved Allocations	<u>\$252,814.00</u>
BALANCE Available for Allocation	\$2,086,773.73

DATE/RESO	PROJECT	ORIGINAL ALLOCATION	PRIOR YEARS EXPENDITURES	REMAINING ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
7/15/20 20-33	GV 2020/21 Annual Street Rehab	\$150,000.00	\$0.00	\$150,000.00	\$0.00	\$150,000.00
5/15/19 19-11	Nev Co 2019/20 Shoulder Improvements Donner Pass Road	\$160,000.00	\$57,186.00	\$102,814.00	\$0.00	\$102,814.00
	TOTAL	\$310,000.00	\$57,186.00	\$252,814.00	\$0.00	\$252,814.00

**Nevada County Transportation Commission
Monthly Financial Report 2021/22**

SEPTEMBER

TOWN OF TRUCKEE (5805) LTF

16.63%

Cash Balance 09/01/21	\$975,726.60
Additions	\$53,641.58
Deductions	<u>\$0.00</u>
Cash Balance 09/30/21	\$1,029,368.18

Budget and Allocations

Fund Balance 6/30/21	\$975,726.60
Revenue Revised Findings Reso 21-08 5/9/21	<u>\$575,172.00</u>
AMOUNT TO BE ALLOCATED	\$1,550,898.60

Total Amount of Approved Allocations	<u>\$627,443.36</u>
BALANCE Available for Allocation	\$923,455.24

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7/21/21 21-16	Transit/Paratransit Operations	\$627,443.36	\$0.00	\$627,443.36

Nevada County Transportation Commission
Monthly Financial Report FY 2021/22
SEPTEMBER

PEDESTRIAN AND BIKE (5806) LTF
2.00%

Cash Balance 09/01/21	\$247,918.55
Additions	\$7,379.11
Deductions	<u>\$0.00</u>
Cash Balance 09/30/21	\$255,297.66

Budget and Allocations

Fund Balance 6/30/21	\$247,918.55
Revenue Revised Findings Reso 21-08 5/9/21	<u>\$74,279.00</u>
AMOUNT TO BE ALLOCATED	\$322,197.55
Total Amount of Approved Allocations	<u>\$0.00</u>
BALANCE Available for Allocation	\$322,197.55

DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
	No FY 2021/22 Projects	\$0.00	\$0.00	\$0.00

**Nevada County Transportation Commission
 Monthly Financial Report FY 2021/22
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NEVADA COUNTY (5807) LTF

67.11%

Cash Balance 09/01/21	\$2,731,185.01
Additions	\$211,244.40
Deductions	<u>\$192,897.00</u>
Cash Balance 09/30/21	\$2,749,532.41

Budget and Allocations	
<u>Fund Balance 6/30/21</u>	\$3,348,185.01
Revenue Revised Findings Reso 21-08 5/9/21	<u>\$2,183,580.00</u>
AMOUNT TO BE ALLOCATED	\$5,531,765.01

Total Amount of Approved Allocations	<u>\$4,644,233.00</u>
BALANCE Available for Allocation	\$887,532.01

DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
7/21/21 21-15	Transit/Paratransit Operations	\$2,183,580.00	\$809,897.00	\$1,373,683.00
1/22/21 21-02	Reserved in the Fund Capital Purchase of 2 buses	\$2,460,653.00	\$0.00	\$2,460,653.00
	TOTAL	\$4,644,233.00	\$809,897.00	\$3,834,336.00

Nevada County Transportation Commission
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GRASS VALLEY (5808) LTF
13.09%

Cash Balance 09/01/21	\$103,676.43
Additions	\$39,365.78
Deductions	<u>\$103,676.00</u>
Cash Balance 09/30/21	\$39,366.21
<u>Budget and Allocations</u>	
Fund Balance 6/30/21	\$103,676.43
Revenue Revised Findings Reso 21-08 5/9/21	<u>\$452,602.00</u>
AMOUNT TO BE ALLOCATED	\$556,278.43
Total Amount of Approved Allocations	<u>\$452,602.00</u>
BALANCE Available for Allocation	\$103,676.43

DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
9/15/21 21-19	Transit/Paratransit Operations	\$452,602.00	\$103,676.00	\$348,926.00

**Nevada County Transportation Commission
 Monthly Financial Report FY 2021/22
 SEPTEMBER**

NEVADA CITY (5809) LTF

3.16%

Cash Balance 09/01/21	\$25,309.52
Additions	\$9,506.66
Deductions	<u>\$25,309.00</u>
Cash Balance 09/30/21	\$9,507.18

Budget and Allocations

Fund Balance 6/30/21	\$25,309.52
Revenue Revised Findings Reso 21-08 5/9/21	<u>\$109,301.00</u>
AMOUNT TO BE ALLOCATED	\$134,610.52

Total Amount of Approved Allocations	<u>\$109,301.00</u>
BALANCE Available for Allocation	\$25,309.52

DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
9/15/21 Reso 21-20	Transit/Paratransit Operations	\$109,301.00	\$25,309.00	\$83,992.00

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COMMUNITY TRANSIT SERVICES (5810) LTF

5.00%

Cash Balance 09/01/21	\$167,165.29
Additions	\$16,025.66
Deductions	<u>\$113,913.00</u>
Cash Balance 09/30/21	\$69,277.95

Budget and Allocations

Fund Balance 6/30/21	\$167,165.29
Revenue Revised Findings Reso 21-08 5/9/21	<u>\$181,984.00</u>
AMOUNT TO BE ALLOCATED	\$349,149.29

Total Amount of Approved Allocations	<u>\$181,984.00</u>
BALANCE Available for Allocation	\$167,165.29

DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
7/21/21 21-15	Nevada County Paratransit Operations	\$151,884.00	\$113,913.00	\$37,971.00
7/21/21 21-16	Truckee Paratransit Operations	\$30,100.00	\$0.00	\$30,100.00
	TOTAL	\$181,984.00	\$113,913.00	\$68,071.00

**Nevada County Transportation Commission
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 SEPTEMBER**

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

Cash Balance 09/01/21	\$76.34
Additions	\$0.28
Deductions	<u>\$0.00</u>
Cash Balance 09/30/21	\$76.62
Amount Approved for Projects	\$0.00
Interest Accrued*	<u>\$76.34</u>
Total Available	\$76.34

DATE/RESO	PROJECT	AMOUNT AVAILABLE FOR THE PROJECT	TTD ACTIVITY Accrual	BALANCE
	No FY 21-22 project	\$0.00	\$0.00	\$0.00

Nevada County Transportation Commission
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NCTC Administration & Planning (6327)

Cash Balance 09/01/21	\$210,274.16
Additions	\$108,397.03
Deductions	<u>\$75,825.90</u>
Cash Balance 09/30/21	\$242,845.29

BUDGET: Estimated Revenue & Allocations

Fund Balance 6/30/21	\$285,825.24
Estimated Revenue	<u>\$1,444,018.71</u>
AVAILABLE FOR ALLOCATION	\$1,729,843.95
Total of Approved Allocations	<u>\$1,444,018.71</u>
BALANCE AVAILABLE FOR ALLOCATION	\$285,825.24

W.E.	DESCRIPTION	Allocation	YTD Activity Accrual Basis	Balance	% Expended
1.1	<u>General Services</u>				
	NCTC Staff	\$189,072.73	\$29,618.80	\$159,453.93	15.67%
	Indirect	\$34,422.81	\$5,792.57	\$28,630.24	16.83%
	Consultant Human Resources	\$5,000.00	\$0.00	\$5,000.00	0.00%
1.2	<u>TDA Admin.</u>				
	NCTC Staff	\$217,746.26	\$37,894.50	\$179,851.76	17.40%
	Indirect	\$39,643.15	\$8,269.44	\$31,373.71	20.86%
	Fiscal Audit unallowable	\$51,164.00	\$0.00	\$51,164.00	0.00%
	Triennial Performance Audits	\$45,000.00	\$0.00	\$45,000.00	0.00%
2.1	<u>Regional Transportation Plan</u>				
	NCTC Staff	\$63,608.01	\$11,512.69	\$52,095.32	18.10%
	Indirect	\$11,580.56	\$2,708.61	\$8,871.95	23.39%
	Transportation 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%
	Consultant	\$75,000.00	\$0.00	\$75,000.00	0.00%
2.2	<u>Transportation Engineering</u>				
	NCTC Staff	\$48,617.49	\$10,428.65	\$38,188.84	21.45%
	Indirect	\$15,453.77	\$3,608.38	\$11,845.39	23.35%
2.2.1	<u>RTMF Update</u>				
	NCTC Staff	\$36,264.78	\$2,262.80	\$34,001.98	6.24%
	Consultant	\$70,000.00	\$0.00	\$70,000.00	0.00%
2.3	<u>Transit & Paratransit Programs</u>				
	NCTC Staff	\$46,230.66	\$7,958.62	\$38,272.04	17.22%
	Indirect	\$8,416.81	\$1,110.71	\$7,306.10	13.20%
2.4	<u>Coordination of Regional Planning</u>	\$0.00	\$0.00	\$0.00	0.00%
	NCTC Staff	\$82,121.12	\$12,138.02	\$69,983.10	14.78%
	Indirect	\$23,427.89	\$3,485.90	\$19,941.99	14.88%
	Rural Counties Task Force	\$2,000.00	\$2,000.00	\$0.00	100.00%
2.4.2	<u>Airport Land Use Commission Planning & Reviews</u>				
	NCTC Staff	\$14,783.75	\$2,637.55	\$12,146.20	17.84%
	Consultant	\$15,000.00	\$0.00	\$15,000.00	0.00%
2.4.3	<u>READY Nevada County</u>	\$0.00	\$0.00	\$0.00	0.00%
	NCTC Staff	\$31,776.48	\$5,238.42	\$26,538.06	16.49%
	Consultant	\$100,000.00	\$4,034.83	\$95,965.17	4.03%
Contingency		\$152,688.44	\$0.00	\$152,688.44	0.00%
TOTAL ALL WORK ELEMENTS		\$1,444,018.71	\$150,700.49	\$1,293,318.22	10.44%

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

**Nevada County Transportation Commission
Monthly Financial Report FY 2021/22**

SEPTEMBER

REGIONAL TRANSPORTATION MITIGATION FEE FUND (6328)

Cash Balance 09/01/21	\$1,844,014.44
Additions	\$6,391.00
Deductions	\$9,614.71
Cash Balance 09/30/21	\$1,840,790.73

**RTMF REVENUES, INTEREST, AND EXPENDITURES
2000/01 - 2021/22**

JURISDICTION	COLLECTED/EXPENDED 2000/01 - 2020/21	COLLECTED/EXPENDED 2021/22	TOTAL COLLECTED/EXPENDED
Grass Valley	\$2,515,306.32	\$0.00	\$2,515,306.32
Nevada City	\$173,699.77	\$0.00	\$173,699.77
Nevada County	\$5,025,638.19	\$0.00	\$5,025,638.19
Total	\$7,714,644.28	\$0.00	\$7,714,644.28
Interest	\$216,662.55	\$1,917.30	\$218,579.85
Expenditures	\$6,096,907.11	\$0.00	\$6,096,907.11
TOTAL	\$1,834,399.72	\$1,917.30	\$1,836,317.02

RTMF ALLOCATIONS

DATE/RESO	PROJECT	ORIGINAL ALLOCATION	PRIOR YEARS EXPENDITURES	REMAINING ALLOCATION	EXPENDED YTD Accrual Basis	BALANCE
1/19/21 Reso 21-01	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	\$1,150,057.28	\$349,942.72	\$0.00	\$349,942.72
5/19/21 Reso 21-12	NCTC RTMF Update	\$115,879.49	\$9,614.71	\$106,264.78	\$0.00	\$106,264.78
TOTAL		\$6,007,342.33	\$2,419,933.53	\$3,587,408.80	\$0.00	\$3,587,408.80

Nevada County Transportation Commission
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SEPTEMBER

STATE TRANSIT ASSISTANCE FUND (6357)

Cash Balance 09/01/21	\$3,324,073.37
Additions	\$12,235.88
Deductions	<u>\$0.00</u>
Cash Balance 09/30/21	\$3,336,309.25
 <u>Budget and Allocations</u>	
Fund Balance 6/30/21	\$3,142,373.37
Estimated STA Revenue	\$866,937.00
AMOUNT TO BE ALLOCATED	\$4,009,310.37
 Total Approved Allocations	 <u>\$233,978.27</u>
BALANCE Available for Allocation	\$3,775,332.10

DATE/RESO	PROJECT	ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
7121/21 21-15	Nevada County Transit/Paratransit Services 99314	\$17,795.00	\$0.00	\$17,795.00
7/21/21 21-16	Truckee Transit/Paratransit Services	\$216,183.27	\$0.00	\$216,183.27
	TOTAL	\$233,978.27	\$0.00	\$233,978.27

**Nevada County Transportation Commission
Monthly Financial Report FY 2021/22**

SEPTEMBER

REGIONAL SURFACE TRANSPORTATION PROGRAM FUND (6492)

Cash Balance 09/01/21	\$2,339,587.73
Additions	\$8,719.08
Deductions	<u>\$0.00</u>
Cash Balance 09/30/21	\$2,348,306.81
<u>Budget and Allocations</u>	
Fund Balance 6/30/21	\$2,339,587.73
Estimated RSTP Revenue	<u>\$0.00</u>
AMOUNT TO BE ALLOCATED	\$2,339,587.73
Total Amount of Approved Allocations	<u>\$252,814.00</u>
BALANCE Available for Allocation	\$2,086,773.73

DATE/RESO	PROJECT	ORIGINAL ALLOCATION	PRIOR YEARS EXPENDITURES	REMAINING ALLOCATION	YTD ACTIVITY Accrual Basis	BALANCE
7/15/20 20-33	GV 2020/21 Annual Street Rehab	\$150,000.00	\$0.00	\$150,000.00	\$0.00	\$150,000.00
5/15/19 19-11	Nev Co 2019/20 Shoulder Improvements Donner Pass Road	\$160,000.00	\$57,186.00	\$102,814.00	\$0.00	\$102,814.00
	TOTAL	\$310,000.00	\$57,186.00	\$252,814.00	\$0.00	\$252,814.00

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



MICHAEL WOODMAN, Executive Director

Grass Valley • Nevada City

Nevada County • Truckee

MINUTES OF NCTC MEETING September 15, 2021

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, September 15, 2021. The meeting was held via Zoom. Notice of the meeting was posted 72 hours in advance. The meeting was scheduled for 8:30 a.m.

Members Present: Jan Arbuckle
 Andy Burton
 Ed Scofield
 Duane Strawser
 Jan Zabriskie

Members Absent: Susan Hoek

Staff Present: Mike Woodman, Executive Director
 Dan Landon, Executive Advisor
 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 8:30 a.m.

Pledge of Allegiance
 Roll Call

PUBLIC COMMENT: There was no public comment.

PRESENTATION OF CERTIFICATE OF APPRECIATION

Chair Burton presented a Certificate of Appreciation to Ann Guerra on the occasion of her retirement from her position as Commissioner on the Nevada County Transportation Commission. Chair Burton highlighted some of Ms. Guerra's many accomplishments during her tenure, saying she has been a longstanding advocate for seniors and people with disabilities in our community, and her involvement on the Commission was invaluable in representing their specific transportation needs throughout the county. Chair Burton opened the floor for comments from Commissioners and staff, many of whom expressed their appreciation of Ms. Guerra's dedication over the years.

CONSENT ITEMS

1. Financial Reports
June 2021 and July 2021
2. NCTC Minutes
July 21, 2021 NCTC Meeting Minutes
3. Allocation Request from the City of Grass Valley
Resolution 21-19
4. Allocation Request from the City of Nevada City
Resolution 21-20
5. FY 2021-22 State Transit Assistance (STA) Allocation Revised Estimate
Adopt the revised table as a basis for allocation for the State Transit Assistance Fund for FY 2021/22

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

ACTION ITEMS

6. Amendment 6, Professional Services Agreement for Airport Land Use Planning Services with Mead & Hunt, Inc
Resolution 21-21

This contract amendment extends the agreement with Mead & Hunt, NCTC's on-call, airport land use planning consultant, for an additional three years with two one-year options. Mead & Hunt provide on-call services to NCTC in review of land use projects related to the Nevada County Airport Land Use Compatibility Plan. They assist in reviewing development projects to ensure that those projects are consistent with the Airport Land Use Compatibility Plan requirements.

ACTION: Approved Resolution 21-21 by roll call vote
MOTION: Zabriskie / **SECOND:** Strawser
AYES: Arbuckle, Burton, Scofield, Strawser, Zabriskie
NOES: None
ABSENT: Hoek
ABSTAIN: None

7. Western Nevada County Transit Development Plan Final Report
Accept the Final Report

The Western Nevada County Transit Development Plan serves as a planning guide and contains information for potential operational and capital improvements and investments over the five-year planning period. The consultant, WSP, has incorporated the public input and finished the report recommendations. Prior to implementation, Robin Van Valkenburg, Transit Manager for the Nevada County Transit Services Division, will bring those recommendations forward to the Transit Services Commission for consideration prior to approval.

ACTION: Accepted the Western Nevada County Transit Development Plan Final Report
MOTION: Scofield / **SECOND:** Strawser
AYES: Arbuckle, Burton, Scofield, Strawser, Zabriskie
NOES: None
ABSENT: Hoek
ABSTAIN: None

8. Proposed Commission Meeting Start Times
Discussion of Nevada County Transportation Commission and Transit Services Commission meeting start times.

Transit Services Commission meetings will start at 8:30 a.m., and Nevada County Transportation Commission meetings will start at 9:30 a.m. to better accommodate the running times for both meetings.

ACTION: Approved Proposed Commission Meeting Start Times
MOTION: Arbuckle / **SECOND:** Strawser
AYES: Arbuckle, Burton, Scofield, Strawser, Zabriskie
NOES: None
ABSENT: Hoek
ABSTAIN: None

INFORMATIONAL ITEMS

14. Correspondence

A. Betty T. Yee, California State Controller, Fiscal Year 2021/22 State of Good Repair Program Allocation Estimate, File 370.2.1, 7/30/2021.

ACTION: None – Information only.

15. Executive Director's Report

- NCTC 2021 Annual Salary Cost of Living Adjustment
- State Budget Active Transportation Program Augmentation Update

- Caltrans Releases Draft Environmental Document for the State Route 49 Corridor Improvement Project and Solicits Public Input
- Caltrans Preparation of the 2021 Interregional Transportation Improvement Program Funding Recommendations

Executive Director Woodman commented that NCTC staff has calculated the annual cost of living adjustment based on NCTC's policy of averaging the local jurisdictions' annual cost of living increase. The average for the labor market for 2021 is 3.38% which will go into effect retroactive to July 1st. For the Cities and County, rates are usually negotiated with their Labor Groups. Town of Truckee is unique in that they incorporate a performance-based increase along with the negotiated rate. Typically, the CPI is considered and then negotiations begin around that.

In the 2021 California State Budget, the Governor included \$500 million in funds to augment the Active Transportation Program. However, additional legislation was required to make that funding available, and the Legislature will not convene before the October deadline. The Legislature will pick up the issue again in the next session, and if that augmentation is funded, there is potential to fund the State Route 174/20 roundabout project in Grass Valley.

Caltrans has released the draft environmental document for the State Route 49 Corridor Improvement Project. Caltrans hosted the first of two online public workshops to discuss the project on September 7, the second workshop is scheduled for September 22. NCTC staff in coordination with Caltrans is making a strong push to get the word out across Western County to get public input on the proposed improvements as well the draft environmental document. The project is the next planned phase of improvements within the corridor, beginning at the limits of the previous La Barr Meadows signalization project and ending just south of McKnight Way on the Golden Center Freeway. It is designed to be funded in three phases, as state and federal transportation funding allows. The ultimate project includes a newly constructed frontage road system, and two intersections that will either be roundabouts or signalized. The project will also construct a northbound and southbound truck climbing lane, and eliminate the merge points that currently exist north and south of the project limits. In the southbound direction, it will provide right turn lanes at Wellwood Way, Bethel Church Way, Smith Road and Crestview Drive. The project will include eight-foot shoulders with rumble strips, an animal crossing, a tunnel under the freeway and a continuous median barrier in Phase Three. NCTC staff will pursue funding for the first two phases congruently at the same time, and will continue to advocate strongly for both state and federal funding. In the public input received so far, most people have been supportive of the improvements for safety.

Caltrans is preparing the 2021 Interregional Transportation Improvement Program (ITIP) funding recommendations to improve mobility for people, goods and services across California on interregional highways and passenger rail corridors of strategic importance. State Route 49 is identified as a strategic interregional corridor and NCTC staff has been advocating for ITIP funding for the SR 49 Corridor Improvement Project. NCTC staff, along with Board of Supervisors members Ed Scofield and Sue Hoek, NCTC chair Andrew Burton, and Alison Leman and Trisha Tillotson from the County of Nevada, along with representatives from CalFire, Nevada County Consolidated Fire District and the California Highway Patrol, recently met with Assemblywoman Megan Dahle on September 2, 2021 to discuss the importance of the State Route 49 Corridor Improvement Project, and to seek her assistance in advocating with Caltrans and the California State Transportation Agency. Assemblywoman Dahle welcomed the opportunity to assist in advocating for funding for the project in the 2021 Interregional Transportation Improvement Program. Commissioner Scofield commended NCTC staff for going above and beyond and bringing this project to where it is now due to their efforts.

The Ready Nevada County Extreme Climate Event Mobility and Adaptation Plan is a planning study currently underway that will document the transportation system evacuation concerns related to State Route 49 as well as 267 South and 89 North in the Eastern part of the county. Highlighting the concerns on those routes will help in discussions with Caltrans and our state and federal partners. NCTC staff may further consider funding a micro-simulation of some of the evacuation scenarios of the area, studying what positive impacts improving the routes would do, which would help in advocating for funding.

NCTC has been doing corridor planning for the State Route 49 corridor since the early 1990s, and has continued to update those plans. Most recently, staff has partnered with Caltrans District 3 to update the State Route 49 Multimodal Corridor Plan, which looks at all of the needs and improvements within the corridor. Caltrans is in the process of preparing that plan.

16. Project Status Reports:

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

Sam Vandell reviewed the September Caltrans Project Status Report. He appreciates NCTC's partnership and continued support with the work on the SR 49 corridor. Caltrans has completed the environmental document on the Gold Nugget project on Highway 20 from the SR 20/49 separation up to Rim Rock Lane, and they are moving forward into the design phase of the project.

Caltrans completed the first Open House meeting for the 4E170 Nev-49 Corridor Improvement Project, and is targeting September 22 for the next meeting and hoping to get better public outreach and more public input regarding the project. The review period for the environmental document runs through October 8, they will be taking comments from the public, providing responses, and incorporating them into the environmental document as well as updating the proposals for the project scope.

The environmental document for the Highway 49 Safety Barrier project in Placer County has been completed, and it will move on to the design phase. They are anticipating completion of the I-80 Zero Emission Vehicle charging stations this fall. They have had some challenges with this project, and the subcontractors have had trouble acquiring enough people and resources to get things installed and done. The Slope Stabilization project on I-80, a rockfall protection project east of Floriston Road to west of Farad Undercrossing, will be wrapping up this fall. For the ADA Upgrade project on the section of Highway 174 in Grass Valley, they are working on finalizing the relinquishment approval with the City of Grass Valley to complete the ADA upgrades.

Addressing evacuation concerns during road construction, Mr. Vandell said they have pre-construction meetings that bring in all the subcontractors as well as CHP, CalFire, first responders and traffic management center staff for discussions and an exchange of information. The goal is to contact the correct people to open up the necessary lanes to traffic. Some projects have numerous one-way traffic control closures with an extensive emergency response plan required for the contractor to open up those additional lanes within a certain period of time, and need the equipment, material and manpower to do so. When the River Fire broke out, Caltrans had the lanes on Highway 174 open in 10 minutes. The contractor was contacted directly by CalFire and removed his crews and material off the roadway to open both lanes. It was really impressive that they were able to do that and have that coordination completed, and those are efforts Caltrans likes to provide. They try to anticipate events like this and

have those emergency response plans developed and coordinated.


Executive Director Woodman introduced Alfred Knotts, Town of Truckee’s new Transit Manager replacing Kelly Beede who recently retired. Alfred has a history with the region. He has worked with the El Dorado County Transportation Commission and the Truckee North Tahoe Transportation Planning Agency, as well as being the transportation director with the City of Park City in Utah. He brings a breadth of knowledge of the region as well as transit management experience, and we are looking forward to working with him. Mr. Knotts said the Park City transportation system had 45 vehicles to carry 2 million passengers a year, and he has had 15 years of experience in the Tahoe Basin. He said it is very exciting to be back in our area. He spent time working with Mike in his early career, and Dan as well. He said he is glad to give his support and collaboration to advance awesome projects like the State Route 49 project and those in Eastern county as well, and is looking forward to working with us.

Executive Director Woodman welcomed Panos Kokkas, the new Nevada County Director of Public Works, and said he and Panos served together on the California Local Streets and Roads Needs Assessment Oversight Committee. Mr. Kokkas said he was happy to be here.

COMMISSION ANNOUNCEMENTS: There were no commission announcements.

SCHEDULE FOR NEXT MEETING: The next regularly scheduled meeting of the NCTC will be November 17, 2021 at 9:30 a.m. via Zoom.

ADJOURNMENT OF MEETING: Chair Burton adjourned the meeting at 9:50 a.m.

Respectfully submitted by: 

Carol Lynn, Administrative Assistant

Approved on: _____

By: _____
Andrew Burton, Chair
Nevada County Transportation Commission

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



MICHAEL WOODMAN, Executive Director

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2022 NCTC MEETING SCHEDULE

JANUARY 26, 2022

MARCH 16, 2022

MAY 18, 2022

JULY 20, 2022

SEPTEMBER 21, 2022

NOVEMBER 16, 2022

Meetings will be held remotely at 9:30 a.m. until further notice.

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**RESOLUTION 21-22
OF THE
NEVADA COUNTY TRANSPORTATION COMMISSION**

ALLOCATION OF REGIONAL SURFACE TRANSPORTATION PROGRAM (RSTP)
FUNDS TO THE COUNTY OF NEVADA FOR FY 2021/22

WHEREAS, the Nevada County Transportation Commission (NCTC) has established an expendable trust fund for Regional Surface Transportation Program (RSTP) funds; and

WHEREAS, NCTC has exchanged its apportionment of federal funds for State Highway Account funds; and

WHEREAS, County of Nevada, through the adoption of Resolution 20-xxx on November 9, 2021, has requested an allocation of \$867,945.89 for FY 2021/22 from RSTP funds; and

WHEREAS, as of September 30, 2021, the RSTP (Fund #6492) amount available to allocate for County of Nevada was \$867,945.89.

NOW, THEREFORE, BE IT RESOLVED, that NCTC does hereby allocate \$867,945.89 for FY 2021/22 from the RSTP fund to County of Nevada for projects included in the 2020 Capital Improvement Program, contingent upon receipt of the Board of Supervisors’ pending resolution 21-XXX, the signed RSTP Subrecipient Funding Agreement, and all related claim documents. Payments shall be made upon receipt of invoice(s).

BE IT FURTHER RESOLVED, that NCTC’s Executive Director is hereby authorized to execute a RSTP Subrecipient Funding Agreement with County of Nevada and is 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 November 17, 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
950 MAIDU AVENUE, NEVADA CITY, CA 95959-8617
(530) 265-1411 FAX (530) 265-9849 www.mynevadacounty.com

Trisha Tillotson
Community Development Agency Director

Panos Kokkas
Director of Public Works

November 1, 2021

Mike Woodman, Executive Director
Nevada County Transportation Commission
101 Providence Mine Road, Suite 102
Nevada City, Ca 95959

SUBJECT: Nevada County's Application for FY 2021/22 RSTP Funding Allocations

Dear Mike,

Enclosed is the application requesting Regional Surface Transportation Program (RSTP) Funding for one Nevada County project:

- General Maintenance

This project is programmed in the County's Capital Improvement Program for funding with the County apportionment of RSTP funds and has been determined to be consistent with the Nevada County General Plan. A resolution requesting allocation of funds is attached.

A resolution has been prepared to present to the County Board of Supervisors on November 9, 2021 outlining this allocation request.

Please schedule this project for funding approval by the Commission as soon as possible. If you have any questions, please feel free to contact me.

Sincerely,

PANOS KOKKAS, DIRECTOR OF PUBLIC WORKS

Patrick Perkins P.E. C.C.M
Acting Principal Engineer

**REGIONAL SURFACE TRANSPORTATION PROGRAM
CLAIM FORM**

Date: November 10, 2021

To: Nevada County Transportation Commission

From: Nevada County Department of Public Works

Project Title: Maintenance - General

Project Location: Various roads included in the countywide road maintenance and rehabilitation program. See the attached Capital Improvement Program for more information.

Total Cost Estimate of Project: \$4,412,696

Total Request Amount of RSTP Funds: \$867,945.89

Fiscal Year in Which Funds are Expended: FY 21/22

Project Description and Purpose: Work includes pavement repairs, dirt and gravel road maintenance, and miscellaneous signing and striping repairs and maintenance along various county maintained roads.

A good faith effort was made to involve all interested parties and public comment was invited and considered as this project was programmed in the current Nevada County Transportation Capital Improvement Program as adopted by the Board of Supervisors on November 9, 2021 at a duly noticed public hearing and was determined to be consistent with the Nevada County General Plan per attached Resolution 21-XXX.

The project is consistent with adopted plans and programs and is in conformance with the Regional Transportation Plan.



**COUNTY OF NEVADA
COMMUNITY DEVELOPMENT AGENCY
DEPARTMENT OF PUBLIC WORKS
950 MAIDU AVENUE, P.O. BOX 59902
NEVADA CITY, CA 95959-7902
(530) 265-1411 FAX (530) 265-9849 www.mynevadacounty.com**

Trisha Tillotson
Community Development Agency Director

Panos Kokkas
Director of Public Works

**NEVADA COUNTY BOARD OF SUPERVISORS
Board Agenda Memo**

MEETING DATE: November 9, 2021
TO: Board of Supervisors
FROM: Panos Kokkas, Director of Public Works
SUBJECT: Authorization of Fiscal Year 2021/22 Regional Surface Transportation Program Funding Requests

RECOMMENDATION: Authorize FY 2021/22 Regional Surface Transportation Program (RSTP) funding requests to the Nevada County Transportation Commission (NCTC).

FUNDING: The projects for which RSTP funds are being requested are in the Nevada County Department of Public Works Capital Improvement Plan 2021 Annual Update (CIP).

BACKGROUND: RSTP funds are Federal Surface Transportation Program funds that are apportioned to specific regions within a state and locally managed and administered by NCTC. Staff is requesting authorization to request RSTP funding from NCTC for one Nevada County project in FY 2020/21. The one project being requested this year is:

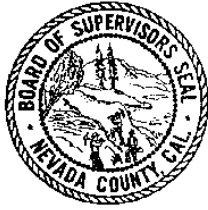
- General Maintenance - \$867,945.89

Staff is requesting a new allocation for general maintenance activities.

The project for RSTP funding listed above is the maximum currently available for allocation in the fund and is approximately \$90,000 less than the projected amount available in the County's 2021 CIP. Staff requests that the Board approve the attached resolution authorizing the FY 2021/22 RSTP funding application.

Item Initiated by: Patrick Perkins, Principal Civil Engineer
Approved by: Panos Kokkas, Director of Public Works

Submittal Date: September 28, 2021
Revision Date: October 25, 2021



RESOLUTION No. _____

OF THE BOARD OF SUPERVISORS OF THE COUNTY OF NEVADA

AUTHORIZATION OF FISCAL YEAR 2021/22 REGIONAL SURFACE TRANSPORTATION PROGRAM FUNDING REQUESTS

WHEREAS, Regional Surface Transportation Program (RSTP) funds are locally administered by the Nevada County Transportation Commission (NCTC); and

WHEREAS, the Nevada County Department of Public Works requests authorization to apply for RSTP funds from NCTC for Fiscal Year 2021/22 as follows:

- General maintenance: \$867,945.89; and

WHEREAS, on March 9, 2021, the Board of Supervisors adopted Resolution 21-063, which adopted the Nevada County Department of Public Works Capital Improvement Plan 2021 Annual Update (CIP) and authorized the Director of Public Works to proceed with implementation of the Program; and

WHEREAS, the new funding requests are for projects within the Nevada County Department of Public Works 2021 Capital Improvement Plan.

NOW, THEREFORE, BE IT HEREBY RESOLVED, that the Nevada County Board of Supervisors authorizes the Nevada County Department of Public Works to request RSTP fund allocations from NCTC as follows, for a total FY 2021/22 RSTP funding request of \$867,945.89:

- New allocation for FY 2021/22: General maintenance \$867,945.89

CAPITAL IMPROVEMENT PLAN

2021 ANNUAL UPDATE



Placing chip seal in Alta Sierra

County of Nevada
Community Development Agency
Department of Public Works
2020-2021 thru 2024-2025

COUNTY OF NEVADA COMMUNITY DEVELOPMENT AGENCY

DEPARTMENT OF PUBLIC WORKS

CAPITAL IMPROVEMENT PLAN

2021 ANNUAL UPDATE

FISCAL YEAR 2020/21 THRU 2024/25

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Section 1. Introduction

EXECUTIVE SUMMARY

This Capital Improvement Plan (CIP) has been prepared to provide the County of Nevada (County) Board of Supervisors (BOS) and the community with an outline of capital improvement expenditures and revenue projections. This year's CIP represents a five-year, \$131 million program from July 2020 thru June 2025.

Gas tax and General Fund Maintenance of Effort (MOE) constitute the primary discretionary funding sources for the County's road maintenance activities. Since 2010, the County saw large annual fluctuations and an overall decline in gas tax revenue that resulted in a \$3 million loss in funding over the previous decade. A combined 20% increase in costs during that time further eroded our ability to maintain roads and infrastructure.

In April 2017, Governor Brown signed Senate Bill 1 (SB1) – Landmark transportation funding legislation that invests \$52.4 billion in Road Maintenance and Rehabilitation Account (RMRA) funds over the next decade to fix roads, freeways and bridges in communities across California. The new funding package results in an average total increase of approximately \$3 million annually over the next ten years to Nevada County for road safety, maintenance and improvement projects. RMRA funds are now protected for transportation purposes only under Article 19 of the California State Constitution per the approval of Proposition 69 in June 2018. This additional revenue will be used to fund road rehabilitation and preservation projects, roadside vegetation control and shoulder maintenance activities throughout Nevada County.

With the COVID-19 outbreak throughout all of 2020 and stretching into 2021, we are projecting a 10% decrease in gas tax revenue and has been incorporated into the budget.

The CIP fund balance (cash reserves) for FY 19/20 and 20/21 continued to be below the department's established thresholds. The long-term prognosis for the CIP's fund balance projections improves as the county receives gas tax and RMRA funds. Staff expects the fund balance to return to acceptable levels in FY 21/22. Moving forward, staff anticipates maintaining a reasonable fund balance in future fiscal years.

Although economic indicators are uncertain, we continue to see robust state and federal grant funding for capital projects. In this plan, the County expects to receive approximately \$73 million in state and federal grants for a variety of transit, solid waste, roadway safety, bridge and road maintenance projects. Additional grant funds have been applied for from the Federal Emergency Management Agency and the California Conservation Corps for vegetation management and the Active Transportation Program and the Highway Safety Improvement Program for roadway related improvements. Additional grants for vegetation management will be applied for as opportunities arise. The County is also considering preparing a ballot measure to collect a tax that would be used for further vegetation management.

PLAN ORGANIZATION

This document has been developed to identify the county's priority road safety, maintenance and capital improvement activities over a five-year period. Project sheets are included to provide the BOS and the

public with relevant project information, including project locations, descriptions, justification, anticipated construction dates, project costs, and funding sources. In addition, fiscal year financial pro formas are included to provide additional details.

SUMMARY OF THE MAJOR REVENUE SOURCES

Road funding is typically broken down into two categories – discretionary funds and restricted funds. Discretionary funds are unrestricted and can be used for a variety of road safety and maintenance activities and improvement projects. This includes funding sources like Gas Tax or General Fund MOE. Restricted revenues are utilized for specific projects or activities and cannot be used for other activities. Local Traffic Mitigation Fees (LTMF) and Federal Grants are examples of restricted fund revenues. A description of each funding source is provided below.

Discretionary Funds

Gas Tax: Gas tax funds (also referred to as Highway User Tax Account (HUTA) and New HUTA funds) are the primary source of discretionary funding for the road maintenance program. These funds typically provide for shoulder and drainage work, road vegetation control, general maintenance (pothole repair, snow removal, crack sealing, pavement failure repairs, etc.), equipment purchases, road preservation, and maintenance projects like overlays.

General Fund Maintenance of Effort (MOE): In June 2017, the BOS adopted a funding program from General Fund MOE revenue. General Fund MOE revenues were established as baseline funding and are subject to annual inflationary adjustments. As a result, General Fund MOE is a predictable and stable source of revenue. These funds are used for road maintenance activities and as a local match on state and federal grant projects. The county is able to leverage an average of approximately \$20 in state and federal funding for every \$1 used as a local match on a grant project. These projects deliver an array of valuable improvements, such as bridge repairs and replacements, high friction surface treatments, thermoplastic striping, sign audits, etc. which help reduce our future maintenance demands.

Regional Surface Transportation Program (RSTP): RSTP funds can be used for a variety of road maintenance activities including road preservation, shoulder maintenance, dirt and gravel road maintenance, and annual striping replacement. The County receives an allocation of funds each year from the Nevada County Transportation Commission (NCTC) and this is considered a stable source of revenue; however, the county must request these funds from NCTC annually.

State Exchange: State Exchange funds are allocated to counties on an annual basis based on an apportionment of Federal Regional Surface Transportation Program (RSTP) funds. Exchange of these federal dollars for state dollars allows for increased flexibility in the use of these funds to complete transportation projects. Like RSTP, State Exchange funds must be used for transportation purposes but are not subject to federal funding restrictions and, as such, these funds are used for a variety of road maintenance activities.

Roads Internal Service Fund (ISF): The Roads ISF was established in 2020 to fund the vehicle and equipment replacement fund for the Roads Division.

Other: This includes minimal Federal Forest Reserve funds and one-time revenues.

Restricted Funds

Grants: County staff regularly apply for and the county receives grant funding from a variety of sources. This includes from the Highway Safety Improvement Program (HSIP), Highway Bridge Program (HBP), Congestion Mitigation and Air Quality (CMAQ) improvement program, and the Federal Lands Access Program (FLAP), among others. These programs help fund much needed roadway safety projects, bridge replacement and rehabilitation projects, congestion and air quality improvement projects, and projects that improve accessibility to federal properties. In addition, other one-time grants can help augment road safety, vegetation and tree removal, and a myriad of other county public works activities.

Road Maintenance and Rehabilitation Account (RMRA): In April 2017, Governor Brown signed SB1 into law. SB1 will result in an average total increase of \$3 million annually over the next ten years for Nevada County for road safety, maintenance and improvement projects. SB1 is intended to stabilize HUTA revenue and includes annual inflationary adjustments to ensure long-term fiscal solvency of gas tax revenues. As a result, the county expects RMRA revenues to be a stable source.

RMRA funds require the County to submit a list of all projects proposed to be funded by May 1st of each year. The list must include a description and the location of each proposed project, a proposed schedule for the project's completion, and the estimated useful life of the improvement and is included in this CIP. Annual reports of expenditures are due October 1st of each year. All reports are available online at <http://catc.ca.gov/programs/sb1/lrsp/>.

County Service Area (CSA)/Permanent Road Division (PRD): CSA's and PRD's are special districts established at the request of property owners that include annual assessments for road maintenance activities. These annual assessments are included on annual property tax bills as a special parcel charge. Funds collected for a CSA or PRD can only be spent on roads and activities within that particular special district.

Development Fees – The Local Traffic Mitigation Fee Program (LTMF) and Regional Transportation Mitigation Fee (RTMF) collects fees from local development to pay for improvements necessary to offset the cumulative net impacts from these developments. Only projects identified in the LTMF and RTMF programs are eligible for these funds.

Other – This includes trust funds, onetime project specific revenues, etc.

SUMMARY OF CIP EXPENDITURES

The total projected expenditures for FY 21-22 are projected to be \$32,580,348 (not including transit projects).

Capital Projects constitute 66% of total CIP expenditures. Table 1 includes the following expenditures:

TABLE 1: CAPITAL PROJECT EXPENDITURES

CATEGORY	AMOUNT	FUNDING SOURCES
Bridge Projects	\$4,118,471	Federal Grants, General Fund MOE
Development Fee Projects	\$541,213	Federal Grant, to be supplemented with LTMF in later years
Safety Projects	\$2,847,300	Gas Tax, General Fund MOE, Federal Grants
Other	\$14,108,414	State Grant and Solid Waste Funds
TOTAL	\$21,615,398	

Maintenance constitutes 23% of total CIP expenditures. Table 2 includes the following expenditures:

TABLE 2: MAINTENANCE EXPENDITURES

CATEGORY	AMOUNT	FUNDING SOURCES
Roadway Preservation	\$1,229,544	Gas Tax and RMRA
Drainage and Shoulder Maintenance	\$291,135	Gas Tax and RMRA
Vegetation Control	\$1,368,652	Gas Tax, CAL FIRE Grant funds and RMRA
General Maintenance	\$4,412,696	Gas Tax, General Fund MOE, RSTP, RMRA, CSA/PRD and Trust Funds
Equipment Program	\$182,064	Roads ISF
TOTAL	\$7,484,090	

Overhead constitutes the remaining 11% of total CIP expenditures. Table 3 includes the following expenditures:

TABLE 3: OVERHEAD EXPENDITURES

CATEGORY	AMOUNT	FUNDING SOURCES
701 – DPW Admin	\$1,811,877	Gas Tax, General Fund MOE, State Exchange and CSA/PRD
702 - Engineering	\$650,343	Gas Tax, General Fund MOE and CSA/PRD
703 - Maintenance	\$1,018,640	Gas Tax, General Fund MOE, RMRA and CSA/PRD
TOTAL	\$3,480,860	

Section 2. Capital Project Detail Sheets

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ROAD MAINTENANCE AND REHABILITATION PROGRAM

PROJECT DESCRIPTION: This 5-year road maintenance and rehabilitation plan will resurface or repave roads throughout Nevada County. Roads are selected and prioritized based on the County's Pavement Management System to ensure revenues are being used on the most high-priority and cost-effective projects that also meet the community's priorities for transportation investment. The plan includes various potential pavement preservation and replacement techniques.

PROJECT LOCATION: The following locations are tentatively scheduled for road maintenance and rehabilitation in years 2021 thru 2025:

2021 OVERLAY AND PAVEMENT REHABILITATION

ROAD	FROM	TO
LAKE VERA PURDON	SELBY LANE	LAKE VERA BRIDGE
GRACIE RD	NVADA CITY LIMITS	BIG BLUE RD
GRACIE RD	BIG BLUE RD	BANNER LAVA CAP BRIDGE
ALLISON RANCH RD	HWY 49	BRIDGE
ALLISON RANCH RD	BRIDGE	EMPRIE STAR MINE RD
AUBURN RD	HIDDEN VALLEY RD	ARCHERY WAY
AUBURN RD	ARCHERY WAY	McCOURTNEY RD
E EMPIRE ST	HIGHWAY 174	GRASS VALLEY LIMITS
BIRCHVILLE RD	PLEASANT VALLEY RD	HIGHWAY 49
BRUNSWICK RD	HIGHWAY 174	GREENHORN RD
LOMA RICA RD	BRUNSWICK RD	NEVADA ST

2021 BRUSHING, SHOULDER, GENERAL MAINTENANCE PROJECT

Various locations including but not limited to:

ROAD	FROM	TO
AREA 1		
RED DOG CROSS ROAD	RED DOG RD	BANNER LAVA CAP
RED DOG ROAD	BOULDER ST	MURCHIE MINE RD
RED DOG ROAD	MURCHIE MINE RD	CEDAR SPRINGS R
RED DOG ROAD	CEDAR SPRINGS R	END OF PAVEMENT
RED DOG ROAD	END OF PAVEMENT	BANNER LAVA CAP
BANNER LAVA CAP ROAD	NEVADA CITY HWY	PITTSBURG MINE
BANNER LAVA CAP ROAD	PITTSBURG MINE	GRACIE RD
BANNER LAVA CAP ROAD	GRACIE RD	IDAHO MARYLAND
BANNER LAVA CAP ROAD	IDAHO MARYLAND	LOOKOUT RD
BANNER LAVA CAP ROAD	LOOKOUT RD	RED DOG CROSS R
BANNER LAVA CAP ROAD	RED DOG CROSS R	RED DOG RD
BANNER QUAKER HILL ROAD	BANNER LAVA CAP	START PAVEMENT
BANNER QUAKER HILL ROAD	START PAVEMENT	QUAKER HILL CRO
BANNER QUAKER HILL ROAD	QUAKER HILL CRO	PASQUALE RD (W)
BANNER QUAKER HILL ROAD	PASQUALE RD (W)	END OF PAVEMENT
NORTH BLOOMFIELD-GRANITEVILLE ROAD	HIGHWAY 49	LAKE VERA-PURDO
NORTH BLOOMFIELD-GRANITEVILLE ROAD	LAKE VERA-PURDO	HONEYSUCKLE WY
NORTH BLOOMFIELD-GRANITEVILLE ROAD	HONEYSUCKLE WY	COOPER RD

NORTH BLOOMFIELD-GRANITEVILLE ROAD	COOPER RD	BLUE TENT SCHOO
NORTH BLOOMFIELD-GRANITEVILLE ROAD	BLUE TENT SCHOO	ROCK CREEK RD
NORTH BLOOMFIELD-GRANITEVILLE ROAD	ROCK CREEK RD	EDWARDS CROSSIN
WASHINGTON ROAD	HIGHWAY 20	MP 1
WASHINGTON ROAD	MP 1	MP 2
WASHINGTON ROAD	MP 2	MP 3
WASHINGTON ROAD	MP 3	MP 4
WASHINGTON ROAD	MP 4	MP 5
WASHINGTON ROAD	MP 5	MAYBERT RD

AREA 3

MCCOURTNEY ROAD	GRASS VALLEY CO	POLARIS DR
MCCOURTNEY ROAD	POLARIS DR	THOROUGHbred LP
MCCOURTNEY ROAD	THOROUGHbred LP	S PONDEROSA WY
MCCOURTNEY ROAD	S PONDEROSA WY	PATTERSON VALLE
MCCOURTNEY ROAD	PATTERSON VALLE	LUCKY NUGGET LN
MCCOURTNEY ROAD	LUCKY NUGGET LN	CHAMPAGNE LN
MCCOURTNEY ROAD	CHAMPAGNE LN	BEYERS LN
MCCOURTNEY ROAD	BEYERS LN	MUSTANG VALLEY
MCCOURTNEY ROAD	MUSTANG VALLEY	LIME KILN RD
LIME KILN ROAD	HIGHWAY 49	OLD POND LN
LIME KILN ROAD	OLD POND LN	DUGGANS RD
LIME KILN ROAD	DUGGANS RD	BALD HILL RD
LIME KILN ROAD	BALD HILL RD	McCOURTNEY RD
ROUGH AND READY HIGHWAY	HIGHWAY 20	MATAS-WECKS RD
ROUGH AND READY HIGHWAY	MATAS-WECKS RD	ROUGH AND READY
ROUGH AND READY HIGHWAY	ROUGH AND READY	BONANZA WY
ROUGH AND READY HIGHWAY	BONANZA WY	BITNEY SPRINGS
ROUGH AND READY HIGHWAY	BITNEY SPRINGS	RIDGE RD
ROUGH AND READY HIGHWAY	RIDGE RD	GRASS VALLEY CO
PLEASANT VALLEY ROAD	PENN VALLEY DR	LAKE WILDWOOD D
PLEASANT VALLEY ROAD	LAKE WILDWOOD D	MOONEY FLAT RD
PLEASANT VALLEY ROAD	MOONEY FLAT RD	GOLD COUNTRY DR
PLEASANT VALLEY ROAD	GOLD COUNTRY DR	WILLIAMS RANCH
PLEASANT VALLEY ROAD	WILLIAMS RANCH	BITNEY SPRINGS
PLEASANT VALLEY ROAD	BITNEY SPRINGS	MEADOWWOOD RD
PLEASANT VALLEY ROAD	MEADOWWOOD RD	YUBA BRIDGE
BITNEY SPRINGS ROAD	ROUGH AND READY	MYSTIC MINE RD
BITNEY SPRINGS ROAD	MYSTIC MINE RD	EMPRESS RD
BITNEY SPRINGS ROAD	EMPRESS RD	RUDD RD
BITNEY SPRINGS ROAD	RUDD RD	N PONDEROSA WY
BITNEY SPRINGS ROAD	N PONDEROSA WY	STARDUSTER DR
BITNEY SPRINGS ROAD	STARDUSTER DR	BIETLER RD
BITNEY SPRINGS ROAD	BIETLER RD	PLEASANT VALLEY

RIDGE ROAD	ROUGH AND READY	GRASS VALLEY CO
RIDGE ROAD	GRASS VALLEY CO	RIDGE ESTATES R
RIDGE ROAD	RIDGE ESTATES R	NEVADA CITY COR
NEVADA CITY HIGHWAY	GRASS VALLEY CO	BANNER LAVA CAP
NEVADA CITY HIGHWAY	GRASS VALLEY CI	NEVADA CITY CIT
WOLF ROAD	HWY 49	WOLF CREEK BRID
WOLF ROAD	WOLF CREEK BRID	DUGGANS RD
WOLF ROAD	DUGGANS RD	GARDEN BAR RD
WOLF ROAD	GARDEN BAR RD	QUARTERHORSE DR
WOLF ROAD	QUARTERHORSE DR	LIME KILN RD
DUGGANS ROAD	WOLF RD	WOLF MEADOW DR
DUGGANS ROAD	WOLF MEADOW DR	LIME KILN RD

2022 OVERLAY AND PAVEMENT REHABILITATION

Various locations including but not limited to:

ROAD	FROM	TO
CARRIE DR	DOG BAR RD	GARY WAY
GARY WAY	TAMMY WAY	ALTA SIERRA DR
DOG BAR RD	WOLF CREEK RD	LODESTAR DR
DOG BAR RD	LODESTAR DR	AMBER ST
DOG BAR RD	AMBER ST	MISTY WINDS LN
DOG BAR RD	MISTY WINDS LN	MAGNOLIA RD
DUGGANS RD	WOLF RD	WOLF MEADOWS RD

2022 BRUSHING, SHOULDER, GENERAL MAINTENANCE PROJECT

Various locations including but not limited to:

ROAD	FROM	TO
AREA 1		
BANNER MOUNTAIN TRAIL	GRACIE RD	END PAVEMENT
BANNER MOUNTAIN TRAIL	END PAVEMENT	START PAVEMENT
BANNER MOUNTAIN TRAIL	START PAVEMENT	END PAVEMENT
BANNER MOUNTAIN TRAIL	END PAVEMENT	END COUNTY MAIN
BANNER MOUNTAIN TRAIL	BANNER LAVA CAP	END OF PAVEMENT
BLACK OAK DRIVE	GAYLE LN	CRESCENT RD
BOREHAM LANE	BANNER LAVA CAP	GAYLE LN
BOURBON HILL ROAD	UREN ST	LEWIS RD
BUTTERFLY DRIVE	MAYFLOWER DR	MAYFLOWER DR
CRESCENT DRIVE	BANNER LAVA CAP	BOREHAM LN
FERN LANE	BOREHAM LN	GAYLE LN
FOREST VIEW DRIVE	BANNER LAVA CAP	BANNER LAVA CAP
GAYLE LANE	BANNER LAVA CAP	BOREHAM LN
GRACIE ROAD	NEVADA CITY COR	BIG BLUE RD
GRACIE ROAD	BIG BLUE RD	BANNER LAVA CAP
GRANHOLM LANE	GOLD FLAT RD	S END
HAWKE LANE	PITTSBURGH RD	E END
IDAHO MARYLAND ROAD	1,740" W. OF SI	SILK TASSLE CIR

Revised January 2021

IDAHO MARYLAND ROAD	SILK TASSLE CIR	LEE LANE
IDAHO MARYLAND ROAD	LEE LANE	BANNER LAVA CAP
JAMES LANE	GAYLE LN	JAMES LN
MAYFLOWER DRIVE	BANNER LAVA CAP	BANNER LAVA CAP
NORTHVIEW DRIVE	FOREST VIEW DR	PITTSBURG MINE
OLD TUNNEL ROAD	BANNER LAVA CAP	TOWN TALK RD
PINEWOODS ROAD	GOLD FLAT RD	S END
PITTSBURG MINE ROAD	BANNER LAVA CAP	PITTSBURG RD
PITTSBURG ROAD	BANNER LAVA CAP	GOLD FLAT RD
SNEATH-CLAY ROAD	PINEWOOD DR	NEVADA CITY COR
SUNNY SLOPE	TREE TOP CR	N END
SUTTON WAY	BRUNSWICK RD	END COUNTY MAIN
THOMAS DRIVE	GAYLE LN	BOREHAM LN
TOWN TALK ROAD	BRUNSWICK RD	END OF PAVEMENT
TOWN TALK ROAD	END OF PAVEMENT	OLD TUNNEL RD
TREE TOP CIRCLE	FOREST VIEW DR	TREE TOP CR
VALLEY VIEW ROAD	BANNER LAVA CAP	END COUNTY MAIN
WINDING WAY	VALLEY VIEW RD	E END
WOODPECKER POINT	WOODPECKER WY	N END
WOODPECKER WAY	BUTTERFLY DR	E END

AREA 4

TYLER FOOTE CROSSING ROAD	HIGHWAY 49	PATHFINDER WY
TYLER FOOTE CROSSING ROAD	PATHFINDER WY	MURPHY RD
TYLER FOOTE CROSSING ROAD	MURPHY RD	PURDON RD
TYLER FOOTE CROSSING ROAD	PURDON RD	ANANDA WY
TYLER FOOTE CROSSING ROAD	ANANDA WY	FANDOR ROAD
TYLER FOOTE CROSSING ROAD	FANDOR FARM	OLD MILL RD
TYLER FOOTE CROSSING ROAD	OLD MILL RD	LAKE CITY RD
TYLER FOOTE CROSSING ROAD	LAKE CITY RD	CRUZON GRADE RD
OAK TREE ROAD	HIGHWAY 49	LOVELL LN
OAK TREE ROAD	LOVELL LN	ROBINSON RD
OAK TREE ROAD	ROBINSON RD	TYLER FOOTE CRO
CRUZON GRADE ROAD	FOXFIRE WY	BEAR TRAP SPRIN
CRUZON GRADE ROAD	BEAR TRAP SPRIN	BACKBONE RD
PLEASANT VALLEY ROAD	YUBA BRIDGE	BUTTERMILK BEND
PLEASANT VALLEY ROAD	BUTTERMILK BEND	CRESCENT ST
PLEASANT VALLEY ROAD	CRESCENT ST	BIRCHVILLE RD
PLEASANT VALLEY ROAD	BIRCHVILLE RD	RIDGE ROCK
PLEASANT VALLEY ROAD	RIDGE ROCK	HIGHWAY 49
PURDON ROAD	YUBA BRIDGE	MURPHY RD
PURDON ROAD	MURPHY RD	MONTEZUMA LN
PURDON ROAD	MONTEZUMA LN	TYLER FOOTE CRO

AREA 5

SODA SPRINGS ROAD	DONNER PASS RD	PLACER COUNTY L
DONNER PASS ROAD	TRUCKEE CORP LI	MILE POST 1
DONNER PASS ROAD	MILE POST 1	E END RAINBOW B
DONNER PASS ROAD	E END RAINBOW B	PLACER COUNTY L
DONNER PASS ROAD	PLACER COUNTY L	SNOW LAB
DONNER PASS ROAD	SNOW LAB	SODA SPRINGS RD
DONNER PASS ROAD	SODA SPRINGS RD	1-80 OVERCROSSI
DONNER PASS ROAD	I-80 OVERCROSSI	5280 FT W OF OV
DONNER PASS ROAD	5280 FT W OF OV	10560 FT W OF O
DONNER PASS ROAD	10560 FT W OF O	PLACER COUNTY L
STAMPEDE MEADOWS ROAD	TRUCKEE CORP LI	BOCA RES TURNOU
STAMPEDE MEADOWS ROAD	BOCA RES TURNOU	MP 1
STAMPEDE MEADOWS ROAD	MP 1	BOCA SPRINGS RD
STAMPEDE MEADOWS ROAD	BOCA SPRINGS RD	BOYINGTON CAMP
STAMPEDE MEADOWS ROAD	BOYINGTON CAMP	SIERRA CO LINE
DONNER LAKE ROAD	I-80 OVERPASS	BILLIE MACK RD
GLENSHIRE DRIVE	TRUCKEE CORP LI	HIRSCHDALE RD
HIRSCHDALE ROAD	I-80 OFF RAMP	GLENSHIRE DR
HIRSCHDALE ROAD	GLENSHIRE DR	END COUNTY MAIN
FLORISTON WAY	I-80 RAMP	END FLORISTON W

AREA 4

MOORES FLAT ROAD	BACKBONE RD	N BLOOMFIELD GR
MOORES FLAT ROAD	GERMAN BAR RD	BACKBONE RD
NORTH BLOOMFIELD-GRANITEVILLE ROAD	EDWARDS CROSSIN	GRIZZLY HILL RD
NORTH BLOOMFIELD-GRANITEVILLE ROAD	GRIZZLY HILL RD	LAKE CITY RD
NORTH BLOOMFIELD-GRANITEVILLE ROAD	LAKE CITY RD	FONTZ CABIN
NORTH BLOOMFIELD-GRANITEVILLE ROAD	FONTZ CABIN	RELIEF HILL RD
NORTH BLOOMFIELD-GRANITEVILLE ROAD	RELIEF HILL RD	DERBEC RD
NORTH BLOOMFIELD-GRANITEVILLE ROAD	DERBEC RD	SNOWTENT RD
NORTH BLOOMFIELD-GRANITEVILLE ROAD	SNOWTENT RD	MOORES FLAT
SHORT ROAD	MOORES FLAT RD	END COUNTY MAIN
SNOW TENT ROAD	BACKBONE RD	N BLOOMFIELD GR
SNOW TENT ROAD	N BLOOMFIELD GR	END COUNTY MAIN

2023 OVERLAY AND PAVEMENT REHABILITATION

ROAD	FROM	TO
DOG BAR RD	NORVIN WAY	910 FT N. TAYLOR
DOG BAR RD	1415 FT S. WOLF CREEK RD	LODESTAR DR CROSSING
DOG BAR RD	LORIE DRIVE	700 FT N. OF MOUNT OLIVE
DOG BAR RD	MOUNT OLIVE RD	TAYLOR CROSS
PLEASANT VALLEY	FRENCH CORAL	HWY 49
BIRCHVILLE ROAD	PLEASANT VALLEY RD	HWY 49
OAK TREE RD	HIGHWAY 49	LOVELL LN
OAK TREE RD	LOVELL LN	ROBINSONS RD

2023 BRUSHING, SHOULDER, GENERAL MAINTENANCE PROJECT

Various locations including but not limited to:

ROAD	FROM	TO
AREA 3		
MOONEY FLAT ROAD	HIGHWAY 20	DEER CREEK BRID
MOONEY FLAT ROAD	DEER CREEK BRID	JOE MILLER RAVI
MOONEY FLAT ROAD	JOE MILLER RAVI	1.13 MI W. OF P
MOONEY FLAT ROAD	1.13 MI W. OF P	PLEASANT VALLEY
AREA 2		
BRUNSWICK ROAD	NEVADA CITY HWY	GRASS VALLEY CO
BRUNSWICK ROAD	GRASS VALLEY CO	GRASS VALLEY CO
BRUNSWICK ROAD	GRASS VALLEY CO	IDAHO MARYLAND
BRUNSWICK ROAD	GRASS VALLEY CO	E BENNETT RD
BRUNSWICK ROAD	E BENNETT RD	HIGHWAY 174
LA BARR MEADOWS ROAD	HIGHWAY 49	DOG BAR RD
LA BARR MEADOWS ROAD	DOG BAR RD	HANSEN BROS
LA BARR MEADOWS ROAD	HANSEN BROS	GRASS VALLEY CO
DOG BAR ROAD	LA BARR MEADOWS	WHEELER CROSS R
DOG BAR ROAD	WHEELER CROSS R	ALTA SIERRA DR
DOG BAR ROAD	ALTA SIERRA DR	MOUNT OLIVE RD
DOG BAR ROAD	MOUNT OLIVE RD	TAYLOR CROSSING
DOG BAR ROAD	TAYLOR CROSSING	WOLF CREEK RD
DOG BAR ROAD	WOLF CREEK RD	LODESTAR DR
DOG BAR ROAD	LODESTAR DR	AMBER ST
DOG BAR ROAD	AMBER ST	MISTY WINDS LN
DOG BAR ROAD	MISTY WINDS LN	MAGNOLIA RD
DOG BAR ROAD	MAGNOLIA RD	BEAR RIVER BRID
MAGNOLIA ROAD	COMBIE RD	E HACIENDA DR
MAGNOLIA ROAD	E HACIENDA DR	KNOLLS DR
MAGNOLIA ROAD	KNOLLS DR	TROTTER RD
MAGNOLIA ROAD	TROTTER RD	CLIFFORD RD
MAGNOLIA ROAD	CLIFFORD RD	DOG BAR RD
COMBIE ROAD	HIGHWAY 49	MAGNOLIA RD
COMBIE ROAD	MAGNOLIA RD	RODEO FLAT RD
COMBIE ROAD	RODEO FLAT RD	PENINSULA DR
COMBIE ROAD	PENINSULA DR	ROBLES DR
COMBIE ROAD	ROBLES DR	END
KAREN DRIVE	E LIME KILN RD	ALEXANDRA WY
YOU BET ROAD	HWY 174	SIDE BET RD
YOU BET ROAD	SIDE BET RD	GREENHORN CREEK
EAST EMPIRE STREET	HIGHWAY 174	GRASS VALLEY CO

EAST BENNETT ROAD	BRUNSWICK ROAD	CORDELL CT
EAST BENNETT ROAD	CORDELL COURT	GRASS VALLEY CO
GREENHORN ACCESS ROAD	HIGHWAY 174	END COUNTY MAIN
GREENHORN ROAD	BRUNSWICK RD	KANTORBERY CT
GREENHORN ROAD	KANTORBERY CT	DOGWOOD RD
GREENHORN ROAD	DOGWOOD RD	TENSY LN
GREENHORN ROAD	TENSY LN	END COUNTY MAIN
RATTLESNAKE ROAD	HIGHWAY 174	HIGHLAND DR (S)
RATTLESNAKE ROAD	HIGHLAND DR (S)	GOODALL MINE RD
RATTLESNAKE ROAD	GOODALL MINE RD	WHEELER CROSS R
RATTLESNAKE ROAD	WHEELER CROSS R	DOG BAR RD

AREA 4

CEMETERY ALLEY	HIGHWAY 49	END COUNTY MAIN
CHEROKEE STREET	OAK TREE RD	END COUNTY MAIN
FLUME STREET	HIGHWAY 49	END COUNTY MAIN
HEESCHE AVENUE	HIGHWAY 49	HIGHWAY 49
HIGH STREET	SAN FRANCISCO S	HIGHWAY 49
MURPHY ROAD	TYLER FOOTE CRO	PURDON RD
OLD STATE HIGHWAY 49	SHADY CREEK CRO	HIGHWAY 49 (N)
RESERVOIR STREET	HIGHWAY 49	CHEROKEE RD
ROBINSON ROAD	OAK TREE RD	END COUNTY MAIN
SAN FRANCISCO STREET	FLUME ST	END COUNTY MAIN
SCHOOL STREET	HIGHWAY 49	END COUNTY MAIN
SEBASTOPOL ROAD	SWEETLAND RD	END COUNTY MAIN
SWEETLAND ROAD	HIGHWAY 49	SCHOOL ST
SWEETLAND ROAD	SCHOOL ST	HIGHWAY 49
SWEETLAND ROAD	HIGHWAY 49	PLEASANT VALLEY
TYLER FOOTE CROSSING ROAD	CRUZON GRADE RD	GRIZZLEY RIDGE
TYLER FOOTE CROSSING ROAD	GRIZZLEY RIDGE	SIERRA COUNTY L
BACK BONE ROAD	BLOOMFIELD GRNI	CRUZON GRADE RD
BACK BONE ROAD	CRUZON GRADE RD	DERBEC RD
BACK BONE ROAD	DERBEC RD	MOORES FLAT RD
CRUZON GRADE ROAD	TYLER FOOTE CRO	FOXFIRE WY
CRUZON GRADE ROAD	FOXFIRE WY	BEAR TRAP SPRIN
CRUZON GRADE ROAD	BEAR TRAP SPRIN	BACKBONE RD
DERBEC ROAD	N BLOOMFIELD GR	BACKBONE RD
GRIZZLY HILL ROAD	TYLER FOOTE CRO	TURNAGAIN ARM
GRIZZLY HILL ROAD	TURNAGAIN ARM	N BLOOMFIELD GR
LAKE CITY ROAD	TYLER FOOTE CRO	SHIELDS CAMP RD
LAKE CITY ROAD	SHIELDS CAMP RD	N BLOOMFIELD GR
RELIEF HILL ROAD	N BLOOMFIELD GR	HUMBUG CREEK BR
RELIEF HILL ROAD	HUMBUG CREEK BR	END COUNTY MAIN
TURNAGAIN ARM	GRIZZLEY HILL R	LAKE CITY RD

2024 OVERLAY AND PAVEMENT REHABILITATION

ROAD	FROM	TO
E. EMPIRE	HWY 174	CITY OF GRASS VALLEY
MAGNOLIA RD	COMBIE RD	E. HACIENDA DR
MAGNOLIA RD	E. HACIENDA DR	KNOLLS DR
McCOURTNEY RD	GRASS VALLEY CO	POLARIS DR
McCOURTNEY RD	INDIAN SPRINGS RD	LUCKY NUGGET LN
McCOURTNEY RD	LUCKY NUGGET LN	CHAMPAGNE LN

2024 BRUSHING, SHOULDER, GENERAL MAINTENANCE PROJECT

Various locations including but not limited to:

ROAD	FROM	TO
AREA 4		
BIRCHVILLE ROAD	HIGHWAY 49	PINE GROVE RES
BIRCHVILLE ROAD	PINE GROVE RES	REDBUD RD
BIRCHVILLE ROAD	REDBUD RD	PLEASANT VALLEY
READER RANCH ROAD	HIGHWAY 49	END OF PAVEMENT
READER RANCH ROAD	END OF PAVEMENT	END COUNTY MAIN
AREA 5		
MOORES FLAT ROAD	N BLOOMFIELD GR	GERMAN BAR RD
NORTH BLOOMFIELD-GRANITEVILLE ROAD	MOORES FLAT RD	CHERRY HILL
NORTH BLOOMFIELD-GRANITEVILLE ROAD	CHERRY HILL	SCHOOL HOUSE DR
NORTH BLOOMFIELD-GRANITEVILLE ROAD	F.S. RD. 522	GRANITEVILLE RD
NORTH BLOOMFIELD-GRANITEVILLE ROAD	GRANITEVILLE RD	SCHOOL HOUSE DR
MEADOW LAKE ROAD	N BLOOMFIELD GR	PINOLI RIDGE RD
MEADOW LAKE ROAD	PINOLI RIDGE RD	BOWMAN LAKE
MEADOW LAKE ROAD	BOWMAN LAKE	BOWMAN LAKE CAM
MEADOW LAKE ROAD	BOWMAN LAKE CAM	AUSTIN MEADOWS
MEADOW LAKE ROAD	AUSTIN MEADOWS	GRANITEVILLE RD
MEADOW LAKE ROAD	GRANITEVILLE RD	TOLLHOUSE LAKE
MEADOW LAKE ROAD	TOLLHOUSE LAKE	SUMMIT CITY
MEADOW LAKE ROAD	SUMMIT CITY	END CO MAINT
GRANITEVILLE ROAD	MEADOW LAKE RD	SIERRA CO
BOCA ROAD	DOG VALLEY RD	OLD RENO RD
BOCA ROAD	OLD RENO RD	FS RD 890-14
BOCA ROAD	FS RD 890-14	BOCA LAKE RD
DOG VALLEY ROAD	SIERRA CO LINE	HOBART MILLS
DOG VALLEY ROAD	HOBART MILLS	FS RD 889-14
DOG VALLEY ROAD	FS RD 889-14	OLD RENO RD
DOG VALLEY ROAD	OLD RENO RD	BOCA RD
HOBART MILLS ROAD	OLD HWY 89	TIMBER TRAILS C

HOBART MILLS ROAD	TIMBER TRAILS C	SAGEHEN RD
HOBART MILLS ROAD	SAGEHEN RD	DOG VALLEY RD
OLD HIGHWAY 89	HOBART MILLS RD	PROSSER LAKE
OLD RENO ROAD	HOBART MILLS RD	DOG VALLEY RD
OLD RENO ROAD	DOG VALLEY RD	BOCA RD
PROSSER DAM ROAD	TRUCKEE CORP LI	END OF DAM
PROSSER DAM ROAD	END OF DAM	BOCA RD
FLORISTON WAY	I-80 RAMP	END FLORISTON W
TRUCKEE-TAHOE AIRPORT ROAD	END COUNTY MAIN	TRUCKEE CORP LI
FIBREBOARD ROAD	HIGHWAY 89 N	HOBART MILLS RO
EAGLE LAKES ROAD	I-80	END COUNTY MAIN
LOLA MONTEZ LANE	DONNER PASS RD	LOTTA CRABTREE
LOTTA CRABTREE TERRACE	E END	LOLA MONTEZ LN
LOTTA CRABTREE TERRACE	LOLA MONTEZ LN	W END
POMA LANE	DONNER PASS RD	LOTTA CRABTREE
SHERRITT LANE	DONNER PASS RD	N END
T-BAR COURT	LOLA MONTEZ LN	E END
VAN NORDEN LAKE ROAD	SODA SPRINGS RD	END COUNTY MAIN
BILLY MACK ROAD	DONNER LAKE RD	END COUNTY MAIN
LAKE VALLEY ROAD	I-80	PLACER COUNTY L
CRYSTAL LAKE ROAD	I-80 (YUBA GAP)	END
BOREAL RIDGE ROAD	HWY 80	END COUNTY MAIN

AREA 2

BURMA ROAD	BRUNSWICK RD	N MEADOW VIEW D
JOERSCHKE DRIVE	NEVADA CITY HWY	DORSEY DR
LAKEVIEW DRIVE	ORCHARD SPRINGS	N END
LAKEWOOD LANE	HIGHWAY 174	END COUNTY MAIN
LOMA RICA DRIVE	BRUNSWICK RD	END COUNTY MAIN
MALTMAN DRIVE	BRUNSWICK RD	JOERSCHKE DR
MARGARET LANE	CATHERINE LN	END COUNTY MAIN
NORTH MEADOW VIEW DRIVE	BURMA RD	HWY 174
NEVADA CITY AVENUE	LOMA RICA DRIVE	END COUNTY MAIN
NEVADA CITY AVENUE	END COUNTY ROAD	LOMA RICA DR
ORCHARD SPRINGS ROAD	HIGHWAY 174	HIGHWAY 174
SPREE AV	MARGARET LN	DORSEY DR
YOU BET ROAD	GREENHORN CREEK	GREEN HAVEN LN
YOU BET ROAD	GREEN HAVEN LN	RED DOG RD
YOU BET ROAD	RED DOG RD	GREEN HAVEN LN
YOU BET ROAD	GREEN HAVEN LN	YOU WIN CT
YOU BET ROAD	YOU WIN CT	END COUNTY MAIN
RED DOG ROAD	END PAVEMENT	YOU BET RD
JOHN BAUER AVENUE	LOMA RICA DR	AIRPORT GATE
CHARLES DRIVE	LOMA RICA DRIVE	.176 ML WEST

CHARLES DRIVE	.176 WEST OF LO	NEVADA CITY AVE
CHARLES DRIVE	NEVADA CITY AVE	END COUNTY MAIN
GRASS VALLEY AVENUE	LOMA RICA DR N	END COUNTY MAIN
GRASS VALLEY AVENUE	END ROAD	LOMA RICA

2025 OVERLAY AND PAVEMENT REHABILITATION

ROAD	FROM	TO
LIME KILN ROAD	HWY 49	MCCOURTNEY
BRUNSWICK ROAD	CITY LIMITS	HWY 174

2025 BRUSHING, SHOULDER, GENERAL MAINTENANCE PROJECT

Various locations including but not limited to:

ROAD	FROM	TO
AREA 2		
CAMEO DRIVE	HWY 49	NORTHERN MP
CARRIAGE ROAD	HIGHWAY 49	END COUNTY MAIN
CERRITO ROAD	HIGHWAY 49	S END
DANIELS WAY	E LIME KILN RD	N END
MABEN ROAD	CARRIAGE RD	S END
MYRNA DRIVE	DOG BAR RD	E END
NORTH CHERRY CREEK ROAD	OAK RD	COMERATE ROAD
OAK DRIVE	HIGHWAY 49	BUCK MOUNTAIN R
OAKHURST DRIVE	HIGHWAY 49	END COUNTY MAIN
TAYLOR CROSSING ROAD	DOG BAR RD	END COUNTY MAIN
TAYLORVILLE ROAD	GRASS VALLEY CO	END COUNTY MAIN
WHEELER ACRES ROAD	DOG BAR RD	DOG BAR RD
CHERRY CREEK ROAD	HIGHWAY 49	HIGHWAY 49
WEST HACIENDA DRIVE	COMBIE RD	100' N OF COMBI
NORVIN WAY	DOG BAR RD	END COUNTY MAIN
AGNES WAY	SCOTT WY	NORLENE WY
AILEEN WAY	PATRICIA WY	ALEXANDRA WY
ALEXANDRA WAY	KAREN WY	LAWRENCE WY
ALEXANDRA WAY	LAWRENCE WY	NORLENE WY
ALEXANDRA WAY	NORLENE WY	NORLENE WY
ALICE WAY	LAWRENCE WY	LAWRENCE WY
ALIOTO DRIVE	END OF ROAD	LAWRENCE WY
ALTA SIERRA DRIVE	HIGHWAY 49	LITTLE VALLEY R
ALTA SIERRA DRIVE	LITTLE VALLEY R	BALL RD
ALTA SIERRA DRIVE	BALL RD	LOWER CIRCLE DR
ALTA SIERRA DRIVE	LOWER CIRCLE DR	DOG BAR RD
ANGELINA WAY	LAWRENCE WY	ALIOTO DR
ANNIE DRIVE	BREWER RD	BREWER RD
ANONA COURT	PATRICIA WY	N END
AVERN WAY	PAMELA WY	E END

BALL ROAD	ALTA SIERRA DR	FRANCIS DR
BARDE COURT	HENSON WY	W END
BERNADINE COURT	LOWER CIRCLE DR	E END
BETTY WAY	FAY RD	W END
BREWER ROAD	GARY WY	ANNIE DR
BREWER ROAD	ANNIE DR	END COUNTY MAIN
CARRIE DRIVE	DOG BAR RD	GARY WY
CATHY DRIVE	FAY RD	JOHN WY
CHARLES WAY	SCOTT WY	S END
CONNIE DRIVE	NORLENE WY	CONNIE DR
CROTTY COURT	SKY PINES RD	W END
CURTIS COURT	ALEXANDRA WY	W END
DAVID WAY	LAWRENCE WY	LAWRENCE WY
DENNIS WAY	GARY WY	E END
EAST LIME KILN ROAD	HIGHWAY 49	KAREN DR
EDWARD DRIVE	LOWER CIRCLE DR	LOWER CIRCLE DR
ELIZABETH WAY	FRANCIS DR	ALTA SIERRA DR
ERNEST COURT	ALEXANDRA WY	E END
EVA WAY	GARY WY	TAMMY WY
FAY ROAD	RAINBOW RD	END COUNTY MAIN
FRANCIS DRIVE	ALTA SIERRA DR	GARY WY
FRANCIS DRIVE	GARY WY	ALTA SIERRA DR
GARY WAY	TAMMY WY	ALTA SIERRA DR
GARY WAY	ALTA SIERRA DR	FRANCIS DR
GENEVA COURT	WALLIS DR	N END
GEORGE WAY	ALEXANDRA WY	ALEXANDRA WY
GRACE COURT	AILEEN WY	W END
HACKETT COURT	SKY PINES RD	W END
HANLEY DRIVE	RAGAN WY	RAGAN WY
HENSON WAY	NAMES DR	THIEL WY
HORACE DRIVE	UPPER CIRCLE DR	FRANCIS DR
IOLA WAY	SHARON WY	N END
JAMIE LEE COURT	AILEEN WY	E END
JANET WAY	FAY RD	S END
JOANN WAY	ALTA SIERRA DR	E END
JODY COURT	NORLENE WY	E END
JOEY COURT	TAMMY WY	S END
JOHN WAY	RAINBOW RD	S END
JON ERIC COURT	ALEXANDRA WY	N END
JOSEPH DRIVE	ALEXANDRA WY	ALEXANDRA WY
JUANITA COURT	LOWER CIRCLE DR	W END
JUDITH COURT	BREWER RD	E END
LAURRINE WAY	STINSON DR	W END
LAWRENCE WAY	OSCAR DR	NORLENE WY

LAWRENCE WAY	NORLENE WY	BREWER RD
LENA COURT	GEORGE WY	N END
LITTLE VALLEY ROAD	HIGHWAY 49 (N)	ALTA SIERRA DR
LITTLE VALLEY ROAD	ALTA SIERRA DR	S END
LORIE DRIVE	CARRIE DR	DOG BAR RD
LOW COURT	THIEL WY	W END
LOWER CIRCLE DRIVE	ALTA SIERRA DR	NORLENE WY
MARILYN COURT	FRANCIS DR	E END
MARION WAY	SHARON WY	N END
MEYER WAY	ALTA SIERRA DRI	N END
MICHAEL WAY	GARY WY	W END
NAMES DRIVE	ALTA SIERRA DR	S END
NANCY WAY	BREWER RD	BREWER RD
NORAGER WAY	SKY PINES RD	W END
NORLENE WAY	ALTA SIERRA DR	TAMMY WY
NORLENE WAY	TAMMY WY	ALEXANDRA WY
NORLENE WAY	ALEXANDRA WY	AIRPORT AV
NORLENE WAY	AIRPORT AV	PATRICIA WY
CLOVER VALLEY ROAD	BREWER RD	END COUNTY MAIN
OSCAR DRIVE	NORLENE WY	JOSEPH DR
PAMELA DRIVE	RAINBOW WY	CARRIE WY
PAMMY WAY	ALTA SIERRA DR	ELIZABETH WY
PATRICIA WAY	ALEXANDRA WY	NORLENE WY
PATRICIA WAY	NORLENE WY	AILEEN WY
PENNY COURT	PATRICIA WY	S END
RAGAN WAY	BALL RD	FRANCIS DR
RAINBOW ROAD	CARRIE WY	END County MAIN
RICKY COURT	FRANCIS DR	E END
ROBERT COURT	FRANCIS DR	N END
RUTH COURT	AILEEN WY	W END
SANDRA COURT	BREWER RD	E END
SCOTT WAY	NORLENE WY	N END
SEAN WAY	GARY WY	W END
SHANA WAY	PATRICIA WY	W END
SHARON WAY	NORLENE WY	E END
SKY PINES ROAD	STINSON WY	END COUNTY MAIN
STINSON DRIVE	BALL RD	BALL RD
SUNSET WAY	NORLENE WY	W END
TAMMY WAY	NORLENE WY	GARY WY
TERREN COURT	UPPER CIRCLE DR	S END
THIEL WAY	NAMES DR	LOW CT
THORNICROFT WAY	STINSON WY	W END
TIMOTHY WAY	GARY WY	W END
TINA COURT	DAVID WY	N END

TIPPY WAY	ALTA SIERRA DR	NORLENE WY
TONY COURT	ALEXANDRA WY	W END
TROY COURT	PATRICIA WY	N END
UPPER CIRCLE DRIVE	ALTA SIERRA DR	FRANCIS DR
VIRGINIA WAY	PATRICIA WY	PATRICIA WY
WALLIS DRIVE	PATRICIA WY	PATRICIA WY
WEST VIEW WAY	NORLENE WY	W END
DARLENE COURT	STINSON DR	END
BIRCH MEADOWS CIRCLE	RATTLESNAKE RD	DOG BAR RD
BROOKS ROAD	RATTLESNAKE RD	PINE CONE CR (N
BROOKS ROAD	PINE CONE CR (N	LOWER COLFAX RD
HIGHLAND DRIVE	RATTLESNAKE RD	RATTLESNAKE RD
LAWS RANCH CROSS ROAD	LOWER COLFAX RD	HIGHWAY 174
LESLIE DRIVE	OAK RIDGE DR	OAK MEADOWS RD
LOWER COLFAX ROAD	RATTLESNAKE RD	LAWS RANCH CROS
LOWER COLFAX ROAD	LAWS RANCH CROS	AGONY HILL RD
LOWER COLFAX ROAD	AGONY HILL RD	ORZALLI RD
LOWER COLFAX ROAD	ORZALLI RD	START PAVEMENT
LOWER COLFAX ROAD	START PAVEMENT	OLD COACH WY
MEADOW DRIVE	OLD COACH WY	MOUNT OLIVE RD
MEADOW DRIVE	HIGHWAY 174	ORAZALLI RD
MEADOW VIEW DRIVE	ORAZALLI RD	END COUNTY MAIN
MOUNT OLIVE ROAD	HIGHWAY 174	END COUNTY MAIN
MOUNT OLIVE ROAD	HIGHWAY 174	MIRANDA DR
MOUNT OLIVE ROAD	MIRANDA DR	ROLPHOLM RD
NAOMI WAY	ROLPHOLM RD	DOG BAR RD
OAK MEADOWS ROAD	OAK RIDGE DR	END
OAK RIDGE DRIVE	END COUNTY MAIN	EAST END
ORZALLI ROAD	RATTLESNAKE RD	E END
PEARDALE ROAD	LOWER COLFAX RD	MEADOW DR
PINE CONE CIRCLE	MEADOW VIEW DR	HIGHWAY 174
PINE CONE CIRCLE	BROOKS RD	GREENWAY PL
POWERLINE ROAD	GREENWAY PL	BROOKS RD
SUNSHINE VALLEY ROAD	HIGHWAY 174	LOWER COLFAX RD
WHEELER CROSS ROAD	LOWER COLFAX RD	END COUNTY MAIN
OAK CIRCLE	DOG BAR RD	RATTLESNAKE RD
BARTLETT DRIVE	MEADOW DR	MEADOW DR
BRUNSWICK DRIVE	N END	HIGHWAY 174
CEDAR RIDGE DRIVE	HIGHWAY 174	END OF PAVEMENT
COPPER DRIVE	HIGHWAY 174	CURRY DR
CURRY DRIVE	GOLD DR	SILVER WY
EMPIRE MINE CROSS ROAD	CEDAR RIDGE DR	BRUNSWICK DR
FOOTBALL DRIVE	HIGHWAY 174	EMPIRE ST
	GOLD DR	GOLD DR

GOLD HILL DRIVE	HIGHWAY 174	E END
HANGING WALL DRIVE	GOLD DR	PARTRIDGE RD
MERCURY DRIVE	GOLD DR	PARTRIDGE RD
PARTRIDGE ROAD	HIGHWAY 174	HANG WALL DR
PINE HILL DRIVE	HIGHWAY 174	BARTLETT DR
SILVER WAY	HIGHWAY 174	GOLD DR
SUNRISE LANE	HIGHWAY 174	SUNRISE LN
TERRACE PINES COURT	SILVER WY	W END
NANCY LANE	HIGHWAY 174	.09 MI W. OF HW

SCHEDULE FOR COMPLETION: It is anticipated that each project listed above will be completed before the end of the fiscal year in which the project is identified.

ESTIMATED USEFUL LIFE: Many factors can affect a payment's useful life, including the quality of the subgrade, drainage conditions, traffic loads etc. Typically, Nevada County expects a 15-20-year useful life out of pavement overlay and a 3-5-year useful life out of a micro-surface. Vegetation management efforts also vary with some areas requiring annual maintenance.

PROJECT COST ESTIMATE:

Item	Funding Source	Cost	Total Annual Cost
2021 Rehab	RMRA	\$ 1,223,574	\$ 2,513,367
2021 Brushing	RMRA	\$ 1,006,230	
2021 Drainage & Shoulders	RMRA	\$ 283,563	
2022 Rehab	RMRA	\$ 1,228,537	\$ 3,199,641
2022 Brushing	RMRA	\$ 1,040,712	
2022 Drainage & Shoulders	RMRA	\$ 289,858	
2022 Gen. Maint.	RMRA	\$ 640,534	
2023 Rehab	RMRA	\$ 1,233,565	\$ 3,186,517
2023 Brushing	RMRA	\$ 1,070,668	
2023 Drainage & Shoulders	RMRA	\$ 296,235	
2024 Rehab	RMRA	\$ 1,238,704	\$3,000,282
2024 Brushing	RMRA	\$ 1,094,223	
2024 Drainage & Shoulders	RMRA	\$ 302,752	
2024 Gen. Maint.	RMRA	\$ 364,603	
2025 Rehab	RMRA	\$ 1,234,955	\$2,980,000
2025 Brushing	RMRA	\$ 1,118,296	
2025 Drainage & Shoulders	RMRA	\$ 309,413	
2025 Gen. Maint.	RMRA	\$ 308,336	
5 YEAR TOTAL			\$14,293,758
SUPERVISORIAL DISTRICT: ALL			

EGRESS/INGRESS FIRE SAFETY PROJECT

PROJECT LOCATION: The following locations are tentatively scheduled for road maintenance and rehabilitation in years 2021 thru 2022:

ROADS DEPT 2021 GRANT AREAS:

ROAD	FROM	TO
WASHINGTON ROAD	HIGHWAY 20	MP 1
WASHINGTON ROAD	MP 1	MP 2
WASHINGTON ROAD	MP 2	MP 3
WASHINGTON ROAD	MP 3	MP 4
WASHINGTON ROAD	MP 4	MP 5
WASHINGTON ROAD	MP 5	MAYBERT RD
ROUGH AND READY HIGHWAY	HIGHWAY 20	MATAS-WECKS RD
ROUGH AND READY HIGHWAY	MATAS-WECKS RD	ROUGH AND READY
ROUGH AND READY HIGHWAY	ROUGH AND READY	BONANZA WY
ROUGH AND READY HIGHWAY	BONANZA WY	BITNEY SPRINGS
ROUGH AND READY HIGHWAY	BITNEY SPRINGS	RIDGE RD
ROUGH AND READY HIGHWAY	RIDGE RD	GRASS VALLEY CO
BITNEY SPRINGS ROAD	ROUGH AND READY	MYSTIC MINE RD
BITNEY SPRINGS ROAD	MYSTIC MINE RD	EMPRESS RD
BITNEY SPRINGS ROAD	EMPRESS RD	RUDD RD
BITNEY SPRINGS ROAD	RUDD RD	N PONDEROSA WY
BITNEY SPRINGS ROAD	N PONDEROSA WY	STARDUSTER DR
BITNEY SPRINGS ROAD	STARDUSTER DR	BIETLER RD
BITNEY SPRINGS ROAD	BIETLER RD	PLEASANT VALLEY

ROADS DEPT 2022 AREAS IN GRANT:

ROAD	TO	FROM
BANNER MOUNTAIN TRAIL	GRACIE RD	END PAVEMENT
BANNER MOUNTAIN TRAIL	END PAVEMENT	START PAVEMENT
BANNER MOUNTAIN TRAIL	START PAVEMENT	END PAVEMENT
BANNER MOUNTAIN TRAIL	END PAVEMENT	END COUNTY MAIN
BANNER MOUNTAIN TRAIL	BANNER LAVA CAP	END OF PAVEMENT
BLACK OAK DRIVE	GAYLE LN	CRESCENT RD

BOREHAM LANE	BANNER LAVA CAP	GAYLE LN
BOURBON HILL ROAD	UREN ST	LEWIS RD
BUTTERFLY DRIVE	MAYFLOWER DR	MAYFLOWER DR
CRESCENT DRIVE	BANNER LAVA CAP	BOREHAM LN
FERN LANE	BOREHAM LN	GAYLE LN
FOREST VIEW DRIVE	BANNER LAVA CAP	BANNER LAVA CAP
GAYLE LANE	BANNER LAVA CAP	BOREHAM LN
GRACIE ROAD	NEVADA CITY COR	BIG BLUE RD
GRACIE ROAD	BIG BLUE RD	BANNER LAVA CAP
GRANHOLM LANE	GOLD FLAT RD	S END
HAWKE LANE	PITTSBURGH RD	E END
IDAHO MARYLAND ROAD	1,740" W. OF SI	SILK TASSLE CIR
IDAHO MARYLAND ROAD	SILK TASSLE CIR	LEE LANE
IDAHO MARYLAND ROAD	LEE LANE	BANNER LAVA CAP
JAMES LANE	GAYLE LN	JAMES LN
MAYFLOWER DRIVE	BANNER LAVA CAP	BANNER LAVA CAP
NORTHVIEW DRIVE	FOREST VIEW DR	PITTSBURG MINE
OLD TUNNEL ROAD	BANNER LAVA CAP	TOWN TALK RD
PINEWOODS ROAD	GOLD FLAT RD	S END
PITTSBURG MINE ROAD	BANNER LAVA CAP	PITTSBURG RD
PITTSBURG ROAD	BANNER LAVA CAP	GOLD FLAT RD

CONTRACTOR AREAS IN GRANT:

ROAD	FROM	TO
ARTIC CLOSE	CASCADE LP	N END
AURORA CLOSE	BANNER QUAKER H	N END
BALTIC CLOSE	LAKE LN	N END
CASCADE DRIVE	PASQUALE RD	PASQUALE RD
CASCADE LOOP	PASQUALE RD	PASQUALE RD
GASTON DRIVE	CASCADE LP	N END
LAKE LANE	SCOTTS FLAT LAK	E END
LITTLE YORK CLOSE	SUMMIT RIDGE DR	S END
MOUNTAIN VIEW DRIVE	BANNER QUAKER H	PASQUALE RD

NUGGET STREET	PASQUALE RD	PASQUALE RD
SADIE D DRIVE	CASCADE LP	SPANISH LN
SPANISH LANE	LAKE LN	CASCADE LP
BANNER QUAKER HILL ROAD	END OF PAVEMENT	END COUNTY MAIN
CHINA CLOSE	BANNER QUAKER H	S END
GAS CANYON ROAD	BANNER QUAKER H	END COUNTY MAIN
GOLDBUG ROAD	SAILOR FLAT RD	GAS CANYON RD
HYDRAULIC RIDGE CLOSE	SAILOR FLAT RD	S END
SAILOR FLAT ROAD	GAS CANYON RD	END COUNTY MAIN
SARGENT AND JACOBS DRIVE	BANNER QUAKER H	N END
SUMMIT RIDGE DRIVE	BANNER QUAKER H	BANNER QUAKER H
YUBA CLOSE	GAS CANYON RD	S END
PASQUALE ROAD	RED DOG RD	SIPHON RD
PASQUALE ROAD	SIPHON RD	MP 2
PASQUALE ROAD	MP 2	MP 3
PASQUALE ROAD	MP 3	MP 4
PASQUALE ROAD	MP 4	CASCADE LP
PASQUALE ROAD	CASCADE LP	BANNER QUAKER H
PASQUALE ROAD	BANNER QUAKER H	BANNER QUAKER H
BERGGREN LANE	RED DOG RD	N END
BOULDER STREET	NEVADA CITY COR	RED DOG RD
BOULDER STREET	RED DOG RD	END PAVEMENT
BOULDER STREET	END PAVEMENT	END COUNTY MAIN
CEDAR SPRINGS ROAD	RED DOG RD	QUAKER HILL CRO
CRYSTAL WELLS ROAD	RED DOG RD	QUAKER HILL CRO
INCLINE SHAFT ROAD	MURCHIE MINE RD	W END
MURCHIE MINE ROAD	RED DOG RD	W END
QUAKER HILL CROSS ROAD	RED DOG RD	CRYSTAL WELLS R
QUAKER HILL CROSS ROAD	CRYSTAL WELLS R	BANNER QUAKER H
DUTCH FLAT CROSSING ROAD	LOWELL HILL RD	PLACER CO
LOWELL HILL ROAD	HIGHWAY 20	KAIN'S OUTPOST
LOWELL HILL ROAD	KAIN'S OUTPOST	DEADMANS FLAT R
LOWELL HILL ROAD	DEADMANS FLAT R	MULE SPRING RD
LOWELL HILL ROAD	MULE SPRING RD	DUTCH FLAT CROS
LOWELL HILL ROAD	DUTCH FLAT CROS	MILES GRAVEL PL

LOWELL HILL ROAD	MILES GRAVEL PL	STEEP HOLLOW
LOWELL HILL ROAD	STEEP HOLLOW	RED DOG RD
PARK AVENUE EXTENSION	SOLARO DR	RED DOG RD
RED DOG ROAD	BANNER LAVA CAP	BUCKEYE RD
RED DOG ROAD	BUCKEYE RD	EDGEWATER CT
RED DOG ROAD	EDGEWATER CT	GREENHORN CREEK
RED DOG ROAD	GREENHORN CREEK	CHALK BLUFF RD
RED DOG ROAD	CHALK BLUFF RD	END PAVEMENT
AIRPORT ROAD	LAKE VERA PURDO	END OF PAVEMENT
AIRPORT ROAD	END PAVEMENT	END COUNTY MAIN
AUGUSTINE ROAD	CEMENT HILL RD	END COUNTY MAIN
CEMENT HILL ROAD	NEVADA CITY COR	WHISPERING OAKS
CEMENT HILL ROAD	WHISPERING OAKS	AUGUSTINE RD
CEMENT HILL ROAD	AUGUSTINE RD	END COUNTY MAIN
BLUE TENT SCHOOL ROAD	N BLOOMFIELD GR	COOPER RD
COOPER ROAD	N BLOOMFIELD GR	END PAVEMENT
COOPER ROAD	END PAVEMENT	ARBOGAST RANCH
COOPER ROAD	ARBOGAST RANCH	LIGHTNING TREE
COOPER ROAD	LIGHTNING TREE	MADRONE SPRINGS
COYOTE STREET	NEVADA CITY COR	N BLOOMFIELD GR
INDIAN FLAT ROAD	HIGHWAY 49	COUNTRY CIR
INDIAN FLAT ROAD	COUNTRY CIR	START PAVEMENT
INDIAN FLAT ROAD	START PAVEMENT	CEMENT HILL RD
LAKE VERA-PURDON ROAD	N BLOOMFIELD GR	SELBY LN
LAKE VERA-PURDON ROAD	SELBY LN	LAKE VERA BRIDG
NEW ROME ROAD	LAKE VERA PURDO	END OF PAVEMENT
NEW ROME ROAD	END PAVEMENT	END COUNTY MAIN
PURDON ROAD	LAKE VERA PURDO	ROUND MOUNTAIN
PURDON ROAD	ROUND MOUNTAIN	END CHIP SEAL
PURDON ROAD	END CHIP SEAL	YUBA BRIDGE
RECTOR ROAD	ROCK CREEK RD	RUNNING HORSE R
RECTOR ROAD	RUNNING HORSE R	END OF PAVEMENT
RECTOR ROAD	END OF PAVEMENT	PURDON RD
ROCK CREEK ROAD	LAKE VERA PURDO	RECTOR RD
ROCK CREEK ROAD	RECTOR RD	END OF PAVEMENT

ROCK CREEK ROAD	END OF PAVEMENT	ROCK CREEK BRID
ROCK CREEK ROAD	ROCK CREEK BRID	HUDSON WY
ROCK CREEK ROAD	HUDSON WY	BLOOMFIELD RD
WET HILL ROAD	N BLOOMFIELD GR	CEMENT HILL RD
DOW ROAD	LEWIS RD	HIGHWAY 20
GENASCI ROAD	LEWIS RD	WILLOW VALLEY R
LEWIS ROAD	WILLOW VALLEY R	GENASCI RD
MANZANITA DIGGINS DRIVE	HIGHWAY 20	E END
OLD WASHINGTON ROAD	NEVADA CITY COR	END COUNTY MAIN
SCOTTS FLAT ROAD	HIGHWAY 20	SCOTTS VALLEY R
SCOTTS FLAT ROAD	SCOTTS VALLEY R	SCOTTS FLAT DAM
SCOTTS FLAT ROAD	SCOTTS FLAT DAM	ALPINE MEADOW C
SCOTTS VALLEY ROAD	WILLOW VALLEY R	1-2 LANE TRANSI
SCOTTS VALLEY ROAD	1-2 LANE TRANSI	SCOTTS FLAT RD
WILLOW VALLEY ROAD	NEVADA CITY COR	MOSQUITO CREEK
WILLOW VALLEY ROAD	MOSQUITO CREEK	SCOTTS VALLEY R
WILLOW VALLEY ROAD	SCOTTS VALLEY R	END CHIP SEAL
WILLOW VALLEY ROAD	END CHIP SEAL	PAVEMENT
WILLOW VALLEY ROAD	PAVEMENT	HIGHWAY 20
MAYBERT ROAD	WASHINTGON RD	END PAVEMENT
MAYBERT ROAD	END PAVEMENT	CANYON CREEK BR
ALPHA ROAD	WASHINGTON RD	END COUNTY MAIN
RELIEF HILL ROAD	END OF CHIP SEAL	GASTON RD

PROJECT DESCRIPTION: This project will enhance the County’s 5 year vegetation management plan by providing intensive vegetation management on approximately 200 miles of County roads. A portion of the work will be completed by Road staff and the majority of the work will be contracted out.

PROJECT JUSTIFICATION: Vegetation management is a Board priority. The County was fortunate to be awarded a CAL FIRE grant for this work. Matching funds will vary and will consist of RMRA and/or HUTA funds.

PROJECT COST ESTIMATE

Construction Year	Funding Source	Cost
2021-2022	CAL FIRE Grant	\$868,084
	RMRA	Varies
	HUTA	Varies
	TOTAL	\$868,084*

** Plus matching funds using RMRA and HUTA. See Road Maintenance and Rehabilitation Program funding.*

SUPERVISORIAL DISTRICT: All

2022 THERMOPLASTIC AND MMA SAFETY PROJECT

PROJECT LOCATION: Various locations.

PROJECT DESCRIPTION: The proposed thermoplastic and Methyl Methacrylate (MMA) striping and recessed pavement markers will be placed on existing road surfaces in accordance with Caltrans standards.

PROJECT JUSTIFICATION: Local HSIP projects must be identified on the basis of crash experience, crash potential, crash rate, or other data-supported means to address safety issues on local roadways.

PROJECT COST ESTIMATE

Construction Year	Funding Source	Cost
2022	Federal (HSIP)	\$949,100
	TOTAL	\$949,100

SUPERVISORIAL DISTRICT: All

2021 GUARDRAIL PROJECT

PROJECT LOCATION: Various locations.

PROJECT DESCRIPTION: The proposed guardrail project will complete an audit along 5.8 miles of county roadways to determine if the guardrail lengths and locations are appropriate, if it is appropriately installed, and whether end treatment repairs are needed, and develop repair and replacement plans. Replacement of guardrail will occur based on the audit.

PROJECT JUSTIFICATION: Local HSIP projects must be identified on the basis of crash experience, crash potential, crash rate, or other data-supported means to address safety issues on local roadways.

PROJECT COST ESTIMATE

Construction Year	Funding Source	Cost
2022	Federal (HSIP)*	\$1,001,134
	General Fund MOE	\$25,781
	TOTAL	\$1,026,915

** Funding has been received for design and environmental review. Construction funding is anticipated to be awarded in 2021.*

SUPERVISORIAL DISTRICT: All

2020 HIGH FRICTION SURFACE TREATMENT PROJECT

PROJECT LOCATION: Various locations.

PROJECT DESCRIPTION: The proposed High Friction Surface Treatment Project will install a high friction surface treatment on various curves of various roadways and pavement markers at 21 locations on lower elevation, rural Nevada County roadways for increased safety

PROJECT JUSTIFICATION: Local HSIP projects are identified on the basis of crash experience, crash potential, crash rate, or other data-supported means to address safety issues on local roadways.

PROJECT COST ESTIMATE

Construction Year	Funding Source	Cost
2021	Federal (HSIP)	\$1,644,200
TOTAL	TOTAL	\$1,644,200

SUPERVISORIAL DISTRICT: All

SODA SPRINGS RD AT S. YUBA RIVER BRIDGE REPLACEMENT PROJECT



PROJECT LOCATION: Soda Springs Road at the S. Yuba River - south of Donner Pass Rd.

PROJECT DESCRIPTION: The County of Nevada is proposing to replace and widen the two-span steel girder structure (Bridge No. 17C-0010) over the South Yuba River. The existing bridge was built in 1965 and is located on Soda Springs Road near Van Norden Lake Road. The concrete structure is severely deteriorated and is considered structurally deficient.

PROJECT JUSTIFICATION: The project provides a safe permanent crossing over the South Yuba River on Soda Springs Road since the existing structure is structurally deficient and the roadway is substandard. In addition, the project will resolve maintenance and width issues.

PROJECT COST ESTIMATE

Construction Year	Funding Source	Cost
2021-2022	Federal (HBP)	\$2,601,446
	State Exchange	\$2,279
	General fund MOE	\$35,025
	TOTAL	\$2,638,750

SUPERVISORIAL DISTRICT: V

HIRSCHDALE ROAD AT TRUCKEE RIVER BRIDGE REPLACEMENT PROJECT



PROJECT LOCATION: Hirschdale Road east of Glenshire Drive.

PROJECT DESCRIPTION: Both bridges on Hirschdale Road at the Truckee River and at the Union Pacific Railroad Bridge have been identified as being seismically and structurally substandard. This project scope is expected to retrofit the existing piers and replace the existing superstructure (deck) and abutments. The bridge width will be narrowed to support lower traffic volumes and mixed vehicle, pedestrian, and bicycle usage.

PROJECT JUSTIFICATION: Caltrans monitoring reports have determined that the bridge is in a state of deterioration and is considered structurally deficient. In addition, the bridge is currently considered seismically unstable. The County was awarded Highway Bridge Program (HBP) funding to seismically retrofit and rehabilitate the existing bridge.

PROJECT COST ESTIMATE

Construction Year	Funding Source	Cost
2022-2023	Federal (HBP)	\$5,614,121
	General Fund MOE	\$49,999
	State Exchange	\$4,697
	TOTAL	\$5,668,817

SUPERVISORIAL DISTRICT: V

HIRSCHDALE ROAD AT UPRR HINTON OVERHEAD BRIDGE REPLACEMENT PROJECT



PROJECT LOCATION: Hirschdale Road west of Hinton Road.

PROJECT DESCRIPTION: Both bridges on Hirschdale Road at the Truckee River and at the Union Pacific Railroad (UPRR) Bridge have been identified as being seismically and structurally substandard. This project scope includes seismic retrofit of the existing piers and superstructure. This work will include deck rehabilitation, overhang removal with barrier installation and conversion to a one-lane bridge, installation of pipe/cable restrainers and shear key installation to address seismic deficiencies.

PROJECT JUSTIFICATION: Caltrans monitoring reports have determined that the bridge is in a state of deterioration and is considered seismically unstable. The County was awarded Highway Bridge Program (HBP) funding to seismically retrofit and rehabilitate the existing bridge.

PROJECT COST ESTIMATE

Construction Year	Funding Source	Cost
2022-2023	Federal (HBP)	\$1,582,748
	General Fund MOE	\$40,315
	State Exchange	\$982
	TOTAL	\$1,624,045

SUPERVISORIAL DISTRICT: V

N. BLOOMFIELD RD AT S. YUBA RIVER BRIDGE EVALUATION PROJECT



PROJECT LOCATION: North Bloomfield Road at S. Yuba River.

PROJECT DESCRIPTION: This Bridge – commonly referred to as “Edwards Crossing” - was built in 1904 and is a historic structure with a large span over the South Yuba River. The site is also a popular recreation facility. This bridge is structurally deficient and currently has a weight restriction due to its structural limitations. The Federal HBP program provides reimbursable funds for 100 percent of eligible project costs. The project will evaluate various rehabilitation or replacement scenarios before moving forward with project design and construction.

PROJECT JUSTIFICATION: The project need is to provide a safe permanent crossing over the South Yuba River on North Bloomfield Road since the existing structure is structurally deficient.

PROJECT COST ESTIMATE

Construction Year	Funding Source	Cost
2024-2025	Federal (HBP)	\$5,561,503
	State Exchange	\$1,260
	General fund MOE	\$50,140
	TOTAL	\$5,612,903

SUPERVISORIAL DISTRICT: IV and V

DOG BAR ROAD AT BEAR RIVER BRIDGE REPLACEMENT PROJECT



PROJECT LOCATION: Dog Bar Road at Bear River Bridge – south of Magnolia Road.

PROJECT DESCRIPTION: The existing bridge is located on Dog Bar Road at the Bear River (Nevada-Placer County Line). The existing bridge was constructed in 1935, rehabilitated in 2000, and is not considered historic. Although NID has tentative plans to construct the Centennial Dam which would relocate the river crossing, the Centennial Dam project construction date is unknown. Delays in constructing the dam project necessitate rehabilitation of the bridge.

PROJECT JUSTIFICATION: The purpose of the project is to provide a safe crossing over Bear River on Dog Bar Road since the existing structure is functionally obsolete. The existing steel girder structure with a steel deck is too narrow for the current and future traffic volumes.

PROJECT COST ESTIMATE

Construction Year	Funding Source	Cost
2022 - 2023	Federal (HBP)	\$5,542,472
	State Exchange	\$1,420
	General Fund MOE	\$50,220
	TOTAL	\$5,594,112

SUPERVISORIAL DISTRICT: II

RELIEF HILL RD AT HUMBUG CREEK BRIDGE REPLACEMENT PROJECT



PROJECT LOCATION: Relief Hill Road at Humbug Creek

PROJECT DESCRIPTION: The County of Nevada is proposing to replace and widen the existing one lane timber deck bridge (Bridge No. 17C-0028) over Humbug Creek. The existing bridge was built in 1952 and is located on Relief Hill Road north of Nevada City. The structure is severely deteriorated and is considered structurally deficient.

PROJECT JUSTIFICATION: The project provides a safe permanent crossing over Humbug Creek and the existing structure is structurally deficient and the roadway is substandard. In addition, the project will resolve maintenance and width issues.

PROJECT COST ESTIMATE

Construction Year	Funding Source	Cost
2024 - 2025	Federal (HBP)	\$1,645,883
	General fund MOE	\$40,914
	TOTAL	\$1,686,797

SUPERVISORIAL DISTRICT: I

ROCK CREEK ROAD AT ROCK CREEK BRIDGE REPLACEMENT PROJECT



PROJECT LOCATION: Rock Creek Road at Rock Creek

PROJECT DESCRIPTION: The County of Nevada is proposing to replace and widen the existing one lane timber deck bridge (Bridge No. 17C-0057) over Rock Creek. The existing bridge was built in 1920 and is located on Rock Creek Road north of Nevada City. The structure is severely deteriorated and is considered structurally deficient.

PROJECT JUSTIFICATION: The project provides a safe permanent crossing over Rock Creek and the existing structure is structurally deficient and the roadway is substandard. In addition, the project will resolve maintenance and width issues.

PROJECT COST ESTIMATE

Construction Year	Funding Source	Cost
2024	Federal (HBP)	\$2,889,000
	General fund MOE	\$40,667
TOTAL		\$2,929,677

SUPERVISORIAL DISTRICT: I

RIDGE RD AND ROUGH & READY HWY INTERSECTION IMPROVEMENT PROJECT



PROJECT LOCATION: Intersection of Ridge Rd and Rough & Ready Highway

PROJECT DESCRIPTION: This project will evaluate a realignment of two three-legged, angled intersections, the Ridge Rd and Rough & Ready Highway intersection and the Rough & Ready Highway/Adam Avenue intersection, to one four-legged intersection.

PROJECT JUSTIFICATION: The primary benefits of this project are congestion relief, traffic calming and a reduction in existing and future traffic delays.

PROJECT COST ESTIMATE

Construction Year	Funding Source	Cost
2022-2023	CMAQ	\$1,307,783
	General Fund MOE	\$1,894
	Development Fees	\$205,021
	ATP Grant (Applied for, not yet received)	\$2,707,000
	TOTAL	\$4,221,698

SUPERVISORIAL DISTRICT: III

LOCAL TRAFFIC MITIGATION FEE PROGRAM PROJECTS

PROJECT LOCATION: Various locations.

PROJECT DESCRIPTION: The Local Traffic Mitigation Fee (LTMF) program, administered by the County, was updated in 2017 and includes a number of future improvement and safety projects. In addition to the Ridge Road/Rough and Ready Highway Improvement Project, future projects scheduled for construction outside this 5-year CIP may include:

- Stampede Meadows Widening Project
- State Route 20 at Pleasant Valley Road Improvement Project
- Shoulder Widening and Safety Improvement Projects – Countywide.

Nevada County Transportation Commission (NCTC) completed a regional traffic model update. Nevada County will need to update the Local Traffic Mitigation Fee (LTMF) program, based upon the new traffic model.

PROJECT JUSTIFICATION: The Mitigation Fee Act, also known as California Assembly Bill 1600 (AB 1600) or Government Code Section 66000 et seq., governs imposing development impact fees in California. The Mitigation Fee Act requires that all local agencies in California, including counties, follow basic principles when instituting impact fees as condition of new development.

PROJECT COST ESTIMATE

Year	Funding Source	Current FY Cost
2021-2020	LTMF	\$100,000
	TOTAL	\$100,000

SUPERVISORIAL DISTRICT: All

REGIONAL TRANSPORTATION PLAN ACTIVITIES PROJECT

PROJECT LOCATION: Various locations.

PROJECT DESCRIPTION: The Nevada County Transportation Commission (NCTC) partners with Nevada County for support of projects listed in the latest NCTC Overall Work Program. This project coordinates efforts of local, and state agencies, the general public, and private industries to impliment regional transportation activieies.

PROJECT JUSTIFICATION: Nevada County partners with the NCTC to complete projects listed in the Overall Work Program including planning efforts to identify and plan policies, strategies, programs and actions that maximize and implement the regional transportation infrastructure.

PROJECT COST ESTIMATE

Year	Funding Source	Cost
Annual	Regional Transportation Planning	\$35,000
	TOTAL	\$35,000

SUPERVISORIAL DISTRICT: All

SB2 PLANNING GRANT

PROJECT LOCATION: Woodridge Drive and Cameo Drive.

PROJECT DESCRIPTION: The California Department of Housing and Community Development awarded Senate Bill 2 (SB 2) Planning Grants Program (PGP) in the amount of \$310,00 to Nevada County for the preparation, adoption and implementation of plans that streamline housing approvals and accelerate housing production.

This project involves the preparation of a water/wastewater analysis, environmental analysis, and plans and specifications for utility infrastructure construction to facilitate the development of two potential housing development sites in southern Nevada County.

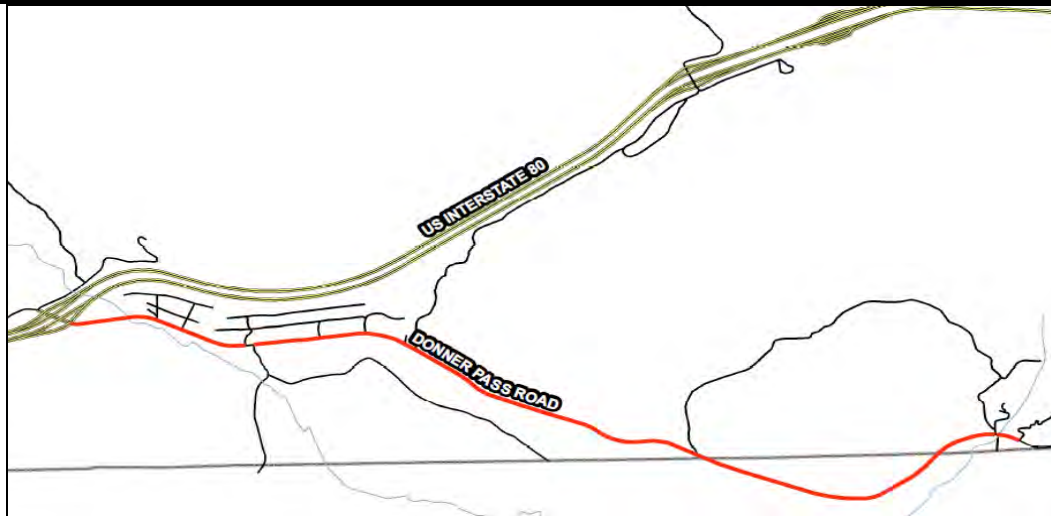
PROJECT JUSTIFICATION: The objective is help facilitate housing development.

PROJECT COST ESTIMATE

Year	Funding Source	Cost
2021	SB2 Planning Grants Program	\$310,000
	TOTAL	\$310,000

SUPERVISORIAL DISTRICT: II

DONNER PASS ROAD RECONSTRUCTION AND WIDENING PROJECT



PROJECT LOCATION: Donner Pass Rd from I-80 to the Town of Truckee Limits.

PROJECT DESCRIPTION: The project will widen and reconstruct Donner Pass Road, improving the structural issues and reducing the amount of maintenance required on the road. The project will also provide a safer bicycling route and better access to trails that connect to other recreational amenities to the north and south. During the winter the widening can provide additional snow storage and improve access to winter recreational destinations. Nevada County received a California Federal Lands Access Program (FLAP) grant for this project in 2015. The project will be managed and delivered by the Central Federal Lands Highway Division (CFLHD).

PROJECT JUSTIFICATION: The proposed improvements would remedy several ongoing challenges with regard to this segment of Donner Pass Road: 1) moderate to severe roadway degradation that occurs as a result of extreme weather conditions in this high altitude pass, and that necessitates frequent maintenance; 2) safety issues for bicyclists and motorists due to lack of bicycle lanes, shoulders, and recovery zone; and 3) lack of access to trails and other recreational and historic sites in or near the Tahoe National Forest.

PROJECT COST ESTIMATE

Construction Year	Funding Source	Cost
2020-2021	<i>Other (FLAP) *</i>	\$20,456,138
	General Fund MOE	\$365,647
	State Exchange	\$127,998
	RSTP	\$160,000
TOTAL	TOTAL	\$21,109,783

** Since project is being managed and constructed by CFLHD, the FLAP funding is shown but managed by CFLHD, portions of this cost are to be directly reimbursed by utility companies*

SUPERVISORIAL DISTRICT: V

TRANSIT BUS STOP IMPROVEMENT PROJECTS



PROJECT LOCATION: Various

PROJECT DESCRIPTION: The project will construct transit bus stop improvements at various locations in Nevada County. The Transit Services Division may contract the design work or coordinate with the Engineering Division to provide engineering support. Engineering may prepare project plans, specifications, and cost estimates, manage the project through construction and provide construction inspection and management services to deliver the projects.

PROJECT JUSTIFICATION: The project will modernize existing bus stops on the Gold Country Stage bus system. The project includes the construction of concrete pads, benches, paved turnouts, bus shelters, and railings as necessary to meet Americans with Disabilities Act (ADA) Standards.

PROJECT COST ESTIMATE

Construction Year	Funding Source	Cost
2021	Prop IB PTMISEA	\$200,000
	TOTAL	\$200,000

SUPERVISORIAL DISTRICT: III

TRANSIT SERVICES FACILITY IMPROVEMENT PROJECT



PROJECT LOCATION: Nevada County Operations Center on La Barr Meadows Road

PROJECT DESCRIPTION: The project will construct a transit bus wash at the Nevada County Operations Center site on La Barr Meadows Road. The Transit Services Division may contract the design work or coordinate with the Engineering Division to provide engineering support. Engineering may prepare project plans, specifications, and cost estimates, manage the project through construction and provide construction inspection and management services to deliver the project.

PROJECT JUSTIFICATION: The project will provide a needed modern bus washing system which will improve efficiencies for the Transit Services and Fleet Divisions.

PROJECT COST ESTIMATE

Construction Year	Funding Source	Cost
2021-2022	Prop IB PTMISEA	\$500,000
	TOTAL	\$500,000

SUPERVISORIAL DISTRICT: All

DEPOT SLOW CHARGER AND ON-ROUTE FAST CHARGER PROJECT



PROJECT LOCATION: Nevada County Operations Center on La Barr Meadows Road and Tinloy Transit Center

PROJECT DESCRIPTION: The project will construct infrastructure charging equipment, including overnight trickle chargers for the bus yard and an on-route fast charger at the transfer center, for use by electric buses. The Transit Services Division may contract the design work or coordinate with the Engineering Division to provide engineering support. Engineering may prepare project plans, specifications, and cost estimates, manage the project through construction and provide construction inspection and management services to deliver the project.

PROJECT JUSTIFICATION: The project is needed to be able to charge the two new low-floor battery electric zero emission transit buses which are being purchased to meeting California Air Resources Board (CARB) fleet requirements.

PROJECT COST ESTIMATE

Construction Year	Funding Source	Cost
2021-2022	Federal EPA Targeted Airshed Grant Program	\$618,500
	TOTAL	\$618,500

SUPERVISORIAL DISTRICT: All

MCCOURTNEY ROAD TRANSFER STATION IMPROVEMENT PROJECT



PROJECT LOCATION: McCourtney Road at Wolf Mountain Road.

PROJECT DESCRIPTION: The project will construct improvements at the McCourtney Road Transfer Station (MRTS). Engineering staff will provide project support to the Solid Waste Division as needed, primarily focusing on engineering and design review, constructability, and assistance in the preparation of project plans, specifications, and cost estimates.

PROJECT JUSTIFICATION: The County has identified the need to improve efficiency of current operations at the MRTS and plan for projected growth in operations over the next 25 years. See project website for more info: [McCourtney Rd. Transfer Station Renovation Project | Nevada County, CA \(mynevadacounty.com\)](http://mynevadacounty.com)

PROJECT COST ESTIMATE

Construction Year	Funding Source	Cost
2021-2023	Solid Waste	\$21,000,000
	TOTAL	\$21,000,000

SUPERVISORIAL DISTRICT: All

Section 3. Fiscal Year Financial Pro Formas

FISCAL YEAR 2020/2021

CAPITAL PROJECTS	Expenditures	Discretionary Funding						Restricted Funding					
		HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
Bridges:	\$1,258,224	\$0	\$34,414	\$0	\$0	\$0	\$0	\$1,223,809	\$0	\$0	\$0	\$0	\$0
Development Fee Projects:	\$314,030	\$0	\$0	\$0	\$0	\$0	\$0	\$314,030	\$0	\$0	\$0	\$0	\$0
Safety Projects:	\$1,235,792	\$20,000	\$20,000	\$0	\$0	\$0	\$0	\$1,195,792	\$0	\$0	\$0	\$0	\$0
Shoulder Improvements:	\$19,627,067	\$0	\$340,000	\$0	\$0	\$156,372	\$0	\$0	\$0	\$0	\$0	\$0	\$19,130,695
Other Divisions:	\$1,150,048	\$0	\$0	\$0	\$0	\$0	\$150,048	\$0	\$0	\$0	\$0	\$0	\$1,000,000
SUBTOTAL:	\$23,585,161	\$20,000	\$394,414	\$0	\$0	\$156,372	\$150,048	\$2,733,632	\$0	\$0	\$0	\$0	\$20,130,695
MAINTENANCE	Expenditures	HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
Roadway Preservation:	\$1,223,574	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,223,574	\$0	\$0	\$0	\$0
Drainage and Shoulder Maintenance:	\$283,563	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$283,563	\$0	\$0	\$0	\$0
Vegetation Control:	\$1,553,371	\$0	\$0	\$0	\$0	\$0	\$547,141	\$0	\$1,006,230	\$0	\$0	\$0	\$0
General Maintenance:	\$4,103,826	\$2,659,446	\$147,790	\$0	\$386,695	\$645,303	\$25,092	\$0	\$0	\$145,958	\$43,542	\$0	\$0
Equipment Program:	\$173,639	\$0	\$0	\$0	\$0	\$0	\$173,639	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL:	\$7,337,973	\$2,659,446	\$147,790	\$0	\$386,695	\$645,303	\$745,872	\$0	\$2,513,367	\$145,958	\$43,542	\$0	\$0
OVERHEAD	Expenditures	HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
701 - Admin	\$1,764,754	\$400,851	\$530,433	\$0	\$0	\$0	\$783,470	\$0	\$0	\$50,000	\$0	\$0	\$0
702 - Engineering	\$633,429	\$54,730	\$342,928	\$0	\$0	\$0	\$145,161	\$0	\$0	\$90,610	\$0	\$0	\$0
703 - Maintenance	\$992,147	\$376,914	\$379,203	\$0	\$0	\$0	\$0	\$0	\$200,000	\$30,000	\$6,030	\$0	\$0
SUBTOTAL:	\$3,390,330	\$832,495	\$1,252,564	\$0	\$0	\$0	\$928,631	\$0	\$200,000	\$170,610	\$6,030	\$0	\$0
FY TOTAL:	\$34,313,464	\$3,511,941	\$1,794,768	\$0	\$386,695	\$801,675	\$1,824,551	\$2,733,632	\$2,713,367	\$316,568	\$49,572	\$0	\$20,130,695

FUNDING ANALYSIS

	Discretionary Funding						Restricted Funding					
	HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
BEGINNING BALANCE:	\$3,208,707	\$0	\$268,334	\$0	\$815,421	\$91,352	\$0	\$1,114,197	\$3,268,781	\$237,751	\$312,595	\$0
PROJECTED REVENUES:	\$2,956,158	\$1,794,768	\$90,000	\$386,695	\$616,004	\$1,733,199	\$2,733,632	\$2,563,437	\$613,518	\$25,743	\$180,000	\$20,130,695
BUDGETED EXPENDITURES:	(\$3,511,941)	(\$1,794,768)	\$0	(\$386,695)	(\$801,675)	(\$1,824,551)	(\$2,733,632)	(\$2,713,367)	(\$316,568)	(\$49,572)	\$0	(\$20,130,695)
ENDING BALANCE:	\$2,652,924	\$0	\$358,334	\$0	\$629,750	\$0	\$0	\$964,267	\$3,565,731	\$213,922	\$492,595	\$0

* CSAC Projections - % Applied: 95%
HUTA/New HUTA Inflation: 2%
Measure F Inflation: 2%

FISCAL YEAR 2021/2022

CAPITAL PROJECTS	Expenditures	Discretionary Funding					Restricted Funding						
		HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
Bridges:	\$4,118,471	\$0	\$92,631	\$0	\$0	\$0	\$0	\$4,025,839	\$0	\$0	\$0	\$0	\$0
Development Fee Projects:	\$641,213	\$0	\$0	\$0	\$0	\$0	\$0	\$541,213	\$0	\$0	\$0	\$100,000	\$0
Safety Projects:	\$2,847,300	\$28,000	\$5,000	\$0	\$0	\$0	\$0	\$2,814,300	\$0	\$0	\$0	\$0	\$0
Shoulder Improvements:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Divisions:	\$14,108,414	\$0	\$0	\$0	\$0	\$0	\$145,000	\$0	\$0	\$0	\$0	\$0	\$13,963,414
SUBTOTAL:	\$21,715,398	\$28,000	\$97,631	\$0	\$0	\$0	\$145,000	\$7,381,353	\$0	\$0	\$0	\$100,000	\$13,963,414
MAINTENANCE	Expenditures	HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
Roadway Preservation:	\$1,229,544	\$1,007	\$0	\$0	\$0	\$0	\$0	\$0	\$1,228,537	\$0	\$0	\$0	\$0
Drainage and Shoulder Maintenance:	\$291,135	\$1,277	\$0	\$0	\$0	\$0	\$0	\$0	\$289,858	\$0	\$0	\$0	\$0
Vegetation Control:	\$1,368,652	\$6,997	\$0	\$0	\$0	\$0	\$320,943	\$0	\$1,040,712	\$0	\$0	\$0	\$0
General Maintenance:	\$4,412,696	\$2,123,413	\$219,556	\$0	\$0	\$957,489	\$25,500	\$0	\$640,534	\$400,000	\$46,204	\$0	\$0
Equipment Program:	\$182,064	\$0	\$0	\$90,000	\$0	\$0	\$182,064	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL:	\$7,484,090	\$2,132,694	\$219,556	\$90,000	\$0	\$957,489	\$528,507	\$0	\$3,199,641	\$400,000	\$46,204	\$0	\$0
OVERHEAD	Expenditures	HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
701 - Admin	\$1,811,877	\$366,163	\$500,448	\$0	\$386,695	\$0	\$508,571	\$0	\$0	\$50,000	\$0	\$0	\$0
702 - Engineering	\$650,343	\$169,758	\$353,680	\$0	\$0	\$0	\$32,905	\$0	\$0	\$94,000	\$0	\$0	\$0
703 - Maintenance	\$1,018,640	\$121,981	\$659,348	\$0	\$0	\$0	\$0	\$0	\$200,000	\$30,000	\$7,311	\$0	\$0
SUBTOTAL:	\$3,480,860	\$657,902	\$1,513,476	\$0	\$386,695	\$0	\$541,476	\$0	\$200,000	\$174,000	\$7,311	\$0	\$0
FY TOTAL:	Expenditures	HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
	\$32,680,348	\$2,818,596	\$1,830,663	\$90,000	\$386,695	\$957,489	\$1,214,983	\$7,381,353	\$3,399,641	\$574,000	\$53,515	\$100,000	\$13,963,414

FUNDING ANALYSIS

	Discretionary Funding					Restricted Funding						
	HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
BEGINNING BALANCE:	\$2,652,924	\$0	\$358,334	\$0	\$629,750	\$0	\$0	\$964,267	\$3,565,731	\$213,922	\$492,595	\$0
PROJECTED REVENUES:	\$3,618,337	\$1,830,663	\$90,000	\$386,695	\$622,164	\$1,214,983	\$7,381,353	\$3,076,124	\$616,586	\$25,743	\$184,500	\$13,963,414
BUDGETED EXPENDITURES:	(\$2,818,596)	(\$1,830,663)	(\$90,000)	(\$386,695)	(\$957,489)	(\$1,214,983)	(\$7,381,353)	(\$3,399,641)	(\$574,000)	(\$53,515)	(\$100,000)	(\$13,963,414)
ENDING BALANCE:	\$3,452,666	\$0	\$358,334	\$0	\$294,425	\$0.00	\$0	\$640,750	\$3,608,317	\$186,150	\$577,095	\$0

* CSAC Projections - % Applied: 95%
HUTA/New HUTA Inflation: 2%
Measure F Inflation: 2%

FISCAL YEAR 2022/2023

CAPITAL PROJECTS	Expenditures	Discretionary Funding						Restricted Funding					
		HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
Bridges:	\$10,367,364	\$0	\$95,525	\$0	\$0	\$0	\$0	\$10,271,839	\$0	\$0	\$0	\$0	\$0
Development Fee Projects:	\$3,212,722	\$0	\$0	\$0	\$0	\$0	\$0	\$3,007,701	\$0	\$0	\$0	\$205,021	\$0
Safety Projects:	\$1,223,000	\$35,000	\$7,600	\$0	\$0	\$0	\$0	\$1,180,400	\$0	\$0	\$0	\$0	\$0
Shoulder Improvements:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Divisions:	\$5,860,871	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,860,871
SUBTOTAL:	\$20,663,957	\$35,000	\$103,125	\$0	\$0	\$0	\$0	\$14,459,939	\$0	\$0	\$0	\$205,021	\$5,860,871
MAINTENANCE	Expenditures	HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
Roadway Preservation:	\$1,234,594	\$1,029	\$0	\$0	\$0	\$0	\$0	\$0	\$1,233,565	\$0	\$0	\$0	\$0
Drainage and Shoulder Maintenance:	\$297,540	\$1,305	\$0	\$0	\$0	\$0	\$0	\$0	\$296,235	\$0	\$0	\$0	\$0
Vegetation Control:	\$1,077,819	\$7,151	\$0	\$0	\$0	\$0	\$0	\$0	\$1,070,668	\$0	\$0	\$0	\$0
General Maintenance:	\$4,515,440	\$3,372,669	\$170,147	\$0	\$0	\$490,594	\$26,010	\$0	\$0	\$408,800	\$47,220	\$0	\$0
Equipment Program:	\$180,411	\$0	\$0	\$0	\$0	\$0	\$180,411	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL:	\$7,305,805	\$3,382,154	\$170,147	\$0	\$0	\$490,594	\$206,421	\$0	\$2,600,468	\$408,800	\$47,220	\$0	\$0
OVERHEAD	Expenditures	HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
701 - Admin	\$1,851,738	\$406,220	\$928,754	\$0	\$0	\$0	\$466,764	\$0	\$0	\$50,000	\$0	\$0	\$0
702 - Engineering	\$664,651	\$159,576	\$22,380	\$0	\$386,695	\$0	\$0	\$0	\$0	\$96,000	\$0	\$0	\$0
703 - Maintenance	\$1,041,050	\$91,366	\$642,870	\$0	\$0	\$0	\$76,814	\$0	\$200,000	\$30,000	\$0	\$0	\$0
SUBTOTAL:	\$3,557,439	\$657,162	\$1,594,004	\$0	\$386,695	\$0	\$543,579	\$0	\$200,000	\$176,000	\$0	\$0	\$0
FY TOTAL:	Expenditures	HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
	\$31,527,201	\$4,074,316	\$1,867,276	\$0	\$386,695	\$490,594	\$750,000	\$14,459,939	\$2,800,468	\$584,800	\$47,220	\$205,021	\$5,860,871

FUNDING ANALYSIS													
	Discretionary Funding						Restricted Funding						
	HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other	
BEGINNING BALANCE:	\$3,452,666	\$0	\$358,334	\$0	\$294,425	\$0	\$0	\$640,750	\$3,608,317	\$186,150	\$577,095	\$0	
PROJECTED REVENUES:	\$3,690,704	\$1,867,276	\$90,000	\$386,695	\$628,386	\$750,000	\$14,459,939	\$3,180,000	\$619,669	\$25,743	\$189,113	\$5,860,871	
BUDGETED EXPENDITURES:	(\$4,074,316)	(\$1,867,276)	\$0	(\$386,695)	(\$490,594)	(\$750,000)	(\$14,459,939)	(\$2,800,468)	(\$584,800)	(\$47,220)	(\$205,021)	(\$5,860,871)	
ENDING BALANCE:	\$3,069,054	\$0	\$448,334	\$0	\$432,217	\$0	\$0	\$1,020,282	\$3,643,186	\$164,673	\$561,187	\$0	

* CSAC Projections - % Applied: 95%
HUTA/New HUTA Inflator: 2%
Measure F Inflator: 2%

FISCAL YEAR 2023/2024

CAPITAL PROJECTS	Expenditures	Discretionary Funding						Restricted Funding					
		HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
Bridges:	\$1,251,000	\$0	\$25,000	\$0	\$0	\$0	\$0	\$1,226,000	\$0	\$0	\$0	\$0	\$0
Development Fee Projects:	\$148,868	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$148,868	\$0
Safety Projects:	\$850,000	\$85,000	\$0	\$0	\$0	\$0	\$0	\$765,000	\$0	\$0	\$0	\$0	\$0
Shoulder Improvements:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Divisions:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL:	\$2,249,868	\$85,000	\$25,000	\$0	\$0	\$0	\$0	\$1,991,000	\$0	\$0	\$0	\$148,868	\$0
MAINTENANCE	Expenditures	HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
Roadway Preservation:	\$1,239,755	\$1,051	\$0	\$0	\$0	\$0	\$0	\$0	\$1,238,704	\$0	\$0	\$0	\$0
Drainage and Shoulder Maintenance:	\$304,086	\$1,334	\$0	\$0	\$0	\$0	\$0	\$0	\$302,752	\$0	\$0	\$0	\$0
Vegetation Control:	\$1,101,531	\$7,308	\$0	\$0	\$0	\$0	\$0	\$0	\$1,094,223	\$0	\$0	\$0	\$0
General Maintenance:	\$4,620,682	\$2,203,828	\$1,132,068	\$0	\$0	\$430,859	\$26,530	\$0	\$364,603	\$417,794	\$45,000	\$0	\$0
Equipment Program:	\$178,760	\$0	\$0	\$240,000	\$0	\$0	\$178,760	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL:	\$7,444,814	\$2,213,521	\$1,132,068	\$240,000	\$0	\$430,859	\$205,290	\$0	\$3,000,282	\$417,794	\$45,000	\$0	\$0
OVERHEAD	Expenditures	HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
701 - Admin	\$1,892,476	\$1,093,031	\$189,735	\$0	\$0	\$0	\$559,710	\$0	\$0	\$50,000	\$0	\$0	\$0
702 - Engineering	\$679,273	\$161,902	\$30,676	\$0	\$386,695	\$0	\$0	\$0	\$0	\$100,000	\$0	\$0	\$0
703 - Maintenance	\$1,063,953	\$306,810	\$527,143	\$0	\$0	\$0	\$0	\$0	\$200,000	\$30,000	\$0	\$0	\$0
SUBTOTAL:	\$3,635,702	\$1,561,743	\$747,554	\$0	\$386,695	\$0	\$559,710	\$0	\$200,000	\$180,000	\$0	\$0	\$0
FY TOTAL:	Expenditures	HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
	\$13,330,384	\$3,860,265	\$1,904,622	\$240,000	\$386,695	\$430,859	\$765,000	\$1,991,000	\$3,200,282	\$597,794	\$45,000	\$148,868	\$0

FUNDING ANALYSIS													
		Discretionary Funding						Restricted Funding					
		HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
BEGINNING BALANCE:		\$3,069,054	\$0	\$448,334	\$0	\$432,217	\$0	\$0	\$1,020,282	\$3,643,186	\$164,673	\$561,187	\$0
PROJECTED REVENUES:		\$3,764,518	\$1,904,622	\$90,000	\$386,695	\$640,954	\$765,000	\$1,991,000	\$3,180,000	\$622,767	\$25,743	\$193,841	\$0
BUDGETED EXPENDITURES:		(\$3,860,265)	(\$1,904,622)	(\$240,000)	(\$386,695)	(\$430,859)	(\$765,000)	(\$1,991,000)	(\$3,200,282)	(\$597,794)	(\$45,000)	(\$148,868)	\$0
ENDING BALANCE:		\$2,973,308	\$0	\$298,334	\$0	\$642,311.67	\$0.00	\$0	\$1,000,000	\$3,668,159	\$145,416	\$606,160	\$0
* CSAC Projections - % Applied: 95% HUTA/New HUTA Inflater: 2% Measure F Inflater: 2%													

FISCAL YEAR 2024/2025

CAPITAL PROJECTS	Expenditures	Discretionary Funding						Restricted Funding					
		HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
Bridges:	\$7,278,900	\$0	\$50,000	\$0	\$0	\$0	\$0	\$7,228,900	\$0	\$0	\$0	\$0	\$0
Development Fee Projects:	\$800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800,000	\$0
Safety Projects:	\$350,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Shoulder Improvements:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Divisions:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL:	\$8,428,900	\$0	\$50,000	\$0	\$0	\$0	\$0	\$7,228,900	\$0	\$0	\$0	\$800,000	\$0
MAINTENANCE	Expenditures	HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
Roadway Preservation:	\$1,245,030	\$1,075	\$0	\$0	\$0	\$0	\$0	\$0	\$1,243,955	\$0	\$0	\$0	\$0
Drainage and Shoulder Maintenance:	\$310,776	\$1,363	\$0	\$0	\$0	\$0	\$0	\$0	\$309,413	\$0	\$0	\$0	\$0
Vegetation Control:	\$1,125,765	\$7,469	\$0	\$0	\$0	\$0	\$0	\$0	\$1,118,296	\$0	\$0	\$0	\$0
General Maintenance:	\$4,728,481	\$3,508,684	\$0	\$0	\$0	\$439,476	\$0	\$0	\$308,336	\$426,985	\$45,000	\$0	\$0
Equipment Program:	\$177,108	\$90,000	\$0	\$0	\$0	\$0	\$87,108	\$0	\$0	\$0	\$0	\$0	\$0
SUBTOTAL:	\$7,587,160	\$3,608,591	\$0	\$0	\$0	\$439,476	\$87,108	\$0	\$2,980,000	\$426,985	\$45,000	\$0	\$0
OVERHEAD	Expenditures	HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
701 - Admin	\$1,934,110	\$0	\$1,206,218	\$0	\$0	\$0	\$677,892	\$0	\$0	\$50,000	\$0	\$0	\$0
702 - Engineering	\$694,217	\$207,522	\$0	\$0	\$386,695	\$0	\$0	\$0	\$0	\$100,000	\$0	\$0	\$0
703 - Maintenance	\$1,087,360	\$208,956	\$648,404	\$0	\$0	\$0	\$0	\$0	\$200,000	\$30,000	\$0	\$0	\$0
SUBTOTAL:	\$3,715,687	\$416,478	\$1,854,622	\$0	\$386,695	\$0	\$677,892	\$0	\$200,000	\$180,000	\$0	\$0	\$0
FY TOTAL:	Expenditures	HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
	\$19,731,747	\$4,025,069	\$1,904,622	\$0	\$386,695	\$439,476	\$765,000	\$7,228,900	\$3,180,000	\$606,985	\$45,000	\$800,000	\$0

FUNDING ANALYSIS													
		Discretionary Funding						Restricted Funding					
		HUTA	Gen Fund MOE	Roads ISF	State Exchg	RSTP	1114 Misc	Fed Grants	SB1 - RMRA	CSA/PRD	Trust Funds	Dev Fees	Other
BEGINNING BALANCE:		\$2,973,308	\$0	\$298,334	\$0	\$642,312	\$0	\$0	\$1,000,000	\$3,668,159	\$145,416	\$606,160	\$0
PROJECTED REVENUES:		\$3,764,518	\$1,904,622	\$90,000	\$386,695	\$640,954	\$765,000	\$7,228,900	\$3,180,000	\$622,767	\$25,743	\$193,841	\$0
BUDGETED EXPENDITURES:		(\$4,025,069)	(\$1,904,622)	\$0	(\$386,695)	(\$439,476)	(\$765,000)	(\$7,228,900)	(\$3,180,000)	(\$606,985)	(\$45,000)	(\$800,000)	\$0
ENDING BALANCE:		\$2,712,756	\$0	\$388,334	\$0	\$843,789	\$0.00	\$0	\$1,000,000	\$3,683,942	\$126,159	\$0	\$0

* CSAC Projections - % Applied: 95%
HUTA/New HUTA Inflater: 2%
Measure F Inflater: 2%

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



MICHAEL WOODMAN, Executive Director

Grass Valley • Nevada City

Nevada County • Truckee

November 17, 2021

Panos Kokkas, Director
County of Nevada Community Development Agency
Department of Public Works
950 Maidu Avenue
Nevada City, CA 95959-8617

SUBJECT: FUNDING AGREEMENT #RSTPNCO111721 BETWEEN THE COUNTY OF NEVADA AND THE NEVADA COUNTY TRANSPORTATION COMMISSION FOR FY 2021/22 REGIONAL SURFACE TRANSPORTATION PROGRAM (RSTP) EXCHANGE FUNDS

Dear Mr. Kokkas:

This agreement, when countersigned, authorizes the Nevada County Transportation Commission (NCTC) to perform contract management and oversight of the RSTP exchange funds distributed to County of Nevada, hereinafter referred to as “RSTP Exchange Recipient”.

The RSTP Exchange Recipient agrees to the following:

1. To use RSTP exchange funds for projects as authorized under Article XIX of the California State Constitution.
2. Establish a special account for the purpose of depositing therein all payments received from NCTC pursuant to this Agreement: (a) for cities, within their Special Gas Tax Street Improvement Fund, (b) for counties, within their County Road Fund, and (c) for all other sponsors, a separate account.
3. To return RSTP exchange funds to NCTC if the funds received are not used in accordance with the terms of this agreement.
4. Cost Principles
 - a. To comply with Office of Management and Budget Supercircular 2 CFR 200, Cost Principles for State and Local Government and the Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.
 - b. That (A) Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, Et Seq., shall be used to determine the

allowability of individual project cost items, and (B) those parties shall comply with Federal Administrative Procedures in accordance with 2 CFR 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments. Every subrecipient receiving funds as a contractor or subcontractor under this agreement shall comply with Federal administrative procedures in accordance with 2 CFR 200, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.

- c. Repay any RSTP exchange fund expenditures for costs that are determined by subsequent audit to be unallowable under Office of Management and Budget Supercircular 2 CFR 200. Any reimbursement of fund moneys are due within 30 days of demand, or within such other period as may be agreed in writing between the parties.

5. Third Party Contracting

- a. Shall not award a construction contract over \$10,000 or other contracts over \$25,000 [excluding professional service contracts of the type which are required to be procured in accordance with Government Code Sections 4525 (d), (e) and (f)] on the basis of a noncompetitive negotiation for work to be performed.
- b. Any subcontract or agreement entered into as a result of disbursing funds received pursuant to this agreement shall contain all of the fiscal provisions of this agreement; and shall mandate that travel and per diem reimbursements and third-party contract reimbursements to subcontractors will be allowable as project costs only after those costs are incurred and paid for by the subcontractors.
- c. In addition to the above, the pre-award requirements of third-party contractor/consultants should be consistent with Local Program Procedures as published by the California Department of Transportation.

6. Accounting System

- a. Shall establish and maintain an accounting system and records that properly accumulate and segregate fund expenditures by line item. The accounting system, including contractors and all subcontractors, shall conform to Generally Accepted Accounting Principles (GAAP), enable the determination of incurred costs at interim points of completion, and provide support for reimbursement payment vouchers or invoices.

7. Right to Audit

- a. For the purpose of determining compliance with this agreement and other matters connected with the performance of contracts with third parties, the RSTP Exchange Recipient, contractors, and subcontractors shall maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of contracts, including, but not limited to, the costs of administering those various contracts. All of the above referenced parties shall make

such materials available at their respective offices at all reasonable times for three years from the date of final payment of funds. The California Department of Transportation, the California State Auditor, or any duly authorized representative of State of California or the United States Department of Transportation, shall each have access to any books, records, and documents that are pertinent for audits, examinations, excerpts, and transactions, and shall be furnished copies thereof if requested.

8. Travel and Subsistence

- a. Payments for travel and subsistence expenses claimed for reimbursement or applied as local match credit shall not exceed rates authorized to be paid exempt non-represented State employees under current State Department of Personnel Administration (DPA) rules. If the rates invoiced are in excess of those authorized DPA rates, then recipient of funds is responsible for the cost difference and any overpayments shall be reimbursed on demand.

9. Project Completion

- a. Agrees to provide to NCTC a report summarizing total project costs and milestones for each project using RSTP Exchange Funds within sixty (60) days of project completion.

If this Funding Agreement meets with your approval, please sign and return two copies. A final signed copy will be provided for your own records. Questions concerning this Funding Agreement should be directed to NCTC Executive Director Mike Woodman at (530) 265-3202.

<hr/>		<hr/>	
Michael G. Woodman	Date	Dan Miller	Date
Executive Director		Chair	
Nevada County Transportation Commission		Nevada County Board of Supervisors	

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



MICHAEL WOODMAN, Executive Director


Grass Valley • Nevada City

Nevada County • Truckee

File: 950.3

MEMORANDUM

TO: Nevada County Transportation Commission

FROM: Mike Woodman, Executive Director 

SUBJECT: Disposal of Surplus Equipment, Resolution 21-23

DATE: November 17, 2021

RECOMMENDATION: Adopt Resolution 21-23 authorizing the Executive Director to dispose of the item listed, in accordance with the procedure referenced below from the Nevada County Transportation Commission's (NCTC) Administrative Operating Procedures.

BACKGROUND: On page 26, under Section VIII.B. Disposal of Surplus Property/Capital Assets, NCTC's Administrative Operating Procedures states:

At the direction of the Executive Director, Capital Assets considered no longer useful will be listed and presented to the NCTC for review and approval for disposal by resolution.

In accordance with this section, the Executive Director has determined that the item of office equipment listed on the attached resolution is no longer useful to the Commission.

**RESOLUTION 21-23
OF THE
NEVADA COUNTY TRANSPORTATION COMMISSION**

AUTHORIZATION OF THE DISPOSAL OF SURPLUS EQUIPMENT

WHEREAS, Section VIII.B. Disposal of Surplus Property/Capital Assets, in the Nevada County Transportation Commission’s (NCTC) Administrative Operating Procedures, states: “At the direction of the Executive Director, Capital Assets considered no longer useful will be listed and presented to the NCTC for review and approval for disposal by resolution”; and

WHEREAS, the Executive Director requests that the Commission declare the item surplus and authorizes the Executive Director to dispose of the item in accordance with Section VIII.B. of NCTC’s Administrative Operating Procedures.

ITEM	PURCHASE DATE	VALUE AT PURCHASE	CURRENT DEPRECIATED VALUE
Haldane - Intel i5-4440	6/3/14	\$1,235.54	\$-0-

NOW, THEREFORE, BE IT RESOLVED, that the NCTC hereby declares the item listed in this resolution as surplus, and authorizes the Executive Director to dispose of it in accordance with NCTC’s Administrative Operating Procedures.

PASSED AND ADOPTED by the Nevada County Transportation Commission on November 17, 2021 by the following vote:

Ayes:

Noes:

Absent:

Abstain:

Andrew Burton, Chair
Nevada County Transportation Commission

Attest: _____
Dale D. Sayles
Administrative Services Officer

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



MICHAEL WOODMAN, Executive Director


Grass Valley • Nevada City

Nevada County • Truckee

File: 1030.3.2.2

MEMORANDUM

TO: Nevada County Transportation Commission

FROM: Mike Woodman, Executive Director 

SUBJECT: Western Nevada County Regional Transportation Mitigation Fee Program
Annual Report for FY 2020/21

DATE: November 17, 2021

RECOMMENDATION: Approve the Western Nevada County Regional Transportation Mitigation Fee Program Annual Report for FY 2020/21.

BACKGROUND: The purpose of the Regional Transportation Mitigation Fee (RTMF) Program is to finance needed improvements to the regional network of streets and roads to mitigate the impact of increased traffic that will result from new development in western Nevada County. The fee program has been adopted by Grass Valley, Nevada City, and Nevada County and is administered by the Nevada County Transportation Commission (NCTC) through agreements with those agencies.

This Annual Report for FY 2020/21 is provided to assist Grass Valley, Nevada City, and Nevada County in complying with the provisions of Government Code Section 66006, which requires each local agency that adopts mitigation fees to provide an annual report and to schedule a public meeting regarding that report.

The RTMF Program, adopted in 2016, established a mitigation fee schedule for regional transportation improvements in western Nevada County. Exhibit 1 shows the Regional Transportation Mitigation Fee area. The fees collected will provide the needed revenue to fund construction of the improvements shown in the RTMF Capital Improvement Program (see Exhibit 2). Exhibit 2 also fulfills the requirements of Section 66006 (b) (1) (F) which requires a local agency to identify the approximate date by which construction of a public improvement will commence.

Exhibit 3 presents a Mitigation Fee Schedule and fulfills the requirements of Section 66006 (b) (1) (B), “The amount of the fee.” To document compliance with Section 66006 (b) (1) (G) and (H), there have been no inter-fund transfers or loans made from the RTMF Fund nor have there been any refunds made pursuant to subdivision (e) of Section 66001 nor allocations pursuant to subdivision (f) of Section 66001.

Exhibit 4, which presents “The beginning and ending balance of the account or fund” fulfills the requirements of Section 66006 (b) (1) (C), Section 66006 (b) (1) (D) “The amount of the fees collected

and the interest earned” and Section (b) (1) (E) “an identification of each public improvement on which fees were expended and the amount of the expenditures on each improvement, including the total percentage of the cost of the public improvement that was funded with fees.”

attachments

EXHIBIT 1

Regional Transportation Mitigation Fee (RTMF) Program Boundary

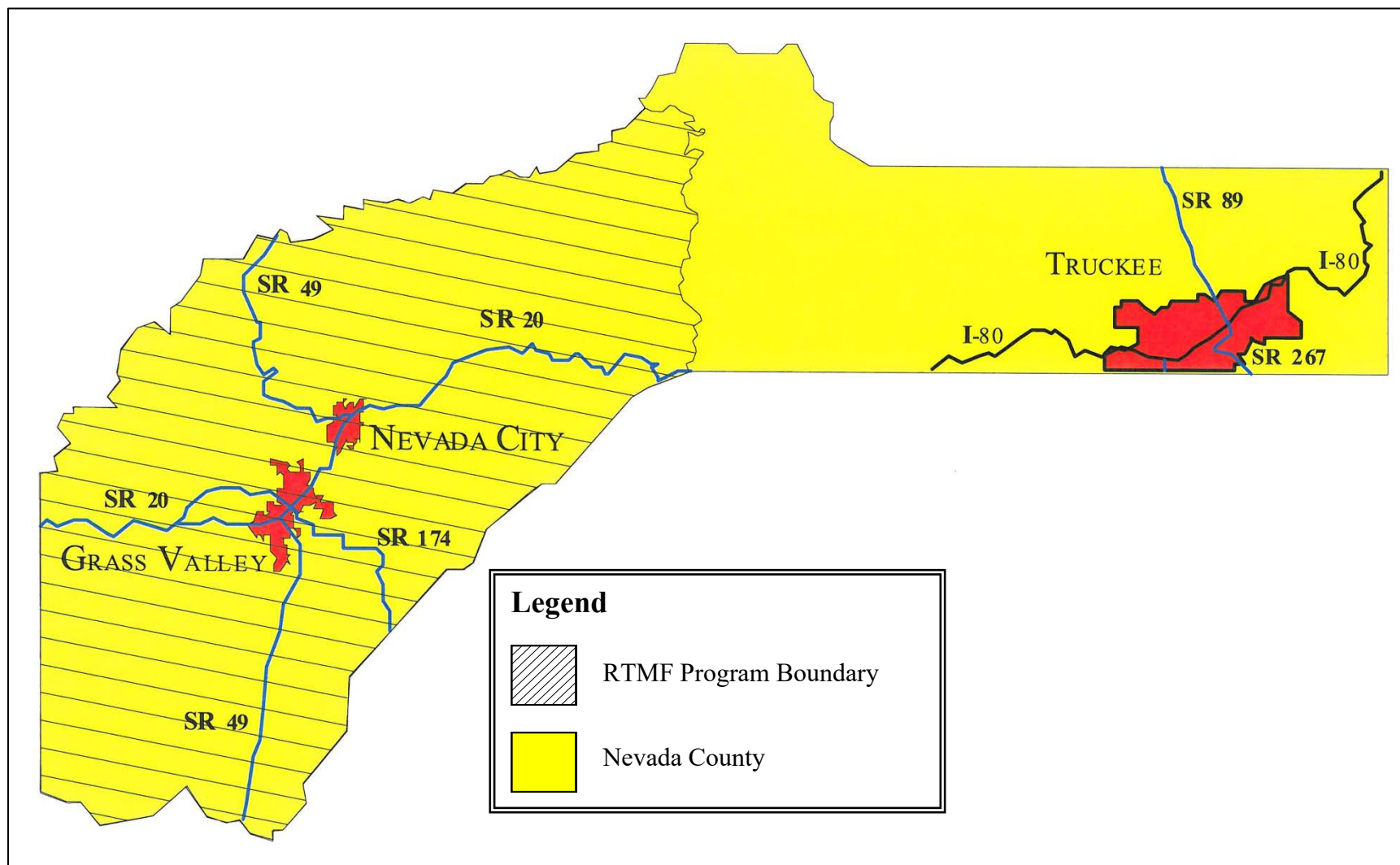


Exhibit 2
Regional Transportation Mitigation Fee (RTMF) Capital Improvement Program

Project ID	Facility	Segment	Updated Cost Estimate	% of Need Attributable to New Development	Costs Attributable to New Development	Funding Priority	Project Year
1	SR-49 Interchange	Dorsey Drive	\$24,000,000	33%	\$7,991,555	2	2025/26
2	SR-49	S/o La Barr Meadows Rd (SB)	\$33,417,273	12%	\$4,005,587	4	2030/31
3	SR-49	South of Alta Sierra Dr (SB)	\$123,414,693	3%	\$3,862,597	5	2034/35
4	SR-49 NB & SB Ramps	@ McKnight Way	\$8,000,000	64%	\$5,089,431	1	2025/26
5	SR 20 EB Ramps	@ McCourtney Rd	\$1,556,515	32%	\$500,432		2035/36
6	SR 20/49 NB Ramps	@ Idaho Maryland Rd	\$1,380,043	100%	\$1,380,043		2036/37
7	SR 20/49 SB Ramps	@ Ridge Rd/Gold Flat Rd	\$670,000	52%	\$350,227		2035/36
8	SR 20/SR 49	@ Uren St	\$1,088,655	21%	\$233,760		2035/36
9	E.Main St	@ Bennett St/Richardson St	\$1,500,000	100%	\$1,500,000	6	2018/19
10	South Auburn St	@ SR-20/49 NB Ramps	\$1,033,842	100%	\$1,033,842	3	2026/27
11	SR-49	@ Coyote St	\$350,000	34%	\$119,288		2036/37
12	Admin Costs and 5-year reviews		\$425,560	100%	\$425,560		2036/37
Total			\$196,836,581		\$26,492,323		

EXHIBIT 3
Regional Transportation Mitigation Fee (RTMF) Schedule

Land Use Category	Fee per Trip
Residential	\$396
Non-Residential	\$70

Documentation of the methodology used to determine the fee per trip for residential and non-residential land uses is contained in the Regional Transportation Mitigation Fee 2016 Fee Schedule Update – Nexus Study Report, September 2016, prepared by WSP Parsons Brinkerhoff.

EXHIBIT 4

**REGIONAL TRANSPORTATION MITIGATION FEE (RTMF) ANNUAL REPORT
FY 2020/21**

Cash 7/1/20	\$1,048,593.57
Additions FY 20/21	\$550,974.25
Deductions FY 20/21	\$126,002.19
Cash 6/30/21	\$1,473,565.63

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

JURISDICTION	RTMF COLLECTED FY 00/01-19/20	RTMF COLLECTED FY 20/21	TOTAL RTMF COLLECTED/EXPENDED
City of Grass Valley	\$2,261,616.18	\$253,690.14	\$2,515,306.32
City of Nevada City	\$147,606.11	\$26,093.66	\$173,699.77
County of Nevada	\$4,531,372.80	\$494,265.39	\$5,025,638.19
Total	\$6,940,595.09	\$774,049.19	\$7,714,644.28
Interest	\$196,640.32	\$20,022.23	\$216,662.55
Expenditures	\$5,959,939.98	\$136,967.13	\$6,096,907.11
TOTAL	\$1,177,295.43	\$657,104.29	\$1,834,399.73

**RTMF ALLOCATIONS
2020/21**

DATE/RESOLUTION	ORIGINAL ALLOCATION	REMAINING ALLOCATION AS OF 7/1/2020	PROJECT	EXPENDED DURING FY 2020/21	BALANCE OF ALLOCATION AS OF 6/30/21	RTMF % of Total Cost
1/19/21 Reso 21-01	\$5,000.00	\$5,000.00	NCTC RTMF Administration	\$3,352.42	\$1,647.58	100.00%
1/19/21 Reso 21-01	\$95,086.98	\$95,086.98	NCTC RTMF Update	\$9,614.71	\$85,472.27	100.00%
7/19/17 Reso 17-28	\$4,386,462.84	\$3,126,201.30	Grass Valley Dorsey Drive Interchange	\$0.00	\$3,126,201.30	33.00%
7/19/17 Reso 17-29	\$1,500,000.00	\$473,942.72	Grass Valley East Main Street/Bennett Street Intersection	\$124,000.00	\$349,942.72	100.00%
TOTAL	\$4,486,549.82	\$3,700,231.00		\$136,967.13	\$3,563,263.87	

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



MICHAEL WOODMAN, Executive Director


Grass Valley • Nevada City

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File: 1400.1

MEMORANDUM

TO: Nevada County Transportation Commission

FROM: Mike Woodman, Executive Director 

SUBJECT: Professional Services Agreement to Prepare Triennial Performance Audits for FY 2018/19, 2019/20, 2020/21, Resolution 21-24

DATE: November 17, 2021

RECOMMENDATION: Adopt Resolution 21-24 authorizing the Chair to execute an agreement with LSC Transportation Consultants, Inc. to prepare Triennial Performance Audits for Fiscal Years 2018/19, 2019/20, and 2020/21.

BACKGROUND: Every three years, Nevada County Transportation Commission (NCTC) is required by California Public Utilities Code Section 99246 to contract for performance audits of its activities and the activities of each operator (Nevada County Transit Services and the Town of Truckee) to whom it allocates funds. NCTC is not required to conduct performance audits of services that receive funding under Article 8 of the Transportation Development Act (i.e. Gold Country Lift); however, in the past, NCTC has always requested performance audits of those services to ensure they were operated in a cost-effective manner and to provide guidance for improving service.

On August 13, 2021 NCTC staff issued a Request for Proposal to prepare triennial performance audits and received three proposals. Selection Committee members from Nevada County, the Town of Truckee and NCTC staff scored the proposals. Interviews of all three firms were conducted on October 5, 2021, resulting with the selection of LSC Transportation Consultants, Inc. as the preferred firm to perform the audits. Funding for this project is included in Work Element 1.2 in the FY 2021/22 Overall Work Program with a budget amount of \$43,220 for consultant work.

The agreement has been reviewed by NCTC's legal counsel, and in accordance with Section V, Item A of NCTC's Administrative Operating Procedures, it is being presented to the Commission for consideration and approval.

enclosures

**RESOLUTION 21-24
OF THE
NEVADA COUNTY TRANSPORTATION COMMISSION**

APPROVAL OF NEVADA COUNTY TRANSPORTATION COMMISSION (NCTC)
PROFESSIONAL SERVICES AGREEMENT WITH LSC TRANSPORTATION
CONSULTANTS, INC. TO PREPARE THE TRIENNIAL PERFORMANCE AUDITS FOR
FISCAL YEARS 2018/19, 2019/20, AND 2020/21

WHEREAS, funding for this project has been included in the FY 2021/22 Overall Work Program adopted on May 19, 2021; and

WHEREAS, on October 5, 2021, a Selection Committee chose LSC Transportation Consultants, Inc. as the preferred firm to prepare the Triennial Performance Audits at an amount not to exceed \$43,220; and

WHEREAS, the proposed contract has been reviewed and approved by NCTC's attorney, Sloan Sakai Yeung & Wong LLP; and

WHEREAS, in accordance with NCTC's Administrative Operating Procedures, Section V, Item A requires that a contract that exceeds \$10,000 be presented to the Commission for review and approval.

NOW, THEREFORE, BE IT RESOLVED, that the Nevada County Transportation Commission authorizes the Chair to execute the contract between NCTC and LSC Transportation Consultants, Inc. to prepare the Triennial Performance Audits for Fiscal Years 2018/19, 2019/20, and 2020/21.

PASSED AND ADOPTED by the Nevada County Transportation Commission on November 17, 2021 by the following vote:

Ayes:

Noes:

Absent:

Abstain:

Andrew Burton, Chair
Nevada County Transportation Commission

Attest: _____
Dale D. Sayles
Administrative Services Officer

PROFESSIONAL SERVICES AGREEMENT
BETWEEN THE
NEVADA COUNTY TRANSPORTATION COMMISSION
AND
LSC TRANSPORTATION CONSULTANTS, INC.
TO PREPARE TRIENNIAL PERFORMANCE AUDITS
FOR FY 2018/19, 2019/20, 2020/21

This Agreement by and between Nevada County Transportation Commission (hereinafter referred to as “NCTC”) and LSC Transportation Consultants, Inc. (hereinafter referred to as “Consultant”), in consideration of the mutual promises, covenants, and conditions hereinafter set forth, the parties do hereby agree as follows:

1. **Purpose and Scope:** The purpose of this Agreement is to provide a contract for professional services to prepare triennial performance audits under the Transportation Development Act for NCTC.
2. **Engagement of Consultant:** NCTC hereby agrees to engage Consultant, and Consultant hereby agrees to perform the services required to complete the project. The services of Consultant are described in Exhibit “A” and Exhibit “B” which are herein incorporated as part of the Agreement.
3. **Scope of Services:** Consultant shall do, perform, and carry out the services as set forth in Exhibit “A” and Exhibit “B” in accordance with this Agreement. No changes to Exhibit “A” and Exhibit “B” or to this Agreement shall be made without the written agreement of all parties hereto. In the event of a conflict between Exhibit “A” and Exhibit “B,” Exhibit “A” shall control.

Consultant will provide one (1) electronic copy of each draft audit report to NCTC and one (1) electronic copy to each respective operator for review and comment prior to finalization.

Consultant will provide one (1) electronic copy of each final audit report to NCTC and one (1) electronic copy to each respective operator. In addition, Consultant will mail two (2) bound copies of each final audit report to NCTC, and two (2) bound copies to each respective operator.

4. **Data to be Furnished to Consultant:** All information, data, reports, records and maps as are existing, available, and necessary for the carrying out of the project shall be furnished to Consultant without charge by NCTC, and NCTC shall cooperate with Consultant in every way possible during all phases of the project. All data, including survey documents, prepared or developed or assembled under this Agreement shall be the property of NCTC.
5. **Personnel:** Consultant represents that it has, or will obtain at its own expense, all personnel and/or subcontractors required in performing the services under this Agreement. Such personnel shall not be employees of NCTC.

6. **Standard of Quality:** All work performed by Consultant under this Agreement shall be in accordance with all applicable legal requirements and shall meet the standard of quality ordinarily to be expected of competent professionals in Consultant's field of expertise.
7. **Project Representative:** Consultant and NCTC shall each designate a project representative who shall be responsible for coordinating the efforts of the respective party with regard to the performance of the work as set forth under this Agreement. The Triennial Performance Audits representative for NCTC shall be **Dale D. Sayles**. The Triennial Performance Audits representative for Consultant shall be **Gordon Shaw**. The Audit representative may only be changed upon prior written approval by NCTC.
8. **Subcontracting:** Consultant shall not subcontract any portion of the scope of services without the prior express written authorization of NCTC. If NCTC consents to a subcontract, Consultant shall be fully responsible for all work performed by the subcontractor and shall adhere to all applicable state procurement requirement for procuring subcontractor services. Any subcontract shall require subcontractors to comply with the provisions of this Agreement.
9. **Time of Performance:**
 - a. This Agreement shall go into effect on **November 17, 2021**, contingent upon approval by NCTC, and Consultant shall commence work after notification to proceed by NCTC's Contract Administrator. The contract shall end on **June 30, 2022**, unless extended by written contract amendment, pursuant to NCTC's Administrative Operating Procedures. All specified elements of the Agreement and the Exhibits attached will be completed and submitted to NCTC by **June 30, 2022**.
 - b. Consultant is advised that any recommendation for contract award is not binding on NCTC until the contract is fully executed and approved by NCTC.
 - c. Consultant shall complete work as expeditiously as is consistent with generally accepted standards of professional skill and care and the orderly progress of work.
10. **Compensation:** NCTC shall pay Consultant as compensation in full for all services performed by Consultant pursuant to this Agreement, sums not to exceed **forty-three thousand, two hundred twenty dollars (\$43,220)**. Consultant will not perform work, nor be required to perform work, outside those services specified in this Agreement which would result in billings in excess of **\$43,220** without the prior written agreement of both parties.
 - a. Allowable Costs and Payments: Consultant will be reimbursed for hours worked at the hourly rates specified in Consultant's Cost Proposal. The specified hourly rates shall include direct labor costs, employee benefits, overhead, and fees. These rates are not adjustable for the performance period set forth in this Agreement.
 - (1) In addition, Consultant will be reimbursed for incurred (actual) direct costs other than labor costs that are in the Cost Proposal and identified in the Cost Proposal and in the executed Task Order/Scope of Work.

- (2) Reimbursement for transportation and subsistence costs shall not exceed the rates as specified in the approved Cost Proposal.
 - (3) When milestone cost estimates are included in the approved Cost Proposal, Consultant shall obtain prior written approval for a revised milestone cost estimate from NCTC's Project Representative before exceeding such estimate.
 - (4) Progress payments for each Task Order/Scope of Work will be made monthly in arrears based on services provided and actual costs incurred.
 - (5) Consultant shall not commence performance of work or services until this Agreement has been approved by NCTC, and notification to proceed has been issued by NCTC's Project Representative. No payment will be made prior to approval or for any work performed prior to approval of this Agreement.
 - (6) Consultant will be reimbursed, as promptly as fiscal procedures will permit, upon receipt by NCTC's Project Representative of itemized invoices. Invoices itemizing all costs are required for all work performed under each Task Order/Scope of Work. Invoices shall be submitted no later than 45 calendar days after the performance of work for which Consultant is billing. Invoices shall include a written report of the work performed. Invoices shall follow the format stipulated for the approved Cost Proposal and shall reference the contract number **WE120111721** and the finalized project title. Credits due to NCTC that include any equipment purchased under the provisions of Section 45 of this Agreement, must be reimbursed by Consultant prior to the expiration or termination of this Agreement. Invoices shall be mailed to NCTC's Project Representative at the address provided in Exhibit A.
 - (7) The period of performance for Task Orders/Scope of Work shall be in accordance with dates specified in the Task Orders/Scope of Work. No Task Order/Scope of Work will be written which extends beyond the expiration date of this Agreement.
 - (8) The total amount payable by NCTC shall not exceed the amount agreed to in Section 10 above, unless authorized by written amendment.
 - (9) If the Consultant fails to satisfactorily complete a deliverable according to the schedule set forth in the Scope of Work, no payment will be made until the deliverable has been satisfactorily completed.
 - (10) Task Orders may not be used to amend this Agreement and may not exceed the Scope of Work under this Agreement.
 - (11) All subcontracts in excess of \$25,000 shall contain the above provisions.
11. **Method of Payment:** Consultant shall bill NCTC for time and materials for services performed under this Agreement on a monthly basis. Payment by NCTC to Consultant shall be made within 30 days after receipt of Consultant's invoice and acceptance of the

work to date. NCTC shall withhold ten percent (10%) of each invoice until the successful completion of the scope of work and the delivery and acceptance by NCTC of all final products. Consultant or subcontractor shall return all monies withheld in retention from all subcontractors within 30 days after receiving payment for work satisfactorily completed and accepted including incremental acceptances of portions of the contract work by NCTC. Any delay or postponement of payment may take place only for good cause and with NCTC's prior written approval. Any violation of these provisions shall subject the violating Consultant to the penalties, sanctions, and other remedies specified in Section 7108.5 of the California Business and Professions Code. This requirement shall not be construed to limit or impair any contractual, administrative, or judicial remedies otherwise available to Consultant or subcontractor in the event of a dispute involving late payment or nonpayment by Consultant, deficient subcontractor performance and/or noncompliance by a subcontractor. This clause applies to both DBE and non-DBE subcontractors. **Consultant is expected to receive payment by electronic deposit.**

12. **Termination of Agreement:** NCTC reserves the right to terminate this contract upon ten (10) days written notice to Consultant, with or without cause.
 - a. NCTC may terminate this Agreement with Consultant should Consultant fail to perform the covenants herein contained at the time and in the manner herein provided. In the event of such termination, NCTC may proceed with the work in any manner deemed proper by NCTC. If NCTC terminates this Agreement with Consultant, NCTC shall pay Consultant the sum that was due to the Consultant under this Agreement prior to termination, unless the cost of completion to NCTC exceeds the funds remaining in the Agreement, in which case the overage shall be deducted from any sum due Consultant under this Agreement and the balance, if any, shall be paid to Consultant upon demand.
 - b. The maximum amount for which NCTC shall be liable if this Agreement is terminated is **\$43,220**.
 - c. In the event of termination by either party, all data shall become the property of NCTC subject to the provisions of Section 32.
13. **Interest of Members of NCTC and Others:** No officer, member, or employee of NCTC and no member of the governing body, and no other public official of the governing body of the locality or localities in which the project is situated or being carried out who exercises any functions or responsibilities in the review or approval of the undertaking or carrying out of this project, shall participate in any decision relating to this Agreement which affects his or her personal interest or have any personal or pecuniary interest, direct or indirect, in this Agreement or the proceeds thereof. In addition, Consultant shall notify NCTC of any such direct or indirect personal or pecuniary interest prior to entering into this Agreement, or if discovered after execution of the Agreement, immediately upon learning of such interest.
14. **Assignability:** Consultant shall not assign any interest in this Agreement, and shall not transfer any interest in the same (whether by assignment or novation), without the prior written consent of NCTC thereto; provided, however, that claims for money due or to become due to Consultant from NCTC under this Agreement may be assigned to a bank, trust company, or other financial institution without such approval provided there is no

dispute as to the amount of funds due to Consultant. Notice of any such assignment or transfer shall be furnished promptly to NCTC.

15. **Rebates, Kickbacks, or Other Unlawful Consideration:** Consultant warrants that this Agreement was not obtained or secured through rebates, kickbacks or other unlawful consideration, either promised or paid to any NCTC employee. For breach or violation of this warranty, NCTC shall have the right (in its discretion) to: terminate the contract without liability to pay only for the value of the work actually performed; deduct from the contract price; or otherwise recover the full amount of such rebate, kickback or other unlawful consideration.

Furthermore, Consultant warrants that it has not employed or retained any company or person, other than a bona fide employee working for Consultant, to solicit or secure this Agreement; and that it has not paid or agreed to pay any company or person other than a bona fide employee, any fee, commission, percentage, brokerage fee, gift, or any other consideration, contingent upon or resulting from the award, or formation of this Agreement. For breach or violation of this warranty, NCTC shall have the right (in its discretion) to: terminate the contract without liability to pay only for the value of the work actually performed; deduct from the contract price; or otherwise recover the full amount of such rebate, kickback or other unlawful consideration.

16. **Findings Confidential:** Any reports, information, data, etc. given to, prepared by, or assembled by Consultant shall be held as confidential, and shall not be made available to any individual or organization by Consultant without the prior written approval of NCTC.

17. **Copyright:** No reports, maps, or other documents produced in whole or in part under this Agreement shall be the subject of an application for copyright by or on behalf of Consultant.

18. **Availability of Records/Audit Review Procedures:** Consultant shall document the results of the work to the satisfaction of NCTC, and if applicable, the State and U.S. Department of Transportation (DOT). Such documentation may include preparation of progress and final reports, plans, specifications and estimates, or similar evidence of attainment of contract objectives.

a. Retention of Records/Audit: For the purpose of determining compliance with Public Contract Code 10115, et seq. and Title 21, California Code of Regulations, Chapter 21, Section 2500 et seq. (when applicable and other matters connected with the performance of the contract pursuant to Government Code 8546.7), Consultant, subconsultants, and NCTC shall maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of the contract, including but not limited to, the costs of administering the Agreement.

b. Subcontracts in excess of \$25,000 shall contain this provision.

c. Audit Review Procedures:

- (1) Any dispute concerning a question of fact arising under an interim or post audit of this contract that is not disposed of by agreement, shall be reviewed by NCTC's Executive Director.

- (2) Not later than 30 days after issuance of the final audit report, Consultant may request a review by NCTC's Executive Director of unresolved audit issues. The request for review will be submitted in writing.
- (3) Neither the pendency of a dispute nor its consideration by NCTC will excuse Consultant from full and timely performance, in accordance with the terms of this contract.

19. **Compliance with Applicable Laws:** Consultant agrees to conduct and execute the project in compliance with all applicable local, state and federal laws, codes, ordinances, regulations, orders, and decrees. This includes compliance with prevailing wage rates and their payment in accordance with California Labor Code, Section 1775. Consultant shall keep itself fully informed of and shall observe and comply with and shall cause any and all persons, firms, or corporations employed by it or under it to observe and comply with all state and national laws and county and municipal ordinances, regulations, orders and decrees which in any manner affect those engaged or employed in the services described by this Agreement or the material used or which in any way affect the conduct of the work.

Consultant warrants and represents to NCTC that Consultant shall, at its own cost and expense, keep in effect or obtain at all times during the term of this Agreement, any licenses, permits, insurance and approvals that are legally required for Consultant to practice its profession or are necessary and incident to the performance of the services and work Consultant performs under this Agreement. Consultant shall provide written proof of such licenses, permits, insurance and approvals upon request by NCTC. NCTC is not responsible or liable for Consultant's failure to comply with any or all of the requirements contained in this paragraph.

20. **Insurance:** Consultant shall maintain, at Consultant's own expense during the term hereof, insurance with respect to Consultant's business, the premises and all activities or services in the performance of this Agreement, of the types and in the minimum amounts described generally as follows:
- a. Full Workers' Compensation covering all employees of Consultant as required by law in the State of California, and Employers' Liability Coverage of \$1,000,000. Consultant acknowledges that it is aware of the provisions of the Labor Code of the State of California which requires every employer to be insured against liability for workers' compensation or to undertake self-insurance in accordance with the provisions of that code, and it certifies that it will comply with such provisions before commencing the performance of the work of this contract. Copies of the certificates evidencing such insurance shall be provided to NCTC upon request.
 - b. Comprehensive Public Liability Insurance or Comprehensive Liability Insurance (Bodily Injury and Property Damage) of \$1,000,000 combined single limit per occurrence, including, but not limited to, endorsements for the following coverages: personal injury, premises-operations, products and completed operations, blanket contractual, and independent contractor's liability. If Comprehensive Liability Insurance or other form has a general aggregate limit, such limit shall apply separately to this project/location or the general aggregate limit shall be twice the required occurrence limit.

- c. Comprehensive Automobile Liability Insurance (Bodily Injury and Property Damages) on owned, leased, and non-owned vehicles used in connection with Consultant's business of \$1,000,000 combined single limit per occurrence.
- d. Throughout the duration of the project, Consultant shall carry professional liability insurance in a standard form, including Errors and Omission coverage, with a company approved by NCTC. Said insurance shall be written with limits of \$500,000 for each incident and \$1,000,000 in the aggregate. NCTC may waive this Section "d" at its discretion, in the event such insurance is not available for the type of service being provided by Consultant.
- e. Deductibles and Self-Insured Retentions: Any deductibles or self-insured retentions in excess of \$5,000 must be declared to and approved by NCTC.
- f. Required Provisions: The general liability and automobile liability policies are to contain, or be endorsed to contain, the following provisions:
 - (1) For any claims related to this Agreement, Consultant's insurance coverage shall be primary insurance as respects to NCTC, its directors, officers, employees and agents. Any insurance or self-insurance maintained by NCTC, or its directors, officers, employees or agents shall be in excess of Consultant's insurance and shall not contribute to it.
 - (2) Consultant's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.
- g. Acceptability of Insurers: Insurance is to be placed with insurers with a current A.M. Best's rating of no less than A:VII, unless otherwise approved by NCTC.
- h. Certificate of Insurance and Additional Insured Requirement: Consultant shall furnish to NCTC original Certificates of Insurance and annual renewals on a standard ACORD form, or other form acceptable to NCTC, substantiating the required coverages and limits set forth above and also containing the following statement with respect to the General Liability policy: "Nevada County Transportation Commission and its directors, officers, employees and agents, are made additional insureds, but only insofar as the operations under this Agreement are concerned."
- i. Certified Copies of Policies: Upon request by NCTC, Consultant shall immediately furnish a complete copy of the Comprehensive Public Liability or Comprehensive Liability policy required hereunder, including all endorsements, with said copy certified by the insurance company to be a true and correct copy of the original policy.
- j. Consultant's Responsibility: Nothing herein shall be construed as limiting in any way the extent to which Consultant may be held responsible for damages resulting from Consultant's operations, acts, omissions, or negligence. Insurance coverage obtained in the minimum amounts specified above shall not relieve Consultant of liability in excess of such minimum coverage, nor shall it preclude NCTC from

taking other actions available to it under this Agreement or by law, including but not limited to, actions pursuant to Consultant's indemnity obligations.

- k. **Notice:** Consultant agrees that none of the required coverages set forth in this Section 20 shall be suspended, voided, canceled, terminated, or reduced in coverage or limits, without thirty (30) days' prior written notice to NCTC by certified mail, return receipt requested.
21. **Indemnification:** Consultant agrees to indemnify, fund the defense of, and hold harmless, NCTC and its directors, officers, agents, and employees (the "Indemnitees") from and against any and all actions, suits, claims, demands, liabilities, damages, costs and expenses, including reasonable attorneys' fees and costs, to the extent arising out of, pertaining to, relating to, or in any way connected with the performance of this Agreement, however caused, regardless of any negligent act of an Indemnitee, whether active or passive, excepting only such claims as may be caused by the sole active negligence or willful misconduct of an Indemnitee. Consultant shall pay all costs that may be incurred by NCTC in enforcing this indemnity, including reasonable attorneys' fees. The provisions of this Section shall survive the expiration, termination or assignment of this Agreement.
22. **Governing Law and Choice of Forum:** This Agreement shall be administered and interpreted under California law as if written by both parties. Any litigation arising from this Agreement shall be brought in the Superior Court of Nevada County.
23. **Prevailing Party:** Should any dispute arise hereunder, the prevailing party shall be entitled to an award of reasonable attorneys' fees and costs.
24. **Conflict of Interest:**
 - a. Consultant shall disclose any financial, business, or other relationship with NCTC that may have an impact upon the outcome of this Agreement, or any ensuing NCTC construction project. Consultant shall also list current clients who may have a financial interest in the outcome of this contract, or any project, which will follow.
 - b. Consultant hereby certifies that it does not now have, nor shall it acquire any financial or business interest that would conflict with the performance of services under this Agreement.
 - c. Any subcontract in excess of \$25,000 entered into as a result of this contract, shall contain all of the provisions of this Article.
 - b. Consultant shall immediately notify NCTC of any and all potential violations of this paragraph upon becoming aware of the potential violation.
25. **Political Reform Act Compliance:** Consultant is aware and acknowledges that certain contractors that perform work for governmental agencies are "consultants" under the Political Reform Act (the "Act") (Government Code § 81000, et seq.) and its implementing regulations (2 California Code of Regulations § 18110, et seq.). Consultant agrees that any of its officers or employees deemed to be "consultants" under the Act by NCTC, as provided for in the Conflict-of-Interest Code for NCTC, shall promptly file economic disclosure statements for the disclosure categories determined by NCTC, to be relevant to the work to be performed under this Agreement and shall comply with the disclosure and disqualification requirements of the Act, as required by law.

26. **Independent Contractor:** In performing services under this Agreement, Consultant is and shall act as an independent contractor and not an employee, representative, or agent of NCTC. Consultant shall have control of its work and the manner in which it is performed. Consultant expressly warrants that neither Consultant nor any of Consultant's employees or agents shall represent themselves to be employees or agents of NCTC.
27. **National Labor Relations Board Certification:** Consultant, by signing this Agreement, does swear under penalty of perjury that no more than one final unappealable finding of contempt of court by a federal court has been issued against Consultant within the immediately preceding two-year period because of Consultant's failure to comply with an order of a federal court which orders Consultant to comply with an order of the National Labor Relations Board (Public Contract Code § 10296).
28. **Americans with Disabilities Act (ADA) of 1990:** By signing this Agreement, Consultant assures NCTC that it complies with the Americans with Disabilities Act (ADA) of 1990 (42 U.S.C. § 12101, et seq.), which prohibits discrimination on the basis of disability, as well as all applicable regulations and guidelines issued pursuant to the ADA, including but not limited to, those found within the Code of Federal Regulations, Title 49, Parts 27, 37, and 38.
29. **Equal Employment Opportunity/Title VI Compliance:** Consultant shall comply with Title VI of the Civil Rights Act of 1964, as amended, the provisions contained in 49 CFR Part 21 through Appendix C, 23 CFR Part 200, 23 CFR Part 230, 49 U.S.C. 5332, and the Title VI Assurance executed by California under 23 U.S.C. 324 and 29 U.S.C. 794.
 - a. During the performance of this Agreement, Consultant and its subcontractors shall not unlawfully discriminate, harass, or allow harassment, against any employee or applicant for employment because of sex, sexual orientation, race, color, ancestry, religious creed, national origin, physical disability (including HIV and AIDS), mental disability, medical condition, age, marital status, denial of family and medical care leave, and denial of pregnancy disability leave.
 - b. Consultant and its subcontractors shall ensure that the evaluation and treatment of their employees and applicants for employment are free from such discrimination and harassment.
 - c. Consultant shall comply with Executive Order 11246, entitled "Equal Employment Opportunity" as amended by Executive Order 11375, and as supplemented in the Department of Labor Regulation (41 CFR Part 60), and any other applicable federal and state laws and regulations relating to equal employment opportunity, including the provisions of the California Fair Employment and Housing Act (Government Code § 12900, et seq.) and the applicable regulations promulgated thereunder (California Code of Regulations, Title 2, § 7285.0, et seq.). The applicable regulations of the Fair Employment and Housing Commission implementing Government Code §§ 12990 (a-f), set forth in Chapter 5 of Division 4 of Title 2 of the California Code of Regulations, are incorporated into this Agreement by reference and made a part hereof as if set forth in full. Consultant and its subcontractors shall give written notice of their obligations under this clause to labor organizations with which they have a collective bargaining or other agreement.

- d. Consultant shall also comply with the Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age, Section 324 of Title 23 U.S.C., prohibiting discrimination based on gender, and Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794), and 49 CFR Part 27 regarding discrimination against individuals with disabilities.
- e. Solicitations for Subcontractors, including procurement of materials and equipment: In all solicitations either by competitive bidding or negotiations made by Consultant for work to be performed under a subcontract, including procurement of materials or leases of equipment, each potential subcontractor or supplier shall be notified by Consultant of Consultant's obligations under this Agreement and the statutes and regulations relative to nondiscrimination set forth herein.
- f. Information and Reports: Consultant shall provide all information and reports required by applicable federal and state laws and regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by NCTC or the Federal Transit Administration to be pertinent to ascertain compliance with such laws and regulations, orders and instructions, including but not limited to permitting access to all records of employment, employment advertisements, application forms and other pertinent data and records by the State Fair Employment Practices and Housing Commission or any other agency designated to investigate compliance with this section. Where any information is required of Consultant which is in the exclusive possession of another who fails or refuses to furnish this information, Consultant shall so certify to NCTC or the Federal Transit Administration as appropriate, and shall set forth what efforts it has made to obtain the information.
- g. Sanctions for Noncompliance: In the event of Consultant's noncompliance with the nondiscrimination provisions of this Agreement, NCTC shall impose such contract sanctions as it or the Federal Transit Administration may determine to be appropriate, including but not limited to:
 - (1) Withholding of payments to Consultant under the Agreement until Consultant complies, and/or,
 - (2) Cancellation, termination or suspension of the Agreement, in whole or in part.
- h. Incorporation of Provisions: Consultant shall include the provision of this Section 29 in every subcontract, including procurement of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. Consultant shall take such action with respect to any subcontract of procurement as NCTC or the Federal Transit Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: provided, however, that, in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, Consultant may request that NCTC enter into such litigation to protect the interests of NCTC. In addition, Consultant may request the United States to enter into such litigation to protect the interests of the United States.

30. **Drug-Free Certification:** By signing this Agreement, Consultant hereby certifies, under penalty of perjury under the laws of the State of California, Consultant will comply with the requirements of the Drug-Free Workplace Act of 1990 (Government Code § 8350, et seq.) and will provide a drug-free workplace by taking the following actions:
- a. Publish a statement notifying employees that unlawful manufacture, distribution, dispensation, possession, or use of a controlled substance is prohibited, and specifying actions to be taken against employees for violations.
 - b. Establish a Drug-Free Awareness Program to inform employees about:
 - (1) The dangers of drug abuse in the workplace;
 - (2) The person's or the organization's policy of maintaining a drug-free workplace;
 - (3) Any available counseling, rehabilitation, and employee assistance programs; and
 - (4) Penalties that may be imposed upon employees for drug abuse violations.
 - c. Every employee of Consultant who works under this Agreement shall:
 - (1) Receive a copy of Consultant's Drug-Free Workplace Policy Statement; and
 - (2) Agree to abide by the terms of Consultant's Statement as a condition of employment on this Agreement.
31. **Union Organizing:** By signing this Agreement, Consultant hereby acknowledges the applicability of Government Code § 16645 through § 16649 to this Agreement, excluding § 16645.2 and § 16645.7.
- a. Consultant will not assist, promote, or deter union organizing by employees performing work on this Agreement if such assistance, promotion, or deterrence contains a threat of reprisal or force, or a promise of benefit.
 - b. Consultant will not meet with employees or supervisors on NCTC or state property if the purpose of the meeting is to assist, promote, or deter union organizing, unless the property is equally available to the general public for meetings.
32. **Ownership of Documents:** Original document, methodological explanations, computer programs, drawings, designs and reports generated by this Agreement shall belong to and become the property of NCTC. Consultant is not liable for changes made by others or any use beyond the scope of this Agreement. Any additional copies, not otherwise provided for herein, shall be the responsibility of NCTC.

It is understood that in addition to NCTC, state and federal funding agencies shall have the right to reproduce, publish, or otherwise use, and authorize others to use, the information developed from federally reimbursed projects.

33. **Campaign Contribution Disclosure:** Consultant has complied with the campaign contribution disclosure provisions of the California Levine Act (Government Code § 84308) and has completed the **Levine Act Disclosure Statement** attached hereto as **Exhibit C**.
34. **Entire Agreement and Amendment:** This Agreement contains the entire agreement of the parties, and supersedes any prior written or oral agreements between them concerning the subject matter contained herein. There are no representations, agreement arrangements, or understandings, oral or written, between the parties relating to the subject matter contained in this Agreement, which are not fully expressed herein.

The provisions of this Agreement may be waived, altered, amended, or repealed in whole or in part only upon written consent of all parties to this Agreement. Consultant shall only commence work covered by an amendment after the amendment is executed and notification to proceed has been provided by NCTC.

35. **Severability:** If any term or provision of this Agreement or the application thereof to any person or circumstance shall, to any extent, be invalid or unenforceable, the remainder of this Agreement, or the application of such term or provision to persons or circumstances other than those to which it is invalid or unenforceable, shall not be affected thereby, and each term and provision of this Agreement shall be valid and shall be enforced to the fullest extent permitted by law, unless the exclusion of such term or provision, or the application of such term or provision, would result in such a material change so as to cause completion of the obligations contemplated herein to be unreasonable.
36. **Headings:** The headings of the various sections of this Agreement are intended solely for convenience of reference and are not intended to explain, modify, or place any interpretation upon any of the provisions of this Agreement.
37. **Authority:** Each person signing this Agreement on behalf of a party hereby certifies, represents, and warrants that he or she has the authority to bind that party to the terms and conditions of this Agreement.
38. **Counterparts:** This Agreement may be executed in multiple counterparts, each of which shall constitute an original, and all of which taken together shall constitute one and the same instrument. Documents executed, scanned, and transmitted electronically and electronic signatures shall be deemed original signatures for purposes of this Agreement and all matters related thereto, with such scanned and electronic signatures having the same legal effect as original signatures.
39. **Necessary Acts:** Each party to this Agreement agrees to perform any further acts and execute and deliver any further documents that may be reasonably necessary to carry out the provisions of this Agreement.
40. **Debarment, Suspension, and Other Responsibilities:** Consultant certifies and warrants that neither Consultant firm nor any owner, partner, director, officer, or principal of Consultant, nor any person in a position with management responsibility or responsibility for the administration of funds:

- a. Is presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any federal or state department or agency.
- b. Has within the three-year period preceding this Agreement, been convicted of or had a civil judgment rendered against it 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; violation of federal or state antitrust statutes; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property.
- c. Is presently indicted for or otherwise criminally or civilly charged by a government entity (federal, state, or local) with commissions of any of the offenses enumerated in paragraph “b” above.
- d. Has within a three-year period preceding this Agreement, had one or more public transactions or contracts (federal, state, or local) terminated for cause or default.

Consultant further certifies that it shall not knowingly enter into any transaction with any subconsultant, material supplier, or vendor who is debarred, suspended, declared ineligible, or voluntarily excluded from covered transactions by any federal or state department/agency.

41. **Non-lobbying Certification:** Consultant certifies, to the best of his or her knowledge and belief, that:

- a. No State or Federal appropriated funds have been paid or will be paid, by or on behalf of Consultant, to any person for influencing or attempting to influence an officer or employee of any state or federal agency, a Member of the State Legislature or United States Congress, an officer or employee of the Legislature or Congress, or any employee of a Member of the Legislature or Congress in connection with the awarding of any State or Federal contract, the making of any State or Federal grant, the making of any State or Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any State or Federal contract, grant, loan, or cooperative agreement.
- b. If any funds other than State or Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement.
- c. This certification is a material representation of fact upon which reliance was placed when this Agreement was entered into. Submission of this certification is a prerequisite for making or entering into this Agreement, imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000, and not more than \$100,000 for each such failure.

- d. Consultant also agrees by signing this Agreement that it shall require that the language of this certification be included in all lower-tier subcontracts which exceed \$100,000 and that all such subrecipients shall certify and disclose accordingly.


42. **State Prevailing Wage Rates:** The State of California's General Prevailing Wage Rates are not applicable to this Agreement.

IN WITNESS HEREOF, this Agreement between the Nevada County Transportation Commission and LSC Transportation Consultants, Inc. has been executed by the parties hereto the day and year shown below.

NEVADA COUNTY TRANSPORTATION COMMISSION

By: _____ Date: _____
Andrew Burton, Chair
Nevada County Transportation Commission

Nevada County Transportation Commission Legal Counsel, Approved as to Form

By:  _____ Date: 10/22/2021
Sloan Sakai Yeung & Wong LLP

CONSULTANT

By: _____ Date: _____

PLEASE RETURN THE FOLLOWING SIGNED FORMS WITH AGREEMENT:

- Exhibit A: NCTC RFP
- Exhibit B: Consultant's Proposal
- Exhibit C: Levine Act Disclosure Statement
- Certificate of Insurance
- Electronic Deposit Authorization Form
- Vendor Data Record

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



MICHAEL WOODMAN, Executive Director


Grass Valley • Nevada City

Nevada County • Truckee

File: 1030.0

MEMORANDUM

TO: Nevada County Transportation Commission

FROM: Mike Woodman, Executive Director 

SUBJECT: Amendment 1 to the FY 2021/22 Overall Work Program, Resolution 21-25

DATE: November 17, 2021

RECOMMENDATION: Adopt Resolution 21-25 approving Amendment 1 to the FY 2021/22 Overall Work Program (OWP).

BACKGROUND: Resolution 21-25 approves the changes to the FY 2021/22 OWP work elements and budgets described below:

As part of completing the year-end financial reports and reconciliation of expenditures for the 2020/21 fiscal year, staff determined that an amendment to the FY 2021/22 OWP was needed to update the estimated revenue carryover amounts. The FY 2021/22 OWP Budget Tables have been adjusted as shown in Table 1, Budget Summary:

- The amount of State Rural Planning Assistance (RPA) Formula Carryover Funds carried into FY 2021/22 decreased approximately \$12,245. The RPA Grant Funds were corrected to add an anticipated grant award of approximately \$125,000 for the Rural Counties Task Force (RCTF) Rural Induced Demand Study. RPA Grants Carryover Funds increased by approximately \$4,602.
- The State Transportation Improvement Program (STIP) Planning (PPM) Funds increased by approximately \$23,124 based on year end expenditures.
- The Local Transportation Fund (LTF) Carryover Funds have been decreased by approximately \$18,815 from the Budget adopted May 19, 2021, to bring the revenue and expenditures into balance.
- The Regional Transportation Mitigation Fees (RTMF) Funds have increased by approximately \$10,118 from the Budget adopted May 19, 2021, to bring the revenue and expenditures into balance.
- These adjustments resulted in a total net increase of approximately \$131,784.

Additionally, staff agreed to manage a planning study on behalf of the Rural Counties Task Force and added a Work Element for the update of the Nevada County Regional Transportation Plan, which necessitated the inclusion of additional planning activities and awarded grant funding. The additional planning activities included in Amendment 1 include the following:

- W.E. 2.1.1, Regional Transportation Plan Update, was added for \$103,597.48 (RPA/PPM)
- W.E. 2.4.4, Rural Counties Task Force Rural Induced Demand Study, was added for \$138,961.55 (RPA/LTF/PPM)

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

Table 3, Indirect Costs Budget, shows adjustments that were made based on a 30% increase in NCTC's liability insurance, additional cost of services for cyber security, and additional office expenses. The changes result in a net increase of approximately \$9,829.

Tables 4, 5, and 6 show the detail of the changes summarized on Tables 1, 2, and 3. Additional tasks, products, and budget have been added to Work Elements 2.1.1 and 2.4.4.

attachments

**RESOLUTION 21-25
OF THE
NEVADA COUNTY TRANSPORTATION COMMISSION**

APPROVAL OF AMENDMENT I TO THE FY 2021/22 OVERALL WORK PROGRAM

WHEREAS, the Nevada County Transportation Commission (NCTC), through the adoption of Resolution 21-12 approved the FY 2021/22 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 2021/22 OWP.

NOW, THEREFORE, BE IT RESOLVED, that the modifications recommended in the attached memorandum are adopted as Amendment I of the FY 2021/22 Overall Work Program.

BE IT FURTHER RESOLVED, that the budget of the FY 2021/22 Overall Work Program is approved as follows:

\$ 795,277.00	Local Transportation Funds (LTF)
\$ 294,000.00	Rural Planning Assistance (RPA) Formula Funds
\$ 18,029.80	Rural Planning Assistance (RPA) Formula Carryover Funds
\$ 125,000.00	Rural Planning Assistance (RPA) Grant Funds
\$ 104,602.15	Rural Planning Assistance (RPA) Grant Carryover Funds
\$ 121,383.64	Regional Transportation Mitigation Fees (RTMF)
\$ 98,124.44	State Transportation Improvement Program (STIP) Planning Funds (PPM)
\$ 15,000.00	ALUC Fees
<u>\$ 4,386.00</u>	<u>Local Transportation Funds (LTF) Carryover</u>
\$1,575,803.03	Total Budget FY 2021/22

BE IT FURTHER RESOLVED, that NCTC does hereby allocate 3% of the annual Local Transportation Fund revenues for FY 2021/22 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 November 17, 2021, by the following vote:

Ayes:

Noes:

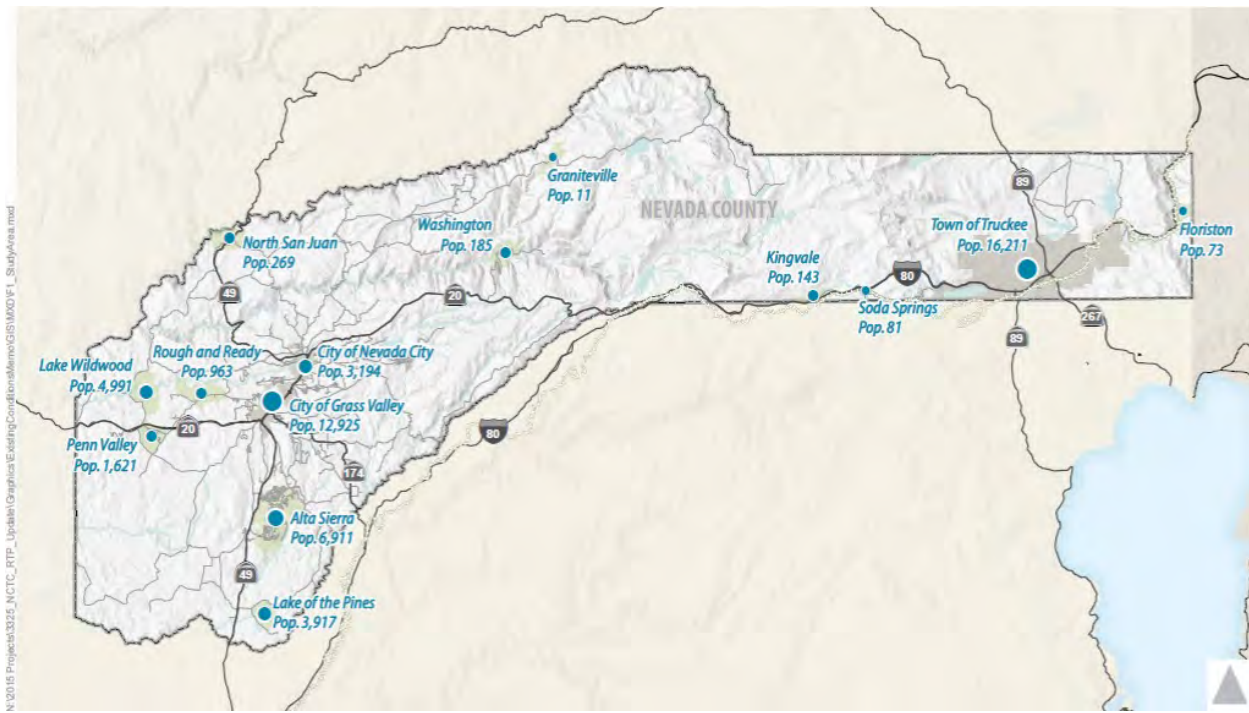
Absent:

Abstain:

Andrew Burton, Chair
Nevada County Transportation Commission

Attest: _____
Dale D. Sayles
Administrative Services Officer

Nevada County Transportation Commission



2021/22 Overall Work Program

May 19, 2021
Amendment 1 – November 17, 2021

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NEVADA COUNTY TRANSPORTATION COMMISSION

CREATING A BETTER FUTURE BY BUILDING UPON SUCCESSES OF THE PAST



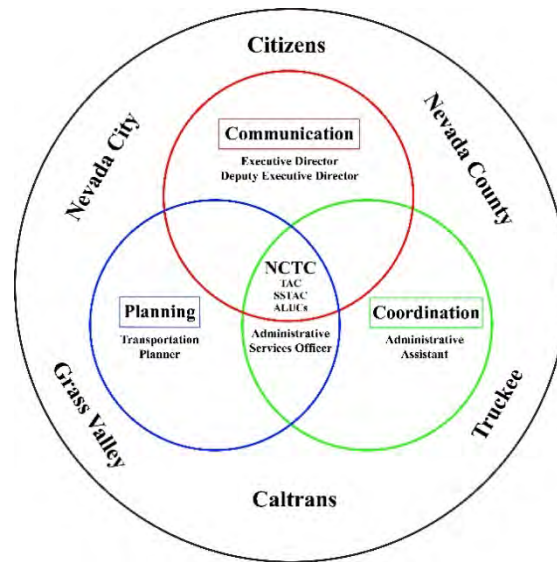
MISSION STATEMENT

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), 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 on any projects 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. During the COVID-19 restrictions on public gatherings, NCTC meetings and public workshops are held via teleconference (Zoom) and the public is invited to participate.

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

2021/22 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 2021/22 OWP:

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

<u>Planning Factors</u>	WE 1.1	WE 1.2	WE 2.1	WE 2.1.1	WE 2.2	WE 2.2.1	WE 2.3	WE 2.4	WE 2.4.2	WE 2.4.3	WE 2.4.4
Economic Vitality	X	X	X	X	X	X	X	X		X	
Safety	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
Environment	X		X	X	X	X	X	X		X	X
Connectivity	X		X	X	X	X	X	X	X	X	X
System Management & Operation	X	X	X	X	X	X	X	X	X	X	X
Preservation	X		X	X	X	X	X	X	X	X	X
Resiliency & Reliability	X	X	X	X	X	X	X	X		X	X
Travel & Tourism	X		X	X	X	X	X	X		X	

WORK ELEMENT 1 - COMMUNICATION AND COORDINATION

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

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

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

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

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

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

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

WORK ELEMENT 1 - COMMUNICATION AND COORDINATION (continued)

Project 1.1 - General Services and Communication

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

Continuing Work:

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

Products:

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

Budget 1.1

Revenues:		
	LTF	\$221,579.10
	RTMF	\$5,000.00
Total		\$226,579.10
Expenditures:		
	Staff	\$186,350.92
	Indirect	\$35,228.18
	HR Consulting	\$5,000.00
Total		\$226,579.10

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.

Previous Work:

- Develop and oversee Overall Work Program and annual budgets (LTF)
- 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)

Continuing Work:

- Develop and oversee Overall Work Program and annual budgets (LTF)
- Oversee fiscal and performance audits, as required (LTF)
- Submit RFP, select consultant and draft agreement for fiscal audits (LTF)
- Submit RFP, select consultant and draft agreement for triennial performance audits (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)

Products:

- Closeout FY 2020/21 OWP (Sept 20)
- Manage FY 2021/22 Overall Work Program (July 20-June 21)
- Draft FY 2021/22 Overall Work Program (Mar 21)
- Final FY 2021/22 Overall Work Program (May 21)
- Fiscal and Compliance Audits RFP and agreement (July 21 - Dec 21)

- Triennial Performance Audits RFP and agreement (Sep 21-Mar 22)
- Completed Fiscal and Compliance Audit (Dec 21)
- Completed Triennial Performance Audit (Mar 22)
- State Controller's Annual Report (Dec 21)
- Accounting Reports/Payroll/Payment Authorizations/Tax Reports (Ongoing)
- Financial reports (Monthly)
- Findings of Apportionment (Feb 22)

Budget 1.2

Revenues:		
	LTF	\$349,001.70
Total		\$349,001.70
Expenditures:		
	Staff	\$215,115.75
	Indirect	\$40,665.94
	Fiscal Audits	\$51,164.00
	Triennial Performance Audit	\$43,220.00
Total		\$349,001.70

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

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 and 2.4)
- ✓ Incorporate transit and intermodal facilities, bicycle transportation facilities, and pedestrian walkways in projects where appropriate. (Projects 2.1, 2.2 and 2.3)
- ✓ 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 and 2.3)
- ✓ 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 and 2.3)
- ✓ 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 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: Regional planning and implementation monitoring of the Regional Transportation Plan through the activities listed below.

- 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. (Consultant)
- Development of regional transportation models. (Consultant)
- Development of the Regional Transportation Mitigation Fee program. (Consultant)
- 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.

Continuing Work:

- Monitor implementation of Comprehensive Multimodal Corridor Plan (CMCP) recommendations. (RPA & LTF)
- Solicit input from citizens and transportation stakeholders, including the Native American community, and agencies regarding transportation issues. (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)
- Coordinate with public safety agencies. (RPA & LTF)

WORK ELEMENT 2 - REGIONAL TRANSPORTATION PLANNING (continued)

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

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)
- Coordinate with Northern Sierra Air Quality Management District (NSAQMD) and California Air Resources Board (CARB) to assist in development of the Statewide Implementation Plan (SIP) for western Nevada County. (RPA & LTF)
- Review and compare the California State Transportation Agency Draft Climate Action Plan for Transportation Infrastructure (CAPTI) to the RTP policies, regional needs, and projects to determine if the projects align with proposed investment strategies. (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 of state highway projects. (RPA & LTF)
- Identify and analyze issues relating to integration of regional transportation and community goals and objectives in land use, housing, economic development, social welfare and environmental preservation. (RPA & LTF)

Products:

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

Budget 2.1

Revenues:		
	LTF	\$26,903.29
	RPA Formula	\$93,317.52
Total		\$120,220.81
Expenditures:		
	Staff	\$41,894.80
	Indirect	\$13,326.01
	Traffic Engineering	\$25,000.00
	Nevada County	\$7,500.00
	Truckee	\$7,500.00
	Nevada City	\$7,500.00
	Grass Valley	\$7,500.00
	Traffic Counts	\$10,000.00
Total		\$120,220.81

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

WORK ELEMENT 2 - REGIONAL TRANSPORTATION PLANNING (continued)

Project 2.1.1 - Nevada County Regional Transportation Plan Update

Purpose: Update the Nevada County Regional Transportation Plan (RTP) in compliance with California Government Code Section 65041.1. Every Regional Transportation Planning Agency (RTPA) is required by law to prepare a long-range transportation plan to ensure that the region's vision and goals are clearly identified. The long-range plan, known as the RTP, is an important policy document that is based on the unique needs and characteristics of a region, helps shape the region's transportation system, economy, and environment, and communicates the regional transportation vision to the state and federal government. As fundamental building blocks of the State's transportation system, the RTP also supports state goals for transportation, environmental quality, economic growth, and social equity.

Previous Work:

- 2015 Performance Based Regional Transportation Plan.
- Incorporate into the RTP, policies, strategies, programs, and actions that enhance movement of people, goods, services, and information.

Additional/Continuing Work Activities:

- Integrate system safety and security elements into the RTP. (RPA & LTF)
- Review and analyze data from the SR 49 Highway Safety Assessment report to be incorporated into the next update of the Regional Transportation Plan. (RPA & LTF)
- Prepare and distribute a Request for Proposals to qualified consultants.
- Review proposals, select consultant, and execute contract.
- Project Advisory Committee activities. (RPA & STIP)
- Project meetings and coordination. (RPA & STIP)
- Project support and administration of grant. (RPA & STIP)
- Prepare quarterly reports and invoices. (RPA & STIP)
- Project initiation and baseline information/data collection. (RPA & STIP)
- Consultant to update content, graphics, and EIR for update of RTP. (Consultant, PPM)
- Review and confirm RTP goals and objectives. (RPA & STIP)
- Analysis of previous performance measures. (RPA & STIP)
- Identify trends and targets for each performance measure. (RPA & STIP)
- Develop system performance report. (RPA & STIP)
- Prepare forecast of future conditions and needs. (RPA & STIP)
- Identify policies, strategies, and investments that will support attainment of performance targets and desired trends. (RPA & STIP)
- Prepare financial plan regarding implementation of adopted strategies in RTP. (RPA & STIP)
- Prepare media releases and hold public workshops. (RPA & STIP)
- Prepare Draft RTP and environmental documentation. (RPA & STIP)
- Prepare Final RTP and environmental documentation. (RPA & STIP)

Products:

- Scope of Work for RTP update (Nov 2021)
- Request for Proposals for RTP update (Dec 2021)
- Consultant agreement for RTP update (March 2022)
- RTP administrative draft and draft EIR (Nov 2022)
- Draft 2021 Nevada County Regional Transportation Plan (Dec 2022)
- Final 2021 Nevada County Regional Transportation Plan & Addendum EIR (Feb 2023)

WORK ELEMENT 2 - REGIONAL TRANSPORTATION PLANNING (continued)

Project 2.1.1 - Regional Transportation Plan (RTP) Update (continued)

Budget 2.1.1

Revenues:		
	LTF	
	RPA Formula	\$28,597.48
	STIP PPM	\$75,000.00
Total		\$103,597.48
Expenditures:		
	Staff	\$28,597.48
	Consultant	\$75,000.00
Total		\$103,597.48

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:

- Communicate and coordinate with Caltrans to identify and implement incremental projects to accelerate the safety improvements to the SR 49 corridor between Grass Valley and the Combie/Wolf Road intersection. (RPA & LTF)
- Submission of the 2020 Regional Transportation Improvement Program projects to the CTC
- 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)

Continuing Work:

- Monitor STIP implementation. (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 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 Comprehensive Multimodal Corridor Plan (CMCP). (RPA & LTF)
- Coordinate with Caltrans regarding Interregional Transportation Improvement Program (ITIP) participation in STIP funded projects in Nevada County. (RPA & LTF)
- Preparation and submittal of 2022 Regional Transportation Improvement Program. (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 Comprehensive Multimodal Corridor Plan (Annual)

Budget 2.2

Revenues:		
	RPA Formula	\$48,778.80
	LTF	\$16,099.48
Total		\$64,878.28
Expenditures:		
	Staff	\$48,778.80
	Indirect	\$16,099.48
Total		\$64,878.28

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. (Consultant/NCTC, RTMF)
- Review and confirm RTMF network. (Consultant/NCTC, RTMF)
- Review and confirm future deficiencies and needs. (Consultant/NCTC, RTMF)
- Update Capital Improvement Program. (Consultant, RTMF)
- Integrate RTMF projects into the RTP and coordinate their implementation. (Consultant/NCTC, 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)
- Review Draft Report. (RTMF)
- Prepare Draft and Final Reports. (Consultant, RTMF)
- Present Final Report to NCTC and local jurisdictions. (Consultant/NCTC, RTMF)

Products:

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

WORK ELEMENT 2 – REGIONAL TRANSPORTATION PLANNING

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

Budget 2.2.1

Revenues:		Total	FY 20/21	FY 21/22
	RTMF	\$117,764.78	\$11,500.00	\$116,383.64
Total		\$117,764.78	\$11,500.00	\$116,383.64
Expenditures:				
	Staff	\$37,764.78	\$1,500.00	\$36,384.64
	Consultant	\$80,000.00	\$10,000.00	\$79,999.00
Total		\$117,764.78	\$11,500.00	\$116,383.64

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. Administer Federal Transit Administration revenues (5311, Cares Act, and CRRSAA).

Previous Work:

- 2021 Western Nevada County Transit Development Plan (Consultant)
- 2021 Nevada County Coordinated Public Transit-Human Services Transportation Plan. (Consultant)
- 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)
- 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)
- Administer Federal Transit Administration revenues (5311, Cares Act, and CRRSAA).

Additional Work Activities:

- Assist in implementation of Transit Development Plans and Nevada County Coordinated Public Transit-Human Services Transportation Plan. (LTF & RPA)
- 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)
- 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)
- Assist transit operators with analysis of impacts due to COVID-19. (LTF & RPA)
- Assist transit operators with feasibility analysis of transit electrification mandate. (LTF & RPA)
- Administer Federal Transit Administration revenues (5311, Cares Act, and CRRSAA).

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

WORK ELEMENT 2 – REGIONAL TRANSPORTATION PLANNING (continued)

Project 2.3 – Transit and Paratransit Programs (continued)

Budget 2.3

Revenues:		
	RPA Formula	\$46,384.46
	LTF	\$8,768.62
Total		\$55,153.07
Expenditures:		
	Staff	\$46,384.46
	Indirect	\$8,768.62
Total		\$55,153.07

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.
- 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)

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)
- 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 plan to resubmit grant 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.
- Participate in the preparation of the SR 49 Comprehensive Multimodal Corridor Plan (CMCP). (RPA & LTF)
- Participate on the Project Advisory Committee for the SR 49 Safety Assessment. (RPA & LTF)
- Participate with CalSTA in development and implementation of the Climate Action Plan for Transportation Infrastructure (CAPTI). (RPA & LTF)

WORK ELEMENT 2 - REGIONAL TRANSPORTATION PLANNING (continued)

Project 2.4 - Coordination of Regional Planning (continued)

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

Budget 2.4

Revenues:		
	RPA Formula	\$70,432.75
	LTF	\$24,406.78
Total		\$94,839.53
Expenditures:		
	Staff	\$68,432.75
	Indirect	\$24,406.78
	Rural Counties Task Force	\$2,000.00
Total		\$94,839.53

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:

- 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)

Continuing Work:

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

Products:

- Reports on airport land use compatibility issues. (Ongoing)

Budget 2.4.2

Revenues:		
	LTF	\$18,533.12
	ALUC Fees	\$15,000.00
Total		\$33,533.12
Expenditures:		
	Staff	\$18,533.12
	ALUC Reviews	\$15,000.00
Total		\$33,533.12

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.
- Prepare and distribute a Request for Proposal to qualified consultants. (LTF)
- Establish Project Technical Advisory Committee (TAC) and manage involvement. (LTF)
- Review proposals, conduct interviews, select consultant, and execute a contract. (LTF)
- Finalize the work program and refine the scope of work. (RPA & LTF)
- Coordinate with the Nevada County Office of Emergency Services regarding mass evacuation planning in relation to wildfires. (RPA & LTF)
- Participate in meetings organized by the Nevada County Office of Emergency Services regarding fire evacuation and fire season preparedness. (RPA & LTF)
- Circulate scope of work to local first responders, fire agencies and the Nevada County Office of Emergency Services staff for review and comments. (RPA & LTF)

Work Activities:

- Identify and Assess Existing Conditions. (Consultant/NCTC, RPA & LTF)
- Conduct Climate Event Debriefing Interviews. (Consultant, RPA & LTF)
- Stakeholder and public outreach to define project parameters, project opportunities and constraints, and present lessons learned from recent events. (Consultant/NCTC, RPA & LTF)
- Enhance communication channels and cross-education of best practices from first responders. (Consultant/NCTC, RPA & LTF)
- Educate and engage citizens, public officials, and diverse and disadvantaged segments of impacted communities. (Consultant/NCTC, RPA & LTF)
- Conduct a climate change vulnerability assessment of the community transportation system in Nevada County. (Consultant/NCTC, RPA & LTF)
- Identify extreme climate event weaknesses/constraints, improvements and strategies to address them. (Consultant/NCTC, RPA & LTF)
- Develop Adaptation Concepts and Alternatives. (Consultant, RPA & LTF)
- Preparation and presentation of draft Adaptation Plan. (Consultant/NCTC, RPA & LTF)
- Modify draft report and prepare final report. (Consultant, RPA & LTF)
- Identify potential funding sources. (Consultant/NCTC, RPA & LTF)
- Project support and administration of grant. (RPA & LTF)

Products:

- Scope of Work. (Aug 20)
- Request for Proposals. (Aug 20)
- Consultant contract. (Nov 20)
- Quarterly Progress Reports. (Dec 20 – Jan 22)

WORK ELEMENT 2 - REGIONAL TRANSPORTATION PLANNING (continued)

Project 2.4.3 – READY Nevada County – Extreme Climate Event Mobility and Adaptation Plan (continued)

- 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

		Total Budget	FY 20/21	FY 21/22
Revenues:				
	STIP Planning PPM	\$10,150.40	\$0.00	\$10,150.40
	RPA Grant Carryover	\$129,758.15	\$25,156.00	\$104,602.15
	RPA Formula Carryover	\$29,729.80	\$11,700.00	\$18,029.80
Total		\$169,638.35	\$36,856.00	\$132,782.35
Expenditures:				
	Staff	\$39,880.20	\$11,700.00	\$28,180.20
	Consultant	\$129,758.15	\$25,156.00	\$104,602.15
Total		\$169,638.35	\$36,856.00	\$132,782.35

WORK ELEMENT 2 – REGIONAL TRANSPORTATION PLANNING (continued)

Project 2.4.4 – Rural Counties Task Force Rural Induced Demand Study

Purpose: On behalf of the Rural Counties Task Force, the Nevada County Transportation Commission is managing a study to be conducted by qualified transportation consulting firms in partnership with legal firms with expertise in the California Environmental Quality Act (CEQA) to review the previous research on induced demand, as well as current available data, related guidance documents, and causal factors, to determine the significance and applicability of induced demand on rural highway improvements. In addition, the study will provide recommendations on how to appropriately address induced demand on rural highway improvements, including recommendations for addressing these rural highway improvements in relation to CEQA and recommendations for incorporating the study findings into future updates of state guidance documents.

Work Activities:

- Prepare and distribute a Request for Qualifications to qualified consultants (NCTC, RPA/PPM/LTF)
- Establish Project Selection Committee and Project Advisory Committee (NCTC, RPA/PPM/LTF)
- Review and rank proposals, conduct oral interviews, and finalize consultant ranking (NCTC, RPA/PPM/LTF)
- Select consultant and execute contract (NCTC, RPA/PPM/LTF)
- Finalize the work program and refine scope of work (NCTC/Consultant, RPA/PPM/LTF)
- Project meetings and coordination (NCTC/Consultant, RPA/PPM/LTF)
- Project Advisory Committee activities (NCTC/Consultant, RPA/PPM/LTF)
- Project support and administration of grant (NCTC/Consultant, RPA/PPM/LTF)
- Prepare quarterly reports and invoices (NCTC, RPA/PPM/LTF)
- Project initiation and data collection (NCTC/Consultant, RPA/PPM/LTF)
- Review previous research on induced demand and document findings related to rural highway improvements (NCTC/Consultant, RPA/PPM/LTF)
- Review state guidance documents in relation to induced demand for transportation projects (NCTC/Consultant, RPA/PPM/LTF)
- Review and collect available data on induced demand related to rural highway improvements (NCTC/Consultant, RPA/PPM/LTF)
- Review and document the causal factors related to the induced demand, including a review of their presence on rural highway projects (NCTC/Consultant, RPA/PPM/LTF)
- Determine the significance and applicability of induced demand for roadway improvement projects in various rural corridors (NCTC/Consultant, RPA/PPM/LTF)
- Provide recommendations on how to appropriately address induced demand on rural highway improvements, including recommendations for addressing these rural highway improvements in relation to CEQA and recommendations for incorporating the study findings into future updates of state guidance documents (NCTC/Consultant, RPA/PPM/LTF)
- Develop recommended methodologies and thresholds for each jurisdiction (NCTC/Consultant, RPA/PPM/LTF)
- Prepare Working Papers (NCTC/Consultant, RPA/PPM/LTF)
- Prepare Administrative Draft (NCTC/Consultant, RPA/PPM/LTF)
- Prepare Draft Report (NCTC/Consultant, RPA/PPM/LTF)
- Present Draft Report to the Rural Counties Task Force (NCTC/Consultant, RPA/PPM/LTF)
- Prepare Final Report (NCTC/Consultant, RPA/PPM/LTF)

WORK ELEMENT 2 – REGIONAL TRANSPORTATION PLANNING (continued)

Project 2.4.4 – Rural Counties Task Force Rural Induced Demand Study (continued)

Products:

- Draft Report (Jan 23)
- Revised Draft Report (April 23)
- Final Report (Jun 23)

Budget 2.4.4

Revenues:		
	RPA Grants	\$125,000.00
	RPA Formula	\$6,489.00
	LTF	\$5,916.50
	STIP Planning PPM	\$1,556.05
Total		\$138,961.55
Expenditures:		
	Staff	\$13,961.55
	Consulting	\$125,000.00
Total		\$138,961.55

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

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

Glossary of Terms and Acronyms

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

TAC responsibilities include:

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

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

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

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

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

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

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

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

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

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

Table 1

Budget Summary FY 2021/22

Revenues	Amendment 1	FINAL	Difference
	FY 2021/22	FY 2021/22	
LTF Administration	660,000.00	660,000.00	0.00
LTF Planning	135,277.00	135,277.00	0.00
LTF Contingency	0.00	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	18,029.80	30,275.63	-12,245.83
Rural Planning Assistance (RPA) Grants	125,000.00	0.00	125,000.00
Rural Planning Assistance (RPA) Grants Carryover	104,602.15	100,000.00	4,602.15
Regional Transportation Mitigation Fees (RTMF)	121,383.64	111,264.78	10,118.86
STIP Planning Funds (PPM)	98,124.44	75,000.00	23,124.44
ALUC Fees	15,000.00	15,000.00	0.00
Regional Surface Transportation Program (RSTP)	0.00	0.00	0.00
LTF Carryover	4,386.00	23,201.30	-18,815.30
TOTAL	1,575,803.03	1,444,018.71	131,784.33
Expenditures	Amendment 1	FINAL	Difference
	FY 2021/22	FY 2021/22	
Salary	539,987.60	538,053.04	1,934.56
Benefits	192,626.86	192,168.23	458.64
Direct (Table 2)	564,821.15	428,164.00	136,657.15
Indirect (Table 3)	142,774.00	132,945.00	9,829.00
Contingency	135,593.42	152,688.44	-17,095.02
TOTAL	1,575,803.03	1,444,018.71	131,784.33

	Estimated	Estimated	Difference
Fund Balance	FY 2021/22	FY 2020/21	
	\$115,331.88	\$119,717.88	(\$4,386.00)

	FY 2011/12	FY 2010/11
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LTF = Local Transportation Fund

PPM = Planning, Programming & Monitoring

ALUC = Airport Land Use Commission

		\$50,000.00
		\$43,220.00
		\$10,000.00
Check number	\$0.00	\$25,000.00
		\$30,000.00
		\$79,999.00
		\$75,000.00
		\$15,000.00
		\$5,000.00

Table 2

Direct Costs Budget FY 2021/22

Work Element		FY 21/22 Amendment 1	FY 21/22 FINAL	Difference	Source
1.1	Human Resources Consulting	\$5,000.00	\$5,000.00	\$0.00	LTF
1.2	Fiscal Auditor	\$50,000.00	\$51,164.00	(\$1,164.00)	LTF
1.2	Triennial Performance Audits	\$43,220.00	\$45,000.00	(\$1,780.00)	LTF
2.1	Traffic Counts	\$10,000.00	\$10,000.00	\$0.00	LTF, RPA
2.1	Transportation Engineering	\$25,000.00	\$25,000.00	\$0.00	LTF, RPA
2.1	Local Agencies Participation in Regional Planning	\$30,000.00	\$30,000.00	\$0.00	RPA
2.1.1	Regional Transportation Plan Update	\$75,000.00	\$75,000.00	\$0.00	PPM
2.2.1	RTMF Update	\$79,999.00	\$70,000.00	\$9,999.00	RTMF
2.4	Coordination of Regional Planning	\$2,000.00	\$2,000.00	\$0.00	RPA, LTF
2.4.2	Airport Land Use Commission Planning & Reviews	\$15,000.00	\$15,000.00	\$0.00	ALUC, LTF
2.4.3	READY Nevada County	\$104,602.15	\$100,000.00	\$4,602.15	RPA
2.4.4	RCTF Rural Induced Demand Study	\$125,000.00	\$0.00	\$125,000.00	RPA
TOTAL		\$564,821.15	\$428,164.00	\$136,657.15	

Table 3**Indirect Costs Budget FY 2021/22**

ACCT	ITEM	FY 21/22 AMEND 1	FY 21/22 FINAL	Variance	Variance %
13.2	Nevada County Auditor/Controller	\$21,800	\$21,800	\$0	0.00%
13.1	Legal Counsel	\$15,000	\$15,000	\$0	0.00%
13.3	TNT/TMA Membership	\$4,125	\$4,125	\$0	0.00%
13.21	Website Update/Maintenance	\$11,500	\$11,500	\$0	0.00%
13.17	Nevada County ERC Membership	\$1,000	\$1,000	\$0	0.00%
	Insurance	\$21,250	\$18,500	\$2,750	14.86%
1.1	General Liability & Errors and Omissions	\$18,250	\$15,500	\$2,750	17.74%
1.3	Workers' Compensation	\$3,000	\$3,000	\$0	0.00%
	Office Expenses	\$28,499	\$21,420	\$7,079	33.05%
2.1	Phones	\$1,500	\$1,000	\$500	50.00%
2.2	Equipment Rental	\$500	\$500	\$0	0.00%
2.3	Records Storage	\$1,200	\$1,200	\$0	0.00%
2.4	Equipment Maintenance Agreements	\$1,000	\$1,000	\$0	0.00%
2.5	Publications/Legal Notices	\$2,500	\$1,500	\$1,000	66.67%
2.6	Janitorial Services	\$900	\$800	\$100	12.50%
2.7	Payroll Service	\$1,800	\$1,500	\$300	20.00%
2.8	Supplies	\$2,500	\$2,500	\$0	0.00%
2.9	Printing & Reproduction	\$250	\$250	\$0	0.00%
2.10	Subscriptions	\$300	\$300	\$0	0.00%
2.11	Computer Software & Network Maintenance	\$11,579	\$6,400	\$5,179	80.92%
2.12	Postage	\$150	\$150	\$0	0.00%
2.13	Telework Reimbursement	\$4,320	\$4,320	\$0	0.00%
3	Equipment	\$4,800	\$4,800	\$0	0.00%
	Copier/Printer	\$800	\$800	\$0	0.00%
	Office Furniture	\$500	\$500	\$0	0.00%
	Laptop /Computer	\$3,000	\$3,000	\$0	0.00%
	Miscellaneous	\$500	\$500	\$0	0.00%
5	Training and Conferences	\$1,000	\$1,000	\$0	0.00%
6	Office Lease	\$26,000	\$26,000	\$0	0.00%
7	Utilities	\$3,000	\$3,000	\$0	0.00%
8	Travel - Meals & Lodging	\$750	\$750	\$0	0.00%
9	Travel - Mileage/Fares/Parking	\$1,250	\$1,250	\$0	0.00%
10	Professional & Service Organization:	\$2,800	\$2,800	\$0	0.00%
	TOTAL	\$142,774	\$132,945	\$9,829	7.39%

Table 4**Revenues - FY 2021/22 OWP**

	Work Element	LTF Carryover	RPA Grants	RPA Grant Carryover	RPA Formula	RPA Formula Carryover	21/22 LTF	ALUC Fees	RTMF	STIP Planning PPM	RSTP	TOTAL
1.1	General Services	4,279.00					218,388.52		5,000.00			227,667.52
1.2	TDA Admin.						350,258.13					350,258.13
2.1	Regional Transportation Plan				93,317.52		27,315.02					120,632.53
2.1.1	Regional Transportation Plan Update				28,597.48					75,000.00		103,597.48
2.2	Transportation Improvement Program				48,778.80		16,596.89					65,375.69
2.2.1	RTMF Update								116,383.64			116,383.64
2.3	Transit & Paratransit Programs				46,384.46		9,039.54					55,423.99
2.4	Coordination of Regional Planning				70,432.75		25,160.86					95,593.61
2.4.2	Airport Land Use Commission Planning & Reviews						18,533.12	15,000.00				33,533.12
2.4.3	READY Nevada County			104,602.15		18,029.80				10,150.40		132,782.35
2.4.4	RCTF Rural Induced Demand Study		125,000.00		6,489.00		5,916.50			1,556.05		138,961.55
	Contingency	107.00					124,068.43			11,417.99		135,593.42
	Totals	4,386.00	125,000.00	104,602.15	294,000.00	18,029.80	795,277.00	15,000.00	121,383.64	98,124.44	0.00	1,575,803.03

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

Table 5

Expenditures - FY 2021/22

Work Elements		PY	Staff	Indirect	Transportation Engineering	Consulting	Local Agency	Other	Total
1.1	General Services	1.33	186,350.92	36,316.60		5,000.00			227,667.52
1.2	TDA Admin.	1.48	215,115.75	41,922.37				93,220.00 (1)	350,258.13
2.1	Regional Transportation Plan	0.25	41,894.80	13,737.74	25,000.00		40,000.00 (2)		120,632.53
2.1.1	Regional Transportation Plan Update	0.18	28,597.48			75,000.00			103,597.48
2.2	Transportation Improvement Program	0.31	48,778.80	16,596.89					65,375.69
2.2.1	RTMF Update	0.25	36,384.64			79,999.00			116,383.64
2.3	Transit & Paratransit Programs	0.28	46,384.46	9,039.54					55,423.99
2.4	Coordination of Regional Planning	0.41	68,432.75	25,160.86				2,000.00 (3)	95,593.61
2.4.2	Airport Land Use Commission Planning & Reviews	0.12	18,533.12			15,000.00			33,533.12
2.4.3	READY Nevada County	0.19	28,180.20			104,602.15			132,782.35
2.4.4	RCTF Rural Induced Demand Study	0.08	13,961.55			125,000.00			138,961.55
	Contingency							135,593.42	135,593.42
TOTAL		4.87	732,614.46	142,774.00	25,000.00	404,601.15	40,000.00	230,813.42	1,575,803.03

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

Notes:

(1) \$51,164 Fiscal Audit Contract + \$43,220 Triennial Performance Audit

(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 FY 2021/22 Amendment 1 11/17/21

ACCT	ITEM	ALLOCATION
1	Insurance	21,250.00
1.1	General Liability & Errors and Omissions	18,250.00
1.3	Workers' Compensation	3,000.00
2	Office Expenses	28,499.00
2.1	Phones	1,500.00
2.2	Equipment Rental	500.00
2.3	Records Storage	1,200.00
2.4	Equipment Maintenance Agreements	1,000.00
2.5	Publications/Legal Notices	2,500.00
2.6	Janitorial Services - carpets, blinds, interior painting, etc.	900.00
2.7	Payroll Service	1,800.00
2.8	Supplies	2,500.00
2.9	Printing & Reproduction	250.00
2.10	Subscriptions	300.00
2.11	Computer Software & Network Maintenance	11,579.00
2.12	Postage	150.00
2.13	Telework Reimbursement	4,320.00
3	Equipment	4,800.00
5	Training and Conferences	1,000.00
6	Office Lease	26,000.00
7	Utilities	3,000.00
8	Travel - Meals & Lodging	750.00
9	Travel - Mileage/ Fares/ Parking	1,250.00
10	Professional & Service Organizations	2,800.00
	Subtotal Items 1-10	89,349.00
11	Contingency	135,593.42
12	Salaries, Wages, & Benefits	732,614.46
12.1	Executive Director	212,492.03
12.11	Deputy Executive Director	113,847.96
12.2	Administrative Services Officer	140,015.72
12.3	Transportation Planner	133,478.03
12.4	Administrative Assistant	95,773.58
12.8	Temporary Employee	37,007.14
13	Other Services	618,246.15
13.1	Legal Counsel	15,000.00
13.2	Nevada County Auditor/Controller	21,800.00
13.3	TNT/TMA Membership	4,125.00
13.4	Fiscal Audits (WE 1.2)	50,000.00
13.6	Triennial Performance Audits (WE 1.2)	43,220.00
13.7	Traffic Counts (WE 2.1)	10,000.00
13.8	Transportation Engineering (WE 2.1)	25,000.00
13.11a	Local Agencies (WE 2.1)	30,000.00
13.13	Reg. Transp. Mitigation Fee Update (WE 2.2.1)	79,999.00
13.16a	Rural Counties Task Force Membership (WE 2.4)	2,000.00
13.17	Nevada County ERC Membership	1,000.00
13.21	Website Update/Maintenance	11,500.00
13.23	Regional Transportation Plan Update (WE 2.1.1)	75,000.00
13.30	Airport Land Use Commission Project Reviews (WE 2.4.2)	15,000.00
13.48	Human Resources Consulting (WE 1.1)	5,000.00
13.56	READY Nevada County (WE 2.4.3)	104,602.15
13.57	RCTF Rural Induced Demand Study (WE 2.4.4)	125,000.00
	TOTAL Budget Items 1-13	1,575,803.03
	Indirect Costs	
	Accounts 1 through 10	89,349.00
	Legal	15,000.00
	Nevada Co. Auditor/Controller	21,800.00
	TNT/TMA	4,125.00
	Nevada Co. ERC Membership	1,000.00
	Website Update/Maintenance	11,500.00
	Total Indirect Costs	142,774.00
	Calculated Indirect Rate Indirect Cost / Salaries & Benefits	19.49%

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



MICHAEL WOODMAN, Executive Director

Grass Valley • Nevada City

Nevada County • Truckee

File: 1390.1

MEMORANDUM

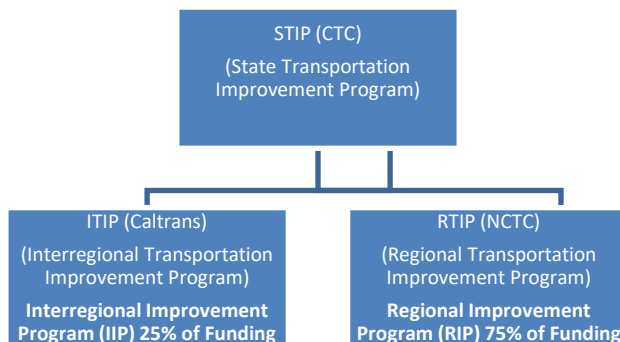
TO: Nevada County Transportation Commission
FROM: Mike Woodman, Executive Director *Mike Woodman*
SUBJECT: PUBLIC HEARING: FY 2021/22 Regional Transportation Improvement Program, Resolution 21-26
DATE: November 17, 2021

RECOMMENDATION: Approve Resolution 21-26 adopting the FY 2021/22 Regional Transportation Improvement Program (RTIP) for inclusion in the 2022 State Transportation Improvement Program (STIP).

BACKGROUND: Every two years, NCTC submits regional transportation projects to the California Transportation Commission (CTC) for funding in a list called the RTIP. Projects from each county are approved by the CTC and are combined into a statewide document called the STIP. The RTIP and STIP are five-year programs proposing projects at the county and state levels that are updated every two years. When the CTC adds projects from the regional programs into the STIP, a schedule for proposed funding is established and these projects are considered “programmed.” A project must be programmed into the STIP to be given funding by the CTC.

The STIP consists of two broad programs, the regional program funded from 75% of “new” STIP funding and the interregional program funded from 25% of “new” STIP funding. The 75% regional program is further subdivided by formula into County Shares. County Shares are available solely for projects nominated by regions in their RTIPs.

The diagram below shows the flow of revenues down to the regions for expenditure, and also to Caltrans for implementation of projects in cooperation with the counties. Projects nominated in the RTIPs are funded through the Regional Improvement Program (RIP). The RIP receives 75% of the STIP funds and Caltrans is given 25% of the STIP funds for the Interregional Improvement Program (IIP). IIP funds are used for improvement projects on the interregional system outside of urban areas.



As shown in the attached Table 2 – Summary of Targets and Shares, NCTC has a total of \$3,183,000 available through FY 2026/27 to program in the 2022 STIP.

SR 49 Corridor Improvement Project:

The SR 49 Corridor Improvement Project begins at the limits of the previous La Barr Meadows Signalization Project (PM 11.1) and ends just south of the McKnight Way Interchange (PM 13.3), connecting to the four lane Golden Center Freeway. The project (STIP 4E170) will make improvements to this segment focused on safety, evacuation capacity, operations, goods movement, and multi-modal mobility improvements. This project is designed to be funded in three phases as state and federal transportation funding allow.



The ultimate project includes redirecting numerous entrances to a newly constructed frontage road system to access the highway at two new at-grade intersections that will either be roundabouts or signalized. It will also construct portions of northbound and southbound truck climbing lanes and will eliminate merge points that currently exist to the north and south of the project limits, connecting to the existing four-lane northbound/southbound sections. This project also proposes to further address safety concerns through the installation of a continuous median barrier, 10' shoulders with rumble strips, animal crossing tunnel with fencing, enhanced wet night visibility striping, and pavement edge treatments.

Phase 1: Construction of the northbound truck climbing lane, a 16' wide continuous two way left turn lane, 10' shoulders, and elimination of the northbound merge point improving operations and improving northbound evacuation capacity. This phase also includes southbound right turn lanes at Wellswood Way, Bethel Church

Way, Smith Road, and Crestview Drive. Other safety features include enhanced wet night visibility striping, rumble strips, and pavement edge treatments. A wildlife undercrossing with fencing will be installed as part of this phase to help reduce deer strikes.

Phase: 2: Construction of the southbound truck climbing lane, 10' shoulders with rumble strips, and elimination of the lane drop/merge point south of the McKnight Way Interchange improving the southbound highway segment to four lanes and improving evacuation capacity. This phase will also include enhance wet night visibility striping, rumble strips, and pavement edge treatments.

Phase 3: Construction of frontage roads, elimination of ingress/egress points, construction of two access-controlled intersections initially proposed in the vicinity of Wellswood Way and Smith Road, and installation of a center median barrier.

The purpose of this project is to enhance connectivity for the rural communities in Nevada County along State Route 49 from La Barr Meadows Road to McKnight Way. The project will enhance safety and mobility of vehicular, pedestrian, and cyclist traffic on State Route 49. The project will also enhance daily commuting, mobility, freight, transit (Nevada County Connects, fixed route transit, Route 5 Commuter Service to Auburn Multi-modal station), access to employment and essential services, and provide a long-term benefit for emergency readiness for evacuations caused by climate change stressors.

The project accomplishes the goals of the 2021 Interregional Transportation Strategic Plan (ITSP) by balancing local community and interregional travel needs and improves emergency evacuation routes for all users.

STIP PPM:

During each STIP cycle, each RTPA may utilize up to 5% of its RIP funds for Planning, Programming, and Monitoring (PPM) activities. In its FY 2021/22 RTIP, NCTC will need to program funds for PPM activities in Fiscal Years 2025/26 and 2026/27 (PPM for Fiscal Years 2021/22 through 2024/25 was programmed in the 2020 STIP). As shown in the attached Table 5 – Planning, Programming, and Monitoring (PPM) Limitations, NCTC has a total of \$177,000 available in the 2022 STIP. Staff recommends programming PPM funds as shown below:

<u>FY 2025/26</u>	<u>FY 2026/27</u>	<u>TOTAL</u>
\$88,500	\$88,500	\$177,000

Utilizing PPM funds reduces the need for NCTC to use Local Transportation Funds (LTF) for planning activities, and the net result is there is more LTF available for local jurisdictions.

RTIP Recommendations:

Program \$3,000,000 for Right-of-Way for the SR 49 Corridor Improvement Project in FY 2022/23 (Caltrans is programming \$3 million for Right-of-Way in the ITIP to match NCTC's contribution) and \$177,000 for PPM activities. These actions will leave NCTC \$6,000 of RIP funds to be carried forward into future cycles.

attachments

Table 5 - Planning, Programming, and Monitoring (PPM) Limitations
(\$ in thousands)

County	2020 STIP FY 2024-25	2022 STIP 2024-25 through 2026-27	Total 2024-25 through 2026-27	5% PPM Limitation 2024-25 through 2026-27
Alameda	11,315	22,035	33,350	1,668
Alpine	337	659	996	50
Amador	765	1,495	2,260	113
Butte	2,264	4,403	6,667	333
Calaveras	915	1,787	2,702	135
Colusa	606	1,183	1,789	89
Contra Costa	7,747	15,118	22,865	1,143
Del Norte	565	1,099	1,664	83
El Dorado LTC	1,568	3,062	4,630	232
Fresno	8,540	16,670	25,210	1,261
Glenn	635	1,239	1,874	94
Humboldt	2,280	4,443	6,723	336
Imperial	4,036	7,879	11,915	596
Inyo	3,152	6,153	9,305	465
Kern	11,506	22,452	33,958	1,698
Kings	1,687	3,296	4,983	249
Lake	990	1,934	2,924	146
Lassen	1,449	2,832	4,281	214
Los Angeles	68,508	133,672	202,180	10,109
Madera	1,570	3,067	4,637	232
Marin	2,119	4,131	6,250	313
Mariposa	593	1,158	1,751	88
Mendocino	2,150	4,191	6,341	317
Merced	2,802	5,472	8,274	414
Modoc	774	1,512	2,286	114
Mono	2,342	4,571	6,913	346
Monterey	4,032	7,873	11,905	595
Napa	1,395	2,724	4,119	206
Nevada	1,199	2,343	3,542	177
Orange	21,115	41,195	62,310	3,116
Placer TPA	2,928	5,706	8,634	432
Plumas	865	1,685	2,550	128
Riverside	18,432	35,968	54,400	2,720
Sacramento	10,720	20,919	31,639	1,582
San Benito	743	1,451	2,194	110
San Bernardino	21,436	41,832	63,268	3,163
San Diego	24,241	47,293	71,534	3,577
San Francisco	5,747	11,202	16,949	847
San Joaquin	5,820	11,361	17,181	859
San Luis Obispo	4,274	8,341	12,615	631
San Mateo	5,848	11,415	17,263	863
Santa Barbara	4,804	9,374	14,178	709
Santa Clara	13,406	26,162	39,568	1,978
Santa Cruz	2,317	4,522	6,839	342
Shasta	2,476	4,822	7,298	365
Sierra	411	803	1,214	61
Siskiyou	1,702	3,327	5,029	251
Solano	3,511	6,854	10,365	518
Sonoma	4,314	8,423	12,737	637
Stanislaus	4,302	8,394	12,696	635
Sutter	989	1,931	2,920	146
Tahoe RPA	490	956	1,446	72
Tehama	1,261	2,464	3,725	186
Trinity	895	1,749	2,644	132
Tulare	5,331	10,384	15,715	786
Tuolumne	987	1,929	2,916	146
Ventura	7,114	13,882	20,996	1,050
Yolo	2,073	4,047	6,120	306
Yuba	759	1,482	2,241	112
Statewide	327,152	638,326	965,478	48,274

Note: Limitation amounts include amounts already programmed.

**RESOLUTION 21-26
OF THE
NEVADA COUNTY TRANSPORTATION COMMISSION**

ADOPTION OF THE FY 2021/22 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Nevada County Transportation Commission (NCTC) is responsible for the preparation of the Regional Transportation Plan and Regional Transportation Improvement Program (RTIP); and

WHEREAS, prior to the adoption of the FY 2021/22 RTIP, a public hearing was conducted on November 17, 2021; and

WHEREAS, NCTC has considered the relationship between the proposed RTIP, Caltrans recommendations for the Interregional Transportation Improvement Program, and the Nevada County Regional Transportation Plan; and

WHEREAS, NCTC is responsible for the programming of Regional Improvement Program funds, and Caltrans is responsible for the programming of Interregional Improvement Program funds.

NOW, THEREFORE, BE IT RESOLVED, that the Nevada County Transportation Commission hereby submits the following projects and recommendations to the California Transportation Commission as NCTC's FY 2021/22 Regional Transportation Improvement Program:

1. Program \$3,000,000 for Right-of-Way in FY 2022/23 for the State Route 49 Corridor Improvement Project.
2. \$177,000 for STIP Planning, Programming, and Monitoring Activities - Apportioned as follows:

<u>FY 2025/26</u>	<u>FY 2026/27</u>	<u>TOTAL</u>
\$88,500	\$88,500	\$177,000

BE IT FURTHER RESOLVED, that the Executive Director of the Nevada County Transportation Commission is authorized and directed to complete the necessary information regarding the FY 2021/22 Regional Transportation Improvement Program to the California Transportation Commission for inclusion in the 2022 State Transportation Improvement Program.

PASSED AND ADOPTED by the Nevada County Transportation Commission on November 17, 2021, by the following vote:

Ayes:

Noes:

Absent:

Abstain:

Andrew Burton, Chair
Nevada County Transportation Commission

Attest: _____
Dale D. Sayles
Administrative Services Officer

**DEPARTMENT OF FORESTRY AND FIRE PROTECTION**

Nevada – Yuba – Placer Unit

13760 Lincoln Way

Auburn, CA 95602

(530) 889-0111

Website: www.fire.ca.gov

April 29, 2021

Mike Woodman, Executive Director
Nevada County Transportation Commission
101 Providence Mine Road, Suite 102
Nevada City, California 95959

RE: CAL FIRE Nevada-Yuba-Placer support for SR 49 Corridor Improvement Project - Phase 1 (STIP 4E170)

Dear Mr. Woodman:

I am pleased to indicate CAL FIRE's support for the SR 49 Corridor Improvement Project – Phase 1, which would widen a currently narrow and accident-prone section of Highway 49 between La Barr Meadows Dr. and McKnight Way. This segment of SR 49 includes numerous access points adjacent to SR 49, which create low-speed versus high-speed conflicting movements, which have resulted in collisions, serious injuries and fatalities, and many other “near misses”. The proposed 16' median and planned right turn pockets will allow a safe refuge for vehicles entering highway and exiting the highway reducing rear-end and sideswipe accidents that, for the existing two-lane configuration, are often due to either congestion or traffic slowing or stopping for vehicles preparing to make turning movements.

This corridor is also part of a critical evacuation route out of the Nevada City / Grass Valley area and I am concerned about the ability of traffic to safely and efficiently flow through that area. During morning and evening “rush hour,” traffic along this route bottlenecks at the existing merge sections that this project will eliminate. Improving traffic flow and safety along this section of Highway 49 is very important to increasing our ability to evacuate residents in the event of a major wildfire.

Sincerely,

Brian Estes
Fire Chief
CAL FIRE Nevada-Yuba-Placer Unit

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL
11363 McCourtney Rd.
Grass Valley, CA 95949
(530) 477-4900
(800) 735-2929 (TT/TDD)
(800) 735-2922 (Voice)



May 13, 2021

File No.: 230.14307

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

Amarjeet Benipal, District 3 Director
California Department of Transportation
703 B Street
Marysville, CA 95901

Subject: Acknowledgement of Continued Focus on Safety within the State Route (SR) 49 Corridor in Nevada County.

Dear Mr. Woodman and Mr. Benipal:

The Grass Valley Area California Highway Patrol (CHP) would like to thank the Nevada County Transportation Commission (NCTC) and Caltrans District 3 for their continued partnership and planning efforts focused on reducing fatal/injury accidents within the SR 49 corridor. These efforts include, but are not limited to, the coordination of the ongoing SR 49 Stakeholder Committee, the current planning efforts to development of the SR 49 Safety Assessment, the SR 49 Comprehensive Multi-Modal Corridor Plan, the Nevada County Extreme Climate Event Mobility Adaptation Plan, and the planning and programming of funding for the SR 49 Corridor Improvement Project gap closure between PM 10.8 and 13.3.

The Grass Valley Area CHP recognizes the significant challenges faced by Nevada County communities regarding emergencies and/or evacuations and their subsequent impact on roadways throughout the county. This is especially true with all primary traffic corridors accessing the county. The Grass Valley Area CHP remains committed to working with the NCTC and Caltrans on all future projects that will improve the safety of people utilizing roadways and corridors throughout the county. I hope that the collaborative, proactive efforts of all entities involved in planning future project enhancements will result in increased state and federal funding for improving traffic safety and evacuations.

Should you have any questions, please don't hesitate to call me at (530) 477-4900.

Sincerely,

A handwritten signature in blue ink, appearing to read "G.A. Steffenson".

G.A. STEFFENSON, Lieutenant
Commander
Grass Valley Area





September 12, 2021

Toks Omishakin, Director
California Department of Transportation
1120 N Street, MS-52
Sacramento, CA 95814

Dear Mr. Omishaken:

SUBJECT: Comments on the Draft 2021 Interregional Transportation Strategic Plan (ITSP)

The California Trucking Association (CTA) is writing in support of improvements in both the State Route (SR) 20 and SR 49 corridors to ensure they can adequately handle the large volumes of trucks that are re-routed to these corridors during detour events, as a result of closure to Interstate 80. Both SR 20 and SR 49 priority interregional facilities that are part of the Bay Area – Sacramento – Northern Nevada Strategic Interregional Corridor. With truck volumes forecasted to increase over the next twenty years, it will remain important for the aforementioned segments of SR 20 and SR 49 to be identified for improvements in the Interregional Transportation Strategic Plan (ITSP) and prioritized for Interregional Transportation Improvement Program (ITIP) funding to provide opportunities for strategic partnership with the Nevada County Transportation Commission to construct the needed improvements, to reduce costly delays, and ensure goods movement efficiency.

CTA also expresses our support for the Nevada County Transportation Commission's State Route (SR) 49 Corridor Improvement Project (03-4E170), which proposes both northbound and southbound truck climbing lanes, as well as other safety, operational, and multi-modal mobility corridor improvements. In order to fulfill the State of California's commitment of enhancing the flow of interregional goods movement the CTA supports the Nevada County Transportation Commission's request for 2021 ITIP funding for the SR 49 Corridor Improvement Project (03-4E170).

CTA also asks for your consideration of the California Department of Transportation (Caltrans) District 3 recommendation to include the strategies outlined below to the Interregional Transportation Strategic Plan (ITSP) for the State Route 20 and State Route 49 corridors in Caltrans District 3. The improvements and strategies outlined below are critical to ensuring the long-term direction for the corridor accounts for the needs within our organization.

- For both State Route 20 and State Route 49 please include ***Access Management*** as improved access and connections between the local and regional transportation system is

important to management the movement of people and freight. This enhances community livability by reducing vehicular and modal conflict points and improving emergency services overall.

- For both State Route 20 and State Route 49 please include ***Truck Climbing and/or Passing Lanes in Locations with Steep Grades*** as the creation of truck climbing lanes reduces recurrent congestion along rural routes where vehicles are unable to consistently pass freight trucks and slow-moving vehicles. This increases safety by reducing conflicts because of speed differentials and reduces the need for vehicles to pass trucks in the opposite direction.
- For State Route 49 please include ***Expand Truck Parking*** as creating or expanding truck parking yields multiple benefits, but not limited to safety for both trucks and travelers to reduce conflicts along the roadway. This enhances community economic opportunities by consolidating truck parking into specific locations. Further enhances greenhouse gas emissions by reducing idling times by providing truckers electrical options for refrigeration and heating.

In order to fulfill the State of California's commitment to enhancing the flow of interregional goods movement, the CTA respectfully requests your consideration.

Sincerely,



Eric Sauer
Senior Vice President
California Trucking Association

Cc: David Kim, Secretary, California State Transportation Agency
Amarjeet Benipal, Director, Caltrans District 3
Hilary Norton, Chair, California Transportation Commission
Mitch Weiss, Executive Director, California Transportation Commission



September 7, 2021

Scott Sauer
Chief, Office of Multimodal System
Planning
Division of Transportation Planning
California Department of
Transportation
1120 N Street
Sacramento, CA 95814

Hilary Norton
Chairwoman
California Transportation
Commission
1120 N Street, MS 52
Sacramento, CA 95814

Mitch Weiss
Executive Director
California Transportation
Commission
1120 N Street, MS 52
Sacramento, CA 95814

Dear Caltrans and California Transportation Commission:

Fix49.org representing residents of Nevada and Placer Counties are greatly concerned by the increasing number of accidents and fatalities on State Route 49 between Auburn and Grass Valley. We are also concerned that in the event of a mass evacuation, such as a wildfire, that Hwy 49 is completely inadequate to handle the traffic with segments of varying lane widths shifting between a two-lane and four-lane highway, with lane-drops and merges that serve as evacuation choke points and exacerbate safety concerns. When a fire happens in Alta Sierra for example, 7,000 people would need to merge onto a 1 lane Hwy 49 to evacuate southbound. 7,000 people will make the "Camp" fire in Paradise look like child's play. Who's responsible and has been too slow to accomplish anything.... Caltrans. The Caltrans 2021 Interregional Transportation Strategic Plan must prioritize investment in safety and evacuation improvements and make completing the strategic interregional corridors, such as SR 49 that address safety, connectivity, mobility, and are needed for evacuations the top priority. Additionally, SR 49 serves as an I-80 emergency detour when I-80 is closed due to construction and maintenance activities, accidents, and wildfires, but again is inadequate to handle the associated high volumes of cars and trucks.

Over the last decade, the collisions per year have greatly increased (Over 40%) and fatalities continue (see attached graph). The completion of the planned improvements to SR 49 cannot be delayed any longer! We will not stand silent and let more lives be ruined due to injury and fatal accidents. To date we have collected and given Caltrans over 3,000 signed petitions demanding these improvements, but we continue to be ignored and lives continue to be lost. Improvements are needed to bring the corridor to minimum facility standards, providing four travel lanes, installation of median barriers, roundabouts at key intersections, truck climbing lanes, turn pockets, and 10-foot shoulders.

When next major wildfire threatens the communities requiring mass evacuation of Grass Valley, Nevada City, and other unincorporated communities such as Alta Sierra without the needed safety and evacuation improvements it will result in tragedy. During the recent evacuations that resulted from the August 2021 River Fire, SR 49 in its current configuration failed and resulted in additional accidents, stand still traffic, and another fatality. The Jones Bar fire also saw bumper to bumper traffic. This is why it is so critical that the state commit our tax-payer dollars to fund the completion of these rural priority interregional corridors that are critical for safety and evacuation, such as the Nevada County Transportation Commission's SR 49 Corridor Improvement Project (03-4E170) between McKnight Way in Grass Valley south to La Barr Meadows Road and their funding request submitted as part of the development of the 2021 Interregional Transportation Improvement Program (ITIP). This project provides direct benefits to rural communities of Nevada County through improved evacuation, safety, access, goods movement, and mobility of vehicular, pedestrian, and cyclist traffic on State Route 49.

This interregional priority corridor is the lifeline of the region, which facilitates movement of goods, access to service industries, residential, tourism, medical, jobs, and higher education facilities with connections to Placer County and I-80. Our economy is directly impacted by SR 49. Californians pay the highest gas taxes in the nation by far – over 65 cents/gallon. By contrast our neighboring states like Arizona pay 19 cents, Nevada 33 cents, Oregon 37 cents/gallon and they have better roads. Stop wasting our gas taxes on trains to nowhere and BS carbon offsets. Stop wasting our money and spend it on fixing Hwy 49. As an engineer, I am disgusted by the inefficiencies of doing these 1 to 2 mile sections, done every 5 years. At this inefficient rate, it will take 40 more years to complete this corridor.

Please make this corridor and the planned improvements a priority in the 2021 Interregional Transportation Strategic Plan and Interregional Transportation Improvement Program as we cannot not afford to wait any longer.

Sincerely,

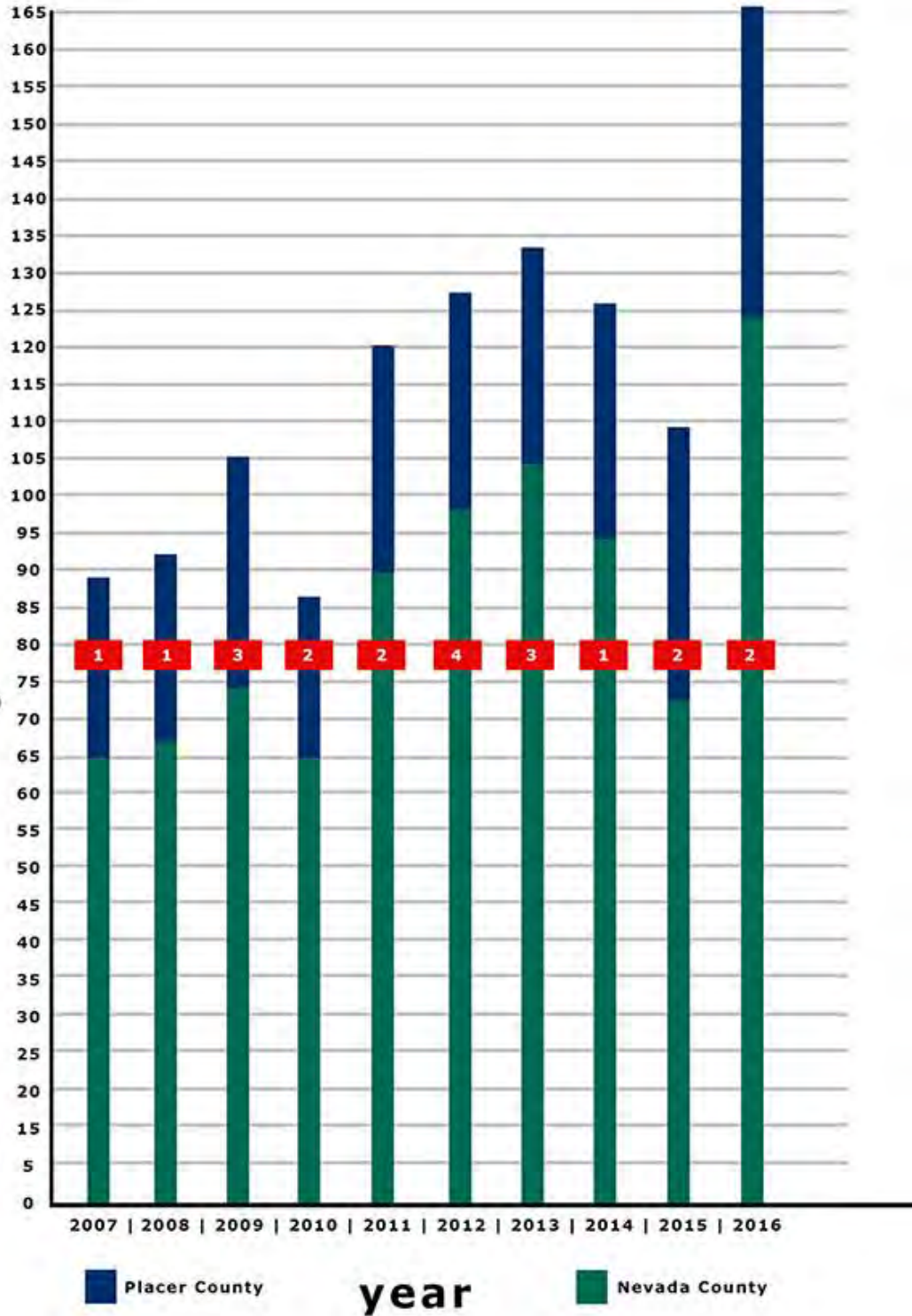
Scott & Jolie Allen

Scott & Jolie Allen

Founders, www.Fix49.org

 fatalities
(both counties)

collisions





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

October 8, 2021

Scott Sauer
Chief, Office of Multimodal System Planning
Division of Transportation Planning
California Department of Transportation
1120 N Street
Sacramento, CA 95814

SUBJECT: State Route 49 Corridor Improvement Project Interregional Transportation Improvement Program Funding Request

Dear Mr. Sauer:

The Nevada County Coalition of Firewise Communities is pleased to support the Nevada County Transportation Commission's request for Interregional Transportation Improvement Program funding for the State Route 49 Corridor Improvement Project (03-4E170). The planned improvement helps further Nevada County's readiness and resiliency in the event of a major wildfire requiring evacuation. This will be accomplished directly by the planned operational and safety improvements that are needed to facilitate the flow of traffic out of the population centers of Grass Valley/Nevada City and surrounding communities in the event of evacuations related to wildfire events.

Indirectly, the clearing of brush and organic material along the roadway will make the region safer by providing a potentially larger fuel break in the corridor. An investment in this vital risk reduction project makes Nevada County a safer place to live and work. I encourage you to invest in the project to reduce the potential harm caused by wildfire in in our state.

Thank you for consideration,

Scott Beesley
Chair
Nevada County Coalition of Firewise Communities



BETTY T. YEE
California State Controller

August 18, 2021

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 Fourth Quarter State of Good Repair Program Allocation

Enclosed is a summary schedule of State of Good Repair (SGR) program funds allocated for the fourth 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) section 99312.1(c). Allocations for the SGR program are calculated pursuant to the distribution formulas in PUC sections 99313 and 99314. Also enclosed is a schedule detailing the amount calculated pursuant to PUC section 99314 for each TPA by operator.

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

This is the fourth allocation for FY 2020-21. The total amount allocated to all agencies for the fourth allocation is \$19,229,199.00. The payment is scheduled to issue on August 19, 2021. Please refer to the schedule for the amounts that relate to your agency.

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

Sincerely,

**Melma
Dizon**

Digitally signed by
Melma Dizon
Date: 2021.08.18
15:12:42 -07'00'

MELMA DIZON
Manager
Local Apportionments Section

Enclosures

Local Government Programs and Services Division
MAILING ADDRESS P.O. Box 942850, Sacramento, CA 94250
3301 C Street, Suite 700, Sacramento, CA 95816

[Back to Top](#)

STATE CONTROLLER'S OFFICE
2020-21 STATE OF GOOD REPAIR PROGRAM
FOURTH QUARTER ALLOCATION SUMMARY
AUGUST 19, 2021

Regional Entity	Amount Based on PUC 99313 Allocation Fiscal Year 2020-21 Quarter 4	Amount Based on PUC 99314 Allocation Fiscal Year 2020-21 Quarter 4	Total Fiscal Year 2020-21 Quarter 4
	A	B	C= (A+B)
Metropolitan Transportation Commission	\$ 1,882,792.59	\$ 5,153,146.86	\$ 7,035,939.45
Sacramento Area Council of Governments	472,890.82	166,666.60	639,557.42
San Diego Association of Governments	234,038.67	57,284.72	291,323.39
San Diego Metropolitan Transit System	573,972.90	235,851.90	809,824.80
Tahoe Regional Planning Agency	25,967.94	1,519.65	27,487.59
Alpine County Transportation Commission	275.99	21.65	297.64
Amador County Transportation Commission	9,105.42	344.53	9,449.95
Butte County Association of Governments	50,822.47	2,741.57	53,564.04
Calaveras County Local Transportation Commission	10,881.02	134.07	11,015.09
Colusa County Local Transportation Commission	5,293.21	237.83	5,531.04
Del Norte County Local Transportation Commission	6,597.30	345.29	6,942.59
El Dorado County Local Transportation Commission	41,837.17	2,921.26	44,758.43
Fresno County Council of Governments	247,321.96	44,968.42	292,290.38
Glenn County Local Transportation Commission	7,105.30	201.02	7,306.32
Humboldt County Association of Governments	32,216.01	5,531.51	37,747.52
Imperial County Transportation Commission	45,623.03	4,192.07	49,815.10
Inyo County Local Transportation Commission	4,491.32	0.00	4,491.32
Kern Council of Governments	221,751.34	13,664.16	235,415.50
Kings County Association of Governments	37,123.50	1,494.82	38,618.32
Lake County/City Council of Governments	15,476.99	842.17	16,319.16
Lassen County Local Transportation Commission	6,968.27	315.48	7,283.75
Los Angeles County Metropolitan Transportation Authority	2,458,566.95	3,183,314.82	5,641,881.77
Madera County Local Transportation Commission	38,220.47	1,285.65	39,506.12
Mariposa County Local Transportation Commission	4,366.38	123.25	4,489.63
Mendocino Council of Governments	21,254.51	1,616.79	22,871.30
Merced County Association of Governments	68,520.47	3,349.50	71,869.97
Modoc County Local Transportation Commission	2,312.85	181.74	2,494.59
Mono County Local Transportation Commission	3,253.94	4,767.91	8,021.85
Transportation Agency for Monterey County	106,614.06	33,152.38	139,766.44
Nevada County Local Transportation Commission	23,711.88	1,168.51	24,880.39
Orange County Transportation Authority	771,996.15	278,206.58	1,050,202.73
Placer County Transportation Planning Agency	76,461.00	11,155.40	87,616.40
Plumas County Local Transportation Commission	4,413.02	720.91	5,133.93
Riverside County Transportation Commission	590,248.38	97,895.25	688,143.63
Council of San Benito County Governments	15,069.28	255.57	15,324.85
San Bernardino County Transportation Authority	526,985.36	113,532.14	640,517.50
San Joaquin Council of Governments	186,968.96	43,568.77	230,537.73
San Luis Obispo Area Council of Governments	67,007.09	4,735.75	71,742.84
Santa Barbara County Association of Governments	109,199.28	27,561.37	136,760.65
Santa Cruz County Transportation Commission	65,550.74	58,894.29	124,445.03
Shasta Regional Transportation Agency	43,029.36	2,292.38	45,321.74
Sierra County Local Transportation Commission	773.61	30.01	803.62
Siskiyou County Local Transportation Commission	10,745.20	458.06	11,203.26
Stanislaus Council of Governments	134,785.37	7,661.16	142,446.53
Tehama County Transportation Commission	15,740.17	328.51	16,068.68
Trinity County Transportation Commission	3,274.24	128.66	3,402.90
Tulare County Association of Governments	115,999.34	12,338.33	128,337.67
Tuolumne County Transportation Council	13,272.17	343.10	13,615.27
Ventura County Transportation Commission	203,706.05	33,107.13	236,813.18
State Totals	\$ 9,614,599.50	\$ 9,614,599.50	\$ 19,229,199.00

STATE CONTROLLER'S OFFICE
2020-21 STATE OF GOOD REPAIR PROGRAM FOURTH QUARTER
ALLOCATION BASED ON PUC 99314 ALLOCATION DETAIL
AUGUST 19, 2021

Regional Entity and Operator(s)	Revenue Basis	Amount Based on PUC 99314 Allocation Fiscal Year 2020-21 Quarter 4
Mendocino Council of Governments Mendocino Transit Authority	957,692	1,616.79
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	1,730.64 1,618.86 <hr/> 3,349.50
Modoc County Local Transportation Commission Modoc Transportation Agency - Specialized Service	107,653	181.74
Mono County Local Transportation Commission Eastern Sierra Transit Authority	2,824,223	4,767.91
Transportation Agency for Monterey County Monterey-Salinas Transit	19,637,486	33,152.38
Nevada County Local Transportation Commission County of Nevada City of Truckee Regional Entity Totals	369,077 323,083 <hr/> 692,160	623.08 545.43 <hr/> 1,168.51
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	3,224.96 186,967.73 <hr/> 190,192.69 88,013.89 <hr/> 278,206.58
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	36.85 9,133.50 1,985.05 <hr/> 11,155.40
Plumas County Local Transportation Commission County of Plumas County Service Area 12 - Specialized Service Regional Entity Totals	346,829 80,198 <hr/> 427,027	585.52 135.39 <hr/> 720.91
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	351.74 537.79 720.12 296.72 833.36 30,944.03 19,424.78 <hr/> 53,108.54 44,786.71 <hr/> 97,895.25
Council of San Benito County Governments San Benito County Local Transportation Authority	151,384	255.57

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



BETTY T. YEE
California State Controller

August 18, 2021

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

SUBJECT: Fiscal Year 2020-21 Fourth Quarter State Transit Assistance Allocation

Enclosed is a summary schedule of State Transit Assistance (STA) funds allocated for the fourth quarter of fiscal year (FY) 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 fourth allocation for FY 2020-21. The total amount allocated to all agencies for the fourth allocation is \$140,431,631. The payment is scheduled to issue on August 19, 2021. Please refer to the schedule for the amounts that relate to your agency.

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

Sincerely,

(Original Signed)

MELMA DIZON
Manager
Local Apportionments Section

Enclosures

STATE CONTROLLER'S OFFICE
2020-21 STATE TRANSIT ASSISTANCE ALLOCATION
FOURTH QUARTER ALLOCATION SUMMARY
AUGUST 19, 2021

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 4	Total Fiscal Year 2020-21 Quarter 4
	Fiscal Year 2020-21 Quarter 4	Fiscal Year 2020-21 Quarter 4	Fiscal Year 2020-21 Quarter 4	Fiscal Year 2020-21 Quarter 4		
	A	B	C	D= (A+B+C)		
Metropolitan Transportation Commission	\$ 7,683,518	\$ 6,066,594	\$ 37,624,852	\$ 51,374,964		
Sacramento Area Council of Governments	1,929,828	1,523,714	1,216,889	4,670,431		
San Diego Association of Governments	955,092	754,102	418,254	2,127,448		
San Diego Metropolitan Transit System	2,342,335	1,849,413	1,722,032	5,913,780		
Tahoe Regional Planning Agency	105,973	83,672	11,095	200,740		
Alpine County Transportation Commission	1,126	889	160	2,175		
Amador County Transportation Commission	37,158	29,339	2,516	69,013		
Butte County Association of Governments	207,402	163,756	20,018	391,176		
Calaveras County Local Transportation Commission	44,405	35,060	979	80,444		
Colusa County Local Transportation Commission	21,601	17,055	1,736	40,392		
Del Norte County Local Transportation Commission	26,923	21,257	2,521	50,701		
El Dorado County Local Transportation Commission	170,734	134,805	21,329	326,868		
Fresno County Council of Governments	1,009,300	796,902	328,330	2,134,532		
Glenn County Local Transportation Commission	28,996	22,894	1,468	53,358		
Humboldt County Association of Governments	131,471	103,804	40,387	275,662		
Imperial County Transportation Commission	186,184	147,003	30,608	363,795		
Inyo County Local Transportation Commission	18,329	14,472	0	32,801		
Kern Council of Governments	904,949	714,511	99,769	1,719,229		
Kings County Association of Governments	151,498	119,617	10,915	282,030		
Lake County/City Council of Governments	63,160	49,869	6,149	119,178		
Lassen County Local Transportation Commission	28,437	22,453	2,303	53,193		
Los Angeles County Metropolitan Transportation Authority	10,033,204	7,921,810	23,258,853	41,213,867		
Madera County Local Transportation Commission	155,975	123,151	9,386	288,512		
Mariposa County Local Transportation Commission	17,819	14,069	900	32,788		
Mendocino Council of Governments	86,738	68,485	11,804	167,027		
Merced County Association of Governments	279,626	220,782	24,456	524,864		
Modoc County Local Transportation Commission	9,439	7,452	1,326	18,217		
Mono County Local Transportation Commission	13,279	10,485	34,812	58,576		
Transportation Agency for Monterey County	435,083	343,524	242,056	1,020,663		
Nevada County Local Transportation Commission	96,766	76,403	8,531	181,700		
Orange County Transportation Authority	3,150,451	2,487,468	2,013,280	7,669,199		
Placer County Transportation Planning Agency	312,031	246,367	81,450	639,848		
Plumas County Local Transportation Commission	18,009	14,219	5,263	37,491		
Riverside County Transportation Commission	2,408,754	1,901,854	714,765	5,025,373		
Council of San Benito County Governments	61,496	48,555	1,866	111,917		
San Bernardino County Transportation Authority	2,150,583	1,698,013	828,935	4,677,531		
San Joaquin Council of Governments	763,005	602,437	318,110	1,683,552		
San Luis Obispo Area Council of Governments	273,450	215,905	34,577	523,932		
Santa Barbara County Association of Governments	445,633	351,854	201,233	998,720		
Santa Cruz County Transportation Commission	267,507	211,213	430,006	908,726		
Shasta Regional Transportation Agency	175,599	138,646	16,738	330,983		
Sierra County Local Transportation Commission	3,157	2,493	220	5,870		
Siskiyou County Local Transportation Commission	43,850	34,622	3,345	81,817		
Stanislaus Council of Governments	550,048	434,295	55,936	1,040,279		
Tehama County Transportation Commission	64,234	50,717	2,398	117,349		
Trinity County Transportation Commission	13,362	10,550	939	24,851		
Tulare County Association of Governments	473,384	373,764	90,088	937,236		
Tuolumne County Transportation Council	54,163	42,765	2,505	99,433		
Ventura County Transportation Commission	831,307	656,366	241,727	1,729,400		
Subtotals	\$ 39,236,371	\$ 30,979,445				
State Totals		\$ 70,215,816	\$ 70,215,815	\$ 140,431,631		

STATE CONTROLLER'S OFFICE
2020-21 STATE TRANSIT ASSISTANCE ALLOCATION FOURTH QUARTER PUC 99314 ALLOCATION DETAIL
AUGUST 19, 2021

Regional Entity and Operator(s)	Fiscal Year 2020-21		Fiscal Year 2020-21		Fiscal Year 2020-21
	Revenue Basis	Funds from RTC Sections	Funds from RTC Sections	Quarter 4 Gross Allocation	Quarter 4 Paid
		7102(a)(3), 6051.8(a), and 6201.8(a)	6051.8(b), and 6201.8(b)		
	A	B	C= (A+B)		
Mono County Local Transportation Commission					
Eastern Sierra Transit Authority	2,824,223	19,453	15,359		34,812
Transportation Agency for Monterey County					
Monterey-Salinas Transit	19,637,486	135,260	106,796		242,056
Nevada County Local Transportation Commission					
County of Nevada	369,077	2,542	2,007		4,549
City of Truckee	323,083	2,225	1,757		3,982
Regional Entity Totals	692,160	4,767	3,764		8,531
Orange County Transportation Authority					
City of Laguna Beach	1,910,271	13,158	10,389		23,547
Orange County Transportation Authority	110,748,483	762,821	602,293		1,365,114
Regional Entity Subtotals	112,658,754	775,979	612,682		1,388,661
Orange County Transportation Authority - Corresponding to SCRRA***	NA	359,093	283,526		642,619
Regional Entity Totals	112,658,754	1,135,072	896,208		2,031,280
Placer County Transportation Planning Agency					
City of Auburn	21,830	150	120		270
County of Placer	5,410,141	37,264	29,422		66,686
City of Roseville	1,175,827	8,099	6,395		14,494
Regional Entity Totals	6,607,798	45,513	35,937		81,450
Plumas County Local Transportation Commission					
County of Plumas	346,829	2,389	1,886		4,275
County Service Area 12 - Specialized Service	80,198	552	436		988
Regional Entity Totals	427,027	2,941	2,322		5,263
Riverside County Transportation Commission					
City of Banning	208,349	1,435	1,133		2,568
City of Beaumont	318,557	2,194	1,732		3,926
City of Corona	426,555	2,938	2,320		5,258
Palo Verde Valley Transit Agency	175,762	1,211	956		2,167
City of Riverside - Specialized Service	493,635	3,400	2,685		6,085
Riverside Transit Agency	18,329,390	126,250	99,682		225,932
Sunline Transit Agency	11,506,078	79,252	62,574		141,826
Regional Entity Subtotals	31,458,326	216,680	171,082		387,762
Riverside County Transportation Commission - Corresponding to SCRRA***	NA	182,728	144,275		327,003
Regional Entity Totals	31,458,326	399,408	315,357		714,765
Council of San Benito County Governments					
San Benito County Local Transportation Authority	151,384	1,043	823		1,866

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

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



MICHAEL WOODMAN, Executive Director

Grass Valley • Nevada City

Nevada County • Truckee

File: 1390.0

September 10, 2021

Scott Sauer
 California Department of Transportation
 Division of Transportation Planning
 Office of Multi-Modal System Planning
 P.O. Box 942873
 Sacramento, CA 94273-0001

Subject: Comments Draft 2021 Interregional Transportation Strategic Plan

Dear Mr. Sauer:

The Nevada County Transportation Commission (NCTC) is appreciative of the opportunity to review and comment on the Draft ITSP. This plan will guide Interregional Transportation Improvement Program (ITIP) investments in priority interregional corridors such as the State Route (SR) 20 and SR 49, which are part of the *San Jose/San Francisco Bay Area–Sacramento–Northern Nevada Corridor* strategic interregional corridor.

General Comments:

Improvements to the SR 49 corridor that improve safety, operations, evacuation capacity, goods movement, and multi-modal mobility are the top regional priority of NCTC. NCTC respectfully requests support for our request to partner \$3 million of Interregional Improvement Program (IIP) funding in the 2021 Interregional Transportation Improvement Program (ITIP) to fund the Right-of-Way for the SR 49 Corridor Improvement Project - Phase 1 (03-4E170). The requested IIP funding will leverage \$8 million of previously programmed Regional Improvement Program (RIP) funding and \$3 million of currently proposed RIP funding, leveraging a total of \$11 million.

The requested funding for Phase 1 (STIP 03-4E170) will address safety for motorized and non-motorized users, improve operations, goods movement, and multi-modal mobility on SR 49 from PM 11.1 to 13.3 by constructing of southbound truck climbing, eliminating the southbound lane drop/merge, and 10' shoulders. This phase is being focused on due to the fact that the southbound SR 49 is the major evacuation route for the City of Grass Valley, Nevada City, and adjacent unincorporated areas, as well as the most frequent direction of high volume I-80 emergency detour events.

Strong community support exists for improvements in the SR 49 corridor that will increase safety, improve operations and mobility for all users, enhance goods movement, and help to facilitate evacuations and I-80 emergency detours. The SR 49 corridor has a history accidents and fatalities and NCTC and emergency responders have also identified the southbound and northbound lane drops/merge points within the project limits as choke points during high volume evacuation events. There is also a

strong community concern and support to have the highway improved to facilitate and handle the traffic capacity associated with a mass evacuation in the event of a major wildfire and the project is supported by Nevada County Consolidated Fire Agency, CALFIRE Nevada-Sierra-Yuba Unit, California Highway Patrol, and Nevada County Office of Emergency Services.

The recent evacuations that occurred due to the August 2021 River Fire once again validated the evacuation concerns with traffic at a standstill on SR 49 resulting in frustration, panic, multiple accidents, and a fatality. The evacuation, safety concerns, and operational and mobility concerns related to the SR 49 corridor and the project segment have been documented going as far back as the public process for the 2015 Interregional Transportation Strategic Plan update. If weather conditions had been unfavorable or if resources were limited the recent River Fire (August 2021), Bennett Fire (August 2021), Jones Fire (August 2020), and Lobo Fire (October 2017) could have turned into catastrophic wildfires requiring mass evacuations like the 1988 49er fire. With the wildfire seasons and associated fires continuing to increase annually the needed evacuation improvements must be made a priority.

The project segment serves as the gateway to the City of Grass Valley, the economic hub of western Nevada County. The existing two-lane highway's current Level of Service (LOS) is E during peak hours. The volumes of both local traffic and goods movement freight traffic have increased, and the State highway facility have become an integral part of the local circulation system in addition to serving tourist, and interregional traffic. It is estimated that 30% of the County work force is using this route as a primary commute route to major employment centers outside of the County, resulting in over-capacity traffic demand during peak commute periods. The SR 49 corridor also plays a key role in providing interregional multi-modal connectivity as an interregional public transit corridor, providing Gold Country Connects fixed route transit connections between Nevada and Placer County and connections to the Amtrak Capital Corridor Inner-City Passenger Rail, Auburn Transit, and Placer County Transit at the Auburn Conheim Multimodal Station in Auburn.

The project segment is officially designated as a Critical Rural Freight Corridor under 23 U.S.C. 167(g) with SR 49 serving as an emergency detour route to I-80 connecting the interstate near Emigrant Gap via SR 49 in Nevada/Placer County back to I 80. Data collected by the Caltrans District 3 Traffic Management Center indicate that *between 2004 and 2021 there were 218 closures of I-80* where truck traffic and passenger vehicles were rerouted onto SR-49 and SR-20. The most recent I-80 emergency detour occurred on July 3, 2021. It is estimated that \$4 to \$8 million dollars of commerce travels over Donner Pass on I-80 every hour.

San Jose/San Francisco Bay Area–Sacramento–Northern Nevada Corridor Priority Interregional Facility Improvements and Strategies (Page 48)

NCTC writes in support of the California Department of Transportation (Caltrans) District 3 recommendation to include the strategies outlined below to the Interregional Transportation Strategic Plan (ITSP) for the State Route 20 and State Route 49 corridors in Caltrans District 3. The improvements and strategies outlined below are critical to ensuring the long-term direction for the corridor is inclusive and accounts for the needs within our organization.

- For both State Route 20 and State Route 49 please include **Access Management** as improved access and connections between the local and regional transportation system is important to

management the movement of people and freight. This enhances community livability by reducing vehicular and modal conflict points and improving emergency services overall.

- For both State Route 20 and State Route 49 please include **Support Freight Alternatives to Trucks to Decrease Vehicle Miles Traveled (VMT)**. This strategy supports the expansion of rail and aeronautical services and facilities for goods movement in an area that is predominately reliant on trucks. This will help to reduce congestion and greenhouse gas emissions along the roadways.
- For both State Route 20 and State Route 49 please include **Truck Climbing and/or Passing Lanes in Locations with Steep Grades** as the creation of truck climbing lanes reduces recurrent congestion along rural routes where vehicles are unable to consistently pass freight trucks and slow-moving vehicles. This increases safety by reducing conflicts because of speed differentials and reduces the need for vehicles to pass trucks in the opposite direction.
- For both State Route 20 and State Route 49 please include **Expand Express Bus Service Consistent with the California Intercity Bus Study**. The expansion of express bus services for interregional travelers and commuters will reduce congestion, greenhouse gas emissions and vehicle miles traveled along the corridor while providing benefits to people and goods movement.
- For State Route 49 please include **Expand Truck Parking** as creating or expanding truck parking yields multiple benefits but not limited to safety for both trucks and travelers to reduce conflicts along the roadway. This enhances community economic opportunities by consolidating truck parking into specific locations. Further enhances greenhouse gas emissions by reducing idling times by providing truckers electrical options for refrigeration and heating.
- For State Route 49 please include **Balance Local Community and Interregional Travel Needs**. By implementing corridor-based approaches that consider all modes of travel, the corridor will enhance local, regional, and statewide economy and equity while preserving community livability by reducing greenhouse gas emissions, vehicle miles traveled, and congestion

Appendix A: ITSP Scoring Criteria (p. 52-57)

NCTC has significant concerns that the proposed scoring criteria will disadvantage Interregional Transportation Improvement Program (ITIP) investment in rural parts of the state accomplishing the exact opposite of current Equity Goals. The 1998 and 2015 ITSP's did not utilize a "scoring criteria with a point system" and only listed the key investment goals and objectives to provide Caltrans with ability to be subjective and flexible in making ITIP funding decisions in a geographically diverse state with significantly different transportation needs.

As the state focuses on equity, NCTC recommends that the Draft ITSP Scoring Criteria be updated to ensure ITIP investments in rural California are not disadvantaged through the inclusion of the proposed scoring which may significantly disadvantage rural counties. Specific input on the scoring criteria is provided below:

Criteria: Does the project demonstrate interregional travel mode shift, including rail, transit, or active transportation?

- Most rural interregional highway corridor improvements which are for safety, connectivity, strategic evacuation improvements, and goods movement will not score well in this category. The NSSR acknowledges that there may be rural intercity rail or other type project that could potentially score well in this category, but we believe the criteria should also acknowledge the lack of opportunity in certain corridors while not penalizing projects on these rural corridors by not reducing or withholding points in this category.

Criteria: How does the project impact single occupancy vehicle miles traveled?

- The scoring criteria presents challenges in consistency with CAPTI. CAPTI encourages investment in projects that do not significantly increase VMT, which most rural projects achieve. The proposed weighted scoring would only provide a maximum of 3 points to projects that significantly reduce VMT, a project with no reduction in VMT only 1 out of 3 points, and if the project increased VMT, even negligibly, would get 0 points, disadvantaging rural projects that are focused on safety, operations, goods movement, and strategic evacuation improvements.

Criteria: Does the project leverage partner funds?

- To receive the full 3 points a rural agency would need to provide greater than 50% percent leveraging funds. This criterion disadvantages rural Regional Transportation Planning Agencies in the scoring process as a significant match is normally not available to these small regions. Rural agencies have very small Regional Improvement Program (RIP) formula shares, and most rural counties do not have countywide sales tax measures so it will be nearly impossible to leverage even 26% let alone more than 50% for funding a right-of-way or construction component. This challenge would limit the vast majority of rural counties to 1 point in this criterion. Consideration for full points should be given if a rural agency is willing to commit a significant amount of their RIP formula share for the Statewide Transportation Improvement Program period. Consideration should also be given for previous RIP funds programmed to prior project components.

Criteria: Does the project reduce fatalities and severe injuries for all users in alignment with the Safe Systems approach?

- The safety of all users should be one of the highest priorities for selecting projects, particularly in rural regions. However, it should be acknowledged that often segments of rural highways with accidents and fatalities do not trigger state safety funding, even though the needed safety improvements have been identified. Instead of waiting for more fatalities or accidents RIP formula funding should be partnered with ITIP funding to accelerate these improvements. Rural citizens commonly ask how many more lives have to be lost? According to data from the National Highway Traffic Safety Administration, in 2015, the fatality rate per 100 million vehicle miles traveled was 2.6 times higher in rural areas than in urban areas. Although only eight percent of California's residents live in rural areas, 43 percent of all traffic fatalities occur on rural highways. As presented in the ITSP, safety is rated on par with 14 other criteria and does not receive the weighting appropriate for this criterion. Therefore, NSSR believes that this criterion should be weighted to ensure safety is a higher priority when evaluating projects for programming in the ITIP taking into consideration the rural setting and need.

Criteria: Does the project innovatively and/or strategically improve an emergency evacuation route identified in an emergency plan/hazard mitigation plan that is supported by state/local emergency services?

- With wildfire seasons increasing in length and number of wildfires, as well as acres burned across California and Nevada County, strategic evacuation improvements should also be a high priority for interregional corridors when there is a documented concern to public safety and strategic improvements identified to address them. Additionally, many counties no longer identify specific routes as evacuation routes in emergency/hazard mitigation plans due to the liability with someone assuming that a particular documented route is safe and driving into the hazard. Higher volume State Highways and principal arterials are typically the main evacuation facilities. Letters from the County Office of Emergency Services or state/local emergency services supporting the strategic evacuation improvement should suffice.

Thank you for the opportunity to provide input on the 2021 Draft ITSP. We look forward to continued participation in this process as a partner agency.

Sincerely,



Mike Woodman, Executive Director
Nevada County Transportation Commission

Cc: David Kim, Secretary, California State Transportation Agency
Toks Omishakin, Director, Caltrans
Amarjeet Benipal, Director, Caltrans District 3
Sukvinder Takhar, Deputy District 3 Director, Planning, Local Assistance, and Sustainability
Hilary Norton, Chair, California Transportation Commission
Mitch Weiss, Executive Director, California Transportation Commission



North State Super Region

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www.superregion.org
 Mike Woodman, Chair

Jon Clark
Butte County Assn. of Governments

Scott Lanphier
Colusa County Transportation Comm.

Tamera Leighton
Del Norte Local Transportation Comm.

Cole Grube
Glenn County Transportation Comm.

Beth Burks
Humboldt Co Assn of Governments

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

John Clerici
Lassen County Transportation Comm.

Nephele Barrett
Mendocino County Council of Govts

Debbie Pedersen
Modoc County Transportation Comm.

Mike Woodman
Nevada County Transportation Comm.

Daniel S. Little
Shasta County SRTA/MPO

Tim Beals
Sierra County Transportation Comm.

Jeff Schwein
Siskiyou County Local Trans. Comm.

Jessica Riske-Gomez
Tehama County Transportation Comm.

Richard Tippet
Trinity County Transportation Comm.

John Mannle
Plumas County Transportation Comm.

September 10, 2021

Scott Sauer
 California Department of Transportation
 Division of Transportation Planning
 Office of Multi-Modal System Planning
 P.O. Box 942873
 Sacramento, CA 94273-0001

Subject: Comments on the Draft 2021 Interregional Transportation Strategic Plan (ITSP)

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

The NSSR has significant concerns that the proposed scoring criteria will disadvantage Interregional Transportation Improvement Program (ITIP) investment in rural parts of the state accomplishing the exact opposite of current Equity Goals. The 1998 and 2015 ITSP's did not utilize a "scoring criteria with a point system" and only listed the key investment goals and objectives to provide Caltrans with ability to be subjective and flexible in making ITIP funding decisions in a geographically diverse state with significantly different transportation needs.

The NSSR is also concerned that Draft ITSP Scoring Criteria are already being utilized by Caltrans to rank and select projects for the 2021 ITIP funding recommendations prior to completion of the public input process and prior to addressing concerns with the criteria such as those further outlined in this comment letter.

As the state focuses on equity, the NSSR recommends that the draft ITSP scoring criteria be updated to ensure ITIP investments in rural California are not disadvantaged through the inclusion of the proposed scoring which may significantly disadvantage rural counties. Our input on the scoring criteria can be found below:

Criteria: Does the project demonstrate interregional travel mode shift, including rail, transit, or active transportation?

- Most rural interregional highway corridor improvements which are for safety, connectivity, strategic evacuation

improvements, and goods movement will not score well in this category. The NSSR acknowledges that there may be rural intercity rail or other type project that could potentially score well in this category, but we believe the criteria should also acknowledge the lack of opportunity in certain corridors while not penalizing projects on these rural corridors by not reducing or withholding points in this category.

Criteria: How does the project impact single occupancy vehicle miles traveled?

- The scoring criteria presents challenges in consistency with CAPTI. CAPTI encourages investment in projects that do not significantly increase VMT, which most rural projects achieve. The proposed weighted scoring would only provide a maximum of 3 points to projects that significantly reduce VMT, a project with no reduction in VMT only 1 out of 3 points, and if the project increased VMT, even negligibly, would get 0 points, disadvantaging rural projects that are focused on safety, operations, goods movement, and strategic evacuation improvements.

Criteria: Does the project leverage partner funds?

- To receive the full 3 points a rural agency would need to provide greater than 50% percent leveraging funds. This criterion disadvantages rural Regional Transportation Planning Agencies in the scoring process as a significant match is normally not available to these small regions. Rural agencies have very small Regional Improvement Program (RIP) formula shares, and most rural counties do not have countywide sales tax measures so it will be nearly impossible to leverage even 26% let alone more than 50% for funding a right-of-way or construction component. This challenge would limit the vast majority of rural counties to 1 point in this criterion. Consideration for full points should be given if a rural agency is willing to commit a significant amount of their RIP formula share for the Statewide Transportation Improvement Program period. Consideration should also be given for previous RIP funds programmed to prior project components.

Criteria: Does the project reduce fatalities and severe injuries for all users in alignment with the Safe Systems approach?

- The safety of all users should be one of the highest priorities for selecting projects, particularly in rural regions. However, it should be acknowledged that often segments of rural highways with accidents and fatalities do not trigger state safety funding, even though the needed safety improvements have been identified. Instead of waiting for more fatalities or accidents RIP formula funding should be partnered with ITIP funding to accelerate these improvements. Rural citizens commonly ask how many more lives have to be lost? According to data from the National Highway Traffic Safety Administration, in 2015, the fatality rate per 100 million vehicle miles traveled was 2.6 times higher in rural areas than in urban areas. Although only eight percent of California's residents live in rural areas, 43 percent of all traffic fatalities occur on rural highways. As presented in the ITSP, safety is rated on par with 14 other criteria and does not receive the weighting appropriate for this criterion. Therefore, NSSR believes that this criterion should be weighted to ensure safety is a higher priority when evaluating projects for programming in the ITIP taking into consideration the rural setting and need.

Criteria: Does the project innovatively and/or strategically improve an emergency evacuation route identified in an emergency plan/hazard mitigation plan that is supported by state/local emergency services?

- With wildfire seasons increasing in length and number of wildfires, as well as acres burned across California and the NSSR, strategic evacuation improvements should also be a high priority for interregional corridors when there is a documented concern to public safety and strategic improvements identified to address them. Additionally, many counties no longer identify specific routes as evacuation routes in emergency/hazard mitigation plans due to the liability with someone assuming that a particular documented route is safe and driving into the hazard. Higher volume State Highways and principal arterials are typically the main evacuation facilities. Letters from the County Office of Emergency Services or state/local emergency services supporting the strategic evacuation improvement should suffice.

Thank you for the opportunity to provide input on the 2021 Draft ITSP. We look forward to continued participation in this process as a partner agency.

Sincerely,



Mike Woodman, Executive Director
Nevada County Transportation Commission
Chair, North State Super Region

Cc: David Kim, Secretary, California State Transportation Agency
Toks Omishakin, Director, Caltrans
Amarjeet Benipal, Director, Caltrans District 3
Hilary Norton, Chair, California Transportation Commission
Mitch Weiss, Executive Director, California Transportation Commission
Ronda Paschal, Deputy Legislative Secretary, Office of Governor Gavin Newsom
Mark Tollefson, Deputy Cabinet Secretary, Office of Governor Gavin Newsom
James Barba, Consultant, Office of Senate President pro Tempore Atkins
Julius McIntyre, Consultant, Office of Assembly Speaker Rendon
Heather Wood, Consultant, Senate Republican Caucus
Daniel Ballon, Consultant, Assembly Republican Caucus

California Department of Transportation

DIVISION OF TRANSPORTATION PLANNING
 P.O. BOX 942873, MS-32 | SACRAMENTO, CA 94273-0001
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October 20, 2021

Mr. Mike Woodman
 Executive Director
 Nevada County Transportation Commission
 101 Providence Mine Road, Suite 102
 Nevada City, CA 95959

Dear Mr. Woodman:

On behalf of the California Department of Transportation (Caltrans), Division of Transportation Planning, we are pleased to congratulate you on your Fiscal Year (FY) 2021-22 State Rural Planning Assistance (RPA) award.

Fiscal Year 2021-22 State Rural Planning Assistance			
Project Title	Rural Counties Task Force (RCTF) Analysis of Induced Demand on Rural Highways		
Grantee/Agency	Nevada County Transportation Commission		
Caltrans District Contact(s)	Fallon Cox, Caltrans District 3 Planning Liaison		
Caltrans District Contact(s) E-mail	fallon.cox@dot.ca.gov	Caltrans District Contact(s) Phone	(530) 812-5964
Grant Award	\$125,000		
Conditions of Award Due to Caltrans	Grant Expiration Date/Final Product Due	Final Request for Reimbursement Due	
11/30/21	06/30/23	08/31/23	

Conditions of Grant Acceptance

The required grant conditions must be submitted to the Caltrans District Liaison no later than the date listed in the table above. Failure to satisfy these conditions will result in the forfeiture of grant funds. Project work cannot begin until the following conditions are met:

Mr. Mike Woodman
October 20, 2021
Page 2

- Submit an Overall Work Program (OWP) amendment package for your FY 2021-22 OWP that includes:
 - A standalone Work Element that clearly outlines the scope, schedule, and detailed budget.
 - OWP Budget Summary Spreadsheet (BRSS)
 - OWP Agreement (OWPA) that identifies the grant amount on the line specifically labeled *RPA Grant*.
 - Board Resolution
 - **All documents must reflect consistent funding information and the full grant amount programmed.**

Next Steps

- The Caltrans District Liaison will send a notice to proceed letter once the OWP/OWPA amendment is complete and funds are fully programmed.
- Quarterly status updates must be submitted as part of the OWP Quarterly Progress and Expenditure Report, including a transmittal memo noting the percentage of project work completed.

Please contact Fallon Cox, District 3 Planning Liaison if you have questions concerning these grant funds or program requirements.

Sincerely,



ERIN THOMPSON
Chief, Office of Regional and Community Planning

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



MICHAEL WOODMAN, Executive Director


Grass Valley • Nevada City

Nevada County • Truckee

File: 250.0

MEMORANDUM

TO: Nevada County Transportation Commission

FROM: Mike Woodman, Executive Director 

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

DATE: November 17, 2021

CALTRANS 2021 INTERREGIONAL TRANSPORTATION STRATEGIC PLAN UPDATE

Caltrans approved the 2021 ITSP update on October 1, 2020. Prior to approval, NCTC staff coordinated with the Rural Counties Task Force (RCTF) and, as Chair of the North State Super Region (NSSR), provided comments on the draft plan raising concerns that some of the proposed scoring criteria for the selection of projects funded through the Interregional Transportation Improvement Program disadvantaged rural projects. In addition to submitting comments, a joint meeting was held with representatives from Caltrans, RCTF, and the NSSR to discuss these concerns and propose modifications for consideration. In response, Caltrans made revisions to the scoring criteria and the majority of the concerns raised were addressed. The comment letters submitted by NCTC and the NSSR, as well as the Caltrans response to the comments, are included in the Correspondence for the November 17, 2021 NCTC meeting.

CALTRANS 2021 INTERREGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (ITIP) FUNDING RECOMMENDATIONS

The purpose of the ITIP is to improve interregional mobility for people and goods across the State of California on highway and passenger rail corridors of strategic importance. These strategic corridors provide the transportation network that connects the state's major regions to one another and connects the rural regions to the large urban areas. The corridors also provide connectivity to neighboring states and the international border with Mexico. The ITIP is a program of projects funded through the State Transportation Improvement Program (STIP) that obtains funding primarily through the per-gallon State tax on gasoline.

State Route 49 is identified as a strategic interregional corridor in the Caltrans 2021 Interregional Transportation Strategic Plan (ITSP), and NCTC staff and stakeholders have been advocating for ITIP funding for the SR 49 Corridor Improvement Project. Caltrans Headquarters submitted the funding recommendations for the 2021 Interregional Transportation Improvement Program (ITIP) on October 15, 2021, which include \$3 million in funding for the Right of Way for Phase 2 of the SR 49 Corridor

Improvement Project. NCTC, in partnership with Caltrans, proposes to program a matching \$3 million of Regional Improvement Program (RIP) funding to fully fund the Right of Way Phase 2.

The SR 49 Corridor Improvement Project begins at the limits of the previous La Barr Meadows Signalization Project (PM 11.1) and ends just south of the McKnight Way Interchange (PM 13.3), connecting to the four lane Golden Center Freeway. The project (STIP 4E170) will make improvements to this segment focused on improving safety, evacuation capacity, operations, goods movement, and multi-modal mobility improvements. This project is designed to be funded in three phases as state and federal transportation funding allow.

The ultimate project includes redirecting numerous entrances to the highway from a newly constructed frontage road system to access the highway at two new at-grade intersections that will either be roundabouts or signalized. It will also construct northbound and southbound truck climbing lanes and will eliminate the merge points that currently exist to the north and south of the project limits, connecting to the existing four-lane northbound/southbound sections. This project also proposes to further address safety concerns through the installation of a continuous median barrier, eight-foot shoulders with rumble strips, animal crossing tunnel with fencing, enhanced wet night visibility striping, and pavement edge treatments.

Phase 1: Construction of the northbound truck climbing lane, a 16' wide continuous two way left turn lane, 10' shoulders, and elimination of the northbound merge point improving operations and improving northbound evacuation capacity. This phase also includes southbound right turn lanes at Wellswood Way, Bethel Church Way, Smith Road, and Crestview Drive. Other safety features include enhanced wet night visibility striping, rumble strips, and pavement edge treatments. A wildlife undercrossing with fencing will be installed as part of this phase to help reduce deer strikes.

Phase: 2: Construction of the southbound truck climbing lane, 10' shoulders with rumble strips, and elimination of the lane drop/merge point south of the McKnight Way Interchange improving the southbound highway to segment to four lanes and increasing evacuation capacity. This phase will also include enhanced wet night visibility striping, rumble strips, and pavement edge treatments.

Phase 3: Construction of frontage roads, elimination of ingress/egress points, construction of two access-controlled intersections, initially proposed in the vicinity of Wellswood Lane and Smith Road, and installation of a center median barrier.



Caltrans District 3 Project Status Report

Nov-21

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	COMPLETE
Construction	Construction began Fall 2021. Target completion Fall 2022.	
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 Zeibrigh 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	COMPLETE
Construction	Construction is expected to begin Winter 2022. Target completion Winter 2025.	
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).
	Funding Source	SHOPP - Asset Management (120)
	Total Cost	\$23,990,000
	Planning	COMPLETE
	Environmental	COMPLETE
	Design	Target completion Spring 2023.
Construction	Construction is expected to begin Fall 2023. Target completion Winter 2024.	
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
	Funding Source	SHOPP - Asset Management (121)
	Total Cost	\$38,010,000
	Planning	COMPLETE
	Environmental	Target completion Summer 2023.
	Design	Target completion Spring 2025.
Construction	Construction is expected to begin Summer 2025. Target completion Fall 2026.	
Highway 49		
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
Construction	Construction began Summer 2021. Target completion Fall 2022.	

4E170 Nev-49 Corridor Improvement Project	CO-RTE-PM	NEV - 49 - 11.1/13.3
	Location	In Nevada County, from La Bar Meadows Road to McKnight Way.
	Description	Widen SR 49 to a four-lane highway with a continuous median/left-turn lane and 8-foot shoulders.
	Funding Source	STIP - RIP (NCTC)
	Total Cost	\$75,106,000
	Planning	COMPLETE
	Environmental	Target completion for Project Acceptance and Environmental Document (PA&ED) is November 2021.
	Design	Target completion Fall 2025.
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	COMPLETE
	Environmental	Target completion Spring 2023.
	Design	Target completion Summer 2025.
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
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 Lorensen 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	COMPLETE
	Design	Target completion Spring 2022.
Interstate 80	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
2H550 Zero Emmission Vehicle (ZEV) Charging Stations	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
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
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 Lorensen 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	COMPLETE
	Design	Target completion Spring 2022.
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
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	COMPLETE
	Environmental	Target completion Spring 2023.
	Design	Target completion Summer 2025.
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 Project Acceptance and Environmental Document (PA&ED) is November 2021.
	Design	Target completion Fall 2025.

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 Lorensen 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	COMPLETE
	Design	Target completion Spring 2022.
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
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	COMPLETE
	Environmental	Target completion Spring 2023.
	Design	Target completion Summer 2025.
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 Project Acceptance and Environmental Document (PA&ED) is November 2021.
	Design	Target completion Fall 2025.

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	Target completion Fall 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	Target completion Fall 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	COMPLETE
Construction	Construction is expected to begin Spring 2022. Target completion Fall 2023.	
3H560 Yuba Pass SOH Bridge Replacement	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 Winter 2022.
	Design	Target completion Winter 2023.
Construction	Construction is expected to begin Summer 2023 Target completion Fall 2027.	
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 (121, 122, 151, 170)
	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 Summer 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 Winter 2024.
	Design	Target completion September 2026.
Construction	Construction is expected to begin Summer 2027. Target completion Fall 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	COMPLETE
	Design	COMPLETE
Construction	Construction is expected to begin Spring 2022. Target completion Winter 2025.	

Highway 89		
1J170 CAPM & Drainage Improvements	CO-RTE-PM	NEV - 89 - 0/0.529
	Location	In Placer and Nevada Counties on Route 89, 9.0 miles south of Truckee from Truckee River Bridge (Br # 19-0032) to Junction of
	Description	Class 2 pavement CAPM, rehabilitate drainage and replace 2 Extinguishable Message Signs (EMS).
	Funding Source	SHOPP - Roadway Preservation (121)
	Total Cost	\$14,370,000
	Planning	This project is waiting to be programmed into the 2022 SHOPP.
	Environmental	Target completion Summer 2024.
	Design	Target completion Spring 2025.
Construction	Construction is expected to begin in Summer 2025. Target completion Fall 2027.	

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.,
	Funding Source	SHOPP - Safety (010)
	Total Cost	\$27,368,000
	Planning	COMPLETE
	Environmental	COMPLETE
	Design	COMPLETE
Construction	Target completion Fall 2021.	
3F680 ADA Upgrades	CO-RTE-PM	NEV - 174 - 9.7/10.1
	Location	In Grass Valley from Race Street to Highway 20.
	Description	Relinquishment
	Funding Source	SHOPP
	Total Cost	\$1,950,000
	Planning	COMPLETE
	Environmental	COMPLETE: State ED: CEQA complete Caltrans is working on the part Federal part of ED - NEPA
	Design	Relinquishment Agreement is signed with City of Grass Valley: Relinquishment Approval Report Winter of 2021
Construction	N/A: Relinquishment	